

KOWLOON PLANNING AREAS NO. 13 & 17

DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/33

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**SCHEDULE OF AMENDMENTS TO
THE APPROVED NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/32
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A1 – Rezoning of a site at Choi Hing Road from “Government, Institution or Community” (“G/IC”) to “Residential (Group A)4” (“R(A)4”) with stipulation of building height (BH) restriction.
- Item A2 – Rezoning of two strips of land at Choi Hing Road from “G/IC” to areas shown as ‘Road’.
- Item B1 – Rezoning of a site at Choi Ha Road from “G/IC” to “R(A)4” with stipulation of BH restriction.
- Item B2 – Rezoning of a strip of land at Choi Ha Road from “G/IC” to “G/IC(3)”.

II. Amendments to the Notes of the Plan

- (a) Revision to the Remarks of the Notes for “R(A)” zone to incorporate “R(A)4” sub-zone with development restrictions.
- (b) Deletion of the Remark of the Notes for “R(A)2” zone in relation to indoor recreation centre.
- (c) Deletion of ‘Educational Institution (ground floor only)’, ‘Place of Entertainment (ground floor only)’, ‘Religious Institution (ground floor only)’ and ‘Training Centre’ from Column 2 of Schedule II of the Notes for “Other Specified Uses” annotated “Business” zone.

21 March 2025

Town Planning Board

KOWLOON PLANNING AREAS NO. 13 & 17

DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/33

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

NOTES

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

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

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

KOWLOON PLANNING AREAS NO. 13 & 17

**DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/33**

Schedule of Uses

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COMMERCIAL

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

(Please see next page)

COMMERCIAL (Cont'd)

Planning Intention

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

Remarks

- (1) On land designated “Commercial”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0 and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) On land designated “Commercial (1)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 204,600m² and the maximum building height, in terms of mPD, as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. A public transport interchange as required by the Government shall be provided. A public open space of not less than 6,300m², of which not less than 4,400m² is at-grade at the southeastern corner of the “Commercial (1)” zone abutting Cheung Yip Street and Kai Fuk Road Flyover, shall be provided.
- (3) 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 a maximum GFA of 201,400m² and the maximum building height, in terms of mPD, as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. A public open space of not less than 11,800m², of which not less than 8,400m² is at-grade at the northern portion of the “Commercial (2)” zone mainly underneath Kai Fuk Road Flyover, shall be provided.
- (4) On land demarcated for a 16m-wide building gap from Lam Wah Street to Lam Lok Street as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

- (5) In determining the relevant maximum plot ratio/GFA for the purposes of paragraphs (1) to (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. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, on land designated "Commercial (1)" and "Commercial (2)" may also be disregarded.
- (6) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/GFA for the building on land to which paragraphs (1) to (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/GFA specified in paragraphs (1) to (3) above may thereby be exceeded.
- (7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraphs (1) to (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (8) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restriction stated in paragraph (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

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

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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

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

Planning Intention

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

Remarks

- (1) On land designated “Residential (Group A)” (“R(A)”), “R(A)2”, “R(A)3” and “R(A)4”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (8) and/or (9) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on land designated “R(A)”, “R(A)2” and “R(A)3”, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (8) and/or (9) hereof.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (3) On land designated "R(A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 6.0 and a maximum non-domestic plot ratio of 1.0, or the plot ratio of the existing building, whichever is the greater.
- (4) For the purposes of paragraphs (1) and (3) above, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable –
 - (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraphs (1) and (3) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (5) On land designated "R(A)", "R(A)1", "R(A)2", "R(A)3" and "R(A)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 height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (6) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) to (3), area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community (GIC) facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (7) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) to (3), 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. On land designated "R(A)3" and "R(A)4", in determining the relevant maximum plot ratio, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (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), (2) 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) to (3) above may thereby be exceeded.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraphs (1) to (3) and (5) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (10) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

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

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Planning Intention

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

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 89,800m² and the maximum building height in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the maximum GFA 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.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (4) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

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

Planning Intention

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

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (1) On land designated "Government, Institution or Community" ("G/IC") and "G/IC(1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of number of storeys or metres above Principal Datum (mPD), as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) On land designated "G/IC(2)", no addition, alteration and/or modification to an existing building shall result in a total development in excess of the maximum building height, in terms of number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater. Any addition, alteration and/or modification to (except those minor alteration and/or modification works which are ancillary and directly related to the always permitted uses) the existing historic buildings requires planning permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (3) In determining the relevant maximum building height in terms of number of storeys for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.
- (4) On land designated "G/IC(1)", a minimum of 3m-wide non-building area(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.
- (5) On land designated "G/IC(3)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 16,500m², a maximum non-domestic GFA of 4,125m² and the maximum building height, in terms of mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (6) In determining the maximum GFA for the purposes of paragraph (5) 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.
- (7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraphs (1), (2) and (5) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (8) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan and stated in paragraph (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

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

Planning Intention

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

Remarks

- (1) A minimum of 3m-wide non-building area(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.
- (2) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OTHER SPECIFIED USES

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

Schedule I: for open-air development or
for building other than industrial or industrial-office building[@]

<p>Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (Police Reporting Centre, Post Office only) Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods [△]) 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) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Religious Institution Research, Design and Development Centre School (excluding free-standing purpose- designed building and kindergarten) Shop and Services Training Centre Utility Installation for Private Project</p>	<p>Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Non-polluting Industrial Use (not elsewhere specified) Petrol Filling Station School (not elsewhere specified) Social Welfare Facility (excluding those involving residential care) Vehicle Repair Workshop (on land designated "OU(Business)1" only) Warehouse (excluding Dangerous Goods Godown) Wholesale Trade</p>
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OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Business" only (Cont'd)

Schedule II: for industrial or industrial-office building [@]

Ambulance Depot	Broadcasting, Television and/or Film Studio
Art Studio (excluding those involving direct provision of services or goods)	Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
Bus Depot	Industrial Use (not elsewhere specified)
Cargo Handling and Forwarding Facility (not elsewhere specified)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Eating Place (Canteen only)	Off-course Betting Centre
Government Refuse Collection Point	Office (not elsewhere specified)
Government Use (not elsewhere specified)	Petrol Filling Station
Information Technology and Telecommunications Industries	Place of Recreation, Sports or Culture (not elsewhere specified)
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods ^Δ)	Private Club
Office (excluding those involving direct provision of customer services or goods)	Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom [#] which may be permitted on any floor)
Public Convenience	Vehicle Repair Workshop (not elsewhere specified)
Public Transport Terminus or Station	Wholesale Trade
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Research, Design and Development Centre	
Shop and Services (Motor Vehicle Showroom on ground floor, Service Trades only)	
Utility Installation for Private Project	
Vehicle Repair Workshop (on land designated "OU(Business)1" only)	
Warehouse (excluding Dangerous Goods Godown)	

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods^Δ, the following use is always permitted :

Office

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

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

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

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

- Social Welfare Facility (excluding those involving residential care)

- @ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.
- △ Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).
- # Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

Planning Intention

This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0 and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) A minimum of 3m-wide non-building area(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.
- (3) On land demarcated for a 15m-wide building gap from Lam Hing Street to Lam Wah Street as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.
- (4) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) 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.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

Remarks (Cont'd)

- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (7) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan and stated in paragraph (2) above and the building gap restrictions stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Railway Mass Transit Railway Station	Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is intended primarily for the provision of land for the open-air railway, the Kowloon Bay Mass Transit Railway (MTR) Station and the associated facilities.

