

S16 Planning Application for Proposed
Minor Relaxation of Plot Ratio (PR), Site
Coverage (SC) and Building Height (BH)
Restrictions for Permitted/Proposed
Commercial Development, Public
Transport Station and Underground
Vehicle Tunnel at Kai Tak Area 4C Sites
4 and 5 and Adjoining Road Portion of
Shing King Street; and Minor Relaxation
of PR and BH Restrictions for Permitted
Private Housing Development with
Proposed Eating Place, Shop and Services
and Social Welfare Facilities at Kai Tak
Area 3E Sites 1 and 2
Supporting Planning Statement

Final | March 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Executive Summary

Pursuant to Section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this Planning Application is submitted to seek approval from the Town Planning Board (TPB) for the Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street (“Application Site A”); and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2 (“Application Site B”) on the Approved Kai Tak Outline Zoning Plan No. S/K22/8 (the OZP).

Application Site A includes Sites 4C4 & 4C5 and adjoining road portion of Shing King Street at the Kai Tak former runway tip, which are zoned as “Commercial (5)”, “Commercial (7)” and shown as ‘Road’ respectively on the OZP. ‘Eating Place’, ‘Shop and Services’, ‘Hotel’, ‘Office’ and ‘Public Transport Station’ are always permitted under Column 1 uses of the “Commercial” zone on the OZP. In area shown as ‘Road’, all uses or developments require permission from the TPB. Application Site B includes Sites 3E1 & 3E2 at the Kai Tak former south apron, which are zoned “Residential (Group B)2” and intended primarily for medium-density residential developments. ‘Flat’ is always permitted under Column 1 uses, whereas ‘Eating Place’, ‘Shop and Services’ and ‘Social Welfare Facility (not elsewhere specified)’ are under Column 2 uses requiring permission from the TPB. According to the Notes of the OZP, based on the individual merits of a development proposal, minor relaxation of the PR, SC and BH restrictions may be considered by the TPB on application under Section 16 of the TPO.

The Planning Application is expected to achieve the following public planning benefits:

- providing certainty on development potential of the sites possible for providing funding support for the Smart and Green Mass Transit System in Kai Tak (KTGTS) project in response to the 2023 Policy Address and 2024 Policy Address on building the KTGTS;
- reinforcing Kai Tak former runway tip as Tourism and Leisure Hub;
- contributing to the development of the Second Core Business District in Kowloon East;
- enhancing housing supply in urban area;
- preserving the Kowloon’s ridgeline and the compatibility with the surroundings;
- achieving multiple planning and design merits for the public;
- adhering to the Urban Design Framework for Kai Tak Development and Harbour Planning Principles and Guidelines; and
- resulting in no insurmountable impacts to the surrounding area.

Sites 4C4, 4C5, 3E1 and 3E2 may be considered for granting their property development rights to provide funding support for the KTGTS project. Taking the benefit of the proposed KTGTS with enhancement on the existing traffic capacity of Kai Tak Development and with consideration of the site characteristics, there is room to have minor relaxation of development restrictions of these sites to further optimise their land utilisation and hence increase their land values. The development potential of these sites should be certain at the earliest possible, which is crucial to firm up the funding arrangement of the KTGTS project prior to tender invitation in 2025. Also, Application Site A can

form a single and regular podium spanning across the airspace of Shing King Street to accommodate an elevated public transport station for the KTGTS (potential KTGTS's station and depot, subject to future authorization under the gazettal of the KTGTS project) to meet KTGTS's operational requirements as well as to facilitate transit-oriented developments. The proposal in this Planning Application has been assessed and it would not induce any adverse landscape, traffic, environmental, air ventilation, visual, sewerage, water supply and utilities impact.

In light of the planning merits and justifications put forward in this Supporting Planning Statement, we sincerely seek the favourable consideration from the TPB to support this Section 16 Planning Application.

行政摘要

(內容如有任何差異，應以英文內文為準)

本規劃申請根據《城市規劃條例》(第 131 章)第 16 條於啟德分區計劃大綱核准圖編號 S/K22/8 (分區計劃大綱圖)，就擬議在啟德發展第 4C 區 4 號及 5 號地盤以及毗鄰承景街顯示為「道路」的地方內(「申請地點甲」)略為放寬最高地積比率、上蓋面積及建築物高度限制作准許/擬議的商業發展、公共車輛車站及地下行車隧道；以及在啟德發展第 3E 區 1 號及 2 號地盤(「申請地點乙」)略為放寬最高地積比率及建築物高度限制作准許的住宅發展及擬議食肆、商店及服務行業及社會福利設施用途向城市規劃委員會(城規會)提出申請。

申請地點甲包括位於啟德前跑道區第 4C4 及 4C5 地盤以及毗鄰承景街顯示為「道路」的地方。第 4C4 及 4C5 地盤於分區計劃大綱圖分別被劃為「商業(5)」和「商業(7)」及顯示為「道路」，當中其土地用途表的第一欄經常准許的用途中包含「食肆」、「商店及服務行業」、「酒店」、「辦公室」和「公共車輛車站」用途。在顯示為「道路」的地方，所有其他用途或發展必須向城規會申請許可。申請地點乙包括位於啟德前南停機坪被劃為「住宅(乙類)2」的第 3E1 及 3E2 地盤，主要用作中等密度住宅發展。「分層住宅」列於土地用途表的第一欄為經常准許的用途，而「食肆」、「商店及服務行業」及「社會福利設施(未另有列明者)」列於土地用途表的第二欄則須先向城規會申請。根據分區計劃大綱圖的備註，城規會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展的情況，考慮略為放寬地積比率、上蓋面積和建築物高度限制。

本規劃申請將就規劃方面帶來以下公眾規劃增益：

- 為潛在可為啟德智慧綠色集體運輸系統項目提供財務資助的土地確定其發展潛力，以回應 2023 年施政報告及 2024 年施政報告中建造啟德智慧綠色集體運輸建議；
- 強化啟德前跑道區作為旅遊及休閒中心的角色；
- 促進九龍東第二核心商業區的發展；
- 增加市區的住房供應；
- 保存九龍的山脊線，並與周邊發展兼容；
- 為公眾實現多項規劃和設計優點；
- 遵守啟德發展的城市設計大綱及海港規劃原則及指引；及
- 不會對周邊地區帶來負面影響。

第 4C4、4C5、3E1 及 3E2 地盤的物業發展權可被考慮作為啟德智慧綠色集體運輸系統項目的財務資助。受惠於啟德智慧綠色集體運輸系統能提升啟德發展區現有交通容量的優勢及考慮到這些地盤的特徵，因而有空間略為放寬其發展限制，以進一步優化其土地使用並提高其土地價值。由於啟德智慧綠色集體運輸系統項目於 2025 年招標前需要確定財務安排，因此盡早確定該地盤的發展潛力為至關重要。此外，申請地點甲可以形成一個跨越承景街上空的單一且規則的平台，以容納啟德智慧綠色集體運輸系統的高架公共車輛車站(視乎啟德智慧綠色集體運輸系統項目未來的刊憲授權，可作為該系統的車站和車廠)，以滿足

該系統的運營要求，並促進公共運輸導向型發展。本規劃申請中的建議已經過評估，不會對園境、交通、環境、空氣流通、視覺、排污、供水和公用設施帶來負面影響。

基於本規劃綱領所闡述的規劃增益及理據，我們懇請城市規劃委員會支持是次第 16 條規劃申請。

1 INTRODUCTION

- 1.1.1 This Supporting Planning Statement is submitted in accordance with Section 16 of the Town Planning Ordinance (the “TPO”), to seek approval of the Town Planning Board (the “TPB”) for the Proposed Minor Relaxation of Plot Ratio (“PR”), Site Coverage (“SC”) and Building Height (“BH”) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2. Location of the Application Sites are shown in **Figure 1**.
- 1.1.2 **Application Site A** refers to Sites 4C4 and 4C5 and adjoining road portion of Shing King Street at the Kai Tak former runway tip, which are zoned as “Commercial (5)” (“C(5)”), “Commercial (7)” (“C(7)”) and an area shown as ‘Road’ respectively on the Approved Kai Tak Outline Zoning Plan No. S/K22/8 (the OZP).
- 1.1.3 **Application Site B** refers to Sites 3E1 and 3E2 at the Kai Tak former south apron, which falls within “Residential (Group B)2” (“R(B)2”) zone on the OZP.
- 1.1.4 The Chief Executive announced in the 2023 Policy Address to construct the Smart and Green Mass Transit System in Kai Tak (KTGTS), connecting the former Kai Tak runway area to the MTR Kai Tak Station to strengthen connections among the residential and commercial developments, facilities focused on tourism, culture and recreation, sports and the community within the area, as well as the connection with the railway network, serving visitors and living and working population. The KTGTS project was included in the “Hong Kong Major Transport Infrastructure Development Blueprint” promulgated in December 2023. The Chief Executive announced in 2024 Policy Address to continue taking forward the investigation and design of the KTGTS with a view to inviting tenders in 2025 and completing the KTGTS project three years ahead of the original target completion date.
- 1.1.5 The proposed depot for the KTGTS is located at Sites 4C4 and 4C5, which can form a single and regular site to meet the depot’s operational requirements. The sites can also accommodate a KTGTS’s station to facilitate transit-oriented developments. The Government may consider granting property development rights at the sites to provide funding support for the KTGTS project and unleash the development potential of the sites. Whilst the proposed KTGTS’s station is a public transport station, which is always permitted at these two sites under the OZP, the proposed KTGTS’s depot within these sites will be subject to future authorization under the gazettal of the KTGTS project. With a view to further advancing the tender invitation of the KTGTS project in 2025, the gazettal of KTGTS scheme will be carried out after the award of the contract and in tandem with the detailed design stage.
- 1.1.6 In view of the recent property market situation, apart from the Sites 4C4 and 4C5, the Government is also exploring to reserve other residential sites in Kai Tak Development (KTD), such as Sites 3E1 and 3E2 which are zoned as “R(B)” on the OZP, to provide additional funding support for the KTGTS project. Near the time of tendering of the KTGTS project, the Government will review the financial assessment to ascertain if Sites 3E1 and 3E2 or other sites are required for additional funding support. Thus, it is crucial to confirm the development potential of these sites at the earliest possible so as to firm up the funding arrangement of the KTGTS project prior to tender invitation in 2025.

- 1.1.7 Taking the benefit of the proposed KTGTS with enhancement on the existing traffic capacity of KTD and with consideration of the site characteristics, there is room to have minor relaxation of development restrictions of Sites 4C4, 4C5, 3E1 and 3E2 to further optimise their land utilisation and hence increase their land values.
- 1.1.8 Apart from enhancing the development potential of the sites for providing funding support for the KTGTS project, the increase in the supply of office spaces, hotel rooms and retail facilities at Sites 4C4 and 4C5 after the proposed increase in PR, BH and SC can sustain and enhance the cluster of existing and planned uses at the Kai Tak former runway tip for developing a Tourism and Leisure Hub and retail frontage along the Runway Precinct. Moreover, it can also attract enterprises to the KTD supporting the development of the second Core Business District (CBD2) of Hong Kong. The increase in supply of flats at Sites 3E1 and 3E2 after the proposed increase in PR and BH of the sites can enhance the housing supply as highlighted in the 2023 Policy Address. The inclusion of retail facilities to Sites 3E1 and 3E2 can improve the experience of locals and visitors to the adjoining promenade and planned public open space. Opportunity is also taken to incorporate appropriate social welfare facilities at the sites to serve the community.
- 1.1.9 This Planning Application is submitted for permitted/proposed commercial development at Application Site A and permitted residential development at Application Site B. For the permitted/proposed commercial development at Application Site A, the proposal involves the proposed minor relaxation of PR restriction (from 7.5 and 6.0 to a total of about 8.16), SC restriction (from 80% to 87% for Sites 4C4 & 4C5 and area shown as ‘Road’), and BH restriction (from +95mPD to +111mPD (at main roof level) & +115mPD (including rooftop structures) for Site 4C4, from +95mPD to +95mPD (at main roof level) & +99mPD (including rooftop structures) for Site 4C5, and +30mPD (at main roof level) for the podium at Sites 4C4 & 4C5 and area shown as ‘Road’), and the proposed public transport station and underground vehicle tunnel at airspace area and underground area respectively at ‘Road’ portion of Shing King Street. The proposal with an increase in non-domestic gross floor area (GFA) seeks to accommodate public transport station (potential KTGTS’s station and depot), alongside with increasing floor space for various commercial uses, including hotel, office, shop and services, and eating place to provide more job opportunities, with a maximum commercial GFA of 160,402 m² proposed. For the proposed residential development at Application Site B, the proposal involves the proposed minor relaxation of PR restriction (from 4.5 to 7.0 (including domestic PR of 6.5 and non-domestic PR of 0.5)), BH restriction (from +100mPD to +97mPD (at main roof level) & 101mPD (including rooftop structures) for Site 3E1 and +80mPD to +103mPD (at main roof level) & +107mPD (including rooftop structures) for Site 3E2), and proposed eating place, shop and services and social welfare facilities to make good use of the scarce piece of land in urban area and provide ancillary facilities including retail and community facilities in supporting the community.
- 1.1.10 The proposal developments at the Application Sites have ensured the compatibility with the surrounding developments and the preservation of the Kowloon’s ridgeline, and complemented with the Urban Design Framework for KTD and the Harbour Planning Principles and Guidelines. With reference to the various technical assessments conducted for the proposed developments, no significant adverse impacts to the surroundings are anticipated.
- 1.1.11 To facilitate considerations of the TPB members, this Supporting Planning Statement has compiled relevant information of this Planning Application. **Section 2** provides a brief description of the Application Sites and their surrounding environment. **Section 3** provides an overview of the planning contexts of the Planning Application. **Section 4** details the Notional Development Schemes of the proposed developments in relation to the design

principles, development parameters and facilities provision, which are for illustration purpose only, and for technical assessments to demonstrate that the proposal would not induce any insurmountable impacts. **Section 5** presents the planning justifications in support of this Planning Application. We sincerely seek for favourable consideration from the TPB to support this well justified Planning Application.

2 SITES CONTEXT

2.1 Location

- 2.1.1 This Planning Application covers two Application Sites (Application Site A and Application Site B) falling within the same OZP. The location of the Application Sites is shown in **Figure 1**, and described below.
- 2.1.2 Application Site A, with a total area of about 22,550 m², is located at the Kai Tak former runway tip to the northwest of the Kai Tak Cruise Terminal (KTCT) and the proposed Tourism Node development. The site is bounded by the Kai Tak Promenade overlooking Victoria Harbour to the south and the Kai Tak Sky Garden and Shing Fung Road to the north.
- 2.1.3 Application Site B, with a total area of about 14,750 m², is located at the Kai Tak former south apron. It is bounded by the Cheung Yip Street to the west, Lam Chak Street to the north and Kai Hing Road to the east. To the south of the site are planned public open space and the Kai Tak Promenade.

2.2 Land Status

- 2.2.1 In Application Site A, Site 4C4 is occupied by GLA-TNK 2779 (Part), Site 4C5 is an unallocated government land and the Shing King Street serves as a public road.
- 2.2.2 In Application Site B, it is occupied by GLA-NK 363 (Part), GLA-TNK 2646 (Part).
- 2.2.3 Please refer to **Figures 2-1** and **2-2** for detailed information in the Lot Index Plan of the Application Sites.

2.3 Existing Uses and Condition

- 2.3.1 In Application Site A, Site 4C4 is currently used as a temporary works area for storing construction materials, while Site 4C5 remains vacant.
- 2.3.2 In Application Site B, the two facilities including the Community Liaison Centre and the Lam Chak Street Substation for the Trunk Road T2 and the Cha Kwo Ling Tunnel Project (the T2 Project) at Site 3E1 will be removed upon completion of the T2 Project anticipated in 2026. The Public Works Central Laboratory (PWCL) currently located at Site 3E2 is planned for relocation to cavern with an anticipated works completion in Q3 2027 under “Joint Cavern Development at Anderson Road Quarry Site” Project. Owing to the presence of tunnel of Trunk Road T2 and the existing public drainage within Application Site B, no building and structure shall be erected or constructed on and under or within T2 Tunnel Protection Area and Drainage Reserve Area.
- 2.3.3 Please refer to **Figures 3-1** and **3-2** for the existing conditions at the Application Sites.

2.4 Surrounding Land Uses

2.4.1 The Application Site A is located within a residential neighbourhood with the planned Tourism Node, KTCT and the promenade at the Kai Tak former runway tip.

