

**PLANNING BRIEF FOR THE
“COMPREHENSIVE DEVELOPMENT AREA (4)” ZONE
IN KAI TAK DEVELOPMENT**

1. PURPOSE OF THE PLANNING BRIEF

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plan (MLP) for comprehensive development of the “Comprehensive Development Area (4)” (“CDA(4)”) zone (the Site) on the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7 (**Plans 1 and 2**).
- 1.2 Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a MLP for the approval of the Town Planning Board (the Board).

2. PLANNING CONTEXT

- 2.1 The Site, which is located in the Kai Tak City Centre area of Kai Tak Development (KTD) abutting the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC) to its northeast, is zoned “CDA(4)” on the draft Kai Tak OZP No. S/K22/7 (**Plan 1**). The development of the Site shall respect the historical and heritage significance of the locality including Lung Tsun Stone Bridge (LTSB). The “CDA(4)” zone is intended for residential development with a low-rise retail block (retail belt) fronting the LTSBPC to help foster a lively atmosphere. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of environmental, traffic, infrastructure and other constraints.
- 2.2 According to the Notes of the OZP for the “CDA” zone, development within the “CDA(4)” zone is subject to a maximum plot ratio (PR) of 7.5, a maximum site coverage (SC) of 65% (excluding basement(s)) and a maximum building height (BH) of 125 metres above Principal Datum (mPD). The planning intention of the “CDA(4)” zoning for the Site is to ensure that the disposition and design of the future development would be in harmony with the LTSBPC.
- 2.3 Development on the strip of land designated ‘Shops and Services’ and ‘Eating Place’ uses only (i.e. the retail belt) along the north-eastern boundary is subject to a maximum BH of two storeys above ground.
- 2.4 As required by the Government, several types of social welfare facilities shall be provided in the land sale site covering the Site and the “Residential (Group A)6” (“R(A)6”) site to its southwest (that will form a single site for land sale purpose), details of which are subject to review of relevant departments and would be set out more specifically in the land sale document.

LTSBPC (Plan 7)

- 2.5 The Site abuts an area zoned “Open Space (3)” (“O(3)”) along its north-eastern and south-eastern boundaries (**Plan 2**), which will be developed as a public open space (POS) with a preservation corridor (i.e. the LTSBPC) intended for in-situ preservation of the remnants of the LTSB, parts of the former Kowloon City Pier, parts of the excavated 1924 seawall and 1933 causeway. The LTSBPC is generally a 30m-wide and 320m-long rectilinear space comprising three general levels (viz. LG2/F (finished floor level (FFL) at –2.5mPD), LG1/F (FFL at +1.5mPD to +2.2mPD) and G/F (FFL at +6.0mPD))¹ with linked walkways, linked bridges and resting and viewing spaces for visitors to appreciate the LTSB remnants. There is a wider area at its south-eastern entrance to allow a more open view and better design flexibility and integration with the adjoining Station Square to the east. It also includes a strip of at-grade POS to the southeast of the Site connecting with Muk Lai Street to accommodate some ancillary facilities of LTSBPC.
- 2.6 Open staircases, ramps and lifts will be provided along LTSBPC to facilitate visitors from the inland across Prince Edward Road East and the Station Square to access to LG1/F and G/F of the preservation corridor where the main circulation and viewing areas are located. Besides serving as a preservation corridor for public appreciation of the remnants, the LTSBPC will act as a green and heritage connector to the surroundings and provide strong linkages and connectivity within the neighbourhood.
- 2.7 In order to ensure that the future development in the Site would be compatible and congruous with the surrounding developments and settings, in particular with emphasis on achieving a harmonious design with the LTSBPC, special design considerations have to be taken in the urban design, landscape design, pedestrian connection, structural design, architectural design and building services coordination aspects.
- 2.8 To achieve a seamless integration and to enhance the pedestrian connectivity of the Site with the LTSBPC, pedestrian access openings should be provided along the north-eastern boundary within the development at G/F and LG1/F levels (**Plans 4a, 4b and 5**).

Retail Belt

- 2.9 The retail belt along areas designated for ‘Shop and Services’ and ‘Eating Place’ uses only (**Plan 1**) in Kai Tak City Centre is to provide retail frontage so as to enhance the vibrancy and the walking experience of pedestrians in the area. Retail belts for development of low-rise retail blocks are designated along both sides of the LTSBPC at the “CDA(3)” to “CDA(5)” sites and at the side fronting the Station Square to promote vibrancy that is extended from the main Station Square in the northeast all the way towards

¹ The indicated general FFLs of the LTSBPC are subject to detailed design.

area in the southwest.

- 2.10 To help create a more intimate ambience for the retail belt that is responsive to the design of the LTSBPC, the façade fronting the LTSBPC should adopt a cantilever design (**Plan 6**) without any supporting structures along the site boundary to maximise visual openness. This design concept is proposed at facades along both sides of the LTSBPC to promote synergy and enhance the vista of the LTSBPC. The covered pedestrian passageway on G/F of the retail belt shall be open for public passage on a 24-hour basis.

Townscape Setback

- 2.11 A 15m-wide townscape setback is designated within the Site along its north-western boundary that abuts Olympic Avenue for respecting the visual context and heritage significance of the LTSBPC.

Underground Shopping Street (USS)

- 2.12 To improve connectivity with the surrounding districts and the pedestrian environment, the OZP indicates a comprehensive USS system at the Kai Tak City Centre area connecting Kowloon City and San Po Kong with KTD and the Kai Tak Station and Sung Wong Toi Station of the Shatin to Central Link (SCL) (**Plan 1**). The proposed USS of about 1,500m long comprises two sections, namely the Kowloon City Section (about 20m wide and 1,100m long) which passes through the Site and the San Po Kong Section (about 15m wide and 400m long) further northeast.
- 2.13 A section of the USS to be delivered by the developer falls within the Site, part of an area zoned “O(3)”² to the southeast of the Site as well as the area shown as ‘Road’ to the southwest of the Site (**Plans 4b and 5**). This section of the USS (with general FFL of -5.7mPD³) to incorporate retail use and an unobstructed pedestrian passage shall connect with another USS section within the adjacent “R(A)6” zone (also to be delivered by the developer of the Site) at its south-western end and with the LTSBPC at its north-eastern end. For enhancing walkability, barrier-free vertical pedestrian facilities (lift and 2-way escalators⁴) shall be provided to connect the USS with LG1/F of the LTSBPC (FFL at +1.5mPD) via the 24-hour pedestrian walkway within the Site so that the USS could link up with the USS section on the other side of the LTSBPC via LTSBPC. 24-hour barrier-free vertical pedestrian facilities (lift and 2-way escalators⁴) shall also be provided to connect the USS level with G/F of the Site via the 24-hour pedestrian walkway within the Site to facilitate public access to the

² For the strip of at-grade POS between the Site and the “CDA(5)” site (intended for public housing development by the Hong Kong Housing Society), the portion closer to the Site will be designed and constructed by the developer and handed over to the Government for management and maintenance upon completion; while the remaining portion closer to the “CDA(5)” site will be delivered under the LTSBPC project by the Government.

³ The indicated general FFL of the USS is subject to detailed design.

⁴ For energy saving, the 2-way escalators of the vertical pedestrian facilities at the Site can be mandated to be open for public use during 7:00 – 23:00 daily.

adjoining POS and public road at ground level. A barrier-free underground pedestrian link (at FFL of the USS) shall also be provided to connect the USS with the lot boundary of the “CDA(5)” site to the southeast to facilitate residents of the “CDA(5)” site to access the USS.

3. THE SITE AND ITS SURROUNDING AREAS

The Site

- 3.1 The Site, with an area of about 0.63 ha, is located at the western portion of the Kai Tak City Centre area and accessible from Olympic Avenue and Muk Lai Street. It is bounded by an area zoned “O(3)” intended for the LTSBPC to its northeast and southeast, Muk Lai Street to its southwest and Olympic Avenue to its northwest.
- 3.2 The Site together with the “R(A)6” site to its southwest on the other side of Muk Lai Street will form a single lot for land sale purpose. However, the MLP to be submitted to the Board under section 4A(2) of the Ordinance shall only cover the Site which is zoned “CDA(4)”, for ensuring that the disposition and design of the future development in the Site would be in harmony with the LTSBPC.

The Surrounding Areas

- 3.3 The surrounding areas comprise a mix of commercial, residential, open space and other specified uses (**Plan 1**). The “CDA(3)” and “CDA(5)” sites to the northeast and southeast of the Site on the two sides of the LTSBPC are intended for commercial and residential developments respectively, with the latter being a public housing development to be implemented by the Hong Kong Housing Society. The “CDA(2)” zone located to the further northeast is also planned for commercial development which will be developed together with the adjoining “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” and “O” sites. These “CDA” sites are subject to separate PBs.
- 3.4 A large open space to the further northeast of the Site, i.e. the Station Square, will circumscribe the Kai Tak Station and associated commercial facilities within the area zoned “OU” annotated “Railway Station with Commercial Facilities”. To the east of the Site across the Station Square is the main residential cluster of Kai Tak City Centre, i.e. the Grid Neighbourhood.
- 3.5 To the southwest of the Site across Muk Lai Street are sites zoned “R(A)6” and “Residential (Group A)5” (“R(A)5”), which are intended for private housing developments. To the southwest of the “CDA(5)” site are sites zoned “R(A)4” and “Residential (Group B)6” (“R(B)6”) which are intended for public housing development by the Hong Kong Housing Authority. Kai Tak Sports Park is located to the further south in the area zoned mainly “OU” annotated “Stadium”.

4. PLANNING/DEVELOPMENT REQUIREMENTS

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
1.	Site Area	About 0.63 ha	– Site area subject to detailed survey.
2.	OZP Zoning and Planning Intention	<ul style="list-style-type: none"> – “CDA(4)”: intended for comprehensive residential development with a low-rise retail block fronting the LTSBPC. This zoning is to ensure the disposition and design of the development would be in harmony with the LTSBPC. – A MLP shall be prepared in accordance with the format under the Town Planning Board Guidelines on Submission of MLP (TPB PG-No. 18A). 	
3.	Proposed Uses	<ul style="list-style-type: none"> – Primarily for residential use with complementary commercial uses (e.g. shop and services and eating place). – ‘Shop and Services’ and ‘Eating Place’ uses shall be provided within the retail belt portion of the Site abutting the LTSBPC. – Social welfare facilities, as required by the Government, shall be provided in the land sale site covering the Site and the “R(A)6” site to its southwest. The facilities could be provided within the Site, or the “R(A)6” site, or both. The types of social welfare facilities to be provided include: <ul style="list-style-type: none"> (i) one neighbourhood elderly centre (NEC) with a minimum net operating floor area (NOFA) of 302m²; (ii) one 100-place hostel for severely mentally handicapped persons (HSMH) with a minimum NOFA of 1,381m²; (iii) one 100-place day activity centre (DAC) with a minimum NOFA of 638m²; (iv) one district support centre for persons with disabilities (DSC) with a minimum NOFA of 334m²; 	<ul style="list-style-type: none"> – The provision requirements of the social welfare facilities are subject to review of relevant departments and would be set out more specifically in the land sale document. – If social welfare facilities are provided in the Site, they should be shown on the MLP.

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		(v) one boys' home (BH) with a minimum NOFA of 1,116m ² ; and (vi) one cyber youth support team (CYST) with a minimum NOFA of 123m ² .	
4.	PR / GFA	<ul style="list-style-type: none"> – Maximum PR of 7.5 or maximum GFA of 47,250m² <ul style="list-style-type: none"> - Residential (maximum PR of 6.5 or maximum GFA of 40,950m²) - Commercial (maximum PR of 1.0 or maximum GFA of 6,300m²), which shall include PR/GFA of retail belt - Retail belt (minimum PR of 0.2 or minimum GFA of 1,260m²) (refer to Item 8 below) - Floor space for social welfare facilities, as required by the Government, are to be disregarded in calculation of maximum PR/GFA – The GFA of the public pedestrian passageway on G/F of the retail belt (Plan 6) may be disregarded in the calculation of maximum PR/GFA, subject to the approval/agreement of the Building Authority. 	<ul style="list-style-type: none"> – The maximum GFA for the “CDA(4)” zone as well as the minimum GFA for the retail belt is based on a site area of 0.63 ha which is subject to detailed survey. – Detailed comments under the Buildings Ordinance on permissible PR, SC, means of escape, emergency vehicular access, private streets and/or access roads, open space, barrier-free access and facilities, compliance with the sustainable building design guidelines, etc. will be formulated at the building plan submission stage.
5.	SC	<ul style="list-style-type: none"> – Maximum 65% (excluding basement(s)) 	
6.	BH	<ul style="list-style-type: none"> – Maximum 125mPD (except for land designated townscape setback on Plan 4a) – On land designated ‘Shop and Services’ and ‘Eating Place’ uses only (i.e. retail belt): not exceeding two storeys above ground and 15mPD 	
7.	Disposition of Buildings	<ul style="list-style-type: none"> – Disposition of buildings shall be arranged in such a way to avoid any visual intrusion that may affect the ambience of the LTSBPC. 	<ul style="list-style-type: none"> – To complement the terraced design form and intended ambience of the LTSBPC, the building mass should respond to the scale of the heritage features and be broken up and

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			diversified by modulation of building form and façade. Visual connection should be maximised between the LTSBPC and the upper level uses.
Planning Requirements			
8.	Retail Belt	<ul style="list-style-type: none"> – Building with a minimum PR of 0.2 (i.e. a minimum GFA of 1,260m²) and not exceeding two storeys above ground and 15mPD shall be provided in the retail belt abutting the LTSBPC to accommodate ‘Shop and Services’ and ‘Eating Place’ uses. – Basement development underneath the retail belt is allowed. – The key design requirements for the retail belt are: <u>Cantilever Design fronting the LTSBPC (Plan 6)</u> <ul style="list-style-type: none"> (i) full length of retail belt fronting the LTSBPC shall be provided with cantilever; (ii) a building setback of 3m from the site boundary abutting the LTSBPC with a minimum clear headroom of 4.2m at the G/F frontage for a covered unobstructed public pedestrian passageway; (iii) the shopfront on G/F and 1/F shall adopt open/transparent façade design as far as possible; (iv) the shop units on G/F of the retail belt shall have frontage abutting and direct access to and from the public pedestrian passageway which is to be open on a 24-hour basis; and 	<ul style="list-style-type: none"> – To foster a visually cohesive identity, the design of retail belt shall make reference to the following guidelines promulgated by the Civil Engineering and Development Department (CEDD): <ul style="list-style-type: none"> - KTD Urban Design Guidelines and Manual; and - Kai Tak Brand Identity Manual and Public Creatives Guidelines. – The applicant should observe the Air Pollution Control Ordinance and take appropriate measures to minimise oily fume and odour emissions and prevent causing any objectionable odour noticeable at any sensitive receptor in the vicinity or creating other forms of pollution.

