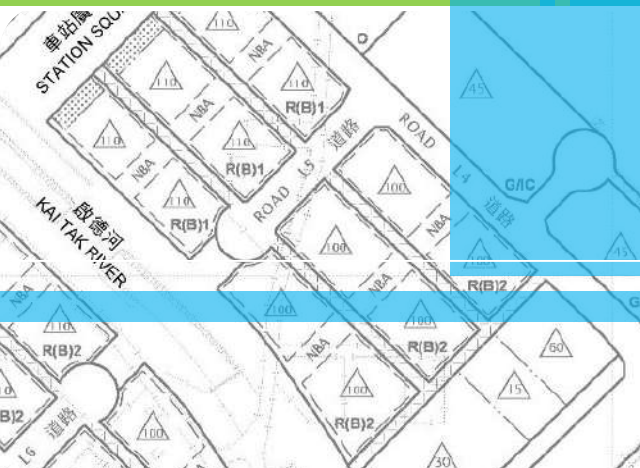


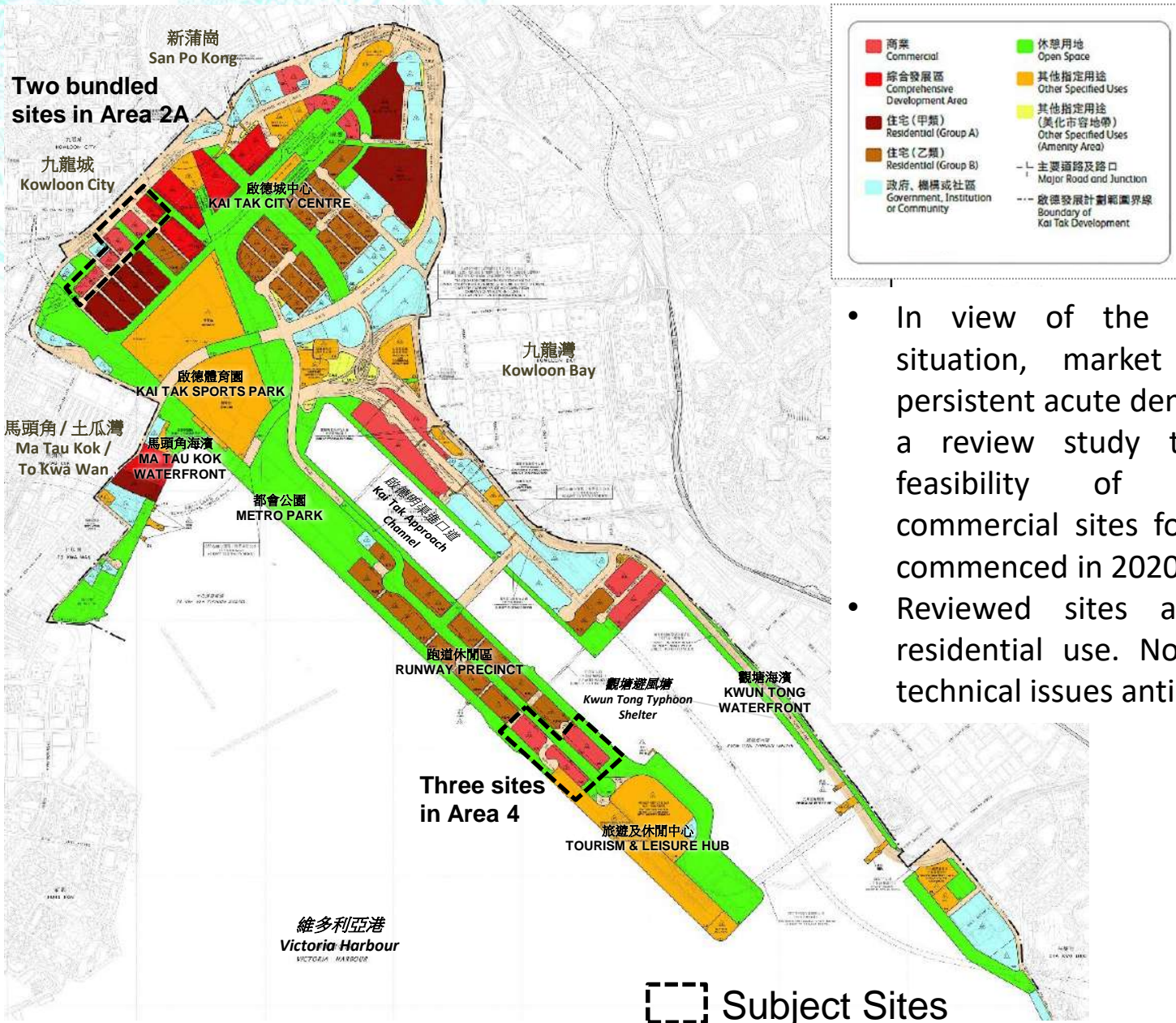
啟德發展進一步檢討研究

Further Review of Land Use in 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

Further Review of Land Use in Kai Tak Development



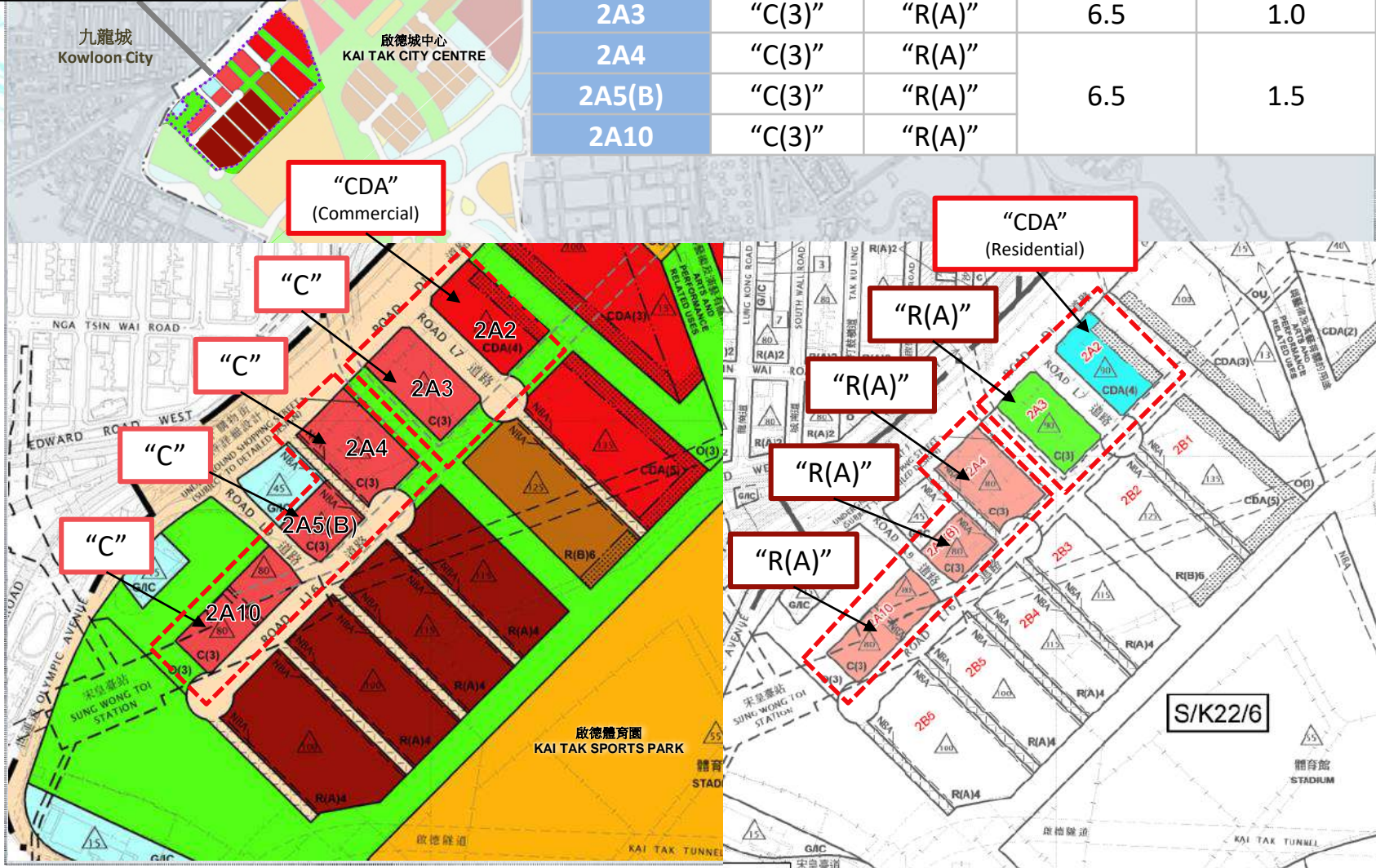
- In view of the latest economic situation, market response, and persistent acute demand for housing, a review study to examine the feasibility of rezoning five commercial sites for residential use commenced in 2020.
- Reviewed sites are suitable for residential use. No insurmountable technical issues anticipated.

