

Harbourfront Commission

For discussion
on 13 December 2016

HC/20/2016

Review Study of Kai Tak Development

PURPOSE

This paper briefs Members on the refined schemes of the Review Study of the Kai Tak Development (Review), which has taken into account the views previously expressed by the Task Force on Kai Tak Harbourfront Development (Task Force).

BACKGROUND

2. The Planning Department (PlanD) and Civil Engineering and Development Department (CEDD) have completed the Review to explore the feasibility of increasing development intensity and enhancing the land use proposals for Kai Tak Development (KTD). The Task Force was briefed on the proposals of the Review on 18 November 2016. A copy of the relevant discussion paper and presentation materials on the subject are at **Appendices 1** and **2** respectively.

VIEWS OF TASK FORCE

3. Members of Task Force expressed reservation on the proposals, in particular those on the former runway area and stressed the importance of complying with the Harbour Planning Principles and Guidelines (HPPG). PlanD and CEDD were advised to take into account the views received and present refined scheme(s) to Members for consideration at the subject HC meeting. The major views are as follows:

- while understanding the need for increasing land resources and housing supply, the proposed extent of increase in development intensity might impose adverse environmental, traffic and visual impacts to the surrounding neighbourhood;
- it was wary that the increase in plot ratio and relaxation of building height restriction of development sites would only result in bulky and impermeable cluster of structures along the former runway. In accordance with HPPG, developments directly fronting the harbour should adopt a lower development density and gradation of height profile in order to allow for permeability to the water body. Variation in building height profile would

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help achieve a dynamic skyline, which is more desirable from an urban design perspective. This would also help establish a distinctive identity for KTD.

- environmental and traffic mitigation measures should be put in place to ensure the liveability and connectivity of KTD. The feasibility study on the 'Environmental Friendly Linkage System' and the Review should be looked at in parallel to address the demand for public transportation and better connectivity in KTD.

REFINED SCHEMES FOR FORMER RUNWAY AREA

4. Having regards to the comments of Task Force, PlanD and CEDD have commissioned a preliminary urban design study with assistance of the Architectural Services Department and external consultants to come up with refined schemes for the former Runway Area. The refined schemes will be presented at the subject HC meeting for consideration.

ADVICE SOUGHT

5. Members are invited to offer comments on the refined schemes.

Planning Department
Civil Engineering and Development Department
December 2016

Appendix 1 KTTF Paper No. TFKT/14/2016
Appendix 2 Presentation materials at KTTF meeting on 18 November 2016

Task Force on Kai Tak Harbourfront Development

For discussion
on 18 November 2016

TFKT/14/2016

Review Study of Kai Tak Development

PURPOSE

The purpose of this paper is to brief Members on the proposals recommended under the “Review Study of Kai Tak Development” (the Review); and to seek Members’ views on the proposals.

BACKGROUND

2. With an area of about 320ha, the Kai Tak Development (KTD) comprises the ex-Kai Tak airport (about 280ha) and the adjoining waterfront areas of Ma Tau Kok, Kwun Tong and Cha Kwo Ling (**Plan 1**). The area includes about 100ha of open space and 11km long waterfront.

3. The KTD went through three stages of public engagement activities from 2004 to 2006 before firming up its main planning theme as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. The relevant land use proposals were then incorporated into the approved Kai Tak Outline Zoning Plan (OZP) in 2007. On this basis, the implementation for KTD has been set on train. Up till now, the completed developments in KTD mainly include Kai Ching Estate, Tak Long Estate, Cruise Terminal, two primary schools, Runway Park Phase 1, Trade and Industry Tower, and early phases of District Cooling System etc.

4. Planning is an on-going process which should be reviewed from time to time, and flexibly fine-tuned to cater for the changing circumstances. In response to the new planning circumstances, societal needs and public aspirations, including: (i) the discovery of Heritage Relics from Song-Yuan Period in Area 2; (ii) the acute and continuous demand for housing land; (iii) the policy initiative of “Energizing Kowloon East” to transform Kowloon East (including KTD, Kowloon Bay Business Area (KBBA) and Kwun Tong Business Area) into

the second Core Business District; and (iv) the improvement of water quality at the Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS). The Government commenced in 2013 the Review to explore the feasibility of increasing the supply for housing and office land, and enhancing the land use proposals for KTD.

5. Based on the initial findings of the Review, the Government submitted three planning applications in 2013 and 2015 for minor relaxation of plot ratio (PR) and building height restrictions (BHR) for 25 development sites, which were approved by the Town Planning Board (TPB). On 1 September 2014, the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission (the Task Force) was consulted on the initial findings of the Review. Members raised concerns on issues in relation to the vibrancy of waterfront area, the opportunity for developing water sports facilities, the connectivity between Kowloon Bay and waterfront promenade/Approach Channel, the accessibility in Area 3 and the water quality of the Approach Channel.

6. The whole Review was completed in September 2016 with due regard to the findings of the archaeological excavation and other emerging planning circumstances. The proposals have made reference to the relevant technical assessments and taken into account the considerations from planning, infrastructure, traffic, environment and harbourfront planning perspectives. The development density of individual sites has been proposed with reference to the maximum permitted domestic PR (i.e. 6.5) in the new development area in the main urban areas stipulated under the Hong Kong Planning Standards and Guidelines (HKPSG) as well as the threshold imposed by planning and technical considerations,. The proposed PR is lower than the maximum permitted domestic PR (i.e. 7.5) in the hinterland areas (i.e. Kwun Tong, Kowloon City and Wong Tai Sin).

PROPOSALS UNDER THE REVIEW (Plan 2)

Area 2 adjacent to Kowloon City and San Po Kong

7. During the construction of the Shatin to Central Link (SCL)

To Kwa Wan Station, remnants of ancient wells and heritage relics of high archaeological value were discovered. According to the views of the Antiquities and Monuments Office, heritage relics may further be discovered in part of Area 2. To in-situ preserve the heritage relics, the concerned areas are proposed to be rezoned to “Open Space” (“O”) for the establishment of a proposed Heritage Park (with an area of about 1 ha) (**Plan 3**). The park can be planned together with the adjacent Sung Wong Toi Park in a holistic manner to provide a proper setting and ambience to facilitate the exhibition and preservation of the discovered heritage relics for public appreciation and educational purpose. In light of the proposal, the land uses of the adjoining areas would also be suitably reviewed.

8. To optimise the utilisation of land resources, it is proposed that the PR of the sites reserved for commercial and residential development in Area 2 would be increased from 4.5 – 5 to 6.5 (Area 2A) and from 5 to 6.5* (Area 2B), and the corresponding BHRs would be relaxed from 60 – 80mPD to 80 – 100mPD (Area 2A) and from 85 – 110mPD to 100 – 135mPD (Area 2B) (**Plan 3**). Overall speaking, the proposed development intensity is considered compatible with those in the hinterland areas where the original stepped BH profile increasing towards the landmark building in the north-east would still be maintained.

Area 3 to the south of Kowloon Bay

9. In order to create synergy in support of the development of the adjoining KBBA, it is proposed to rezone a number of undesignated “Government, Institution or Community” (“G/IC”) sites (i.e. Sites 3B1 to 3B4 and 3A6) to commercial use with a PR of 5.8 and 8 respectively. Correspondingly, their BHRs will be relaxed to 80mPD and 100mPD respectively (**Plan 4**) to form a stepped BH profile descending towards the waterfront.

10. In light of the approval of planning applications for redevelopment of the Kerry Godown and Kowloon Godown for residential use, and that the site originally earmarked for gas pigging station is no longer required for the purpose, it is proposed to rezone the

* For residential sites, further non-domestic PR of 0.1 to 0.3 is reserved for retail GFA.

site, together with the adjoining “Commercial (2)” site and a small portion of “O” site to residential use such that a residential cluster would be formed at the locality (**Plan 5**). Owing to site and development constraints, a lower domestic PR of 4.5 is proposed for the site with a stepped BHRs of 80mPD and 100mPD.

Area 4 at the former Runway

11. In light of the development of a Tourism Node at the end of the former Runway, the land uses thereat have been reviewed. In order to form a coherent cluster of hotel developments adjoining the Tourism Node and Cruise Terminal to create synergy effect, it is proposed to rezone the residential site adjacent to the Cruise Terminal (i.e. Site 4B5) to hotel use (**Plan 6**). For the three hotel sites that are relatively distant from the Tourism Node (i.e. Site 4A2, 4C1 and 4C2), they are proposed to be rezoned to residential use, and the PR of residential sites in the area would be increased to 6.5[#]. Despite the increase in BHRs (from 45 – 80mPD to 65 – 90mPD), the overall BH profile generally descending from inland areas to the Runway tip can still be maintained. With the revised land use proposals for Site 4A2, 4C1 and 4C2, the original proposal of developing the public open space (POS) fronting the hotel sites using the Public Open Space in Private Development (POSPD) policy would have to be adjusted. The Government is actively looking into alternative options and approaches regarding the implementation of POS at the former Runway with a view to ensuring their timely implementation for public enjoyment..

12. In view of the improvement of water quality at the KTAC and KTTS due to implementation of various drainage and water improvement works, the former requirement of creating a 600m opening under the Metro Park is no longer required. To cater for the planning flexibility upon the deletion of the opening, the residential area at the former runway will be slightly extended for the formation of two residential sites (i.e. Sites 4E1 and 4E2) with a PR of 6.5[#] (**Plan 6**). After the rezoning, the Metro Park will still have an area of around 20ha for park development.

[#] For residential sites fronting the harbour, further non-domestic PR of 0.15 is reserved for retail GFA.

13. In addition to the above-mentioned proposals, the Review also covers other recommendations to cater for the new developments as set out in paragraphs 14 to 18 below.

Site 1D2 to the south of San Po Kong

14. Site 1D2 was once earmarked for the development of a government offices building for the partial reprovisioning of the existing government offices buildings adjoining the Wan Chai waterfront. Given that suitable sites have been identified in other areas to reprovision the concerned office uses, Site 1D2 is therefore no longer required for the original planned land use. As the site is close to the SCL Kai Tak Station and the commercial cluster in the Kai Tak City Centre, it is proposed that the site be rezoned from “G/IC” to “Commercial” (“C”) with a PR of 8 and BHR of 120mPD (**Plan 7**). The proposed development parameters are similar to those of the originally proposed government offices building in the approved planning application.

Kai Tak Acute Hospital adjacent to the Hong Kong Children’s Hospital

15. Sites 3C1(A) and 3C1(B) have been reserved for the development of the Kai Tak Acute Hospital. In order to meet the overall need for the development of medical facilities by the Hospital Authority, it is proposed to extend the site boundary of Site 3C1(A) north-westwards. The BHR of Site 3C1(A) and its extended portion would be relaxed from 60mPD to 100mPD (**Plan 8**). The proposal would involve rezoning of sites zoned “Other Specified Uses” (“OU”) annotated “Amenity”, “Landscaped Elevated Walkway” and areas shown as ‘Road’ to “G/IC” use.

Animal Management and Animal Welfare Building Complex to the south of Kai Fuk Road

16. Site 3A1 is earmarked for the reprovisioning of the existing “Animal Management Centre” (AMC) under the Agriculture, Fisheries and Conservation Department (AFCD) at Mok Cheong Street in Ma Tau Kok. The existing site would be used for public housing development after relocation of the AMC facilities. In order to meet the

requirements of AFCD, it is proposed to include additional animal management/welfare services into the proposed facility and expand the AMC to a new “Animal Management and Animal Welfare Building Complex”. To cater for additional facilities and services, the BHR of the site would be relaxed from 15mPD to 80mPD (**Plan 8**). Besides, its site boundary would need to be re-configured to tally with the finalised alignment of Central Kowloon Route and local roads in the vicinity.

Vocational Training Council (VTC) Campus Building along the Cha Kwo Ling waterfront

17. As set out in 2016 Policy Address, the Government will earmark a site in the urban district to develop a VTC campus with adequate capacity and state-of-the-art facilities. A piece of land along Cha Kwo Ling waterfront which falls within areas zoned as “O”, “OU” annotated “Sewage Treatment Plant with Landscaped Deck above”, “Petrol Filling Station”, “Tunnel Ventilation Shaft and Administration Building” and area shown as ‘Road’ would be rezoned to “G/IC” for development of the new VTC campus building (**Plan 9**). The proposed development would adopt a stepped BH profile of 70mPD to 60mPD from south to north, which are lower than the adjoining residential development to the north of the site, viz. the Laguna City, with BH of about 80mPD to 92mPD. Moreover, the area to the north of the campus would be rezoned for the reprovisioning of the existing temporary soccer pitch and the dedicated Liquefied Petroleum Gas (LPG) filling station currently located at the proposed campus site. The existing Wai Lok Street would be relocated to the area between the future campus site and the reprovisioned soccer pitch/dedicated LPG filling station.

Water Sports/Recreation Uses

18. One of the planning themes of KTD is to strengthen the role of Kai Tak as a hub for sports and recreational activities. The Review proposes to include “water sports/recreation use” as a use that is always permitted under Column 1 of the Notes for the “O” zone to facilitate the development of water sports and recreational activities.

19. The detailed rezoning proposals is at **Appendix I** and the

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land use zoning after incorporating the rezoning proposals is at **Plan 10**.

OVERALL ASSESSMENT

20. The proposed flats number, population and commercial GFA after incorporating the proposals under the Review are summarised in the table below. In general, the Kai Tak Development Area would be able to accommodate a population of 134,000 and provide 99,000 employment opportunities, which represents an increase of 28% and 17% as compared to the OZP with approved planning applications.

	Approved OZP with s.16 planning applications	Recommendation	Change
No. of Flats	39,000	49,900	+10,900(28%)
Population	105,000	134,000	+29,000(28%)
Commercial GFA (m ²)	1,950,000	2,280,000	+330,000(17%)
Employment	79,000	99,000	+20,000(25%)

21. With the increase of population, the overall provision of GIC facilities and open space is still generally adequate based on the requirements of the HKPSG. The Review has followed the established planning themes and urban design principles. To enhance liveability, provision of open space (maintained at about 100ha), pedestrian network, a continuous waterfront promenade, non-building areas, and visual/air ventilation corridors have been generally maintained. Photomontages showing the visual impact of the recommended proposals are at **Plans 11 to 16**.

22. Based on the findings of technical assessments under the Review, the proposals would not overload the infrastructural capacity,

including transport, water supply, drainage and sewerage, nor cause any unacceptable impacts from noise, air quality, air ventilation and visual perspectives.

23. KTD aims to become a rail-based development and the SCL Kai Tak Station and To Kwa Wan Station are proposed in the North Apron Area providing convenient public transport services to the residents. To enhance the connectivity in the area, the Government is also exploring the feasibility of the “Environmentally Friendly Linkage System” (EFLS) to strengthen the connection between KTD, Kowloon Bay, Kwun Tong with the existing MTR Kwun Tong Line and SCL in the long term. Besides, the Review conducted a detailed traffic impact assessment (TIA), where the findings have demonstrated that the proposals would not cause unacceptable impacts to the traffic condition to KTD and surrounding areas. To further improve the traffic condition, relevant Government departments would implement the required traffic improvement measures, including junction improvement schemes as recommended by the TIA.