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		<p>(v) based on individual design merits, moderate variations to the design elements of the retail belt may be considered.</p> <p>– Any kitchen exhaust from the ‘Eating Place’ uses, exhaust from all air conditioning and mechanical ventilation systems and toilets shall not emit directly onto the pedestrian walkways and remnants of the LTSBPC.</p>	
9.	<p>Townscape Setback (Plans 4a and 5)</p>	<p>– A 15m-wide full-height townscape setback is designated within the Site along its north-western boundary that abuts Olympic Avenue for respecting the visual context and heritage significance of the LTSBPC.</p> <p>– Underground structures, planting and street furniture (such as hard paved walkway, lawn, trees, scrubs and seating) will generally be permitted within the townscape setback. Structures such as covered walkways and rain shelters will also be permitted generally provided that they do not impinge the purpose or function of the townscape setback nor create adverse visual impact. The landscaping design of the townscape setback should be included as part of the Landscape Master Plan (refer to Item 14 below) for the consideration and approval by the Board.</p>	<p>– The design of the townscape setback shall make reference to the design of the LTSBPC for a smooth interfacing of space and the following guideline:</p> <ul style="list-style-type: none"> - Development Bureau (DEVB) Technical Circular (Works) No. 2/2012 – Allocation of Space for Quality Greening on Roads
10.	<p>Connections with LTSBPC (Plans 4a, 4b 5 and 6)</p>	<p>– A pedestrian opening, with a minimum clear width of 9m and a minimum clear height of 3m and opened onto the public pedestrian passageway of the retail belt, shall be provided at the north-eastern site boundary at the G/F level for connection with G/F of the LTSBPC (FFL at +6.0mPD) without any level difference. A permeable and welcoming entrance space shall be designed within the Site at the opening for ensuring an attractive interface</p>	<p>– 24-hour passage by the public through LTSBPC to the Site at designated connection points shall be allowed. The applicant should liaise and agree with relevant government departments, including the Leisure and Cultural Services Department (LCSD),</p>

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		<p>between the LTSBPC and the Site.</p> <ul style="list-style-type: none"> – A pedestrian opening, with a minimum clear width of 4m and a minimum clear height of 2.5m, shall be provided at the north-eastern site boundary at basement level for connection with LG1/F of the LTSBPC (FFL at +1.5mPD) without any level difference. – A pedestrian opening shall be provided within USS for connection with LG1/F of the LTSBPC (FFL at +1.5mPD) (refer to Item 11 below) 	<p>on the design and construction of the pedestrian openings to the LTSBPC.</p> <ul style="list-style-type: none"> – Detailed locations of the pedestrian openings will be provided in the land sale document.
11.	USS (Plans 4b and 5)	<ul style="list-style-type: none"> – Provision of retail use and a 24-hour barrier-free unobstructed public pedestrian passage at the underground level of land within the Site, area zoned “O(3)” to the southeast of the Site and the area shown as ‘Road’ to the southwest of the Site (shown pink on Plan 4b) as part of the USS system (overall width of the USS of about 20m in general, with a minimum clear width of 8m and a minimum clear height of 3m for the unobstructed pedestrian passage). This section of the USS predominantly within the “CDA(4)” zone shall be constructed, managed and maintained by the developer, and shall be provided at a general FFL of –5.7mPD. – This USS section shall continue with the next USS section within the “R(A)6” site to its southwest (which is also to be delivered by the developer as part and parcel of the same land sale site). – 24-hour barrier-free vertical pedestrian facilities (lift and 2-way escalators) and a pedestrian opening, with a minimum clear width of 8m and a minimum clear height of 2.5m, shall be provided at the north-eastern end of the USS section to link up the USS (FFL at –5.7mPD) with LG1/F of the LTSBPC (FFL at 	<ul style="list-style-type: none"> – The applicant should liaise and agree with relevant government departments, including CEDD and LCSD, on the design and construction of the USS (including its pedestrian opening to the LTSBPC). – The applicant should liaise with the Police on provision of communication facilities and closed-circuit television (CCTV) signal in the USS. – Detailed alignment of the USS section and location of the pedestrian opening will be provided in the land sale document. – The structures of the USS and the POS atop (located between the Site and the “CDA(5)” site) should be independent and separate.

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		<p>+1.5mPD) via the 24-hour pedestrian walkway within the Site, so as to allow the continuation of the USS north-eastwards to the other side of the LTSBPC via LTSBPC.</p> <ul style="list-style-type: none"> – 24-hour barrier-free vertical pedestrian facilities (lift and 2-way escalators) shall be provided at the south-western end of the USS section to link up the USS (FFL at –5.7mPD) with G/F of the Site (FFL at +6.0mPD) via the 24-hour pedestrian walkway within the Site, so as to allow pedestrian connectivity between the USS and the adjoining POS and public road at ground level. – A 24-hour barrier-free underground pedestrian link, with a minimum clear width of 4m, shall be provided at the same FFL of the USS (i.e. at –5.7mPD) to link up the USS with the lot boundary of the “CDA(5)” site to the southeast to facilitate residents of the “CDA(5)” site to access the USS. – Additional retail floor space shall be provided within the “CDA(4)” zone adjoining the same FFL of the USS so that the total retail GFA at such level would not be less than 4,000m². 	
12.	POS (Plans 4a and 5)	<ul style="list-style-type: none"> – A strip of POS, with an area of about 1,100m², abutting the south-eastern boundary of the Site at G/F adjoining the LTSBPC shall be designed and constructed by the developer and handed over to the Government for management and maintenance upon completion. The developer should observe the opening hour of the POS, which is intended to open to the public on a 24-hour basis subject to government arrangement. – The POS shall have a minimum site coverage of greenery of 30%. 	<ul style="list-style-type: none"> – The design of the POS shall make reference to the Public Open Space in Private Developments Design and Management Guidelines promulgated by DEVB and the design of the LTSBPC for a smooth interfacing of space.

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13.	Urban Design Considerations	<ul style="list-style-type: none"> <li data-bbox="544 275 1050 376">– An urban design proposal should be prepared and submitted as part of the MLP submission. <li data-bbox="544 421 1050 521">– The MLP should take into account the following urban design considerations, where appropriate: <ul style="list-style-type: none"> <li data-bbox="544 566 1050 925">(i) ensure the development, especially within the low-rise retail belt area, be compatible and congruous with the surrounding developments and settings, with emphasis on achieving harmony and continuity of design as well as respecting the cultural and heritage character of the LTSBPC; <li data-bbox="544 969 1050 1193">(ii) provide appropriate design responses to the LTSBPC by modulation of built form and/or manipulation of BHs, and integration with the ambience of the surrounding public spaces; <li data-bbox="544 1238 1050 1339">(iii) arrange disposition of building in a way to promote visual and air permeability; <li data-bbox="544 1384 1050 1518">(iv) adopt façade design that responds to the ambience of the LTSBPC in the lower levels of the commercial block(s); <li data-bbox="544 1563 1050 1630">(v) maximise at-grade public spaces; and <li data-bbox="544 1675 1050 1888">(vi) improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level, with due consideration to the design of the LTSBPC. <li data-bbox="544 1933 1050 2069">– All boundary walls and fences fronting pedestrian streets and open space shall be designed to achieve visual and physical porosity of not less than 50% 	<ul style="list-style-type: none"> <li data-bbox="1110 275 1417 824">– Due regard should be given to the Board's Harbour Vision Statement and the Harbour Planning Principles and Harbour Planning Guidelines promulgated by the Harbourfront Commission, and Chapter 11 (Urban Design Guidelines) of the Hong Kong Planning Standards and Guidelines (HKPSG). <li data-bbox="1110 869 1417 1261">– Reference should be made to the following guidelines promulgated by CEDD: <ul style="list-style-type: none"> <li data-bbox="1147 1014 1417 1115">- KTD Urban Design Guidelines and Manual; and <li data-bbox="1147 1126 1417 1261">- Kai Tak Brand Identity Manual and Public Creatives Guidelines.

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		of the surface area across their entire length per linear metre from 1 metre above the general formation level of adjacent pedestrian street, footpaths or land.	
14.	Landscape Design Considerations	<p>– A Landscape Master Plan (LMP) for the Site shall be prepared and submitted as part of the MLP submission, and with incorporation of the following landscaping requirements:</p> <p>(i) create a comprehensive landscaping proposal to integrate the development with the surrounding environment, especially the LTSBPC, to soften the building mass;</p> <p>(ii) every possible effort shall be made to preserve the existing trees, if any, on the Site and minimise the adverse impact on them during the works period;</p> <p>(iii) achieve a minimum site coverage of greenery of 30% of the site area of the “CDA(4)” zone, including a minimum greening at the pedestrian zone (i.e. the 15m vertical zone from the ground level) of 20% of the site area and a minimum roof greening of 20% of the total roof area. The minimum site coverage of greenery of 30% of the POS in the “O” zone (refer to Item 12 above) shall not be counted towards the overall site coverage of greenery of 30% for the “CDA(4)” zone as mentioned above;</p> <p>(iv) provide at-grade amenity treatment (e.g. high quality streetscape with roadside trees and street furniture) to create a pedestrian/elderly/disabled friendly environment and create a strong sense of place; and</p>	<p>– Reference shall be made to the following guidelines:</p> <ul style="list-style-type: none"> - DEVB Technical Circular (Works) No. 4/2020 – Tree Preservation; - KTD Urban Design Guidelines and Manual promulgated by CEDD; - Chapter 4 (Recreation, Open Space and Greening) of HKPSG; and - PNAP APP-152 (Sustainable Building Design Guidelines) promulgated by the Buildings Department (BD) for calculation of greenery areas. <p>– The LMP for the “O(3)” zone would be jointly vetted by the Harbour Office and the Greening, Landscape and Tree Management Section of DEVB, the Architectural Services Department, CEDD and PlanD.</p>

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		<p>(v) properly landscape the uncovered areas of the Site to enhance greening quality.</p> <p>– The LMP shall illustrate:</p> <p>(i) conceptual and detailed landscape proposals including hard and soft landscape;</p> <p>(ii) other amenities, street furniture and facilities to be provided;</p> <p>(iii) the relationship of the development with the surroundings, especially the LTSBPC; and</p> <p>(iv) pedestrian/elderly/disabled friendly environment layout, location and landscape design of open spaces including pedestrian circulation in relation to adjoining developments and areas.</p>	
15.	Car Parking and Loading/ Unloading Provision and Vehicular Access	<p>– Vehicular access from Muk Lai Street and ancillary parking spaces and loading/unloading facilities (to be provided at basement level) and vehicular access shall be provided in accordance with the HKPSG and subject to the traffic impact assessment (TIA) to be carried out by the applicant to the satisfaction of the Commissioner for Transport (C for T).</p>	
16.	Pedestrian Facilities/ Connectivity (Plans 4a, 4b and 5)	<p>– The Site shall provide convenient pedestrian connections both internally and with its surrounding areas/ developments, including but not limited to:</p> <p>(i) at the G/F level (+6.0mPD) (Plans 4a and 5), connections with:</p> <ul style="list-style-type: none"> - G/F of the LTSBPC via the pedestrian opening; - the POS; and - the pedestrian passageway on G/F of the retail belt; 	<p>– All the proposed pedestrian connection facilities should be included in the pedestrian connectivity study of the TIA.</p> <p>– The applicant shall liaise and agree with relevant government departments, including CEDD and LCSD, on the design and</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>(ii) at the basement level of +1.5mPD (Plans 4b and 5), connection with LG1/F of the LTSBPC via the pedestrian openings (including one from the USS); and</p> <p>(iii) at the basement level of –5.7mPD (Plans 4b and 5), connections with:</p> <ul style="list-style-type: none"> - the next USS section to the southwest abutting the “R(A)” site; and - the “CDA(5)” site via the underground pedestrian link. <p>– For vertical pedestrian connection of different levels,</p> <p>(i) lift and 2-way escalators to connect the USS (–5.7mPD) with LG1/F of the LTSBPC (+1.5mPD) via the 24-hour pedestrian walkway (Plans 4a, 4b and 5); and</p> <p>(ii) lift and 2-way escalators to connect the USS (–5.7mPD) with G/F of the Site (+6.0mPD) at the south-western end of the USS section to the adjoining POS and public road at ground level via the 24-hour pedestrian walkway shall be provided. (Plans 4b and 5)</p> <p>– The following facilities of the Site shall be open to the public on a 24-hour basis:</p> <ul style="list-style-type: none"> - the unobstructed pedestrian passage on G/F of the retail belt; - the pedestrian passageway of the USS (together with its vertical connections with LG1/F of the LTSBPC and G/F of the Site); - the 24-hour pedestrian walkway within the Site; and - the underground pedestrian link of the USS to the “CDA(5)” site. 	<p>construction of the pedestrian openings to USS and LTSBPC.</p> <p>– Architectural Services Department will take up the design and construction of the LTSBPC and the Station Square, and LCSD will take up the management and maintenance responsibilities of the LTSBPC and the Station Square.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
<u>Development Requirements</u>			
17.	Traffic and Transport Aspects	<ul style="list-style-type: none"> – A TIA should be carried out to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement. – The TIA should be completed to the satisfaction of C for T, and submitted as part of the MLP submission. – Any road/junction improvement measures/works proposed in the TIA should be funded, designed and implemented by the applicant to the satisfaction of C for T and the Director of Highways. 	
18.	Environmental Aspect	<p>An environmental assessment (EA) should be carried out to address any possible environmental problems such as impact on cultural heritage particularly the remnants of the LTSB, parts of the former Kowloon City Pier, parts of the excavated 1924 seawall and 1933 causeway preserved in-situ within the LTSBPC that may be caused to or by the proposed development during site investigation, construction and operational phases and the proposed mitigation measures to tackle them. The EA should be completed to the satisfaction of the Director of Environmental Protection (DEP), and submitted as part of the MLP submission.</p>	<p>The applicant is required to consult and seek agreement and endorsement from the Antiquities and Monuments Office (AMO) on the cultural heritage issues mentioned in the EA. The implementation of the measures to protect the cultural heritage should be to the satisfaction of AMO.</p>
19.	Drainage and Sewerage Aspects	<p>A drainage impact assessment (DIA) and a sewerage impact assessment (SIA) should be carried out to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The DIA and SIA should be</p>	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		completed to the satisfaction of the Director of Drainage Services and DEP respectively, and submitted as part of the MLP submission.	
20.	Visual Aspect	<ul style="list-style-type: none"> A visual impact assessment (VIA) should be carried out to examine any visual problems/issues/concerns that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. Some visual materials, such as artist's renderings, should be provided to illustrate how the proposed development may be perceived at pedestrian level. The VIA should be submitted as part of the MLP submission. 	<ul style="list-style-type: none"> The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Application to the Board (TPB PG-No. 41).
21.	Air Ventilation Aspect	<ul style="list-style-type: none"> A quantitative air ventilation assessment (AVA) for the Site should be carried out to examine any air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. The AVA should be submitted as part of the MLP submission. Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the Site and on the nearby areas. 	<ul style="list-style-type: none"> The quantitative AVA should be conducted in accordance with the Joint Housing, Planning and Lands Bureau and Environmental, Transport and Works Bureau Technical Circular No. 1/06 on AVA or its latest version. The applicant should make reference to the design improvement and ventilation mitigation measures as identified in the AVA conducted under the Review Study of KTD (2016), including building separation, building disposition alignment with the prevailing wind directions and BH variations, where practicable.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
22.	Green Building Design and Smart Requirements	<ul style="list-style-type: none"> – BEAM Plus certification with Provisional Gold Rating or above should be achieved. – Smart Water Meters: Automatic meter reading panels completed with all necessary power supply and data communication services to connect with the smart water meters provided by the Water Supplies Department (WSD) should be provided and mounted. The system will be handed over to WSD for continuous operation and maintenance. – Electric Vehicle (EV) Charging: All ancillary car parking spaces should be EV charging enabling, and not less than 30% of the private car parking spaces should be provided with EV charging facilities. – Parking Information System: Real-time parking availability data of short-term parking spaces should be provided for public use. The data should include the number of vacant parking spaces by types of vehicles, headroom and EV charging spaces available for public use. 	<ul style="list-style-type: none"> – The developer should make reference to the smart city proposals recommended for KTD under the Developing Kowloon East into a Smart City District – Feasibility Study undertaken by the Energizing Kowloon East Office.

5. MASTER LAYOUT PLAN SUBMISSION

- 5.1 The MLP should be prepared in accordance with the format under the Town Planning Board Guidelines for Submission of MLP under Section 4A(2) of the Town Planning Ordinance (TPB PG-No. 18A) and submitted to the Board for approval under the Ordinance.
- 5.2 The MLP should contain all the information as required under the Notes for the “CDA(4)” zone of the Kai Tak OZP and demonstrate clearly that the requirements stated in Explanatory Statement of the OZP and this PB have been complied with. It should include 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 GFA for various uses, total number of

flats and flat size, where applicable;

- (iii) the details and extent of 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 EA report to examine any possible environmental problems that may be caused to or by the proposed development during and after site investigation, construction and the proposed mitigation measures to tackle them;
- (viii) a VIA and quantitative AVA report to examine any visual and air ventilation problems/issues/concerns that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a DIA and SIA 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 TIA 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 Board.