- a) To the northeast, the Site abuts Shing Fung Road with Kai Tak Sky Garden on top. On the opposite side of Shing Fung Road, there are a planned residential development Site 4B5, which is zoned “Residential (Group B)8” with a building height restriction of +108mPD and is currently a site with temporary structures and works areas, and a residential development namely The Pavilia Forest with a building height restriction +95mPD.
- b) To the southeast are KTCT and Ground Plaza of Kai Tak Sky Garden. To the east is the planned Tourism Node with a building height restriction of +100mPD and it is currently occupied by the Kai Tak Community Isolation Facility.
- c) To the southwest is an area zoned “Open Space” in the OZP, which forms part of the Kai Tak Promenade at the Kai Tak former runway area overlooking Victoria Harbour.
- d) To its immediate northwest is a 25-metre-wide pedestrian street. To the further northwest are the residential buildings largely zoned “R(B)”, with building heights ranging from +95mPD to +120mPD. Notable residential developments include Miami Quay (+95mPD), Cullinan Harbour (+95mPD), One Victoria (+110mPD), The Knightsbridge (+110mPD), Pano Harbour (+120mPD), and Double Coast (+120mPD).

2.4.2 The Application Site B is located in a diverse neighbourhood that is undergoing rapid transformation from industrial use to an area with mixed commercial, residential and government, institution and community uses.

- a) To the northeast are the office and industrial developments namely the Harbourside HQ (+136.5mPD) and Pacific Trade Centre zoned “Commercial” (“C”) zone on the OZP subject to a maximum building height of +100mPD. To the further northeast along the Kwun Tong Promenade are office developments including the Quayside (+100.2mPD) and One Bay East (+100.6mPD). To the further north is the Kai Tak Fire Station and the LPG Filling Station.
- b) To the east is a “C” zone on the OZP comprises residential development at the former Kowloon Godown site, which is under construction, and the Kerry Dangerous Goods Godown also zoned “C” which is intended primarily for commercial development and as an extension of the Kowloon Bay Business Area, creating a more coherent cluster of commercial developments. Nearer to time before population intake, should the Kerry Dangerous Goods Godown have yet to be decommissioned, the associated risk would be assessed as appropriate.
- c) To the south at the direct frontage to the harbourfront is facing a planned public open space connecting the promenade (Hong Kong Children’s Hospital Section) opposite the former runway area.
- d) To the northwest is an area zoned “Government, Institution or Community”, where the Hong Kong Children’s Hospital (+60mPD) and the Kai Tak New Acute Hospital (+100mPD) under construction are located.

2.4.3 Please refer to **Figures 4-1** and **4-2** for uses surrounding the Application Sites.

2.5 Accessibility

- 2.5.1 The **Application Site A** is mainly accessible via the Shing Fung Road connecting to other areas. A 25-metre-wide pedestrian street along the northwestern boundary of the Application Site A directly connected with Shing Fung Road enhances both pedestrian connectivity to the Kai Tak promenade at both sides of the former runway and the visual porosity.
- 2.5.2 Apart from the at-grade connections, the planned elevated connections between Kai Tak Sky Garden and Application Site A within the site for the use by the public 24 hours a day linking the elevated connections and street level will conveniently connect people to various activity nodes of the promenade along the former runway. Moreover, the proposed KTGTS will provide an alternative speedy travelling option for public, which further strengthens the connectivity from KTCT to Kai Tak Sports Park and MTR Kai Tak Station within KTD area.
- 2.5.3 The **Application Site B** is conveniently served by Cheung Yip Street, Kai Hing Road and Shing Cheong Road that provide connections to other districts. Served by a comprehensive public transport network, the Application Site B is in close proximity to several bus/minibus stops, and is also served by MTR Ngau Tau Kok Station (in a walking distance of about 1.4km).
- 2.5.4 At present, the waterfront area abutting the Application Site B is occupied by the PWCL subject to relocation as stated in **paragraph 2.3.2** and not accessible by the public. In the future, the waterfront area including the existing promenade (Hong Kong Children's Hospital Section), the planned public open space and a 20-metre-wide promenade abutting the southern boundary will connect with the Kwun Tong Promenade creating a continuous and enjoyable waterfront.

3 PLANNING CONTEXT

3.1 Statutory Land Use Zoning

- 3.1.1 Application Site A falls within “C(5)”, “C(7)” and an area shown as ‘Road’ on the OZP at the former runway tip of Kai Tak. According to the Notes of the OZP, “Commercial” (“C”) zone is intended primarily for *“commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.”*. ‘Eating Place’, ‘Shop and Services’, ‘Hotel’, ‘Office’, and ‘Public Transport Terminus or Station’ are always permitted under Column 1 uses. It is also stated in the Covering Notes of the OZP that *“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, railway track and tram track”*.
- 3.1.2 “C(5)” and “C(7)” are subject to a maximum plot ratio of 6 and 7.5 respectively and a maximum site coverage of 80% (excluding basement(s)), or the plot ratio and site coverage of the existing building, whichever is greater. As stipulated on the Plan of the OZP, Sites 4C4 and 4C5 are subject to a maximum building height restriction of +95mPD, or the height of the existing building, whichever is greater. Referring to Remark (9) of Notes of the OZP for the “C” zone, *“Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) to (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance”*.
- 3.1.3 According to paragraph 9.1.5 of the Explanatory Statement (ES) of the OZP, non-building areas (NBAs) are *“designated in these sites (sites zoned “C(5)” and “C(7)”) along the boundaries facing the Central Boulevard and the 10m wide pedestrian street to maintain a wider vista and building gap”*.
- 3.1.4 Please refer to **Figures 5-1a to c** for the extracted Covering Notes and Notes of the OZP for the “C” zone, and **Figures 5-1d to e** for the extracted ES of the OZP for the “C” zone.
- 3.1.5 Application Site B falls within “R(B)2” zone on the OZP at the former south apron of Kai Tak. According to the Notes of the OZP, “R(B)” zone is intended primarily for *“medium-density residential developments. Retail belt/frontage along the side of the site abutting the open space, waterfront promenade or pedestrian streets is provided to enhance vibrancy of the adjoining open space/waterfront promenade/pedestrian streets.”*. ‘Flat’ is always permitted under Column 1 uses, while ‘Eating Place’, ‘Shops and Services’, and ‘Social Welfare Facility’ are under Column 2 uses, which require permission from the TPB.
- 3.1.6 “R(B)2” is subject to a maximum plot ratio of 4.5 and maximum site coverage of 40% (excluding basement(s)), or the plot ratio and site coverage of the existing building, whichever is greater. As stipulated on Plan of the OZP, Sites 3E1 and 3E2 are subject to a maximum building height of +100mPD and +80mPD respectively, or the height of the existing building, whichever is greater. In determining the maximum plot ratio, Remark (5) of Notes of the OZP for “R(B)” zone states that *“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”. Remark (9) of Notes of the OZP for the “R (B)” zone also states that “Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance”.

- 3.1.7 Please refer to **Figures 5-2a to b** for the extracted Notes of the OZP for “R(B)” zone, and **Figures 5-2c to d** for the extracted ES of the OZP for the “R(B)” zone.

3.2 Building the Smart and Green Mass Transit System

- 3.2.1 As mentioned in **paragraphs 1.1.4 and 1.1.5**, the Chief Executive announced in the 2023 Policy Address to construct the KTGTS. The proposed KTGTS is an elevated system with approximately 3.5 km long corridor connecting between KTCT and MTR Kai Tak Station. The proposed alignment of KTGTS is shown in **Figure 6**. The proposed elevated KTGTS’s station and depot are located at Application Site A, where a single and regular podium could be formed to accommodate KTGTS’s facilities¹, such as signalling system, power supply and charging facilities, vehicle parking areas, maintenance facilities, control centre, etc. The scheme of KTGTS, including the proposed elevated KTGTS’s station and depot at Application Site A, will be subject to future authorization under gazettal of the KTGTS project. Pursuant to Section 13A of TPO, any scheme authorised under Railways Ordinance (Cap. 519) shall be deemed to be approved under TPO. The proposal with an elevated public transport station at Application Site A can facilitate the future implementation of the proposed KTGTS’s station and depot of the KTGTS project.

3.3 Transformation of Kowloon East into CBD2

- 3.3.1 The Government has promulgated the Energizing Kowloon East initiatives since the announcement in the 2011-2012 Policy Address through the adoption of a visionary, coordinated and integrated approach to transform Kowloon East, which comprises of the Kowloon Bay Business Area, Kwun Tong Business Area, the former Kai Tak Airport, and later, the San Po Kong Business Area. Kowloon East is positioned as Hong Kong’s CBD2, another premier CBD, to support Hong Kong’s economic growth, capitalise on the fast-growing opportunities of the Mainland and strengthen Hong Kong’s global competitiveness.
- 3.3.2 In achieving a scale comparable to the Central CBD, the Conceptual Master Plan 6.0² put emphasis in ensuring sustainable growth to maintain a steady supply and achieve a total of more than 4 million square metres of commercial floorspace in Kowloon East by implementing planned comprehensive developments and encouraging wholesale conversion or redevelopment of industrial buildings.

¹ Among these facilities, the maintenance facilities and control centre are only included in depot.

² Energizing Kowloon East Conceptual Master Plan 6.0 (2022): https://www.ekeo.gov.hk/filemanager/ekeo/common/about-us/CMP_6_0_EN.pdf

3.4 Kai Tak Former Runway Tip as a Tourism and Leisure Hub

3.4.1 Tapping on Kai Tak’s history as the former airport, the positioning of the Kai Tak OZP is under the theme – the “Heritage, Green, Sport and Tourism Hub of Hong Kong”. Referring to the ES of the OZP, the planned Tourism Node and nearby commercial developments as well as the planned Metro Park and Kai Tak Sports Park are designed to be the gateways of the KTD area, serving as the focal points for visitors and locals alike. The aforementioned KTGTS would serve as a backbone for Kai Tak. By connecting tourism, culture, sports, leisure, and community facilities, the KTGTS will create a cohesive network that enhances the overall experience for those exploring the area. The Proposed Commercial Development at Application Site A at the former runway tip is intended to provide the critical mass of commercial GFA to sustain and enhance the former runway tip as an attractive tourism hub and leisure destination for overseas and local visitors and create synergies with the gateways in proximity by providing supporting infrastructure necessary for tourism development including hotel rooms, retail facilities and other commercial uses. It is also in synergy with retail and dining outlets along the existing and planned promenade connecting Kai Tak Sports Park to the runway tip with panoramic view to Victoria Harbour.

3.5 Harbour Planning Principles and Guidelines

- 3.5.1 Given that the Application Sites are situated at a prominent harbourfront location in the Kai Tak area, reference is made to the Harbour Planning Principles and Harbour Planning Guidelines formulated by the Harbour-front Enhancement Committee. These principles were developed to serve as guidelines to facilitate the sustainable planning, preservation, development and management of Victoria Harbour and the harbour-front areas. The eight Harbour Planning Principles include Preserving Victoria Harbour, Stakeholder Engagement, Sustainable Development, Integrated Planning, Proactive Harbour Enhancement, Vibrant Harbour, Accessible Harbour, and Public Enjoyment.
- 3.5.2 Fronting the prominent harbourfront, the Application Sites will ensure adherence to these principles as outlined in **Section 5**.

3.6 Urban Design Framework for Kai Tak Development

- 3.6.1 With the distinctive theme of “Heritage, Green, Sport and Tourism Hub of Hong Kong” as defined in the OZP, 6 sub-districts in relation to the definitive open space system are created within Kai Tak, including Kai Tak City Centre, Sports Hub, Metro Park, Runway Precinct, Tourism and Leisure Hub and south apron corner (**Figure 7**) alongside with 8 urban design and landscape principles, including Connecting the Neighbourhood, Creating Nodes, Activating the Harbour-front, Creating a Pedestrian Friendly Environment, Creating a Dynamic Skyline, Celebrating the Views, Celebrating the Gateways, and Creating a “A Green Web for Sustainable Development” have been laid for the formulation of the Kai Tak OZP. The Application Sites are located at the former runway area and south apron corner respectively and would set the basis for the formulation of the Notional Development Schemes at the Applications Sites as detailed in **Section 4**.
- 3.6.2 To further guide the urban design and landscape design in the construction of the KTD area, four sets of Kai Tak Development Urban Design Guidelines and Manual (UDGM) under different themes have been published to set out a design framework and approach that could broadly guide the broad form arrangement, massing and appearance of the developments

within the KTD area to align with the eight urban design and landscape principles as set out in the Kai Tak OZP. The UGDM features guidelines at a smaller scale that could facilitate the implementation from early planning stage to detailed design stage. In particular, the UDGM for the Private Non-Domestic Sites and UDGM for the Private Domestic Sites would serve as a broad guide for the Proposed Developments at the Application Sites.

4 THE PROPOSED DEVELOPMENTS

4.1 General Planning and Design Principles

- 4.1.1 In respecting the planning intentions as specified in the “C(5)” and “C(7)” zones for Application Site A and “R(B)2” zone for Application Site B in the OZP, the general planning and design principles of the Notional Development Schemes for the Proposed Developments are as follows:
- 4.1.2 ***Ensuring Compatibility to the Surroundings:*** The scale and design of the proposed developments, including the plot ratio and building height, are sympathetic to the surrounding existing and planned developments. Buffer tree planting at street level will be provided along the harbourside. A suitable setback from the harbourfront promenade is proposed to create a self-protective living and business environment for the future community and visitors. Appropriate landscape design and ample planting will be incorporated across multiple levels of the proposed developments to enhance the visual amenity of the area.
- 4.1.3 ***Inclusion of Rooftop Structures to Preserve View to the Ridgeline:*** The Proposed Developments at Application Sites A and B are situated in locations with considerations for ridgeline preservation. The Notional Development Schemes have considered not only the building height of main roof level, but also the height of rooftop structures, particularly from the strategic viewpoint at Quarry Bay Park.
- 4.1.4 ***Active Frontage along the Harbourfront:*** Situated right next to the waterfront promenades in the Kai Tak Area, the Proposed Developments provide active frontage with retail facilities alongside with appropriate setbacks to enhance the vibrancy along the harbourfront at both Application Sites and the pedestrian street at Application Site A.
- 4.1.5 ***Adopting Sensitive Design and Disposition with Site Constraints:*** The spaces for proposed retail and public transport station in Application Site A shall be carefully placed considering that half of the southwestern boundary of Site 4C5 is abutting the existing back-of-house area of the KTCT and the remaining of the southwestern boundary of Site 4C5 abuts the existing Shing King Street. In Application Site B, the T2 Tunnel Protection Area and Drainage Reserve Area within the site have imposed building restrictions on the ground and basement levels. The building mass was carefully adjusted to avoid intrusion into these areas. Furthermore, disposition of the buildings at Application Site B has been carefully designed to minimise direct line of sight to the existing Kai Tak Fire Station to its north.

4.2 Proposed Development Parameters

- 4.2.1 This Planning Application is submitted for Proposed Commercial Development at Application Site A and Proposed Residential Development at Application Site B with minor relaxation of PR, BH and SC restrictions with due considerations with the general planning and design principles as mentioned above. The Notional Development Schemes of the Application Sites with the proposed changes form the “Proposed Development”, while the schemes based on the existing restrictions as stated in the OZP form “Development Parameters Allowed by the OZP” as summarised in **Table 4-1** and **Table 4-2** below.

Application Site A:

- 4.2.2 Proposed Commercial Development at **Application Site A** involves the proposed minor relaxation of PR restriction (from 7.5 and 6.0 to a total of about 8.16), BH restriction (from +95mPD to +111mPD (at main roof level) & +115mPD (including rooftop structures) for Site 4C4, from +95mPD to +95mPD (at main roof level) & +99mPD (including rooftop structures) for Site 4C5, and +30mPD (at main roof level) for the podium at Sites 4C4 & 4C5 and area shown as ‘Road’), and SC restriction (from 80% to 87% for Sites 4C4 & 4C5 and area shown as ‘Road’), and the proposed public transport station (potential KTGTS’s station and depot) with a total GFA of about 23,540 m² and underground vehicle tunnel at airspace area and underground area respectively at ‘Road’ portion of Shing King Street. The provision of commercial GFA is subject to a maximum GFA of 160,402 m². The building height of the podium shall be not more than +30mPD.
- 4.2.3 The rooftop structures of the Notional Development Scheme have been taken into account for the proposed minor relaxation in BH restriction to preserve Kowloon’s Ridgeline. Besides, minor relaxation of site coverage of Site 4C4 is proposed for better utilisation of site, together with airspace of adjacent ‘Road’ portion of Shing King Street and Site 4C5 to form a single and regular podium for accommodation of the proposed public transport station (potential KTGTS’s station and depot) to meet the KTGTS’s operational requirements.
- 4.2.4 Below please find the comparison table (**Table 4-1**) of the Proposed Development and the Development Parameters allowed by the OZP in Application Site A.

