

Task Force on Kai Tak Harbourfront Development

For discussion
on 18 Oct 2011

TFKT/19/2011

Amendments to the Approved Kai Tak Outline Zoning Plan No. S/K22/2

PURPOSE

The purpose of this Paper is to invite Members' views on the amendments to the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/2.

BACKGROUND

2. On the basis of the then approved OZP, the Planning Department and the Civil Engineering Development Department have conducted studies on further enhancements to the urban design for Kai Tak Development. Public consultation on the enhancement proposals was conducted from May to July 2011. Stakeholders consulted included the Harbourfront Commission's Task Force on Kai Tak Harbourfront Development (at its meeting on 1 June 2011), the Town Planning Board (TPB), the Antiquities Advisory Board, the Wong Tai Sin District Council (DC), the Kowloon City DC and the Kwun Tong DC. Public views collected were taken into account where appropriate for amendments to the approved Kai Tak OZP.

3. The proposed amendments to the OZP were considered and agreed by the Metro Planning Committee of the TPB on 5.8.2011. On 26.8.2011, the draft Kai Tak OZP No. S/K22/3, incorporating respective amendments, was published for public inspection until 26.10.2011 under section 5 of the Town Planning Ordinance (the Ordinance).

MAJOR AMENDMENT ITEMS

4. The urban design enhancement proposals, packaged by their geographical locations as well as their nature, are elaborated in the following paragraphs.

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Kai Tak City Centre

Preservation of Lung Tsun Stone Bridge Remnants (Item A, Plan 1)

30m wide Preservation Corridor

- 4.1 To take heed of the opinion collected in the public engagement exercise, a 30-metre-wide Lung Tsun Stone Bridge Preservation Corridor (the Preservation Corridor) is proposed. The Preservation Corridor together with two adjoining land parcels are rezoned to “Open Space (3)” (“O(3)”) to reflect the planning intention for in-situ preservation of the Bridge Remnants for public appreciation.

“CDA” Zoning for Sites Adjoining the Preservation Corridor

- 4.2 The in-situ preservation of the Bridge Remnants inevitably requires revision of the disposition of the adjoining development sites. The three development sites abutting the Preservation Corridor are rezoned to three “Comprehensive Development Area” (“CDA”) sub-areas so that the TPB can vet the design of these important areas through the Master Layout Plan submitted during the planning application process. While the original development parameters on the west of the Preservation Corridor are maintained, the development intensity and the building height (BH) restriction of the “CDA(3)” site abutting on the east and connecting to the Station Square are lowered to allow greater design flexibility and building permeability.

Addition of Two Subway Links across Prince Edward Road East (PERE)

- 4.3 Two new subways across PERE are proposed. One will link up the Preservation Corridor directly with Kowloon City. The other will run along the Kai Tak River, linking up the Wong Tai Sin section of the River and the Kai Tak section. With the addition of these two subways, the PERE section of a curvilinear landscaped walkway in the vicinity is curtailed.

Arts and Performance Related Uses

- 4.4 A site next to “CDA(2)” is rezoned from “Commercial (5)” (“C(5)”) to “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses”. The maximum BH restriction of the site is lowered from 60mPD to 15mPD to allow a more

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open view from the southern entrance of the Preservation Corridor as well as to make use of the platform for public viewing and outdoor performance. The development intensity of the site is lowered from plot ratio (PR) of 3.5 to 1.0 with a maximum gross floor area (GFA) of 11,600m² with the displaced GFA transferred to the adjoining “CDA(2)”.

Twin-tower Gateway Concept

- 4.5 To accommodate the displaced non-domestic GFA mentioned in paragraph 4.4 above and to further enhance the gateway image in the area, a twin-tower gateway concept is adopted by evenly distributing the GFA and stipulating the same two BH restriction subzones of 175mPD and 40mPD for the “CDA(1)” and “CDA(2)” sites. As such, the PR of the “CDA(1)” is lowered from 9.5 to 8.0 with the boundary of its BH subzone of 175mPD realigned. The PR of “CDA(2)” site is increased from 4.5 to 8.0 with the incorporation of a BH subzone of 175mPD and a non-building area. The twin towers together with the curvilinear landscaped elevated walkway as a landmark feature, and the Kai Tak River as a major urban axis, will pronounce the gateway image of the area.

Increase in Domestic Plot Ratios for “OU(Mixed Use)” Sites

- 4.6 To compensate the loss in domestic GFA due to the in-situ preservation of the Bridge Remnants at the Preservation Corridor, the domestic PR of the two “OU(Mixed Use)” sites near the Kai Tak public housing sites is adjusted upwards. The non-domestic PR of the sites is reduced correspondingly to maintain the overall PR of 7.0. The BH restriction of these two sites remains unchanged as in the approved OZP to maintain the BH profile.