HARBOUR PLANNING PRINCIPLES

24. Reference has been made to the Harbour Planning Principles (HPPs) and the Harbour Planning Guidelines during the course of the Review. The proposals under the Review are considered to be in-line with the following HPPs:

Principle 1: Preserving Victoria Harbour

- (a) The proposals do not involve any reclamation within the Victoria Harbour, and thus the objective to preserve the harbour is fulfilled.
- (b) The proposals will not jeopardise the intention to preserve the waterfront areas for enjoyment by Hong Kong people and visitors, and the waterfront areas will be maintained as parks and promenades. The length of a continuous waterfront promenade of 11km will remain unchanged.

Principle 2: Stakeholder Engagement

- (c) Apart from the Task Force, the Town Planning Board and the District Councils (DC) of Wong Tai Sin/Kwun Tong were consulted on the proposals on 24 October 2016 and 1 November 2016 respectively. The Kowloon City DC would be consulted on 17 November 2016. The views collected together with the proposed amendments to the OZP, will be submitted to the Metro Planning Committee of the TPB for further consideration. The statutory procedures in consulting the public on the proposed OZP amendments as required under the Town Planning Ordinance would be followed.

Principles 3 & 4: Sustainable Development and Integrated Planning

- (d) The Review is intended to enhance the land use proposals for KTD in response to the new planning circumstances, societal needs, including the acute and continuous demand for housing land and the creation of the second Core Business District in Kowloon East. For sustainable development and integrated planning, the proposals have given balanced consideration to the rising public aspirations on the preservation of heritage relics, better utilising scarce land resources, creating synergy effect with the CBD2 initiatives and rationalisation of land uses.
- (e) The proposed development intensity has struck a balance between the objective of optimisation of land resources and compatibility with the overall development intensity in the Kowloon area, without overstraining the capacity of the planned engineering infrastructures, nor cause any unacceptable traffic and environmental impacts.

Principles 5 & 6: Proactive Harbour Enhancement & Vibrant

Harbour

- (f) The rationalisation of land uses at the former Runway by creating a more coherent hotel cluster next to the Tourism Node would help create synergy for achieving a major tourism node of Hong Kong. The planned development with both commercial and residential uses in this Area would help making of “place” by attracting vibrant activities and bringing residents/workers/visitors to the waterfront promenades at different time of the days.
- (g) In response to the aspirations of water sports organisations, the water sports/recreation use is proposed to be included as a use always permitted within “O” zone of the OZP. This would help create a vibrant harbour by providing people-oriented sports and leisure activities along the waterfront, and strengthen the role of Kai Tak as a hub for sports and recreational activities.

Principle 7: Accessible Harbour

- (h) The proposals will not affect the accessibility to the harbour as the major connections from the hinterland areas and the 11km long continuous waterfront promenade can be generally maintained. Enhancement to the connectivity would be further considered in consultation with concerned stakeholders and bureaux/departments.

Principle 8: Public Enjoyment

- (i) The proposals will not compromise the opportunities for the public to enjoy and make use of the extensive harbourfront areas and the water body in Kwun Tong Typhoon Shelter and the Approach Channel. The provision of ample open space and a continuous waterfront promenade for public enjoyment will be maintained. The promotion of “water sports/recreation

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use” would also enhance the overall enjoyment of the water bodies and waterfront area.

ADVICE SOUGHT

25. KTD is the rare and large-scale developable land in the urban area. Apart from making best use of the scarce land resources to meet the acute demand for housing and office land, the Review also proposes enhancement to the land use proposals in response to the societal needs and rising public aspirations regarding cultural conservation as well as sports/GIC facilities and tourist development. Development of housing and office land in KTD would be implemented in phases to match with the implementation of various supporting infrastructures, particularly on traffic facilities.

26. Members are invited to express views on the proposals. Members’ views and the detailed OZP amendments will be submitted together for consideration of the TPB. Should the proposed amendments be agreed, they will be published under the Town Planning Ordinance for public consultation.

**DEVELOPMENT BUREAU
PLANNING DEPARTMENT
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
NOVEMBER 2016**

ATTACHMENTS

Appendix I	Detailed Rezoning Proposals
Plan 1	Location Plan of Sub-areas in Kai Tak Development
Plan 2	Major Rezoning Proposals
Plan 3	Recommended Proposals for Area 2
Plan 4	Recommended Proposals for Areas 3A & 3B
Plan 5	Recommended Proposals for Area 3E
Plan 6	Recommended Proposals for Area 4
Plan 7	Recommended Proposals for Site 1D2
Plan 8	Proposed Extension of Kai Tak Acute Hospital & Animal Management and Welfare Building Complex
Plan 9	Proposed Vocational Training Council's New Campus Building
Plan 10	Land Use Zoning After Incorporating the Rezoning Proposals
Plan 11	Photomontage – View from Prince Edward Road East towards Area 2
Plan 12	Photomontage – View from Olympic Avenue towards Area 2
Plan 13	Photomontage – View from Metro Park towards Area 3
Plan 14	Photomontage – View from Kwun Tong Promenade towards Area 4
Plan 15	Photomontage – View from Quarry Bay Park
Plan 16	Photomontage – View from Metro Park towards Area 2

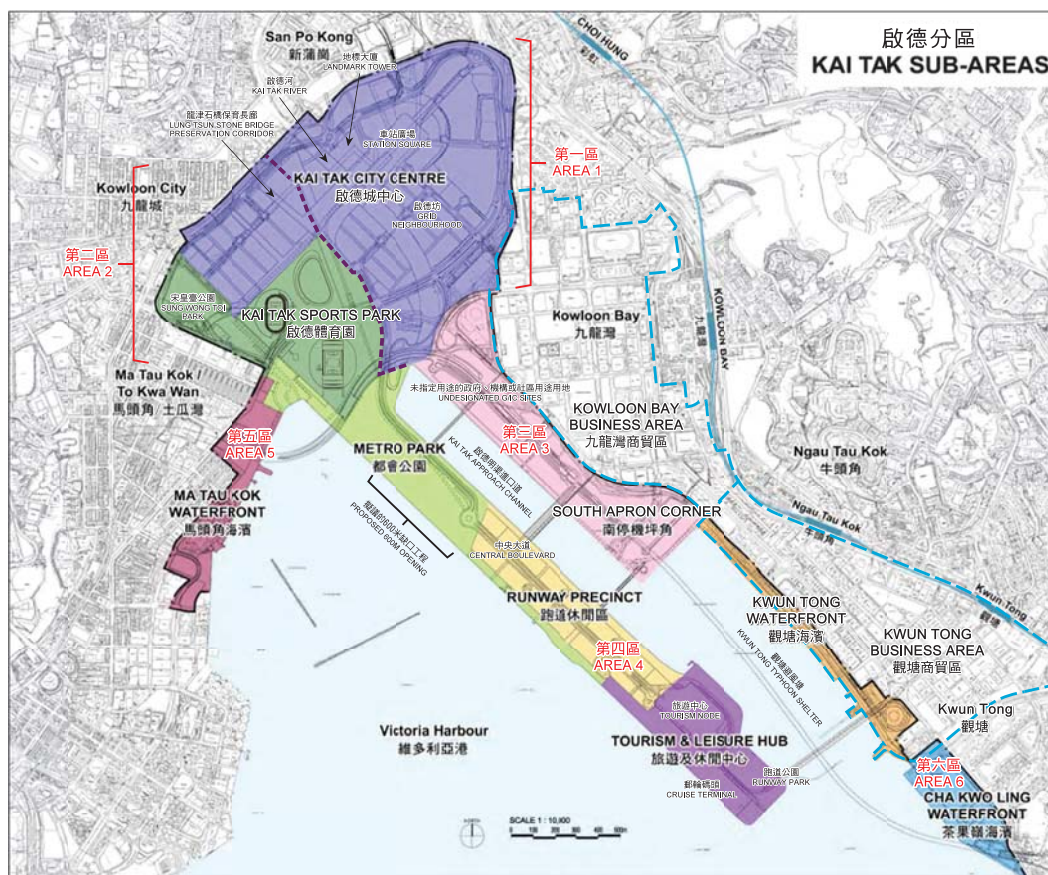
詳細改劃建議 Detailed Rezoning Proposals

地盤 Site	地帶 Zoning		最高地積比率 Maximum Plot Ratio				建築物高度限制 (主水平基準上) Building Height Restrictions (mPD)			
	大綱圖 OZP	擬議 Proposed	大綱圖 OZP	第 16 條申 請獲批後 Approved s.16	擬議 Proposed	改變 [#] Change	大綱圖 OZP	第 16 條申 請獲批後 Approved s.16	擬議 Proposed	改變 [#] Change
2A1	綜合發展區 Comprehensive Development Area		5	-	6.5	+1.5	80	-	100	+20
2A2	綜合發展區 Comprehensive Development Area		4.5	-	6.5	+2	70	-	90	+20
2A3	商業 Commercial		4.5	-	6.5	+2	70	-	90	+20
2A4	商業 Commercial		4.5	-	6.5	+2	60	-	80	+20
2A5	商業 Commercial	2A5(A): 政府、機構或 社區 Government, Institution or Community	4.5	-	-	-	60	-	45	-15
		2A5(B): 商業			6.5	+2			80	+20
2A6	商業 Commercial	2A10: 商業 Commercial	4.5	-	6.5	+2	60	-	80	+20
2A7	政府、機構或 社區 Government, Institution or Community		-			-	30			+50
2B1	綜合發展區 Comprehensive Development Area		5	-	6.5 + 0.3*	+1.8	110	-	135	+25
2B2	住宅 Residential		5	-	6.5 + 0.1*	+1.6	100	-	125	+25
2B3	住宅 Residential		5	-	6.5 + 0.1*	+1.6	85	-	115	+30
2B4	住宅 Residential		5	-	6.5 + 0.1*	+1.6	85	-	115	+30
2B5	住宅 Residential		5	-	6.5 + 0.1*	+1.6	85	-	100	+15
2B6	住宅 Residential		5	-	6.5 + 0.1*	+1.6	85	-	100	+15
3A6	政府、機構或 社區 Government, Institution or Community	商業 Commercial	-	-	8	-	45	-	100	+55
3B1			-	-	5.8	-	45	-	80	+35
3B2			-	-	5.8	-	45	-	80	+35
3B3			-	-	5.8	-	45	-	80	+35
3B4			-	-	5.8	-	45	-	80	+35
3E1	商業 Commercial	住宅 Residential	9.5	-	4.5	-5	100	-	100	0
3E2	其他指定用 途/休憩用地 Other Specified Uses /Open Space		-	-		-	15	-	80	+65
4A1	住宅 Residential		3	3.4	6.5	+3.1	65/80	80	90	+10
4B1	住宅 Residential		3	3.8	6.5	+2.7	55	65	75	+10
4B2	住宅 Residential		3	4.4	6.5	+2.1	55	75	85	+10
4B3	住宅 Residential		3	3.9	6.5	+2.6	65	75	80	+5
4B4	住宅 Residential		3	3.7	6.5	+2.8	55	65	75	+10
4B5	住宅 Residential	商業 Commercial	3	-	6.3	+3.3	45	-	65	+20

地盤 Site	地帶 Zoning		最高地積比率 Maximum Plot Ratio				建築物高度限制 (主水平基準上) Building Height Restrictions (mPD)			
	大綱圖 OZP	擬議 Proposed	大綱圖 OZP	第 16 條申 請獲批後 Approved s.16	擬議 Proposed	改變 [#] Change	大綱圖 OZP	第 16 條申 請獲批後 Approved s.16	擬議 Proposed	改變 [#] Change
4A2	商業 Commercial	住宅 Residential	4	5	6.5 + 0.15*	+1.65	45	55	80	+25
4C1	商業 Commercial	住宅 Residential	4	5	6.5 + 0.15*	+1.65	45	55	75	+20
4C2	商業 Commercial	住宅 Residential	4	5.9	6.5 + 0.15*	+0.75	55	65	75	+10
4E1	休憩用地 Open Space	住宅 Residential	-	-	6.5	-	-	-	80	-
4E2	休憩用地 Open Space	住宅 Residential	-	-	6.5 + 0.15*	-	-	-	80	-

*擬議住宅用地內的非住用地積比率
non-domestic PR for proposed residential sites

[#] 與大綱圖或第 16 條申請獲批後作比較
comparison with OZP or approved s.16 applications



本圖於2016年11月3日製備
PLAN PREPARED ON 3.11.2016

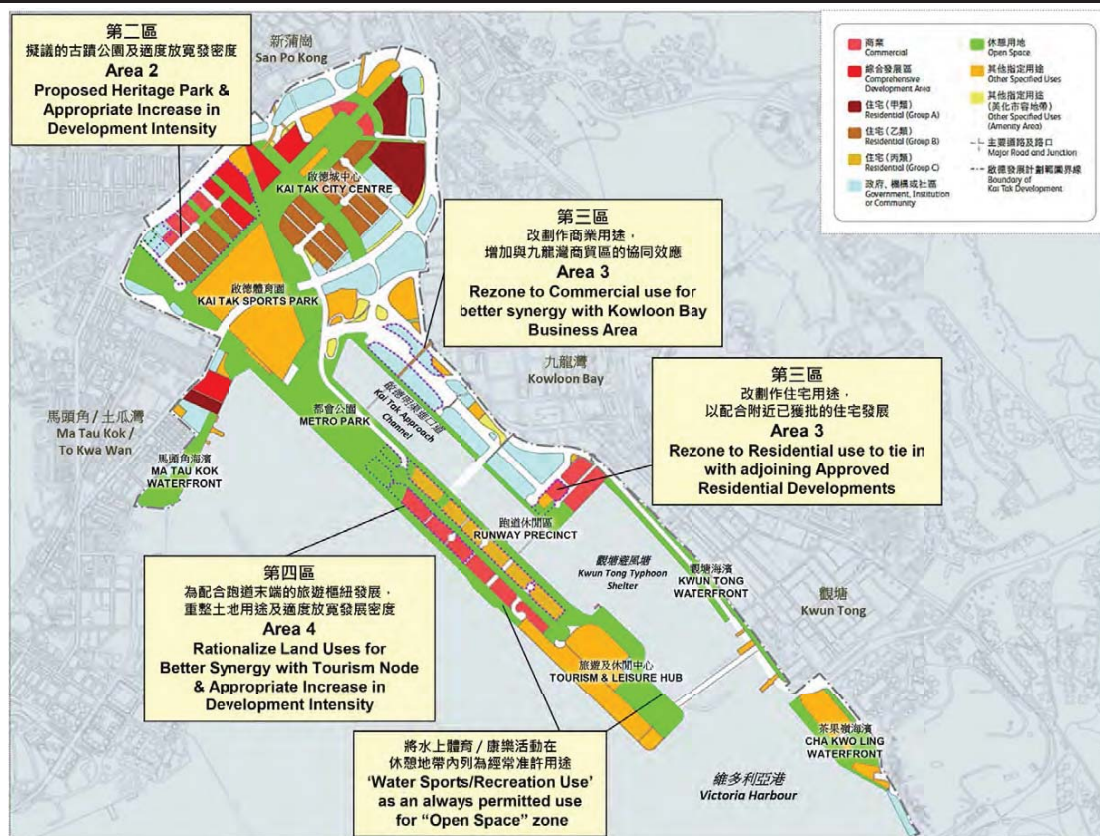
啟德發展區的分區位置圖
LOCATION PLAN OF SUB-AREAS IN KAI TAK DEVELOPMENT