Table 4-1 Comparison of Key Development Parameters of the Proposed Development and that Allowed on the OZP in Application Site A

Key Development Parameters	Development Parameters Allowed by the OZP (a)	Proposed Development (b)	Difference / Compliance (b)-(a)
Site Area	Total: 20,174 m ² - Site 4C4: 10,694 m ² - Site 4C5: 9,480 m ²	Total: 22,550 m ² - Site 4C4: 10,694 m ² - Site 4C5: 9,480 m ² - Area shown as ‘Road’: 2,376 m ²	+2,376 m ²
Plot Ratio (PR) ^	Total: 6.80 - Site 4C4: 7.5 - Site 4C5: 6.0	Total: 8.16	+20.00%
Total Gross Floor Area (GFA)^	Total: 137,085 m ² - Site 4C4: 80,205 m ² - Site 4C5: 56,880 m ²	Total: 183,942 m ²	+46,857 m ² (+34.18%)
GFA By Use	Commercial: 137,085 m ² in total	Commercial: 160,402 m ² in total - Retail: 28,466 m ² - Office: 86,550 m ² - Hotel: 45,386 m ² Public Transport Station (potential KTGTS’s station and depot): 23,540 m ²	+23,317 m ² (+17.01%) +23,540 m ² (-)
Site Coverage (SC)#	Not more than 80%	Not more than 87%	+8.75%

Key Development Parameters	Development Parameters Allowed by the OZP (a)	Proposed Development (b)	Difference / Compliance (b)-(a)
Building Height	+95mPD (at main roof level)	- Site 4C4: +111mPD (at main roof level) and +115mPD (including rooftop structures) * - Site 4C5: +95mPD (at main roof level) and +99mPD (including rooftop structures) * - Podium: +30mPD (at main roof level)	

Notes:

[^] All ancillary carpark spaces under Application Site are underground, exempted from Gross Floor Area and Plot Ratio calculations in tables above subject to compliance with OZP and PNAP APP-2 promulgated by the BD.

Referring to the First Schedule in B(P)R, full site coverage for podium portion of building up to 15m above ground is always permitted, therefore the site coverage of G/F to 2/F at podium level was complied. The site coverage of podium at proposed public transport station level (i.e. from 15m to 25m) in Site 4C4 is required to be larger than 80% to form part of the single and regular podium to meet the KTGTS's operational requirements.

* Maximum building heights including rooftop structures are designed with consideration for ridgeline preservation from strategic viewpoint to allow flexibility in future design.

Application Site B:

- 4.2.5 For the Proposed Residential Development at **Application Site B**, the proposal involves the proposed minor relaxation of PR restriction (from 4.5 to 7.0 (including domestic PR of 6.5 and non-domestic PR of 0.5)) and BH restriction (from +100mPD to +97mPD (at main roof level) & 101mPD (including rooftop structures) for Site 3E1 and +80mPD to +103mPD (at main roof level) & 107mPD (including rooftop structures) for Site 3E2). The rooftop structures of the Notional Development Scheme have been taken into account for the proposed minor relaxation of BH restriction to preserve Kowloon's Ridgeline.
- 4.2.6 Furthermore, the lowest two levels of the Proposed Development in Application Site B comprises of various uses, including proposed eating place, shop and services and social welfare facilities. Two social welfare facilities will be provided including one Child Care Centre (CCC), one Sub-base of Integrated Children and Youth Services Centre (ICYSC sub-base). All of these uses require permission from the TPB.
- 4.2.7 Below please find the comparison table (**Table 4-2**) of the Proposed Development and the Development Parameters allowed by the OZP in Application Site B.

Table 4-3 Comparison of Key Development Parameters of the Proposed Development and that Allowed on the OZP in Application Site B

Key Development Parameters	Development Parameters Allowed by the OZP (a)	Proposed Developments (b)	Difference / Compliance (b)-(a)
Site Area	Total: 14,750 m ² - Site 3E1: 7,064 m ² - Site 3E2: 7,686 m ²	Total: 14,750 m ² - Site 3E1: 7,064 m ² - Site 3E2: 7,686 m ²	No Change

Key Development Parameters	Development Parameters Allowed by the OZP (a)	Proposed Developments (b)	Difference / Compliance (b)-(a)
Plot Ratio (PR)	Total: 4.5 - Domestic: 4.5	Total: 7.0 - Domestic: 6.5 - Non-domestic: 0.5	+55.56% +44.44% -
Total Gross Floor Area (GFA)	66,375 m ²	103,250 m ²	+36,875 m ² (+55.56%)
Domestic GFA[^]	66,375 m ²	95,875 m ²	+29,500 m ² (+44.44%)
Non-Domestic GFA[^]:	-	7,375 m ² - Retail: 6,248 m ² - Social Welfare Facilities: 1,127 m ²	-
Site Coverage	Not more than 40%	Not more than 40%	No Change
Building Height	- Site 3E1: +100mPD (at main roof level) - Site 3E2: +80mPD (at main roof level)	- Site 3E1: +97mPD (at main roof level) and +101mPD (including rooftop structures) * - Site 3E2: +103mPD (at main roof level) and +107mPD (including rooftop structures) *	Site 3E1: Not Applicable Site 3E2: +23m (+28.75%)

Notes:

[^] Residential recreational facilities is exempted from Gross Floor Area and Plot Ratio calculation referring to the OZP. All ancillary carpark spaces under Application Site are underground, exempted from Gross Floor Area and Plot Ratio calculations in tables above subject to compliance with OZP and PNAP APP-2 promulgated by the BD.

* Maximum building heights including rooftop structures are designed with consideration for ridgeline preservation from strategic viewpoint to allow flexibility in future design.

4.3 Building Design of the Proposed Developments

4.3.1 Based on planning and design principles presented above, Notional Development Schemes of the Proposed Developments at the Application Sites (**Appendix A** refers) have been prepared to demonstrate the technical feasibility of the proposed minor relaxation of development restrictions. The proposed developments are subject to the detailed design by the future developer(s).

Application Site A:

Incorporation of Public Transport Station (Potential KTGTS's station and depot)

4.3.2 The proposed public transport station is different from conventional public transport stations which are usually located at ground level with at-grade vehicular access. As opposed to the conventional public transport station, the proposed public transport station at Application Site A is designed to cater for the potential KTGTS's station and depot. As the entire KTGTS is

an elevated system, the proposed public transport station is elevated with proposed floor level at about +20mPD and headroom up to about +30mPD to suit the in/out of the KTGTS and to accommodate the KTGTS's facilities as described in **paragraph 3.2.1**. Whilst decked over by the proposed public transport station, Shing King Street can still be maintained as an at-grade public road.

- 4.3.3 A separate site vehicular access at cul-de-sac of Shing King street is designed for the elevated public transport station to serve their daily operational need.
- 4.3.4 The proposed public transport station (potential KTGTS's station and depot) will account for a total GFA of about 23,540 m² at the podium of the Application Site A. Part of the podium from G/F to about +20mPD forms two levels (accounting for a GFA of about 4,164 m²), each with a headroom of approximately 6.5m, for housing the plant rooms and ancillary facilities of the KTGTS necessary for the operation of the station, and ramp capable to accommodate operation and emergency vehicles. The ramp would lead to the single and regular podium for the elevated station and ancillary facilities at about +20mPD (accounting for a GFA of about 19,376 m²), which is spanning across the airspace of Shing King Street and with a headroom of about 10m.

A Hub at the Residential Neighbourhood at the Runway Tip

- 4.3.5 With the KTGTS put in place, the KTGTS provides an alternative speedy travelling option to the other major locations at KTD, including the MTR Kai Tak Station. The residents at the vicinity would likely pass through Application Site A to access the public transport station via the Kai Tak Promenade or Kai Tak Sky Garden. The public transport station is considered compatible with the proposed commercial uses, with a substantial scale of retail provision, and the provision of hotel and office spaces, which can increase the desirability and land value of the sites and can create a vibrant and mixed-use area combining work, leisure and accommodation. The proposed minor relaxation of site coverage restriction from 80% to 87% at Application Site A can facilitate the formation of a single and regular podium for the proposed public transport station (potential KTGTS's station and depot). Incidentally, it is proposed to make good use of the area underneath the public transport station for retail uses. Under the Notional Development Scheme, a substantial amount of retail GFA with about 28,466 m² forming three levels is proposed between G/F and podium level (i.e. remaining portion of the podium after accommodating the public transport station). The proposed retail facilities can serve the residents at the surrounding developments, and the office workers and tourists at the topside of the public transport station to inject vibrancy to the harbourfront and supplement Kai Tak's former runway tip as the Tourism and Leisure Hub.

Provision of Office, Hotel and Retail with Future Development Flexibility

- 4.3.6 In line with the planning intention at the Application Site A, sufficient GFA has been allocated for the provision of commercial uses including office spaces and hotel rooms atop of the podium for the public transport station and retail facilities, accounting for a maximum total commercial GFA of 160,402 m². Taking a conservative approach for assessing the technical feasibility of the proposal, office provision has been optimised in the Notional Development Scheme to provide development flexibility for the future developer to change the non-domestic GFA within 'Office', 'Hotel', 'Shops and Services' and 'Eating Place' uses without requiring further planning application with the change not exceeding 2,000 m² or 5%, whichever is the less, in accordance to Town Planning Board Guidelines No. 36C. Two hotel towers and three office towers are therefore proposed in the Notional Development Scheme.

Stepped Building Height Profile with Consideration of Ridgeline Conservation including Rooftop Structures

- 4.3.7 A stepped building height profile is adopted with the consideration of an assumed height of 4m for rooftop structures in response to the urban design framework to create a dynamic skyline with respect to the conservation of the Kowloon ridgeline without intruding the 20% building free zone according to HKPSG and the compatibility with the surroundings. The building height of the hotel and office towers, including rooftop structures, gradually descend towards southeast (planned Tourism Node) from +114.9mPD to +89.7mPD within the Application Site A. The current mix of development parameters have been optimised with due considerations to the conservation of the ridgeline. While the current BH restriction of both Sites 4C4 and 4C5 under the OZP are +95mPD, the proposed building height (including rooftop structures) of Office Towers 2 and 3 at Site 4C5 as depicted on the Notional Development Scheme are intentionally up to +89.7mPD to better preserve the ridgeline as reflected in the Visual Impact Assessment (**Appendix F** refers). On the contrary, to maximise the development potential of the Application Site A, the GFA reduced at Office Towers 2 and 3 at Site 4C5 are transferred to Office Tower 1 and Hotel Tower 1 at Site 4C4, resulting in maximum building height (including rooftop structures) under the Notional Development Scheme up to +114.9mPD and +109mPD respectively, which are not intruding the 20% building free zone and are compatible with the surrounding developments.
- 4.3.8 The proposed building heights are based on a general assumption of floor-to-floor heights of different uses within the development, apart from the lobby with 5m, the floor-to-floor height has been assumed to be 4.2m for all floors at the office towers and 3.5m for all floors at the hotel towers to meet functional requirements and ensure the spaces are well-utilised. A transfer plate and electrical and mechanical (E&M) floor has been incorporated in each tower to maintain future design flexibility.

Underground Vehicular Tunnel for Better Land Utilisation

- 4.3.9 To provide a high-end parking provision for the proposed development, 3 floors of basement carparks are proposed. Underground vehicular tunnels across the underground stratum of Shing King Street connecting the basement carparks of Sites 4C4 and 4C5 at B2 and B3 Floor is proposed for better land utilisation. Whilst decked over by the proposed KTGTS, Shing King Street with a headroom of about 10m can still be maintained as an at-grade public road.

Enhancements for Vibrancy along the Harbourfront

- 4.3.10 To enhance the vibrancy along the harbourfront, a 5m setback from the southwestern boundary at Site 4C4 is proposed for better integration with the adjacent Kai Tak Promenade and offer opportunities to provide amenities including walkways, seatings and recreational areas for better enjoyment. About 15m setback from Shing King Street at Site 4C4 is also proposed to create a welcoming entrance for the visitors coming from the Kai Tak Promenade. Additionally, provision of access to retail frontage at-grade from the Kai Tak Promenade could enhance the vibrancy of the promenade and attract more visitors with enhanced convenience. Apart from the at-grade connections, two pedestrian connections will be provided at 1/F of Site 4C5 at about +13.5mPD and 2/F of Site 4C4 at about +14mPD, connecting Kai Tak Sky Garden at about +13mPD for accessibility to the adjoining residential developments, the planned Tourism Node, the KTCT and the promenade along two sides of the former runway.

Sensitive Building Design and Disposition

- 4.3.11 Building design of the Proposed Commercial Development has closely followed the general planning and design principles put forward in **Section 4.1** and the planning intention specified for the “C(5)” and “C(7)” zone on the OZP. A full height non-building area of 10m from the northeastern edge of site boundary facing the Central Boulevard has been maintained for a wider vista and building gap, serving as emergency vehicular accesses (EVAs) and ramps to the underground carpark, in compliance with the OZP.
- 4.3.12 The Proposed Development includes two hotel towers and three office towers on top of a podium for public transport station and retail facilities. The building mass of the towers were laid out based on the requirement of prescribed windows for office and habitation, and appropriate building separations ranging from 15m to 36m. The podium is connected between both sites to obtain large floor plate for the public transport station. This also created an opportunity to enhance the connectivity and provision of landscaped area between the hotel and office towers in the two sites at podium roof.
- 4.3.13 Office Tower 1 and Hotel Tower 1 are located at Site 4C4, while Hotel Tower 2, Office Tower 2 and Office Tower 3 are at Site 4C5. The proposed building heights at main roof level as shown in **Appendix A** are +110.9mPD (Office Tower 1), +105mPD (Hotel Tower 1), +94.5mPD (Hotel Tower 2), +85.7mPD (Office Tower 2) and +85.7mPD (Office Tower 3) respectively. As mentioned in **paragraphs 4.3.7** and **4.3.8**, the tower height arrangement revealed stepped building height in a declining order, which respected the ridgeline of Victoria Harbour. The heights of the towers shall blend into the undulating and varied building height profile at the KTD.
- 4.3.14 Appropriate design mitigation measures, including sufficient architectural articulations and landscape treatments, are incorporated to reduce the bulkiness of the podium subject to detailed design.
- 4.3.15 Façade treatment through using a mix of materials such as glass, metal cladding could create visually appealing façade and reduce the perceived mass of the structure. Elements like louvers, fins, and shading devices would be incorporated to add depth and interest to the façade. These elements can also help control sunlight and improve energy efficiency. There will be also use of architectural lighting to highlight key features of the façade and create a striking visual effect at night. Ornamental trees and shrubs along Shing Fung Road and vertical greening would be adopted to soften the building bulk.

Building Layout of the Proposed Development

- 4.3.16 The Application Site A abuts Shing Fung Road and Shing King Street. The two separate vehicular access of the Proposed Development would be situated at the Shing King Street as shown in the G/F Plan of **Appendix A**. The location of vehicle access would have less implication to existing heavy traffic on Shing Fung Road. The design also allowed a covered drop-off area for hotel, retail and office on both sites adjacent to the run in/outs. A separate vehicle access was proposed at Site 4C5 for the operation and emergency vehicles ramping up to the public transport station. EVA roads are proposed along the NBA with green pavement.
- 4.3.17 4 lift lobbies are placed at locations conveniently accessible by pedestrians. The lifts could bring the tenants of the office and hotel towers and visitors to the UG / Podium Roof for

enjoyment at the podium garden and connection between the office and hotel towers. Appropriate setbacks from the adjacent pedestrian street, Kai Tak Promenade and Ground Plaza of Kai Tak Sky Garden and building separations at podium level have been incorporated to not only create a visual valley for better air ventilation, natural light and views, but also creates opportunities for creating a continuous podium garden. The podium garden will include appropriate seating areas and recreational areas designed to serve as social gathering and outdoor relaxation spaces. The building separations could also serve as a visual relief to reduce the visual bulkiness of the proposed development.

- 4.3.18 As stated in **paragraph 4.3.2**, the proposed public transport station at the Application Site is to cater the operation of the proposed KTGTS subject to future authorization under gazettal of the KTGTS project. To allow flexibility for the layout arrangement of the potential KTGTS's station and depot, the transfer plates at each tower can allow shifting of lift/staircase cores to fit with the future layout. Internal transport facilities of the Proposed Development have been optimised by providing 3 levels of basement floors with minimised building cores for private vehicle parking.

Compliance with Sustainable Design Guidelines

- 4.3.19 To achieve a quality and sustainable built environment, the proposed development shall conform to the requirements of PNAP APP-152 Sustainable Building Design Guidelines (SBDG) as far as practicable. The considerations of the three key building design elements of building separation, building setback and site coverage of greenery under the SBDG have been incorporated into the Notional Development Scheme to meet the requirements of SBDG.

Application Site B (Sites 3E1 & 3E2):

Opportunity for Further Optimisation for Land Efficiency

- 4.3.20 With the KTGTS enhancing the existing traffic capacity in KTD, opportunity is taken to review the development intensity of Application Site B with considerations to its site characteristics and local context, optimisation of the land efficiency and land value, improving the vibrancy of Kai Tak Promenade and planned public open space, and catering for society needs.
- 4.3.21 Making reference to HKPSG with 6.5 as the maximum permissible domestic PR for residential sites in new development areas of urban areas, a maximum domestic PR of 6.5 (accounting for an increase of GFA of about 29,500 m²) is proposed in Application Site B, which is also compatible with the surrounding developments. In enhancing the vibrancy along the waterfront, a non-domestic PR of 0.5 (with a GFA of 7,375 m²) for retail facilities and social welfare facilities is proposed to be incorporated at the lower levels of the proposed development. Having consulted with Social Welfare Department, a CCC and a ICYSC sub-base accounting for a GFA of about 1,127 m² is reserved for the proposed development. The remaining non-domestic GFA of about 6,248 m² is included in the lower two floors of the proposed development in synergy with the adjoining Kai Tak Promenade and planned public open space.