Realignment of Underground Shopping Street (USS) (Item B, Plan 1)

- 4.7 A section of the USS from Kowloon City to the Kai Tak Station is realigned to run outside the planned commercial sites to the adjacent public road or open space to facilitate its implementation. The USS from San Po Kong to Kai Tak Station is realigned to run along the site/subzone boundaries of the development sites to allow greater design flexibility for future developments.

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Design Enhancement of the Grid Neighbourhood

- 4.8 To manifest the planning intention for the Grid Neighbourhood and to enhance community interactions and visual permeability, the massing and disposition of medium- and low-rise blocks within the sites are refined together with incorporation of a courtyard design approach to project a well-proportioned neighbourhood environment for a comfortable urban intimacy.

Government Offices Cluster in City Centre (Item C, Plan 1)

- 4.9 A site, located at the junction of Road D1 and Road L1, is rezoned from “C(3)” to “Government, Institution or Community” (“G/IC”) as one of the reprovisioning sites for the Wan Chai Government Offices Compound (WCGOC). Together with its adjoining two “G/IC” sites, one being another replacement site for WCGOC and the other being reserved for Kai Tak Government Offices development, the area will form a major Government office cluster in the Kai Tak City Centre.

South Apron

Enhancement of Accessibility to the Waterfront (Item D, Plan 2)

- 4.10 To enhance public accessibility and enjoyment of the waterfront, Road L10 originally planned at the waterfront is relocated to run along the southern boundary Road T2. The boundary of the adjoining “G/IC” zone is adjusted correspondingly to allow widening of the waterfront promenade from about 15m to about 20m.
- 4.11 To further enhance the urban design of the area, the above-ground road structures to the north of Road T2 are refined which provides an opportunity to amalgamate a number of amenity areas and rezone them to one “G/IC” site for more efficient and effective land use. A maximum BH restriction of 45mPD is stipulated for this site to be consistent with the BH profile of the “G/IC” sites at the waterfront.
- 4.12 To further enhance the pedestrian connection between South Apron and Kowloon Bay, a planned landscaped elevated walkway near Road L18 is realigned. Three landscaped

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elevated walkways connecting the South Apron to Wang Chin Street, Wang Chiu Road and Hung Yip Street of Kowloon Bay respectively are also added.

Runway

Enhancement of Accessibility to the Waterfront

Relocation of Waterfront Roads (Item E, Plan 3)

- 4.13 To enhance public enjoyment of the waterfront, Road D3 and Road L13, originally at the waterfront, are relocated to the Central Boulevard with a landscaped deck above to serve as noise barrier as well as leisure elevated walkway. The Central Boulevard is widened from 32m to 36m to provide a planting strip along the residential developments to enhance the pedestrian environment along the at-grade Road D3 and on the landscaped deck.
- 4.14 Boundary adjustment is made to the adjoining development sites to accommodate the realigned road network and a site on the northern promenade is also rezoned from “C(4)” to “R(C)”. The northwestern boundary of the Tourism Node is fine-tuned for a more regular configuration.
- 4.15 As a result, the minimum width of the northern promenade and southern promenade are about 25m and 35m respectively, which is more or less the same as the total width of the two promenades planned on the then approved OZP. A wider southern promenade is intended to accommodate more active recreational uses and major activities nodes to complement the vibrant atmosphere of the adjoining commercial development.

Increase in GFA for Tourism Node and Incorporation of Set Back Requirement

- 4.16 Following the Government’s decision in 2008 to finance the implementation of the Cruise Terminal project, it was also decided to reduce the amount of non-domestic GFA in the Cruise Terminal site from 50,000m² to 10,600m². To maintain the development quantum at the Runway end and considering the need for a clustering effect of commercial and entertainment facilities, the remaining 39,400m² GFA is

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transferred to the adjoining Tourism Node site. The maximum total GFA of the Tourism Node is increased from 190,000m² to 229,400m². The overall development scheme for the Tourism Node site will be assessed as part of a layout plan submission to the TPB for planning permission.

- 4.17 A 45m wide building setback within the Tourism Node from the Cruise Terminal is also required to maintain a continuous vista extending from the Central Boulevard to the Runway Park and further to Lei Yue Mun.

Other Refinements

Designation of Non-building Areas (Item F)

- 4.18 To further enhance air ventilation, visual permeability and urban design for Kai Tak, new non-building areas are designated in various sites or along major view corridors in the North Apron, Ma Tau Kok and Runway.