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/109

圖 PLAN
1



本圖於2016年11月3日擬備
PLAN PREPARED ON 3.11.2016

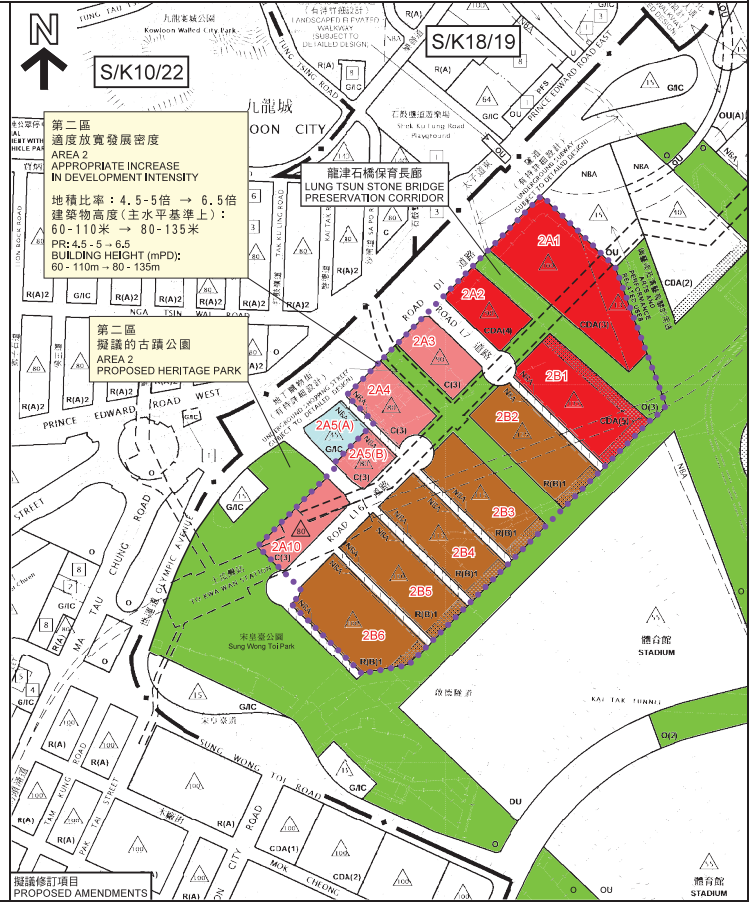
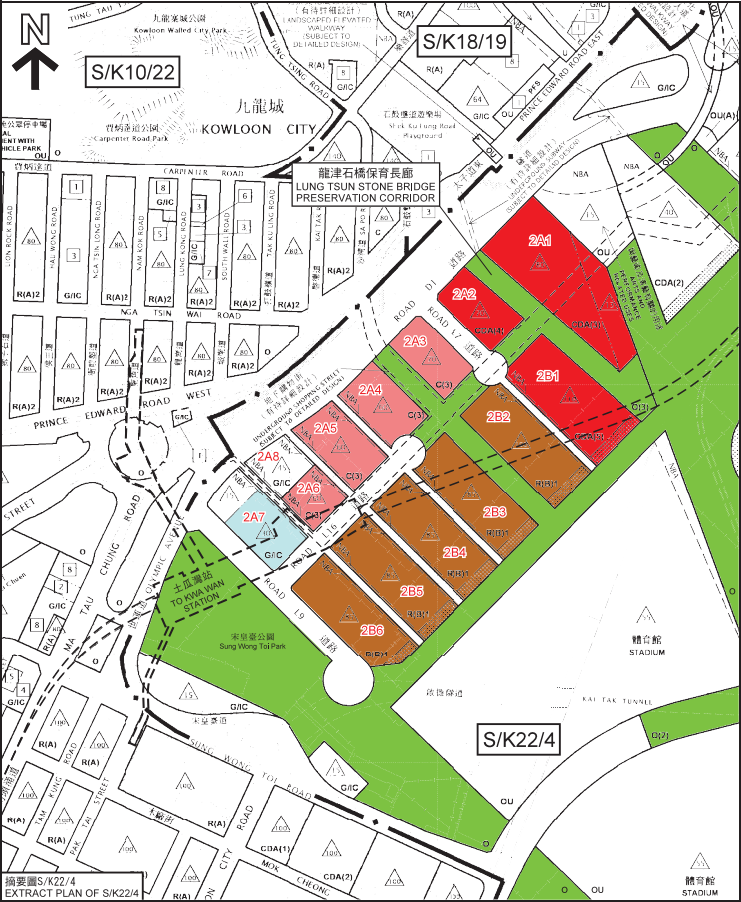
主要的改劃建議
MAJOR REZONING PROPOSALS

規劃署
PLANNING
DEPARTMENT



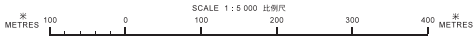
參考編號
REFERENCE No.
M/K22/16/109

圖 PLAN
2



本摘要圖於2016年11月4日擬備，所根據的資料為：
於2015年4月5日核准的分區計劃大綱圖編號S/K10/22，
於2015年1月6日核准的分區計劃大綱圖編號S/K18/19，
以及於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 4.11.2016
BASED ON OUTLINE ZONING PLANS No.
S/K10/22 APPROVED ON 5.4.2015
S/K18/19 APPROVED ON 6.1.2015 AND
S/K22/4 APPROVED ON 4.9.2012

位置圖 LOCATION PLAN
第二區的建議
RECOMMENDED PROPOSALS FOR AREA 2

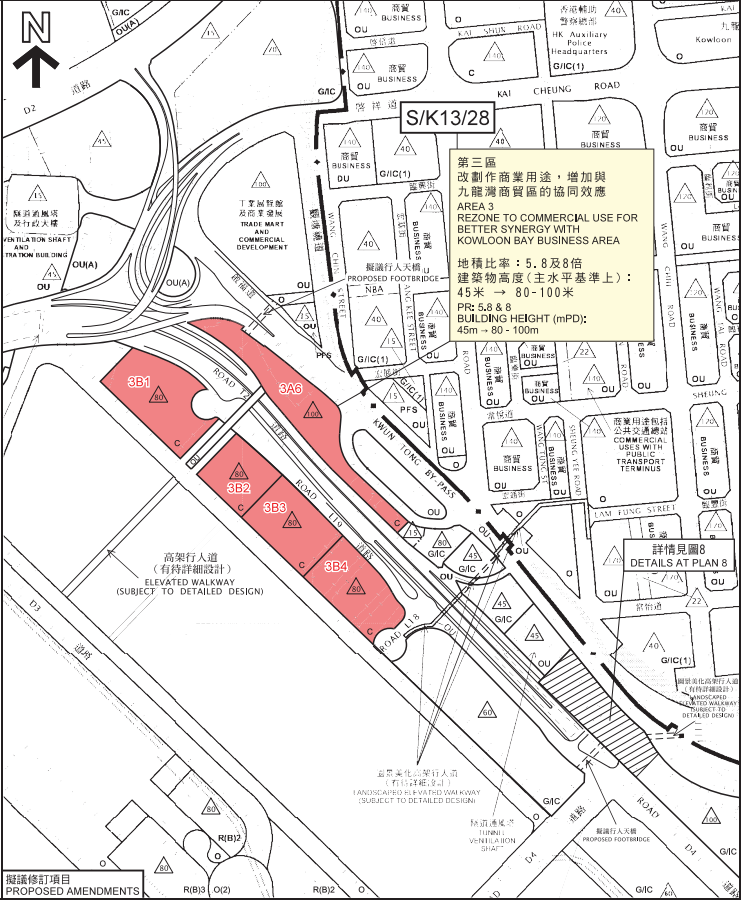
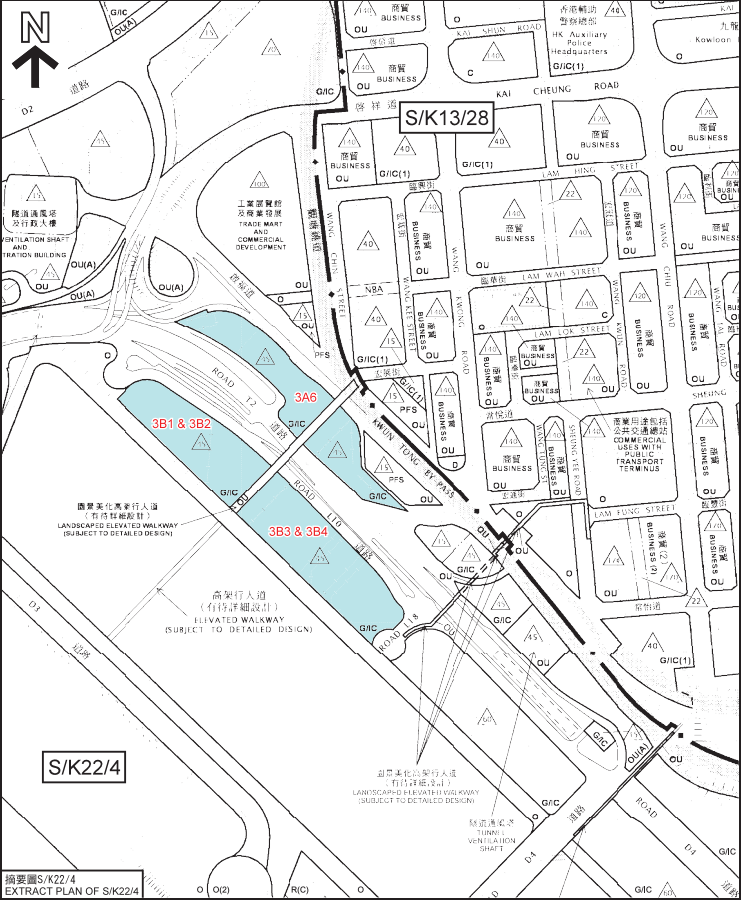