Stepped Building Height Profile with Consideration of Ridgeline Conservation including Rooftop Structures

- 4.3.22 With the minor relaxed plot ratio, a stepped building height ascending towards northeast from +107mPD to +100.6mPD (including rooftop structures with an assumed height of 4m for the rooftop structures) is adopted at Application Site B in conserving the ridgeline and compatibility with the surrounding developments. A floor-to-floor height of 3.15m is assumed to maximise the GFA and building height of the proposed development with the retail facilities, social welfare facilities and clubhouse (at each tower to reflect current design trends of residential developments) incorporated at the lower floors of the proposed development. A transfer plate is also incorporated for each tower for possible space optimisation with more usable floor area and better overall design. The assumption provides flexibility in the land disposal arrangement subject to future adjustments. Flexibility is provided for the future developer to incorporate the retail facilities and social welfare provision in the form of a retail belt/frontage or a retail block.

Enhancements for Vibrancy along the Harbourfront

- 4.3.23 Setbacks along roads and the provision of active frontages enhances the streetscape which improves the walking experience along the existing and planned at-grade pedestrian connections from Kowloon Bay Action Area, Kowloon Bay Business Area and Kwun Tong Promenade all the way to the Kai Tak Promenade. A non-domestic GFA of about 6,248 m² is included as retail use in the lower two floors and placed towards the Kai Tak Promenade and planned public open space. A generous setback of 21m from the southwest boundary and 16m setback from the southeast boundary of Site 3E1 is proposed under the Notional Development Scheme to allow more opportunities for amenities provision including walkways, seating and recreational areas for better enjoyment and integration with the promenade. Considering the frontage of about 350m along the promenade, public can access to the active retail frontage facing the promenade and planned public open space to meet the needs of the community. The two social welfare facilities abut Lam Chak Street and Cheung Yip Street with a 7.3m setback from the northeastern boundary serves as a buffer and enhances the visual appeal of the facilities.

Sensitive Building Design and Disposition

- 4.3.24 Building design of the Proposed Residential Development has closely followed the general planning and design principles put forward in **Section 4.1** and the planning intention specified for the “R(B)2” zone on the OZP. Specific site constraints including the T2 Tunnel Protection Area and the Drainage Reserve Area within the site, imposing building restrictions on ground and basement levels, have been considered in the Notional Development Scheme. To avoid intrusion into the T2 Tunnel Protection Zone, a 3-level basement carpark is proposed for Sites 3E1 and 3E2 respectively. The building disposition of the building blocks are carefully considered to avoid intrusion to these areas.

Environmental Considerations on Building Design

- 4.3.25 Setback of more than 5m from the road kerb of Cheung Yip Street, Shing Cheong Road, Lam Chak Street and Kai Hing Road also enable sufficient buffer distance from the road network for better air quality. Above T2 Tunnel Protection Area, the 16m building setback from the northeast boundary of Site 3E1 and 28m building setback on podium level from the southwest boundary of Site 3E2 are provided to allow more incoming wind to travel along Shing Cheong

Road, Cheung Yip Street and the planned public open space, thus alleviating the ventilation impact created by the proposed development under the Notional Development Scheme.

Building Layout of the Proposed Development

4.3.26 The proposed Block B1 has adopted a single-aspect building design to prevent line of sight from residential flats at the Application Site to the Kai Tak Fire Station. This layout arrangement can also provide internal courtyard gardens for users' enjoyment.

Compliance with Sustainable Design Guidelines

4.3.27 To achieve a quality and sustainable built environment, the proposed development shall conform to the requirements of PNAP APP-152 Sustainable Building Design Guidelines (SBDG) as far as practicable. The considerations of the three key building design elements of building separation, building setback and site coverage of greenery under the SBDG have been incorporated into the Notional Development Scheme to meet the requirements of SBDG.

4.4 Landscape Design Framework

4.4.1 The primary objectives for the landscape design of the Proposed Developments of Application Sites are to:

- Provide a quality and sustainable environment with adequate landscape area for the enjoyment of the tourists, office workers and recreational users of the proposed developments;
- Provide sufficient landscape treatment along the boundary to minimise the potential visual impact of the built form;
- Incorporate new trees and shrubs to enhance the greenery; and
- Fully integrate the landscape with the architecture where each exterior component draws upon the merits of the corresponding interior/ building component.

4.4.2 With the above objectives and aim to provide quality commercial and residential developments, Landscape Proposal of the Notional Development Schemes have been prepared for the Proposed Developments (**Appendix B**) with details on key features.

Landscape Design Concepts

Landscape Design Concept of Application Site A

4.4.3 The landscape design at G/F features ornamental trees and shrubs along Shing Fung Road, aimed at softening the building's facade and maximising greenery and effectively separate the driveway from the pedestrian walkway.

4.4.4 The UG / Podium Garden incorporates green buffers adjacent to the building to further soften its appearance. On the southwest side, a Food and Beverage Avenue is designed to take full advantage of the Victoria Harbour views. Additionally, the design includes open plazas, a spacious lawn, and thematic gardens, providing diverse recreational spaces for building occupants and users.

Landscape Design Concept of Application Site B

- 4.4.5 In line with the primary objectives above, the landscape design at G/F features a variety of elements, including water features, sitting gardens, relaxation deck, community playground and a pavilion. These areas provide both active spaces for the retail frontage and passive open spaces for building occupants to engage in leisure activities. For the exterior areas of the clubhouse on 2/F, it has preserved some outdoor open spaces including sitting gardens and relaxation deck for the building occupant/ users to sit and relax.

Greenery Provision

- 4.4.6 The Site Coverage of Greenery within the Application Sites adheres to both SBDG and the more stringent Kai Tak Development Urban Design Guidelines for Domestic Sites and Non-Domestic Sites to achieve the planning intention of developing Kai Tak as a green hub. The overall minimum greening ratio shall be 30% of the site area. The greening ratio within the pedestrian zone shall be equivalent to 20% of the site area and the greening ratio at roof shall be equivalent to 20% of the roof area. Approximately 6,675 m² and 4,425 m² of greenery will be provided in Application Sites A and B, respectively.

4.5 Local Open Space

- 4.5.1 The Notional Development Schemes demonstrate that the proposal could achieve in providing not less than 0.5 m² per worker of local open space at Application Site A and 1 m² per resident at Application Site B, which has met the HKPSG requirements on local open space provision.

4.6 Traffic Arrangement

Vehicular and Pedestrian Access

- 4.6.1 At Application Site A, the new run-in/ outs are proposed for connection to Shing King Street. The standard 7.3m-wide run-in/ outs would be located to the southeast of the Site 4C4 and to the northwest of Site 4C5. An additional access located at the cul-de-sac at Shing King Street would be proposed for the use of the public transport station.
- 4.6.2 A multi-level pedestrian access to the site is provided at Application Site A. For at-grade connections, pedestrians could access via the adjacent pedestrian street, the Kai Tak Promenade, Shing Fung Road, and Shing King Street. Proposed elevated connections to the Kai Tak Sky Garden from Sites 4C4 and 4C5 could allow pedestrian to reach adjoining residential developments, the planned Tourism Node, the KTCT and the promenade along two sides of the former runway.
- 4.6.3 At Application Site B, the new run-in/ outs to Sites 3E1 and 3E2 respectively are proposed for connection to Kai Hing Road to the southeast of the sites. Residents are expected to access the proposed development via Cheung Yip Street and Kai Hing Road. A separate pedestrian access to the social welfare facilities is also provided at Lam Chak Street.
- 4.6.4 Please refer to **Figures 8-1** and **8-2** for the pedestrian circulation of Application Sites A and B.

Internal Transport Facilities

- 4.6.5 Provision of internal transport facilities for the Notional Development Scheme would make reference to the relevant standards in the latest HKPSG, with considerations of various factors, including residential type and unit size, plot ratio of the Sites and locality, etc. The proposed car parking provision follows the upper limit of parking requirements to satisfy ancillary parking need. Please refer to the Traffic Impact Assessment (**Appendix C**) for details.

Road Network Assessment

- 4.6.6 Junction capacity assessments have been undertaken in years 2036 (reference and design scenarios) and 2041 (design scenario). The results suggest that all the assessed junctions would operate with ample capacity. The proposed developments would not cause any adverse traffic impact to the future road network and no additional road/ junction improvement measure was required under this proposal. Please refer to the Traffic Impact Assessment (**Appendix C**) for details.

5 PLANNING JUSTIFICATIONS

5.1 Providing Certainty on Development Potential of the Sites Possible for Providing Funding Support for the Smart and Green Mass Transit System in Kai Tak

- 5.1.1 As deliberated in **paragraphs 1.1.4 to 1.1.7**, the Government may consider granting property development rights at the Application Sites to provide funding support for the KTGTS project. This Planning Application with supporting documents demonstrating the proposed increase in the development potential of these sites, after taking the benefit of the proposed KTGTS with enhancement on the existing traffic capacity of KTD, are technically feasible and would not induce any adverse landscape, traffic, environmental, air ventilation, visual, sewerage, water supply and utilities impact. The confirmation of the increase in development potential of these sites is crucial to firm up the funding arrangement of the KTGTS project prior to tender invitation in 2025.
- 5.1.2 The proposed commercial development at Application Site A considers the latest proposed alignment of the KTGTS with incorporation of the proposed public transport station (potential KTGTS's station and depot, subject to future authorization under the gazettal of the KTGTS project). As referred to the Notional Development Scheme appended in **Appendix A**, the proposed public transport station would be in a form of a continuous podium at +20mPD at Application Site A spanning across the airspace of Shing King Street to serve as the critical mass for the operation of the proposed public transport station. The proposed minor relaxations particularly the plot ratio and site coverage restrictions and the elevated section for 'Public Transport Station' use falling within the area shown as 'Road' is crucial to provide the podium and a floorplate sufficient in meeting the KTGTS's operational needs. Minor relaxation of PR, SC and BH for Application Site A is proposed to incorporate a podium (accounting for a total GFA of about 52,006 m²) for retail facilities and the public transport station (accounting for a total GFA of about 23,540 m²).

5.2 Reinforcing Kai Tak's Role as a Tourism and Leisure Hub

- 5.2.1 The KTD area positioned as a Tourism and Leisure Hub plays a pivotal role in enhancing Hong Kong's tourism industry. Furthermore, the proposed public transport station for the potential KTGTS's station and depot use links the former Kai Tak runway area to the MTR Kai Tak Station, improving accessibility and supporting tourism developments within the KTD area. The increase in various commercial uses, including office, hotel, shop and services, and eating place in Application Site A, enhance the vibrancy near the harbour and complement planned Tourism Node, reinforcing Kai Tak's role as a Tourism and Leisure Hub. The proposed minor relaxation of the non-domestic plot ratio will accommodate a total GFA of around 160,402 m² for various commercial uses, including 'hotel', 'office', 'eating place', and 'shop and services'. Under the proposed commercial development, a GFA of approximately 28,466 m² will be allocated at the podium to create a retail node of a substantial scale, which is in synergy with retail and dining outlets along the existing and planned promenade connecting Kai Tak Sports Park to the runway tip with panoramic view to Victoria Harbour.

5.3 Contributing to the Development of CBD2 in Kowloon East

- 5.3.1 In addition to strengthening Hong Kong's tourism development, the KTD Area contributes to part of the Energising Kowloon East initiatives to facilitate and strengthen Kowloon East as Hong Kong's CBD2. It was observed that with the availability of relatively new Grade A office buildings as compared with traditional CBD, the premium office spaces in Kowloon East have successfully attracted a growing number of leading multinational enterprises and financial institutions, particularly in the "Banking, Financial Services and Insurance" and "Real Estate and Professional and Business Services" sectors³. The commercial GFA in Kowloon East is currently about 3.7 million square metres⁴. With the major planned commercial developments in Kwun Tong, Kowloon Bay and Kai Tak, the commercial GFA in Kowloon East is expected to increase to more than 4 million square metres, which is comparable to the scale of Central CBD.
- 5.3.2 The proposed commercial development at Application Site A with an optimised development potential could contribute a commercial GFA of about 160,402 m² (i.e. about 0.16 million m²) to the Kowloon East area, which comprises of the permitted 'hotel', 'office', 'shops and services' and 'eating place' uses for business and tourism developments, complemented by the provision of a proposed public transport station (potential KTGTS's station and depot) to enhance the connectivity to the Site and the adjacent area. In addition, with the strategic location of fronting the Victoria Harbour, coupled with the nearby comprehensive existing and planned infrastructure including the planned Tourism Node, and the KTGTS under planning, the Proposed Developments at the two Application Sites with optimised development potential could inject vibrancy to the surrounding areas and further Kowloon East to facilitate the development of Hong Kong's CBD2.

5.4 Enhancing Housing Supply in Urban Area

- 5.4.1 In view of the pressing need for housing supply in Hong Kong in recent years, the Government has taken various measures to increase both public and private housing supply in Hong Kong as highlighted in the 2023 Policy Address. With the enhanced traffic capacity brought by the KTGTS project, opportunity is taken to review the remaining residential sites at KTD to enhance the housing supply at the prominent urban location. A domestic plot ratio of 6.5 is adopted for Application Site B with reference to the maximum permissible domestic PR for residential sites in new development areas of urban areas in HKPSG, as well as the development intensity of the surrounding developments.
- 5.4.2 The proposed residential development, with provision of retail facilities and social welfare facilities (including one CCC and one ICYSC sub-base), at Application Site B could also provide more supply of private residential units, retail and community facilities at the periphery of the Kai Tak and Kowloon City District in support to the nearby working population and the community. The proposed residential development is anticipated to provide an additional 29,500 m² of domestic GFA, which is equivalent to 590 units of residential flats with an assumed average flat size of 50 m² in the KTD area alongside with

³ InvestHK (2024): <https://www.investhk.gov.hk/en/why-hong-kong/whats-happening-hong-kong/hong-kong-s-cbd2-kowloon-east-a-diversified-vibrant-and-distinctive-business-hub-by-the-harbourfront/>

⁴ Energizing Kowloon East Office Existing and Planned Supply (2025): <https://www.ekeo.gov.hk/en/sustainable-growth/supply-of-commercial-floor-space/existing-planned-supply/index.html>

retail facilities and social welfare facilities in supporting the community, as well as enhancing the housing supply in Hong Kong.

5.5 Creation of a Dynamic Skyline at the Harbourfront in Compatibility to the Surroundings

- 5.5.1 Both Application Sites are located along the harbourfront, with Application Site A notably positioned at the Runway Precinct. This prominent waterfront location offers a significant opportunity to enhance the visual appeal of the area. The building height profile along the former Runway Area exhibits an undulating and varied pattern. Starting from the residential developments towards the planned Metro Park, the building height rises from +95mPD to +120mPD at the middle portion and descending to +95 - 108mPD towards the planned Tourism Node near Application Site A. In assessing the implications of the proposed developments to the ridgeline and surroundings, rooftop structures have been incorporated for a more sensitive examination. The Proposed Commercial Development with minor-relaxed proposed building height (including rooftop structures) adopts a stepped building height profile. As demonstrated in the Notional Development Scheme in **Appendix A**, the proposed building height (including rooftop structures) of +115mPD to +90mPD within the Application Site A descend towards southeast (planned Tourism Node). As compared to the conforming scheme from the strategic view point from Quarry Bay Park (VP1 of the Visual Impact Assessment (**Appendix F**)), the stepped building height as adopted in the Notional Development Scheme better echoes with the ridgeline between the Lion Rock and Tsz Wan Shan, which from the tip of the Lion Rock gradually descends to Office Tower 3 and rise up towards Tsz Wan Shan. The stepped building height profile adopted is visually compatible with the developments in the hinterland without intruding the 20% building-free zone, which can facilitate the ridgeline preservation according HKPSG, preserve views from Hong Kong Island towards major Kowloon ridgeline and contribute to the creation of a dynamic skyline along Victoria Harbour.
- 5.5.2 For Application Site B, the proposed building height (including rooftop structures) of +101mPD and +107mPD is compatible with the surrounding developments in the Kai Tak former south apron, the Kwun Tong Promenade and the Kowloon Bay Action Area. The surrounding developments include a mix of uses of residential development, office, and community facilities with compatible building heights. This includes the Kai Tak Acute Hospital under construction (+100mPD) to the northwest, the Harbourside HQ (+136.5mPD) and Proposed Residential Development at 1-5 Kai Hing Road (+100mPD) to the northeast, area zoned as “Commercial (2)” (+120 - 135mPD) to the further northwest, the Quayside (+100.2mPD) and One Bay East (+100.6mPD) to the further northeast. This compatibility enables a harmonious integration with the existing urban fabric while contributing to the area’s townscape diversity.
- 5.5.3 Please refer to **Figure 9** for the building height surrounding the Application Sites A and B for more information. Please refer to **Appendix F** for the detailed assessments of visual impact brought by the proposed developments in the Visual Impact Assessment.