Realignment of Roads/Elevated Walkways/Landscaped Deck (Item G)

- 4.19 In accordance with the further detailed engineering studies, a number of roads, elevated walkways and landscaped deck are realigned to enhance the townscape and connectivity of the areas.

Technical Amendments to the Notes

- 4.20 The Notes of the OZP are revised consequential to the urban design proposals stated above and updated to reflect latest changes.

PUBLIC INSPECTION

5. The draft OZP No. S/K22/3 is now available for public inspection until 26.10.2011. During the exhibition period, any person may make representation to the TPB in respect of any of the amendments. The representation should be made in writing to the Secretary, Town Planning Board, 15th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Fax No. 2877 0245 or 2522 8426, or email tpbpd@pland.gov.hk) not later than 26.10.2011.

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ATTACHMENTS

- Plan 1 – Extract of Draft Kai Tak OZP (Amendment Items A, B and C)
- Plan 2 – Extract of Draft Kai Tak OZP (Amendment Item D)
- Plan 3 – Extract of Draft Kai Tak OZP (Amendment Item E)

Annex I Draft Kai Tak OZP No. S/K22/3

Annex II Draft Kai Tak OZP No. S/K22/3 - Schedule of Amendments,
Notes and Explanatory Statement

Planning Department
October 2011



C

A

B



圖景美化高乘行人道
LANDSCAPED ELEVATED WALKWAY

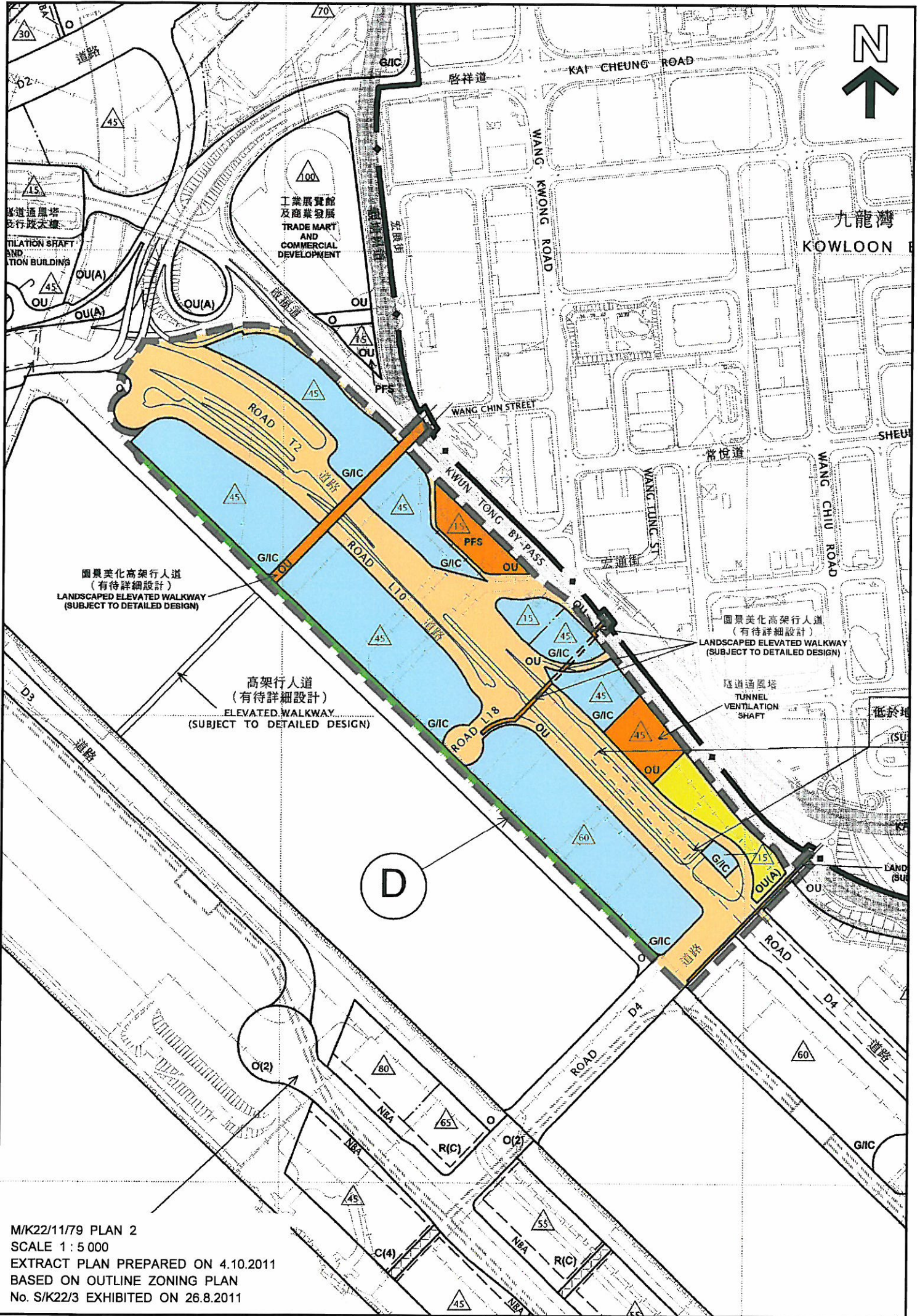
圖景美化高乘行人道
(有待詳細設計)
LANDSCAPED ELEVATED WALKWAY
(SUBJECT TO DETAILED DESIGN)