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Mass Transit Railway Depot with Commercial and Residential Development Above" only</u>	
<p>Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution (in free-standing purpose-designed building, in a commercial building or in the non-domestic part of a commercial/residential building only) Exhibition or Convention Hall Flat Government Use (not elsewhere specified) Library Mass Transit Railway Depot 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) Religious Institution Residential Institution School (in free-standing purpose-designed school building, in a commercial building or in the non-domestic part of a commercial/residential building only) Shop and Services (not elsewhere specified) Social Welfare Facility Utility Installation for Private Project</p>	<p>Broadcasting, Television and/or Film Studio Educational Institution (not elsewhere specified) Government Refuse Collection Point Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Recyclable Collection Centre School (not elsewhere specified) Shop and Services (Motor-vehicle Showroom only)</p>

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mass Transit Railway Depot with Commercial and Residential Development Above" only (Cont'd)

Planning Intention

This zone is intended primarily for the provision of land for Mass Transit Railway depot together with commercial and residential development above.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 278,703m², a maximum non-domestic GFA of 177,031m² and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.
- (2) A public transport terminus shall be provided.
- (3) On land demarcated for 15m-wide (north-south) and 22m-wide (east-west) building gaps as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.
- (4) In determining the relevant maximum GFA 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. Any floor space that is constructed or intended for use solely as public transport facilities, as required by the Government, may also be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (6) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restrictions stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Commercial Uses with Public Transport Terminus" only</u>	
Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/Massage Establishment	Cargo Handling and Forwarding Facility
Eating Place	Government Refuse Collection Point
Educational Institution	Hospital
Exhibition or Convention Hall	Hotel
Government Use (not elsewhere specified)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Information Technology and Telecommunications Industries	Petrol Filling Station
Institutional Use (not elsewhere specified)	Wholesale Trade
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)	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Religious Institution	
Research, Design and Development Centre	
School	
Shop and Services	
Social Welfare Facility (excluding those involving residential care)	
Training Centre	
Utility Installation for Private Project	

Planning Intention

This zone is intended primarily for the provision of a commercial development with a public transport terminus.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Commercial Uses with Public Transport Terminus" only (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0 and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) A public transport terminus comprising three bus bays and one green minibus bay shall be provided.
- (3) On land demarcated for a 15m-wide building gap from Lam Lok Street to Sheung Yuet Road as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.
- (4) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) 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.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (7) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restriction stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

In addition, the following uses are always permitted in the purpose-designed non-residential portion of an existing building, excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Commercial/Residential Development
with Public Car Park and Public Transport Interchange" only (Cont'd)

Planning Intention

This zone is intended primarily for a residential development with commercial uses, public car park and public transport interchange. Commercial uses are always permitted in the purpose-designed non-residential portion of the commercial and residential building.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 19,138m², a maximum non-domestic GFA of 13,366m² and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) A public car park with 450 parking spaces and a public transport interchange comprising four bus bays, three public light bus and taxi bays and one general vehicle layby shall be provided.
- (3) In determining the relevant maximum GFA for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park (excluding public car park), loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport interchange, as required by the Government, may also be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Petrol Filling Station" only

Petrol Filling Station

Government Use
Utility Installation not Ancillary to the
Specified Use

Planning Intention

This zone is intended primarily for the provision of petrol filling stations.

Remarks

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

For "Landscaped Elevated Walkway" only

Landscaped Elevated Walkway
Government Use

Planning Intention

This zone is intended primarily for the provision of landscaped elevated walkway to create an enhanced pedestrian environment for connecting pedestrian walkway system in Kowloon Bay Business Area with Kai Tak area.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Open Lorry Park" only

Open Public Vehicle Park (lorry only)	Government Use Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is intended primarily for the provision of an open-air lorry park.

Remarks

No new development except one-storey structure ancillary to the open-air lorry park shall be permitted.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo

Planning Intention

The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

KOWLOON PLANNING AREAS NO. 13 & 17

**DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/33**

EXPLANATORY STATEMENT

KOWLOON PLANNING AREAS NO. 13 & 17

**DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/33**

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KOWLOON PLANNING AREAS NO. 13 & 17

DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/33

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/33. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 The first statutory plan No. S/K13/1 covering the Ngau Tau Kok and Kowloon Bay areas was gazetted on 22 August 1986 under section 5 of the Town Planning Ordinance (the Ordinance). Since then, the OZP had been amended twice and exhibited for public inspection under section 7 of the Ordinance.
- 2.2 On 7 March 1989, the then Governor-in-Council considered the draft OZP No. S/K13/4 and agreed to refer the draft OZP to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance. The OZP was subsequently amended seven times and exhibited for public inspection under sections 5 and 7 of the Ordinance.
- 2.3 On 15 December 1998, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K13/12. On 11 May 1999, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.4 On 28 March 2000, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K13/14. On 10 October 2000, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended three times and exhibited for public inspection under sections 5 and 7 of the Ordinance.

- 2.5 On 25 June 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K13/18. On 26 November 2002, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended six times and exhibited for public inspection under sections 5 and 7 of the Ordinance.
- 2.6 On 12 September 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ngau Tau Kok and Kowloon Bay OZP, which was subsequently renumbered as S/K13/25. On 6 July 2010, the CE in C referred the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/25 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended four times and exhibited for public inspection under sections 5 and 7 of the Ordinance.
- 2.7 On 28 April 2020, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ngau Tau Kok and Kowloon Bay OZP, which was subsequently renumbered as S/K13/30. On 1 June 2021, the CE in C referred the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was then amended and exhibited for public inspection under Section 5 of the Ordinance on 31 December 2021.
- 2.8 On 6 December 2022, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ngau Tau Kok and Kowloon Bay OZP, which was subsequently renumbered as S/K13/32. On 3 February 2025, the Secretary for Development referred the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/32 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 14 February 2025 under section 12(2) of the Ordinance.
- 2.9 On 21 March 2025, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/33 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments on the Plan mainly include the rezoning of two sites at Choi Hing Road and Choi Ha Road from “Government, Institution or Community” (“G/IC”) to “Residential (Group A)4” (“R(A)4”).

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment of land within the Planning Scheme Area (the Area) can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development and to provide guidance for more detailed planning within the Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and

carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Ngau Tau Kok and Kowloon Bay area and not to overload the road network in this area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <https://www.tpb.gov.hk>.

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located in East Kowloon within the Kwun Tong District. It is bounded by New Clear Water Bay Road and Clear Water Bay Road to the north, Kwun Tong By-pass to the west, Shun Yip Street and Chun Wah Road to the south, and Hong Ning Road, Sau Mau Ping Road and Lee On Road to the east. The boundary of the Area is shown in a heavy broken line on the Plan. It covers about 341 hectares of land.
- 5.2 The Area is divided by Kwun Tong Road into two distinct portions. The land in the west, which was primarily formed by reclaiming Kowloon Bay, is known as Kowloon Bay Business Area (KBBA), which is one of the major employment centres in the main urban area. The Ngau Tau Kok/Jordan Valley area to the east of Kwun Tong Road is hilly and dominated by residential development, particularly public housing estates located at the foothills.

6. POPULATION

Based on the 2021 Population Census, the population of the Area was estimated by the Planning Department as about 175,400 persons. It is estimated that the planned population of the Area would be about 199,100 persons.

7. BUILDING HEIGHT RESTRICTIONS IN THE AREA

- 7.1 In taking forward the Study of Urban Design Guidelines for Hong Kong (2003),

proposals for building height restrictions for the Kowloon Bay and Kwun Tong Business Areas have been prepared and put forward for public consultation between May and July 2004. The proposals were generally supported by the community as a means to preserve the views to the ridgelines and to enhance the urban environment. In February 2005, subsequent to the study of “Building Height Restrictions for Kwun Tong and Kowloon Bay Business Areas”, building height restrictions for various zones in the KBBA, i.e. the area mainly bounded by major roads of Kwun Tong By-pass, Kwun Tong Road, Kai Cheung Road and Shun Yip Street, were incorporated in the draft OZP No. S/K13/22.