Sites at Former North Apron Area (Area 2A)

- Sites 2A2 and 2A3
- Sites 2A4, 2A5(B) and 2A10

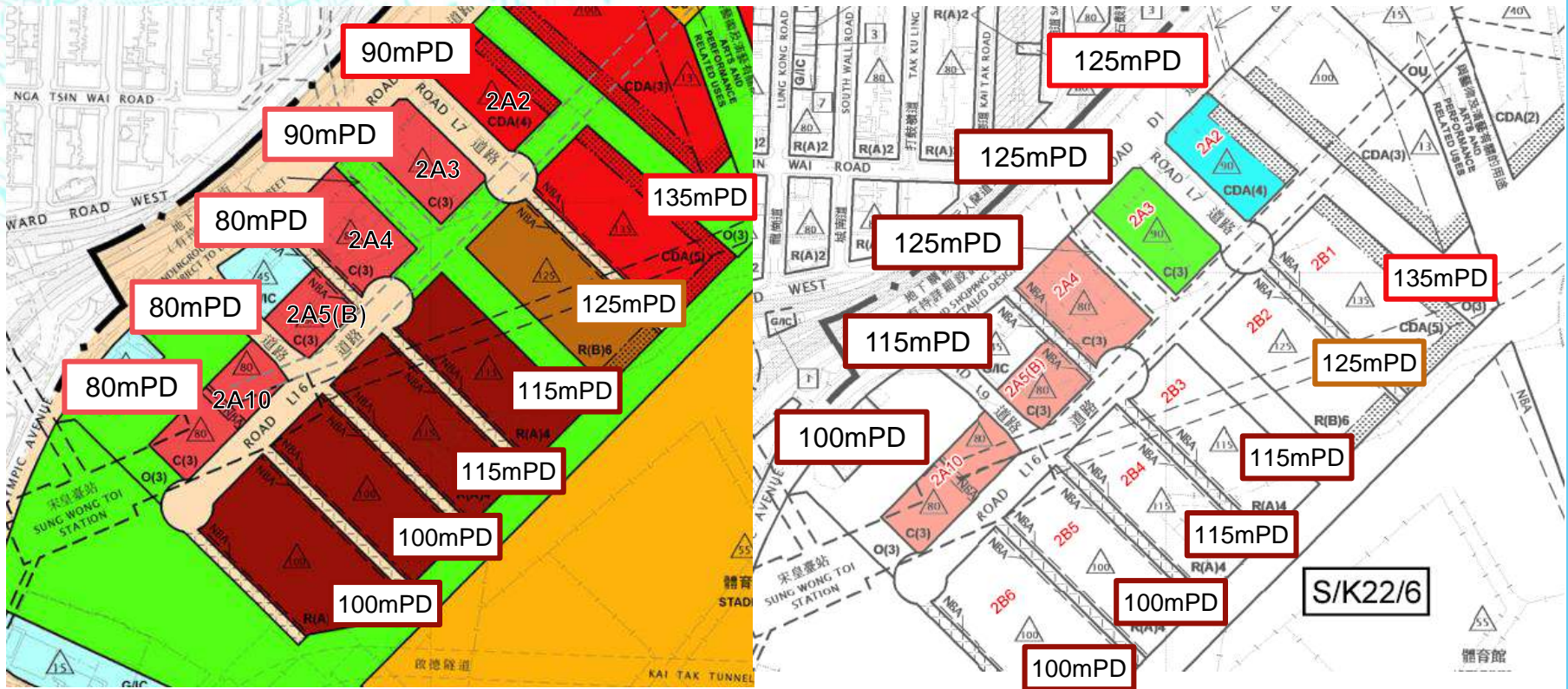
Area 2A
Review of Land Use

Site	Existing Zoning	Proposed Zoning	Proposed Plot Ratio	
			Domestic	Non-Domestic
2A2	"CDA(4)"	"CDA(4)"	6.5	1.0
2A3	"C(3)"	"R(A)"	6.5	1.0
2A4	"C(3)"	"R(A)"	6.5	1.5
2A5(B)	"C(3)"	"R(A)"		
2A10	"C(3)"	"R(A)"		



Sites at Former North Apron Area (Area 2A)

Building Height



- The maximum BHs for the sites will be increased to 100-125mPD for enabling the residential use to achieve the planned PR
- Still keeping with the **general stepped BH profile** of the locality of Areas 2A and 2B
- **Descending progressively** to the west and southwest

Sites at Former North Apron Area (Area 2A)

Photomontage

View from Tak Ku Ling Road



Base Case Scenario Scheme (OZP Approved Scheme)



Proposed Scheme

Underground Shopping Street

Approved Kai Tak Outline Zoning Plan (OZP)
No. S/K22/6

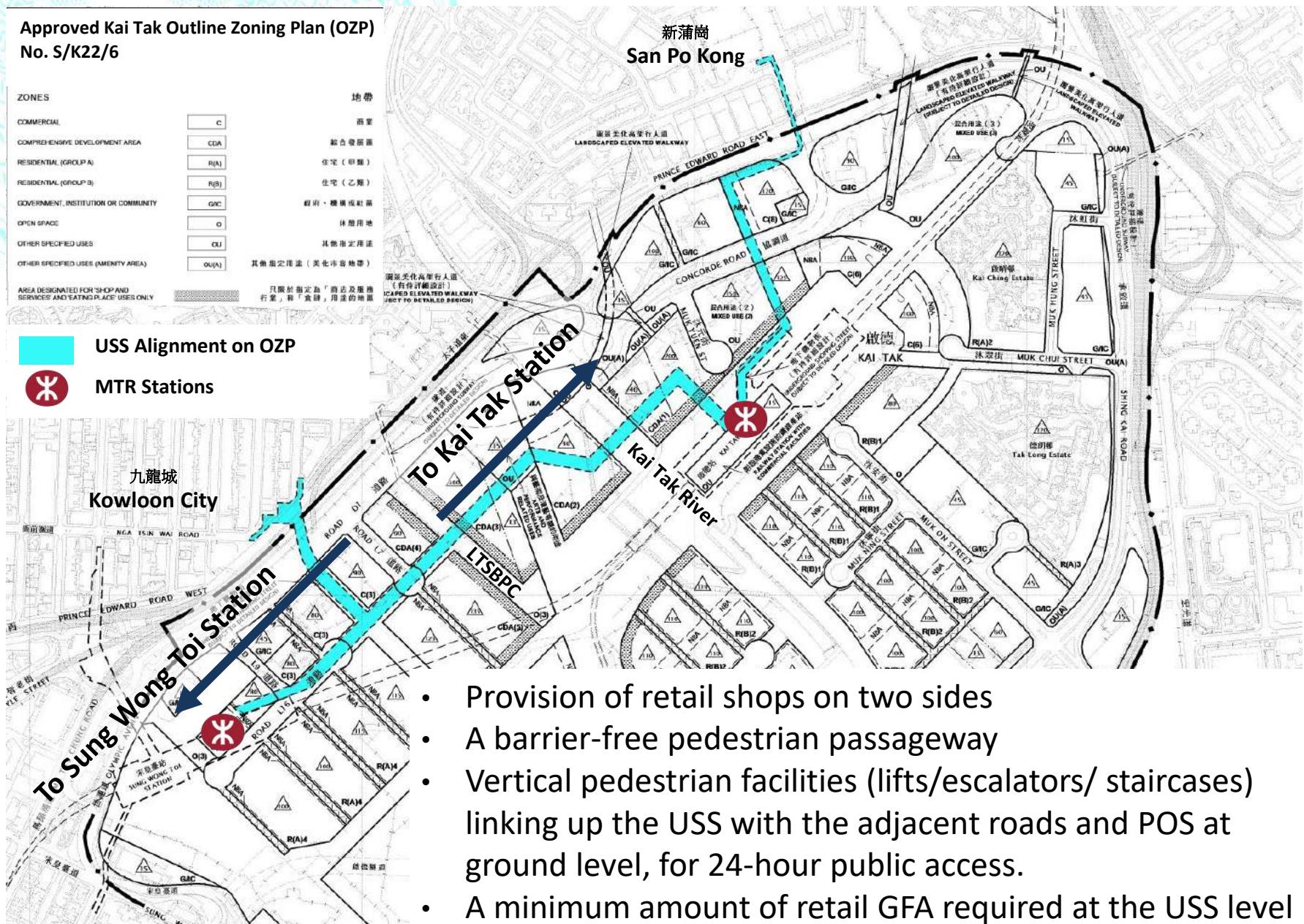
ZONES	地帶
COMMERCIAL	C
COMPREHENSIVE DEVELOPMENT AREA	CDA
RESIDENTIAL (GROUP A)	R(A)
RESIDENTIAL (GROUP B)	R(B)
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC
OPEN SPACE	O
OTHER SPECIFIED USES	OU
OTHER SPECIFIED USES (AMENITY AREA)	OU(A)