5.6 Fulfilling Relevant Criteria for Consideration of Minor Relaxation of Building Height Restriction as Stipulated in the Kai Tak OZP

- 5.6.1 Several relevant criteria for the consideration of minor relaxation of building height restriction have been listed out in **Section 8.8** of the ES of the Kai Tak OZP. **Table 5-1** has listed out the

relevant criteria and a summary of how the Proposed Developments under the Notional Development Scheme at Application Sites A and B have fulfilled each of the criteria.

Table 5-1 Fulfilment of Relevant Criteria for Consideration of Minor Relaxation of Building Height Restriction of the Proposed Development as Stipulated in the Kai Tak OZP

Criteria for Consideration of Minor Relaxation of Building Height Restriction as Set in Section 8.8 of the ES of the Kai Tak OZP	Fulfilment by the Proposed Developments at Application Sites A and B
(a) amalgamating smaller sites for achieving better urban design and local area improvements;	<p>Fulfilled</p> <p>Sites 4C4 and 4C5 of Application Site A are amalgamated for a single and regular podium for the incorporation of the public transport station (potential KTGTS's station and depot) to serve the KTD and a podium garden on top of the public transport station.</p> <p>A stepped building height profile has been proposed at the Application Sites to preserve Kowloon's ridgeline. Particularly for Application Site A, the proposed building height (including rooftop structures) under the Notional Development Scheme of Office Towers 2 and 3 at Site 4C5 are intentionally up to +89.7mPD to preserve the ridgeline. To maximise the development potential of the Application Site A, the GFA reduced are transferred to Office Tower 1 and Hotel Tower 1 at Site 4C4, resulting in proposed building height (including rooftop structures) under the Notional Development Scheme up to +114.9mPD and +109mPD respectively.</p> <p>A basement carpark connected with underground vehicle tunnels is proposed with high-end provision of parking spaces to serve the local needs.</p>
(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;	Not Applicable
(c) providing better streetscape/good quality street level public urban space;	<p>Fulfilled</p> <p>5m setback from the Kai Tak Promenade and about 15m setback from Shing King Street alongside with retail frontage and public pedestrian access are included at Application Site A to enhance vibrancy at the promenade.</p> <p>Sufficient setbacks of more than 5m from roads with landscape treatments are included at Application Site B to enhance the streetscape and the walking experience along the streets from the Kai Tak Promenade to Kowloon Bay Action Area and Kowloon Bay Business Area.</p> <p>A generous setback of 21m and 16m from the Kai Tak Promenade and planned public open space respectively is</p>

Criteria for Consideration of Minor Relaxation of Building Height Restriction as Set in Section 8.8 of the ES of the Kai Tak OZP	Fulfilment by the Proposed Developments at Application Sites A and B
	incorporated to provide opportunities for provision of amenities and seamless integration with the public realm.
(d) providing separation between buildings to enhance air and visual permeability;	<p>Fulfilled</p> <p>Appropriate building separations ranging from 15m to 36m are incorporated in Application Site A to enhance air and visual permeability.</p> <p>For Application Site B, the 16m building setback from the northeast boundary of Site 3E1 and 28m building setback on podium level from the southwest boundary of Site 3E2 are provided to allow more incoming wind to travel along Shing Cheong Road, Cheung Yip Street and the planned public open space, thus alleviating the ventilation impact created by the proposed development.</p> <p>The proposed developments are in compliance with the requirements of building separation as stipulated in SBDG.</p>
(e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and	Not Applicable
(f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.	<p>Fulfilled</p> <p>A stepped building height profile has been adopted for both Application Sites with due consideration to the ridgeline preservation and the compatibility to the surroundings. Rooftop structures have also been included the assessments including VIA and AVA.</p> <p>Provision of public transport station, elevated pedestrian connections to Kai Tak Sky Garden, and retail facilities at Application Site A, and provision of retail and social welfare facilities at Application Site B to serve the community and meeting societal needs.</p> <p>Sensitive building disposition at Application Site B considering the site constraints of the T2 Tunnel Protection Area and Drainage Reserve Area. The protection areas are served as landscaped areas for enjoyment.</p>

5.7 Achieving Multiple Planning and Design Merits for the Public

5.7.1 In addition to catering for the provision for various commercial uses and growing demand for residential uses for the area, the Proposed Developments will put forward various planning and design merits for the public as follows:

5.7.2 ***Provision of Active Retail Frontage Along the Harbourfront:*** The Proposed Developments propose retail facilities on the lower floors of the proposed commercial and residential

developments and facing the public-accessible promenade, which could bring in a vibrant and festive waterside leisure space that fits with the planning intention for KTD. With appropriate setback and provision of public access from the Kai Tak promenade, active retail frontages are considered as complementary and supportive to the Tourism and Leisure Hub at former runway tip including the Application Site A and healthcare services cluster surrounding the Application Site B.

- 5.7.3 ***Provision of Social Welfare Facilities to Serve the Community:*** Having consulted Social Welfare Department (SWD), it is proposed to incorporate one CCC and one Sub-base of ICYSC at the Proposed Residential Development at Application Site B, accounting for a non-domestic GFA of not less than 954 m² and 173 m² respectively. Details of these facilities should be further liaised with SWD in detailed design stage. The proposed social welfare facilities serving children and youths are placed at the lower portion of the residential block abutting to the Lam Chak Street easily accessible at ground level by users and visitors. The provision of social welfare facilities could supply more community facilities at the periphery of the Kai Tak and Kowloon City District serving the nearby working population and residential community in synergy with the nearby Kai Tak Children Hospital and the Kai Tak Promenade, providing planning gains to satisfy community needs by harmoniously integrating compatible social welfare facilities into the proposed residential development. The Proposed Residential Development serves as a good example for the private sector to incorporate multiple uses in future developments, contributing to meeting societal needs.
- 5.7.4 ***Improvement of Pedestrian Walkability and Connectivity Between Various Destinations:*** It is expected that the proposed multi-level pedestrian linkages at Application Site A and pedestrian connections at Application Site B will enhance the existing pedestrian environment by providing continuous connection between the public transport station, retail or recreational area and various tourism destinations. These connections can provide alternative, all-weather walking routes for public at reasonable hours. For Application Site A, the proposed public transport station could enhance the accessibility to Application Site A and the adjacent residential developments and the planned Tourism Node. Multi-level pedestrian linkage is proposed, with above-ground access to the Kai Tak Sky Garden (at +13mPD), and at-grade access to the Promenade at the Kai Tak former runway (at +4.6mPD), the KTCT and Tourism Node, and Shing Fung Road. For Application Site B, entrances are proposed to access the adjoining Kai Tak Promenade and the planned public open space, and the Proposed Development serves as an upgrade to the streetscape to enhance pedestrian experience from the Kai Tak Promenade all the way to the Kowloon Bay Action Area.
- 5.7.5 ***Enhancement of Transport Connectivity:*** The proposed public transport station (potential KTGTS's station and depot) at Application Site A, with a total GFA of 23,540 m² will enhance transport connectivity of the mixed commercial and residential neighbourhood from the MTR Kai Tak Station to the end tip of the Runway Precinct and various future tourism destinations including the Kai Tak Sports Park, KTCT and planned Tourism Node, enhancing the accessibility and facilitating the enjoyment and use of the KTD at such a prominent harbourfront location.
- 5.7.6 ***Incorporation of Extensive Greening:*** To soften the edges of the building and enhance the streetscape for pedestrian comfort, particularly along the harbourside, greenery covering not less than 30% of the site will be provided at both Application Sites. This extensive greening exceeds the requirement of 20% total greenery site coverage under the Sustainable Building Design Guidelines (SBDG) for Application Site B, offering an additional 10% greenery area. This surplus contributes to the liveliness and visual amenity of the streetscape along the harbour in accordance with the Kai Tak Development Urban Design Guidelines and Manual.

According to the provision of not less than 30% of total greenery area, with 20% in the primary zone, approximately 4,425 m² and 6,765 m² of greenery will be provided in Application Sites A and B, respectively.

5.7.7 ***Incorporation of Podium Garden:*** The proposed podium garden atop of the elevated public transport station at Application Site A creates ample outdoor open space with a luxurious sea view along the harbour. It is proposed to include appropriate seating areas and recreational areas designed to serve as social gathering and outdoor relaxation spaces for tenants and visitors during reasonable hours. Appropriate building separation of the commercial towers with minimum of 15m and sufficient tower setback from the waterfront promenade create voids and provides opportunities for extensive planting in the podium garden, breaking down the monotonous building façade along the harbour and providing visual relief at pedestrian level.

5.8 In Line with the Urban Design Framework for Kai Tak Development

5.8.1 The Proposed Developments adhere to the Urban Design Framework of KTD to ensure a coherent overall design within the KTD. In addition to the general principles adopted for the broad area of development, the development-focused principles are respected, as follows:

5.8.2 The dynamic building height profile at the former runway area will be maintained and respected as demonstrated in the Proposed Schemes with variation of building heights adopted for each block, aligning with “Creating a Dynamic Skyline”. The building heights at the Application Sites comply with the surrounding context as outlined in **Section 5.5**. Additionally, the Proposed Developments will respect and preserve the views and protect the ridgeline, in line with “Celebrating the Views”.

5.8.3 Besides, the Proposed Developments at Application Sites A and B contributes to the “Activating the Harbourfront” through careful arrangement of high-rise commercial and residential blocks, provision of active retail frontage at lower levels with sufficient building setbacks and landscape buffer, and sensitive building design for seamless integration between the harbourfront and the Proposed Developments. The Proposed Developments will continue to contribute to a visually interesting and vibrant townscape along the harbourfront, particularly at promenade near KTCT.

5.8.4 Furthermore, the proposed landscaped setbacks from the Kai Tak Promenade and planned public open space with active retail frontage will enhance the seamless pedestrian environment, injecting vibrancy and encouraging people to visit the Application Sites, in line with “Creating a Pedestrian Friendly Environment” and “Connecting the Neighbourhood”. As described in **paragraph 4.3.10**, the provision of multi-level pedestrian linkage at Application Site A provides easy access to major destinations including the Kai Tak Sky Garden, the planned Tourism Node, promenade and open spaces and opportunity to upgrade the streetscape to enhance pedestrian experience.

5.9 Adhering to Harbour Planning Principles and Guidelines

5.9.1 Fronting the prominent waterfront area, due regard has been given to the prevailing Harbour Planning Principles with appropriate planning and design, contributing to the vision of *enhancing Victoria Harbour and its harbour-front areas to become an attractive, vibrant,*

accessible and sustainable world-class asset: a harbour for the people, a harbour of life. The considerations are summarised as follows:

- 5.9.2 **Preserving Victoria Harbour:** The proposal will not jeopardise the intention to preserve the waterfront areas for public enjoyment by Hong Kong people and visitors. The sites can be utilised in the way where the waterfront areas will be maintained as publicly accessible area for social values, without destruction to the harbour.
- 5.9.3 **Stakeholder Engagement:** Besides consultation with the Harbourfront Commission’s Task Force on Kai Tak Harbourfront Development, the planning application will be published for public comment as required under the TPO.
- 5.9.4 **Sustainable Development:** The proposal with the increase in supply of office spaces, hotel rooms, flats, retail facilities and social welfare facilities will tie in with the Government policies to cater for the economic and social needs. The proposal has been assessed, which demonstrated that they would not induce insurmountable visual, air ventilation, traffic, water supply, utilities, sewerage and environmental impacts.
- 5.9.5 **Integrated Planning:** The proposal with additional retail facilities and existing and planned connectivity between adjoining promenade and inland areas provide convenience for neighbourhood and attract visitors, which could support the aspirations of KTD. The development of the promenade adjoining the sites will follow “Design Guidelines for Kai Tak Promenade” for consistency.
- 5.9.6 **Proactive Harbour Enhancement:** The proposed maximum building heights of the sites could preserve the Kowloon’s ridgeline and complement the Kai Tak Urban Design Framework.
- 5.9.7 **Vibrant Harbour:** Application Site A could form a coherent cluster of office, hotel and retail developments with nearby developments, facilities and the planned Tourism Node to create synergy effect. The provision of retail frontage abutting the waterfront promenade at both Application Sites could bring vibrancy to the harbour.
- 5.9.8 **Accessible Harbour:** Application Site A with planned pedestrian connections to Kai Tak Sky Garden and existing at-grade connections, and Application Site B with existing and planned pedestrian connections will not affect the accessibility to the at-grade waterfront promenade. The proposed public transport station (potential KTGTS’s station and depot) at Application Site A provides an alternative speedy travelling option for public to reach the waterfront promenade at former runway tip.
- 5.9.9 **Public Enjoyment:** The proposal with integration of retail facilities at the sites foster a lively atmosphere along the Kai Tak promenade for both locals and visitors to enjoy and provide ample opportunities for leisure, social interaction and exploration.
- 5.9.10 Please refer to **Figures 10-1** and **10-2** for the artist’s perspective on the Application Sites A and B which provides an impression to the enhancement of harbourfront areas, emphasizing attractiveness, vibrancy, accessibility, sustainability and visual appeal for public enjoyment.

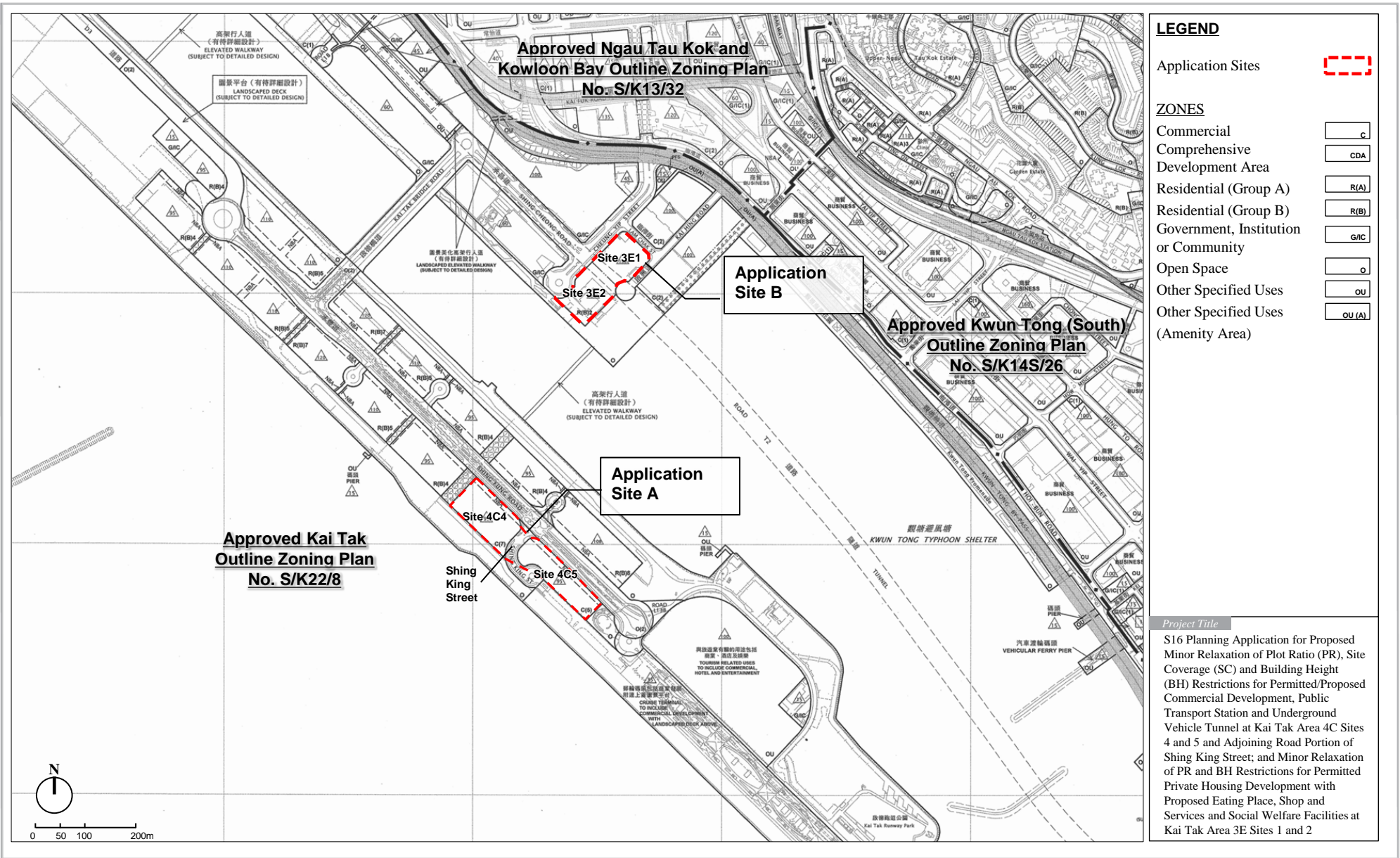
5.10 Resulting in No Adverse Impacts to the Surrounding Area

5.10.1 Various technical assessments including Landscape Proposal (**Appendix B**), Traffic Impact Assessment (**Appendix C**), Environmental Assessment (**Appendix D**), Air Ventilation Assessment (**Appendix E**), Visual Impact Assessment (**Appendix F**), Sewerage Impact Assessment (**Appendix G**) and Water Supply and Utilities Impact Assessments (**Appendix H**) have been conducted and included in this Supporting Planning Statement. Findings of the technical assessments confirmed that the Proposed Developments are technically feasible and will not generate adverse impacts to the future users on the Application Sites and the surrounding area with appropriate mitigation and improvement works.