5.3 The MLP 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, and open space facilities.

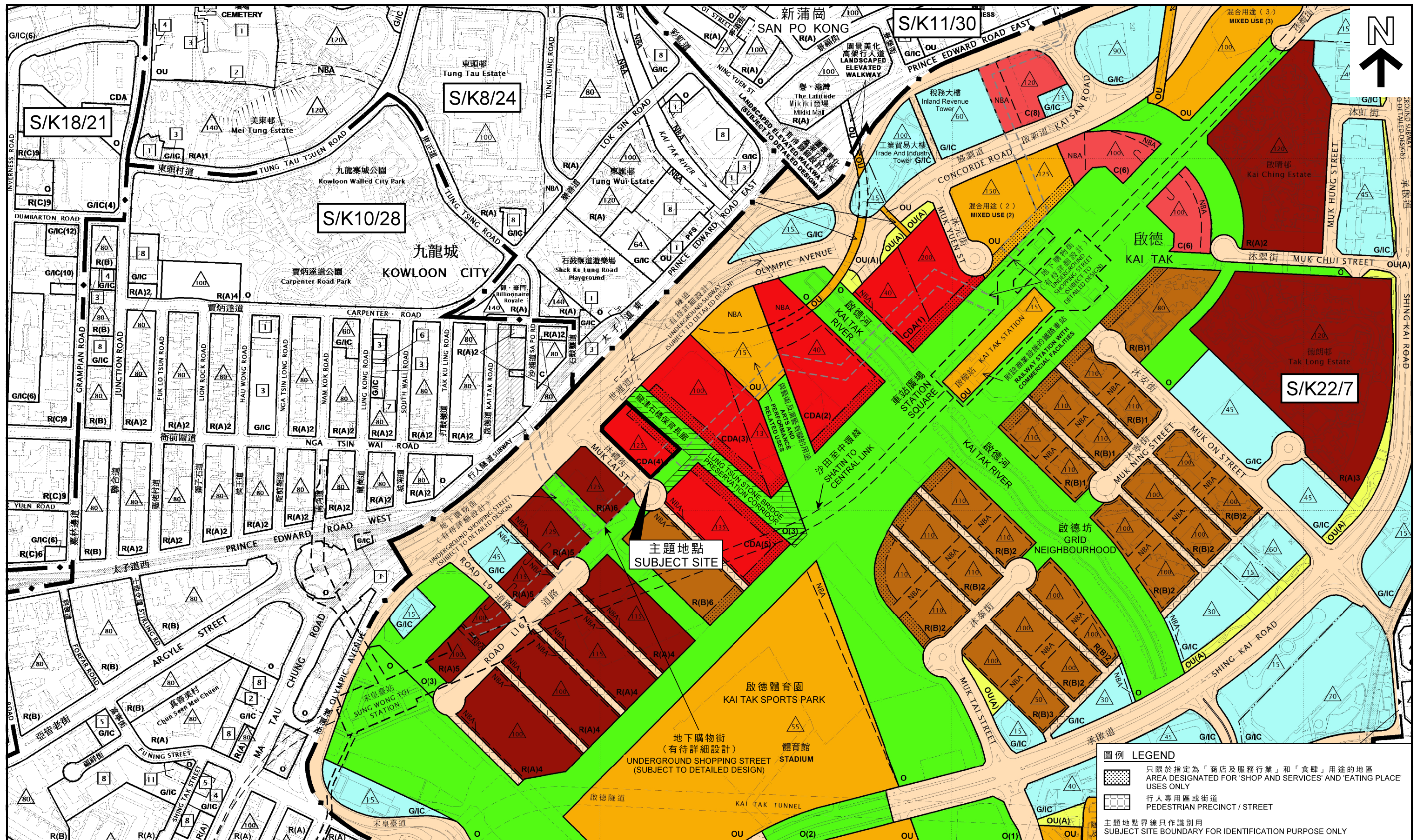
5.4 A copy of MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Ordinance.

6. ATTACHMENTS

Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Aerial Photo
Plans 4a and 4b	Development Concept Plans
Plan 5	Conceptual Illustration of Pedestrian Connectivity

Plan 6	Control Drawing for Retail Belt
Plan 7	Artist's Impression of LTSBPC

**PLANNING DEPARTMENT
SEPTEMBER 2022**



位置圖 LOCATION PLAN

啟德發展區「綜合發展區(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE IN KAI TAK DEVELOPMENT

SCALE 1:5 000 比例尺
METRES 100 0 100 200 300 400 METRES

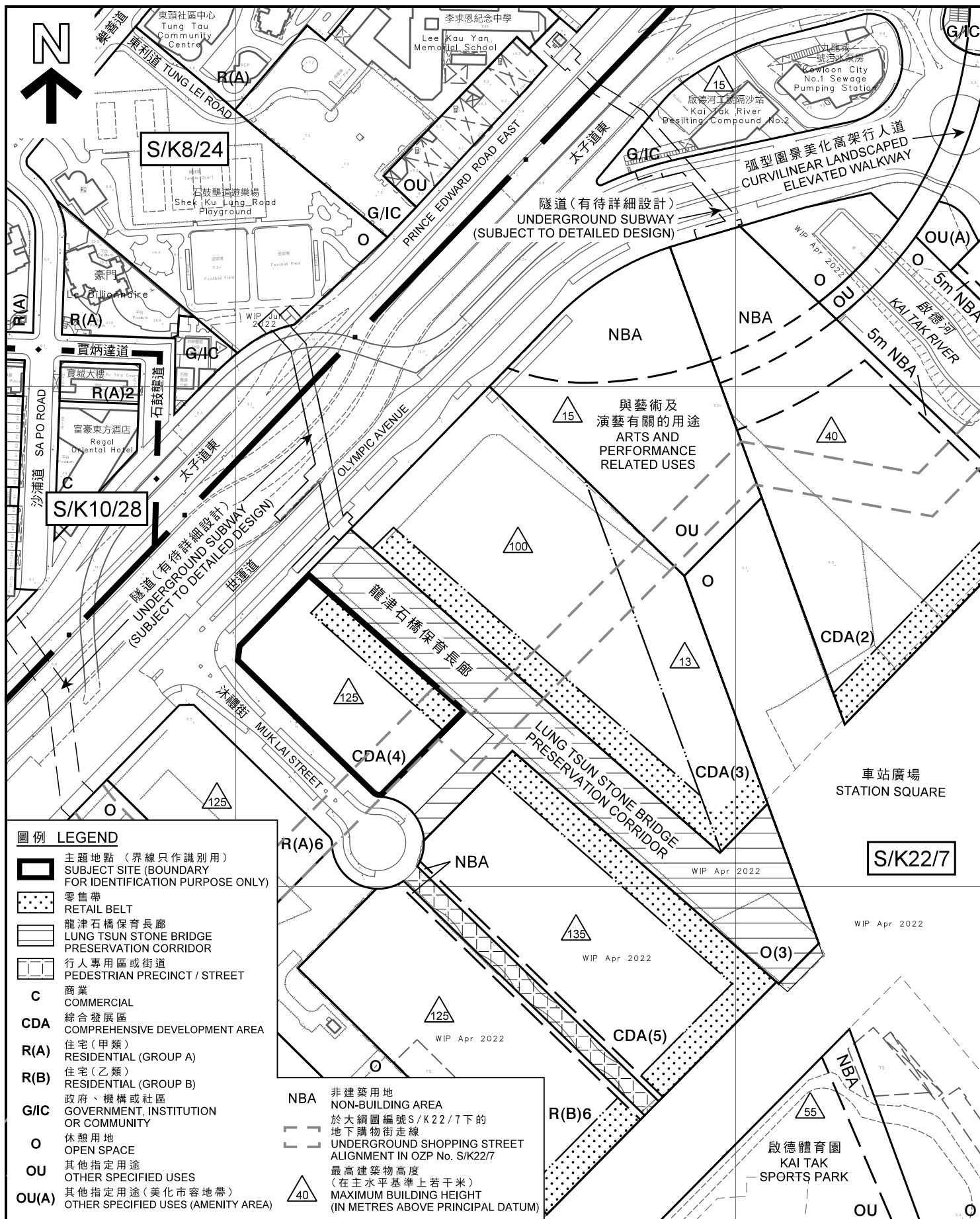
本摘要圖於2022年7月19日擬備，所根據的資料為：
於2022年6月24日展示的分區計劃大綱圖編號S/K8/24，
於2022年3月15日核准的分區計劃大綱圖編號S/K10/28，
於2022年6月24日展示的分區計劃大綱圖編號S/K11/30，
於2017年12月5日核准的分區計劃大綱圖編號S/K18/21，
以及於2021年12月10日展示的分區計劃大綱圖編號S/K22/7
EXTRACT PLAN PREPARED ON 19.7.2022
BASED ON OUTLINE ZONING PLANS No.
S/K8/24 EXHIBITED ON 24.6.2022, S/K10/28 APPROVED ON 15.3.2022,
S/K11/30 EXHIBITED ON 24.6.2022, S/K18/21 APPROVED ON 5.12.2017
AND S/K22/7 EXHIBITED ON 10.12.2021

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/22/62

圖 PLAN
1



本摘要圖於2022年8月23日擬備，
所根據的資料為測量圖編號
11-NE-11A、B、C和D

EXTRACT PLAN PREPARED ON 23.8.2022
BASED ON SURVEY SHEETS No.
11-NE-11A, B, C & D

平面圖 SITE PLAN

啟德發展區「綜合發展區(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE
IN KAI TAK DEVELOPMENT

SCALE 1:2 500 比例尺
米 50 0 50 100 米
METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/22/62

圖 PLAN
2



圖例 LEGEND

- 主題地點 (界線只作識別用)
SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
- C** 商業
COMMERCIAL
- CDA** 綜合發展區
COMPREHENSIVE DEVELOPMENT AREA
- R(A)** 住宅(甲類)
RESIDENTIAL (GROUP A)
- R(B)** 住宅(乙類)
RESIDENTIAL (GROUP B)
- G/IC** 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY
- O** 休憩用地
OPEN SPACE
- OU** 其他指定用途
OTHER SPECIFIED USES
- OU(A)** 其他指定用途(美化市容地帶)
OTHER SPECIFIED USES (AMENITY AREA)
- URA** 市區重建局發展計劃圖區範圍
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA

本圖於2022年7月18日擬備，
所根據的資料為地政總署於
2020年12月7日拍得的
航攝照片編號E116736C及E117250C
PLAN PREPARED ON 18.7.2022
BASED ON AERIAL PHOTOS No.
E116736C AND E117250C
TAKEN ON 7.12.2020
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

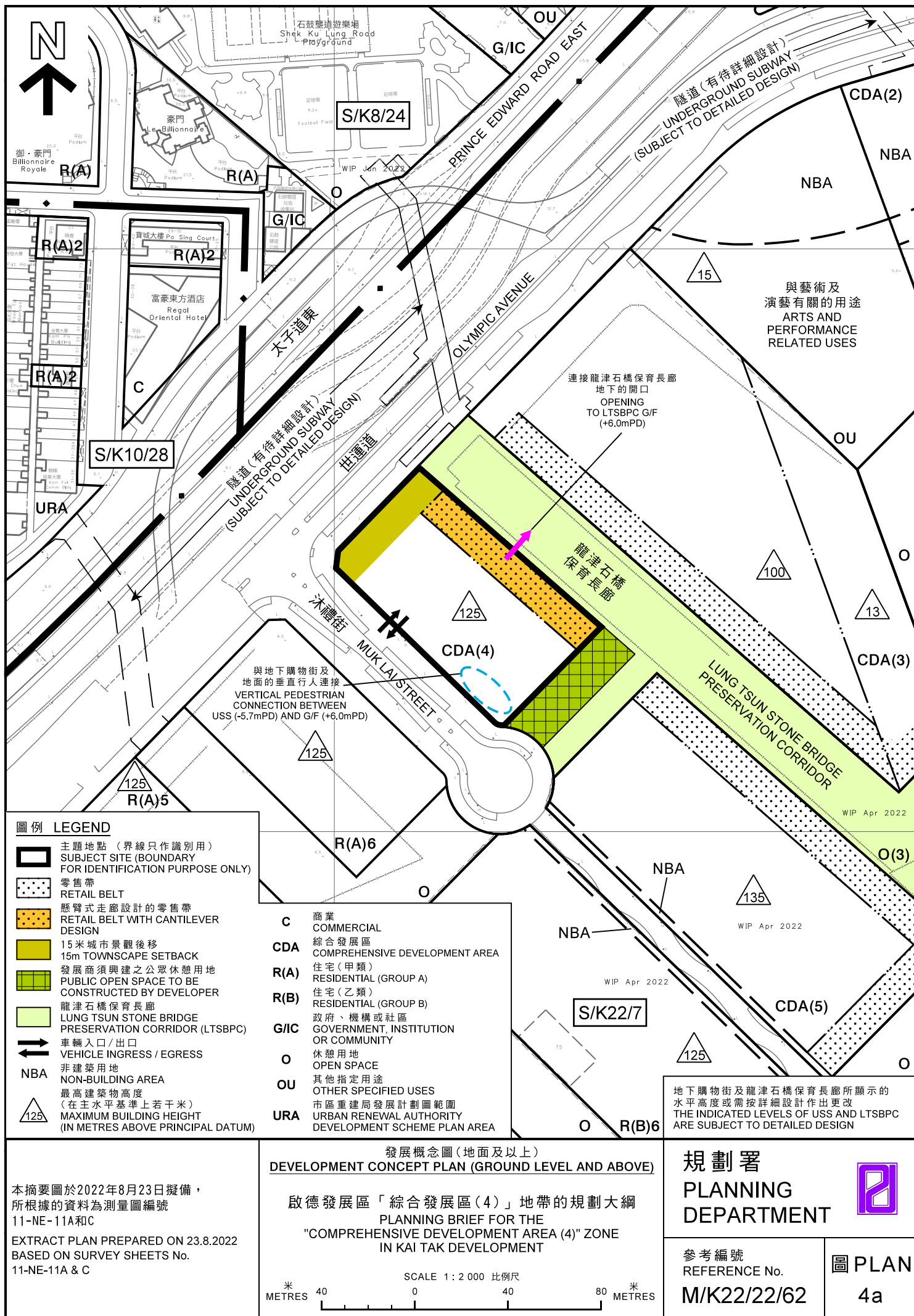
啟德發展區「綜合發展區(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE
IN KAI TAK DEVELOPMENT