AREA DESIGNATED FOR 'SHOP AND SERVICES' AND 'EATING PLACE' USES ONLY

只限於指定為「商店及服務行業」和「食肆」用途的地區

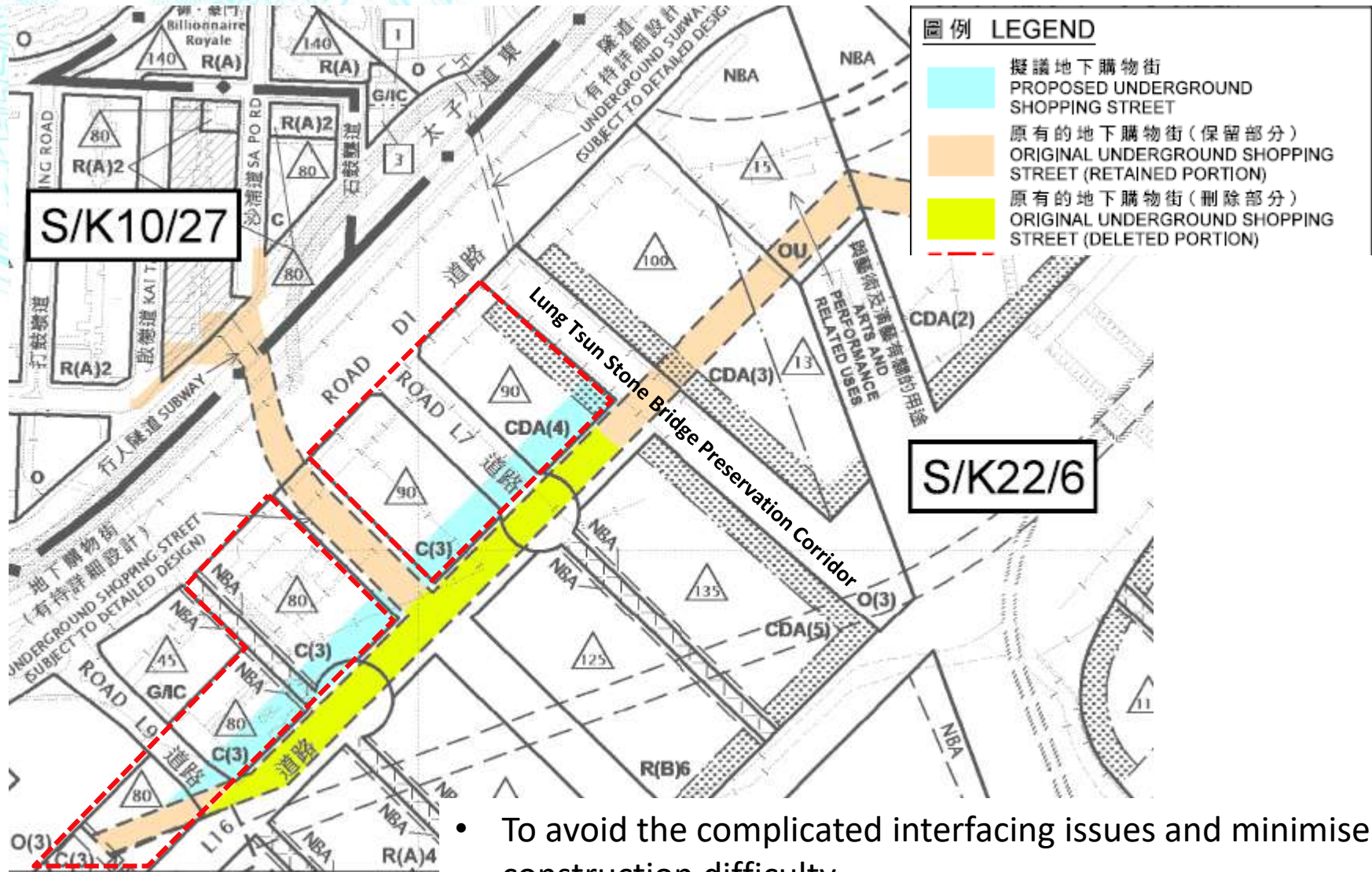
USS Alignment on OZP

MTR Stations



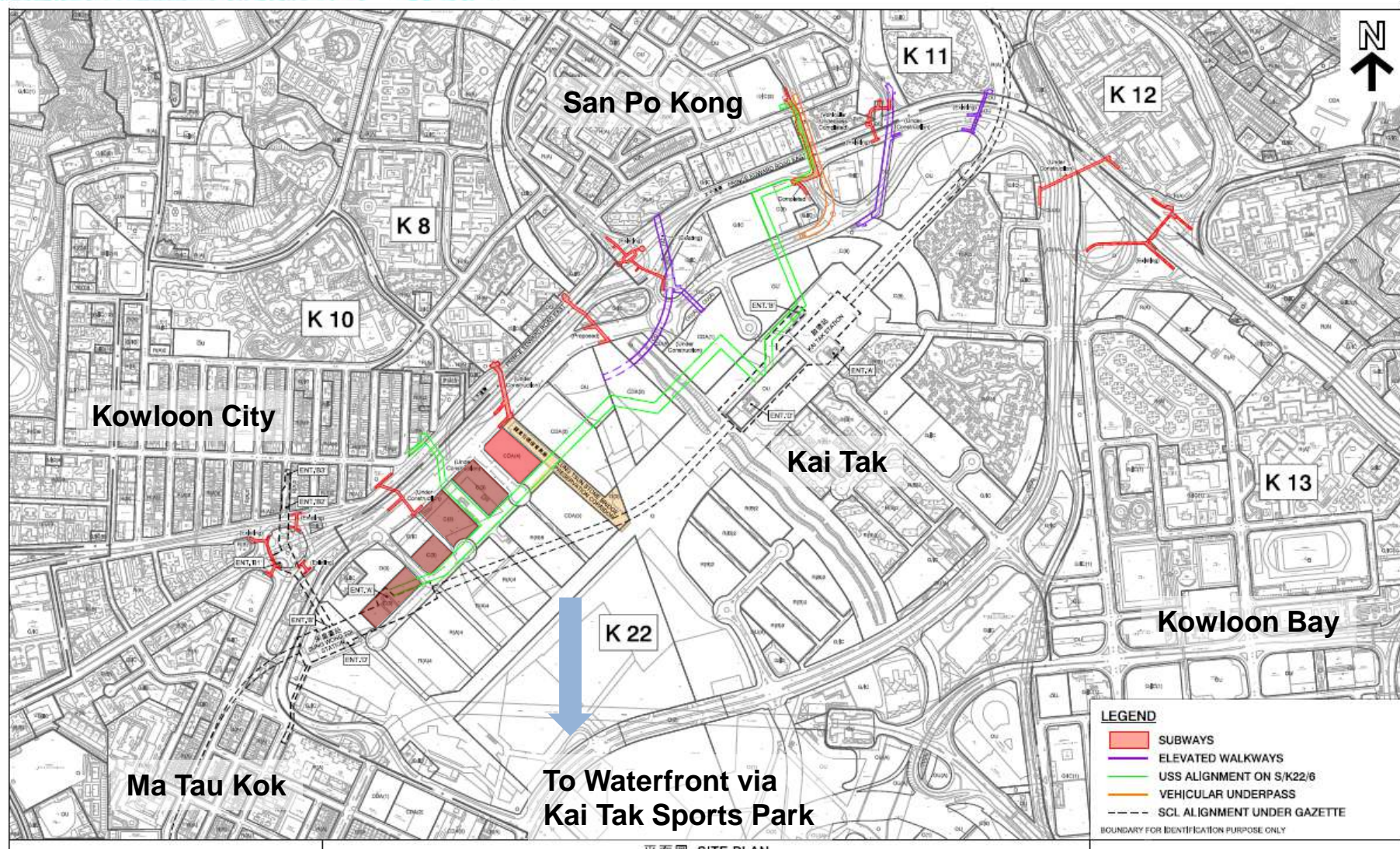
- Provision of retail shops on two sides
- A barrier-free pedestrian passageway
- Vertical pedestrian facilities (lifts/escalators/ staircases) linking up the USS with the adjacent roads and POS at ground level, for 24-hour public access.
- A minimum amount of retail GFA required at the USS level