- 7.2 In order to provide better planning control on the development intensity and building height upon development/redevelopment, to address public aspirations for greater certainty and transparency in the statutory planning system and to meet the growing community aspirations for a better living environment, the Kowloon OZPs are subject to revisions to incorporate appropriate building height restrictions to guide future development/redevelopment. In the absence of building height control, excessively tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area. In order to prevent excessively tall or out-of-context buildings, to preserve some key urban design attributes such as the public view to the ridgelines and to provide better control on the building heights of developments in the Area, building height restrictions are imposed for all development zones (outside KBBA) on the Plan.
- 7.3 The Area falls within the view fan of Quarry Bay Park vantage point and partly within the view fan of Hong Kong Convention and Exhibition Centre (HKCEC) New Wing vantage point. In main, the building height restrictions are to preserve the views to the ridgelines of Lion Rock, Tsz Wan Shan and Kowloon Peak, taking into account the Urban Design Guidelines, natural topography, local area context and characteristics, local wind environment, the existing building height profile, the building height of the developments in the adjoining planning areas as well as visual compatibility of building masses in the wider setting. There are building height bands varying from 15 metres above Principal Datum (mPD) to 180mPD adopted for the “Commercial” (“C”), “C(1)”, “C(2)”, “R(A)”, “R(A)1”, “R(A)2”, “R(A)3”, “R(A)4”, “Residential (Group B)” (“R(B)”), “G/IC”, “G/IC(1)”, “G/IC(3)” and “Other Specified Uses” (“OU”) zones.
- 7.4 The height bands varying from 100mPD to 170mPD for the “C”, “C(1)”, “C(2)”, “OU” annotated “Business” (“OU(Business)”) and “OU” annotated “Commercial Uses with Public Transport Terminus” (“OU(Commercial Uses with Public Transport Terminus)”) zones in KBBA are to preserve a minimum of 20% building-free zone of Kowloon Ridgelines from Quarry Bay Park vantage point but allowing punctuation effect at the saddle of Sha Tin Pass and to preserve the distinguished backdrop of Kowloon Peak from HKCEC New Wing vantage point. These height limits would also help to create a discernible townscape, to accentuate a high-rise business node in the southern part of KBBA, to reinforce the business image of the area flanking along Kwun Tong By-pass and Kai Tak, and to avoid extreme height contrast with the adjacent Telford Gardens while allowing greater visual penetration to the Victoria

Harbour from the inland area of Ngau Tau Kok. For the southern tip of KBBA, a height limit of 100mPD is imposed to conform to the height profile of the Kwun Tong Business Area. The high-rise business cluster of 170mPD in KBBA steps down gradually to the medium-rise residential developments at its fringes including Kai Yip Estate, Richland Gardens and Telford Gardens, which are subject to varying height bands of 60mPD, 80mPD and 100mPD.

- 7.5 The high-rise cluster of residential developments includes Lower Ngau Tau Kok Estate which is subject to maximum height bands of 100mPD, 120mPD and 140mPD, the private housing developments along Ngau Tau Kok Road which are subject to a maximum building height of 120mPD and a proposed housing development at Choi Ha Road which is subject to a maximum building height of 140mPD. The area to the north of Lower Ngau Tau Kok Estate, which is in close proximity to the Mass Transit Railway (MTR) Kowloon Bay Station, has been redeveloped partly as East Kowloon Cultural Centre (EKCC) and partly as Ngau Tau Kok Park. The EKCC, Ngau Tau Kok Park, together with Lower Ngau Tau Kok Estate and Upper Ngau Tau Kok Estate (which falls within Kwun Tong (South) OZP), formed a high-rise residential cum civic node in the area and optimise the development potential by capitalising the good accessibility of the MTR Kowloon Bay Station.
- 7.6 Another high-rise cluster of residential developments can be found on the western platform of Jordan Valley, which is covered by “Planning and Engineering Feasibility Study for Development near Choi Wan Road and Jordan Valley” conducted by the then Civil Engineering Department in 1997 to examine the development potential of the area for residential and GIC purposes. The study recommended preservation of the visual amenity of the Jordan Valley ridgeline and development of high-rise residential buildings (40-storey) on the western platforms at 20mPD, 40mPD and 60mPD, forming a 3-tier height profile against the natural backdrop of the ridgeline. The residential developments on the western platform of Jordan Valley including Choi Ha Estate, Choi Ying Estate, Choi Hing Court, Choi Tak Estate, Choi Fook Estate and a proposed housing development at Choi Hing Road are subject to maximum height bands of 140mPD, 150mPD, 160mPD, 170mPD and 175mPD. The building height bands generally follow the gradually slope-up terrain of the cluster, and descend in the west to the Uptown East with a maximum building height of 140mPD, and the planned residential development site zoned “R(A)” at Wang Chiu Road with a maximum building height of 120mPD.
- 7.7 The eastern platform of Jordan Valley near the foothill of Kowloon Peak is currently occupied by Shun Lee Estate, Shun On Estate, Shun Tin Estate, Shun Chi Court and Shun Lee Disciplined Services Quarters. This area should be kept as medium-rise developments with height limits at the level of New Clear Water Bay Road so as to maintain an open vista along the southern side of New Clear Water Bay Road, and preserve the public view and amenity of the area as far as possible.
- 7.8 Building height restrictions are also imposed for the “G/IC” and its sub-zones, as well as “OU (Petrol Filling Station)” (“OU(PFS)”) zone in terms of mPD or number of storeys, which mainly reflect the existing building heights of the developments. Due regard has also been given to the nature of the existing

facilities/uses on the sites, the existing development intensity and their respective as-built conditions, and the need to cater for the wide variety of their operational requirements and uses. Unless there are committed proposals for known developments or a need to meet the minimum height requirement, the existing “G/IC” and its sub-zones and “OU(PFS)” site will broadly be kept to their existing heights to serve as spatial and visual relief to the densely built-up area.

- 7.9 In general, low-rise GIC developments, normally with a height of not more than 13 storeys, will be subject to building height restrictions in terms of number of storey(s) (excluding basement floor(s)) so as to allow more design flexibility, in particular for GIC facilities with specific functional requirements. However, for GIC developments falling within KBBA and other visually prominent locations and major breathing spaces where more stringent height controls are warranted, and higher developments usually more than 13 storeys, the building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention.
- 7.10 Within the KBBA, building height restrictions of 15mPD, 40mPD and 60mPD are imposed on sites zoned “G/IC(1)”, so as to provide visual relief within a high-rise and high-density environment, to provide diversity of building heights, to avoid significant adverse visual impact to the adjoining residential developments, and for “G/IC(1)” sites in the south-eastern part of KBBA, to maintain visual access to the harbour from the inland area.
- 7.11 Two Expert Evaluation (EE) on air ventilation assessment (AVA) have been undertaken in 2010 and 2019 to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height restrictions shown on the Plan have taken the findings of the AVA into consideration.
- 7.12 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits. Each application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
- (a) amalgamating smaller sites for achieving better urban design and local area improvement;
 - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
 - (c) providing better streetscape/good quality street level public urban space;
 - (d) providing separation between buildings to enhance air ventilation and visual permeability;
 - (e) accommodating building design to address specific site constraints in

achieving the permissible plot ratio under the Plan; and

- (f) other factors such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.