規劃署
PLANNING DEPARTMENT

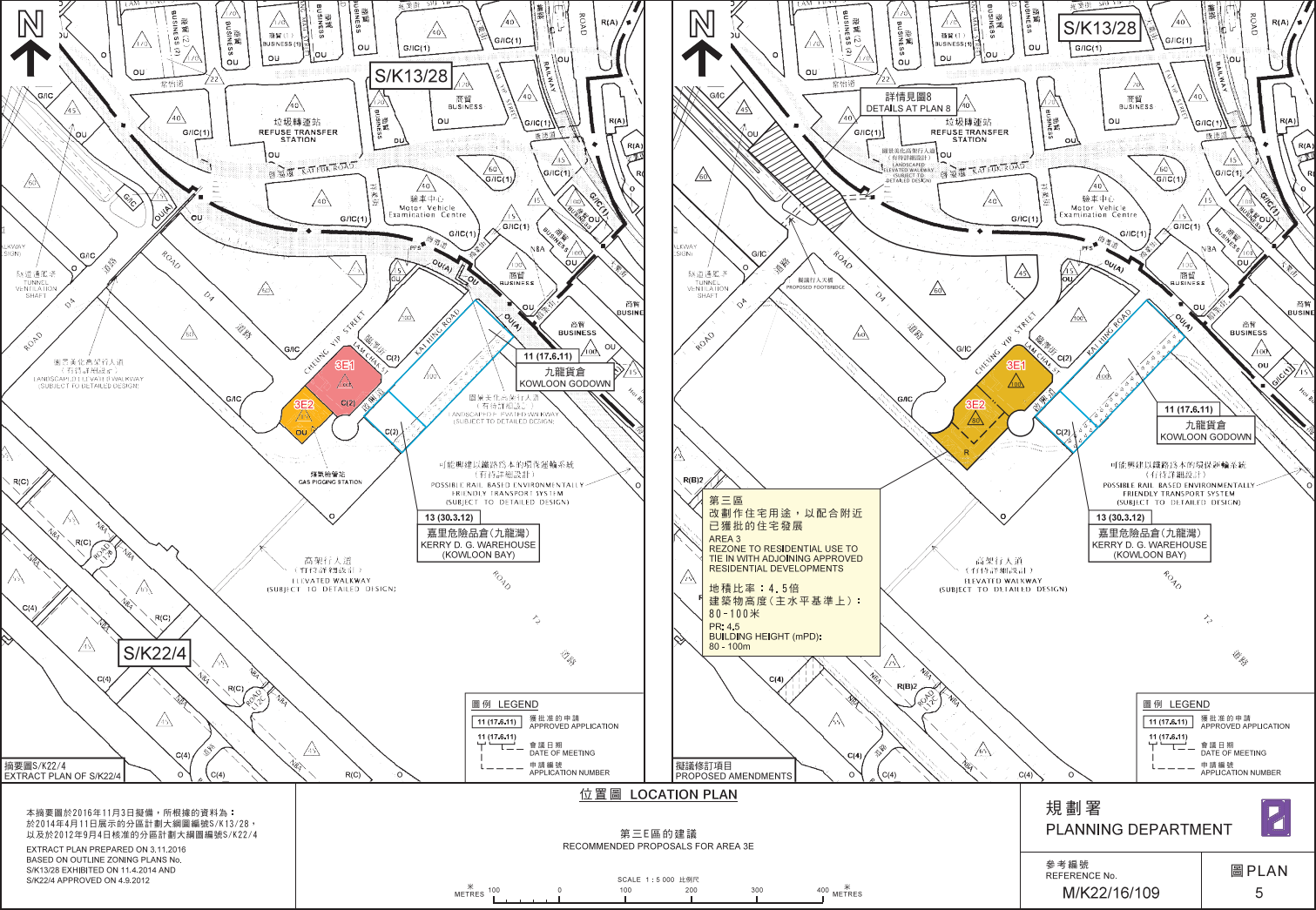


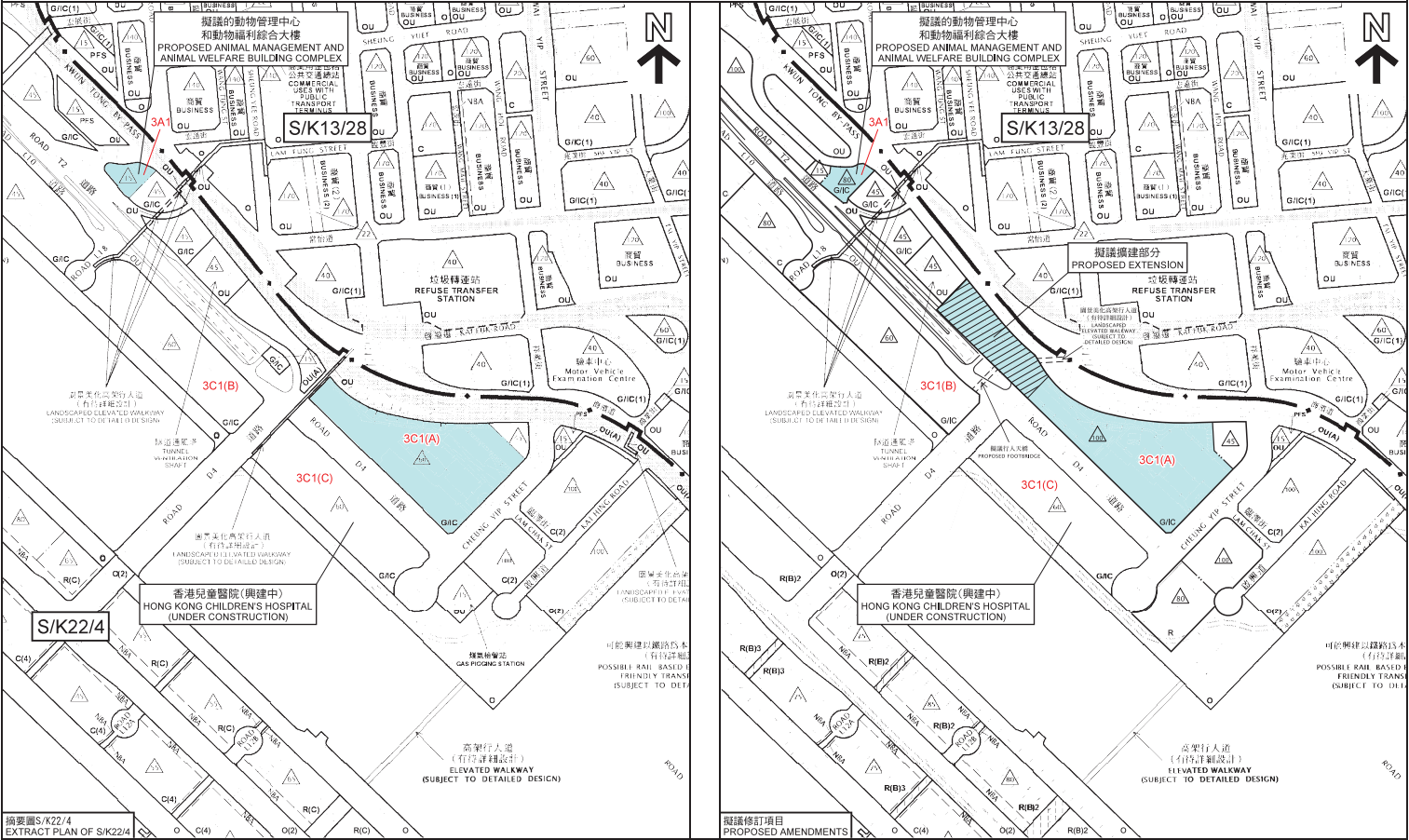
參考編號
REFERENCE No.
M/K22/16/109

圖 PLAN
3



<p>摘要圖S/K22/4 EXTRACT PLAN OF S/K22/4</p>		<p>位置圖 LOCATION PLAN</p>		<p>規劃署 PLANNING DEPARTMENT</p>	
<p>本摘要圖於2016年11月3日擬備，所根據的資料為： 於2014年4月11日展示的分區計劃大綱圖編號S/K13/28， 以及於2012年9月4日核准的分區計劃大綱圖編號S/K22/4</p>		<p>第三A及B區的建議 RECOMMENDED PROPOSALS FOR AREAS 3A & 3B</p>		<p>參考編號 REFERENCE No.</p>	
<p>EXTRACT PLAN PREPARED ON 3.11.2016 BASED ON OUTLINE ZONING PLANS No. S/K13/28 EXHIBITED ON 11.4.2014 AND S/K22/4 APPROVED ON 4.9.2012</p>		<p>SCALE 1:5 000 比例尺 100 200 300 400 METRES</p>		<p>M/K22/16/109</p>	
				<p>圖 PLAN 4</p>	

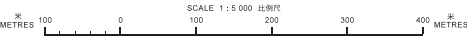




位置圖 LOCATION PLAN

本摘要圖於2016年11月3日製備，所根據的資料為：
於2014年4月11日展示的分區計劃大綱圖編號S/K13/28，
以及於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 3.11.2016
BASED ON OUTLINE ZONING PLANS No.
S/K13/28 EXHIBITED ON 11.4.2014 AND
S/K22/4 APPROVED ON 4.9.2012

擬議啟德急症全科醫院擴建部分及動物管理中心和動物福利綜合大樓
PROPOSED EXTENSION OF KAI TAK ACUTE HOSPITAL & ANIMAL MANAGEMENT AND ANIMAL WELFARE BUILDING COMPLEX

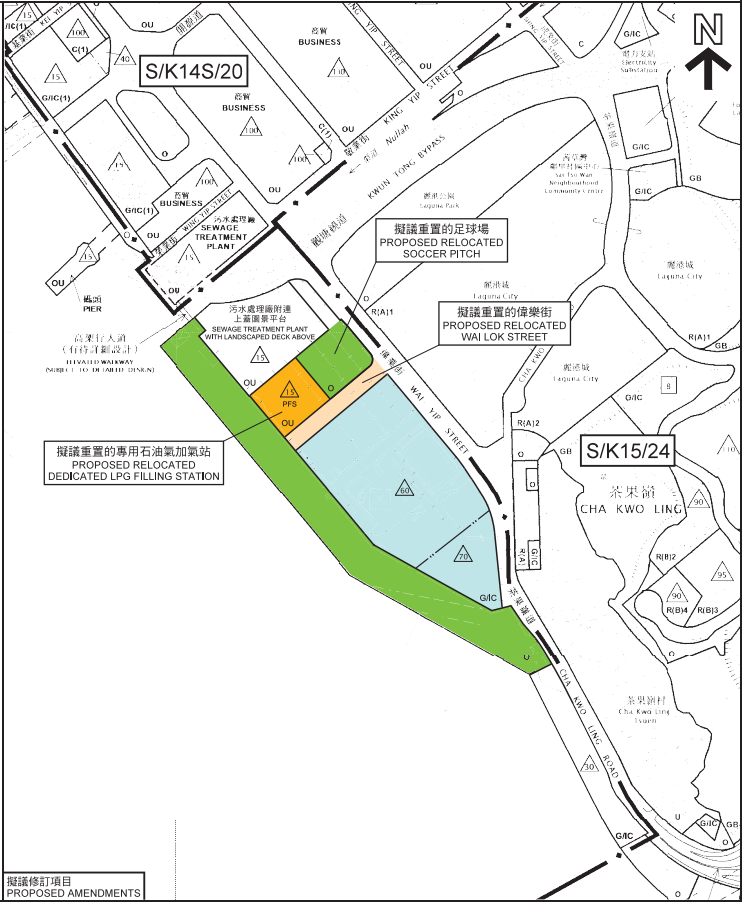
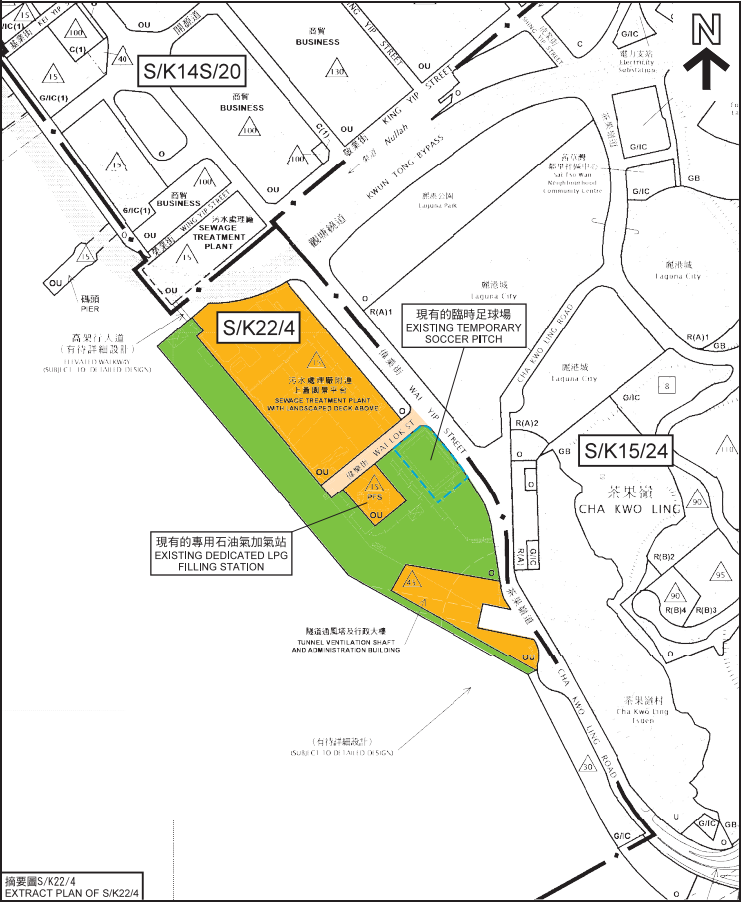


規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/109

圖 PLAN
8

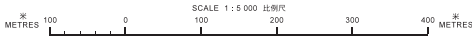


摘要圖S/K22/4
EXTRACT PLAN OF S/K22/4

擬議修訂項目
PROPOSED AMENDMENTS

位置圖 LOCATION PLAN

擬議「職業訓練局」新校舍
PROPOSED VOCATIONAL TRAINING COUNCIL'S NEW CAMPUS BUILDING



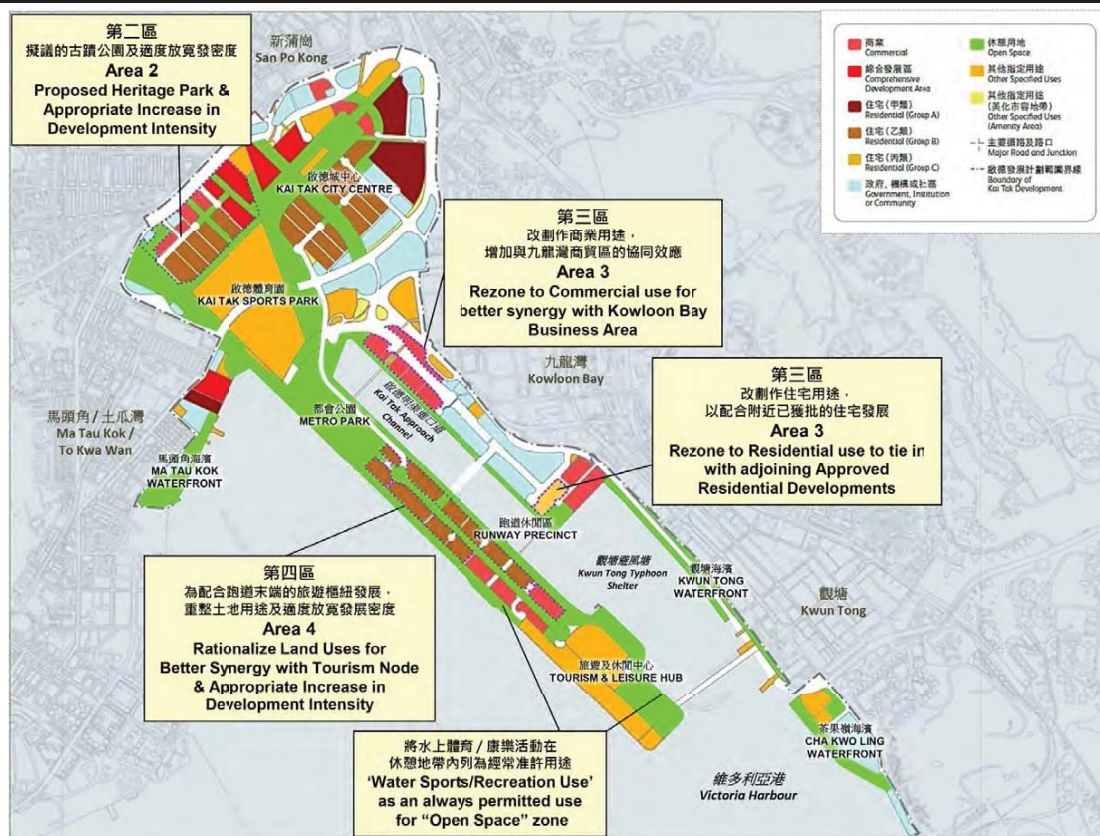
規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/109

圖 PLAN
9

本摘要圖於2016年11月3日製備，所根據的資料為：
於2015年7月21日核准的分區計劃大綱圖編號S/K14S/20，
於2016年6月24日展示的分區計劃大綱圖編號S/K15/24，
以及於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 3.11.2016
BASED ON OUTLINE ZONING PLANS No.
S/K14S/20 APPROVED ON 21.7.2015,
S/K15/24 EXHIBITED ON 24.6.2016 AND
S/K22/4 APPROVED ON 4.9.2012



本圖於2016年11月3日擬備
PLAN PREPARED ON 3.11.2016

收納改劃建議的土地用途地帶
LAND USE ZONING AFTER INCORPORATING THE REZONING PROPOSALS

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/109

圖 PLAN
10



KEY PLAN

Note:
 Sites labelled in blue indicate intensification sites and are rendered with simulated facade treatments.
 Sites labelled in black indicate baseline development sites permitted under the OZP not subject to intensification and are rendered a plain pale blue colour.