Realignment of Underground Shopping Street

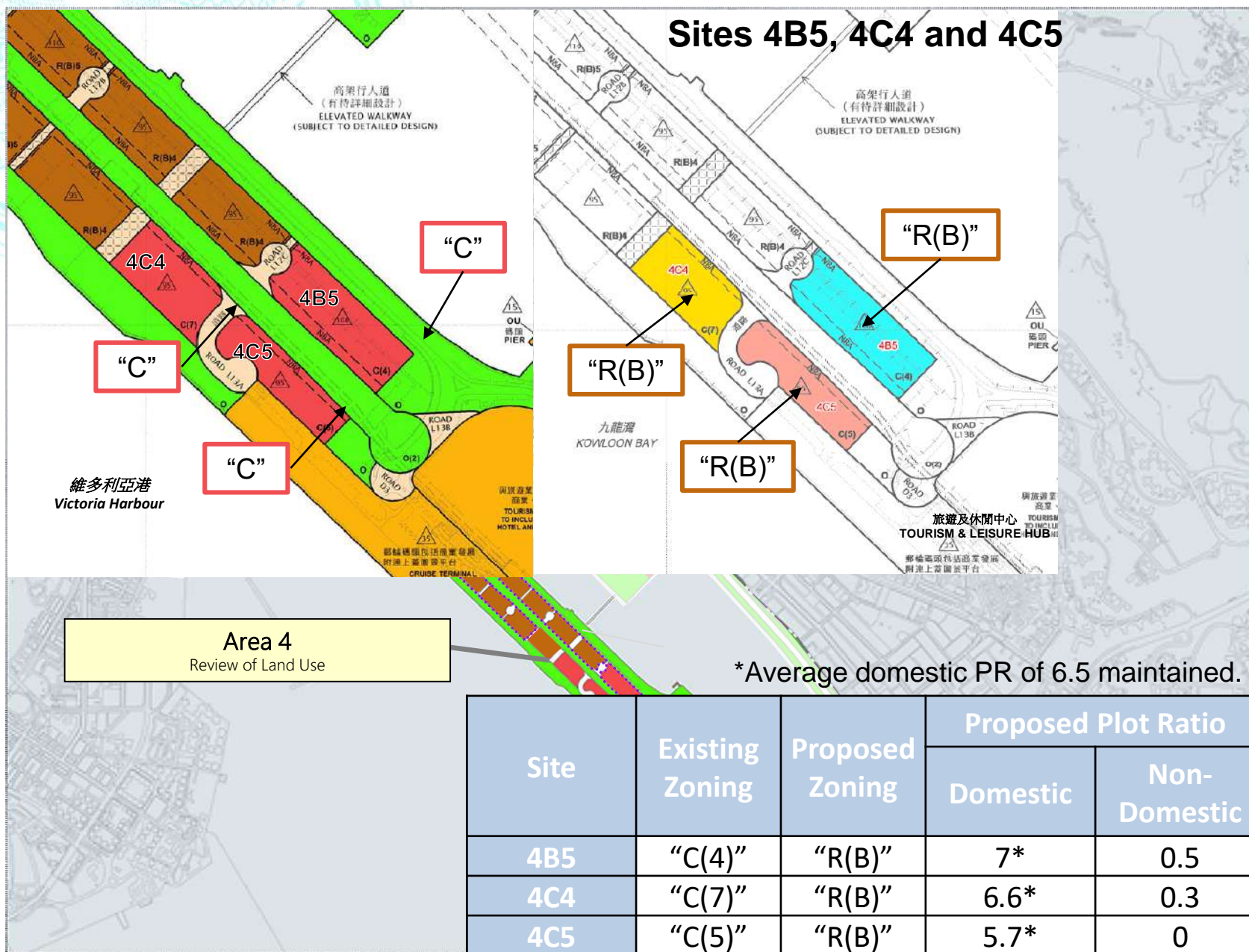


- To avoid the complicated interfacing issues and minimise construction difficulty
- Recommended to shift the alignment of the USS
- After re-alignment will form part of the basement retail areas of the two bundled sites

Pedestrian Connectivity of Former North Apron

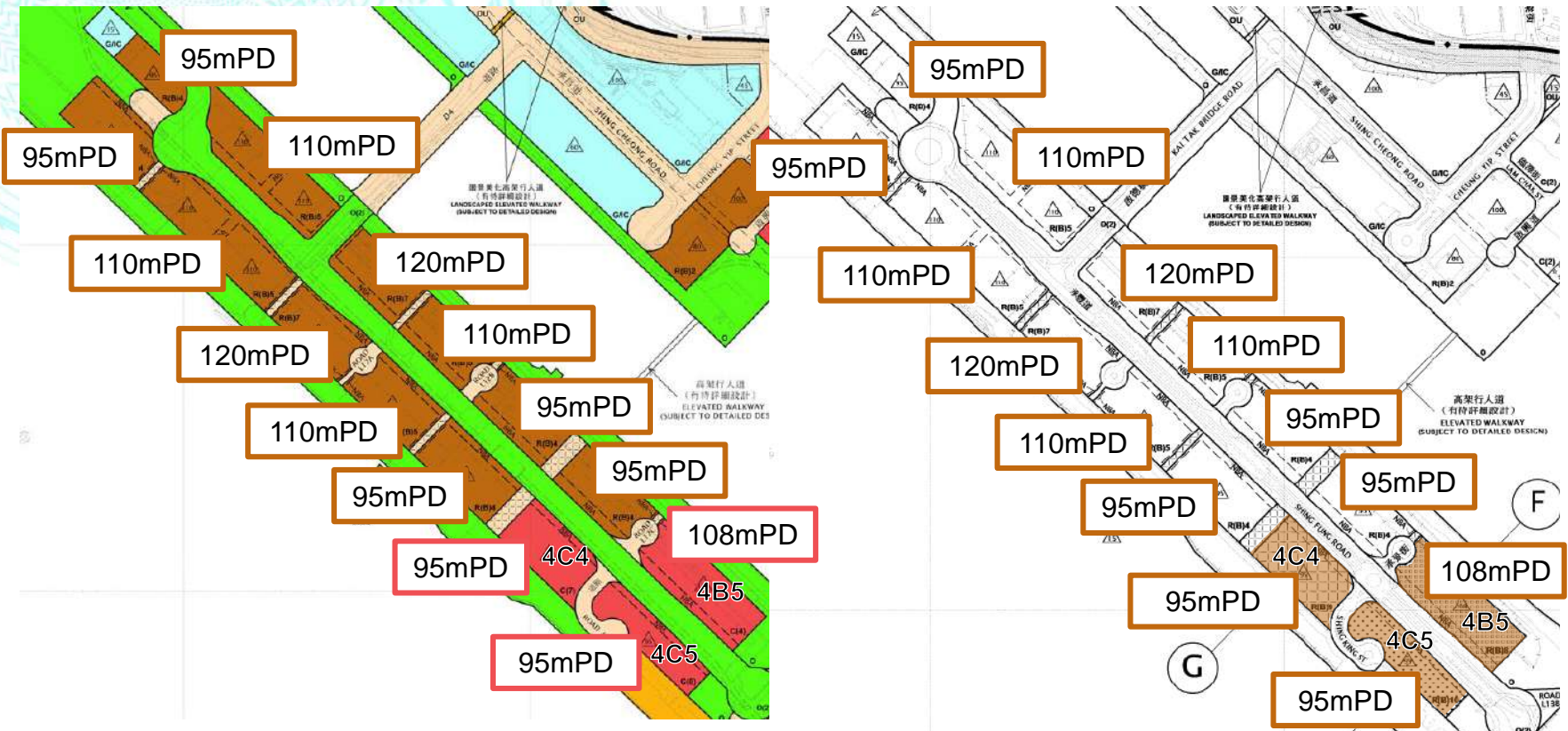


Sites at Former Runway Area (Area 4)



Sites at Former Runway Area (Area 4)

Building Height

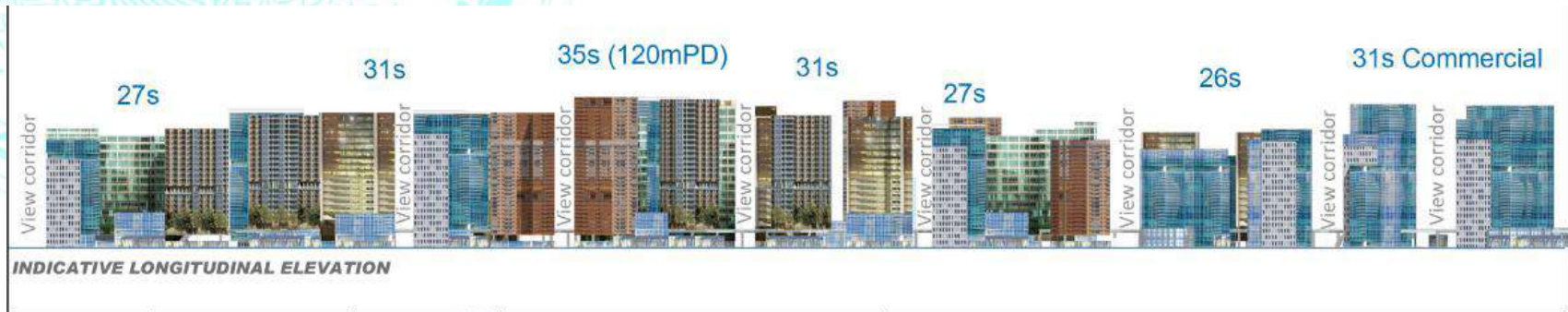


- BH remains unchanged
- Undulating BH profile of Runway Area could be maintained