6 CONCLUSION

- 6.1.1 This Supporting Planning Statement is submitted under Section 16 of TPO to seek approval for the Proposed Minor Relaxation of PR, SC and BH Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street (“Application Site A”); and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2 (“Application Site B”).
- 6.1.2 The proposed minor relaxation takes into account the changing in planning circumstances of the KTD with the introduction of the KTGTS project. The KTGTS was announced in the 2023 Policy Address, with the aim to connect the former Kai Tak runway area to MTR Kai Tak Station and strengthening connections among the residential and commercial developments, facilities focused on tourism, culture and recreation, sports and the community within the area, as well as the connection with the railway network, serving visitors and living and working population. In putting forward the KTGTS, the Public Transport Station proposed in the Application Site A will serve as the potential KTGTS’s station and depot subject to future authorization under the gazettal of the KTGTS project. The approval of this Planning Application is crucial to provide certainty for the development potential of the sites possible for providing funding support for the KTGTS project, so as to firm up the funding arrangement of the KTGTS project prior to its tender invitation in 2025. Taking the benefit of the proposed KTGTS with enhancement on the existing traffic capacity of KTD and with consideration of the site characteristics, there is room to have minor relaxation of development restrictions of the Application Sites to further optimise their land utilisation and hence increase their land values.
- 6.1.3 Various considerations have been made in the planning and design of the Proposed Developments. Sensible building design and disposition with due considerations to the preservation of Kowloon ridgeline, tunnel protection area, drainage reserve area and the 10m non-building areas abutting Shing Fung Road, the location of retail facilities and social welfare facilities for active frontages to inject vibrancy, and appropriate building setbacks and building separations have been adopted. Greenery coverage of a minimum of 30% have been allocated in both Application Sites in respect of not only the SBDG but also the UDGM.
- 6.1.4 The Proposed Developments is considered to be compatible with the surroundings in both regional and localised context. No significant adverse impact is anticipated to be generated by the proposed minor relaxation of plot ratio, site coverage and building height restrictions at the Application Sites.
- 6.1.5 In light of the planning and design merits and justifications being put forward in this Supporting Planning Statement, we sincerely seek for the favourable consideration from the TPB to support this Section 16 Planning Application.

Figures



LEGEND

Application Sites

ZONES

Commercial C

Comprehensive Development Area CDA

Residential (Group A) R(A)

Residential (Group B) R(B)

Government, Institution or Community G/IC

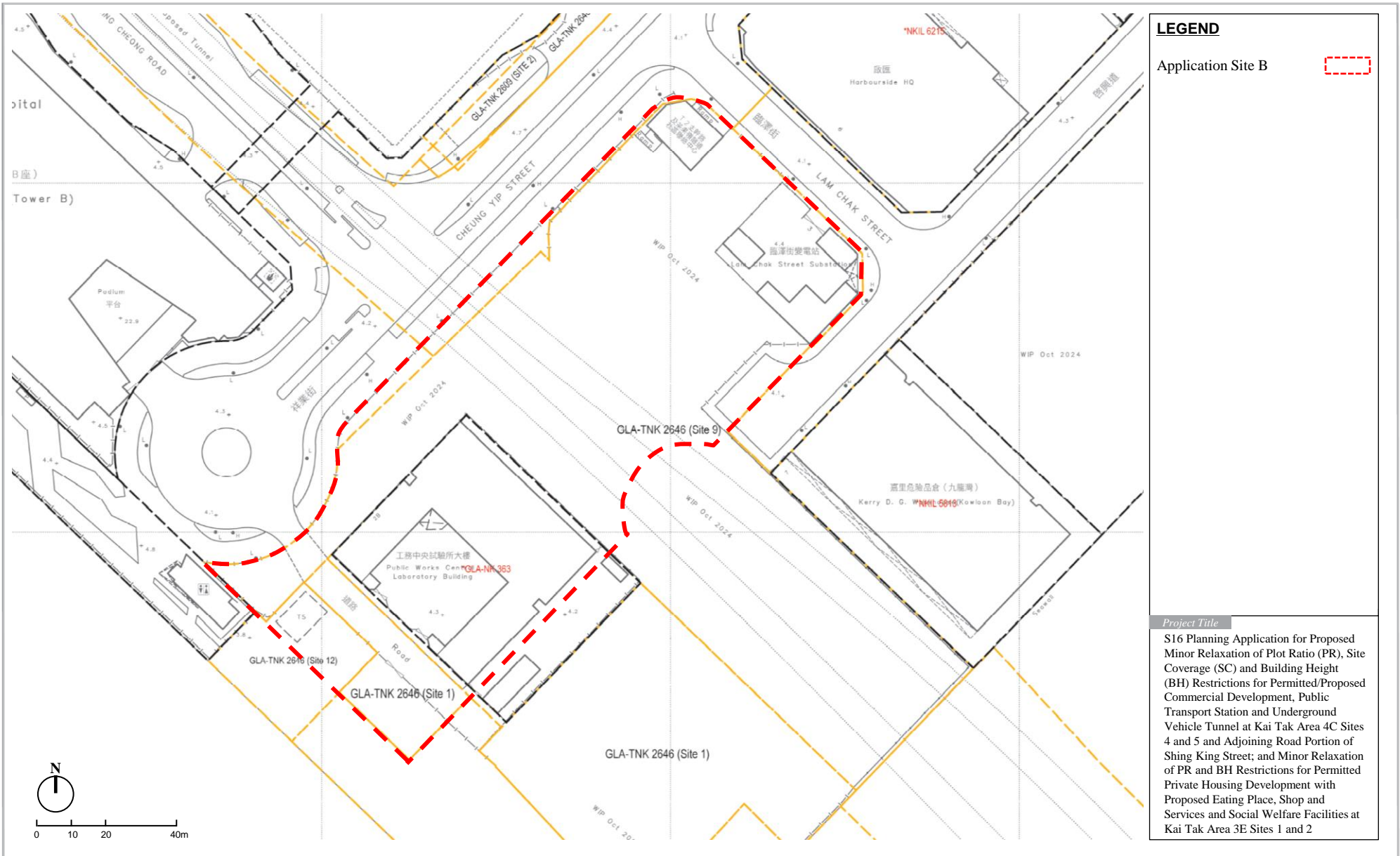
Open Space O

Other Specified Uses OU

Other Specified Uses (Amenity Area) OU(A)

Project Title

S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2



LEGEND
Application Site B

Project Title
S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

Figure Title
Lot Index Plan – Application Site B

Source
Extracted from Lot Index Plan No. ages_S00000137397_0001 from Lands Department

Date Mar 2025
Figure No. 2-2

Client
CEDD 土木工程拓展署
Civil Engineering and Development Department

Consultant
ARUP



LEGEND

Application Site A

Project Title

S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2



LEGEND

Application Site B

Project Title
 S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2



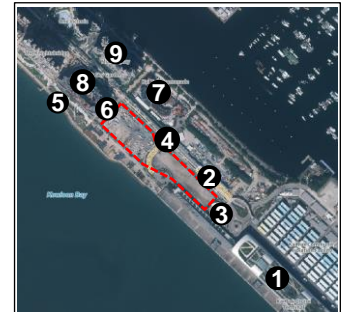
1
Kai Tak Cruise Terminal



2
Kai Tak Sky Garden



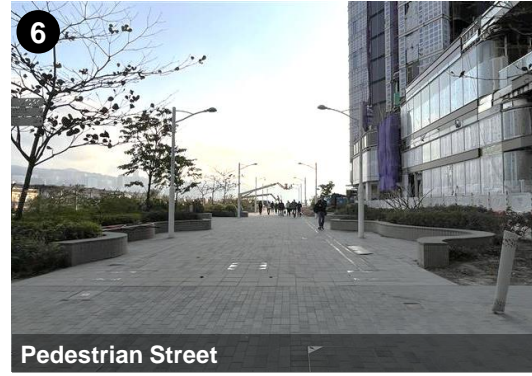
3
Ground Plaza of Kai Tak Sky Garden



4
Shing Fung Road



5
Kai Tak Promenade
(Fronting Kowloon Bay)



6
Pedestrian Street



7
The Pavilia Forest




8
Cullinan Harbour



9
Miami Quay I

LEGEND

Application Site A 

Project Title

S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2



1
Kai Tak Promenade
(Hong Kong Children's Hospital Section)



2
Hong Kong Children's Hospital



3
New Acute Hospital (under construction)



4
Harbourside HQ




5
Kai Tak Fire Station



6
LPG Filling Station

LEGEND

Application Site B 



7
The Quayside



8
Kwun Tong Promenade



9
Kerry D.G. Warehouse

Project Title

S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

Figure Title

Uses Surrounding the Application Site B

Source

Photos Taken in February 2025

Date

Mar 2025

Figure No.

4-2

Client

 土木工程拓展署
Civil Engineering and
Development Department

Consultant



COMMERCIAL

COMMERCIAL (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
Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/ Massage Establishment	Flat
Eating Place	Government Refuse Collection Point
Educational Institution	Hospital
Exhibition or Convention Hall	House
Government Use (not elsewhere specified)	Petrol Filling Station
Hotel	Pier
Information Technology and Telecommunications Industries	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Institutional Use (not elsewhere specified)	Residential Institution
Library	
Off-course Betting Centre	
Office	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Recyclable Collection Centre	
Religious Institution	
School	
Shop and Services	
Social Welfare Facility	
Training Centre	
Utility Installation for Private Project	
Wholesale Trade	

(Please see next page)

Planning Intention

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

Remarks

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

Sub-area	Maximum Plot Ratio	Maximum Site Coverage (excluding basement(s))
Commercial (1)	5.8	65%
Commercial (5)	6.0	80%
Commercial (6)	6.0	65%
Commercial (7)	7.5	80%
Commercial (8)	8.0	65%
Commercial (9)	9.5	65%
- (4) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

COMMERCIAL (Cont'd)

Remarks (Cont'd)

- (5) On land designated 'Waterfront Promenade' in the "Commercial (2)" zone, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (6) In determining the maximum plot ratio for the purposes of paragraphs (1) and (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (7) In determining the maximum site coverage for the purposes of paragraphs (2) and (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office shall be included for calculation.
- (8) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) or (3) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) and (3) above may thereby be exceeded.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) to (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (10) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Figure Title

Extracted Notes of the "Commercial" Zone Attached to the OZP (2 of 2)

Source

Extracted from the Approved Kai Tak Outline Zoning Plan No. S/K22/8

Date

Mar 2025

Figure No.

5-1b

Client

 CEDD
Civil Engineering and
Development Department

土木工程拓展署

Consultant

 ARUP

- (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/tram 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/rail/tram/public light bus stop or lay-by, cycle track, rail track, railway station entrance, 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.
- (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, railway track and tram track.
- (9) In any area shown as 'Underground Shopping Street', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

shop and services, eating place and Government use.
- (10) 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.
- (11) 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.

enhance visual porosity. Two 15m wide NBAs are designated within two “R(B)5” sites situated at the junction of Shing Fung Road and Kai Tak Bridge Road to enhance air ventilation in view of their long site frontage.

Ma Tau Kok Waterfront

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

Building Setback

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

9. LAND USE ZONINGS

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

- 9.1.1 This zoning is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.
- 9.1.2 Nine sites are zoned as “C”. Two of them are located at the Kai Tak City Centre, four are located in the South Apron at the Kowloon Bay waterfront, two are located in the Runway Area and one is located in Ma Tau Kok area. To enhance air ventilation and encourage interaction in the community, podium development within this zone is discouraged and this zone is also subject to site coverage restriction.
- 9.1.3 The “C(1)” zones are located at the South Apron along the Kowloon Bay waterfront. Together with the site zoned “C(8)” to the north-east across Central Kowloon Route (CKR), this zone is intended to provide a critical mass of office space to create synergy with the Kowloon Bay Business Area to meet the policy initiatives of Energizing Kowloon East. Developments within “C(1)” zone are subject to a maximum plot ratio of 5.8, a maximum site coverage (excluding basement(s)) of 65% and a

walkway across KTAC and the “C(8)” zone to the north-east, landscaped elevated walkway will be provided in the zone and an appropriate area should be reserved on both sides of the landscaped elevated walkway to facilitate the future construction and maintenance of the walkway by the Government or appropriate party.

- 9.1.4 The “C(2)” zones are located in the South Apron Corner near the Kowloon Bay waterfront. This zone is planned as an extension of the Kowloon Bay Business Area. This land use zone is so drawn up taking into account the environmental concerns in the area, including the air and noise impacts from the Kwun Tong Bypass. This zone is intended to create a more coherent cluster of commercial developments in the area. For a site abutting Kwun Tong Bypass and locating at the Kowloon Bay waterfront, a 20m wide promenade along the waterfront shall be provided for public enjoyment purpose. Developments within this zone are subject to a maximum plot ratio of 9.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD. Any domestic or partly domestic and partly non-domestic development within this zone would require planning permission from the Board and such development shall not exceed a maximum plot ratio of 5.0. These planning applications should include assessments on the relevant technical and environmental concerns and demonstrate that the proposal would not result in incoherent developments in the area.
- 9.1.5 The “C(5)” and “C(7)” zones are located in the Runway Area. These zones are intended for hotel and other commercial uses along the waterfront of the Runway Precinct so as to support the nearby Tourism Node and Cruise Terminal development. Developments within “C(5)” and “C(7)” zones are subject to a maximum plot ratio of 6.0 and 7.5 respectively, a maximum site coverage (excluding basement(s)) of 80% and a maximum building height of 95mPD. NBAs are designated in these sites along the boundaries facing the Central Boulevard and the 10m wide pedestrian street to maintain a wider vista and building gap.
- 9.1.6 The “C(6)” zone comprising two linked sites is located in the eastern side of Kai Tak City Centre near the Mass Transit Railway (MTR) Tuen Ma Line (TML) Kai Tak (KAT) Station. An iconic gateway twin-tower development is planned so as to anchor the vista towards the Station Square. NBAs are imposed in the eastern part of the two linked sites to create a wider pedestrian vista in the green corridor between the proposed commercial/office developments in these sites and the mixed use and public housing developments to their east. As for the western part of the northern “C(6)” site, a NBA is imposed in order to maintain a breezeway from Kai Tak to San Po Kong as well as to allow a vehicular access serving the two linked sites. A vehicular access will be provided via Road L3B to serve the southern “C(6)” site. The area in between the two linked “C(6)” sites will remain as open space for a gateway plaza. Developments within this zone are subject to a maximum plot ratio of 6.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD.

Figure Title

Extracted Explanatory Statement of the “Commercial” Zone Attached to the OZP (1 of 2)

Source

Extracted from the Approved Kai Tak Outline Zoning Plan No. S/K22/8

Date

Mar 2025

Figure No.