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

從太子道東眺望第二區
 VIEW FROM PRINCE EDWARD ROAD EAST TOWARDS AREA 2

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/K22/16/109

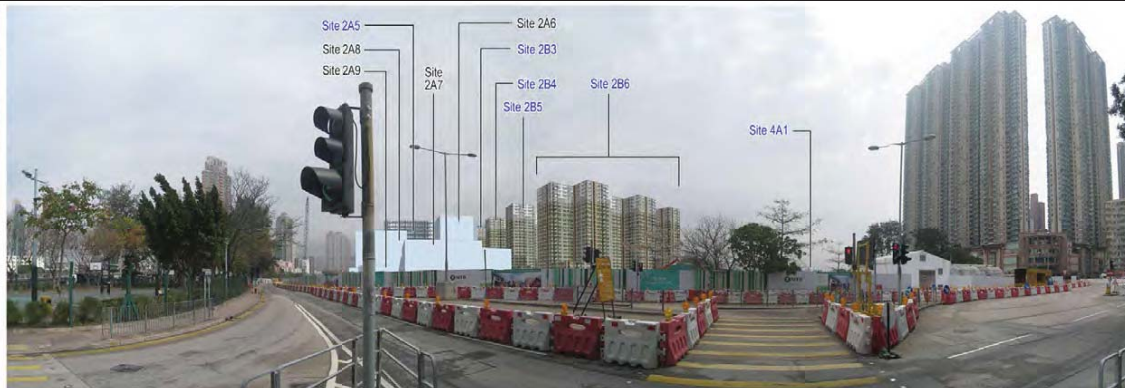
圖 PLAN
 11

本圖於2016年11月3日擬備
 PLAN PREPARED ON 3.11.2016

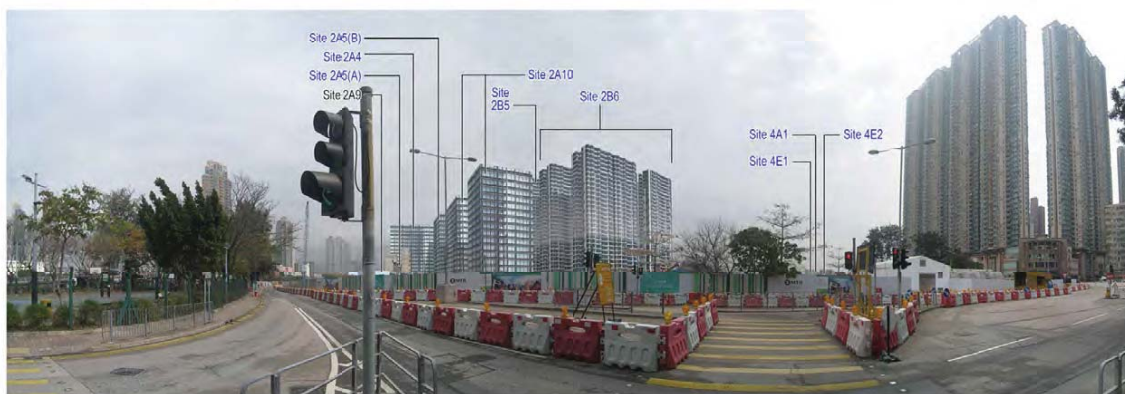


KEY PLAN

Note:
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Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

從世運道眺望第二區
 VIEW FROM OLYMPIC AVENUE TOWARDS AREA 2

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/K22/16/109

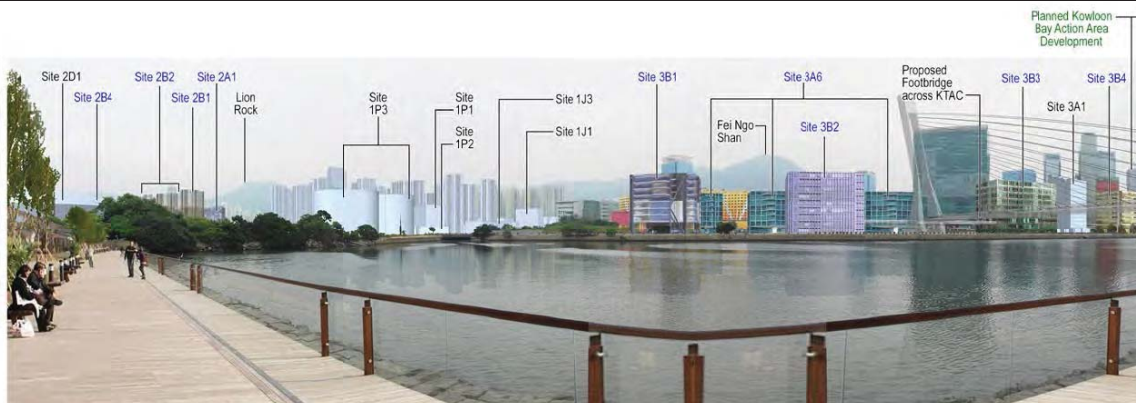
圖 PLAN
 12

本圖於2016年11月3日擬備
 PLAN PREPARED ON 3.11.2016

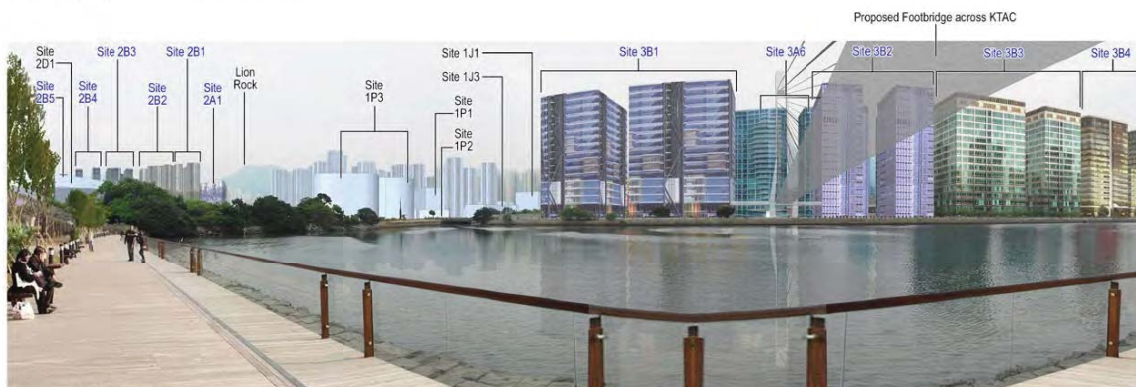


KEY PLAN

Note:
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Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

從都會公園眺望第三區
 VIEW FROM METRO PARK TOWARDS AREA 3

本圖於2016年11月4日擬備
 PLAN PREPARED ON 4.11.2016

規劃署
 PLANNING
 DEPARTMENT



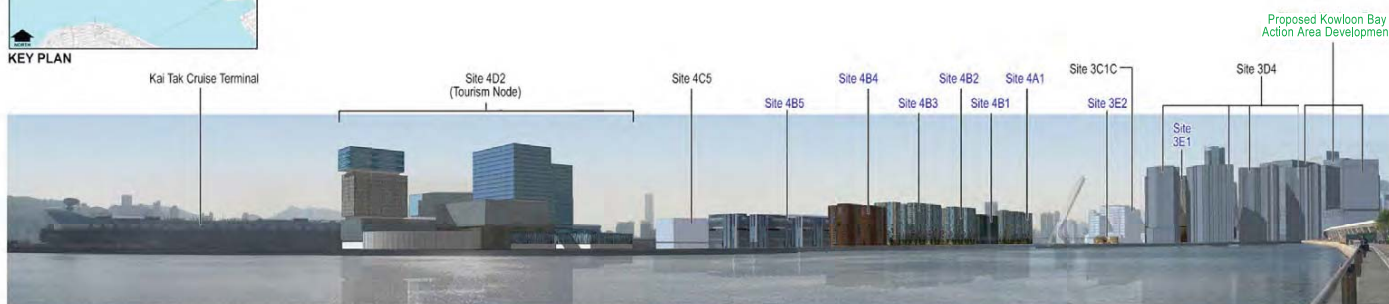
參考編號
 REFERENCE No.
 M/K22/16/109

圖 PLAN
 13

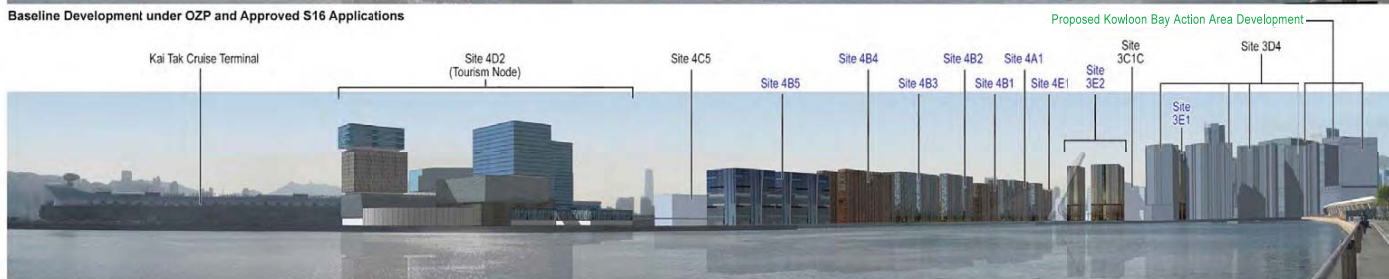


KEY PLAN

Note:
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 Sites labelled in black indicate baseline development sites permitted under the OZP not subject to intensification and are rendered a plain pale blue colour.
 Key visual elements are labelled in green.



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

從觀塘海濱花園眺望第四區
 VIEW FROM KWUN TONG PROMENADE TOWARDS AREA 4

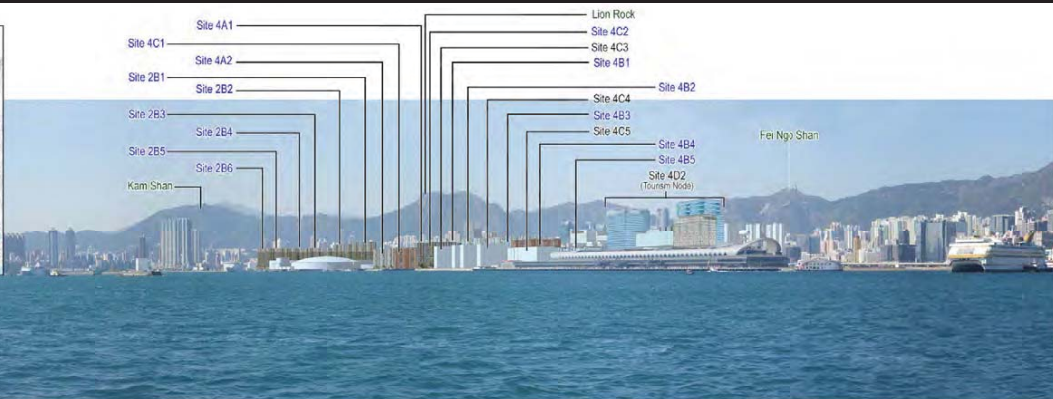
本圖於2016年11月3日擬備
 PLAN PREPARED ON 3.11.2016

規劃署
 PLANNING
 DEPARTMENT

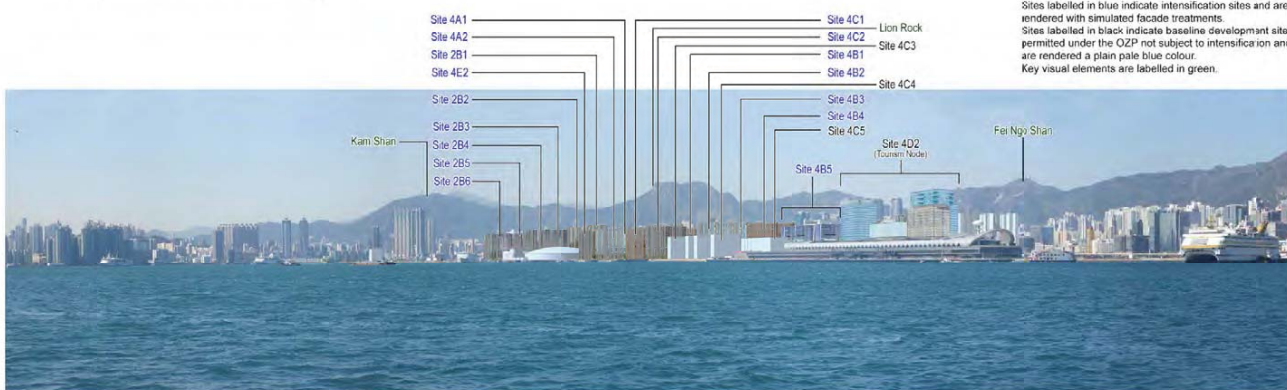


參考編號
 REFERENCE No.
 M/K22/16/109

圖 PLAN
 14



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

Note:
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Key visual elements are labelled in green.

合成照片 PHOTOMONTAGE

本圖於2016年11月3日擬備
PLAN PREPARED ON 3.11.2016

從鯗魚涌公園眺望
VIEW FROM QUARRY BAY PARK

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/109

圖 PLAN
15



Baseline Development under OZP and Approved S16 Applications

Note:
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Recommended Proposals

本圖於2016年11月3日擬備
PLAN PREPARED ON 3.11.2016

合成照片 PHOTOMONTAGE

從都會公園眺望第二區
VIEW FROM METRO PARK TOWARDS AREA 2

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/109

圖 PLAN
16

啟德發展檢討研究

Review Study of Kai Tak Development



海濱事務委員會
啟德海濱發展專責小組
Harbourfront Commission
Task Force on Kai Tak Harbourfront Development