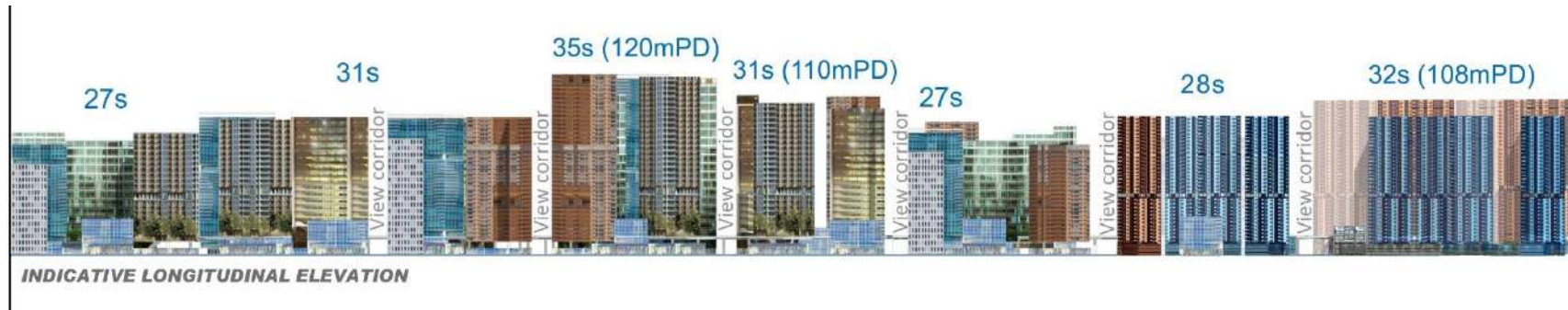
Sites at Former Runway Area (Area 4)

Building Height

Baseline Scheme

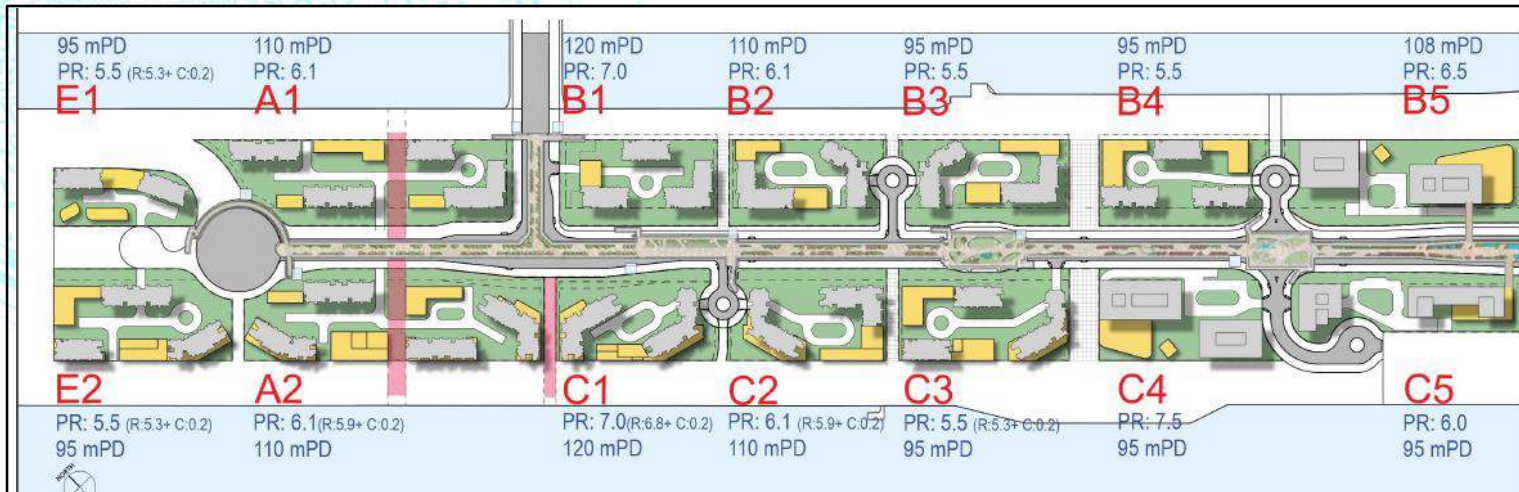


Proposed Scheme

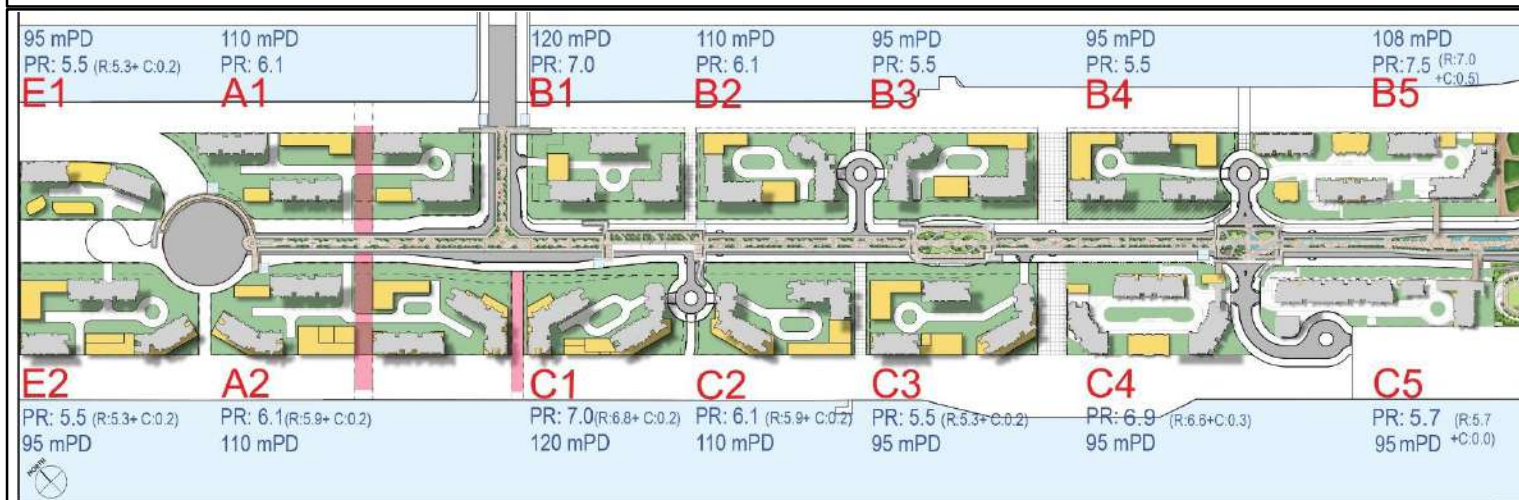


Sites at Former Runway Area (Area 4)

High/Low-rise Blocks of Residential Sites



Baseline Scheme

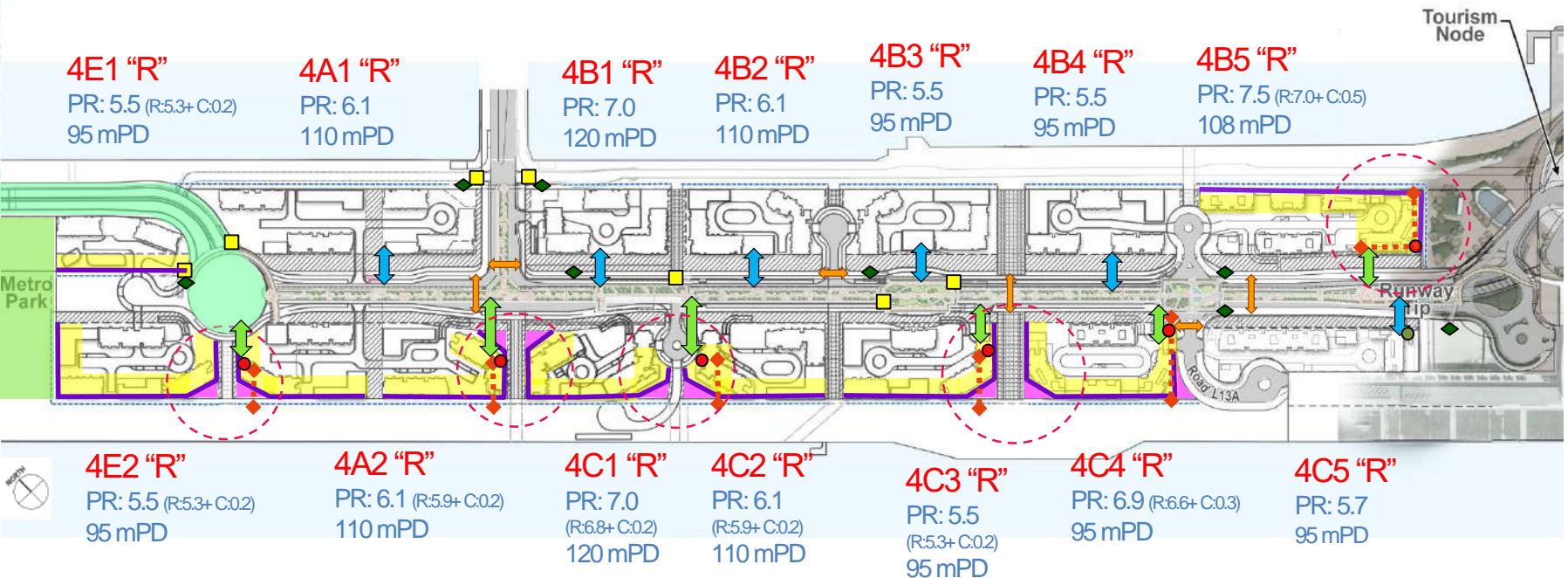


Proposed Scheme

Low Blocks/Retail Frontage at Lower Floors




High Blocks

Retail Zone and Connectivity at Former Runway Area



Waterfront Promenade along Former Runway Area

LEGEND

-  Gateway into Runway Precinct
-  Activity Node along Promenade
-  Activity Node at Landscape Deck Level



