

TOWN PLANNING BOARD

**TPB Paper No. 9031
For Consideration by the
Town Planning Board on 9.3.2012**

**PROPOSED AMENDMENTS TO
THE DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN NO. S/K20/26**

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1. Introduction

This paper is to seek Members' agreement that:

- 1.1 the proposed amendments to the draft South West Kowloon Outline Zoning Plan (OZP) No. S/K20/26 (**Attachment I**) and its Notes (**Attachment II**) are suitable for exhibition for public inspection under section 7 of the Town Planning Ordinance (the Ordinance); and
- 1.2 the Explanatory Statement (ES) of the OZP (**Attachment III**) is an expression of the Town Planning Board (the Board)'s planning intentions and objectives for the various land use zonings of the OZP.

2. Status of the Current OZP

On 30.6.2011, the draft South West Kowloon OZP No. S/K20/26 (**Plan 1**), incorporating the revision of the Notes for the "Industrial" zone of the OZP by adding, where appropriate, the uses of "Eating Place (not elsewhere specified)", "Institutional Use (not elsewhere specified)", "Public Clinic" and "Training Centre" in wholesale conversion of an existing industrial building in Column 2 of the user schedule to increase flexibility for changes of uses in wholesale conversion of existing industrial building were exhibited for public inspection under section 7 of the Town Planning Ordinance (the Ordinance). During the two-month exhibition period, one representation was received and no comment was received. The hearing and consideration of the representation by the Board was held on 3.2.2012 and the supportive views of the representation were noted by the Board.

3. Proposed Amendments to the OZP

Proposed rezoning of two strips of land from "Government, Institution or Community" ("G/IC") and "Other Specified Uses" ("OU") annotated "Public Utility Depot including Electricity Substation" respectively to areas shown as 'Road' (Plan 3 and 4)

- 3.1 The two strips of land formed parts of the "OU" annotated "Public Utility Depot including Electricity Substation" zone where the China Light and Power Centenary Substation at To Wah Road is situated and the adjoining "G/IC" zone abutting a slip road of Lin Cheung Road and Jordan Road adjacent to the West Kowloon Highway.
- 3.2 To reflect the existing as-built condition of the slip road of Lin Cheung Road and Jordan Road and to align with allocation boundary of the Centenary Substation, it is proposed to rezone the two strips of land from "G/IC" (Item A with a land area of about 490m²) and "OU" (Item B with a land area of about 760m²) to areas

shown as 'Road'.

Zoning boundary adjustment for West Kowloon Cultural District (WKCD)(Plan 5, 6 and 8)

- 3.3 The current zoning boundary between the WKCD and the Western Harbour Crossing (WHC) Toll Plaza sites, which are zoned "OU" annotated "Arts, Cultural, Entertainment, Commercial and Other Uses" ("ACECOU") and "OU" annotated "WHC Toll Plaza" respectively on the OZP, is proposed to be adjusted to tally with the gazetted boundary of the WHC tunnel area. The areas proposed to be rezoned from "OU" annotated "ACECOU" to "OU" annotated "WHC Toll Plaza" (Items C1 and C2) are about 1,380m² in total. The areas proposed to be rezoned from "OU" annotated "WHC Toll Plaza" to "OU" annotated "ACECOU" (Items E1 and E2) are about 430 m² in total.
- 3.4 Opportunity is also taken to adjust the zoning boundary of the WKCD site to exclude areas of public road along Austin Road West and Canton Road. The areas at Austin Road West and Canton Road are proposed to be rezoned from "OU" annotated "ACECOU" to areas shown as 'Road' (Items D1 and D2), which are about 180m² and 590m² in area respectively.
- 3.5 The land area of the seawall along the waterfront adjoining WKCD is proposed to be included into the "OU" annotated "ACECOU" zone (Items F1 and F2) following the Board's convention that the plan / zoning boundary on the waterfront should follow the high watermark, to allow WKCD Authority to beautify the seawall, integrate it with the planning of the waterfront promenade to improve land-water interface and facilitate better planning between the land area and the harbour. The land area of the seawall proposed to be included is about 9,940 m².
- 3.6 The land area of WKCD after the above adjustments is about 40.91 ha which increased slightly (8,200 m², or 2.05%) from the 40.09 ha as shown on the current OZP. As a result, the planning scheme area has been increased from 401.88 ha to 402.87 ha.

4. WKCD Development Plan (DP)

The WKCD will be implemented by way of a DP under section 21 of the WKCD Authority Ordinance (WKCDAO). The WKCD Authority has submitted the DP on 30.12.2011 which will be considered by the Board in this same meeting. The Board may deem the DP as being suitable for publication under section 21(7) of the WKCDAO, and the DP will accordingly be deemed to be a draft plan prepared by the Board for the purposes of the Ordinance and the provisions of the Ordinance concerning any draft plan are to apply accordingly. Where the DP is exhibited under section 5 of the Ordinance, it will replace the South West Kowloon OZP in respect of the WKCD being covered by the DP from the date when the DP is first notified in the gazette. Corresponding amendments to the OZP will also be made and gazetted at the same time under the Ordinance. A plan showing the comparison between OZP No. S/K20/26 and S/K20/26A is at **Plan 2**.

5. Proposed Amendments to Matters shown on the Plan

The proposed amendments to the OZP are shown on the draft South West Kowloon OZP No. S/K20/26A (**Attachment I**) and explained below:

Item A (about 490m²) (Plan 3 and 4)

- 5.1 Rezoning of a strip of land near To Wah Road from "G/IC" to an area shown as 'Road' to reflect as-built condition of the slip road of Lin Cheung Road and Jordan Road adjacent to the West Kowloon Highway.

Item B (about 760m²) (Plan 3 and 4)

- 5.2 Rezoning of a strip of land near To Wah Road from "OU" annotated Public Utility Depot including Electricity Substation" to an area shown as 'Road' to reflect as-built condition of the slip road of Lin Cheung Road and Jordan Road adjacent to the West Kowloon Highway.

Items C1 and C2 (about 1,19 m² and 190m² respectively) (Plan 5 and 8)

- 5.3 Rezoning of two strips of land adjacent to the WHC toll plaza areas from "OU" annotated "ACECOU" to "OU" annotated "WHC Toll Plaza" to tally with the gazetted boundary of the WHC tunnel area.

Items D1 and D2 (about 180m² and 590m² respectively) (Plan 5, 6 and 8)

- 5.4 Rezoning of two strips of land along Austin Road West (Item D1) and Canton Road (Item D2) adjoining WKCD from "OU" annotated "ACECOU" to 'Road' to reflect the as-built condition of public road.

Items E1 and E2 (about 140m² and 290m² respectively) (Plan 5 and 8)

- 5.5 Rezoning of two strips of land adjacent to the WHC toll plaza areas from "OU" annotated "WHC Toll Plaza" to "OU" annotated "ACECOU" to tally with the gazetted boundary of the WHC tunnel area.

Items F1 and F2 (about 8,790m² and 1,150m² respectively) (Plan 7 and 8)

- 5.6 Inclusion of two strips of land along the waterfront into the WKCD zoned "OU" annotated "ACECOU" to follow the Board's convention that the plan/zone boundary on the waterfront should follow the high watermark.

6. Proposed Amendments to the Notes (Attachment II)

- 6.1 As the area under the OZP concerning the WKCD development would be replaced by the draft DP as mentioned in paragraph 4 above, the corresponding zoning for WKCD, i.e. "OU" annotated "ACECOU" would be deleted from the Notes of the OZP.
- 6.2 Opportunity has also been taken to make technical amendments to update the Notes to be consistent with the provisions recently incorporated in various OZPs and in accordance with the Master Schedule of Notes (MSN):
- (a) To replace the original reference to the maximum plot ratio/gross floor area by the maximum total plot ratio/gross floor area allowable for the uses as

permitted under the "Commercial", "Comprehensive Development Area (1)", "Residential (Group A)", "Other Specified Uses" annotated "Public Utility Depot Including Electricity Substation" and "Other Specified Uses" annotated "Institutional Facility and Hostel Use" zones for clarity purpose;

- (b) To revise paragraph (5) of the Remarks of the Notes for the "Comprehensive Development Area (1)" zone to indicate that the maximum building heights shall not exceed the figures stipulated on the Plan or the height of the existing building, whichever is the greater; and
- (c) To revise the user term "Government Use (unless otherwise specified)" to "Government Use" in accordance with the MSN.

6.3 A copy of the revised Notes (with additions in ***bold and italics*** and deletions ~~crossed-out~~) is at **Attachment II** for Members' consideration.

7. Revision to the Explanatory Statement of the OZP (Attachment III)

The Explanatory Statement (ES) of the OZP is proposed to be revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. A copy of the revised ES (with additions in ***bold and italics*** and deletions ~~crossed-out~~) is at **Attachment III** for Members' consideration.

8. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/K20/27.

9. Relationship of the draft South West Kowloon OZP with the WKCD DP

In accordance with section 21(9) of the WKCDAO, the DP shall, from the date that the exhibition of the DP is first notified in the Gazette, replace the OZP relating to the WKCD site. The excision of the WKCD site from the OZP will be reflected on the OZP at the same time as the draft DP is gazetted.

10. Consultation

Departmental Consultation

10.1 The proposed amendments have been circulated to relevant Government departments and the Western Harbour Tunnel Company Limited (WHTCL) for comments. Departments and the WHTCL do not have adverse comments on / have no objection to the proposals. The proposed amendments have taken into consideration the comments from relevant bureaux and departments, where appropriate. These Government departments include:

- (a) Chief Engineer, Railway Development Office (2-3), Highways Department;
- (b) Chief Engineer, Major Works Project Management Office (1), Highways Department;

- (c) Chief Highway Engineer/Kowloon, Highways Department;
- (d) Commissioner of Police;
- (e) Commissioner for Transport, Transport Department;
- (f) Director of Electrical and Mechanical Services; and
- (g) District Lands Officer/Kowloon West, Lands Department;

Public Consultation

- 10.2 The Yau Tsim Mong District Council and the Harbourfront Commission will be consulted on the proposed amendments during the exhibition period of the draft South West OZP No. S/K20/26A (to be renumbered to S/K20/27 upon exhibition) under section 7 of the Ordinance.

11. Decision Sought

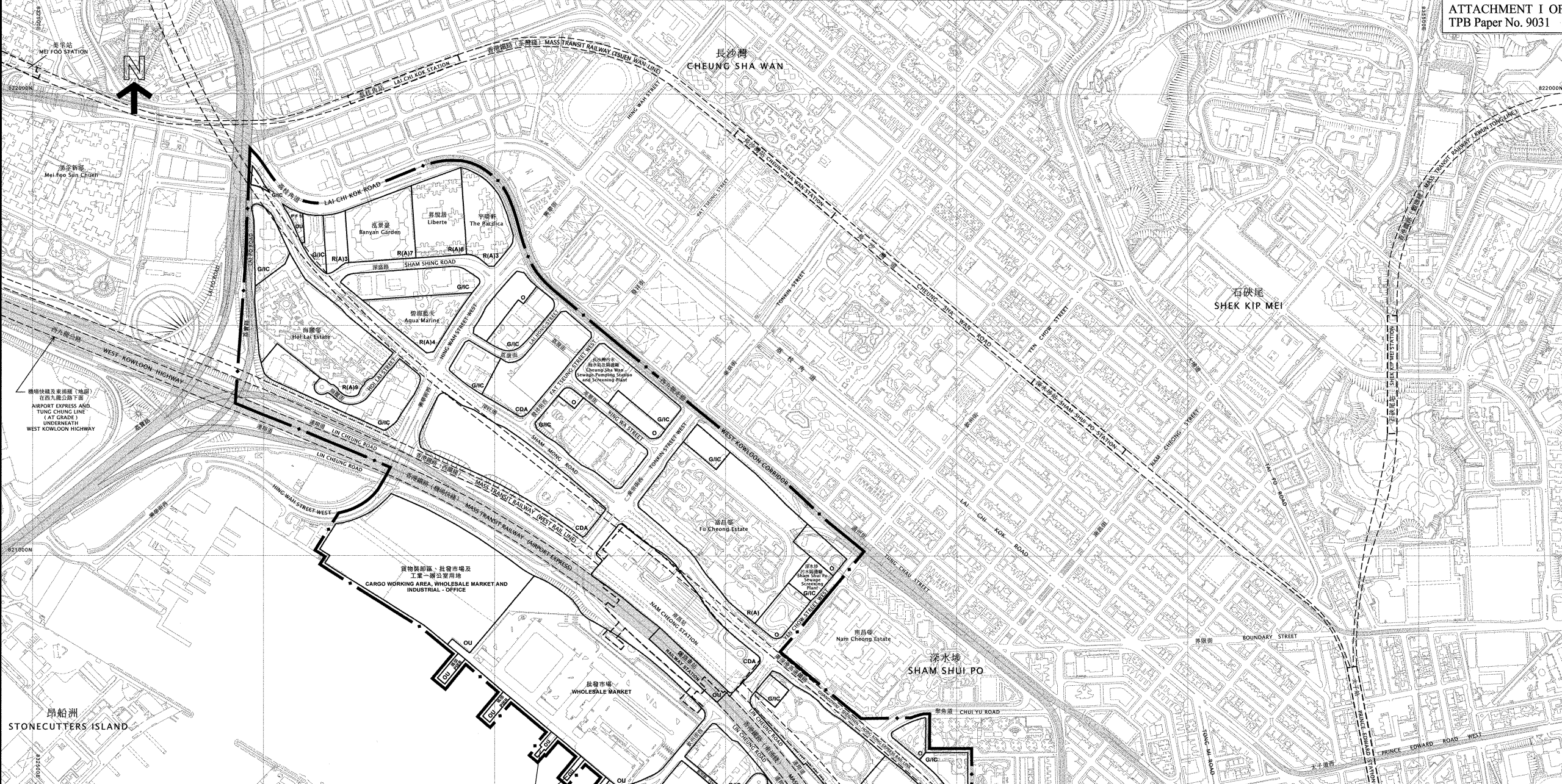
Members are invited to:

- (a) agree to the proposed amendments to the draft South West Kowloon OZP No. S/K20/26 and its Notes as mentioned in paragraphs 5 and 6 above, and that the draft South West Kowloon OZP No. S/K20/26A at **Attachment I** (to be renumbered as S/K20/27 upon exhibition) and its Notes at **Attachment II** are suitable for exhibition for public inspection under section 7 of the Ordinance; and
- (b) adopt the revised ES at **Attachment III** as an expression of the planning intentions and objectives of the Board for the various land use zones on the Plan and the revised ES is suitable for exhibition together with the Plan under section 7 of the Ordinance.

Attachments

Attachment I	Draft South West Kowloon Outline Zoning Plan No. S/K20/26A
Attachment II	Notes of the Draft South West Kowloon Outline Zoning Plan No. S/K20/26A
Attachment III	Explanatory Statement of the Draft South West Kowloon Outline Zoning Plan No. S/K20/26A
Plan 1	Draft South West Kowloon Outline Zoning Plan No. S/K20/26
Plan 2	Comparison of draft South West Kowloon Outline Zoning Plan Nos. S/K20/26 and No. S/K20/26A
Plan 3	Site Plan of Amendment Items A and B
Plan 4	Aerial Plan of Amendment Items A and B
Plan 5	Site Plan of Amendment Items C1, C2, D1, E1 and E2
Plan 6	Site Plans for Amendment Item D2
Plan 7	Site Plan for Amendment Items F1 and F2
Plan 8	Aerial Plan of Amendment Items C1, C2, D1, D2, E1, E2, F1 and F2

**PLANNING DEPARTMENT
MARCH 2012**



圖例 NOTATION	
ZONES	地帶
COMMERCIAL	C
COMPREHENSIVE DEVELOPMENT AREA	CDA
RESIDENTIAL (GROUP A)	RIA
INDUSTRIAL	I
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC
OPEN SPACE	O
OTHER SPECIFIED USES	OU

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

MISCELLANEOUS	
BOUNDARY OF PLANNING SCHEME	規劃範圍界線
WEST KOWLOON CULTURAL DISTRICT DEVELOPMENT PLAN AREA	西九文化區發展計劃範圍
BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	最高建築物高度 (在主水平基準上若干米)
PETROL FILLING STATION	加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	3.54	1.06	商業
COMPREHENSIVE DEVELOPMENT AREA	31.01	9.32	綜合發展區
RESIDENTIAL (GROUP A)	47.99	14.43	住宅 (甲類)
INDUSTRIAL	1.85	0.56	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	29.22	8.78	政府、機構或社區
OPEN SPACE	25.69	7.72	休憩用地
OTHER SPECIFIED USES	38.77	11.65	其他指定用途
MAJOR ROAD ETC.	113.70	34.18	主要道路等
WEST KOWLOON CULTURAL DISTRICT DEVELOPMENT PLAN AREA	40.91	12.30	西九文化區發展計劃範圍
TOTAL DEVELOPMENT AREA	332.68	100.00	發展區總面積
TYPHOON SHELTER	70.19		避風塘
TOTAL PLANNING SCHEME AREA	402.87		規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第7條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 7 OF THE TOWN PLANNING ORDINANCE

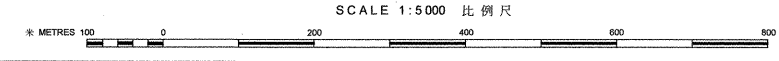
草圖編號 S/K 20/26 的修訂
AMENDMENTS TO DRAFT PLAN No. S/K20/26

AMENDMENTS EXHIBITED UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE	
AMENDMENT ITEM A	修訂項目 A 項
AMENDMENT ITEM B	修訂項目 B 項
AMENDMENT ITEMS C1, C2	修訂項目 C1, C2 項
AMENDMENT ITEMS D1, D2	修訂項目 D1, D2 項
AMENDMENT ITEMS E1, E2	修訂項目 E1, E2 項
AMENDMENT ITEMS F1, F2	修訂項目 F1, F2 項

(參看附表)
(SEE ATTACHED SCHEDULE)

草圖編號 S/K20/26 的修訂
AMENDMENTS TO DRAFT PLAN No. S/K20/26 EXHIBITED
UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE ON

香港城市規劃委員會依據城市規劃條例擬備的西南九龍 (九龍規劃區第 20 區) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 20 - SOUTH WEST KOWLOON - OUTLINE ZONING PLAN



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

圖則編號
PLAN No. S/K20/26A

KOWLOON PLANNING AREA NO. 20

DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN NO. S/K20/26A

(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, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, people mover, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

toll plaza, on-street vehicle park and railway track.
- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

KOWLOON PLANNING AREA NO. 20

DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN NO. S/K20/26A

Schedule of Uses

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OTHER SPECIFIED USES	18

COMMERCIAL

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

Planning Intention

This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as district and local shopping centre(s).

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

- (1) On land designated "Commercial" ("C"), 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 **total** plot ratio of 8.0, or the plot ratio of the existing building, whichever is the greater.
- (2) On land designated "C(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 **total** gross floor area (GFA) of 84 900m². A public open space of not less than 3 900m², a public transport terminus and a public toilet shall be provided. For the purpose of total GFA calculation, any floor space that is constructed or intended for use solely as public transport terminus and Government, institution or community (GIC) facilities as required by the Government may be disregarded.
- (3) On land designated "C(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 **total** GFA of 41 000m². A public open space of not less than 2 930m², a public transport terminus, social welfare facilities and a public sports complex shall be provided. For the purpose of total GFA calculation, any floor space that is constructed or intended for use solely as public transport terminus and GIC facilities as required by the Government may be disregarded.
- (4) In determining the relevant maximum plot ratio or 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.
- ~~(5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA 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.~~
- (65) 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 or GFA for the building on land to which ~~paragraphs (1) to (3) apply~~ **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 or GFA specified in paragraphs (1) to (3) above may thereby be exceeded.
- (6) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA 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.*

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market 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) Railway Station Recyclable Collection Centre Religious Institution Research, Design and Development Centre Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

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

Remarks

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

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) Except as otherwise provided herein, on land designated "CDA", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum gross floor area (GFA) specified below or the GFA of the existing building, whichever is the greater :

Restriction

<u>Site</u>	<u>Maximum GFA for Residential Use (m²)</u>	<u>Maximum GFA for Commercial Use including Hotel (m²)</u>
CDA at Airport Railway Kowloon Station	547 026	543 000

- (4) Except as otherwise provided herein, on land designated "CDA", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio specified below or the plot ratio of the existing building, whichever is the greater :

Plot Ratio Restriction

<u>Site</u>	<u>Domestic</u>	<u>Non-domestic</u>
CDA bounded by Sham Mong Road, Hing Wah Street West, Tonkin Street West and West Kowloon Highway	6.5	1.5
CDA bounded by Sham Mong Road, Tonkin Street West, Yen Chow Street West and West Kowloon Highway	6.5	1.5
CDA bounded by Lai Hong Street, Fat Tseung Street, Sham Mong Road and West Kowloon Corridor	6.5	1.5

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (5) In determining the maximum plot ratio/GFA for the purposes of paragraphs (3) and (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport facilities, railway station development, or GIC or social welfare facilities, as required by the Government, may also be disregarded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA restrictions stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA (1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances 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) Railway Station Religious Institution Research, Design and Development Centre School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

Planning Intention

This zone is intended for the comprehensive development of the West Kowloon Terminus of the Guangzhou–Shenzhen–Hong Kong Express Rail Link and the topside development, which is primarily for office/commercial use, into a strategic rail and high-grade office hub with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (1) (Cont'd)

Remarks

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

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (1) (Cont'd)

Remarks (Cont'd)

- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment above the railway station in excess of a maximum **total** plot ratio of 5.0, or the plot ratio of the existing building, whichever is the greater. Ancillary car parking should be provided in the basement.
- (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 of the above-ground railway facilities in excess of a maximum **total** plot ratio of 0.68, or the plot ratio of the existing building, whichever is the greater.
- (5) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum (~~mPD~~) 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 (3) and (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, 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 underground railway facilities, as required by the Government, may also be disregarded.
- (7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (3) to (5) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (8) Notwithstanding paragraph (7) above, relaxation of the building height restrictions may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance for proposals with outstanding planning or design merits.

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 Flat Government Refuse Collection Point (on land designated "R(A)5" only) Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)3" only) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point (other than on land designated "R(A)5") Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (other than on land designated "R(A)3") Religious Institution School (not elsewhere specified) Shop and Services Training Centre

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 bay and/or plant room :

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

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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)1**” (“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 plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

Plot Ratio Restriction

<u>Sub-area</u>	<u>Domestic</u>	<u>Non-domestic</u>
R(A)1	6.5	1.0
R(A)2	5.0	1.0
R(A)3	7.5	1.5
R(A)4	6.5	1.5

- (2) On land designated “R(A)5”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 220 050m² and a maximum non-domestic GFA of 47 500m². A public open space of not less than 8 900m², a market, a public transport terminus and Government, institution or community (GIC) facilities, as required by the Government, shall be provided. For the purpose of non-domestic GFA calculation, any floor space that is constructed or intended for use solely as market, public transport terminus and GIC facilities, as required by the Government, may be disregarded.
- (3) On land designated “R(A)6”, 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 **total** GFA of 169 950m². A public open space of not less than 4 871m² shall be provided.
- (4) On land designated “R(A)7”, 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 GFA of 145 625m² and a maximum non-domestic GFA of 5 799m². In addition, a total of not less than 140 public lorry parking spaces and a community hall of 992m² GFA shall also be provided.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (5) On land designated "R(A)8", 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 GFA of 141 840m² and a maximum non-domestic GFA of 5 600m². In addition, a total of not less than 140 public lorry parking spaces shall also be provided.
- (6) On land designated "R(A)9", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic GFA of 279 910m² and a maximum non-domestic GFA of 8 210m². A public transport terminus, as required by the Government, shall be provided. For the purpose of non-domestic GFA calculation, any floor space that is constructed or intended for use solely as a public transport terminus, as required by the Government, may be disregarded.
- (7) On land designated "R(A)10", 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 GFA of 103 152m² and a maximum non-domestic GFA of 1 300m² for kindergarten.
- (8) In determining the relevant maximum plot ratio or GFA for the purposes of paragraphs (1) to (7) 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.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA restrictions stated in paragraphs (1) to (7) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (10) 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 or GFA for the building on land to which ~~paragraphs (1) to (7) apply~~ **paragraph (1), (2), (3), (4), (5), (6) or (7) 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 or GFA specified in paragraphs (1) to (7) above may thereby be exceeded.

INDUSTRIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p>Ambulance Depot</p> <p>Eating Place (Canteen, Cooked Food Centre only)</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Industrial Use (not elsewhere specified)</p> <p>Information Technology and Telecommunications Industries</p> <p>Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Radar, Telecommunications, Electronic Microwave Repeater, Television and/or Radio Transmitter Installation</p> <p>Recyclable Collection Centre</p> <p>Research, Design and Development Centre</p> <p>Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)</p> <p>Utility Installation for Private Project</p> <p>Vehicle Repair Workshop</p> <p>Warehouse (excluding Dangerous Goods Godown)</p>	<p>Broadcasting, Television and/or Film Studio</p> <p>Cargo Handling and Forwarding Facility</p> <p>Asphalt Plant/Concrete Batching Plant</p> <p>Dangerous Goods Godown</p> <p>Eating Place (not elsewhere specified) (in wholesale conversion of an existing building only)</p> <p>Educational Institution (in wholesale conversion of an existing building only)</p> <p>Exhibition or Convention Hall</p> <p>Industrial Use (Bleaching and Dyeing Factory, Electroplating/Printed Circuit Board Manufacture Factory, Metal Casting and Treatment Factory/Workshop only)</p> <p>Institutional Use (not elsewhere specified) (in wholesale conversion of an existing building only)</p> <p>Marine Fuelling Station</p> <p>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</p> <p>Off-course Betting Centre</p> <p>Offensive Trades</p> <p>Office (not elsewhere specified)</p> <p>Open Storage</p> <p>Petrol Filling Station</p> <p>Place of Entertainment (in wholesale conversion of an existing building only)</p> <p>Place of Recreation, Sports or Culture</p> <p>Private Club</p> <p>Public Clinic (in wholesale conversion of an existing building only)</p> <p>Religious Institution (in wholesale conversion of an existing building only)</p> <p>Shop and Services (not elsewhere specified) (ground floor only, except in wholesale conversion of an existing building and Ancillary Showroom[#] which may be permitted on any floor)</p> <p>Training Centre (in wholesale conversion of an existing building only)</p> <p>Wholesale Trade</p>

(Please see next page)

INDUSTRIAL (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:

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

Social Welfare Facility (excluding those involving residential care)

Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

Planning Intention

This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

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 2.5, or the plot ratio of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (3) 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.

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
<p>Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio 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 Pier 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 Social Welfare Facility Training Centre Wholesale Trade</p>	<p>Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Correctional Institution Dangerous Goods Godown Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Holiday Camp House Marine Fuelling Station 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 Utility Installation for Private Project</p>

Planning Intention

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

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 Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area	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 Pier 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 Shop and Services 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.

OPEN SPACE (1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Public Convenience Refreshment Kiosk Sitting Out Area	Eating Place Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Utility Installation for Private Project

Planning Intention

This zone is intended to provide land for an integrated development comprising public open space, a public transport interchange and its supporting facilities, Mass Transit Railway vent shaft, and public utility installation. Part of the public open space is to be provided in the form of a landscaped deck above the public transport interchange.

Remarks

An application for permission for development shall prepare a layout plan and include the following information:

- (i) the proposed total site area and total gross floor areas for various uses;
- (ii) the nature, position, dimensions, and heights of all buildings to be erected in the area;
- (iii) the details and extent of Government, institution or community (GIC) facilities, if any, public transport and parking facilities, and public open space to be provided within the area; and
- (iv) a visual impact assessment to examine any visual problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them.

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Cargo Working Area, Wholesale Market, Industrial-Office" Only</u>	
Cargo Handling and Forwarding Facility (Cargo Working Area only) Container Storage Eating Place (Canteen only) Government Refuse Collection Point Government Use (Police Reporting Centre only) Public Convenience Public Utility Installation Utility Installation for Private Project Wholesale Trade	Government Use (not elsewhere specified)
In addition, the following uses are always permitted above the lowest three floors of a building, taken to include basements, excluding floors containing wholly or mainly car/lorry parking, loading/unloading bay, plant room, and/or fire refuge space :	In addition, the following uses may be permitted with or without conditions on application to the Town Planning Board, above the lowest three floors of the building, taken to include basements, excluding floors containing wholly or mainly car/lorry parking, loading/unloading bay, plant room, and/or fire refuge space :
Cargo Handling and Forwarding Facility (Freight Forwarding Services only) Industrial Use (other than heavy and obnoxious industries and offensive trades) Information Technology and Telecommunications Industries Shop and Services (Service Trades only) Warehouse (excluding Dangerous Goods Godown)	Broadcasting, Television and/or Film Studio Eating Place Exhibition or Convention Hall Off-course Betting Centre Public Clinic Public Vehicle Park (excluding container vehicle) Shop and Services Training Centre

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Cargo Working Area, Wholesale Market, Industrial-Office" Only (Cont'd)

Planning Intention

This zone is intended to provide/reserve land for wholesale market and related industrial and cargo handling uses.

Remarks

- (1) No development above the lowest three floors of the building, taken to include basements, excluding floors containing wholly or mainly car/lorry parking, loading/unloading bay, plant room, and/or fire refuge space, shall result in a total non-domestic gross floor area (GFA) in excess of 140 000m².
- (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/lorry park, loading/unloading bay, plant room, fire refuge space, **and** caretaker's office ~~and caretaker's quarters~~, provided such uses and facilities are ancillary and directly related to the uses above the lowest three floors of the building, may be disregarded.

(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 "Western Harbour Crossing Toll Plaza" Only

As Specified on the Plan

Cross Harbour Tunnel Vent Shaft
Government Use
Mass Transit Railway Vent Shaft and/or Other
Structure above Ground Level other than
Entrances
Public Utility Installation

Planning Intention

This zone is primarily to provide land for the use of Western Harbour Crossing Toll Plaza.

For "Pier" Only

Government Use
Pier

Eating Place
Exhibition or Convention Hall
Marine Fuelling Station
Shop and Services (excluding Motor-vehicle
Showroom)

Planning Intention

This zone is primarily to provide land for the development of piers.

Remarks

Kiosks not greater than 10m² each in area and not more than ten in number for use as shop and services are considered as ancillary to "Pier" use.

(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 Station" Only

Railway Station	Exhibition or Convention Hall Eating Place Government Use (unless otherwise specified) Shop and Services Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is primarily to provide land for the use of Airport Railway stations.

For "Public Utility Depot Including Electricity Substation" Only

Electricity Substation Public Utility Depot	Government Use (unless otherwise specified) Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is primarily to provide land for maintenance depot facilities and an electricity substation.

Remarks

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 **total** gross floor area of 7 230m².

(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 "Arts, Cultural, Entertainment, Commercial and Other Uses" Only</u>	
Ambulance Depot	Flat
Cross Harbour Tunnel Vent Shaft	Government Use (not elsewhere specified)
Eating Place	Helicopter Landing Facility
Educational Institution	House
Exhibition or Convention Hall	Marine Fuelling Station
Government Use (Fire Station, Police Reporting- Centre/Police Post, Post Office only)	Petrol Filling Station
Government Refuse Collection Point	School (not elsewhere specified)
Hotel	Social Welfare Facility
Information Technology and Telecommunications Industries	Training Centre (not elsewhere specified)
Institutional Use (not elsewhere specified)	
Library	
Marina	
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances	
Office	
Pier	
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 (related to arts and culture only)	
Shop and Services	
Training Centre (related to arts and culture only)	
Utility Installation for Private Project	

Planning Intention

The planning intention of this zone is to develop the area into an arts, cultural, entertainment and commercial district with distinguished identity, capable of achieving a critical mass and supported by a range of mixed commercial, office, retail, residential, hotel and other Government, institution and community facilities.—

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Arts, Cultural, Entertainment, Commercial and Other Uses" 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 1.81. Of which, not more than 20% of the total plot ratio shall be for residential use. In addition, public open space of not less than 23 hectares (including 3 hectares of piazza areas and a waterfront promenade of not less than 20 meters in width) shall be provided.~~
- ~~(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 building height of 50 metres above Principal Datum (mPD) on land designated as Sub-area (A), a maximum building height of 100 mPD on land designated as Sub-area (B), and a maximum building height of 70 mPD on land designated as Sub-area (C) as stipulated on the Plan.~~
- ~~(3) — In determining the maximum plot ratio for the purpose 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 and underground railway facilities, 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 plot ratio and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.~~
- ~~(5) — Notwithstanding paragraph (4) above, relaxation of the building height restrictions may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance for any free-standing arts and cultural facilities on individual merits.~~

(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 "Institutional Facility and Hostel Use" Only

Institutional Use Residential Institution (Hostel and Dormitory only)	Exhibition or Convention Hall Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Shop and Services Social Welfare Facility Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is primarily to reserve land for the use of Hong Kong Girl Guides Association Headquarters and related hostel use.

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 **total** gross floor area of 21 360m², of which not less than 6 500m² shall be provided for institutional use and for a dormitory.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall exceed a maximum building height of 107.5 **metres above Principal Datum** ~~PD~~.

(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 (~~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

Planning Intention

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

For All Other Specified Uses Not Listed Above

As Specified on the Plan

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

Planning Intention

This zone is primarily to provide/reserve land for specific purposes including Cheung Sha Wan Wholesale Market Complex, Yau Ma Tei Public Cargo Working Area, ventilation buildings for the Airport Railway and Western Harbour Crossing, and a cargo working area.

KOWLOON PLANNING AREA NO. 20

DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN NO. S/K20/26A

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 20

DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN NO. S/K20/26A

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KOWLOON PLANNING AREA NO. 20

DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN NO. S/K20/26A

(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 South West Kowloon Outline Zoning Plan (OZP) No. S/K20/26A. It reflects the planning intentions 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 Under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands, directed the Board on 17 June 1992, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare an OZP for West Kowloon Reclamation in the south-western part of Kowloon Peninsula.
- 2.2 On 4 December 1992, the draft OZP No. S/K20/1 was exhibited for public inspection under section 5 of the Ordinance.
- 2.3 On 10 December 1996, the then Governor in Council, under section 9(1)(a) of the Ordinance, approved the draft South West Kowloon OZP, which was subsequently renumbered as S/K20/3. On 4 November 1997, the Chief Executive in Council (CE in C) referred the approved OZP No. S/K20/3 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended five times and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect changing circumstances.
- 2.4 On 11 July 2000, the CE in C under section 9(1)(a) of the Ordinance, approved the draft South West Kowloon OZP, which was subsequently re-numbered as S/K20/9. Since then, the OZP had been amended twelve times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.5 On 10 March 2009, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft South West Kowloon OZP, which was subsequently re-numbered as S/K20/22. On 5 May 2009, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved South West Kowloon OZP No. S/K20/22 to the Board for amendment. The reference back of the approved OZP was notified in the Gazette on 15 May 2009.