圖景美化高乘行人道
(有待詳細設計)
LANDSCAPED ELEVATED WALKWAY
(SUBJECT TO DETAILED DESIGN)

九龍城
KOWLOON CITY

啟德
KAI TAK

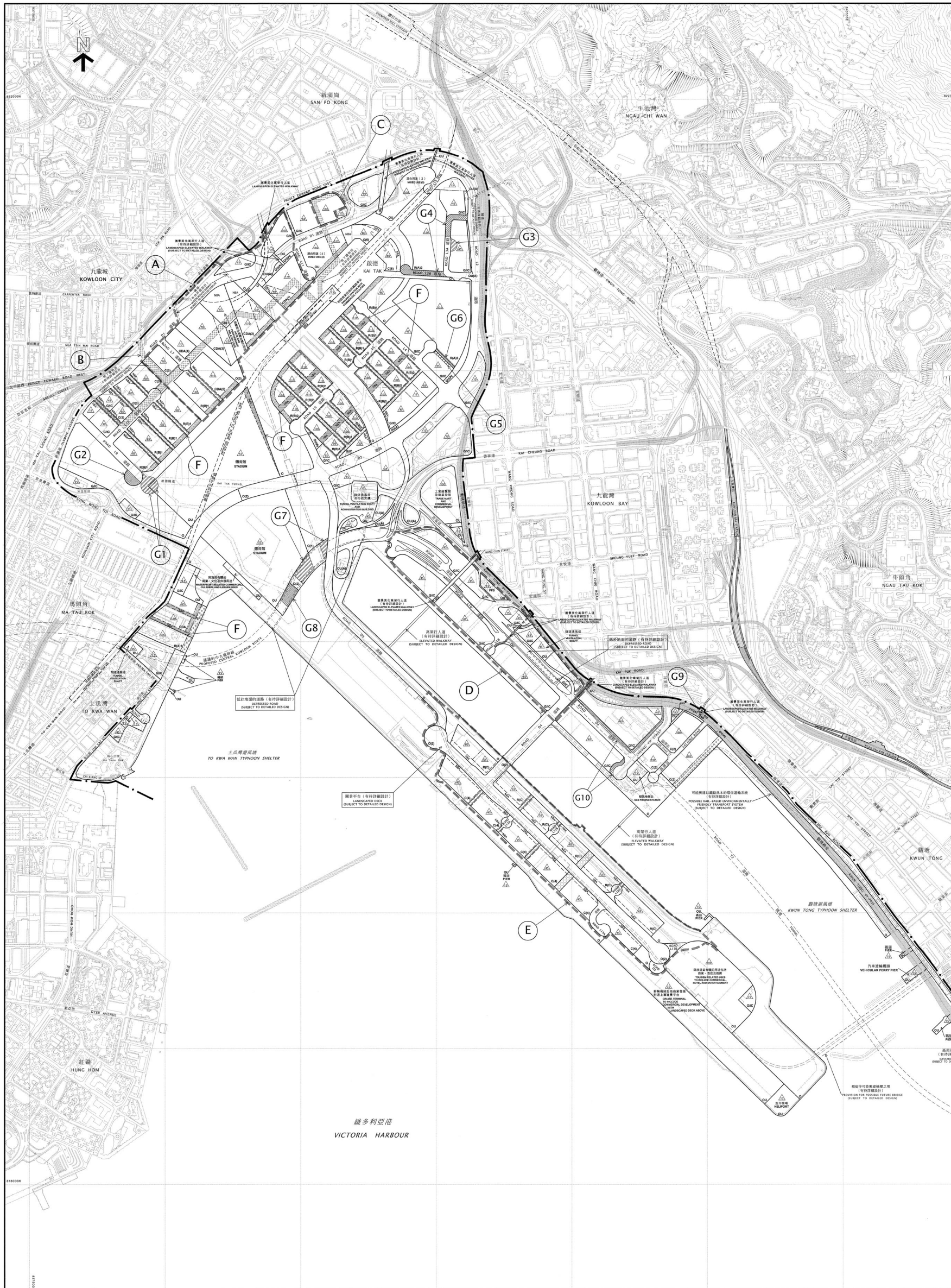
M/K22/1179 PLAN 1
SCALE 1 : 5 000
EXTRACT PLAN PREPARED ON 4.10.2011
BASED ON OUTLINE ZONING PLAN
No. S/K22/3 EXHIBITED ON 26.8.2011