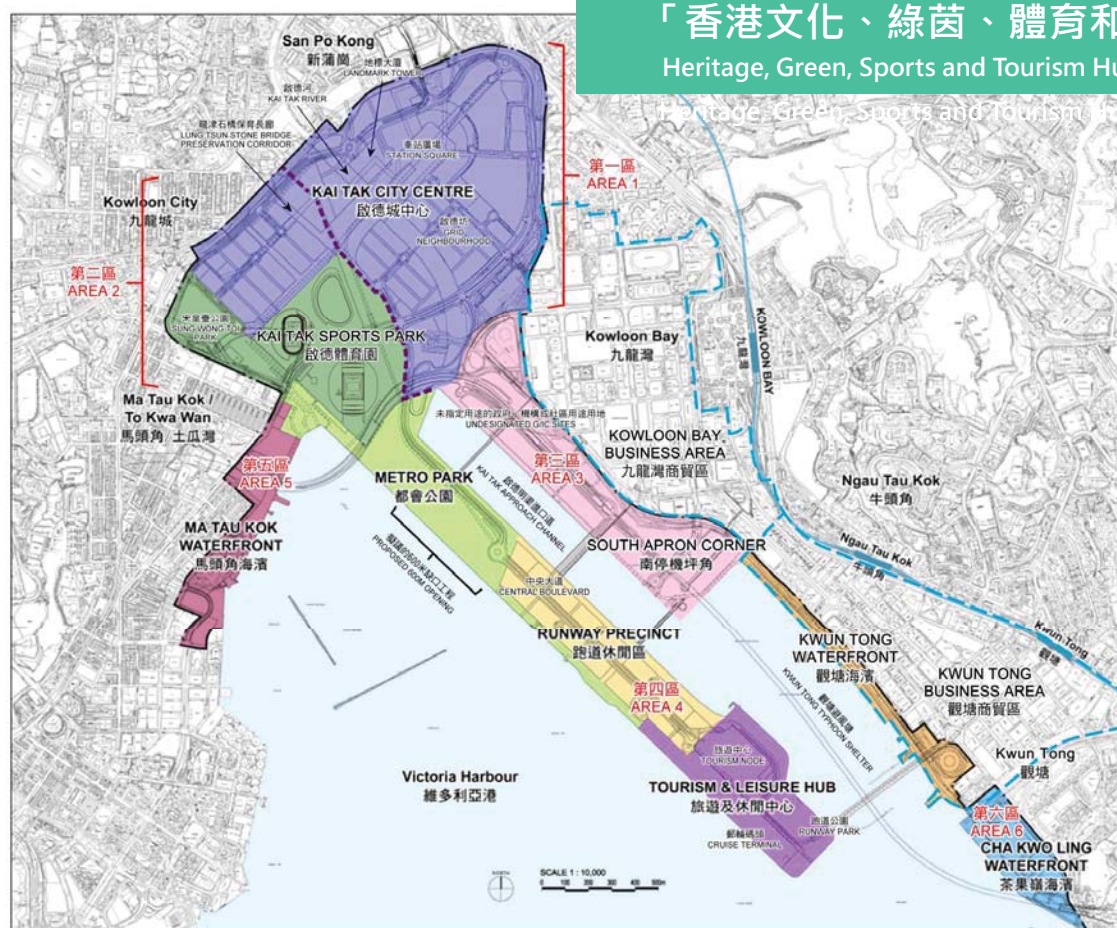


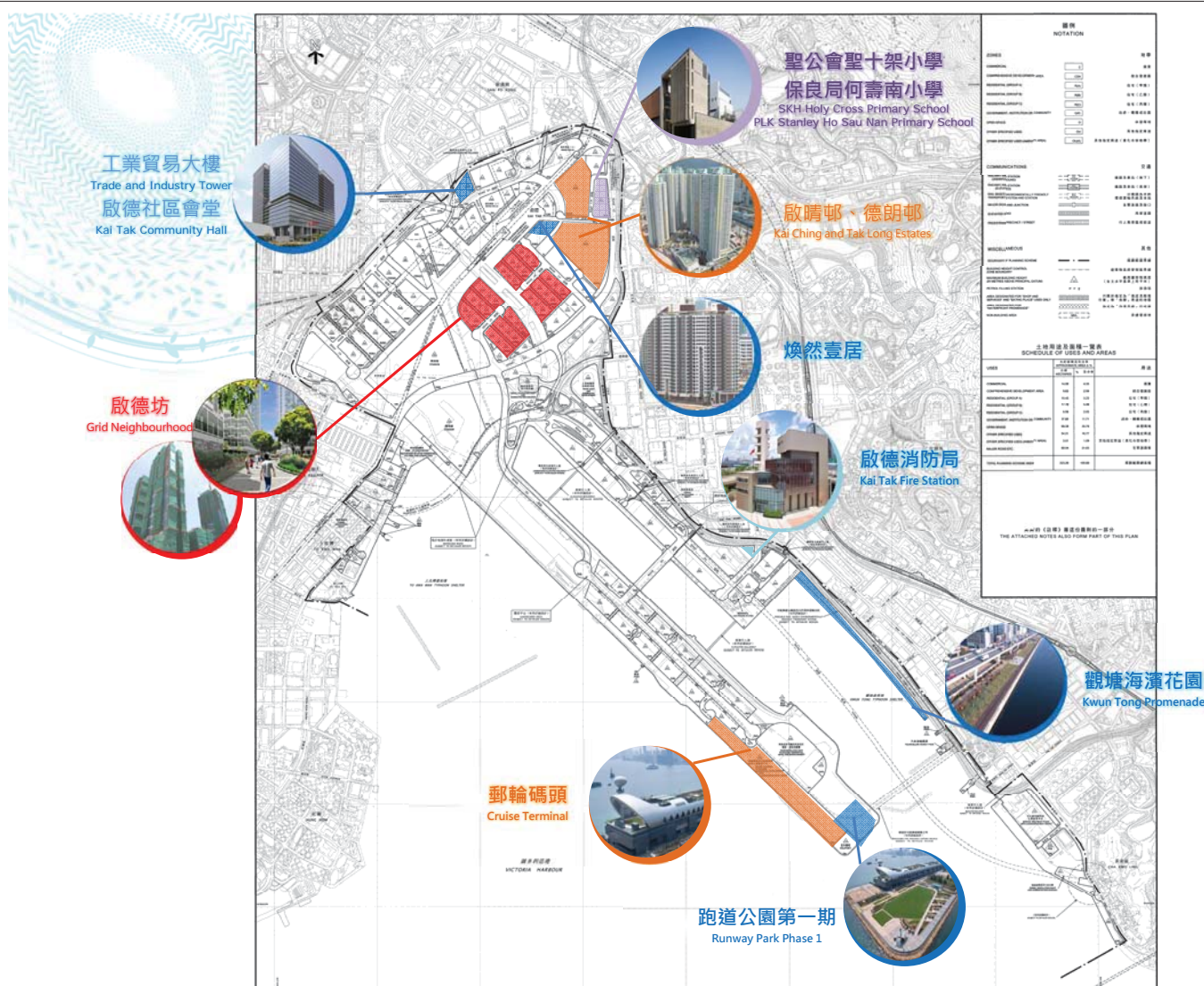
18.11.2016

啟德 KAI TAK



「香港文化、綠茵、體育和旅遊樞紐」
Heritage, Green, Sports and Tourism Hub of Hong Kong





3

新的規劃情況及發展機遇

New Circumstances and Development Opportunities



4

「古蹟公園」(第2A區)

Heritage Park (Area 2A)

第二區 Area 2
擬議的古蹟公園及
適度放寬發展密度
Proposed Heritage Park &
Appropriate increase in
Development Intensity

新蒲崗
San Po Kong

九龍城
Kowloon City

啟德城中心
KAI TAK CITY CENTRE



- | | |
|--|---|
| 商業
Commercial | 休憩用地
Open Space |
| 綜合發展區
Comprehensive Development Area | 其他指定用途
Other Specified Uses |
| 住宅(甲類)
Residential (Group A) | 其他指定用途
(美化市容地帶)
Other Specified Uses (Amenity Area) |
| 住宅(乙類)
Residential (Group B) | 主要道路及路口
Major Road and Junction |
| 住宅(丙類)
Residential (Group C) | 發展計劃範圍界線
Boundary of Kai Tak Development |
| 政府、機構或社區
Government, Institution or Community | |

馬頭角/土瓜灣
Ma Tau Kok / To Kwa Wan

龍津石橋
Lung Tsun Stone Bridge

重置消防站
Reprovision of Fire Station

新地盤
2A10
New Site 2A10

擬議「古蹟公園」
Proposed Heritage Park

地積比率 Plot Ratio (PR) :
4.5-5 → 6.5
高度 Building Height (BH) :
60-110 → 80-135

5

「古蹟公園」(第2A區)

Heritage Park (Area 2A)

第二區 Area 2
擬議的古蹟公園及
適度放寬發展密度
Proposed Heritage Park &
Appropriate increase in
Development Intensity

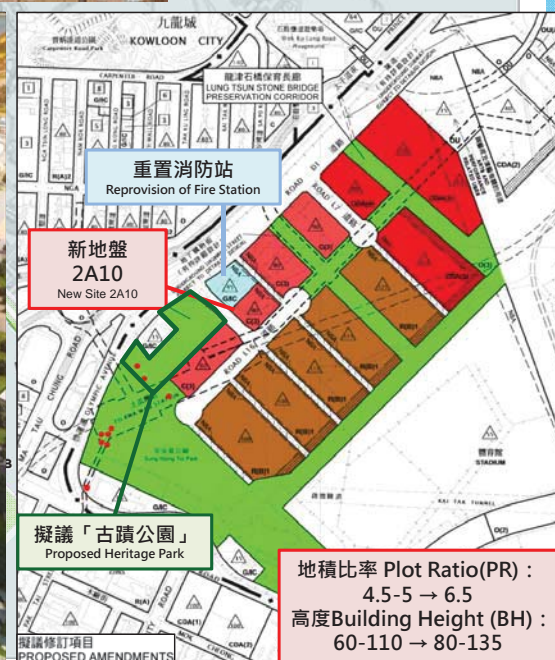
新蒲崗
San Po Kong

九龍城
Kowloon City

啟德城中心
KAI TAK CITY CENTRE



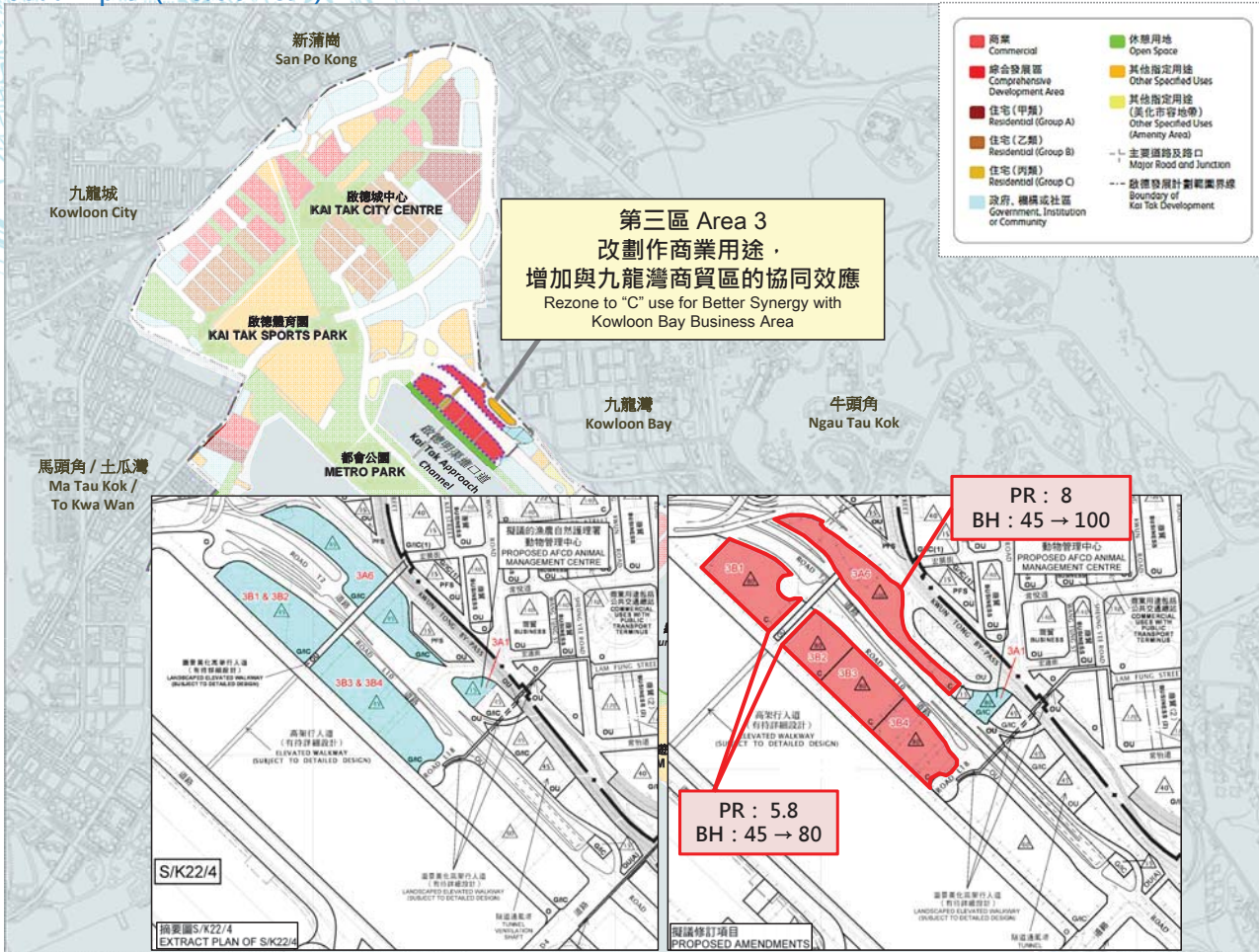
- | | |
|--|---|
| 商業
Commercial | 休憩用地
Open Space |
| 綜合發展區
Comprehensive Development Area | 其他指定用途
Other Specified Uses |
| 住宅(甲類)
Residential (Group A) | 其他指定用途
(美化市容地帶)
Other Specified Uses (Amenity Area) |
| 住宅(乙類)
Residential (Group B) | 主要道路及路口
Major Road and Junction |
| 住宅(丙類)
Residential (Group C) | 發展計劃範圍界線
Boundary of Kai Tak Development |
| 政府、機構或社區
Government, Institution or Community | |



6

南停機坪(第3A及B區)

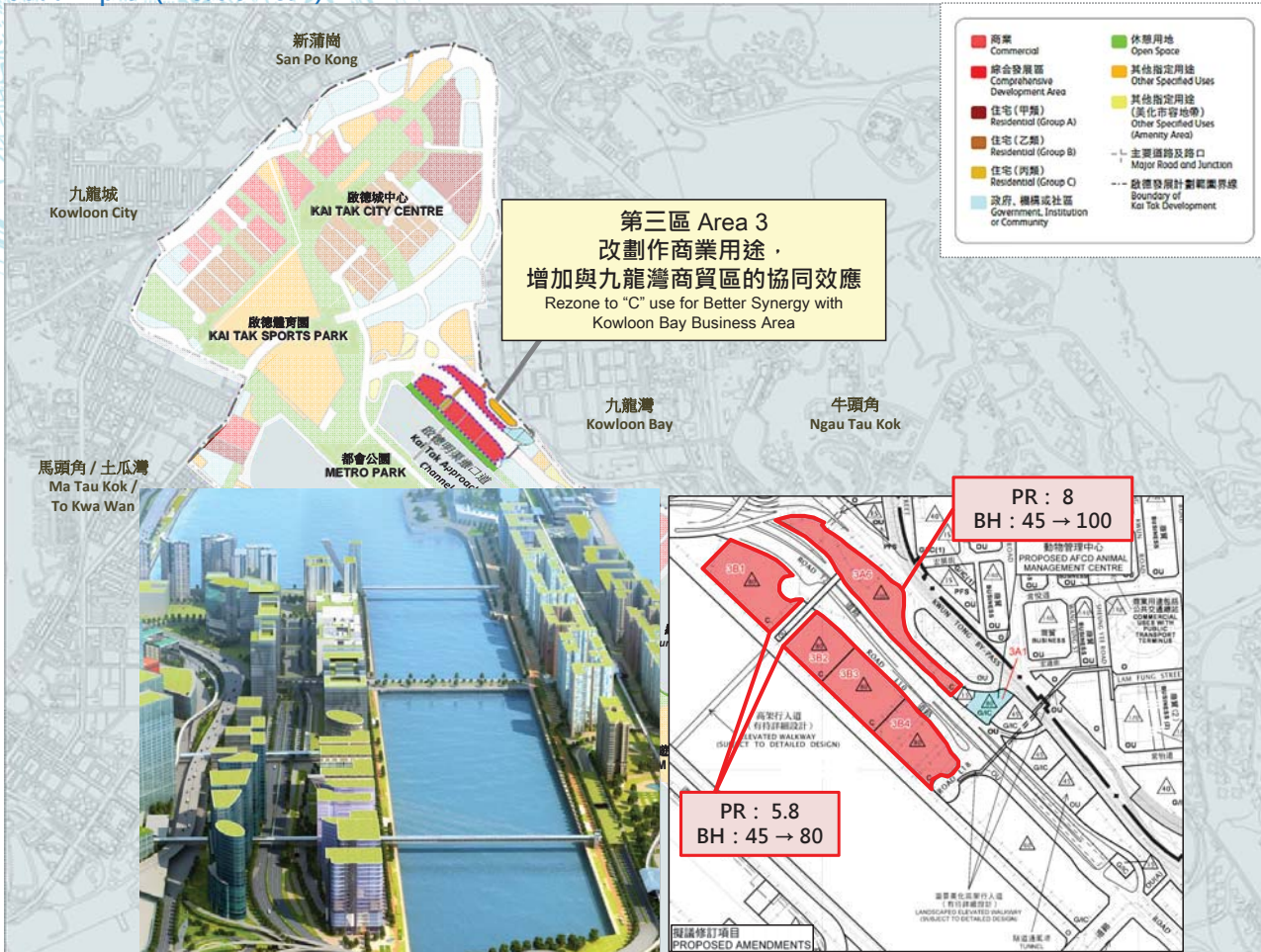
South Apron(Areas 3A & B)