- 2.6 On 29 May 2009, the draft South West Kowloon OZP No. S/K20/23, incorporating amendments mainly to rezone a site bounded by Lin Cheung Road, Jordan Road, Road D1 and Austin Road West from "Comprehensive Development Area" to "Comprehensive Development Area (1)", and a site generally bounded by Lin Cheung Road, Jordan Road and Hoi Wang Road from "Open Space" ("O"), "Government, Institution or Community" ("G/IC") and 'Road' to "O (1)", was exhibited for public inspection under section 5 of the Ordinance. A total of 10 representations and one comment were received. Upon giving consideration to the representations and comment on 16 October 2009, the Board decided to propose an amendment to the Notes of the draft OZP to partially meet one representation.
- 2.7 On 23 October 2009, the proposed amendment was published for three weeks for further representations. A total of four further representations not related to the proposed amendment were received. They were considered invalid by the Board under section 6D(3)(b) of the Ordinance on 27 November 2009. On 11 December 2009, in accordance with section 6G of the Ordinance, the Board decided that the OZP shall be amended by the proposed amendment.
- 2.8 On 2 February 2010, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft South West Kowloon OZP, which was subsequently re-numbered as S/K20/24. On 12 March 2010, the approved South West Kowloon OZP No. S/K20/24 was notified in the Gazette under section 9(5) of the Ordinance. On 2 November 2010, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved OZP No. S/K20/24 to the Board for amendment. The reference back of the OZP was notified in the Gazette on 12 November 2010 under section 12(2) of the Ordinance.
- 2.9 On 21 January 2011, the draft South West Kowloon OZP No. S/K20/25, incorporating amendments to rezone two sites from "G/IC" to "O", was exhibited for public inspection under section 5 of the Ordinance. A total of five representations and 46 comments on representations were received. ***On 24 June 2011, the Board considered the representations and comment and decided not to uphold the representations.***
- 2.10 On 30 June 2011, the draft South West Kowloon OZP No. S/K20/26 (the Plan), incorporating the amendment to the Notes for the "Industrial" zone, was exhibited for public inspection under section 7 of the Ordinance. ***One representation and no comment was received. On 3.2.2012, the Board considered the representation and noted the supportive views of the representation.***
- 2.11 ***On xx March 2012, the draft South West Kowloon OZP No. S/K20/26A (the Plan), mainly indicating zoning boundary adjustments of the "Other Specified Uses" ("OU") annotated "Western Harbour Crossing Toll Plaza" zone to tally with the gazetted Tunnel Area Plan of the Western Harbour Crossing, the rezoning of two strips of land to the north of Jordan Road from "G/IC" and "OU" annotated "Public Utility Depot Including Electricity Substation" to 'Road', and two strips of land at Austin Road West and Canton Road from "OU" annotated "Arts, Cultural, Entertainment, Commercial and Other Uses" to 'Road' to reflect the existing and planned road alignments, the inclusion of strips of land area of the seawall along the***

waterfront into the "OU" annotated "Arts, Cultural, Entertainment, Commercial and Other Uses" zone to follow the Board's convention that the plan/zoning boundary on the waterfront should follow the high watermark as well as indicating an area of the Plan replaced by the draft West Kowloon Cultural District Development Plan (DP) No. S/K20/WKCD/A, was exhibited for public inspection under section 7 of the Ordinance.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment of land within the Planning Scheme Area can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor alterations as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zoning, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio 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 this area and not to overload the road network in this area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the planning scheme area 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 better control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area) is located in the south-western part of Kowloon Peninsula. It covers West Kowloon Reclamation and part of the former waterfronts in the Sham Shui Po and Yau Ma Tei districts. The boundaries of the Area are delineated in a heavy broken line on the Plan. It covers an area of about ~~402403~~403 hectares including ~~332333~~333 hectares of land and 70 hectares of typhoon shelter.

- 5.2 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board and the requirements under the Protection of the Harbour Ordinance (Cap. 531).

6. POPULATION

According to the 2006 Population By-census, the population of the Area was about 103 800. It is estimated that the planned population of the Area will be about 203 600.

7. LAND USE ZONINGS

7.1 "Commercial" ("C") : Total Area 3.54 ha

- 7.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as district and local shopping centre(s).
- 7.1.2 The overall level of commercial development in the Area is constrained by the capacity of the transport network. A maximum plot ratio of 8.0 is thus imposed to restrict traffic growth. The Metroplan has laid down specific targets for the supply of hotels and offices in the Area. To achieve these targets, the optimal development mix within each commercial site would be stipulated in the Government lease.
- 7.1.3 The site designated "Commercial(1)" ("C(1)"), namely Hong Kong and Shanghai Banking Corporation (HSBC) Centre, is bounded by Sham Mong Road, Pok Man Street and Hoi King Street. The commercial development is subject to a maximum gross floor area (GFA) of 84 900m². A public open space of not less than 3 900m², a public transport terminus and a public toilet shall be provided. The HSBC Centre is connected with the Airport Railway Olympic Station via two elevated walkways.
- 7.1.4 Olympian City One and Bank of China Centre on Hoi Fan Road are zoned "C(2)". The commercial development is subject to a maximum GFA of 41 000m². A public open space of not less than 2 930m², a public transport terminus, social welfare facilities (including a day nursery, a day care centre for the elderly, a social centre for the elderly and a home help centre) and a public sports complex shall be provided. The public sports complex shall include an indoor sports hall of not more than 5 700m² GFA and an area of not less than 5 900m² for outdoor sports/recreational facilities. Two elevated walkways are provided linking up Olympian City One/Bank of China Centre with the Airport Railway Olympic Station.
- 7.1.5 Piecemeal commercial developments outside the "C" zone are not encouraged and should be strictly controlled to avoid overloading the

transport capacity. Hotel and office uses are therefore only permitted as of right on sites zoned "C".

- 7.1.6 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.2 "Comprehensive Development Area" ("CDA") : Total Area 25.13 ha

- 7.2.1 This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 7.2.2 The sites under this zoning are relatively large in area and are close to major transport links including West Kowloon Corridor, West Kowloon Highway, Airport Railway and Lin Cheung Road.
- 7.2.3 Pursuant to sections 4(A)1 and 4(A)2 of the Ordinance, any development in the "CDA" zone would require the approval of the Board through planning application under section 16 of the Ordinance. The applicant shall prepare a Master Layout Plan (MLP) together with an environmental assessment and other information as specified in the Notes of the Plan for the approval of the Board. A copy of the approved MLP shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

A "CDA" site in the southern part of the Area (13.60 ha)

- 7.2.4 The CDA site at the Airport Railway Kowloon Station is intended to serve as the focus of a new secondary office and hotel centre in West Kowloon. The MLP for the CDA site was first approved by the Board on 15 July 1994. The latest amended MLP was approved on 29 July 2005.
- 7.2.5 The Plan restricts the development intensities of the CDA sites to the maximum GFA as stipulated in the Notes. Exemption to be given by the Building Authority under the Practice Note for Authorized Persons and Registered Structural Engineers No. 111 for hotel developments will be excluded from the calculation of GFA for the purpose of the maximum GFA restriction stipulated in the Notes.

Three "CDA" sites in the northern part of the Area (11.53 ha)

- 7.2.6 Three CDA sites are earmarked to the north of Yen Chow Street West.
- 7.2.7 The two godowns, NKILs 6003 RP and 6052 (to be renamed as NKIL 6357), at Lai Fat Street are combined together and zoned "CDA". It is

subject to specific control on plot ratios as specified in the Notes for this zone, i.e. a maximum domestic plot ratio of 6.5 and a maximum non-domestic plot ratio of 1.5.

7.2.8 The remaining two CDA sites are bounded by Sham Mong Road and the West Kowloon Highway. They are subject to specific control on plot ratios as specified in the Notes for this zone, i.e. a maximum domestic plot ratio of 6.5 and a maximum non-domestic plot ratio of 1.5. The CDA site at the West Rail Line Nam Cheong Station will be developed for private residential development. The revised MLP for the site was approved by the Board on 8 May 2009. The other CDA site (known as Site 6) is designated for proposed public rental housing development.

7.2.9 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.3 “Comprehensive Development Area(1)” (“CDA(1)”) : Total Area 5.88 ha

7.3.1 The “CDA(1)” zone bounded by Lin Cheung Road, Jordan Road, Road D1 and Austin Road West is to facilitate the proposed development of the West Kowloon Terminus of the Guangzhou–Shenzhen– Hong Kong Express Rail Link (XRL). It is intended for a comprehensive development of the railway terminus and the topside development, which is primarily for office/commercial use, into a strategic rail and high-grade office hub. The office hub is planned to be an extension of the Central Business District (CBD) from Tsim Sha Tsui to West Kowloon for the provision of Grade A office accommodation so as to capitalise on the benefits brought by the XRL and the West Kowloon Cultural District (WKCD). The site is subject to specific control on plot ratios as specified in the Notes for this zone, i.e. a maximum plot ratio of 0.68 for above-ground railway facilities and a maximum plot ratio of 5.0 above the railway station. Development within this zone is also subject to maximum building heights of 90, 100 and 115 metres above Principal Datum (mPD) as stipulated on the Plan. *A public open space of not less than 8 900m² is to be provided at the south-western portion of the site to align with the public open space at the WKCD to enhance visual permeability and pedestrian accessibility.*

7.3.2 To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the plot ratio/building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.3.3 To provide greater design flexibility for iconic and sustainable architectural design of the topside development at the West Kowloon Terminus of XRL, given its relationship with the WKCD, West

Kowloon Terminus and the waterfront setting, relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance for proposals possessing outstanding planning or design merits.

7.4 "Residential (Group A)" ("R(A)") : Total Area 47.99 ha

- 7.4.1 This zone is intended primarily for high-density residential developments. Commercial uses such as bank, fast food shop and retail shop are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. Shop and services on any upper floors and office use will require planning permission from the Board.
- 7.4.2 Two sites on both sides of Hoi Wang Road to the south of Tai Kok Tsui hinterland (the Charming Garden and the Hoi Fu Court) and a site bounded by Sham Mong Road and Tonkin Street West (Fu Cheong Estate and extension) are zoned "R(A)" for public housing development including Private Sector Participation Scheme and public rental housing. The development intensities and requirements for the public housing sites are stipulated in the planning briefs prepared by the Planning Department in conjunction with the Housing Department and other relevant Government departments.
- 7.4.3 A site at Hoi Fan Road, two residential sites to the west of Hoi Fai Road, a site near the junction of Hoi Wang Road and Yan Cheung Road, and a site near the junction of Cherry Street and Hoi Wang Road are zoned "R(A)1". Two sites to the east of Road D1 between Jordan Road and Austin Road West are zoned "R(A)2". A site bounded by West Kowloon Corridor and Hing Wah Street West as well as a site to its further west are zoned "R(A)3". A site at the junction of Sham Mong Road and Hing Wah Street West is zoned "R(A)4".
- 7.4.4 In view of the environmental and traffic constraints of the West Kowloon Reclamation area, the maximum domestic plot ratios permitted in "R(A)1" and "R(A)2" zones are 6.5 and 5.0 respectively while the maximum non-domestic plot ratios permitted in "R(A)1" and "R(A)2" zones are 1.0. The "R(A)3" zone is subject to a maximum domestic plot ratio of 7.5 and a maximum non-domestic plot ratio of 1.5. The "R(A)4" zone is subject to a maximum domestic plot ratio of 6.5 and a maximum non-domestic plot ratio of 1.5. The restrictions on non-domestic plot ratio will help maintain a better residential environment without over-infiltration of commercial and other non-residential uses into the area.
- 7.4.5 Park Avenue and Central Park together with the retail complex of Olympian City Two on Hoi Ting Road are designated as "R(A)5" zone. The mixed residential/retail developments are subject to a maximum domestic GFA of 220 050m² and a maximum non-domestic GFA of 47 500m². A public open space of not less than 8 900m², a market, a public transport terminus and GIC facilities as required by the Government shall be provided. An elevated walkway linking up

Olympian City Two with the Airport Railway Olympic Station is provided. There is a footbridge at Hoi Wang Road connecting Park Avenue with Hoi Fu Court.

- 7.4.6 Island Harbourview on Hoi Fan Road is zoned "R(A)6". The residential development is subject to a maximum GFA of 169 950m². A public open space of not less than 4 871m² shall be provided. Two footbridges at Hoi Fai Road linking up Island Harbourview and the two residential sites zoned "R(A)1" to the west on Hoi Fai Road are provided.
- 7.4.7 The former Cheung Sha Wan Shipyard site, NKILs 6320 and 6328 at Lai Chi Kok Road, is developed into two residential developments, viz., Banyan Garden and Liberte respectively. The Banyan Garden is zoned "R(A)7" and is subject to a maximum domestic GFA of 145 625m² and a maximum non-domestic GFA of 5 799m². In addition, a total of not less than 140 public lorry parking spaces and a community hall of 992m² in GFA have been provided. The Liberte is zoned "R(A)8" and is subject to a maximum domestic GFA of 141 840m² and a maximum non-domestic GFA of 5 600m². In addition, a total of not less than 140 public lorry parking spaces have also been provided.
- 7.4.8 The Hoi Lai Estate, bounded by Sham Mong Road, Hing Wah Street West and West Kowloon Highway, is zoned "R(A)9". The site is subject to a maximum domestic and non-domestic GFA of 279 910m² and 8 210m² respectively. Within Hoi Lai Estate, a public transport terminus is provided.
- 7.4.9 Harbour Green at the junction of Hoi Fai Road and Sham Mong Road is zoned "R(A)10". The residential development is subject to a maximum domestic GFA of 103 152m² and a non-domestic GFA of 1 300m² for kindergarten. Harbour Green is linked up with Olympian City One by an elevated walkway. It is also linked up with HSBC Centre and the existing Tai Kok Tsui area by three footbridges over Sham Mong Road.
- 7.4.10 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.5 "Industrial" ("I") : Total Area 1.85 ha

- 7.5.1 This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone. However, shop and services (ground floor only, except in wholesale conversion of an existing

building and ancillary showroom which may be permitted on any floor) such as bank, fast food shop and retail shop, and office uses, other than those 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, will require planning permission from the Board.