5-1d

Client



Consultant



- 9.1.7 Two sites are zoned “C(8)”, one located at the northern side of the Kai Tak City Centre between Prince Edward Road East (PERE) and Concorde Road; the other located to the north-east of the “C(1)” zone at the South Apron area. Developments within the “C(8)” zone are subject to a maximum plot ratio of 8.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100/120mPD. For the “C(8)” site at the Kai Tak City Centre with the Underground Shopping Street (USS) alignment underneath, public passageway shall be provided in the basement level for connection with the USS system.
- 9.1.8 The “C(9)” zone covers two existing industrial buildings at San Ma Tau Street. Developments within this zone are subject to a maximum plot ratio of 9.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD, or the plot ratio/site coverage/building height of the existing building, whichever is the greater.
- 9.1.9 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.
- 9.1.10 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.
- 9.1.11 The plot ratio control under “C(9)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.
- 9.2 Comprehensive Development Area (“CDA”) – Total Area 9.62 ha
- 9.2.1 Six sites in Kai Tak are zoned as “CDA”. This zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of environmental, traffic, infrastructure and other constraints. To enhance air ventilation and encourage interaction in the community, podium development within this zone is discouraged and this zone is also subject to site coverage restriction. Planning briefs setting out the planning parameters and the special design requirements will be prepared to guide the future development in the “CDA” sites.
- 9.2.2 A site at the Ma Tau Kok waterfront is designated “CDA”. The planning intention for this “CDA” zone is for a comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open

RESIDENTIAL (GROUP B)

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

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

Eating Place
Shop and Services

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks																											
(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:																											
<table border="1"> <thead> <tr> <th>Sub-area</th> <th>Maximum Plot Ratio</th> <th>Maximum Site Coverage (excluding basement(s))</th> </tr> </thead> <tbody> <tr> <td>Residential (Group B)1</td> <td>5.0</td> <td>40%</td> </tr> <tr> <td>Residential (Group B)2</td> <td>4.5</td> <td>40%</td> </tr> <tr> <td>Residential (Group B)3</td> <td>3.5</td> <td>44%</td> </tr> <tr> <td>Residential (Group B)4</td> <td>5.5</td> <td>40%</td> </tr> <tr> <td>Residential (Group B)5</td> <td>6.1</td> <td>40%</td> </tr> <tr> <td>Residential (Group B)6</td> <td>6.6</td> <td>40%</td> </tr> <tr> <td>Residential (Group B)7</td> <td>7.0</td> <td>40%</td> </tr> <tr> <td>Residential (Group B)8</td> <td>7.5</td> <td>40%</td> </tr> </tbody> </table>	Sub-area	Maximum Plot Ratio	Maximum Site Coverage (excluding basement(s))	Residential (Group B)1	5.0	40%	Residential (Group B)2	4.5	40%	Residential (Group B)3	3.5	44%	Residential (Group B)4	5.5	40%	Residential (Group B)5	6.1	40%	Residential (Group B)6	6.6	40%	Residential (Group B)7	7.0	40%	Residential (Group B)8	7.5	40%
Sub-area	Maximum Plot Ratio	Maximum Site Coverage (excluding basement(s))																									
Residential (Group B)1	5.0	40%																									
Residential (Group B)2	4.5	40%																									
Residential (Group B)3	3.5	44%																									
Residential (Group B)4	5.5	40%																									
Residential (Group B)5	6.1	40%																									
Residential (Group B)6	6.6	40%																									
Residential (Group B)7	7.0	40%																									
Residential (Group B)8	7.5	40%																									
(2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.																											
(3) For developments within the area bounded by Shing Kai Road and the MTR Tuen Ma Line, that is, the Grid Neighbourhood, low-rise residential blocks shall not exceed 6 storeys or 25mPD, whichever is the less.																											
(4) On land designated 'Shop and Services' and 'Eating Place' uses only in the "Residential (Group B)1", "Residential (Group B)2" and "Residential (Group B)6" zones, buildings not exceeding 2 storeys to accommodate 'Shop and Services' and 'Eating Place' uses shall be provided.																											
(5) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.																											
(6) On land designated "Residential (Group B)8", in determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may be disregarded.																											

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks (Cont'd)

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

	Maximum Plot Ratio		
R(A)4	6.6	-	100 / 115mPD

- 9.3.9 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.
- 9.3.10 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.
- 9.3.11 The plot ratio control under “R(A)5” and “R(A)6” zones is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

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

- 9.4.1 This zone is intended primarily for medium-density residential developments. Retail belt/frontage along the side of the sites abutting the open space, waterfront promenade or pedestrian streets is provided to enhance vibrancy of the adjoining open space/waterfront promenade/pedestrian streets.
- 9.4.2 A total of twenty-seven sites are designated “R(B)1” to “R(B)8”. They are located in the Kai Tak City Centre, South Apron Corner and Runway Area. To enhance air ventilation and encourage interaction in the community, podium development within these sites is discouraged and this zone is also subject to site coverage restriction. Car parking facilities should be provided in basement level to enable podium-free development. For those sites abutting 10m wide pedestrian streets in the North Apron area, 3m wide NBAs are incorporated in each site to serve as local breezeways to capture southeast prevailing winds to achieve better air ventilation.
- 9.4.3 A “R(B)1” site near the public housing development in the eastern part of the Kai Tak City Centre has been partly developed for Flat-for-Flat Scheme by the Urban Renewal Authority and partly proposed for the Home Ownership Scheme. Twelve sites involving three designated as “R(B)1”, eight as “R(B)2” and one as “R(B)3” bounded by Shing Kai Road and TML are intended for Kai Tak Grid Neighbourhood development which is subject to special design control. The intention is to create a distinctive residential neighbourhood within urban street blocks of intimate scale. Residential developments in the Grid Neighbourhood area should comprise podium-free residential towers and low blocks to achieve diversity in building mass/form for a more interesting building height profile in the area. The low block shall not

well-proportioned neighborhood environment. Courtyard design for the residential development will be encouraged to enhance interaction in the neighbourhood and to achieve integrated community. The NBAs along the pedestrian streets and Kai Tak River as well as the two 20m wide visual corridors will provide wider vistas in such directions. They together with NBAs along other site boundaries will define the building envelopes for the alignment of residential blocks along the building envelope boundary and thereby foster the courtyard design. Other development parameters on disposition of building blocks, minimum gross floor area and site coverage for residential towers/low blocks and façade length, etc. will be incorporated into the lease to ensure that the courtyard design will be achieved.

- 9.4.4 Developments at the twelve sites zoned “R(B)4”, “R(B)5”, “R(B)7” and “R(B)8” in the Runway Area would feature an undulating and varied building height profile, with the tallest band of developments in the middle portion. With the building height of developments stepping down on the two sides towards Metro Park and hotel sites, the varied building height profile is interesting and visually compatible with the developments in the hinterland, which can also preserve the ridgeline. Through the creation of some low-rise blocks fronting the waterfront promenade within individual sites, it can provide a diversified building mass and an intimate scale of development for the pedestrians along the promenade. It will also create visual permeability/variety and better blend in with the adjoining waterfront promenade. For sites directly fronting the Metro Park or the waterfront promenade along the western side of the Runway, to enhance the vibrancy of the adjoining areas, retail frontage abutting the open space, waterfront promenade or pedestrian street are proposed where ‘Shop and Services’ and ‘Eating Place’ uses are always permitted on the lowest two floors of buildings. To preserve the views from Hong Kong Island towards major Kowloon ridgeline, the proposed building heights of developments within these sites should facilitate the ridgeline preservation according to the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG). More detailed requirements to achieve the said urban design concepts would be formulated at detailed design stage to guide the future developments at these sites.
- 9.4.5 In addition, an elevated landscaped deck over Shing Fung Road is proposed along the Central Boulevard. In order to maintain a wider vista and building gap, NBAs are designated within the sites along the boundary facing the elevated landscaped deck on the Central Boulevard and the 10m wide pedestrian streets.
- 9.4.6 A site locating north of “OU(Stadium)” zone is designated “R(B)6”. Together with the four “R(A)4” sites to the west, this site is intended for residential development in the Kai Tak City Centre to echo with the existing urban fabric in Kowloon City. ‘Shop and Services’ and ‘Eating Place’ uses are always permitted on the lowest two floors of buildings.

well-proportioned neighborhood environment. Courtyard design for the residential development will be encouraged to enhance interaction in the neighbourhood and to achieve integrated community. The NBAs along the pedestrian streets and Kai Tak River as well as the two 20m wide visual corridors will provide wider vistas in such directions. They together with NBAs along other site boundaries will define the building envelopes for the alignment of residential blocks along the building envelope boundary and thereby foster the courtyard design. Other development parameters on disposition of building blocks, minimum gross floor area and site coverage for residential towers/low blocks and façade length, etc. will be incorporated into the lease to ensure that the courtyard design will be achieved.

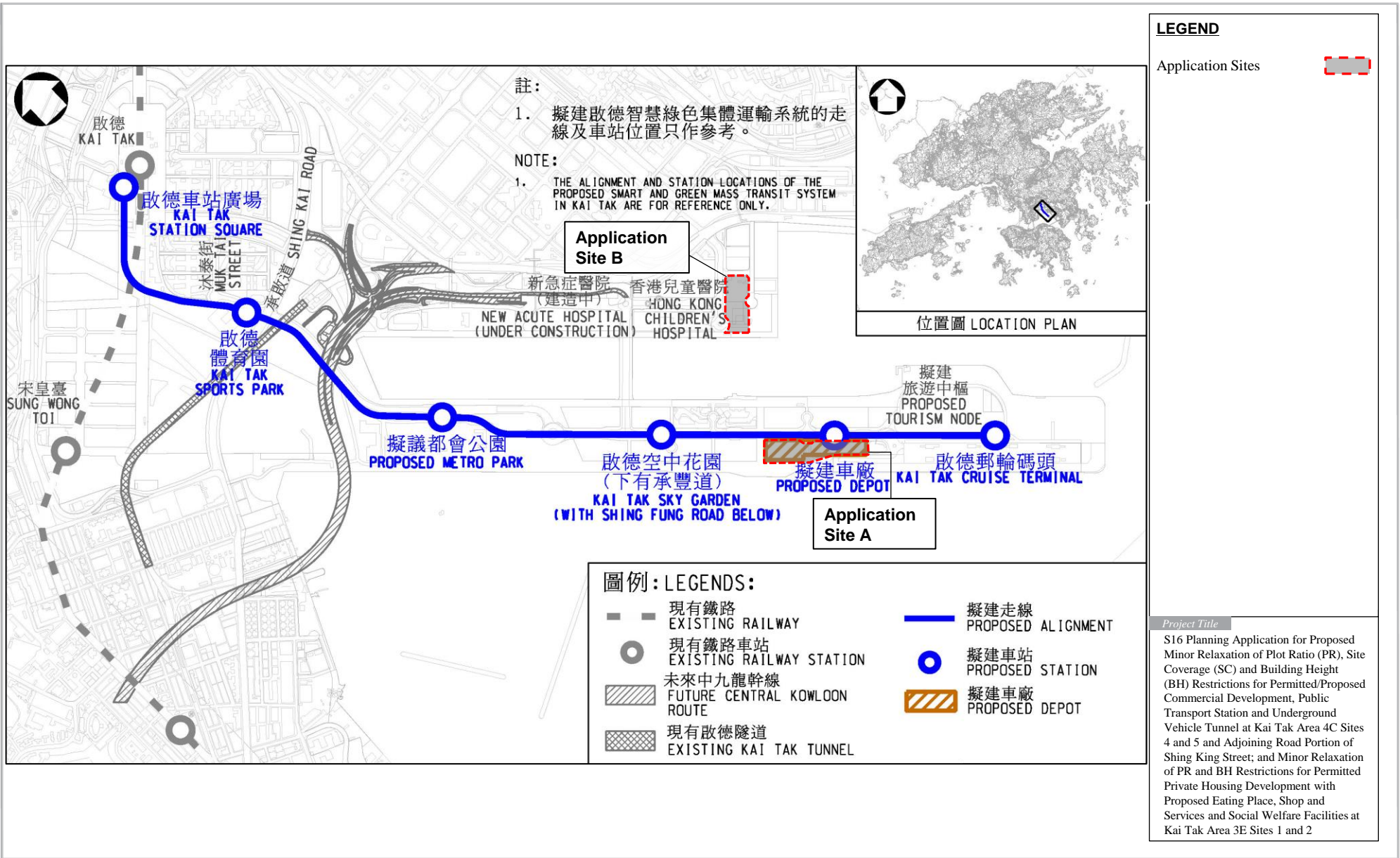
- 9.4.4 Developments at the twelve sites zoned “R(B)4”, “R(B)5”, “R(B)7” and “R(B)8” in the Runway Area would feature an undulating and varied building height profile, with the tallest band of developments in the middle portion. With the building height of developments stepping down on the two sides towards Metro Park and hotel sites, the varied building height profile is interesting and visually compatible with the developments in the hinterland, which can also preserve the ridgeline. Through the creation of some low-rise blocks fronting the waterfront promenade within individual sites, it can provide a diversified building mass and an intimate scale of development for the pedestrians along the promenade. It will also create visual permeability/variety and better blend in with the adjoining waterfront promenade. For sites directly fronting the Metro Park or the waterfront promenade along the western side of the Runway, to enhance the vibrancy of the adjoining areas, retail frontage abutting the open space, waterfront promenade or pedestrian street are proposed where ‘Shop and Services’ and ‘Eating Place’ uses are always permitted on the lowest two floors of buildings. To preserve the views from Hong Kong Island towards major Kowloon ridgeline, the proposed building heights of developments within these sites should facilitate the ridgeline preservation according to the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG). More detailed requirements to achieve the said urban design concepts would be formulated at detailed design stage to guide the future developments at these sites.
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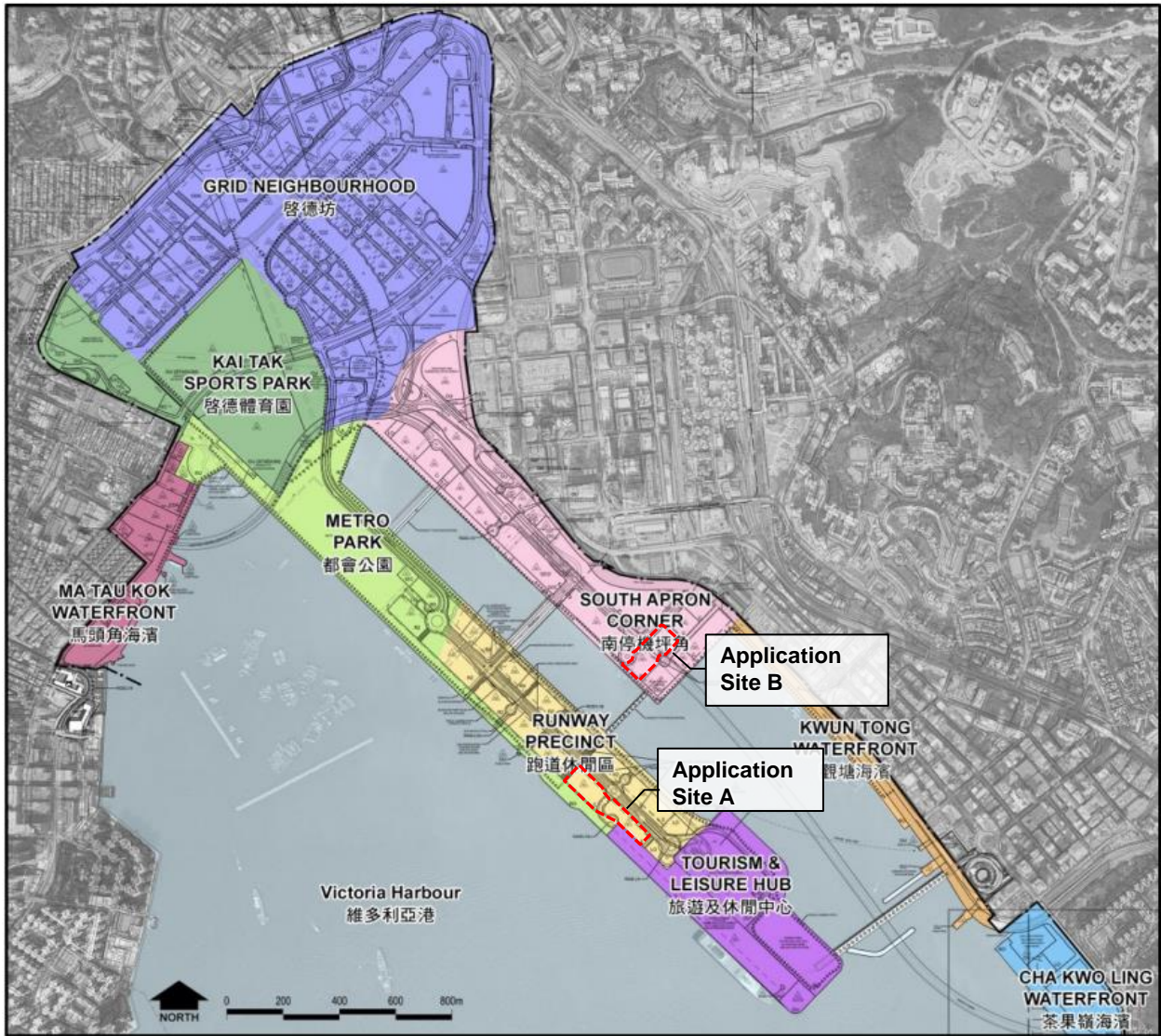
and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys as retail belt in order to create vibrant street environment.