1 Metro Park Gateway

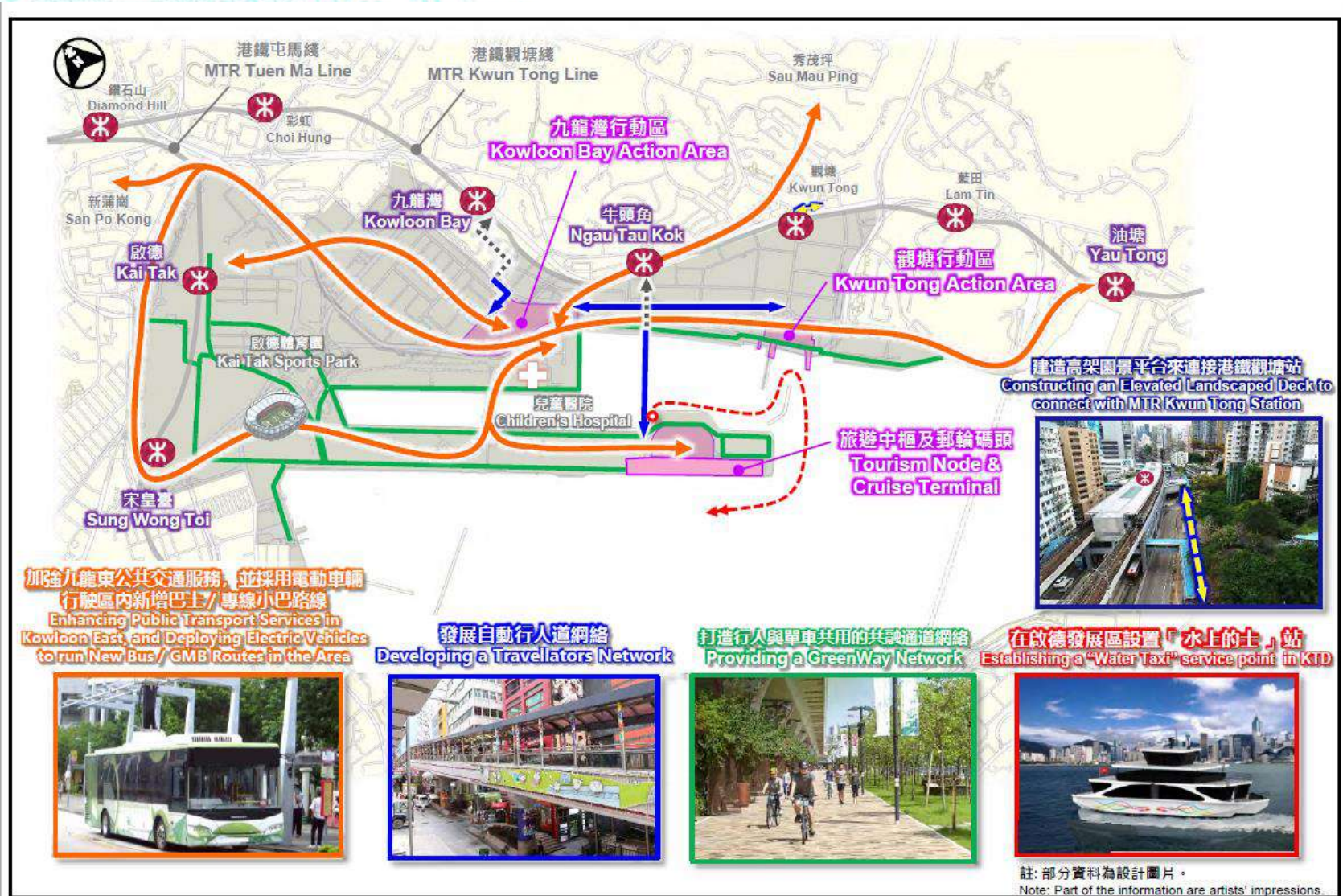


2 Kai Tak Bridge Gateway



3 Waterfront Promenade

"Multi-modal" Environmentally Friendly Linkage System

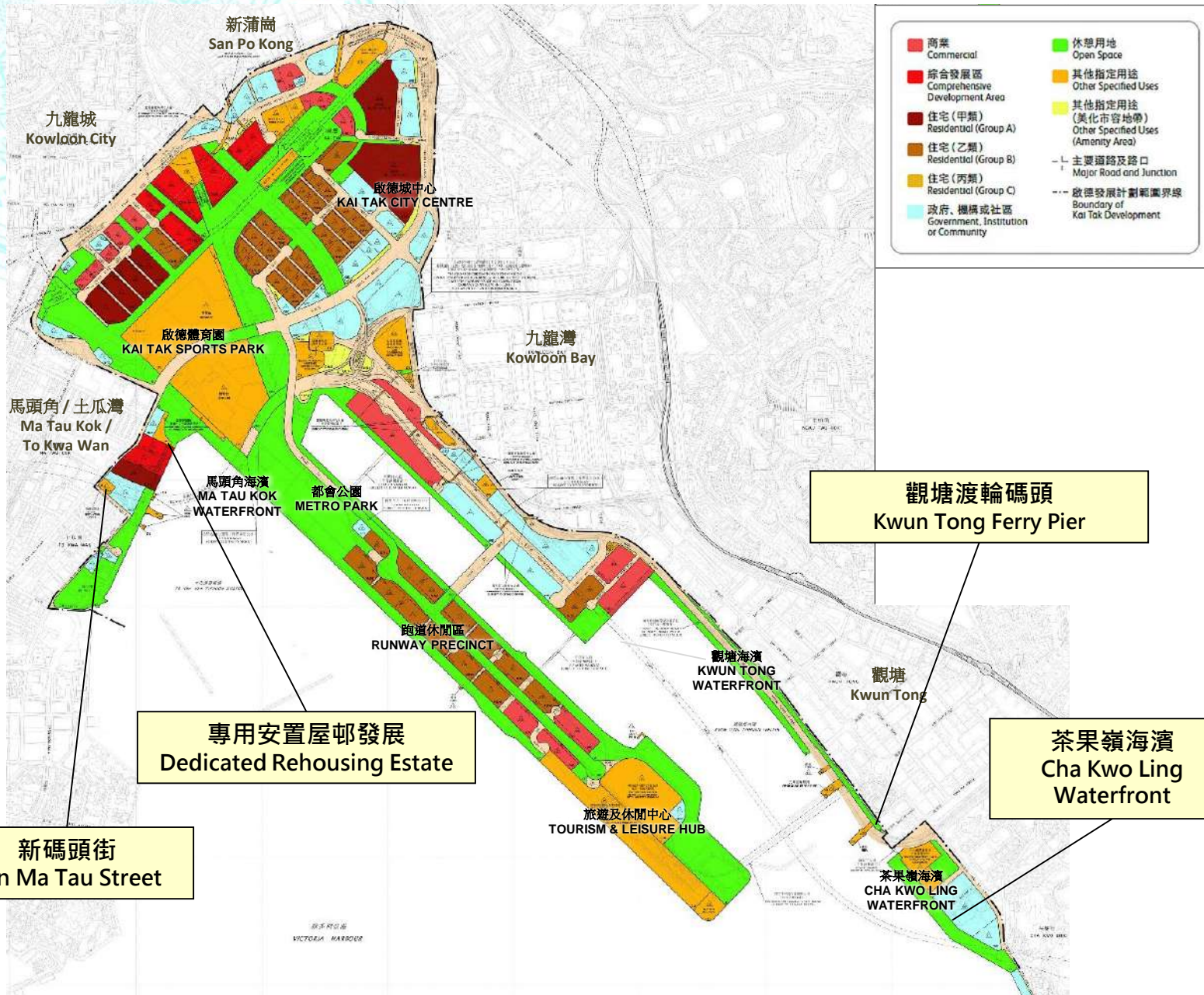


圖則名稱
Drawing Title

「多元組合」模式的九龍東環保連接系統
"Multi-modal" EFLS for Kowloon East

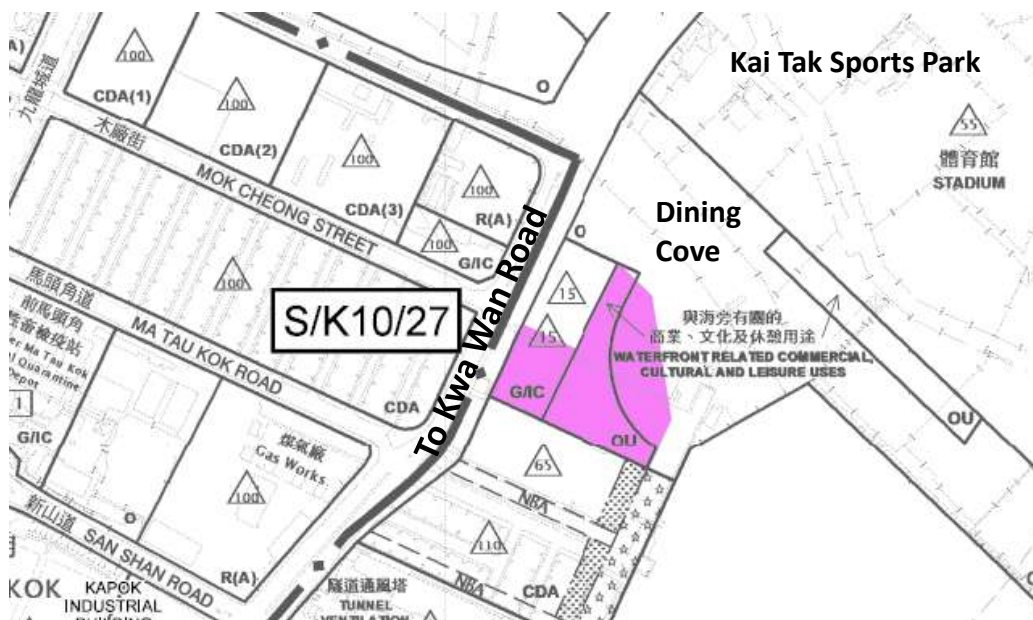
附件一
Enclosure 1

Other Major Development Proposals in KTD



Dedicated Rehousing Estate

- To be rezoned to “**R(A)**” for a DRE development by HKHS
- PR **7.5** (Domestic **6.5** + Non-domestic **1.0**)
- BH **100mPD** and SC **65%**
- About **1,100 flats**
- **POS** of about **2,700m²** within development dedicated for public use