- 7.5.2 A site at Yen Chow Street West is zoned "I" and development on this site is restricted to a maximum plot ratio of 2.5. It has been developed for godown and open storage uses.

7.6 "Government, Institution or Community" ("G/IC") : Total Area 29.27 ha

- 7.6.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The provision of GIC facilities is based on the Hong Kong Planning Standards and Guidelines (HKPSG) or in consultation with concerned Government departments where the HKPSG are not applicable. The shortfalls of GIC facilities in the hinterland in West Kowloon have also been taken into account wherever possible and appropriate. The provision of GIC facilities within the Area is generally adequate to serve the planned population.

- 7.6.2 Major GIC uses to be provided within the "G/IC" zones include Government depots, markets, public carparks, clinics, police stations, social welfare facilities, schools, indoor recreation centres, a magistracy, electricity sub-stations, telephone exchanges, pumping stations, traction substation, and a gas pigging station.

- 7.6.3 Local GIC facilities would also be provided within the "R(A)" and "CDA" zones.

7.7 "Open Space" ("O") : Total Area 21.47 ha

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

- 7.7.2 Major open spaces are distributed throughout the Area to meet the demand of the planned population. Local open spaces are also provided within "R(A)", "C" and "CDA" sites.

- 7.7.3 Open spaces are provided in accordance with the HKPSG. The level of provision on the Plan is adequate to serve the planned population of the Area.

7.8 "Open Space (1)" ("O(1)") : Total Area 4.22 ha

This zone is intended to facilitate an integrated development comprising public

open space, a public transport interchange and its supporting facilities, Mass Transit Railway vent shaft, and public utility installation in relation to the XRL terminus. Part of the public open space could be provided in the form of a landscaped deck above the public transport interchange. In view of the strategic location of the site and to ensure integrated design, any development on the site other than the public open space would require the approval of the Board through planning application under section 16 of the Ordinance with the support of a visual impact assessment and other information as specified in the Notes of the Plan for the approval of the Board.

7.9 "Other Specified Uses" ("OU") : Total Area 78.8438.77 ha

7.9.1 This zoning covers land allocated for specific purposes. It covers two wholesale markets, piers, the Western Harbour Crossing Toll Plaza, cargo working areas, railway stations, ventilation buildings, *and* a public utility depot including electricity sub-station, ~~and the proposed WKCD.~~

7.9.2 There are two major "OU" sites in the northern part of the Area, viz., the Cheung Sha Wan Wholesale Market Complexes Phases I and II. Phase I of the Complex located to the immediate north-west of Yen Chow Street West was completed in September 1993 providing wholesale market facilities for imported vegetables, eggs and fish. The Phase II site is intended to accommodate wholesale market and related industrial and cargo handling uses.

7.9.3 Other specific uses under the "OU" zoning include the following :

- (a) five piers are located at the Cheung Sha Wan waterfront serving Cheung Sha Wan Wholesale Market;
- (b) Yau Ma Tei Public Cargo Working Area is located immediately to the east of the typhoon shelter. Another cargo working area at the Cheung Sha Wan waterfront is currently operated by private sector;
- (c) the Airport Railway Olympic Station and the Airport Railway Nam Cheong Station;
- (d) a site near the south-western end of the Area is designated for the Western Harbour Crossing Toll Plaza;
- (e) a site for ventilation building located to the north of Yau Ma Tei Interchange serving the Airport Railway;
- (f) a site for public utility depot including electricity sub-station is located at To Wah Road;
- (g) a site near the junction of Jordan Road and Ferry Street for a new headquarters building for the Hong Kong Girl Guides Association with related dormitory and hostel uses; *and*

- (h) a site for petrol filling station is located at Sham Mong Road and
- (i) ~~a site for the development of WKCD, which is elaborated in paragraph 8 below.~~

8. WEST KOWLOON CULTURAL DISTRICT

- 8.1 ~~An area of about 40 hectares located to the south of Austin Road West and the Western Harbour Crossing Toll Plaza, which is zoned "OU", is set apart for arts, cultural, entertainment, commercial and other uses to facilitate the development of the WKCD. The planning intention of this zone is to develop the area into an integrated arts, cultural, entertainment and commercial district with distinguished identity, capable of achieving a critical mass for the respective uses and supported by a range of mixed commercial, office, retail, residential, and hotel uses as well as other essential GIC facilities together with not less than 23 hectares of public open spaces.~~
- 8.2 ~~The WKCD is to be developed into a world class integrated arts and cultural district comprising local, traditional as well as international elements, to enrich the arts and cultural life for the people in Hong Kong and neighbouring areas, to create job opportunities and benefit the tourism industry, and to make Hong Kong an international cultural metropolis. It also seeks to enhance Hong Kong's position as Asia's premier centre of arts, culture and entertainment and at the same time to create a new look for the Victoria Harbour. The WKCD will be an integrated development which is expected to include not only a number of core arts and cultural facilities, but also a variety of entertainment/retail/restaurant uses as well as commercial, office, hotel and residential developments to create synergy and vibrancy to the district. Leisure and recreation developments together with essential utilities and GIC facilities (including fire station complex, electric substation, refuse collection point, public toilets, pumping station, police posts etc.) will also be provided to support the WKCD development.~~
- 8.3 ~~The design of the core arts and cultural facilities should be architecturally distinguished and create landmarks. Clustering of arts and cultural facilities with retail, dining and entertainment facilities is encouraged. Ancillary parking facilities, if any, should be provided in the basement levels.~~
- 8.4 ~~The core arts and cultural facilities to be provided in the WKCD will consist of performing arts venues of different types and scale, museum and exhibition facilities, as well as other arts and cultural facilities.~~
- 8.5 ~~No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1.81. Of which, not more than 20% of the total plot ratio shall be for residential use.~~
- 8.6 ~~In formulating the plot ratio of 1.81 for the WKCD, only the planned floor areas for the arts and cultural facilities, GIC facilities and commercial and residential uses have been taken into account, while the floor areas required for~~

~~the provision of any public transport facilities such as public transport interchange, automated people mover system, etc., within the WKCD have not been included in the plot ratio calculation. In order not to affect the development of the WKCD, any floor space that is constructed or intended for use solely as public transport and underground railway facilities, as required by the Government, may be disregarded.~~

~~8.7 Development within this zone is also subject to a maximum building height of 50mPD on land designated as Sub-area (A), a maximum building height of 100mPD on land designated as Sub-area (B), and a maximum building height of 70mPD on land designated as Sub-area (C) as stipulated on the Plan. The building height profile of WKCD is based on the following urban design principles:~~

- ~~(i) preservation of public views from Sun Yat Sen Memorial Park towards the Kowloon Peak, Tsz Wan Shan and Lion Rock ridgelines to maintain a 20% building free zone below the ridgelines;~~
- ~~(ii) preservation of public views from the Star Ferry Pier at the Central Waterfront towards the Lion Rock ridgeline to maintain a 20% building free zone below the ridgeline;~~
- ~~(iii) preservation of an open vista and green corridor from the G/C heritage sites consisting of the declared monuments of Hong Kong Observatory and former Kowloon British School (now Antiquities and Monuments Office), the grade II St. Andrew's Church, through Kowloon Park and along the WKCD waterfront promenade towards the western Victoria Harbour;~~
- ~~(iv) avoidance of unduly tall buildings with wall effect and enhancement of visual permeability from the harbour by lowering of building height at waterfront locations;~~
- ~~(v) introduction of variation in building height for a coherent building height profile across the WKCD; and~~
- ~~(vi) introduction of visual relief to soften the building masses clustering around the Kowloon Station.~~

~~8.8 The total amount of open space for public use in WKCD shall not be less than 23 hectares. It should be provided in various forms and at different levels on or above ground, including a landscaped waterfront promenade of not less than 20 metres in width, and piazza areas of not less than 3 hectares. Given the scale of WKCD, efficient transport and pedestrian linkages should be provided within the WKCD as well as with the surrounding areas to facilitate easy public access to the public open space. In order to create an attractive pedestrian environment, both vertical and horizontal landscape elements are encouraged.~~

~~8.9 Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions may be considered by the Board on application under section 16 of the Ordinance. In~~

~~order to allow greater design flexibility for the arts and cultural facilities, relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance for the free standing arts and cultural facilities such as museum, exhibition centre and performance venue if these facilities possess outstanding planning or design merits.~~

~~8.10 The WKCD Authority (the Authority) was established on 23 October 2008 under the WKCD Authority Ordinance enacted by the Legislative Council in July 2008. The Authority will prepare a Development Plan (DP) for the WKCD in accordance with the WKCD Authority Ordinance. In preparing the DP, the Authority shall observe the development parameters as stipulated in the OZP, consult the public and the Secretary for Home Affairs (SHA), have regard to views received in the public consultation and ensure that any conditions or requirements imposed by SHA are satisfied. The Authority shall submit the DP to the Board for consideration. The Board may deem the DP as being suitable for publication under the Ordinance, and the DP will accordingly be deemed to be a draft plan prepared by the Board for the purposes of the Ordinance and the provision of the Ordinance concerning any draft plan shall apply accordingly. When the DP is approved, the approved DP shall be regarded as an approved plan for the purposes of the Ordinance.~~

~~8.11 The DP should indicate the areas and nature of the proposed land uses, building heights, distribution of open space, landscape and urban design proposals, public transport, parking and pedestrian facilities, GIC facilities, the alignment, width and levels of roads etc. to be provided within the WKCD and should examine the relationship and integration of the WKCD with the neighbouring areas. The DP shall also include specification of the arts and cultural facilities, e.g. GFA, seating capacity etc.~~

8. WEST KOWLOON CULTURAL DISTRICT DEVELOPMENT PLAN AREA -
Total Area 40.91 ha

8.1 *The West Kowloon Cultural District (WKCD) Authority (the Authority) was established on 23 October 2008 under the WKCD Authority Ordinance enacted by the Legislative Council in July 2008. In accordance with the WKCD Authority Ordinance, the Authority shall prepare a Development Plan (DP) for the WKCD, which serves as the basis for implementation of the WKCD development.*

8.2 *The area located to the south of Austin Road West and the Western Harbour Crossing Toll Plaza was previously zoned "OU" annotated "Arts, Cultural, Entertainment, Commercial and Other Uses" for the development of WKCD into an arts, cultural, entertainment and commercial district with distinguished identity.*

8.3 *On xx March 2012, pursuant to section 21(7) of the WKCD Authority Ordinance, the draft WKCD DP No. S/K20/WKCD/A was deemed suitable for publication by the Board and accordingly, the draft DP was exhibited under section 5 of the Ordinance on xx March 2012. In accordance with section 21(9) of the WKCD Authority Ordinance, the DP replaced the South West Kowloon OZP in respect of the WKCD being covered by the DP.*

9. COMMUNICATIONS

9.1 Roads

- 9.1.1 Only major roads including trunk, primary and distributor roads are indicated on the Plan while local and minor roads are not shown.
- 9.1.2 West Kowloon Highway runs from north to south providing a strategic transport link to the Area. It forms part of a major road link extending from the airport at Chek Lap Kok to Hong Kong Island through the Western Harbour Crossing.
- 9.1.3 West Kowloon Highway is elevated between Mei Foo Sun Chuen and north of Cherry Street and at-grade and semi-depressed south of Cherry Street. The Yau Ma Tei Interchange of this highway provides connection with West Kowloon Corridor, the proposed Central Kowloon Route and local roads in the Area.
- 9.1.4 Tsing Sha Highway is a trunk road linking Lantau and Sha Tin comprising Sha Tin Height Tunnel, Eagle's Nest Tunnel, Lai Chi Kok Viaduct, Stonecutters Bridge and their connecting roadways. The section between Cheung Sha Wan and Sha Tin was commissioned in March 2008, while the section between Cheung Sha Wan and Tsing Yi was commissioned in December 2009.
- 9.1.5 Roadside amenity areas along major roads have been generalised and shown as part of the overall road network on the Plan.