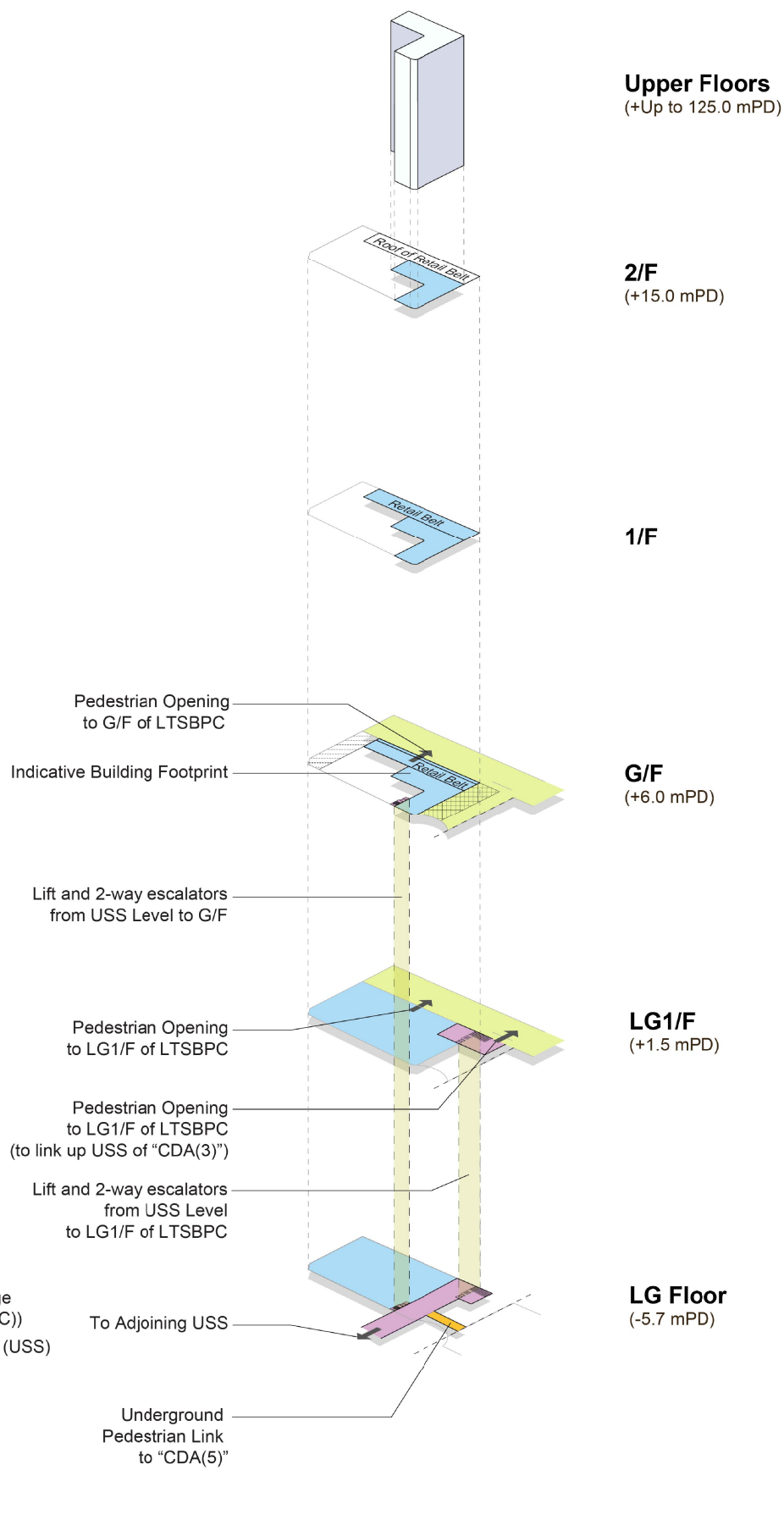
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/22/62

圖 PLAN
3





本圖於2022年6月13日擬備
PLAN PREPARED ON 13.6.2022

行人連接概念圖
CONCEPTUAL ILLUSTRATION OF PEDESTRIAN CONNECTIVITY

啟德發展區「綜合發展區(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE
IN KAI TAK DEVELOPMENT

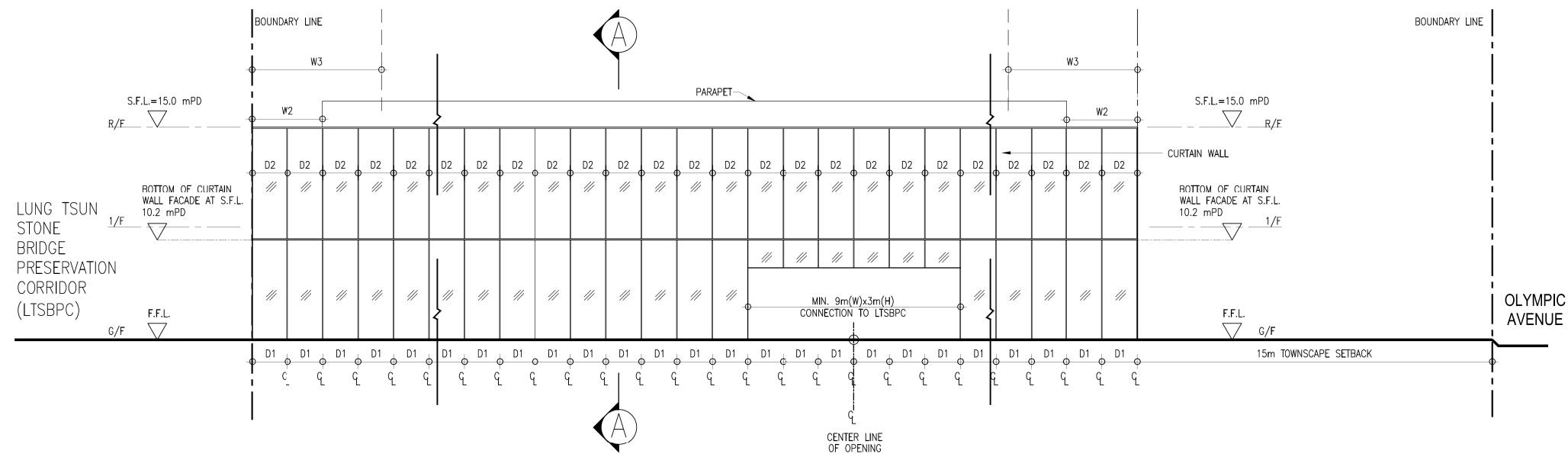
規劃署
PLANNING
DEPARTMENT



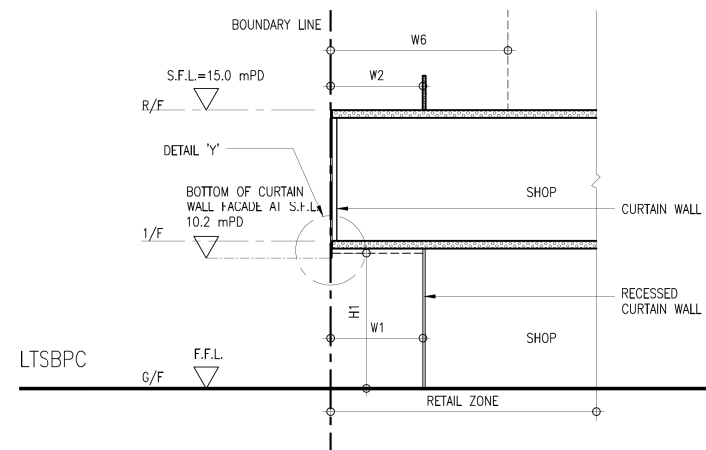
參考編號
REFERENCE No.
M/K22/22/62

圖 PLAN
5

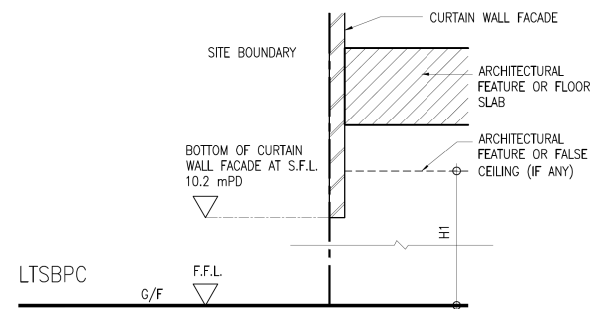
CONTROL DRAWING FOR CDA (4)



ELEVATION 1

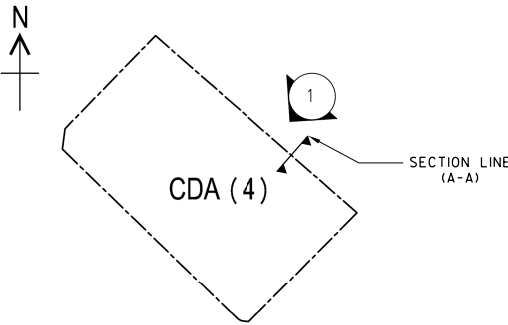


SECTION A-A



DETAIL 'Y'

- NOTES:
- H1 MIN. 4200mm CLEAR HEADROOM
 - W1 MIN. 3000mm SETBACK FOR AN UNOBSTRUCTED PUBLIC PASSAGE.
 - W2 3000mm SETBACK.
 - W3 MIN. 5500mm SETBACK. NO BUILDING STRUCTURE ABOVE 15 mPD IS ALLOWED IN THIS ZONE.
 - W6 MIN. 15000mm SETBACK. NO BUILDING STRUCTURE ABOVE 15 mPD IS ALLOWED IN THIS ZONE.
 - D1 CONTINUOUS GLASS CURTAIN WALL. MIN. 1500mm BETWEEN MULLIONS.
 - D2 CONTINUOUS GLASS CURTAIN WALL. MIN. 1500mm BETWEEN MULLIONS.
 - COLOUR OF ARCHITECTURAL STEEL FRAME SHALL BE IN DARK GREY TONES. COLOUR OF EXTERNAL FINISHES OF RETAIL BELT STRUCTURE SHALL BE IN GREY TONES.



KEY PLAN

本圖於2022年6月13日擬備
PLAN PREPARED ON 13.6.2022

於「綜合發展區(4)」的零售帶懸臂概念圖
CANTILEVER CONCEPT DRAWING FOR RETAIL BELT AT "COMPREHENSIVE DEVELOPMENT AREA (4)"

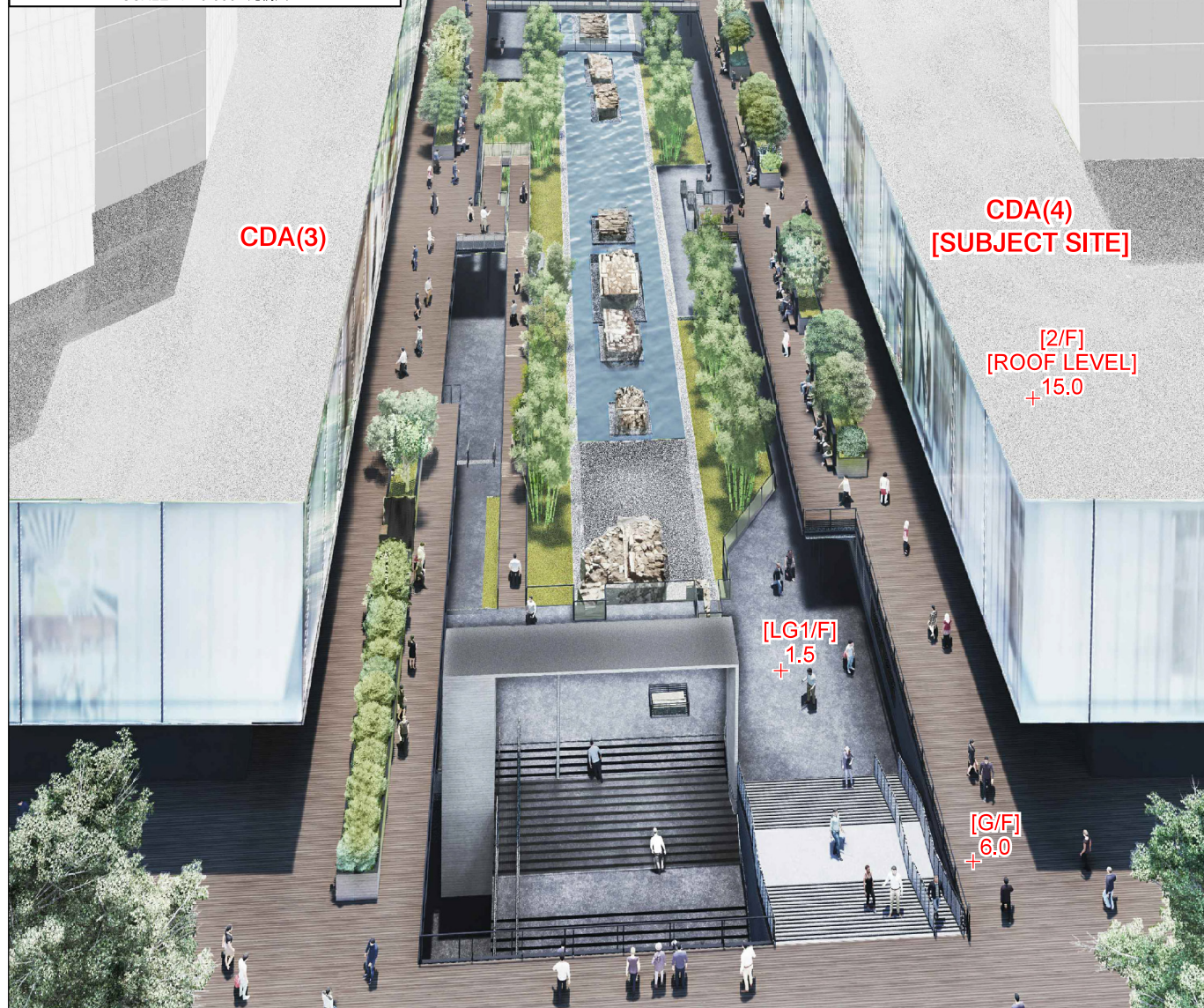
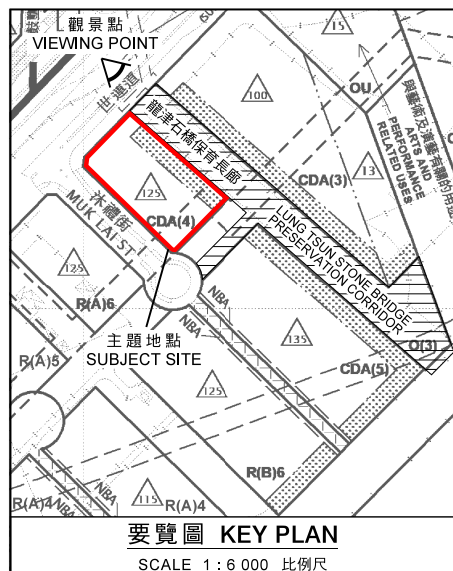
啟德發展區「綜合發展區(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE IN KAI TAK DEVELOPMENT

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/22/62

圖 PLAN
6



資料來源：由建築署提交
SOURCE: SUBMITTED BY ARCHITECTURAL SERVICES DEPARTMENT

+6.0 樓面水平(在主水平基準上若干米)
FLOOR LEVEL (IN METERS ABOVE PRINCIPAL DATUM)

本圖於2022年6月13日擬備
PLAN PREPARED ON 13.6.2022

藝術家印象下的龍津石橋保育長廊(從世運道觀看)
ARTIST'S IMPRESSION OF LUNG TSUN STONE BRIDGE
PRESERVATION CORRIDOR (VIEWED FROM OLYMPIC AVENUE)

啟德發展區「綜合發展區(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE
IN KAI TAK DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/22/62

圖 PLAN
7

九龍城區議會轄下
房屋及發展規劃委員會第四次會議

日期：2020年9月15日(星期二)

時間：下午2時30分

地點：九龍城民政事務處會議室

出席者：

主席：黎廣偉議員

副主席：黃永傑議員

委員：周熙雯議員

梁婉婷議員 (於下午5時30分離席)

潘國華議員,JP (於下午5時44分離席)

李軒朗議員 (於下午5時27分離席)

郭天立議員 (於下午2時44分出席)

林德成議員

任國棟議員 (於下午2時38分出席)

李慧琮議員,SBS,JP (於下午3時00分出席)

(於下午5時53分離席)

楊振宇議員

曾健超議員

蕭亮聲議員

麥瑞淇議員

馮文韜議員

何華漢議員 (於下午5時30分離席)

關家倫議員

馬希鵬議員

吳寶強議員,MH (於下午2時43分出席)

(於下午5時53分離席)

何顯明議員,BBS,MH

左滙雄議員,MH (於下午2時38分出席)

(於下午5時23分離席)

張景勛議員 (於下午5時53分離席)

楊永杰議員 (於下午5時30分離席)

鄭葆賢議員 (於下午2時39分出席)

秘書： 趙大偉先生 九龍城民政事務處一級行政主任(區議會)