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

8. NON-BUILDING AREAS AND BUILDING GAPS

- 8.1 According to the findings of the AVA, the prevailing wind of the Area comes from the north-easterlies, easterlies and south-easterlies, while the summer winds are mainly easterlies, south-easterlies, southerlies and south-westerlies. The KBBA includes some open spaces and “G/IC” sites whilst the Ngau Tau Kok Valley comprises vast open spaces and green belts, all serve as air ventilation pockets. The Ngau Tau Kok area is adjacent to Kowloon Peak in the north and Tan Shan to the east thus enjoys downhill valley wind towards the lowland adjoining the Victoria Harbour.
- 8.2 For KBBA, Kai Cheung Road is a main east-west breezeway in the area. Wang Tai Road/Lam Wah Street and Sheung Yuet Road leading from Telford Gardens also form major breezeways bringing wind from the east to the west. The main north-south breezeways in the area include Wang Kwong Road, Wang Chiu Road, Wang Tai Road, Wang Hoi Road, Wai Yip Street, the linear “O” zone extending from Kai Cheung Road in the north to Wang Yuen Street in the south. For Ngau Tau Kok/Jordan Valley area, the main east-west breezeways are New Clear Water Bay Road and Sau Mau Ping Road whereas the main north-south breezeways are Kwun Tong Road and Ngau Tau Kok Road. There are also southwest-northeast breezeways which include the Jordan Valley, Ngau Tau Kok Road, Lee On Road, Shun Chi Street and Shun Lee Tsuen Road. Southeast-northwest breezeways include Ngau Tau Kok Road, Choi Ha Road and Shun On Road.
- 8.3 The existing open areas in the form of green belts, open space, patches of green slopes and low-rise GIC developments, which are important ventilation pockets in the Area, should be maintained to allow wind penetration. As KBBA is the gateway to sea breeze, it is essential that the “G/IC” and “OU” sites at the waterfront should be maintained as low-rise, i.e. 40mPD or below, to allow permeability of sea breeze to KBBA.
- 8.4 KBBA is mainly occupied by low-rise to medium-rise industrial and industrial-office buildings with narrow roads. The business area is planned for medium-rise to high-rise commercial and non-polluting industrial buildings (120mPD to 170mPD). Given the maximum building height and the width of the blocks, the negative impact on air ventilation cannot be mitigated unless

effective road spacing (measured from building facade-to-facade) is increased from 10m-25m to 30m or beyond. The AVA Study recommends that the urban linear parks and open space should be maintained as well as practical setbacks from the roads and building gaps should be introduced within KBBA, which can improve the permeability of sea breeze towards Kowloon Bay and the overall air ventilation in KBBA.

- 8.5 As for large-scale medium-rise/high-rise residential developments at the fringes of KBBA and within Ngau Tau Kok/Jordan Valley area, which is a hilly area, there are no significant negative air ventilation impacts due to the abundant provision of open space, green belt and/or low-rise GIC developments in the vicinity. Nevertheless, the layout and disposition of building blocks of the existing/proposed residential developments on certain sites may have some negative impacts on the local air ventilation.
- 8.6 Taking into account the findings of the AVA Study and other site-specific AVA, the following mitigation measures including non-building areas (NBAs) and building gaps have been incorporated into the Plan:

NBAs and building gaps in areas within KBBA

- (a) A 5m-wide NBA is designated from the lot boundary of the “R(A)3” zone abutting the eastern side of Wang Mau Street, i.e. the existing Yip On Factory Estate site so as to extend the breezeway of the linear open space from Kai Cheung Road southward to Sheung Yee Road upon redevelopment of the lot. This NBA helps to improve the air ventilation in KBBA.
- (b) A minimum of 3m-wide NBA is designated from the lot boundaries within the “G/IC(1)”, “O” and “OU(Business)” zones abutting both sides of Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road). These NBAs, upon development/redevelopment of the lots, could help improve the effectiveness of the two roads functioning as major breezeways as well as create a pleasant pedestrian environment by allowing street planting on wider pavement in KBBA.
- (c) A 15m-wide strip of NBA is designated at the southern boundary of the “G/IC(1)” site for Hong Kong Post Central Mail Centre (CMC) at Wang Chin Street. The NBA will serve as an extension of Lam Wah Street to funnel easterlies and sea breeze in KBBA.
- (d) A strip of land along Shun Yip Street at the south-eastern periphery of the “OU(Business)” zone at the junction of Wai Yip Street and Shun Yip Street is designated as a NBA to enhance the wind performance at pedestrian level.
- (e) Three strips of land within the “C”, “OU(Business)” and “OU(Commercial Uses with Public Transport Terminus)” zones from Lam Hing Street to Sheung Yuet Road with widths of 15m and 16m, taking into account the variation of lot boundaries, are demarcated as building gaps where no building shall exceed a maximum building height of 22mPD (the height of

the existing bus depot). These building gaps, upon redevelopment of the lots, help to extend the breezeway of Sheung Yee Road and improve wind permeability in KBBA.

NBAs and building gaps in areas outside KBBA

- (f) The existing north-eastern vegetated slopes within the “R(A)” zone of Ping Shek Estate is designated as a NBA in order to maintain the existing vegetated slopes, together with the adjacent “Green Belt” (“GB”) zone and Ping Shek Playground, as a green and air ventilation pocket in the area.
- (g) The existing slopes at the eastern periphery of the “R(B)” zone of Shun Chi Court is designated as a NBA to preserve the vegetated slopes as an extension of the “GB” zone and as an air ventilation pocket.
- (h) Three strips of lands are demarcated as building gaps within “OU” annotated “Mass Transit Railway Depot with Commercial and Residential Development Above” (“OU(Mass Transit Railway Depot with Commercial and Residential Development Above)”) zone of Telford Gardens. Two 22m-wide building gaps, running in east-west direction where no building shall exceed a maximum building height of 22mPD, could serve as wind corridors connecting air paths of Wang Tai Road and Sheung Yuet Road to Kwun Tong Road. Another 15m-wide building gap runs in north-south direction from Kai Cheung Road to Tai Yip Street where no building shall exceed a maximum building height of 22mPD. The building height of 22mPD is the height of the existing MTR depot. These building gaps are to be provided upon future redevelopment of Telford Gardens.

- 8.7 The above NBAs and building gaps should be incorporated upon development and redevelopment of the sites. As the designation of NBAs is primarily for the purpose of above ground air ventilation, the NBA requirements will not apply to underground developments. No above ground structure is allowed except for landscaping, boundary fence/wall or minor structure including footbridge connection or covered walkway that is designed to allow high air porosity, may be allowed. Moreover, minor relaxation clause has been incorporated in the Notes of the relevant zones to allow minor relaxation of the NBA and building gap restrictions as shown on the Plan or stipulated in the Notes of the Plan under exceptional circumstances.
- 8.8 In general, future developments/redevelopments where podia are allowed are encouraged to provide setback from site boundary, recess the lower floors from key wind corridors, delineate NBAs, and adopt suitable building design measures to minimise any possible adverse impacts, which include small-scale and permeable podium, wider building gaps, and aligning podium edge to the building edge in order to create downwash to reach pedestrian level.
- 8.9 In addition, the AVA Study recommends layouts for building disposition in major private and public housing and commercial developments of KBBA in the Area for future redevelopment of the sites. The general principles for the building disposition are to reduce obstruction to prevailing winds and maximise

open courtyard within the estates as well as open up the wind corridors in KBBA in order to improve air ventilation and permeability in the Area. Reference should be made to the layouts for the building disposition of specific sites recommended in the AVA Study.

- 8.10 For specific sites including the public housing developments of Ping Shek Estate, Choi Tak Estate, Lower Ngau Tau Kok Estate and a reserved site at Wang Chiu Road, where large-scale development or redevelopment may be possible, detailed AVAs on a site-by-site basis should be undertaken and addressed in the Planning Briefs.

9. LAND USE ZONINGS

9.1 “Commercial” (“C”) - Total Area 7.47 ha

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

9.1.2 There are a total of seven sites in KBBA within this zone. Within the developments, a range of commercial facilities such as banks, offices, restaurants, fast food shops and retail shops can be provided. Hotel use is also allowed within “C(2)” zone. Some developments will also incorporate multi-storey car parks for vehicles visiting KBBA.