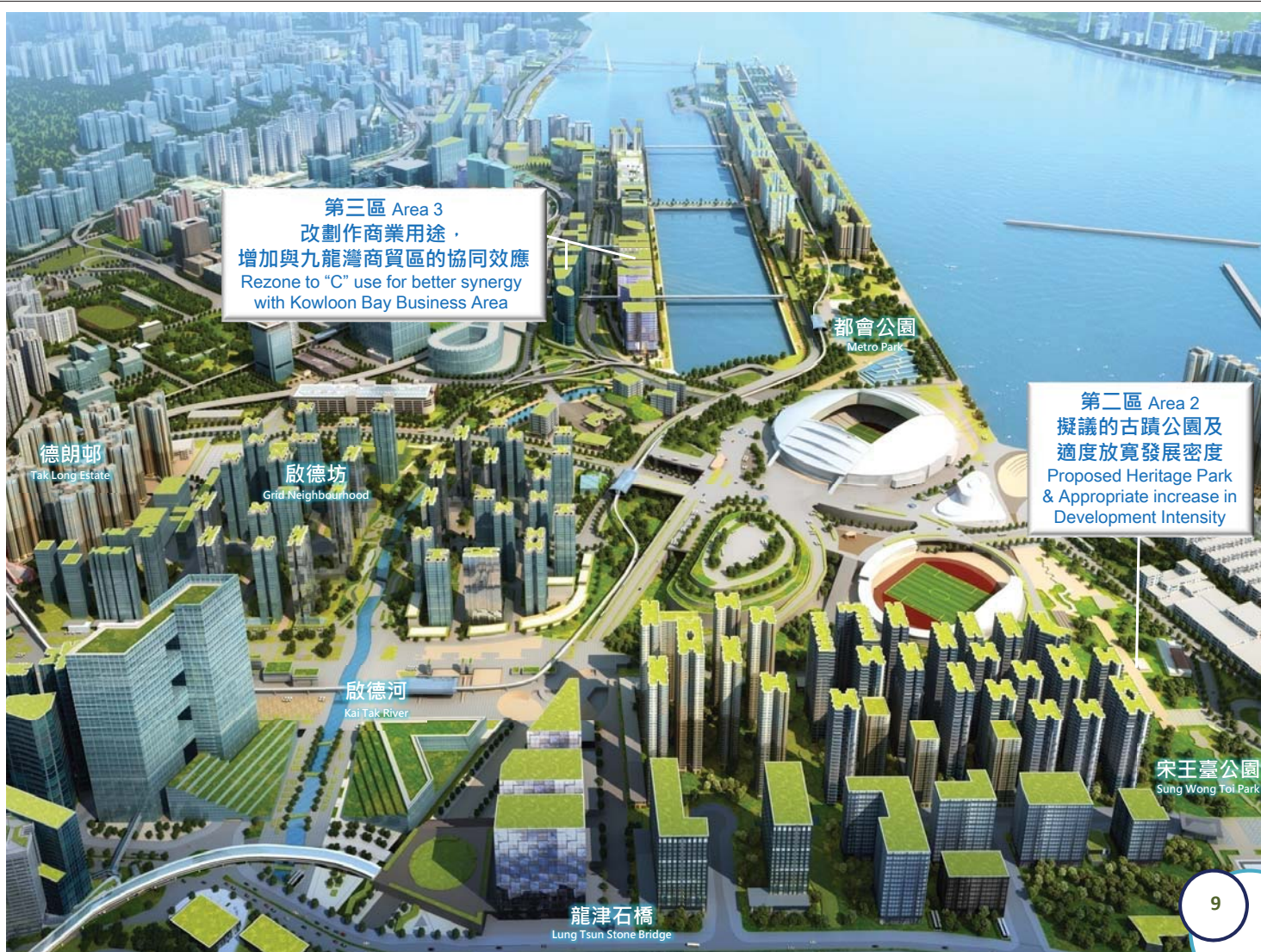
7

南停機坪(第3A及B區)

South Apron(Areas 3A & B)

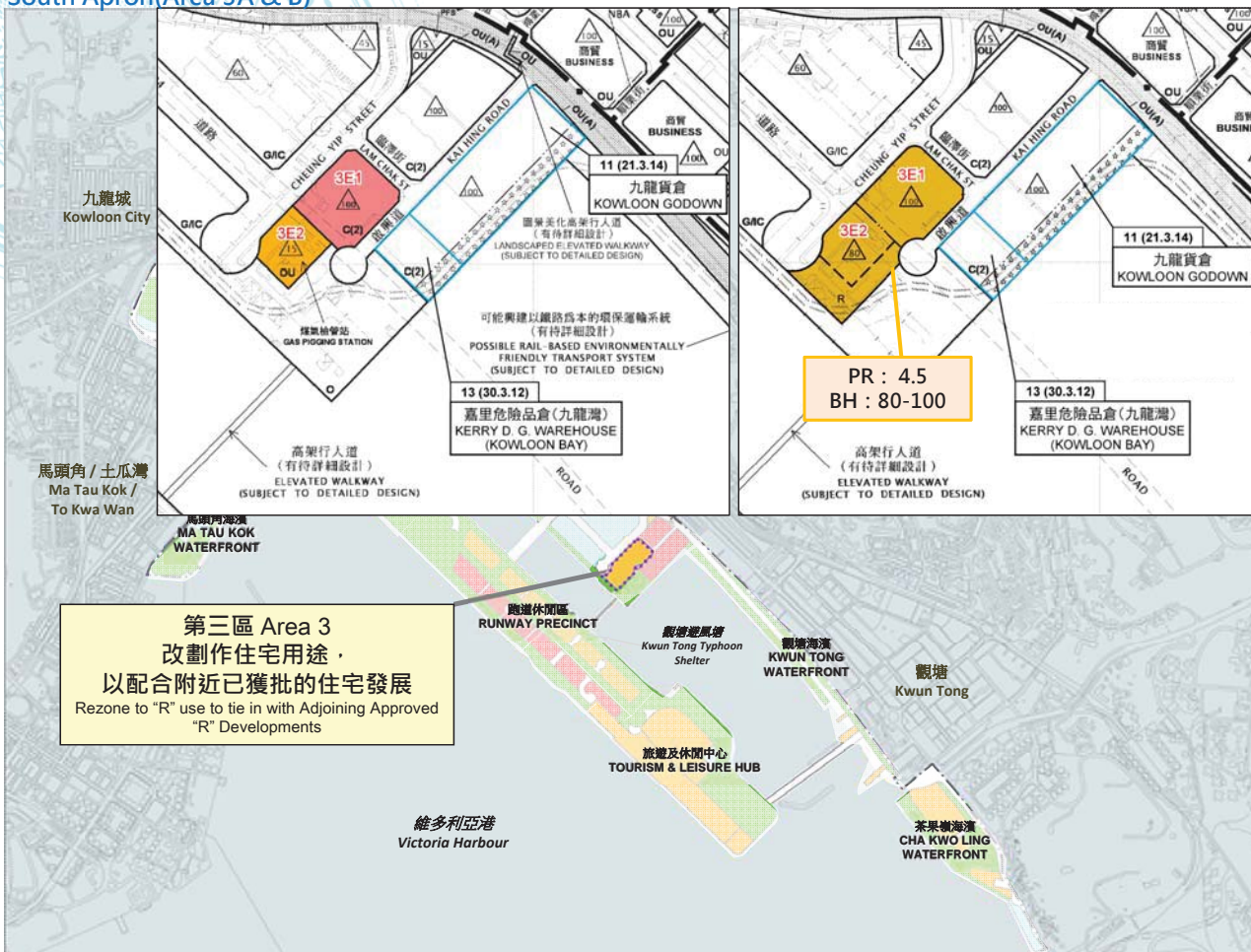


8



南停機坪(第3A及B區)

South Apron (Area 3A & B)



南停機坪(第3A及B區)

South Apron(Area 3A & B)



11

跑道(第4A至C區)

Runway (Areas 4A to C)



12

跑道(第4A至C區)

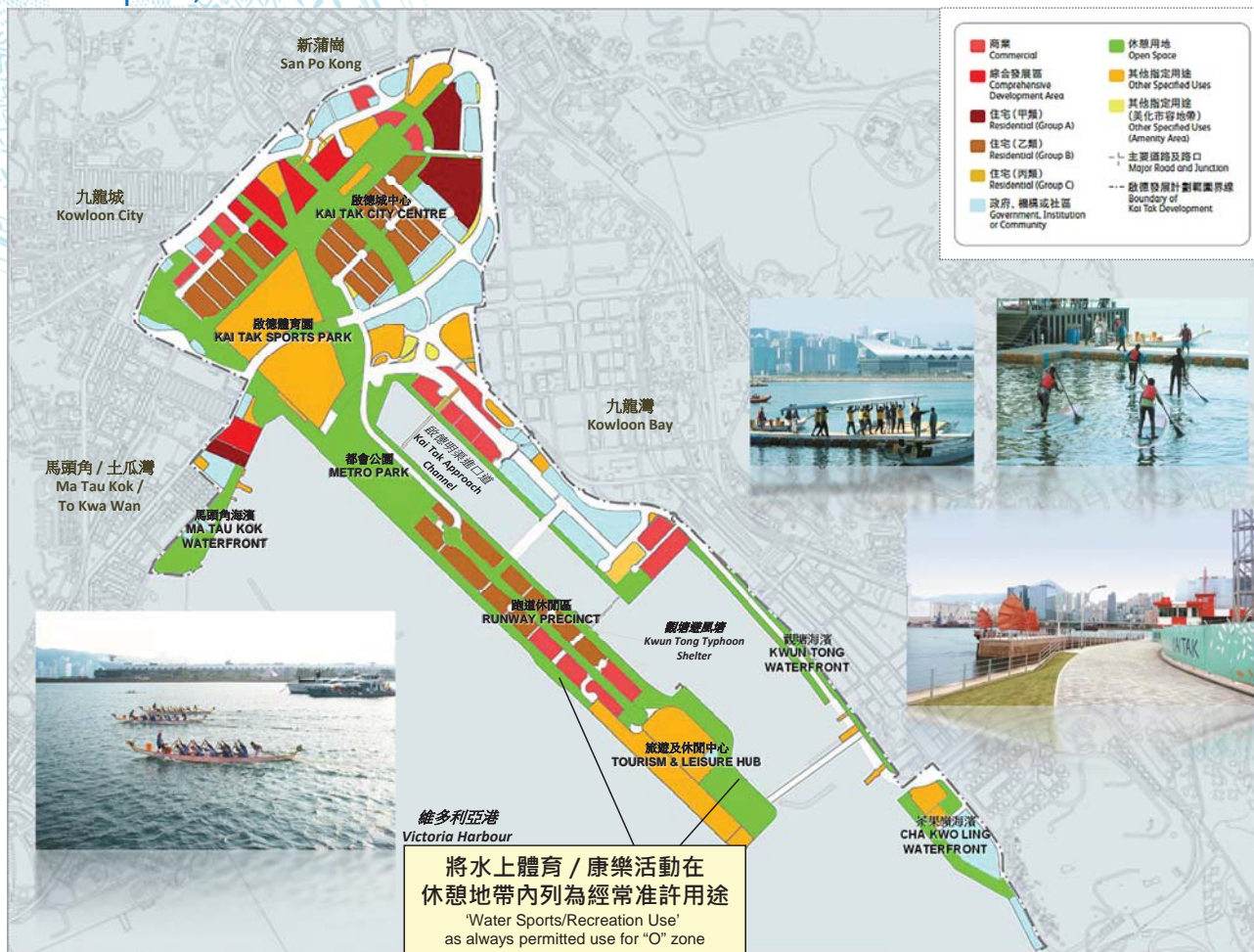
Runway (Areas 4A to C)