列席者：

謝亦晴女士	九龍城民政事務助理專員
麥慧敏女士	九龍城民政事務處高級聯絡主任 (大廈管理)
麥仲恒先生	規劃署九龍規劃處高級城市規劃師/九龍 2
葉永平先生	房屋署物業服務經理(物業服務)(西九龍及 西貢)(3)
謝芷穎女士	屋宇署高級屋宇測量師/E3
馬俊恒先生	水務署工程師/九龍區(客戶服務)視察

應邀出席者：

議程二	鄭韻瑩女士	規劃署九龍規劃專員
	李建基先生	規劃署高級城市規劃師/九龍 3
	黃啟聰先生	土木工程拓展署高級工程師/10(東)
	陳偉傑先生	土木工程拓展署高級工程師/11(東)
議程三	馮德基先生	東華三院物業科主管
	丁 俐女士	東華三院高級物業發展經理
	陳立銘先生	運輸及房屋局項目總監 1
	賴震暉先生	運輸及房屋局高級項目經理 2
議程六 及八	殷倩華女士	市區重建局高級經理(社區發展)
	張世奕先生	市區重建局經理(樓宇復修)
	林天江先生	市區重建局經理(樓宇復修)
議程七	鄺詠琴女士	屋宇署屋宇測量師/防火規格 13
	文家祥先生	消防處助理消防區長(樓宇改善課)1
	梁國偉先生	消防處高級消防隊長(樓宇改善課)1

開會辭

1. 房屋及發展規劃委員會(下文簡稱「房發會」)主席歡迎各位委員及部門代表出席會議。

2. 在開始商討議程前，主席提醒各位委員按《九龍城區議會會議常規》(下文簡稱「《會議常規》」)的規定申報利益，若稍後討論的事項與其物業業權、職業或投資等個人利益有所衝突，委員須在討論前申報，以便他考慮是否須要請有關委員於討論或表決時避席。此外，根據《會議常規》第36(2)條，委員會舉行會議的法定人數為委員數目的一半。由於房發會有24名委員，如會議期間在座委員人數不足12名，他會立即中止討論。此外，因應疫情的最新情況，主席要求議員把握時間發言，讓會議時間不會過長，以減低社交接觸及病毒於社區傳播的風險。

通過上次會議記錄

3. 主席宣布第三次會議的會議記錄無須修訂，並獲委員會一致通過。

啟德發展區「綜合發展區(2)」、「綜合發展區(3)」、「綜合發展區(4)」及「綜合發展區(5)」地帶的規劃大綱

(房屋及發展規劃委員會文件第40/20號)

4. 規劃署九龍規劃專員鄭韻瑩女士介紹文件，重點如下：

- (i) 「綜合發展區(2)」、「綜合發展區(3)」、「綜合發展區(4)」及「綜合發展區(5)」位於啟德發展區的北面，乃連接舊區及啟德發展區的重要地帶。若土地擁有人擬於「綜合發展區」地帶用地進行發展，須先按照規劃審批程序向城市規劃委員會(下文簡稱「城規會」)提交「總綱發展藍圖」及申請規劃許可。
- (ii) 由於「綜合發展區(1)」及「綜合發展區(2)」毗連啟德河，以及「綜合發展區(3)」、「綜合發展區(4)」及「綜合發展區(5)」毗連龍津石橋保育長廊，因此上述用地劃為「綜合發展區」地帶，以就日後發展的規模、設計及布局實施適當的規劃管制。
- (iii) 規劃署已於2016年就「綜合發展區(1)」的規劃大綱向區議會進行諮詢，及後有關規劃大綱亦獲城規會同意。其後，該用地於2017年透過賣地程序售予南豐集團進行發展。署方將於本次會議就其他四幅「綜合發展區」的規劃大綱向區議會進行諮詢，並擬於規劃大

網獲得城規會同意後，以賣地程序出售「綜合發展區(2)」、「綜合發展區(3)」及「綜合發展區(4)」用地，而「綜合發展區(5)」用地則會撥給香港房屋協會(下文簡稱「房協」)興建公營房屋。

5. 規劃署高級城市規劃師/九龍3李建基先生補充，重點如下：

「綜合發展區(2)」

- (i) 「綜合發展區(2)」位於啟德河的西南側，並將與毗連的「與藝術及演藝有關的用途」及「休憩用地」地帶用地合併為單一用地進行發展。
- (ii) 「綜合發展區(2)」地帶的意向是作低層的商業發展，而「與藝術及演藝有關的用途」地帶的意向則是作與藝術及演藝有關的用途，並設有上蓋平台供公眾觀賞及戶外表演之用。
- (iii) 「綜合發展區(2)」用地內的建築物，須朝啟德河方向採用拾級而下的建築物高度輪廓設計。建築物的外形須與啟德河對岸「綜合發展區(1)」的低層建築物相呼應，以凸顯兩個「綜合發展區」作為啟德發展區門廊的形象。

「綜合發展區(3)」、「綜合發展區(4)」及「綜合發展區(5)」

- (iv) 「綜合發展區(3)」、「綜合發展區(4)」及「綜合發展區(5)」位處龍津石橋保育長廊兩旁，當中，「綜合發展區(3)」及「綜合發展區(4)」的規劃意向是作綜合商業發展，而「綜合發展區(5)」則是作綜合住宅發展。三個「綜合發展區」的發展設計須與龍津石橋保育長廊相配合，以達至和諧協調。
- (v) 因應社會福利署的要求，發展商須於「綜合發展區(3)」及「綜合發展區(4)」用地內提供與長者、青少年、兒童、家庭及康復服務相關的社會福利設施。

零售帶

- (vi) 在啟德發展區沿車站廣場及龍津石橋保育長廊的發展用地，均劃

設有零售帶，目的是提供臨街店舖，以增添地區活力及提升行人的步行體驗。因此，四個「綜合發展區」用地內亦分別劃設了建築物高度限為地面以上兩層的零售帶，作「商業及服務行業」和「食肆」用途。零售帶地面層的店舖將作後移，以提供一條闊3至3.6米、全日24小時開放的有蓋行人通道供公眾使用。

地下購物街

- (vii) 啟德發展區北面已劃設一條全長約1500米的地下購物街，連接九龍城、新蒲崗、以及港鐵啟德站和宋王臺站。地下購物街將經過相關的「綜合發展區」用地。規劃大綱要求地下購物街須設有淨闊度最小8米的24小時公眾行人通道，以及無障礙行人設施連接地面。通道兩旁將設零售商店，並與用地同層的零售樓面相連。地下購物街會由商業用地的發展商負責興建、管理及維修保養，亦會提供行人出入口連接毗連的「綜合發展區(5)」住宅用地。

龍津石橋保育長廊

- (viii) 龍津石橋保育長廊乃一處約30米闊、320米長的公共空間。相關的規劃大綱要求在「綜合發展區(3)」及「綜合發展區(4)」用地內緊鄰D1道路的位置劃設15米闊的城市景觀後移範圍，以凸顯長廊的景觀和文物價值。另外，須在「綜合發展區(2)」、「綜合發展區(3)」及「綜合發展區(4)」用地的地面層及地庫層的特定位置設置行人出入口，與保育長廊連接。用地低層的設計細節亦須與保育長廊互相協調。

行人連接

- (ix) 啟德河上游將興建弧形園景美化高架行人道，連接新蒲崗、政府辦公大樓、「綜合發展區(1)」地帶內的地標建築以及毗連的「與藝術及演藝有關的用途」地帶內的建築物頂層平台。此外，平台將設有大階梯及無障礙行人設施，以連接地面以及毗連的公眾休憩用地、車站廣場、啟德體育園等周邊地區。同時，行人將來亦可經「綜合發展區(3)」用地前往龍津石橋保育長廊，或經「綜合發展區(2)」用地前往啟德河。

6. **馬希鵬議員**的意見綜合如下：(一) 指出規劃大綱的內容艱澀，一般市民難以理解；以及(二) 詢問規劃大綱有否諮詢區內的居民及政府部門，並按人口結構及實際需求規劃區內的社福設施。
7. **楊永杰議員**的意見綜合如下：(一) 指出「綜合發展區(4)」及「綜合發展區(5)」的最高地積比率約為6.6倍，並建議放寬地積比率，以更加善用土地；(二) 查詢規劃大綱有否預留空間予單軌列車相關的規劃；以及(三) 指出地下購物街頗長，故建議引入尖東站的自動行人道系統。
8. **吳寶強議員**指出啟德體育園、龍津石橋保育長廊及「與藝術及演藝有關的用途」地帶均會吸引區外人流，故查詢泊車位的相關配套。
9. **何顯明議員**的意見綜合如下：(一) 指出運輸署常使用五十年代的準則以評估泊車位需求，故查詢規劃大綱中的「泊車和上落客貨設施及車輛通道」所使用的準則詳情，及是次規劃有否提供高於原先規劃標準的泊車位數目；(二) 指出在上屆區議會期間，曾有區內的地區組織與理工大學合作，於啟德一帶進行5.5倍、7.5倍及9.5倍地積比率的發展研究，並把研究報告提交予發展局。局方其後接納了該報告，並把地積比率調高至7.5倍。他建議署方檢視該報告，以研究能否進一步增加地積比率；以及(三) 指出龍津石橋保育長廊為露天的設計，故詢問是否有地下通道讓市民走往長廊的另一邊。
10. **李軒朗議員**建議署方仿效北角邨的發展模式，先興建交通及社福設施，再發展其他商業項目，讓居民盡早享用到較完善的配套。
11. **曾健超議員**指出由於「綜合發展區(5)」將撥給房協興建公營房屋，且極大機會與真善美村的重建工作相關，因此他希望署方顧及居民的需要，並規劃更完善的配套設施。
12. **鄺葆賢議員**補充何顯明議員的意見，指出在上屆區議會期間，政府要求城規會放寬地積比率，最終規劃署把地積比率由最初的3倍多調高至5.5倍。及後，規劃署接納了理工大學研究的建議，再次調高地積比率至6.7倍。在兩次改動後，城規會曾提出對景觀及配套方面的擔憂。她又建議署方未來與會時能列出已作出的改動，讓議員更容易理解規劃大綱的內容。
13. **主席**贊同鄺葆賢議員的意見，並建議署方準備更簡潔的資料，讓市民理解規劃大綱的內容。
14. **任國棟議員**認為規劃大綱中各類社福設施所提供的名額實在讓人失望，

社會福利署理應提供各類設施的輪候數字等資料。他又要求署方向社會福利署查詢增加各類設施名額的可行性。

15. 規劃署鄭韻瑩女士回應，重點如下：

- (i) 規劃署在擬備分區計劃大綱圖時，已進行法定的公眾諮詢程序。此外，署方在大綱圖刊憲之前或之後，亦會諮詢區議會的意見。
- (ii) 規劃署過往曾就法定公眾諮詢程序期間收到的意見對「綜合發展區(1)」及「綜合發展區(2)」用地內的建築物高度進行大幅度修改，以減低對新蒲崗居民的影響。
- (iii) 規劃署是根據《香港規劃標準及準則》、區內的人口結構及社會福利署的意見，擬定該些在「綜合發展區」內提供的社會福利設施。
- (iv) 規劃署理解議員要求增加地積比率的訴求，惟署方已進行多輪的規劃研究。在2004至2007年間，規劃署進行了啟德規劃檢討，提出了零填海的方案。及後，署方於2013年開展檢討啟德發展區規劃的研究，並於2013年及2015年基於研究的初步結果，調高了個別用地的地積比率。在2016年，署方因應已完成的檢討建議，進一步調高啟德發展區的地積比率(包括把住用地積比率增加至最高6.5倍)，並把部分商業用地轉為住宅用地，以增加房屋供應。署方是根據區內道路及基礎設施的承托能力，把地積比率增加至現時在大綱圖上所訂的程度。若要再增加地積比率，須再作研究及／或改劃大綱圖，這將對項目進度造成影響。
- (v) 政府正研究把啟德的部分非住宅用地轉為住宅用地。
- (vi) 土木工程拓展署正進行與單軌列車相關的評估工作。
- (vii) 規劃署認同地下購物街頗長，故將於特定地點要求發展商提高無障礙行人設施以連接地面。此外，地下購物街或涉及多個發展商，而每個發展商須負責興建、管理及維修保養其用地範圍內的該段地下購物街。署方未有設置自動行人道的計劃。
- (viii) 運輸署正就其有關泊車位的規劃標準與準則進行檢視，因此相關

用地在賣地時將加入修訂後的標準。此外，在啟德體育園、「綜合發展區(1)」及周邊的商業用地所提供的泊車位亦可供公眾使用。

(ix) 龍津石橋保育長廊將設有數處橫貫兩邊行人通道的連接橋，亦有行人出入口連接地下購物街及毗連的「綜合發展區」用地。此外，長廊兩邊建築物地面的行人通道，擬以無柱式騎樓設計，可供市民遮蔭或避雨。

(x) 規劃署認同交通配套及社福設施對新區的重要性。現時已局部開通的港鐵屯馬綫，相信對便利居民出入和地區發展會有一定幫助。就發展用地內公用設施的落成時間，地政總署一般會要求發展商於約5年或其他合理期間內完成整個發展項目，包括所須提供的交通及社福設施。

(xi) 房協有兩幅位於啟德的用地，當中1E1用地將作包括重置受真善美村重建影響居民和設置政府專用安置屋邨之用，而「綜合發展區(5)」用地將會興建一般的公營房屋。

(xii) 由於是次諮詢涉及四份規劃大綱，因此內容較多及技術性。

(xiii) 規劃署將於會議後向社會福利署反映議員就「綜合發展區」所提供擬議社福設施的意見，以及於區內增加各類設施名額的可行性。

16. 主席作出總結，並希望署方備悉議員的意見。若就啟德發展規劃有重大修改，請署方日後再向議員匯報。

~~過渡性房屋計劃—啟德沐安街項目~~

(房屋及發展規劃委員會文件第41/20號)

17. 運輸及房屋局項目總監**陳立銘**先生作出簡介，重點如下：

(i) 過渡性房屋計劃乃透過短期租用閒置土地，增加房屋供應，以紓緩輪候公屋人士或居住環境惡劣人士的生活困難。有關項目將不會影響該土地的長遠發展，若要歸還土地，營運方可於短時間內安置居民及協助他們遷出。

Comments from B/Ds and Members on Circulation Paper –
Draft Planning Briefs for the
“ Comprehensive Development Area (2)” (“CDA(2)”),
“ CDA(3)”, “CDA(4)” and “CDA(5)” Zones
in Kai Tak Development (KTD)

No.	Comment
(1)	To what extent does the proposed scheme permit, enable and promote outdoor seating served by F&B retail, and where.
(2)	The developer should submit a TIA report (including internal transport facilities) for TD's approval.

Secretariat
Task Force on Kai Tak Harbourfront Developments
Harbourfront Commission
November 2020

**Major Views of HDPC of KCDC and KTTF of HC on the draft Planning Briefs for
“CDA(2)”, “CDA(3)”, “CDA(4)” and “CDA(5)” zones and Responses of PlanD**

1. Consultation with HDPC of KCDC on 15.9.2020

HDPC of KCDC’s Major Views	PlanD’s Responses
(i) Enquire whether the maximum PR for the “CDA(4)” and “CDA(5)” sites could be increased for better land utilization	The planning of KTD has gone through rounds of studies and public consultations. The Government commenced the Review Study of KTD in 2013 (the 2013 Review Study) to explore the feasibility of increasing the development intensity and enhancing the land use proposals of KTD. The 2013 Review Study was completed in 2016, recommending optimization of the development potential of individual sites within the planned transport and infrastructure capacity (including increasing the maximum domestic PR for residential sites to 6.5 in general), and rezoning of suitable sites to residential use for increasing housing supply.
(ii) Suggest provision of adequate parking spaces for places such as Kai Tak Sports Park and the LTSBPC in the vicinity may attract visitors	The parking facilities to be provided in the adjacent Kai Tak Sports Park and commercial developments would be available for public use.
(iii) Enquire the design of the LTSBPC and the availability of pedestrian crossings that would connect the walkways on the two sides of the LTSBPC	Link bridges at G/F and LG1/F would be available for connecting the walkways on the two sides of the LTSBPC. There would also be openings at specific locations from the adjoining “CDA” sites to connect with the LTSBPC and the USS.
(iv) Suggest providing travellers along the USS in view of its considerable length	Although the Government has no current plan to install travellers along the USS, barrier-free access facilities (e.g. lift and escalators) would be provided at specific locations of the USS for convenient vertical connection to places along the USS.
(v) Support provision of transport and social welfare facilities in advance for use and enjoyment of the residents	Views on the importance of timely provision of supporting facilities are noted. In general, the provision of transport and social welfare facilities, if required under lease, would be provided upon completion of the development projects.