9.1.3 A maximum plot ratio of 12.0 is imposed on the commercial sites zoned “C” with due regard to the capacity of the road network of the Area.

9.1.4 The “C(1)” and “C(2)” zones are located at the heart of the Kowloon Bay Action Area (KBAA) which is envisioned to become a hub primarily for commercial uses providing office, hotel, retail and other ancillary facilities, open spaces and public transport facilities. In order to achieve an optimal development intensity and balance the infrastructural constraints particularly the local road network capacity in the Area, a maximum gross floor area (GFA) of 204,600m² and 201,400m² is stipulated for “C(1)” and “C(2)” zones respectively. Out of the maximum GFA of 201,400m² for the “C(2)” zone, a maximum GFA of 201,000m² is for the commercial development to the south of Kai Fuk Road Flyover and a built-over area of about 400m² is for arts, cultural and creative uses which is encouraged to be provided mainly underneath Kai Fuk Road Flyover. To enhance pedestrian connectivity, a convenient and direct pedestrian network comprising pedestrian streets, walkways, footbridges, open space network and lifts, should be provided to connect the KBAA with other parts of the KBBA, the MTR Kowloon Bay Station and the waterfront promenade in Kai Tak Development.

9.1.5 Within the “C(1)” zone, an at-grade public transport interchange (PTI)

(with a clear headroom of at least 10m) with openings on northern and southern facades aligned with Wang Tai Road, as required by the Government shall be provided to facilitate air ventilation. A public open space in private development (POSPD) of not less than 6,300m² shall be provided, of which not less than 4,400m² shall be provided at-grade at the southeastern corner of the “C(1)” zone abutting Cheung Yip Street and Kai Fuk Road Flyover. The said POSPD will be provided in the form of a central plaza as a welcoming entrance to the developments from all directions in order to create synergy with the Cheung Yip Street (proposed to be pedestrianised) for public enjoyment. Commercial uses and ancillary uses underneath the at-grade POSPD at basement level(s) are allowed. Moreover, a NBA of 15m wide in north-south direction aligned with Wang Mau Street within the “C(1)” zone should be provided to facilitate air ventilation. Besides, the building(s) on the site within the “C(1)” zone should be set back from the zoning boundary abutting Sheung Yee Road (from Wang Chiu Road to Wang Mau Street) by 6m and set back from the zoning boundary abutting Kai Fuk Road Flyover by 10m to enhance the pedestrian environment on ground level. Underground developments and elevated walkway are always permitted within the proposed NBA and setback areas.

- 9.1.6 Within the “C(2)” zone, a POSPD of not less than 11,800m², of which not less than 8,400m² (including a built-over area of about 400m² allowing arts, cultural and creative uses as stated in paragraph 9.1.4 above) shall be provided at-grade at the northern portion of the “C(2)” zone mainly underneath Kai Fuk Road Flyover. The at-grade POSPD mainly underneath Kai Fuk Road Flyover serves as a natural extension of the proposed at-grade POSPD within the “C(1)” zone and the POSPD is encouraged to be utilised for arts, cultural and creative uses. Commercial uses and ancillary uses underneath the at-grade POSPD at basement level(s) are allowed. In addition, the section of 25m-wide Cheung Yip Street shown as ‘Pedestrian Precinct/Street’ within the “C(2)” zone on the Plan, which is proposed to be pedestrianised, will be designated as a NBA with commercial uses and ancillary uses allowed at basement level(s) only, in order to facilitate air ventilation and to provide improved accessibility to the surrounding developments. Besides, the building(s) on the site within the “C(2)” zone should be set back from the southern boundary of the aforesaid at-grade POSPD in the “C(2)” zone mainly underneath Kai Fuk Road Flyover and the zoning boundary abutting Wai Yip Street by 10m to allow provision of pavement, greening and emergency vehicular access to the development, and set back from the zoning boundary abutting Hoi Bun Road by 8m to 15m to allow provision of roadside amenity planting and visual buffer to enhance the environment and to preserve the existing trees on site. Underground developments and elevated walkway are always permitted within the proposed NBA and setback areas. The aforesaid NBA and setback requirements of the “C(1)” and “C(2)” zones will be specified in the land leases as appropriate. To facilitate better connection between different parts of the commercial developments within KBAA, minor structure for footbridge connection on the aforesaid NBAs and setback areas within the “C(1)” and “C(2)” zones may be allowed. In addition,

in order to enhance vibrancy, the building(s) within the “C(1)” and “C(2)” zones should provide shop frontage along the pedestrianised Cheung Yip Street, Sheung Yee Road, as well as facing the at-grade POSPD underneath the Kai Fuk Road Flyover.

9.1.7 Developments and redevelopments within the “C” zone and the sub-zones are subject to maximum building heights from 120mPD to 170mPD as stipulated on the Plan. A 16m-wide building gap, where no building shall exceed a maximum building height of 22mPD, taking into account the lot boundary, is designated on the western boundary of the “C” site to the east of Lam Wah Street Playground to improve air ventilation of the Area. To create a building height profile compatible with the surrounding context of the skyline of Kowloon East descending from the hinterland to the promenade, a stepped building height profile for KBAA is adopted. The proposed building height descends from 150/120mPD in the “C(1)” zone to 135/120mPD in the “C(2)” zone to the south. Besides, a strip of area of 35m wide is subject to a maximum building height of 35mPD within the “C(1)” zone, which acts as a low-rise podium of the development for wind penetration. A terracing arrangement of POSPDs at various podium levels is also encouraged to facilitate visual connection with the at-grade open space.

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

9.1.9 In determining the maximum GFA of the development/redevelopment in the “C(1)” and “C(2)” zones, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

9.1.10 The GFA controls under “C(1)” and “C(2)” zones are 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 “Residential (Group A)” (“R(A)”) - Total Area 69.00 ha

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

9.2.2 Existing public rental housing estates including Lower Ngau Tau Kok Estate, Kai Yip Estate, Ping Shek Estate, Shun Lee Estate, Shun On Estate, Shun Tin Estate, Choi Ha Estate, Choi Fook Estate, Choi Ying Estate and Choi Tak Estate are within this zone. They are covered by seven height bands of 80mPD, 100mPD, 120mPD, 140mPD, 160mPD,

170mPD and 180mPD. For Ping Shek Estate, a maximum building height of 80mPD is imposed for the western part of the estate, stepping up to 100mPD in the eastern part of the estate while the green slopes at the north-eastern portion of Ping Shek Estate are designated as NBA to maintain air ventilation in the area. Kai Yip Estate is subject to height bands of 80mPD in the north and 100mPD in the south. Choi Ha Estate and Choi Ying Estate are subject to a height band of 140mPD. Western part of Choi Tak Estate is subject to a building height restriction of 160mPD while Choi Fook Estate and eastern part of Choi Tak Estate are subject to a maximum building height of 170mPD. Lower Ngau Tau Kok Estate is subject to three height bands of 100mPD, 120mPD and 140mPD. For the housing estates at the foothill of the Kowloon Peak near New Clear Water Bay Road, Shun Lee Estate is subject to height limits of 170mPD and 180mPD, whereas Shun Tin Estate is 160mPD and 170mPD and Shun On Estate is 180mPD.