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

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

- 9.4.9 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.
- 9.4.10 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.
- 9.4.11 The plot ratio control under “R(B)8” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/ Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.
- 9.5 **Government, Institution or Community (“G/IC”) – Total Area 35.89 ha**
 - 9.5.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The provision of GIC facilities has been based on the HKPSG and in consultation with respective Government bureaux/departments where standards are not applicable. The overall GIC provision should be adequate to serve the planned population for the Area.
 - 9.5.2 Two “G/IC” sites between PERE and Concorde Road are designated for Government offices development to create a cluster for Government





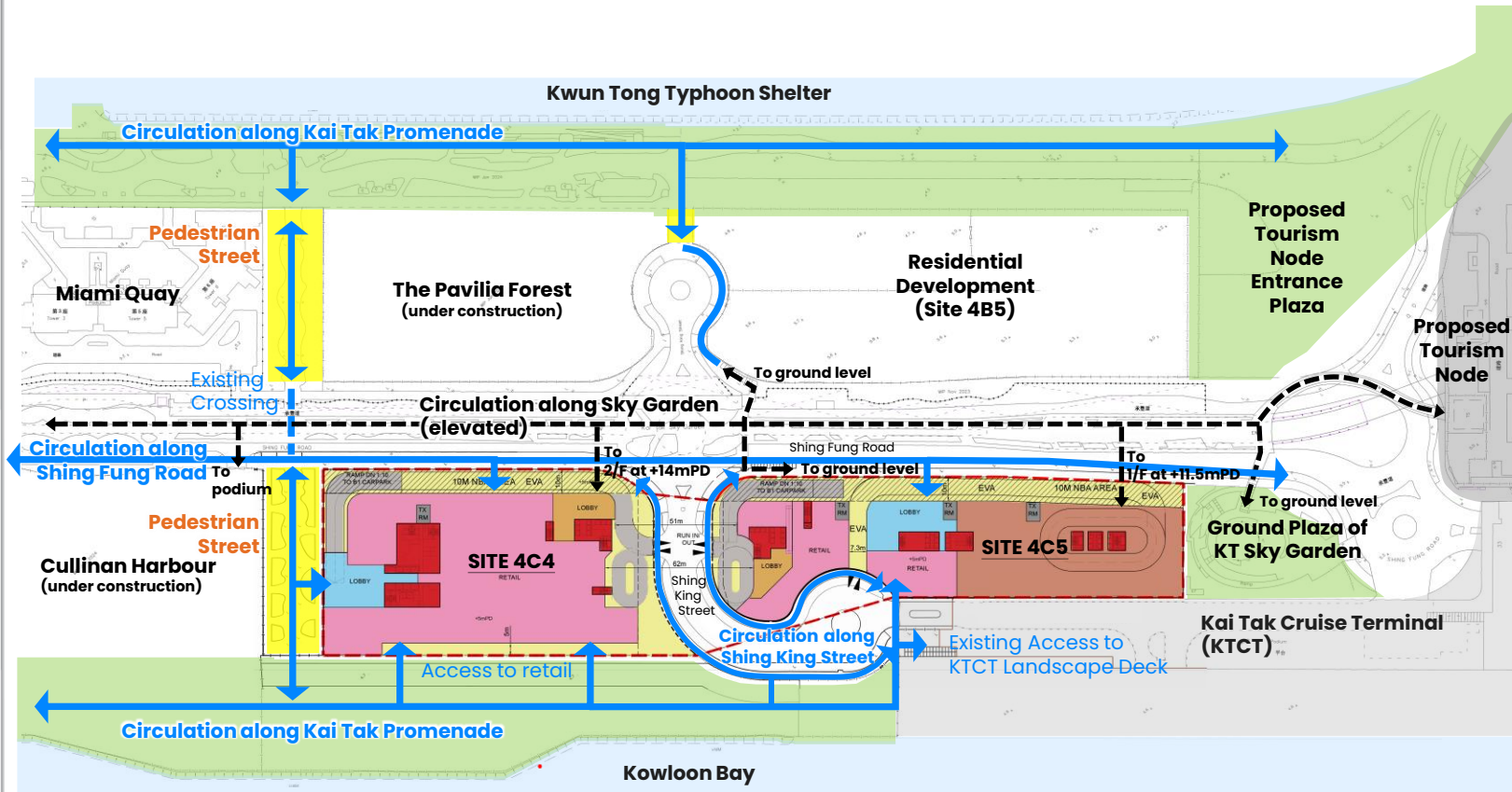
LEGEND

Application Sites

Project Title

S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

Ground Level Plan (Application Site A)



LEGEND

Application Site A	
Lift Area / Staircases	
Hotel	
Office	
Retail	
Public Transport Station (Ramp / Ancillary Facilities)	
Driveway / EVA	
Pavement / Landscape	
M&E Services	
Non-Building Area	
Pedestrian Street	
Pedestrian Circulation (At-grade)	
Pedestrian Circulation (Elevated)	

Project Title

S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

Figure Title

Pedestrian Circulation Plan at the Application Site A

Source

-

Date

Mar 2025

Figure No.

8-1

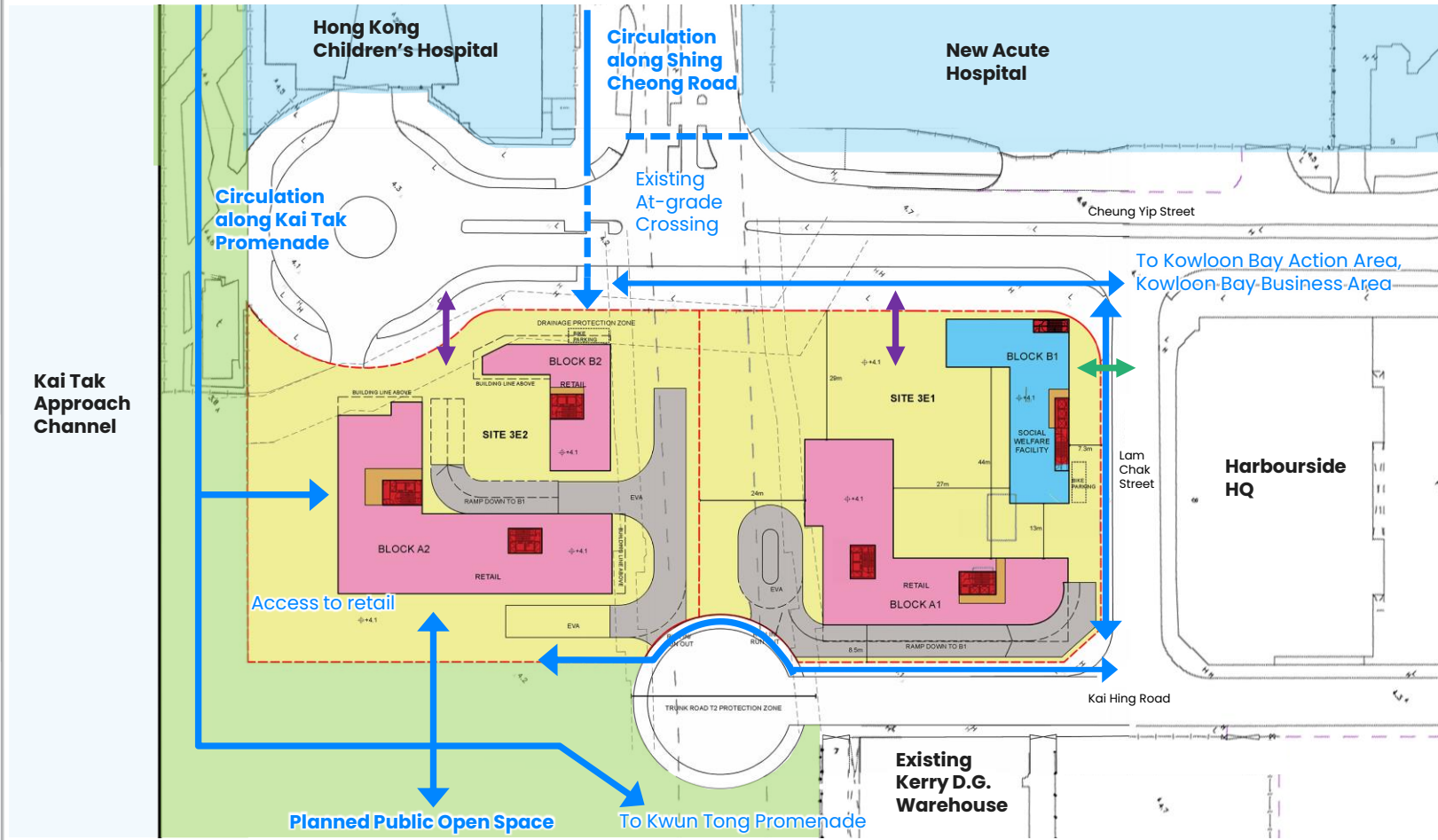
Client

CEDD
Civil Engineering and Development Department

Consultant

ARUP

Ground Level Plan (Application Site B)



LEGEND	
Application Site B	
Residential	
Retail	
Social Welfare Facility	
Driveway / EVA	
Lift Area / Staircase	
Pavement / Landscape	
Pedestrian Circulation For Public	
Pedestrian Circulation For Resident	
Pedestrian Circulation For Social Welfare Facilities	

Project Title
 S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

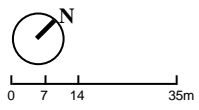


Figure Title
Pedestrian Circulation Plan at the Application Site B

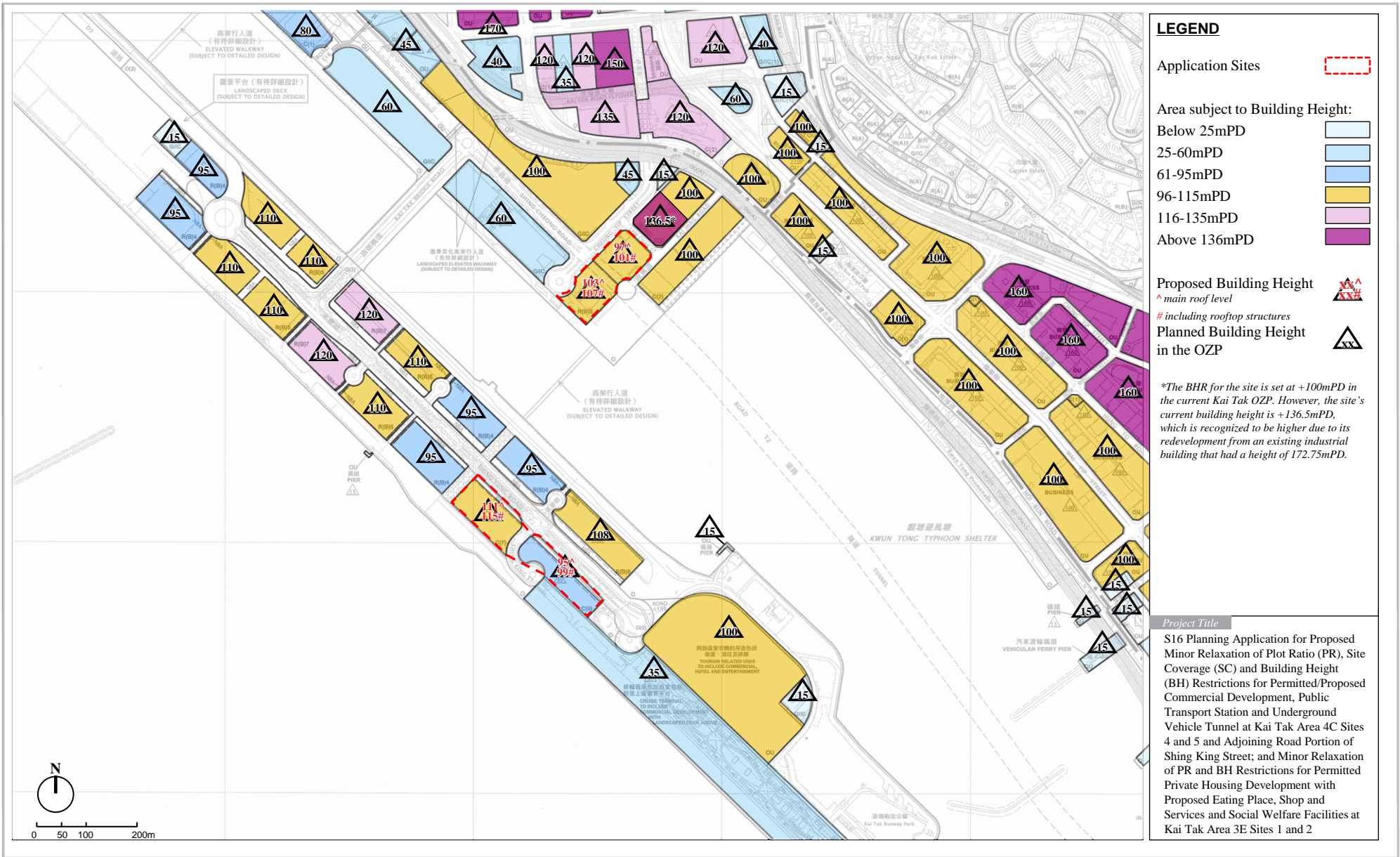
Source
 -

Date
 Mar 2025

Figure No.
 8-2

Client
 土木工程拓展署
 Civil Engineering and Development Department

Consultant



LEGEND

Application Sites

Area subject to Building Height:

- Below 25mPD
- 25-60mPD
- 61-95mPD
- 96-115mPD
- 116-135mPD
- Above 136mPD

Proposed Building Height ▲▲▲

▲ main roof level

including rooftop structures

Planned Building Height in the OZP ▲▲▲

*The BHR for the site is set at +100mPD in the current Kai Tak OZP. However, the site's current building height is +136.5mPD, which is recognized to be higher due to its redevelopment from an existing industrial building that had a height of 172.75mPD.

Project Title

S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

Figure Title

Building Height Surrounding the Application Sites

Source

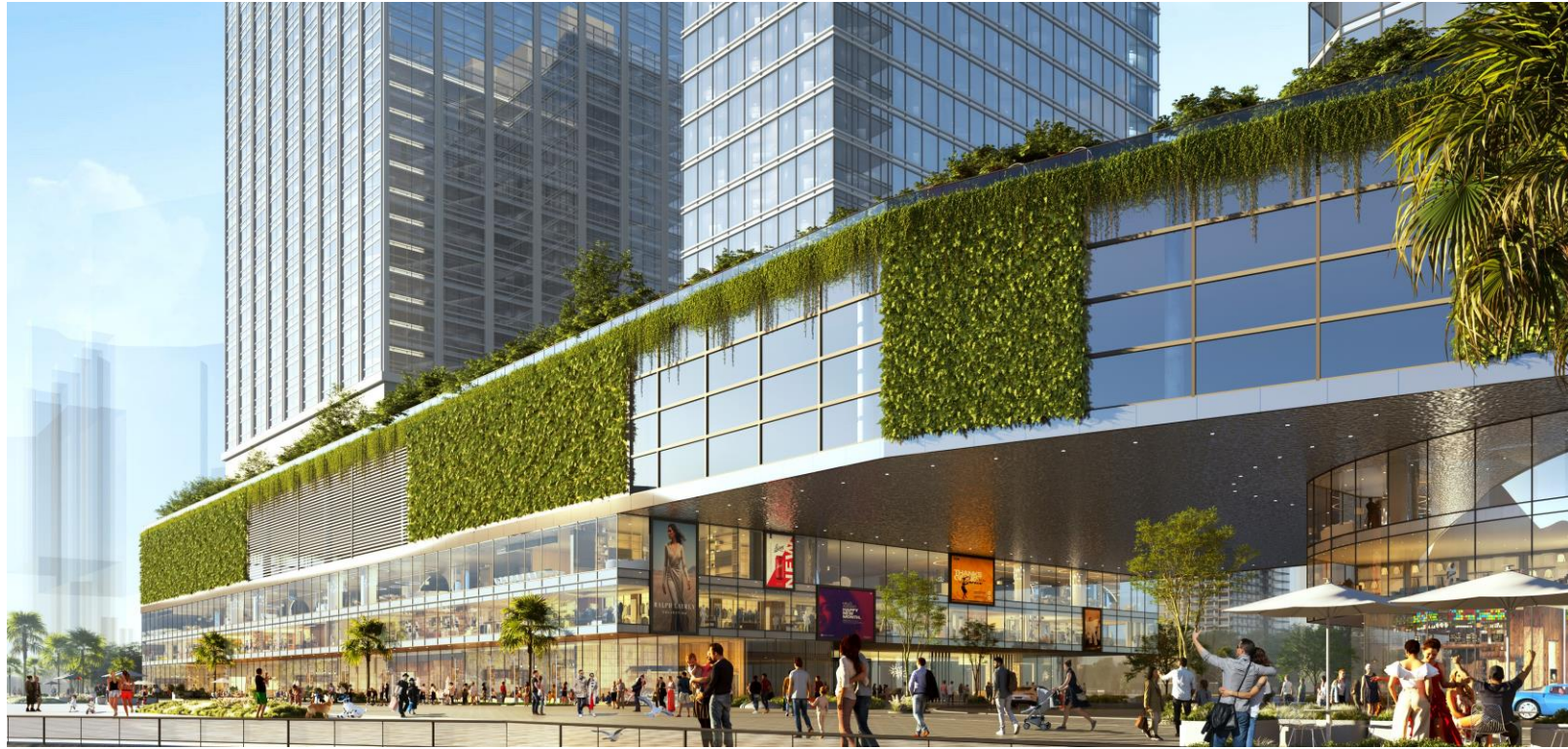
Extracted from the Approved Kai Tak Outline Zoning Plan No. S/K22/8 and Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/32

Date Mar 2025

Figure No. 9

Client 土木工程拓展署
Civil Engineering and Development Department

Consultant ARUP



For illustrative only. Subject to detailed design.



LEGEND

Application Site A

Project Title

S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2

Figure Title

Artist's Perspective on Application Site A

Source

-

Date

Mar 2025

Figure No.

10-1

Client



Consultant





For illustrative only. Subject to detailed design.



LEGEND

Application Site B

Project Title

S16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR), Site Coverage (SC) and Building Height (BH) Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnel at Kai Tak Area 4C Sites 4 and 5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area 3E Sites 1 and 2