HDPC of KCDC's Major Views	PlanD's Responses
(vi) Suggest exploring the feasibility of incorporating more social welfare facilities	Reference have been made to the provision standards of the Hong Kong Planning Standards and Guidelines (HKPSG) and comments from the Social Welfare Department when incorporating social welfare facilities, if any, in the development sites. In KTD, requirement for social welfare facilities for child care, elderly and rehabilitation services had been incorporated in a number of development sites.

2. Consultation with the KTTF of HC in October 2020

KTTF of HC's Major Views	PlanD's Responses
(i) To what extent does the Planning Briefs permit, enable and promote outdoor seating served by food and beverage (F&B) and retail, and their locations	There will be open-air spaces within the development sites which could be used as outdoor seating/activities areas. The possible locations of outdoor seating areas for F&B or outdoor retail areas could be the at-grade landscape gardens or the landscape terraces/platforms of buildings.
(ii) The developer should submit a Traffic Impact Assessment (TIA) report (including internal transport facilities) for Transport Department (TD)'s approval	As part of the MLP submission to the Board, the developer would be required to submit a TIA (which should include the proposed internal transport facilities in accordance with the HKPSG) to the satisfaction of TD.

Task Force on Kai Tak Harbourfront Development

Minutes of Forty-second Meeting

Date : 1 November 2021 (Mon)
Time : 3 p.m.
Venue : Conference Room, 15/F, North Point Government Offices, 333 Java Road, Hong Kong

Present

Mr Vincent NG Chairman

Organization Members

Mrs Margaret BROOKE	Representing Business Environment Council Limited
Dr Vivian WONG	Representing Friends of the Earth (HK) Charity Limited
Mr Benny CHAN	Representing Hong Kong Institute of Urban Design
Mr Winston CHU	Representing Society for Protection of the Harbour (attended Item 2)
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour (attended Item 3)
Mr Sam CHOW	Representing The Chartered Institute of Logistics and Transport in Hong Kong
Dr CHUNG Shan-shan	Representing The Conservancy Association
Mr Jacky CHEUNG	Representing The Hong Kong Institute of Architects
Ms Iris HOI	Representing The Hong Kong Institute of Landscape Architects
Mr Edward LO*	Representing The Hong Kong Institute of Planners
Sr Francis LAM	Representing The Hong Kong Institute of Surveyors
Ir Victor CHEUNG*	Representing The Hong Kong Institution of Engineers

Mr Jeff TUNG

Representing The Real Estate Developers Association
of Hong Kong

Individual Members

Mr Mac CHAN*

Mr Ivan HO

Ms Angela SO*

Hon Tony TSE

Official Members

Mr Vic YAU

Deputy Secretary (Planning & Lands) 1, Development
Bureau (DEVB)

Mr Johnny CHAN

Principal Assistant Secretary (Works) 2, DEVB

Ms Stephenie HO

Senior Manager (Tourism) 41, Tourism Commission
(TC)

Mr Patrick HO

Assistant Commissioner/Urban, Transport
Department (TD)

Mr Henry CHU

Head (Kai Tak Office), Civil Engineering and
Development Department (CEDD)

Mr Michael CHIU

Chief Executive Officer (Planning) 1, Leisure and
Cultural Services Department (LCSD)

Mr Chesterfield LEE

Senior Town Planner/Kowloon 3, Planning
Department (PlanD)

Mr Steven LEE

Secretary

In Attendance

Miss Rosalind CHEUNG

Principal Assistant Secretary (Harbour), DEVB

Mr William LEUNG

Assistant Secretary (Harbour) Special Duties, DEVB

Mr William CHAN

Project Manager (Harbour), DEVB

Mr NG Shing-kit

Senior Engineer (Harbour)2, DEVB

Ms Phoebe WU

Engineer (Harbour), DEVB

Ms Helen CHU*

Landscape Architect (Harbour), DEVB

Absent with Apologies

Ms Kelly CHAN

Mr Frankie NGAN

For Item 2

Mr George MAK

Chief Engineer/East 5, East Development Office,
CEDD

Mr Jason WONG

Senior Engineer/10(E), East Development Office,
CEDD

Ms Melissa WAYE

Engineer/15(E), East Development Office, CEDD

Mr Chesterfield LEE

Senior Town Planner/Kowloon 3, PlanD

Ms Joyce LEE

Assistant Town Planner/Kowloon 8, PlanD

Mr Oliver LAW

General Manager (Planning & Development), Hong
Kong Housing Society (HKHS)

Mr Raymond LIU

Senior Manager (Planning & Development), HKHS

Mr FU Yee Ming

Senior Manager (Planning & Development), HKHS

Mr Howard YEE

Senior Manager (Project Management), HKHS

For Item 3

Mr Kasper NG

Principal Assistant Secretary (Further Education),
Education Bureau (EDB)

Miss Jasmine CHIU

Assistant Secretary (Further Education) 2, EDB

Miss May LEE

Assistant Secretary (Further Education) 2 Des., EDB

Ms Karen CHEK

Senior Executive Officer (Further Education)3, EDB

Dr Wilson LAM

Architect / Subvented Projects (4), Architectural
Services Department (ArchSD)

Dr Eric LIU	Deputy Executive Director, Vocational Training Council (VTC)
Mr Philip SHUM	Head/Estates, Health and Safety Division, VTC
Ms Ariel CHOW	Project Manager/Estates, Health and Safety Division, VTC
Mr Joel CHAN	Director, P&T Group

*Denoting attendance online.

The Chairman welcomed all to the 42nd meeting of the Task Force on Kai Tak Harbourfront Development (KTTF).

The Chairman informed the meeting that –

- (a) **Mr Johnny CHAN**, Principal Assistant Secretary (Works) 2, DEVB, attended on behalf of Mr Vincent MAK, Deputy Secretary (Works) 2;
- (b) **Mr Henry CHU**, Head (Kai Tak Office) of CEDD, attended on behalf of Mr Michael LEUNG, Project Manager (E);
- (c) **Mr Michael CHIU**, Chief Executive Officer (Planning) 1 of LCSD, attended on behalf of Mr Horman CHAN, Assistant Director (Leisure Services) 1;
- (d) **Ms Stephenie HO**, Senior Manager (Tourism) 41 of TC, attended on behalf of Henry LAI, Assistant Commissioner for Tourism 4; and
- (e) **Mr Chesterfield LEE**, Senior Town Planner/Kowloon 3 of PlanD, attends on behalf of Ms Katy FUNG, District Planning Officer/Kowloon.

Item 1 Matters Arising

1.1 **The Chairman** informed Members that the Task Force resolved in the 41st meeting to request the Energizing Kowloon East Office to propose improvement measures in response to their comments on the pedestrian connectivity and walking experience from Kowloon Bay Action Area to the waterfront. Further details would be provided when available.

~~[Post-meeting note: Subsequent to the meeting, further information on the~~

~~pedestrian connectivity and walking experience from hinterland to harbourfront~~ was supplemented by EKEO and was circulated to Members on 31 December 2021 for information and comments. With the Chairman's agreement, the Secretariat made a written submission consolidating Members' views and comments on the proposed development plan and amendment proposal of the Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) to the Town Planning Board (TPB) on 1 March 2022.]

1.2 Since the last KTTF meeting was only held a short while ago, **the Chairman** informed Members that the minutes of the 41st meeting would be ~~confirmed at the next meeting.~~

Item 2 Further Review of Land Use in Kai Tak Development (TFKT/07/2021)

Briefing by the proponent

2.1 **The Chairman** informed the meeting that a briefing was arranged on 26 October 2021 for PlanD and CEDD to consult Members on the further review of land use in Kai Tak Development (KTD). Subsequently, the team had submitted a paper (TFKT/07/2021) on the latest review proposal.

2.2 Upon **the Chairman's** invitation, **Mr Steven LEE** briefed Members on the background of the item. In view of the latest economic situation and market response, as well as the acute housing demand, the review study was commissioned in 2020 to examine the feasibility of rezoning 5 commercial sites for residential use. Other proposed amendments to the prevailing Kai Tak OZP including, among others, the proposed Dedicated Rehousing Estate (DRE) at Ma Tau Kok, were also focus of the current item.

2.3 **Sr Francis LAM** declared that he was a Member of the Hong Kong Housing Authority. **The Chairman** decided that he could remain in the meeting but should refrain from commenting on the specific site concerned where potential conflict of interest was involved.

2.4 With the aid of a PowerPoint presentation, **Mr Chesterfield LEE** from PlanD briefed Members on the latest review proposal.

Discussion

Dining Cove

2.5 **Mr Ivan HO, Mr Jeff TUNG, Ms Iris HOI, Mr Jacky CHEUNG** and **the Chairman** expressed grave concerns over the removal of the Dining Cove and that the proposed remedial measures of implementing the public open space (POS) outside the original Dining Cove lacked vibrancy. **Mr Ivan HO** and **the Chairman** stressed the importance of providing alfresco dining within the POS to be managed by LCSD, and if this was not possible in the near future, it was considered that there should at least be proper seating, tables and shelters on this LCSD site to support the restaurants inside the site to be managed by the HKHS.

2.6 **Mr Chesterfield LEE** explained that the proposed DRE development adjoining the Dining Cove POS was intended to meet the rehousing demands arising from government development and/or urban renewal projects. He added that that site had been reconfigured with a view to facilitating HKHS to accommodate certain at-grade food and beverage as well as alfresco dining provision for public enjoyment following the original planning intention and facilitating the implementation of the intended Dining Cove. **Mr Oliver LAW** supplemented that open air alfresco dining and

commercial facilities fronting the adjoining Dining Cove POS were planned on the lower floors of the proposed development. **Mr Michael CHIU** remarked that while food and beverage facilities were generally not allowed in venues managed by LCSD, they would be willing to explore with HKHS ways to facilitate their dining activities.

2.7 **The Chairman** expressed that with reference to the experience of Central Market, the public should be able to enjoy food and beverage within the POS. **Miss Rosalind CHEUNG** remarked that if there would be at least proper seating, tables and shelters on the LCSD site, it would allow members of the public to enjoy their food and beverage purchased from the outlets in HKHS' development. **Mr Jeff TUNG** considered that the proposed arrangement was still inconvenient for public enjoyment. He suggested having more food kiosks in the LCSD site directly so as to have a vibrant harbourfront.

2.8 **Mr Ivan HO** enquired about the types of "Government, Institution or Community" (GIC) and social welfare facilities to be provided in the site, and expressed concerns that some proposed uses might not be compatible with the original planning intention of achieving a vibrant area. **Ms Iris HOI** opined that the overall design of the POS within the DRE site was not conducive to vibrancy but only provided a passive passageway. She suggested rearranging the building disposition for having a more open public space with shelters and seating which could offer multi-functional uses for public enjoyment.

2.9 **Mr Oliver LAW** responded that the GIC and social welfare facilities were planned for elderly care, pre-school rehabilitation services, care services for children with special needs, hostel for physically or mentally handicapped persons, etc. He also explained that the proposed building

disposition was arranged having regard to both technical constraints imposed by the residential developments and the intention to open up the at-grade POS for public enjoyment.

2.10 **Mr Jacky CHEUNG** requested further elaboration regarding the interdepartmental design review panel formed by relevant government representatives in monitoring the design and construction of the POS by HKHS.

2.11 **Mr Chesterfield LEE** explained that making reference to the practice for the residential sites at Kai Tak former runway, the interdepartmental design review panel would compose of representatives of different departments including CEDD, PlanD, LCSD, ArchSD, Harbour Office and the Green and Landscape Office of DEVB. The project team would also consult the Task Force on the detailed design of the POS to be delivered by HKHS in due course.

Underground Shopping Street (USS) and Underground Carpark

2.12 **Mr Ivan HO** opined that with the segregated ownership along the different USS sections, the business viability for the realigned USS should be considered thoroughly so as to achieve a critical mass. He further enquired which party was responsible for constructing the section of USS which was not to be taken forward by private developers. **Mr Benny CHAN, Mr Jeff TUNG** and **Mr Jacky CHEUNG** concurred. They proposed that the USS could be managed by a single operator for holistic management, which would be conducive to its vibrancy and integration. **Mr Jeff TUNG** suggested having sufficient retail facilities at the podium of the residential buildings above and exploring the possibility of having hotel development nearby so as to create synergy and attract a critical public mass for the USS.

2.13 **Mr George MAK** responded that in the future land sale documents of the sites concerned, developers would be required to integrate the basement retail provision with the USS so as to achieve a critical mass. In response to Members' comments on holistic management of the USS by government, he said that the USS would generally be located within private land and be integrated with other shops at the USS level. The developers concerned would also be required to maintain round-the-clock pedestrian access through the USS. It would therefore be prudent for the developer to manage its own section of USS as a single party.

2.14 **Mr Ivan HO** urged the project team to study the possibility in linking up the basement carpark within the rezoned bundled residential sites in Area 2 so as to provide more parking spaces and flexibility to meet the anticipated traffic flow. **Mr Jeff TUNG** concurred.

2.15 **Mr George MAK** responded that in line with the latest updates to the parking standard under Hong Kong Planning Standards and Guidelines, more underground parking spaces would be provided. He remarked that there were also considerable parking provisions in other parts of KTD such as the Tourism Node and Kai Tak Sports Park to meet the parking demand. In response to Members' suggestion on linking up the basement carpark, **Mr Chesterfield LEE** supplemented that the project team would liaise with relevant departments to explore if it would be technically feasible. [Post meeting note: Members' proposal involved the use of the underground space underneath public roads and pedestrian street for parking use. Upon consulting relevant departments, it was considered that the notional schemes under the Review Study with parking spaces confined to the development sites (i.e. without encroaching into the underground areas of public roads) were technically feasible. If the future developers had the intention to provide ancillary car parking spaces of commercial/residential development in area

shown as 'Road' on the OZP, they could submit planning application to the TPB under the provisions of the OZP.]

2.16 **Dr CHUNG Shan-shan** opined that the factor of global climate change should be taken into account in the design of USS and asked if the proposal had considered the possible adverse weather conditions in the years to come.

2.17 **Mr George MAK** explained that necessary architectural and drainage features had been incorporated in the design of USS to avoid flooding brought about by the adverse weather.

Pedestrian-cum-cyclist Bridge across Kwun Tong Typhoon Shelter

2.18 While agreeing that a pedestrian connection should be added across Kwun Tong Typhoon Shelter, **Mr Winston CHU** expressed concerns over its potential adverse impact on the operation of the Typhoon Shelter due to height restriction, and urged the proponent to consider other possible locations for constructing the bridge, such as at the opening of Kai Tak Approach Channel or along the existing breakwater. With reference to the Greenwich Foot Tunnel in London, he proposed that alternative solutions such as pedestrian tunnel or ferry services should be considered. He also expressed that the views of relevant stakeholders on the conceptual proposal should be fully considered before proceeding to prepare the detailed design of the proposed bridge.

2.19 **Mr Edward LO** supported enhancing cycling connectivity throughout KTD as it could promote cycling for recreation as well as commuting purposes. **Mr Benny CHAN** requested further details showing the latest overall connectivity for pedestrians and cyclists in KTD.