- GIC/social welfare facilities



Dedicated Rehousing Estate

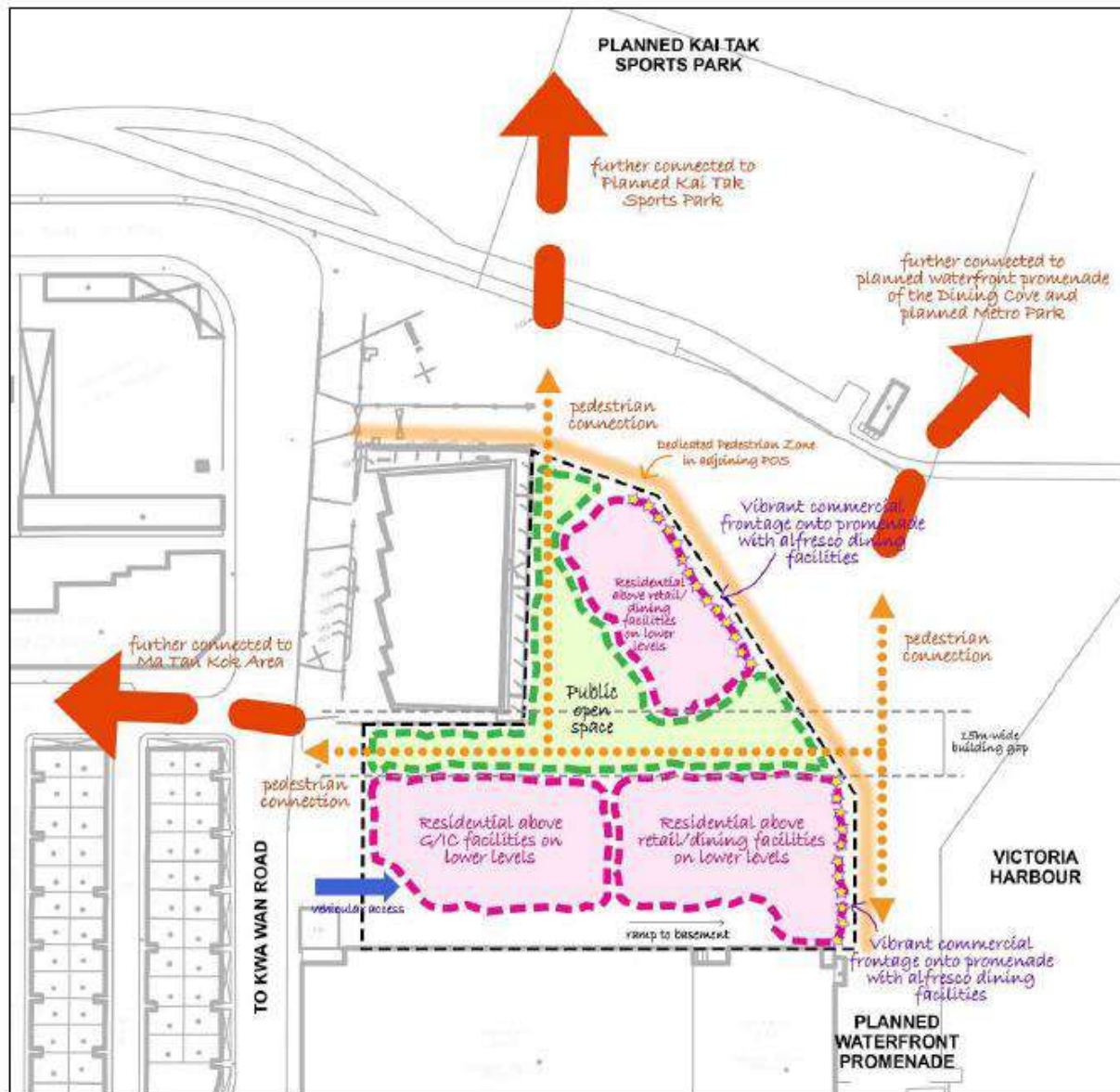


Figure 3.1: Development Concept Plan

Dedicated Rehousing Estate

Public Open Space

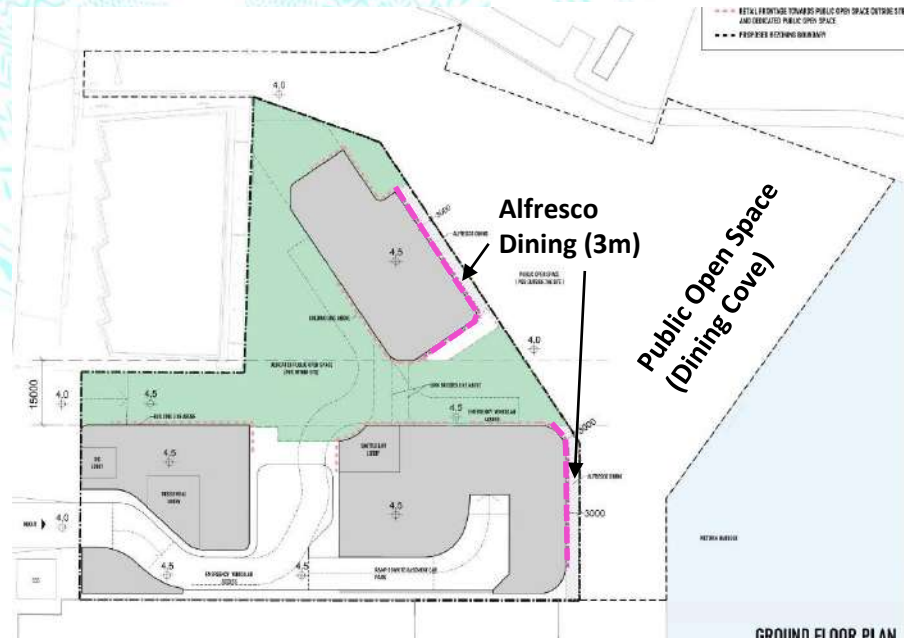


About 2,700m² POS within the development managed and maintained (M&M) by HKHS



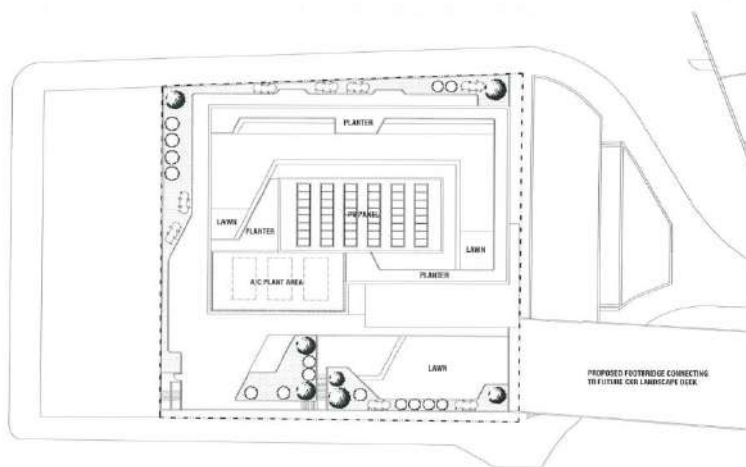
Dedicated Rehousing Estate

Retail/Dining Facilities



Commercial Site at San Ma Tau Street

- To take forward an **approved s.12A** planning application (No. Y/K22/3)
- To rezone the “OU” annotated “Tunnel Ventilation Shaft” zone (covering two existing industrial buildings) to “C”