- 9.2.3 A site reserved for public housing development at Wang Chiu Road is subject to a maximum building height of 120mPD. To maintain the connecting air path between Wang Chiu Road and Kwun Tong Road/Lung Cheung Road, a NBA of not less than 25m wide in a north-south direction at the eastern portion shall be provided. Subject to quantitative AVA, a bridge-over structure for recreation facilities/building services may be provided within this NBA. Moreover, podiums and residential towers on the site should be set back from Wang Chiu Road and Kwun Tong Road/the ramp leading to Kwun Tong By-pass by not less than 5m and 20m respectively to allow better wind penetration along these roads. The NBA and setback requirements and any other mitigation measures, such as at-grade ventilation passages, minimised podium structures and building separation between towers, have been specified in the Planning Brief as appropriate.
- 9.2.4 The existing Home Ownership Scheme (HOS) development, Choi Hing Court is zoned “R(A)1”. This sub-zone is subject to a maximum domestic and non-domestic plot ratio of 6.0 and 1.0 respectively. A building height restriction of 150mPD is imposed to create a stepped building height profile progressively increasing from 150mPD at these sites, to 160mPD and 170mPD at Choi Tak Estate to the south, and up to 190mPD at the peak of the Jordan Valley ridgeline. To enhance the air ventilation of the locality, a building gap in northeast-southwest direction is provided in the central part of the western “R(A)1” zone. A NBA is also provided at the northern part of the eastern “R(A)1” zone to widen the air path along New Clear Water Bay Road.
- 9.2.5 A site at Choi Wing Road for Choi Fook Estate Phase 3 development is zoned “R(A)2” and subject to the same height band of the adjoining Choi Fook Estate, i.e. 170mPD. An indoor recreation centre has been provided within this sub-zone.
- 9.2.6 A site bounded by Wang Yuen Street, Wai Yip Street, Sheung Yee Road and Wang Mau Street (i.e. the existing Yip On Factory Estate site) is zoned “R(A)3” for public housing development subject to a maximum

building height of 120mPD. An AVA-EE has been carried out for the site and several mitigation measures, including building separations in north-south and east-west directions have been proposed. As one of the mitigation measures, a 17m-wide NBA in north-south direction aligned with Wang Hoi Road shall be provided within “R(A)3” zone to facilitate air ventilation. A quantitative AVA shall be carried out at the detailed design stage. A Planning Brief setting out the planning parameters and special design requirements (including the building separation requirement) has been prepared to guide the development. Appropriate and convenient pedestrian connection and passageway should be provided as far as practicable to connect the podium of the development with the elevated footbridge system along Wai Yip Street and Sheung Yee Road for the use of the residents, users of the GIC/retail facilities and members of the public.

- 9.2.7 Two sites located at Choi Hing Road and Choi Ha Road are zoned “R(A)4” for housing development and subject to a maximum domestic and total plot ratio of 7.5 and 9.0. The maximum building height restrictions of 175mPD and 140mPD are imposed for Choi Hing Road and Choi Ha Road Sites respectively. Due to the proximity of the sites to roads, buffer distance requirements for all air emission sources including roads in the vicinity of the sites, as specified in Chapter 9 of the Hong Kong Planning Standards and Guidelines, should be observed and complied with.
- 9.2.8 Within large housing developments, there is a wide range of low-rise free-standing GIC facilities including schools, community halls, children and youth centres, elderly centres, social and welfare centres as well as ancillary facility buildings such as car park, shopping centres and markets serving the residents of the estates. Such low-rise free-standing GIC and ancillary facility buildings should be kept as breathing spaces and visual relief to the building masses. No new addition, alteration and/or modification to or redevelopment of these existing individual free-standing GIC and ancillary facility buildings shall result in a total development and/or redevelopment in excess of the height of the existing building. On land designated “R(A)3” and “R(A)4”, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may also be disregarded. All public housing estates are governed by Planning Briefs. The layout and design of these GIC and ancillary facility buildings should be comprehensively reviewed with the support of relevant impact assessments on air ventilation and visual aspects upon future redevelopment of the estates.
- 9.2.9 Existing Private Sector Participation Scheme development of Richland Gardens and HOS development of Kai Tai Court are subject to a height band of 100mPD. As for existing private residential developments abutting Ngau Tau Kok Road including Amoy Gardens, Tak Bo Garden as well as those in their vicinity, a height band of 120mPD is imposed.
- 9.2.10 In regard to the former low-rise residential development of Kai Tak

Mansion, a maximum building height of 140mPD is imposed for the site. An updated EE on AVA was conducted for the Kai Tak Mansion site in 2016 to review the air ventilation impact of the future development at the site. In order to address the potential air ventilation issues, a quantitative AVA is required at the detailed design stage to identify effective mitigation measures, such as NBA/building gap/setback, to facilitate a permeable building design and to minimise adverse air ventilation impact on the surrounding low-rise buildings, in particular the two Grade 1 historic buildings within the site of the ex-Royal Air Force (RAF) Station (Kai Tak) Officers' Quarters Compound, namely RAF Officers Mess and Annex Block No. 2. Such requirement has been stipulated in lease conditions. In addition, the future developer is encouraged to adopt suitable design measures to minimise the visual impact on the surrounding areas and to consult the Antiquities and Monuments Office (AMO) under Development Bureau on the proposal with reference to its impacts on and compatibility with the adjoining historic buildings.

- 9.2.11 In the consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review, completed in early 2002, developments or redevelopments within this zone are subject to specific control on plot ratios except otherwise specified in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building and a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the GFAs for the developments/redevelopments, the lands for free-standing purpose-designed buildings that are used solely for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.
- 9.2.12 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 9.2.13 For large housing development sites, it is necessary to provide varying building height profile within the same building height band to avoid wall effect of buildings, add variation to the sites and improve the air ventilation at street level.
- 9.2.14 The plot ratio control under "R(A)3" and "R(A)4" 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.

9.3 "Residential (Group B)" ("R(B)") - Total Area 4.74 ha

- 9.3.1 This zone is intended primarily for medium-density residential

developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

9.3.2 Shun Chi Court, a HOS, is the only site zoned for this purpose. This zone is intended for medium-density residential development. Under this zoning, commercial uses are prohibited unless otherwise approved by the Board under the planning permission system. Developments within this zone are subject to a maximum GFA of 89,800m². It is also subject to a maximum building height of 170mPD so as to maintain an open vista along the southern side of New Clear Water Bay Road, and preserve the public view and amenities of the area.

9.3.3 The existing green slopes along the eastern boundary of Shun Chi Court are designated as NBA to maintain air ventilation in the area.

9.4 “Government, Institution or Community” (“G/IC”) - Total Area 46.66 ha

9.4.1 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. These low-rise and low-density GIC developments should serve as spatial and visual relief within the high-rise densely built-up urban area.

9.4.2 Major existing developments in this zone, which are mainly located in Ngau Tau Kok/Jordan Valley area, are subject to maximum building height in terms of number of storeys varying from one storey to nine storeys (excluding basement floor(s)). They include a number of primary and secondary schools, a special school, Jordan Valley Swimming Pool, Shun Lee Tsuen Sports Centre cum Shun Lee Tsuen Park, a fire station, service reservoirs, electricity substations (ESS), and a MTR vent shaft to the northeast of Ping Shek Estate. Sam Shan Kwok Wong Temple to the south of Ping Shek Estate, which is a Grade 3 historic building, is also zoned “G/IC” and subject to a maximum building height of 1 storey. In the Kowloon Bay area, the Kowloon Bay Dry Weather Flow Interceptor Pumping Chamber at Kwun Tong Road is zoned “G/IC” and subject to a maximum building height of 1 storey.

9.4.3 For major planned GIC developments in Ngau Tau Kok/Jordan Valley area, sites are reserved along Choi Hing Road for school developments to meet educational need of the district, as well as service reservoir extension to serve both the new developments and the wider district. In the Kowloon Bay area, the “G/IC” zone at Wang Chiu Road to the northeast of Richland Gardens is reserved for development of a secondary school, which is subject to a maximum building height of 8 storeys.