9.2 Railways

- 9.2.1 The Area is served by the Airport Railway, which provides two services: an Airport Express Line (AEL) between the airport at Chek Lap Kok and Hong Kong Island, and a local domestic Tung Chung Line (TCL) between Tung Chung and Hong Kong Island.
- 9.2.2 The rail reserve is predominantly for four tracks running at-grade under West Kowloon Highway to the Airport Railway Olympic Station. From Cherry Street, the tracks diverge from West Kowloon Highway and run underground parallel to Lin Cheung Road to the Airport Railway Kowloon Station.
- 9.2.3 The Airport Railway Kowloon Station has separate AEL and TCL stations and includes in-town check-in facilities for the airport at Chek Lap Kok. Both the Airport Railway Olympic Station and Nam Cheong Station are TCL stations.
- 9.2.4 Besides, the Area is served by the West Rail Line (WRL) which is a passenger line connecting Tuen Mun Centre to Hung Hom (and East Rail Line) via Austin Station of Kowloon Southern Link (KSL) and East Tsim Sha Tsui Station. The WRL and KSL were completed in late 2003 and August 2009 respectively. Interchange between the

WRL and TCL is provided at Nam Cheong Station.

9.2.5 The Area will also be served by the proposed XRL which is a cross-boundary passenger line with a proposed West Kowloon Terminus located at the "CDA(1)" site bounded by Lin Cheung Road, Jordan Road, Road D1 and Austin Road West. The XRL will connect Hong Kong, Shenzhen and Guangzhou with the West Kowloon Terminus being its southernmost station. The West Kowloon Terminus will be the gateway for Hong Kong to connect to the national high speed rail network. The Hong Kong section of the XRL is a 26-km dedicated railway line connecting Hong Kong with the Mainland section between Guangzhou and Shenzhen (Futian) that is planned to be commissioned in 2012. Construction of the Hong Kong section has commenced in 2009 and is scheduled for completion in 2015. The terminus would carry about 120 000 passengers per day in 2030. It will accommodate co-located custom, immigration and quarantine facilities for the HKSAR and the Mainland.

9.2.6 Pursuant to section 13A of the Ordinance, the railway scheme for the Hong Kong section of the XRL authorized by the CE in C under the Railways Ordinance (Cap. 519) shall be deemed to be approved under the Ordinance. As the Hong Kong section of the XRL has been authorized by CE in C on 20 October 2009, the alignment of the XRL is shown on the Plan for information only.

9.3 Other Public Transport Facilities

9.3.1—The Area will be well served by buses and green minibuses. A number of public transport terminus have been provided in the developments adjoining the Airport Railway Olympic Station and planned in the CDA development of Airport Railway Kowloon Station and also in other "CDA", "R(A)" and "C" sites.

~~9.3.2 An Automated People Mover (APM) system running through the proposed WKCD may be developed by the future developer of the WKCD. The APM system is likely to run on elevated tracks and there is a potential to link the APM system to the existing and planned railway facilities in the vicinity.~~

9.4 Pedestrian Facilities

9.4.1 A system of elevated walkways linking up the Airport Railway Olympic Station with the adjoining commercial developments is provided to segregate pedestrian and vehicular traffic. Two elevated walkways cross over Sham Mong Road to provide access to HSBC Centre to the east, one crosses over Lin Cheung Road to reach Olympian City Two to the south, while two other walkways crosses over West Kowloon Highway to provide access to Bank of China Centre/Olympian City One to the west.

9.4.2 A footbridge is provided between the residential developments at Park Avenue and Hoi Fu Court, whereas two footbridges have been

completed to connect the residential development at Island Harbourview on Hoi Fan Road with the two residential sites zoned "R(A)1" to the west of Hoi Fai Road.

- 9.4.3 An elevated walkway crossing over West Kowloon Highway is provided to linking up the residential development at Harbour Green with Olympian City One. Another three footbridges crossing over Sham Mong Road are also provided to connect Harbour Green with the existing HSBC Centre and the existing Tai Kok Tsui area.
- 9.4.4 The West Kowloon Terminus of the XRL will be linked up with surrounding developments such as the Airport Railway Kowloon Station, the KSL Austin Station, the WKCD and the public transport interchange to its north across Jordan Road via at-grade pedestrian crossings, footbridges and subways.
- 9.4.5 To link up the hinterland with the West Kowloon Reclamation area, a number of footbridges/subways have been constructed/planned at the junctions of Sham Mong Road/Ivy Street, Sham Mong Road/Hoi Fai Road, Waterloo Road/Ferry Street, Jordan Road/Ferry Street, and Cherry Street/Argyle Street/Ferry Street. These footbridges/subways provide essential linkages between the hinterland area with the open space, major commercial development and community facilities at the Airport Railway Olympic and Kowloon Stations. The northern part of the Area will also be served by a comprehensive grade-separated pedestrian network in the form of footbridges, i.e. across Sham Shing Road, Sham Mong Road and Tonkin Street West.

10. TYPHOON SHELTER

The former Yau Ma Tei Typhoon Shelter has been reclaimed and reprovisioned further west within the Area. Having an area of about 70 hectares, the reprovisioned Yau Ma Tei Typhoon Shelter is the largest typhoon shelter in Hong Kong. Associated with the typhoon shelter is a public cargo working area and other GIC uses such as a marine licensing office and a water selling kiosk.

11. UTILITY SERVICES

11.1 Water

Water mains will generally be laid below road carriageways. Some water mains will be laid under amenity areas and open spaces. Trunk water mains should not be routed along West Kowloon Highway and Airport Railway. Fresh water for the Area is served by a service reservoir to the west of Pak Tin Estate.

11.2 Gas

A site for a gas pigging station has been reserved near the approach roads of Western Harbour Crossing. Gas pipelines will be laid below road

carriageways and along roadside amenity areas and verges of Lin Cheung Road.

11.3 Electricity

Electricity cables will be laid below footpaths or carriageways. In some cases, a 5m reserve through open space areas is required. A total of five electricity sub-station sites have been reserved in the Area.

11.4 Telephone

Telephone cables will be laid below footpaths or carriageways. There will be two telephone exchanges in the Area.

11.5 Sewerage and Drainage

11.5.1 Sewage generated by the Area will be drained by gravity to either the Cheung Sha Wan and Sham Shui Po Sewage Screening Plants or the Stonecutters Island Sewage Treatment Works via pumping stations. Sewage in the southern section will be drained to the newly constructed interceptor sewer in Mong Kok through gravity sewer connections.

11.5.2 All drainage reserves should be kept free of building works.

12. IMPLEMENTATION

12.1 The timing and construction of distributor roads, drainage and installation of utilities will be programmed to meet the demand for development in the Area.

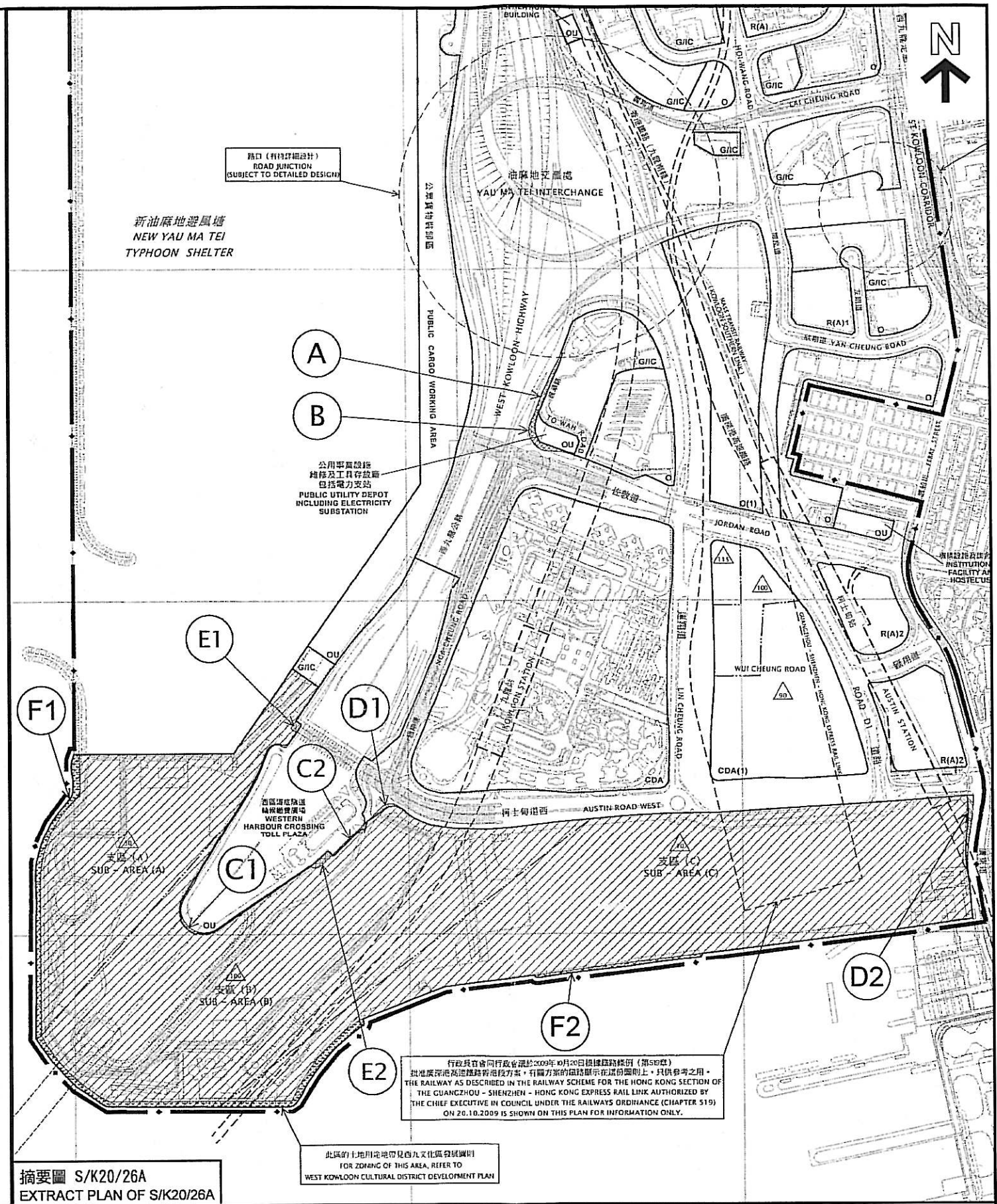
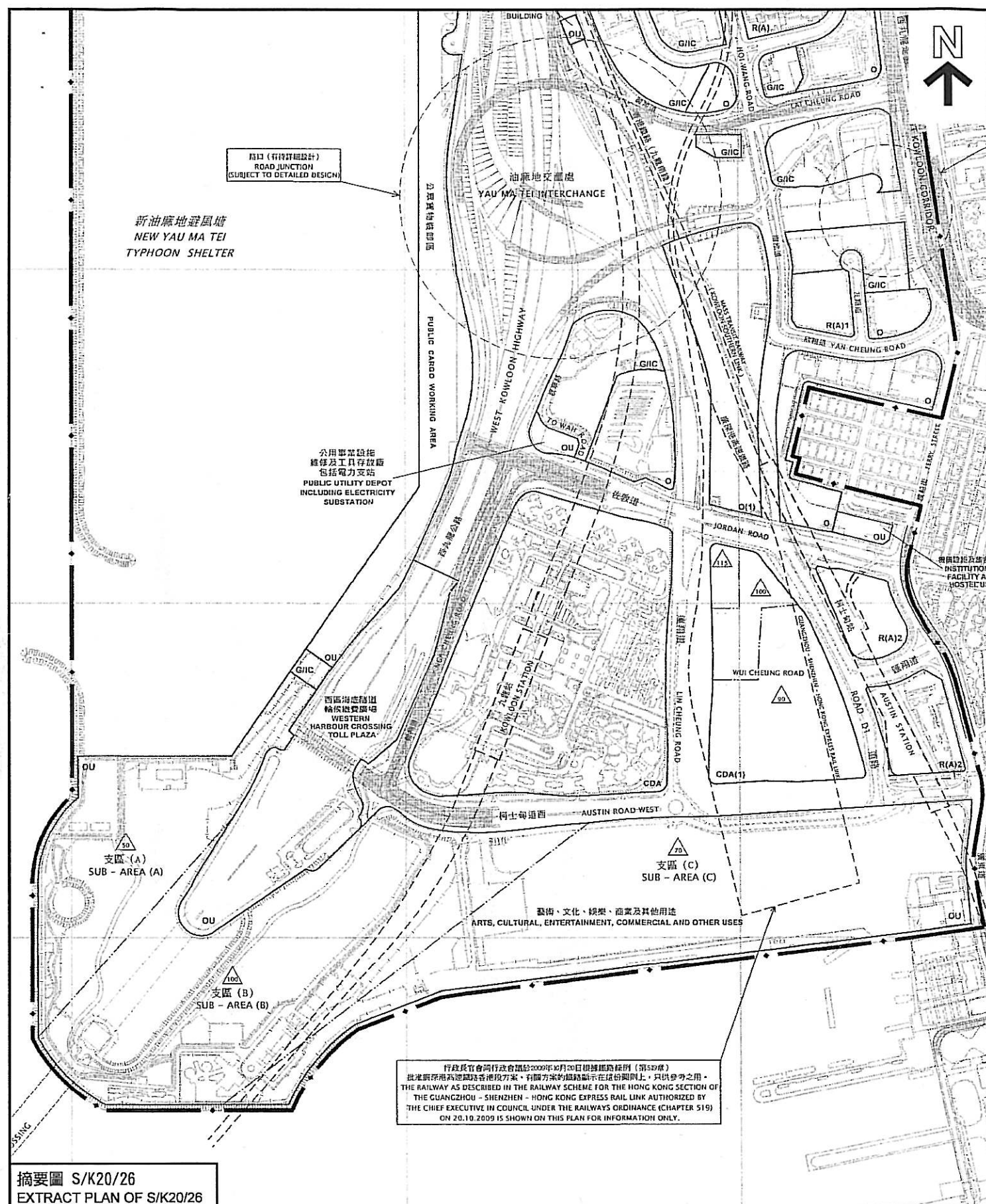
12.2 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published 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.