M/K22/11/79 PLAN 2
 SCALE 1 : 5 000
 EXTRACT PLAN PREPARED ON 4.10.2011
 BASED ON OUTLINE ZONING PLAN
 No. S/K22/3 EXHIBITED ON 26.8.2011



M/K22/11/79 PLAN 3
 SCALE 1 : 7 500
 EXTRACT PLAN PREPARED ON 4.10.2011
 BASED ON OUTLINE ZONING PLAN
 No. S/K22/3 EXHIBITED ON 26.8.2011



圖例 NOTATION

ZONES	地帶
COMMERCIAL	C
COMPREHENSIVE DEVELOPMENT AREA	CDA
RESIDENTIAL (GROUP A)	RIA(A)
RESIDENTIAL (GROUP B)	RIA(B)
RESIDENTIAL (GROUP C)	RIA(C)
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC
OPEN SPACE	O
OTHER SPECIFIED USES	OU
OTHER SPECIFIED USES (AMENITY AREA)	OU(A)
COMMUNICATIONS	交通
RAILWAY AND STATION (UNDERGROUND)	鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)	鐵路及車站 (高架)
RAIL-BASED ENVIRONMENTALLY FRIENDLY TRANSPORT SYSTEM AND STATION	以鐵路為本的環保運輸系統及車站
MAJOR ROAD AND JUNCTION	主要道路及路口
ELEVATED ROAD	高架道路
PEDESTRIAN PRECINCT / STREET	行人專用區或街道
MISCELLANEOUS	其他
BOUNDARY OF PLANNING SCHEME	規劃範圍界線
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
AREA DESIGNATED FOR "SHOP AND SERVICES" AND "ATING PLACE" USES ONLY	只限於指定為「商店及服務行業」和「食肆」用途的地區
AREA DESIGNATED FOR "WATERFRONT PROMENADE"	指定為「海濱 promenade」的地區
NON-BUILDING AREA	非建築用地

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 & % 公頃 百分比	用途
COMMERCIAL	14.00 4.33	商業
COMPREHENSIVE DEVELOPMENT AREA	9.62 2.96	綜合發展區
RESIDENTIAL (GROUP A)	10.43 3.23	住宅 (甲類)
RESIDENTIAL (GROUP B)	17.70 5.48	住宅 (乙類)
RESIDENTIAL (GROUP C)	6.56 2.03	住宅 (丙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	37.85 11.71	政府、機構或社區
OPEN SPACE	99.38 30.75	休憩用地
OTHER SPECIFIED USES	54.21 16.77	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	3.51 1.09	其他指定用途 (美化市容地帶)
MAJOR ROAD ETC.	69.94 21.63	主要道路等
TOTAL PLANNING SCHEME AREA	323.20 100.00	規劃範圍總面積

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

核准圖編號 S/K 22/2 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K22/2

按照城市規劃條例第5條顯示的修訂
AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目 A, C, D, E 項
AMENDMENT ITEMS A, C, D, E

修訂項目 B 項
AMENDMENT ITEM B

修訂項目 F 項
AMENDMENT ITEM F

修訂項目 G1, G3, G5, G7, G9 項
AMENDMENT ITEMS G1, G3, G5, G7, G9

修訂項目 G2, G4, G6, G8, G10 項
AMENDMENT ITEMS G2, G4, G6, G8, G10

(參看附表)
(SEE ATTACHED SCHEDULE)

2011年8月26日 按照城市規劃條例第5條顯示的核准圖編號 S/K22/2 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K22/2 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 26 AUGUST 2011

Ophelia Y. S. WONG
SECRETARY
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的啟德 (九龍規劃區第22區) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 22 - KAI TAK - OUTLINE ZONING PLAN

SCALE 1:5,000 比例尺

圖則編號
PLAN No. S/K22/3

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