2.20 **Mr George MAK** responded that the latest proposed location of the pedestrian-cum-cyclist bridge had already significantly reduced its impact on the operation of Kwun Tong Typhoon Shelter. The project team would also take into consideration Members' comments in refining the proposal as appropriate. In respect of the suggested pedestrian tunnel, he explained that it might not be technically feasible as Trunk Road T2 would also pass through the seabed underneath Kwun Tong Typhoon Shelter. He further explained that under the proposed travellers networks, including the 1.3km traveller along Wai Yip Street linking up Kowloon Bay Action Area and Kwun Tong Action Area, together with the proposed pedestrian-cum-cyclist bridge (with traveller) would provide a direct and convenient linkage among Kwun Tong Action Area, Kowloon Bay Action Area and Kai Tak Runway under the "multi-modal" Environmentally Friendly Linkage System. He supplemented that the commencement of detailed design of the proposed bridge was still subject to review with regards to the Protection of the Harbour Ordinance and various technical impact assessments.

2.21 **Mr Chesterfield LEE** explained that a holistic pedestrian and cycling connection network had been planned throughout KTD in particular in connecting the various open spaces and Kai Tak Sports Park. Pedestrian connections in form of footbridges and subways had also been provided to connect to other areas in the vicinity of KTD including San Po Kong and Kowloon City.

Other Comments

2.22 **Hon Tony TSE** enquired if the increase in maximum building heights (BHs) for the residential sites at the former north apron area would visually block the surrounding buildings, and if minor relaxation of BHs would

be allowed for other sites in the vicinity. **Mr Edward LO** concurred and considered that the visual impact assessment should fully consider the potential effects on the ridgeline and harbour view.

2.23 **Mr Chesterfield LEE** responded that the maximum BHs for the rezoning sites were increased with a view to achieving the planned domestic plot ratio along with the reduced footprint. The increased BHs were also in line with the surrounding building profile, and a stepped height profile of the locality would be maintained.

2.24 **Hon Tony TSE** requested further elaboration in terms of traffic flow and the potential impact of the proposed rezoning of the commercial sites for residential use on the overall KTD.

2.25 **Mr George MAK** responded that the overall traffic flow in the area was expected to be slightly reduced upon the proposed rezoning of the commercial sites according to the traffic impact assessment.

2.26 **Hon Tony TSE** added that the traffic impact assessment should also include traffic flow information at different time periods brought about by the rezoning.

Way Forward

2.27 In conclusion, notwithstanding that the Task Force had no in-principle objection to the proposed rezoning for residential uses, Members expressed grave concerns over the lack of vibrancy at the original Dining Cove area. Members also provided other comments with less harbourfront angle including the implementation of the USS and the possibility in linking up the basement car parks within the rezoned bundled residential sites in Area 2.

The Chairman invited the project team to take into account Members' comments in taking forward the rezoning proposal for consideration by the TPB, and to consult the Task Force on the detailed design of the POS to be delivered by HKHS as soon as possible.

~~**Item 3 Pre-construction Works for Proposed Development of New Campus of Vocational Training Council at Kowloon East (Cha Kwo Ling) (TFKT/08/2021)**~~

Briefing by the proponent

3.1 **The Chairman** informed Members that EDB submitted a paper (TFKT/08/2021) on the pre-construction works for the proposed development of new campus of VTC at Kowloon East (Cha Kwo Ling). Further to the briefing session arranged on 26 October 2021, the project team had further refined the proposal taking into account Members' comments.

3.2 Upon the **Chairman's** invitation, **Mr Steven LEE** briefed Members on the background of the item. PlanD and CEDD consulted the Task Force on the amendments incorporated in the draft Kai Tak OZP No. S/K22/5, including the proposed rezoning for the proposed VTC campus development, in 2017. While the Task Force recognised the need to cater for the different needs of society, Members expressed concerns over the building bulk of the proposed campus, integration between the campus and the promenade, and connectivity to the waterfront, etc. Subsequently, the TPB considered that the project's purpose of nurturing young people in Hong Kong is compatible with the objective of enhancing the vibrancy and diversity of the waterfront area, and considered that a more responsive building design and configuration of the VTC campus should be explored at the implementation stage to achieve better integration of the campus with the waterfront. To take

第六屆九龍城區議會
第十三次會議記錄

日期：2021年11月4日(星期四)
時間：下午2時30分
地點：九龍城民政事務處會議室

<u>出席者：</u>	<u>出席時間</u>	<u>離席時間</u>
主席：楊永杰議員	會議開始	會議結束
副主席：何顯明議員,BBS,MH	會議開始	會議結束
議員：林德成議員	會議開始	會議結束
張景勛議員	會議開始	會議結束
黃國桐議員	會議開始	會議結束
吳寶強議員,MH	會議開始	下午6時正
何華漢議員	會議開始	下午6時正
潘國華議員,JP	會議開始	會議結束
楊振宇議員	會議開始	會議結束
左滙雄議員,MH	下午2時36分	下午5時48分
李慧琼議員,SBS,JP	會議開始	下午5時45分

秘書：劉秀敏女士 九龍城民政事務處高級行政主任(區議會)

缺席者：
議員：梁婉婷議員

列席者：

蔡敏君女士,JP	九龍城民政事務專員
簡耀進先生	九龍城民政事務助理專員
廖淑芬女士	九龍城民政事務處高級聯絡主任(地區聯絡)2
劉美儀女士	九龍城民政事務處高級聯絡主任(特別職務)
郭麗娟女士	九龍城民政事務處高級行政主任(地區管理)
麥慧敏女士	九龍城民政事務處高級聯絡主任(大廈管理)
冼寶琼女士	九龍城民政事務處聯絡主任主管(紅磡)
劉鎮達先生	土木工程拓展署總工程師/東4
林明偉先生	食物環境衛生署九龍城區環境衛生總監
凌菊儀女士	房屋署物業管理總經理(西九龍及西貢)
張惠英女士	康樂及文化事務署總康樂事務經理(九龍)
湯德欣女士	康樂及文化事務署九龍城區康樂事務經理
廖健威先生	運輸署總運輸主任/九龍2

周虹女士	香港警務處九龍城區指揮官
謝芷晴女士	香港警務處九龍城區警民關係主任
鄧穎天先生	香港警務處牛頭角分區指揮官
周健清女士	香港警務處九龍城區助理警民關係主任

應邀出席者：

議程一	余德祥先生,JP 吳煥賢女士 陳詠雯女士	屋宇署署長 屋宇署高級屋宇測量師/E2 屋宇署署長行政助理
議程三	麥健明先生 黃啟聰先生 李建基先生 李樂敏女士	土木工程拓展署總工程師/東5 土木工程拓展署高級工程師/10(東) 規劃署署理九龍規劃專員 規劃署助理城市規劃師/九龍 8
議程四	區俊豪先生 孫知用先生 殷倩華女士	市區重建局總監(規劃及設計) 市區重建局總經理(業務策略) 市區重建局高級經理(社區發展)

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開會辭

1. **主席**歡迎各位議員及各部門的代表出席九龍城區議會第十三次會議。
2. 在開始商討議程前，**主席**提醒各位議員按《九龍城區議會會議常規》(下文簡稱《會議常規》)的規定申報利益，若稍後討論的事項與其物業業權、職業或投資等個人利益有所衝突，議員須在討論前申報，以便他考慮是否須要請有關議員於討論或表決時避席。此外，根據《會議常規》第 12(1)條，區議會會議的法定人數為不少於當其時擔任該區議會議員的人數的二分之一。由於區議會現有 12 位議員，如會議期間在席議員人數不足 6 位，並有議員向他提出此事時，他會立即中止討論，並指示秘書請離席議員返回會議室。如 15 分鐘屆滿後仍未有足夠的法定人數，他會立即宣布會議結束。他又提醒與會人士關掉手提電話的響鬧裝置或將其改為震動提示，以免會議受到干擾。此外，因應疫情的最新情況，

- ~~14. 主席作出總結，感謝余德祥先生抽空出席會議，並代表區議會致送由九龍城區議會出版的《龍城。濃情》給他留念。~~

議程二

通過第三次特別會議記錄及第十二次會議記錄

- ~~15. 主席宣布第三次特別會議及第十二次會議的會議記錄無須修訂，並獲得一致通過。~~

議程三

啟德發展進一步檢討研究

(九龍城區議會文件第 70/21 號)

16. 規劃署署理九龍規劃專員李建基先生介紹文件，重點如下：
- (i) 政府於 2020 年開展研究，探討把啟德發展區五幅商業用地改劃作住宅用途的可行性。研究結果顯示有關建議在技術上可行；
 - (ii) 上述五幅用地中，兩幅位於前北面停機坪區(第 2A 區)的用地將合併出售(即 2A2 和 2A3 號用地及 2A4、2A5(B)和 2A10 號用地；下文簡稱「第 2A 區用地」)，而餘下的三幅用地則位於前跑道區(第 4 區)；
 - (iii) 第 2A 區用地實際上涉及五幅土地。當中毗連龍津石橋保育長廊的 2A2 號用地現時在啟德分區計劃大綱圖(下文簡稱「大綱圖」)上是劃為「綜合發展區」地帶，現署方建議將其規劃意向由「作商業用途」改為「作住宅用途」。至於其餘四幅土地，即 2A3、2A4、2A5(B)和 2A10 號用地，署方則建議由「商業」地帶改劃為「住宅(甲類)」地帶；
 - (iv) 規劃署擬把第 2A 區用地改劃後的最高住用地積比率訂為 6.5 倍，即在《香港規劃標準與準則》(下文簡稱《規劃標準》)中市區新發展區的上限，以及將最高非住用地積比率訂為 1 倍(2A2 和 2A3 號用地)和 1.5 倍(2A4、2A5(B)和 2A10 號用地)；

- (v) 第 2A 區用地的建築物高度限制亦將由主水平基準上 80 至 90 米增加至 100 至 125 米，以達到規劃的地積比率，並維持現時區內由東北向西南逐步遞降的梯級式建築物高度輪廓，以符合啟德發展區城市設計大綱的概念；
- (vi) 因應改劃和賣地及建設時間的改變，署方建議把由龍津石橋保育長廊至宋皇臺港鐵站的一段地下購物街改道至第 2A 區用地之內，以減少工程上的複雜性，並讓地下購物街與發展用地內的商業樓面面積有更好的融合。地下購物街將由第 2A 區用地的發展商負責興建，並設有 24 小時開放的無障礙行人通道和垂直行人連接設施，可連接啟德及宋皇臺兩個港鐵站、九龍城和新蒲崗；
- (vii) 此外，前跑道區共分為 14 幅用地，當中 11 幅用地已出售作住宅發展。署方建議把餘下的三幅用地，即 4B5、4C4 和 4C5 號用地(下文簡稱「第 4 區用地」)，由「商業」地帶改劃為「住宅(乙類)」地帶，並把最高住用地積比率訂為 5.7 至 7 倍，以及把最高非住用地積比率訂為 0.3 倍(4C4 號用地)及 0.5 倍(4B5 號用地)；至於用地內的建築物高度限制將維持現時的主水平基準上 95 至 108 米，以維持跑道區起伏有致的建築物高度輪廓；
- (viii) 第 2A 區用地及第 4 區用地已預留空間提供一系列的社福設施，包括各類長者、兒童、青少年和復康設施；
- (ix) 前跑道區的公共休憩空間將包括兩邊的海濱長廊、啟德空中花園、都會公園、跑道公園和啟德郵輪碼頭公園，而區內設有行人天橋、行人街道和垂直行人連接設施；
- (x) 《行政長官 2020 年施政報告》提及會以「多元組合」模式發展九龍東環保連接系統，當中包括興建一條長約 600 米、橫跨觀塘避風塘的行人及單車天橋。因應以上建議，署方將刪除在大綱圖上的環保連接系統示意走線，並更新大綱圖《說明書》的相關資料；
- (xi) 署方亦建議把一幅位於馬頭角土瓜灣道的用地由「政府、機構或社區」地帶、「其他指定用途」註明「與海旁有關的商業、文化及休憩用途」地帶和「休憩用地」地帶改劃為「住宅(甲類)」地帶，並交由房協發展專用安置屋邨。改劃後的

用地預計可提供約 1 100 個單位、服務長者和復康人士的社福設施，以及約 2 700 平方米的地面公共休憩空間；

- (xii) 城市規劃委員會(下文簡稱「城規會」)較早前根據《城市規劃條例》第 12A 條同意把位於新碼頭街幸福大廈的用地改劃作商業用途，現署方建議把涵蓋幸福大廈和毗鄰紅棉工業大廈的土地由「其他指定用途」註明「隧道通風塔」地帶和「政府、機構或社區」地帶改劃為「商業(9)」地帶；
- (xiii) 署方亦建議把位於茶果嶺道的一幅用地由「政府、機構或社區」地帶改劃為「休憩用地」地帶，以發展茶果嶺海濱長廊。有關海濱長廊是政府其中一項優化海濱重點項目，將納入職業訓練局新校舍項目一併發展；
- (xiv) 大綱圖改劃後，啟德發展區的整體住宅單位數目會由原先的約 50 000 個增至約 59 000 個，居住人口會由原先的約 134 000 人增至約 158 000 人，而商業樓面面積則會由原先的約 2 280 000 平方米減至約 1 940 000 平方米；
- (xv) 大綱圖的改劃建議不會導致交通、供水、排水及排污等各方面的基礎設施超出負荷，亦不會對周邊環境包括噪音、空氣質素、空氣流通和景觀等方面帶來不良影響；以及
- (xvi) 規劃署稍後會把大綱圖的改劃建議連同議員的意見提交城規會審議。若改劃建議獲通過，城規會會根據《城市規劃條例》展示有關大綱草圖，並作為期兩個月的公眾諮詢。

17. **楊振宇議員**的意見綜合如下：

- (i) 他支持增加房屋供應，但擔心署方過於依賴地下購物街和港鐵站，以致忽略地面的行人和公共交通設施；
- (ii) 他指出宋皇臺區缺乏民生類商店，區內的市民現時不得不前往九龍城區或土瓜灣區的商店購買所需的物品，故要求署方增加民生設施；以及
- (iii) 他認為區內社福設施的名額嚴重不足，故建議於擬建的社福設施加入九龍城區居民優先使用的規則。

18. **何華漢議員**的意見綜合如下：

- (i) 他認同增加房屋供應具迫切性，並指出增加社區配套同樣

重要。他以啟德為例，指出區內雖然有一座街市、兩間小學和一間中學，但是卻沒有游泳池、圖書館、大型公共運輸交匯處、單軌列車等設施；

- (ii) 他認為按改劃建議增加區內的居民數目會突顯區內社區配套的不足。他又以德朗邨為例，指出邨內大部分學生自 2013 年入伙以來均須跨區上學；
- (iii) 他認為區內的交通過於依賴啟德及宋皇臺港鐵站，而富豪東方酒店外的巴士站已超出負荷，故認為署方須增加港鐵以外的交通配套；
- (iv) 他指出德朗邨的街市只有 36 間店舖，當中一間為新鮮豬肉店、兩間為新鮮水產店，以及兩間為新鮮蔬菜店，導致濕貨商品價格容易出現被壟斷的情況。他認為小型街市無助緩解區內的需求，故要求署方切實地從居民角度考慮需求和價格問題；
- (v) 他查詢署方如何評估有關改劃對啟德郵輪碼頭和周邊旅遊設施的影響，以及有否諮詢旅遊業人士的意見；以及
- (vi) 他建議把第 2A 區用地作重置馬頭圍邨和樂民新村的居民之用。

19. **張景勛議員**的意見綜合如下：

- (i) 不少市民反對於 2A2 和 2A3 號用地建設男童院等社福設施；
- (ii) 他認為於五幅用地合共增設七所弱智人士宿舍乃過多，並建議改建為其他社福設施；
- (iii) 他查詢啟德綜合大樓仍未動工的原因；
- (iv) 他查詢啟德河畔花園的規劃進度；以及
- (v) 他指出啟德郵輪碼頭一帶的泊車位嚴重不足，故查詢在該處增設泊車位的可行性。