MASTER LAYOUT PLAN

PROPOSED COMMERCIAL DEVELOPMENT AT
SAN MA TAU STREET, TO KWA WAN, KOWLOON



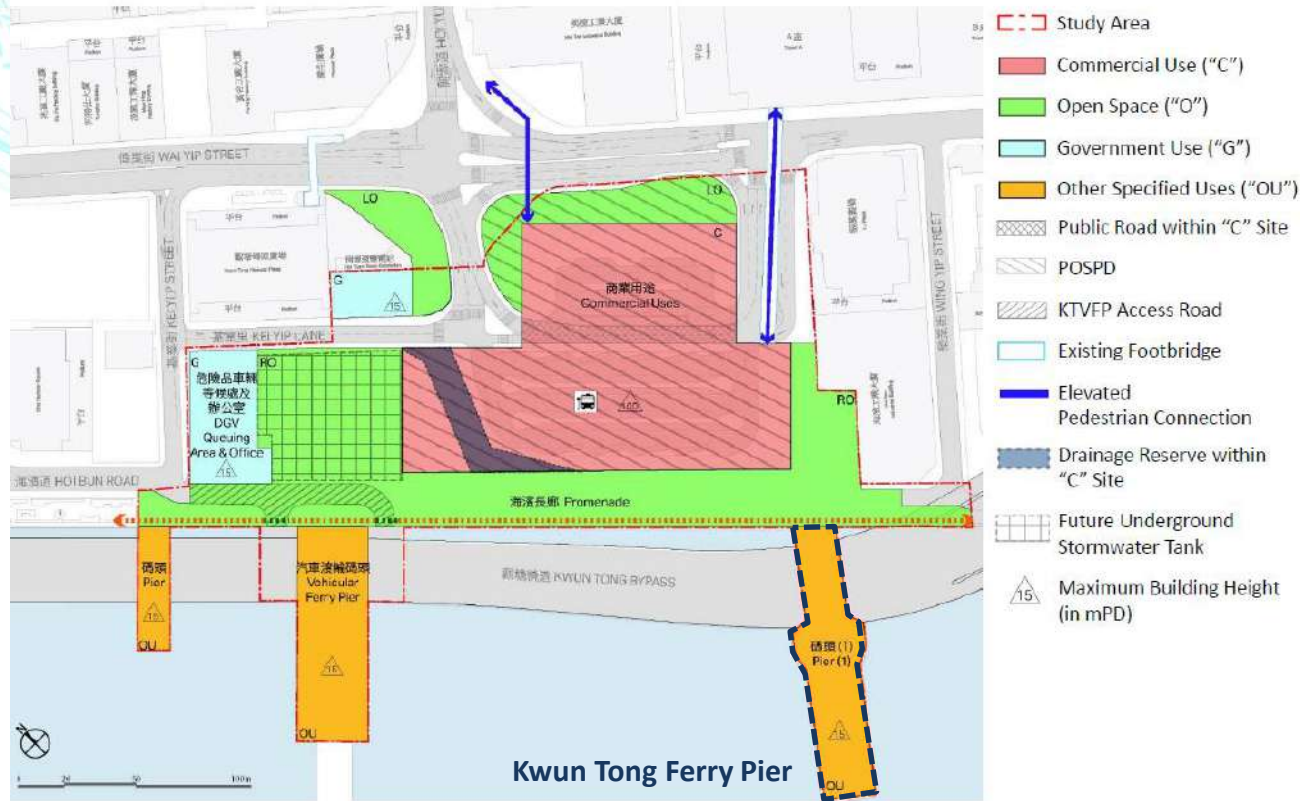
Cha Kwo Ling Promenade

- One of the identified harbourfront enhancement initiatives announced in the 2017 Policy Address
- To rezone from **“G/IC”** to **“O”** to reflect the planning intention



Kwun Tong Ferry Pier

Recommended Outline Development Plan



- To take forward the Kwun Tong Action Area's RODP
- To incorporate 'Institutional Use' and 'Place of Recreation, Sports or Culture' as Column 1 uses

Optimize Potential, Increase Housing Land Supply

Land Supply

Residential Flats

Population

Commercial GFA
(about/m²)

Approved OZP

Proposed OZP
Amendments

	(+18%) +9,000	
50,000	➡	59,000
	(+18%) +24,000	
134,000	➡	158,000
	(-15%) -340,000	
2,280,000	➡	1,940,000

Responses to Comments received from Briefing Sessions on 26.10.2021

Comments / Concerns	Responses
<p><u>Connectivity within Kai Tak</u></p> <ul style="list-style-type: none"> a holistic plan to demonstrate pedestrian, cyclist and water connectivity within Kai Tak 	<ul style="list-style-type: none"> the planning of Kai Tak emphasise convenient and comfortable pedestrian connections continuous waterfront promenade and comprehensive open space network for enhanced pedestrian experience USS to provide pedestrian linkages among railway stations, development sites and hinterland areas 13km cycle-track network/‘Greenway’ to run through open spaces of Kai Tak
<p><u>Vibrancy along Waterfront</u></p> <ul style="list-style-type: none"> need to create an active and vibrant waterfront for public enjoyment water edge interaction provision of sufficient and viable commercial portion in the rezoning sites to synergise with Cruise Terminal and Tourism Node 	<ul style="list-style-type: none"> follow established urban design control measures adopted in other residential sites in runway developers to design and construct waterfront promenade, provide retail shop frontages and footbridge connections with Kai Tak Sky Garden total provision of 23,000m² of retail GFA of at residential sites along runway Tourism Node is a large-scale commercial and entertainment development

Responses to Comments received from Briefing Sessions on 26.10.2021

Comments / Concerns	Responses
<u>Dining Cove</u> <ul style="list-style-type: none">• commercial frontage interacting with waterfront,• provision of al-fresco dining• implement good design at POS	<ul style="list-style-type: none">• intention for developing a Dining Cove has been set out in the OZP• uses are permitted under current zoning• an interdepartmental design review panel to monitor design and construction• will consult Task Force again on detailed and implementation
<u>Underground Shopping Street</u> <ul style="list-style-type: none">• future management of individual developers• financial viability	<ul style="list-style-type: none">• current bundling arrangement minimise number of developers and interfacing• a minimum amount of retail GFA would be required at USS level• remaining retail GFA can be provided at other locations• financial viability has been assessed in the study

Responses to Comments received from Briefing Sessions on 26.10.2021

Comments / Concerns	Responses
<p><u>Commercial Developments within Kai Tak</u></p> <ul style="list-style-type: none"> uncertain if the development of Kai Tak is still balanced given the substantial decrease of commercial GFA 	<ul style="list-style-type: none"> total commercial GFA of about 2 million m² will still be provided within Kai Tak three major commercial clusters: (i) Area 1 near Kai Tak Station, (ii) Area 3 near Kowloon Bay Business Area, and (iii) Tourism Node at runway tip
<p><u>Impact of Proposed Bridge across Kwun Tong Typhoon Shelter (KTTS)</u></p> <ul style="list-style-type: none"> operation of KTTS will be affected by the proposed pedestrian cum cyclist footbridge 	<ul style="list-style-type: none"> the proposed footbridge is subject to technical feasibility study and review on compliance with PHO detailed design will take into account interface with other existing and planned uses, including operation of KTTS and water sports activities

Further Review of Land Use in Kai Tak Development

- Generally adhering to established planning themes/concepts
- No significant impacts from urban design, traffic, environmental and infrastructural aspects
- Overall provision of community facilities and open space will be maintained (about 100 ha)

Way Forward

- PlanD/CEDD will consult the KCDC
- The views collected together with the proposed amendments to the OZP will be submitted to the Town Planning Board for considerations



謝謝



Thank You