12.3 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. 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 relevant client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Sham Shui Po and Yau Tsim Mong District Councils would also be consulted as appropriate.

- 12.4 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans and the guidelines published by the Board. The outline development 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
~~JUNE 2011~~ MARCH 2012





西南九龍分區計劃大綱草圖編號 S/K20/26 及西南九龍分區計劃大綱草圖編號 S/K20/26A之比較
COMPARISON OF THE DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN No. S/K20/24 AND
THE DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN No. S/K20/24A

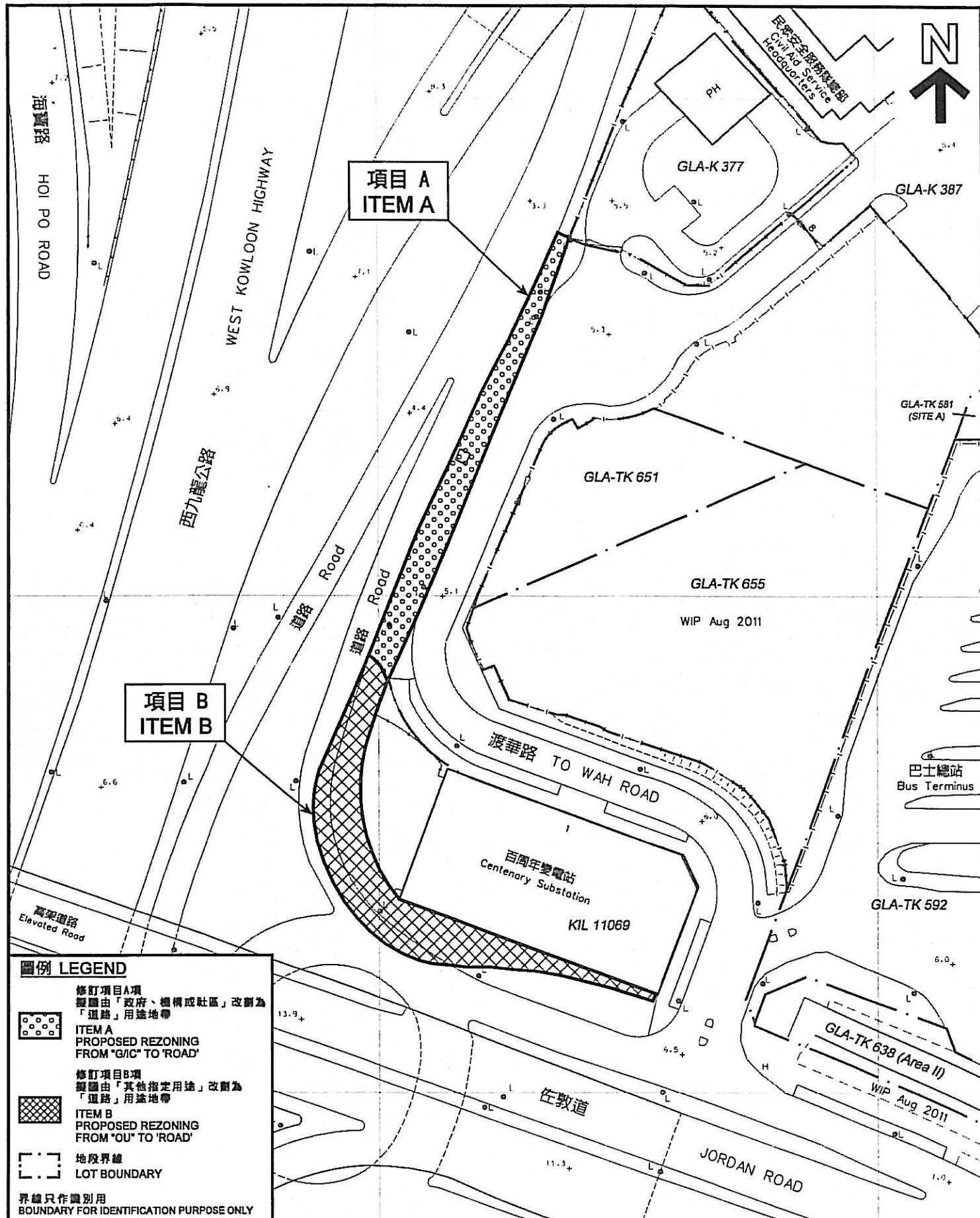
本摘要圖於2012年3月7日擬備，所根據的資料為：
於2011年6月30日展示的分區計劃大綱圖編號 S/K20/26
EXTRACT PLAN PREPARED ON 7.3.2012
BASED ON OUTLINE ZONING PLAN No.
S/K20/26 EXHIBITED ON 30.6.2011

米 150 0 150 300 450 600 METRES
SCALE 1:7 500 比例尺

規劃署
PLANNING DEPARTMENT

M/K20/12/7

圖 PLAN
2



平面圖 SITE PLAN

擬議修訂項目
PROPOSED AMENDMENT ITEMS

本摘要圖於2012年2月3日擬備，
所根據的資料為測量圖編號
11-NW-24A
EXTRACT PLAN PREPARED ON 3.2.2012
BASED ON SURVEY SHEET No.
11-NW-24A

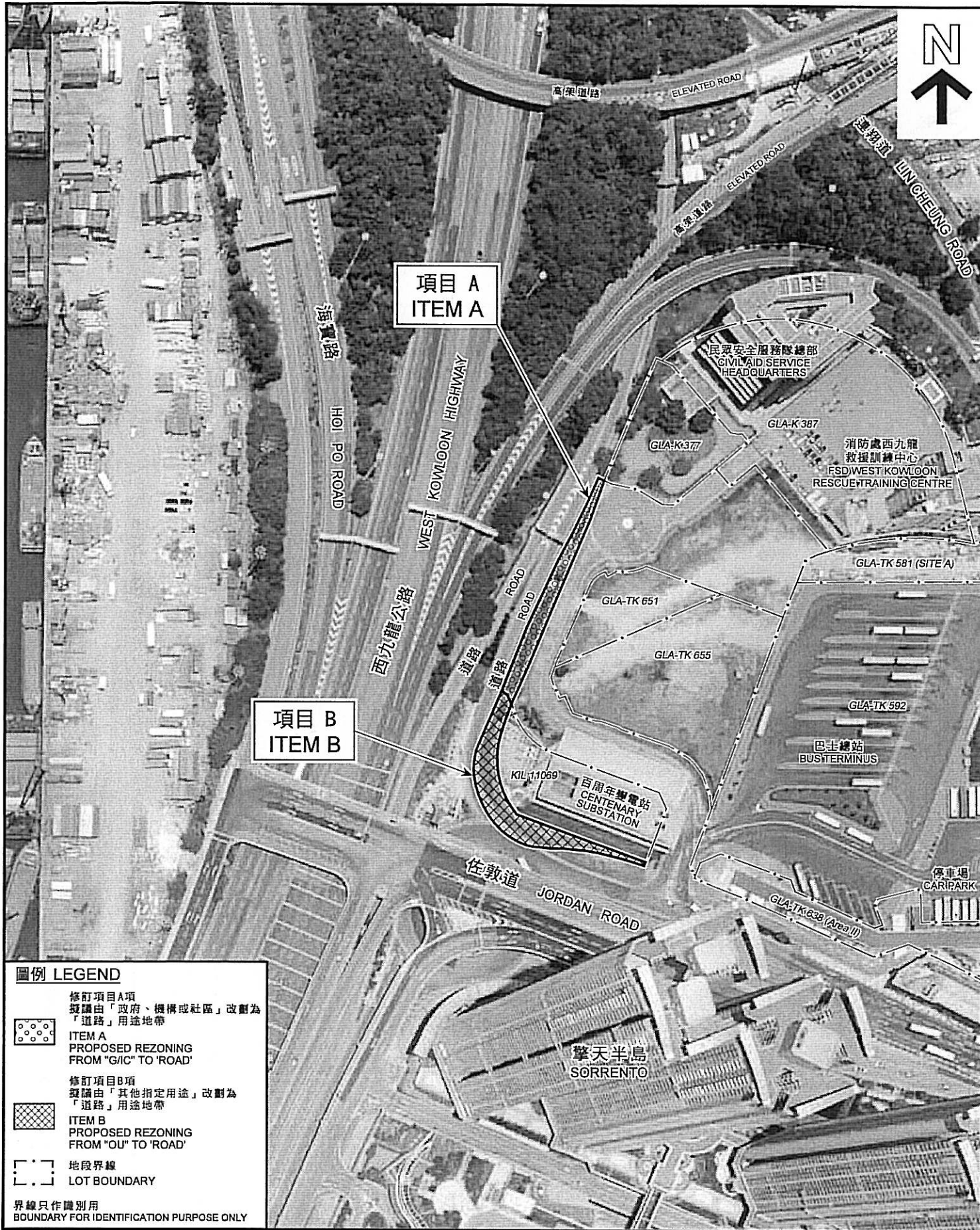
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規劃署
PLANNING
DEPARTMENT



M/K20/12/7

圖 PLAN
3



航攝照片 AERIAL PLAN

擬議修訂項目 PROPOSED AMENDMENT ITEMS

本摘要圖於2012年2月13日擬備，
所根據的資料為：於2011年8月4日
拍攝的航攝照片編號CW89986
EXTRACT PLAN PREPARED ON 13.2.2012
BASED ON AERIAL PHOTO No.CW89986
TAKEN ON 4.8.2011