13

水上體育 / 康樂活動

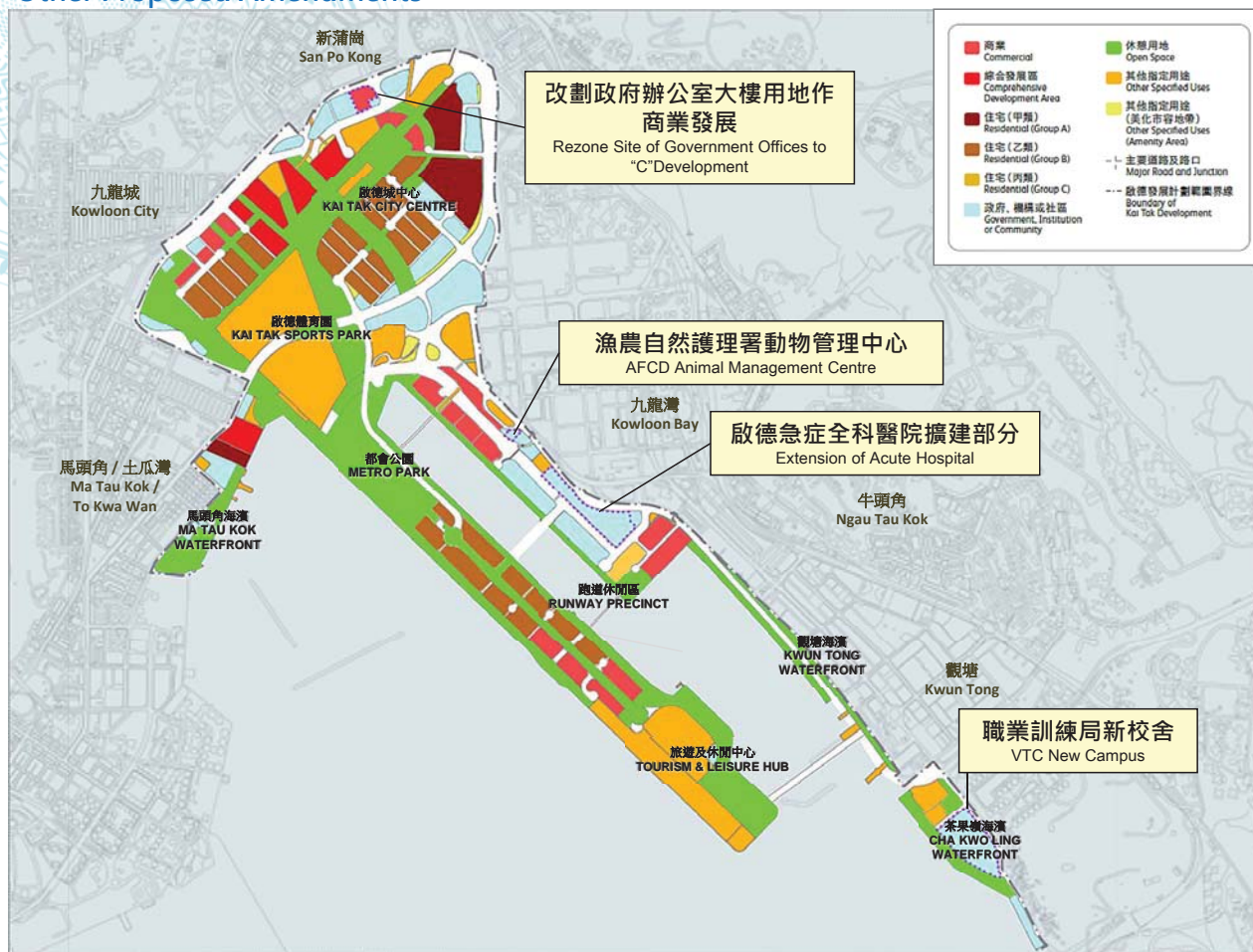
Water Sports/Recreation Use



14



其他改劃建議 Other Proposed Amendments



17

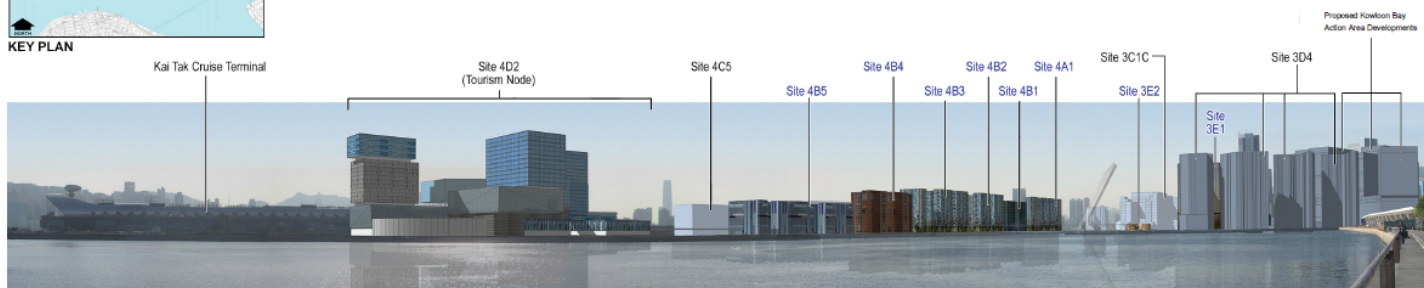
電腦合成照片

Photomontage

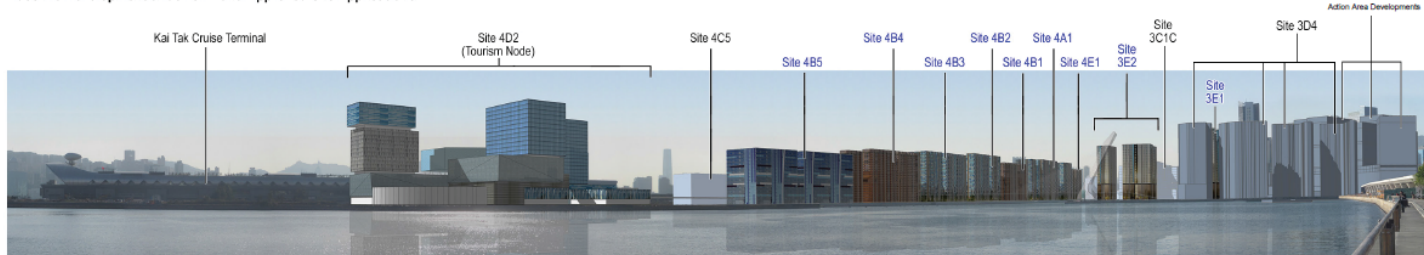


KEY PLAN

Note:
Sites labelled in blue indicate intensification sites and are rendered with simulated facade treatments.
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Key visual elements are labelled in green.



Baseline Development under OZP and Approved S16 Applications



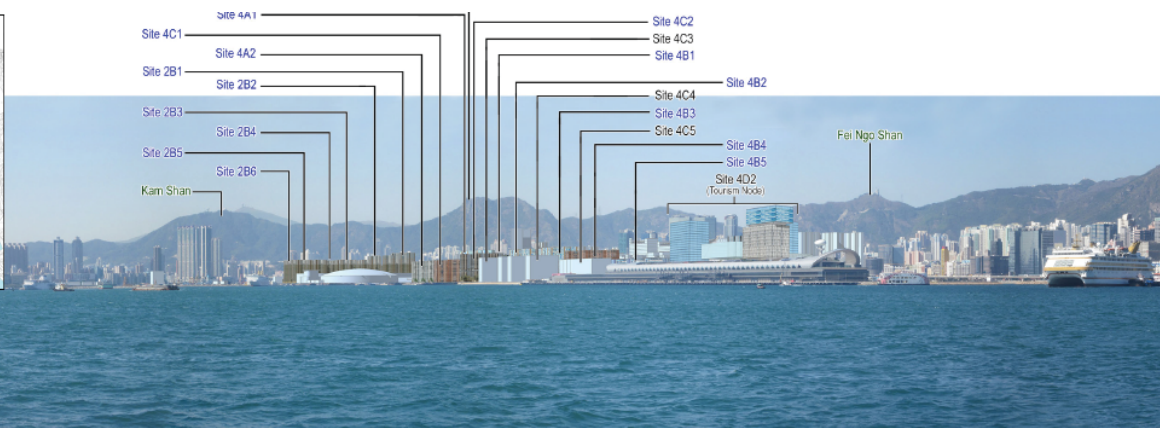
Recommended Proposals

(從觀塘海濱瞭望)
(View from Kwun Tong Promenade)

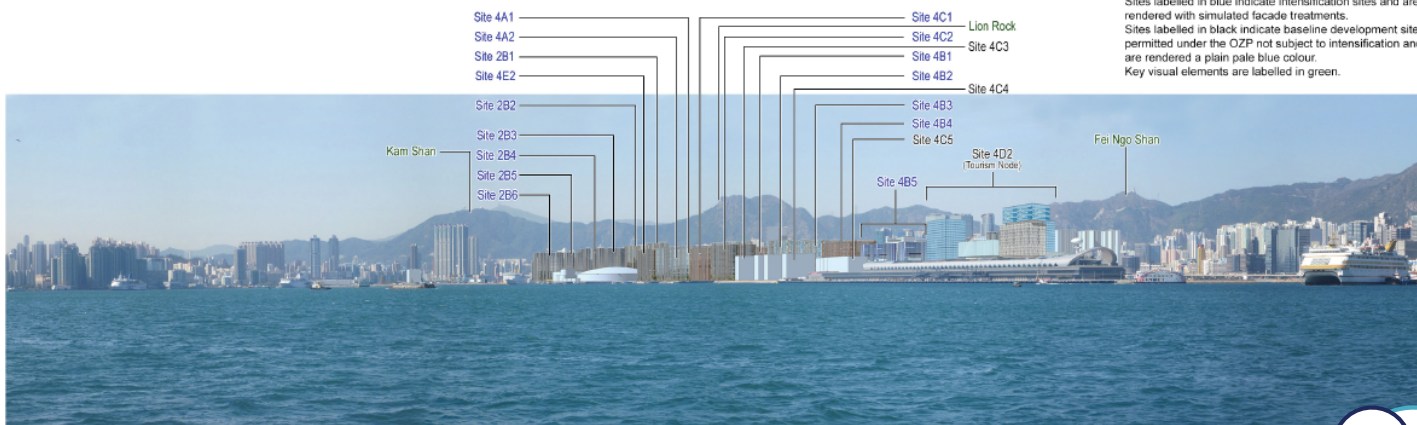
18

電腦合成照片

Photomontage



Baseline Development under OZP and Approved S16 Applications



Note:
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Key visual elements are labelled in green.

Recommended Proposals

(從鰂魚涌海濱瞭望)
(View from Quarry Bay Promenade)

19

電腦合成照片

Photomontage



Baseline Development under OZP and Approved S16 Applications

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Recommended Proposals

(從衙前圍道瞭望)
(View from Nga Tsin Wai Road)

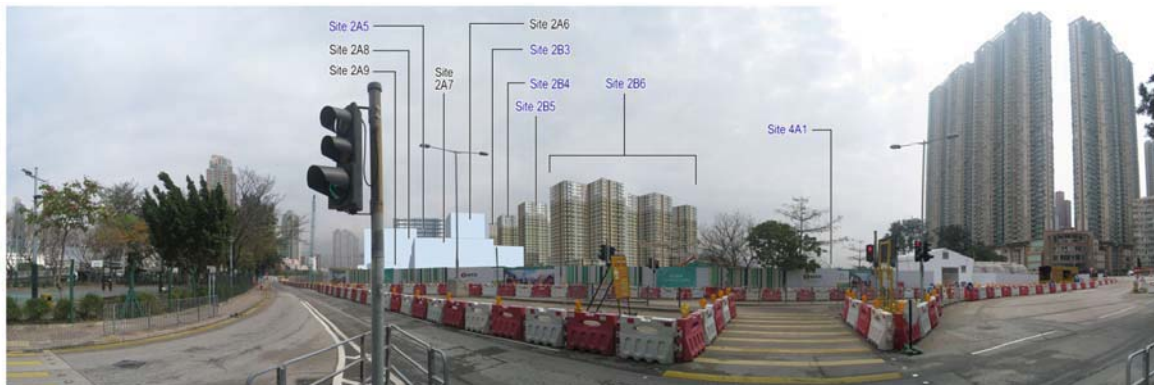
20

電腦合成照片

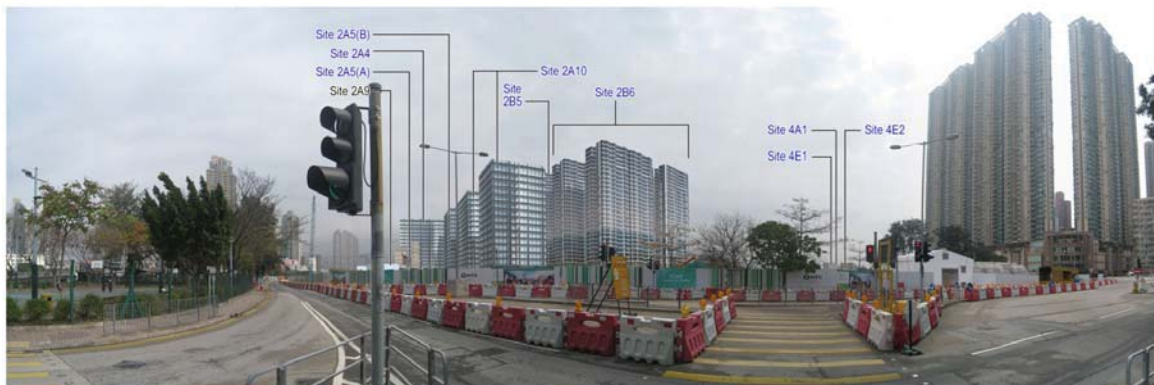
Photomontage



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Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

(從宋王臺公園瞭望)
(View from Sung Wong Toi Playground)

21

電腦合成照片

Photomontage



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Baseline Development under OZP and Approved S16 Applications



(從都會公園(向北)瞭望)
(View from Metro Park (Looking North))

22

善用土地、增加房屋及商業用地供應

Optimize Potential, Increase Housing and Commercial Land Supply

土地供應
Land Supply

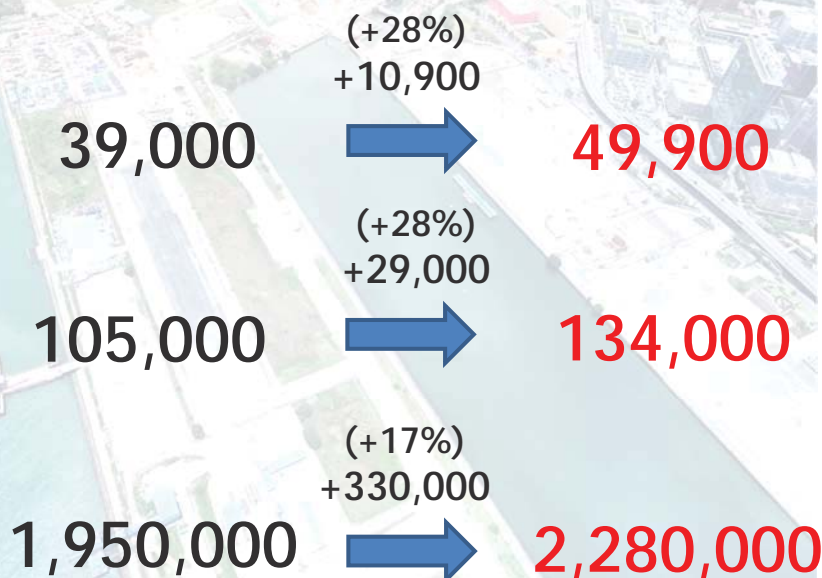
住宅單位
Residential Flats

人口
Population

商業樓面面積
(約/平方米)
Commercial GFA
(about/m²)

核准大綱圖及
已獲批規劃申請
Approved OZP &
Applications

檢討建議
Review Study



23

優化土地用途、回應社會訴求

Refining Land Uses, Meeting Social Needs

文化保育
Heritage Preservation

體育活動
Sports

政府、
機構或社區
設施
GIC Facilities

旅遊發展
Tourism Development

- 設立古蹟公園
Heritage Park
- 提供水上體育/康樂活動發展的機會
Water Sports/ Recreational Activities
- 配合跑道末端旅遊樞紐的發展
Complement Tourism Hub Development
- 提供社會所需的設施
Provision of Community Facilities

24

啟德發展檢討研究

Review Study of Kai Tak Development

土地供應
Land Supply

文化保育
Heritage
Preservation

體育活動
Sports

政府、
機構或社區
設施
GIC Facilities

旅遊發展
Tourism
Development

- 遵從確立的規劃主題/原則
Adhering to Established Planning Themes/Concepts
- 規劃、交通、環保、基建方面不會帶來不可接受的影響
No Significant Impacts from Urban Design, Traffic, Environmental and Infrastructural Aspects
- 整體社區設施及休憩用地(約100公頃)仍然足夠
Overall provision of community Facilities and Open Space will be maintained (about 100ha)

25

未來路向

Way Forward

規劃署及土木工程拓展署將諮詢九龍城、黃大仙和觀塘區議會

PlanD/CEDD will consult the KCDC/WTSDC/KTDC

收集到的意見連同大綱圖的詳細修訂將一併提交城市規劃委員會作考慮

The views collected together with the proposed amendments to the OZP will be submitted to the Town Planning Board for considerations

26

謝謝

Thank You



規劃署
Planning Department



土木工程拓展署
Civil Engineering and
Development Department