9.4.4 “G/IC(1)” sites are mainly located within KBBA subject to three height bands of 15mPD, 40mPD and 60mPD. The existing and planned utility

facilities include an ESS and a proposed refuse collection point at Wang Chin Street subject to a building height band of 15mPD.

- 9.4.5 Major existing “G/IC(1)” developments, which are subject to a building height band of 40mPD, include educational facilities of primary schools, secondary schools near Kai Yip Estate and Richland Gardens and three vocational training centres at Tai Yip Street; Government facilities of Hong Kong Auxiliary Police Force Headquarters at the junction of Wang Chiu Road and Kai Cheung Road, Fire Services Department Kowloon East Divisional Headquarters cum Kowloon Bay Fire Station at Kai Cheung Road, Kowloon East Police Operational Base, Ngau Tau Kok Sub-divisional Police Station and Ngau Tau Kok Ambulance Depot located along Siu Yip Street, a police vehicle pound at the junction of Wang Chiu Road and Sheung Yee Road, utility facilities of an ESS cum pump house along Wang Kwong Road and a telephone exchange at Siu Yip Street, Hongkong Post CMC at the junction of Wang Chin Street and Lam Hing Street, and the international school at the junction of Wang Kwong Road and Kai Cheung Road. A 15m-wide NBA is designated at the southern boundary of Hongkong Post CMC so as to funnel easterlies and sea breeze to the KBBA.
- 9.4.6 Existing developments of Kowloon Bay Health Centre and Alice Ho Miu Ling Nethersole Nursing Home and nearby schools at Kai Yan Street/Kai Lai Road, HKU School of Professional and Continuing Education Kowloon East Campus at Wang Hoi Road and Water Supplies Department Kowloon East Regional Building at Wai Yip Street, are also zoned “G/IC(1)” subject to a maximum building height of 60mPD.
- 9.4.7 Major planned developments zoned “G/IC(1)” with a building height of 40mPD within KBBA include the proposed Hongkong Post Headquarters near the junction of Wang Chin Street and Wang Kee Street and a proposed religious institution at the junction of Wang Kwong Road and Kai Wah Street.
- 9.4.8 A minimum of 3m-wide NBA(s) from the lot boundaries zoned “G/IC(1)” abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road to Kai Fuk Road) shall be provided.
- 9.4.9 The site to the north of Lower Ngau Tau Kok Estate reserved for the proposed EKCC is also zoned “G/IC(1)” and subject to a maximum building height of 40mPD.
- 9.4.10 Two sites at Kwun Tong Road near Ping Shek Estate are zoned “G/IC(2)”. One of the sites is the Officers’ Quarters Compound of ex-RAF Station (Kai Tak) located at the southeast of Ping Shek Estate, within which there are two Grade 1 historic buildings, namely RAF Officers Mess and Annex Block No. 2. The site is currently occupied by the Academy of Visual Arts of Hong Kong Baptist University and is subject to a maximum building height of 1 to 2 storeys. Another site is located to the north of Kai Yip Estate along Kwun Tong Road, in which

the Grade 1 Headquarters Building of ex-RAF Station (Kai Tak) is located within the site. The site is now being occupied by the Caritas Family Crisis Support Centre and is subject to a maximum building height of 2 storeys. In order to preserve the historic buildings in-situ, any addition, alteration and/or modification to (except those minor alteration and/or modification works which are ancillary and directly related to the always permitted uses) the existing historic buildings requires planning permission from the Board. No demolition or redevelopment of the existing historic buildings is allowed.

9.4.11 Cheerful Court, which is a senior citizen residence located at Choi Ha Road, is zoned "G/IC(3)". Development/redevelopment within this zone is subject to a maximum GFA of 16,500m² for domestic use and 4,125m² for non-domestic use, and a maximum building height of 100mPD to reflect the completed development.

9.4.12 This zoning also covers some of the existing schools, adjacent ball courts, local open space and refuse collection point within public housing estates, which are common facilities shared by the schools and residents of the estates.

9.5 "Open Space" ("O") - Total Area 48.66 ha

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

9.5.2 Major existing open space include Ping Shek Playground, Kowloon Bay Playground, Kowloon Bay Park, open space at Zero Carbon Building, Ngau Tau Kok Park, Jordan Valley Playground, Jordan Valley Park, Shun Lee Tsuen Playground, Shun Lee Tsuen Park, and various parks and sitting-out areas in the Area. In relation to the housing developments at Choi Fook Estate and Choi Ying Estate, two sites to the northeast and northwest of Choi Ha Estate and a site at the junction of Kwun Tong Road and Choi Wan Road have been developed as Choi Wing Road Park, Choi Hei Road Park and Choi Wan Road Sitting-out Area respectively.

9.5.3 There are a number of sites reserved for open spaces. A site is reserved for a district open space at Prince Edward Road East/Kwun Tong Road. Several sites including one bounded by Kai Fuk Road, Sheung Yee Road and Wang Tung Street, one to the north of Wang Tai Road, one to the north of Wang Mau Street and two abutting the western and southeastern boundary of the "C(2)" zone have also been reserved for local open spaces.

9.5.4 Local open spaces are provided within the public housing estates, HOS developments, private comprehensive residential developments and KBBA to serve the residents and working population in the Area.

9.5.5 A minimum of 3m-wide NBA(s) from the lot boundaries abutting Wang

Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.

9.6 “Other Specified Uses” (“OU”) - Total Area 40.49 ha

- 9.6.1 This zoning covers land allocated for specific uses which include Business, Railway, Mass Transit Railway Depot with Commercial and Residential Development Above, Commercial Uses with Public Transport Terminus, Commercial/Residential Development with Public Car Park and Public Transport Interchange, Petrol Filling Station, Landscaped Elevated Walkway and Open Lorry Park.
- 9.6.2 About 20.97 ha of land is zoned “OU(Business)”. This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office (I-O) buildings. To allow provision of vehicle repair workshop at a site at Sheung Yee Road and Wang Tai Road, the site is zoned “OU(Business)1”, with ‘Vehicle Repair Workshop’ as a use always permitted for industrial or industrial-office building, and as a use that requires planning permission for open-air development or for building other than industrial or industrial-office building.
- 9.6.3 As it is not possible to phase out existing polluting and hazardous industrial uses all at once on lands zoned “OU(Business)”, it is necessary to ensure compatibility of the uses within the same industrial or I-O building and in the Kowloon Bay area until the whole area is transformed to cater for the new non-polluting business uses. The setting back of buildings to cater for the future increase in traffic demand may also be required. Development within the “OU(Business)”, “OU(Business)1” and “OU(Business)2” zones are subject to a maximum plot ratio of 12.0 and maximum building heights ranging from 100mPD to 170mPD. Reference should also be made to the relevant Town Planning Board Guidelines. To improve air ventilation of KBBA, a minimum of 3m-wide NBA(s) from the lot boundaries of the “OU(Business)” zones abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided. Moreover, a strip of land along the south-eastern boundary of the “OU(Business)” zone at the junction of Wai Yip Street and Shun Yip Street is designated as NBA to enhance the wind performance at pedestrian level. In addition, a 15m-wide building gap (where no building shall exceed the maximum building height of 22mPD) is demarcated within the “OU(Business)” zone from Lam Hing Street to Lam Wah Street.
- 9.6.4 A site at the junction of Sheung Yuet Road and Wang Kwun Road is zoned “OU(Commercial Uses with Public Transport Terminus)”, known as Enterprise Square. The site has been developed as a public

transport terminus with commercial uses above. In order to restrain traffic growth which will otherwise overload the existing and planned transport network, developments within this zone are subject to a maximum plot ratio of 12.0 and a maximum building height of 140mPD. A public transport terminus comprising three bus bays and one green minibus bay shall be provided within the zone. A 15m-wide building gap, where no building shall exceed the maximum building height of 22mPD, is demarcated on the western boundary of the zone from Lam Lok Street to Sheung Yuet Road to improve air ventilation of the Area.