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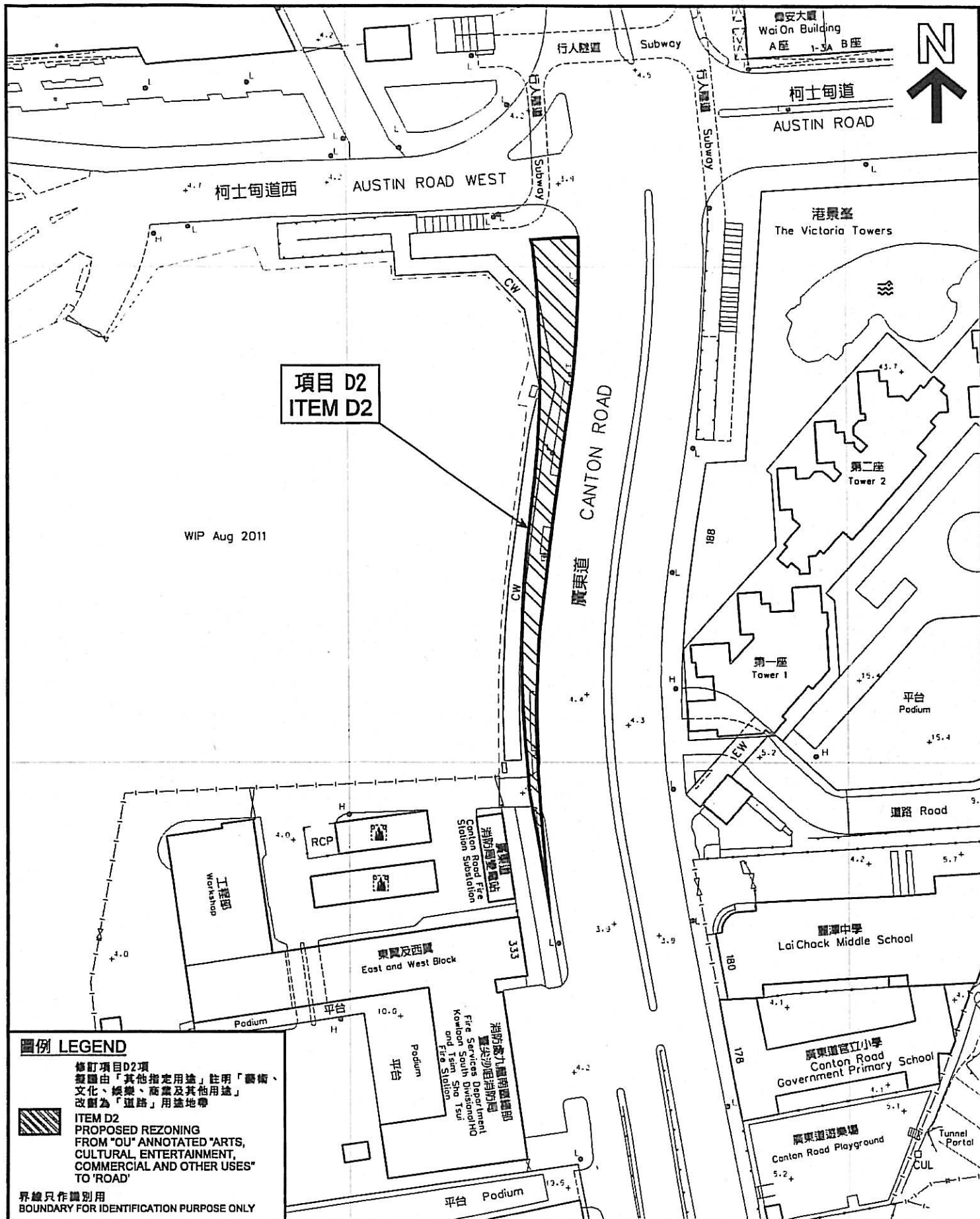
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規劃署
PLANNING
DEPARTMENT

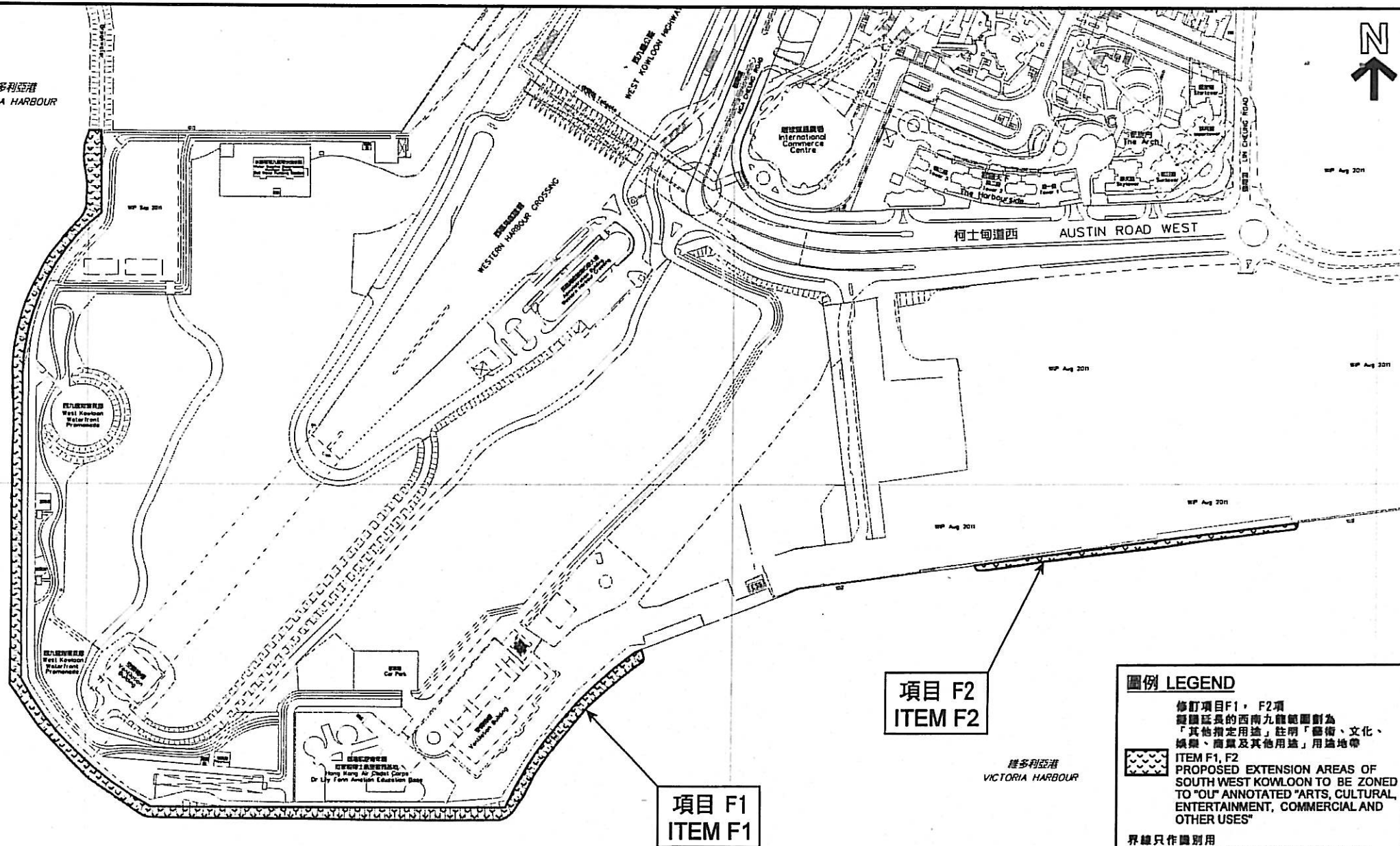


M/K20/12/7

圖 PLAN
4



維多利亞港
VICTORIA HARBOUR



圖例 LEGEND

修訂項目F1, F2項
擬議延長之西南九龍範圍劃為
「其他指定用途」註明「藝術、文化、
娛樂、商業及其他用途」用途地帶



ITEM F1, F2
PROPOSED EXTENSION AREAS OF
SOUTH WEST KOWLOON TO BE ZONED
TO "OU" ANNOTATED "ARTS, CULTURAL,
ENTERTAINMENT, COMMERCIAL AND
OTHER USES"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年3月7日擬備，
所根據的資料為測量圖編號

11-NW-23D, 11-NW-24C
11-SW-3B 及 11-SW-4A

EXTRACT PLAN PREPARED ON 7.3.2012

BASED ON SURVEY SHEET Nos.

11-NW-23D, 11-NW-24C,
11-SW-3B AND 11-SW-4A

平面圖 SITE PLAN

擬議修訂項目 PROPOSED AMENDMENT ITEMS

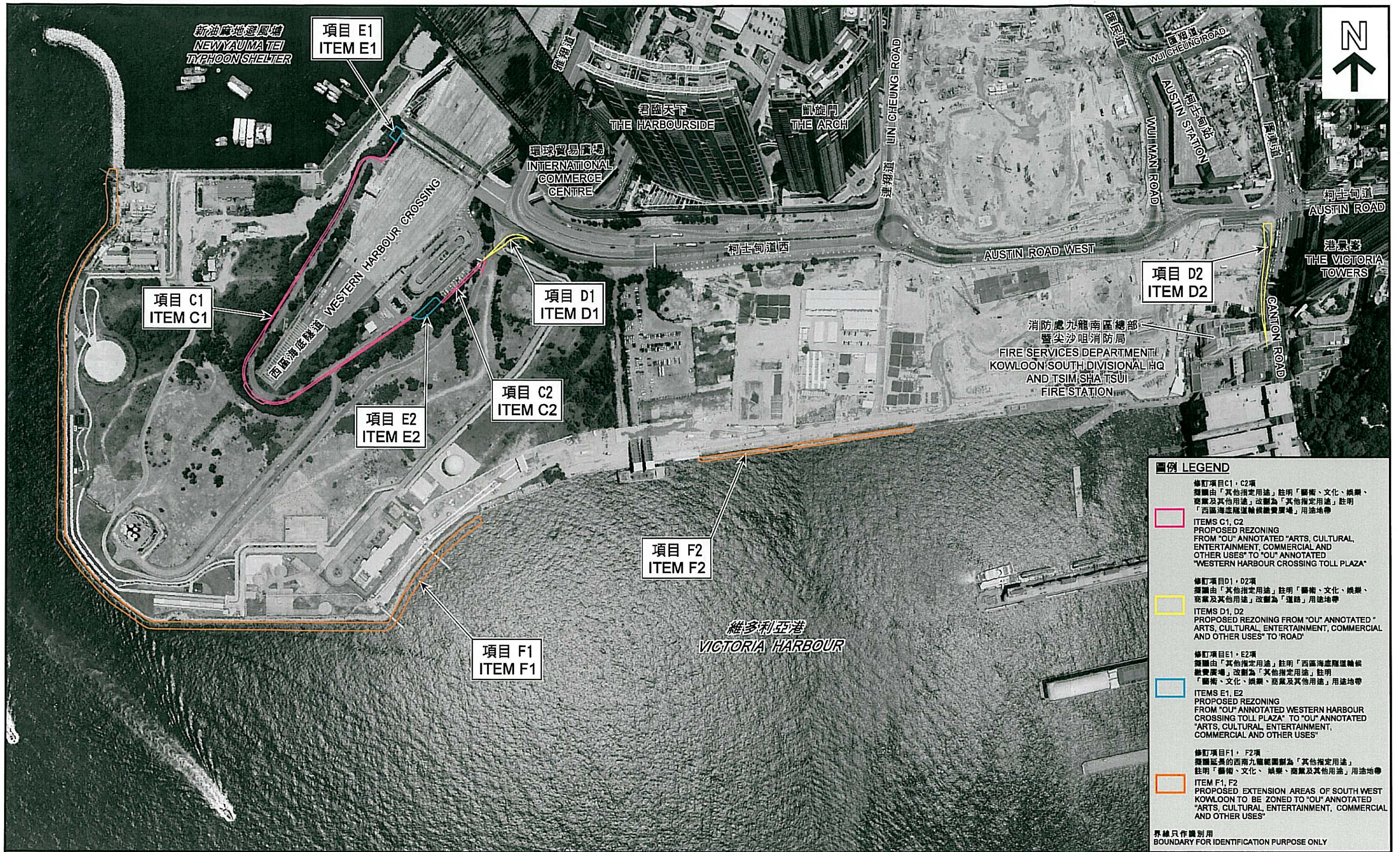
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規劃署
PLANNING DEPARTMENT



M/K20/12/7

圖 PLAN
7



本摘要圖於2012年3月7日擬備，
所根據的資料為：於2011年8月4日
拍攝的航攝照片編號CW89641及CW89642
EXTRACT PLAN PREPARED ON 7.3.2012
BASED ON AERIAL PHOTO Nos.CW89641
AND CW89642 TAKEN ON 4.8.2011

航攝照片 AERIAL PLAN
擬議修訂項目
PROPOSED AMENDMENT ITEMS

規劃署
PLANNING DEPARTMENT



M/K20/12/7

圖 PLAN
8