- 9.6.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 9.6.6 Two sites zoned “OU(PFS)” at Kai Fuk Road are intended primarily for the provision of petrol filling stations serving the needs of the local residents as well as the general public. Both sites are subject to a maximum building height of 15mPD.
- 9.6.7 The open-air railway, MTR Kowloon Bay Station and associated facilities are zoned “OU” annotated “Railway”. Within this zone, a building height restriction of 3 storeys is imposed for the MTR Kowloon Bay Station along Kwun Tong Road, and 1 to 2 storeys as shown on the Plan for the associated facilities such as warehouses, a control tower and a pumping house. No new development except one-storey structure ancillary to the railway and the MTR Station shall be permitted.
- 9.6.8 The comprehensive development at the MTR Kowloon Bay Depot is zoned “OU(Mass Transit Railway Depot with Commercial and Residential Development Above)”. This zone is intended primarily for the provision of land for MTR depot together with commercial and residential development above. The development comprises the MTR depot, two commercial towers including MTR Headquarters Building and a large commercial/residential development known as Telford Gardens and Telford Plaza. Apart from office and shopping facilities, a wide range of community facilities including a recreational club and a cinema are provided to cater for the needs of the residents. The UOW College Hong Kong (Kowloon Bay Campus) is also accommodated within the development. Developments and redevelopments within this zone are subject to a maximum GFA of 278,703m² for domestic use and 177,031m² for non-domestic use, and maximum building heights of 60mPD and 100mPD. A public transport terminus shall be provided within this zone. Three building gaps shall be provided within the zone upon redevelopment in order to improve air ventilation in the area. Two 22m-wide building gaps run parallel to Wang Tai Road and Sheung Yuet Road in east-west direction, and one 15m-wide building gap runs parallel to Tai Yip Street in north-south direction are demarcated, on which no building shall exceed a maximum building height of 22mPD.

- 9.6.9 A site located to the northeast of Ping Shek Estate along New Clear Water Bay Road is zoned “OU” annotated “Commercial/Residential Development with Public Car Park and Public Transport Interchange”. The site is occupied by a residential development with commercial uses known as 8 Clear Water Bay Road, public transport interchange and ‘park-and-ride’ facility in the podium serving the wider district. It is subject to a maximum GFA of 19,138m² for domestic use and 13,366m² for non-domestic use, and a maximum building height of 180mPD. A public car park with 450 parking spaces and a public transport interchange comprising four bus bays, three public light bus and taxi bays and one general vehicle layby shall be provided within the zone.
- 9.6.10 A strip of land spanning over Sheung Yee Road and Kai Fuk Road is zoned “OU” annotated “Landscaped Elevated Walkway”. This zone is primarily intended for the provision of landscaped elevated walkway to create an enhanced pedestrian environment for connecting the pedestrian walkway system in KBBA with Kai Tak area.
- 9.6.11 The open lorry park at Lee On Road is zoned “OU” annotated “Open Lorry Park”, intended primarily to provide land for the development of an open-air lorry park. No building structure except one-storey structure ancillary to the open-air lorry park shall be erected within the site.
- 9.7 “Green Belt” (“GB”) - Total Area 52.63 ha
- 9.7.1 The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.
- 9.7.2 This zoning covers mainly steep hill slopes at the eastern periphery, the slopes created in connection with the formation of development platforms for the housing developments at Choi Tak Estate, Choi Ying Estate and Choi Fook Estate as well as the hill slopes in the eastern part of Jordan Valley. It includes strips of land near Tak Bo Garden and Ping Shek Playground and they are densely vegetated. Hill slopes near Choi Wing Road are also within this zone. These slopes are not suitable for urban type development and will be retained in their natural state. Passive recreational uses may however be possible at certain locations. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the relevant Town Planning Board Guidelines.
- 9.8 Minor Relaxation Clause
- 9.8.1 For the zone(s) where minor relaxation of relevant restriction(s) is applicable, based on individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions as stipulated in the Notes of the Plan or as shown on the Plan

may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.12 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

- 9.8.2 However, for any existing building with plot ratio/GFA/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 9.8.3 For the zone(s) where minor relaxation of relevant restriction(s) is applicable, under exceptional circumstances, minor relaxation of NBA/building gap restrictions as stated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance. The NBA restriction will not apply to underground development. Without compromising the intention of designating the NBAs for air ventilation, landscaping, boundary fence/wall or minor structure including footbridge connection or covered walkway that allowed high air porosity, may be allowed within the NBAs stipulated in the Notes of the Plan or as shown on the Plan.

10. COMMUNICATIONS

10.1 Roads

- 10.1.1 The Area is linked with other districts mainly by Kwun Tong Road, which is a primary distributor road connecting the Area with Kwun Tong and Cha Kwo Ling to the south and Wong Tai Sin to the north. New Clear Water Bay Road and Clear Water Bay Road run along the northern boundary, connecting the Area with Sai Kung to the east and other parts of Kowloon to the west.
- 10.1.2 Kwun Tong By-pass runs along the Kowloon Bay area connecting to the Tate's Cairn Tunnel in Diamond Hill, the Eastern Harbour Crossing in Cha Kwo Ling and Tseung Kwan O Tunnel near Lam Tin.
- 10.1.3 The district distributor road network in the Area consists of Lee On Road, Ngau Tau Kok Road, Wai Yip Street, Wang Chiu Road and Wang Kwong Road. There are many local roads within the Kowloon Bay area. In connection with the newly completed Choi Tak Estate, Choi Ying Estate and Choi Fook Estate, a new road network comprising Choi Wing Road, Choi Hing Road and the extended Choi Ha Road was built to serve the new development while the elevated portion of Choi Ha Road linking the new development to the northbound of Kwun Tong Road provides an alternative link to the existing primary distributor.

10.2 Mass Transit Railway

The Area is well served by the MTR system. MTR Kowloon Bay Station is

located at the centre of the Area while Choi Hung Station is at the northern periphery of the Area.

10.3 Public Transport

Apart from the MTR, the Area is served by various modes of public transport including bus and public light bus. A number of bus termini are conveniently located to serve the residential and working population in the Area.

11. UTILITY SERVICES

The Area is well served with water supply, drainage, and sewerage systems as well as electricity, gas and telephone services. Some sewerage and drainage upgrading works are required in the Area in order to cope with the future development.

12. CULTURAL HERITAGE

12.1 There are four graded historic buildings in the Area which should be preserved in-situ, namely Headquarters Building of the ex-RAF Station (Kai Tak) (Grade 1) to the north of Kai Yip Estate, RAF Officers Mess (Grade 1) and Annex Block No. 2 (Grade 1) of Officers' Quarters Compound of ex-RAF Station (Kai Tak) to the southeast of Ping Shek Estate, and Sam Shan Kwok Wong Temple (Grade 3) adjoining Ping Shek Estate. On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which all of the buildings within the Area have been accorded grading. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the website of the AAB at <http://www.aab.gov.hk>.

12.2 Prior consultation with the AMO should be made if any development, redevelopment or rezoning proposals that may affect the above sites/historic buildings, new items, any other historic structures identified and their immediate environs.

13. IMPLEMENTATION

13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

13.2 The Plan provides a broad land use framework within which more detailed

non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Architectural Services Department and the Highways Department. In the course of implementation of the Plan, the Kwun Tong District Council would also be consulted as appropriate.

- 13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in consideration of the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans/layout plans and guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

**TOWN PLANNING BOARD
MARCH 2025**