20. **副主席**的意見綜合如下：

- (i) 他認為改劃第 2A 區用地屬無可厚非；
- (ii) 他指出原規劃擬把鄰近啟德郵輪碼頭的第 4 區用地發展為

旅遊區，若把用地改劃作住宅用地，啟德郵輪碼頭將變為死城，因此他反對有關改劃建議；

- (iii) 他認為前跑道區已有大量公共休憩空間，故建議把都會公園一帶改劃作住宅用地；
- (iv) 他建議署方研究於前跑道區建設酒吧街；
- (v) 他認為於美食海灣設置下水位置較使用啟德明渠進口道便利，故查詢其可行性。他又查詢市民可否使用啟德體育園的下水位置；以及
- (vi) 他指出若香港國際七人欖球賽等大型賽事於啟德體育園舉行，參賽隊伍會優先選擇鄰近的酒店住宿設施。由於啟德體育園可容納約五萬人，因此他認為區內的酒店房間不足以應付需求。

21. **李慧琼議員**的意見綜合如下：

- (i) 雖然啟德原規劃的主調乃保育和給予市民更充裕的休憩空間，但她希望署方在改劃時把化解香港的深層次矛盾納入考量，並合理地訂定地積比率；
- (ii) 她建議預留部分土地作原區安置之用；
- (iii) 她要求增加啟德郵輪碼頭的配套設施，以活化該處；以及
- (iv) 她認為啟德的交通設施不足以應對市民的需求，故要求署方改善相關規劃。

22. **主席**的意見綜合如下：

- (i) 他支持改劃建議，但他要求署方先增加街市、學校和康體設施等民生設施；
- (ii) 他指出啟德區的違泊問題十分嚴重，而是項改劃建議未有增加泊車位，故擔心改劃會導致違泊問題惡化；
- (iii) 他認為居住在前跑道區的人大多會駕駛私家車代步，故認為取消單軌列車的決定會令該區的交通問題惡化；
- (iv) 他支持把用地改劃予房協發展專用安置屋邨，但他擔心該處缺乏交通和民生設施；

- (v) 他建議署方於 2A2 號用地或鄰近用地建設連接新蒲崗的通道，以達至協同效果；以及
- (vi) 他擔心第 4 區用地的改劃建議會增加啟德醫院和香港兒童醫院一帶的交通負荷。

23. **規劃署李建基先生回應，重點如下：**

- (i) 是項改劃建議的目的主要是把原規劃方案的部分商業用地改劃作住宅用途，而非為了增加發展密度；
- (ii) 根據規劃，來往啟德近九龍城或新蒲崗一帶的人士可使用港鐵及途經太子道東的公共交通服務，包括多條巴士線和小巴線。隨着區內人口的增長，運輸署會適時檢視交通需求並增強公共交通服務；
- (iii) 南豐集團旗下項目 AIRSIDE 的用地內將設有新的公共運輸交匯處，為區內人士提供更多的交通選擇。有關工程預計於 2022 至 2023 年間完成；
- (iv) 由於啟德區內的公共房屋發展項目有限，而街市一般由公共房屋發展項目提供，因此啟德區現時只有位於德朗邨的晴朗街市。位於 1E1 和 2B3 號用地的公共房屋發展項目將會提供新的街市設施；
- (v) 食環署暫未有計劃於啟德區建設一座大型公眾街市。他會向食環署轉達議員有關建設大型公眾街市的意見；
- (vi) 除了地下購物街的商業樓面外，第 2A 區的兩幅合併出售土地亦有足夠的地積比率讓發展商建設臨街店鋪類的商業樓面。此外，周邊的其他商業和住宅用地亦會設有店鋪，因此他相信區內的店鋪足以滿足居民的需求；
- (vii) 社署會根據當區居民及社會的需要和周邊的配套設施去規劃地區的社福設施。根據《規劃標準》，除學校和幼兒中心外，啟德區內社福設施的供應大致足以應付居民的需求；
- (viii) 教育局就學校方面的規劃會從更大的範圍考慮，而當局經考慮九龍城區的學校分佈後，認為區內的學位供應相對充足，當局亦會因應需求情況不時檢視須否增加區內幼稚園或中小學學位；

- (ix) 雖然第 4 區用地擬改劃為住宅用途，但是前跑道區相關的住宅用地將會沿海濱長廊提供共約 23 000 平方米的商業樓面面積。此外，鄰近亦有可提供約 23 萬平方米商業樓面面積的旅遊中樞項目，當中包括提供約 700 至 900 間房間的酒店及商業樓面，以帶動區內的旅遊業；
- (x) 隨着前跑道區的樓宇落成，啟德郵輪碼頭一帶將會有更多的零售及餐飲類店舖，吸引更多人到該處消費觀光；
- (xi) 啟德郵輪碼頭現有約 100 個泊車位，而鄰近的旅遊中樞將設有約 1 000 個泊車位，故署方認為有關的泊車位數目足以應付區內人士的需求。此外，當局亦正研究於旅遊中樞增設更多泊車位的可行性；
- (xii) 考慮到乘搭郵輪的外地旅客大多會選擇於郵輪上住宿，加上毗鄰擬議的酒店(提供約 700 至 900 間房間)和附近啟德體育園的酒店(提供約 400 間房間)將可為啟德郵輪碼頭的旅客提供所需的住宿設施。署方已就大綱圖的改劃建議諮詢旅遊事務署，並未有收到反對意見；
- (xiii) 建築署和康樂及文化事務署(下文簡稱「康文署」)正進行啟德綜合大樓的前期工作，並會在落實具體方案後諮詢區議會的意見；
- (xiv) 美食海灣的設計原意是為了讓顧客在海灣兩邊的露天店舖一邊享受餐飲，一邊欣賞維多利亞港的景色。啟德體育園的下水位置屬於公共休憩空間，故會開放予市民使用。至於在美食海灣公共休憩用地設置下水位的建議，可於該休憩用地的詳細設計階段考慮。除了啟德明渠進口道和啟德體育園外，前跑道區亦會增設更多下水位置，以便利市民進行水上活動；
- (xv) 規劃署已於今年較早前修訂了《規劃標準》中有關泊車位的標準，並會於改劃所涉及的用地中採用新的泊車位標準。新住宅項目可提供的泊車位數目會較舊標準有所增加；
- (xvi) 根據現時的安排，真善美村的居民將會被重置到於 1E1 號用地所興建的公共房屋。至於馬頭圍邨和樂民新村的重置地點則有待相關部門和機構作決定；

(xvii) 現時連繫啟德和新蒲崗的行人通道乃一條連接 Mikiki 商場和啟德社區會堂的弧形高架行人路，根據規劃，此通道將會延伸至啟德 1M1 和 1M2 號用地。而地下購物街亦會設有行人隧道以連接至新蒲崗景泰苑附近的地方；以及

(xviii) 長遠而言，當局亦計劃建設一條連接李求恩紀念中學附近和啟德 1M1 號用地的行人隧道。

24. 土木工程拓展署總工程師/東 5 麥健明先生回應，重點如下：

(i) 土木工程拓展署已於 2019 年把承豐道改道至前跑道區的中心，並把兩邊行車線由單線增至雙線，以增加該道路的交通容量；

(ii) 土木工程拓展署正全速興建 D3 路(都會公園段)，有關工程目標於 2022 年完成。當工程完成後，市民可由前跑道區使用新路直接往來前北面停機坪和土瓜灣一帶；以及

(iii) 土木工程拓展署正於海濱道與祥業街的交界處進行路口改善工程，而當興建中的 6 號幹線工程完成後，啟德一帶的交通狀況將有所改善。

25. 副主席指出部分乘搭郵輪的乘客會選擇住在碼頭周邊的酒店，以體驗香港的風情，故擔心有關改劃建議會導致啟德郵輪碼頭一帶的住宿設施不足。

26. 規劃署李建基先生回應，表示在大綱圖改劃後，啟德區內的商業樓面仍有約接近 200 萬平方米，主要集中在啟德港鐵站附近、九龍灣前南面停機坪區和前跑道區的旅遊中樞。發展商可按實際需要考慮是否於商業用地上興建酒店。值得注意的是，整個九龍東地區現時已提供超過 10 000 間酒店房間。

27. 主席作出總結，表示雖然議員原則上支持改劃建議，但他亦希望規劃署認真考慮議員的意見。

議程四

市區重建局龍城區市區更新研究初步分享

(九龍城區議會文件第 71/21 號)

Major Views of KTTF of HC and KCDC and Responses of PlanD/CEDD

1. Consultation with KTTF of HC on 1.11.2021

Task Force's Major Views	PlanD/CEDD's Responses
(i) The rezoning of the three commercial sites to residential in the runway area might somehow affect the future vibrancy of the concerned portions of waterfront promenade. The Government should manage the expectation of the future residents of the rezoned sites (which would probably be developed into upmarket residential developments) that the waterfront areas in the runway are intended to be active and vibrant, and that the residents should acknowledge that there would be lively public activities taking place in their neighbourhood from time to time.	Developers of the residential sites in the runway area are responsible for the design and construction of the respective sections of waterfront promenade (which are public open space (POS) adjoining their sites under the conceptual design and a set of design control parameters and guidelines prepared and monitored by the Government. For the sites facing the Victoria Harbour and adjoining the Metro Park, retail shops/eating places fronting the waterfront promenade and 24-hour footbridge connections to Kai Tak Sky Garden (above Shing Fung Road), which are intended to enhance the vibrancy of the waterfront promenade and surrounding POS and give convenience to visitors, are also required to be provided. The developers and future residents of the sites in the runway area should be well aware of the Government's intention to make their adjoining waterfront promenade/POS active and vibrant for the enjoyment of the general public.
(ii) The Government should ensure that the intended ambience of the 'Dining Cove' POS outside the Dedicated Rehousing Estate (DRE) site with provision of more outdoor dining facilities can be materialised.	The intention of developing the POS at the cove of the Ma Tau Kok waterfront as a 'Dining Cove' has all along been set out in the OZP. There is current administrative mechanism to allow provision of outdoor seating accommodation in relation to F&B uses not involving permanent structures in the "O" zone, including the 'Dining Cove' POS. While Hong Kong Housing Society (HKHS) is the Government's agent to design and construct that the portion of the 'Dining Cove' POS outside the DRE site and that the POS would be handed back to the Leisure and Cultural Services Department for management and maintenance upon completion, there is no concrete design of the POS at the moment. Similar to the arrangement on implementation of waterfront promenade in the runway area, an interdepartmental design review panel formed by relevant government representatives would be set up to monitor the design and construction of that portion of the 'Dining Cove' POS by HKHS. When more detailed design of the POS is formulated, the Task

Task Force's Major Views	PlanD/CEDD's Responses
	Force would be consulted on the design and implementation aspects.
(iii) The configuration of the proposed POS within the DRE site (as governed by the layout design of the proposed DRE development) is considered less desirable than the configuration of the current "O" zone on the OZP for the proposed POS would become more like a pedestrian circulation area.	To enable a more efficient layout for the proposed DRE project, part of the area zoned "O" adjoining the 'Dining Cove' has to be incorporated into the DRE site boundary and rezoned to "R(A)6". In return, an at-grade POS of not less than 2,700m ² (which is more than the area of "O" zone taken) will be provided by HKHS within the DRE site for public use on a 24-hour basis. That POS within the DRE site has been designed for linking up the Ma Tau Kok hinterland with the 'Dining Cove' POS, waterfront promenade, Kai Tak Sports Park and the future Metro Park, and facilitating people from the hinterland to access the waterfront area. Within the POS itself, some passive sitting-out areas and event space will be provided for the enjoyment of the local residents and the public.
(iv) The possibility of allowing the developers of the two bundled sites (i.e. Sites 2A2 and 2A3, and Sites 2A4, 2A5(B) and 2A10) to link up the basement car park within their site for greater design and land use flexibility should be explored.	The proposal involves the use of the underground space underneath public roads and pedestrian street for parking use. The notional schemes under the Review Study with parking spaces confined to the development sites (i.e. without encroaching into the underground areas of public roads) are technically feasible. If the future developers have the intention to provide ancillary car parking spaces of commercial/residential development in area shown as 'Road' on the OZP, they can be submit planning application to the Town Planning Board under the provisions of the OZP.
(v) Concerns on the implementation of the USS (including worry on the quality of future management, whether the structure can sustain future climate change, whether Government can take back the USS for operation or tender out to a competent party to operate after completion by developers).	For more efficient construction and management, the USS in Kai Tak is planned to be implemented in sections by the private developers of the development sites that the USS will pass through. The current bundling arrangement for the development sites in Area 2A, where the five individual sites are grouped into two bundles, is to minimise the number of developers involved and hence the interfacing issues with a view to enhancing the future management of the USS. The structure of the USS will be similar to other typical basement structure of commercial/residential developments which will be equipped with facilities (e.g. sump pumps) to tackle potential flooding impact arising from adverse weather conditions.

Task Force's Major Views	PlanD/CEDD's Responses
(vi) Views on the location, impact, alternative implementation option (e.g. pedestrian tunnel) and design of the proposed 600m long pedestrian cum cyclist bridge across Kwun Tong Typhoon Shelter (KTTS) (which is one of the key proposals of the "multi-modal" Environmentally Friendly Linkage System (EFLS)).	The option of constructing a submerged pedestrian tunnel has been considered but found infeasible as the pedestrian tunnel has to run at a considerable depth under Trunk Road T2 and the seabed of KTTS. The currently proposed location for the pedestrian cum cyclist bridge has the benefit of linking up Lai Yip Street (which is close to MTR Ngau Tau Kok Station) and Tourism Node /Kai Tak Cruise Terminal (KTCT). The proposed bridge is still subject to technical feasibility study and review on compliance with the Protection of the Harbour Ordinance. Its detailed design will take into account the interface with other existing and planned uses in the vicinity, including operation of KTTS and water sports activities.

2. Consultation with KCDC on 4.11.2021

KCDC's Major Views	PlanD/CEDD's Responses
(i) Kai Tak Development (KTD) should achieve a balanced development with appropriate mix of residential and commercial uses.	The Government's intention of developing KTD as a sustainable and vibrant district with a mix of residential, commercial, community, tourism, sports, leisure and infrastructural uses has remained unchanged. Although there will be a considerable decrease in commercial land supply in Kai Tak due to the rezoning proposals, the overall provision of commercial GFA in Kai Tak is still close to 2 million m ² which is a significant amount to support economic development.
(ii) The Government should ensure that the provision of community facilities, including wet markets, schools, leisure and sports facilities and social welfare facilities, is sufficient to serve the demand of the local residents and meeting their needs.	The planned provision of GIC facilities in KTD is generally adequate to meet the demand of the planned population in accordance with the requirements of the HKPSG, despite there are shortfalls in schools, which are planned on a district basis with their deficits being met by the surplus provision of school places in the Kowloon City District. A wide variety of community facilities have been provided/ planned in Kai Tak to meet the local needs, including a proposed indoor recreation centre and library at Area 1, two more markets at the proposed public housing development in Sites 1E1 and 2B3 (in addition to the existing one at Kai Ching Estate) and different types of premises-based social welfare facilities (as planned by the Social Welfare Department) across KTD including the reviewed sites.

KCDC's Major Views	PlanD/CEDD's Responses
(iii) The road connection to the runway area is insufficient to serve the developments along the runway area and the operation needs of the KTCT. There are concerns on the overall traffic capacity of Kai Tak to cater for the increasing traffic flow brought by the rezoning proposals and upcoming developments. The provision of parking spaces in Kai Tak is also insufficient, in particular in KTCT and its surrounding areas, leading to severe illegal parking problem.	With several road improvement works, which are completed or currently in progress, the road connections to the runway area as well as the road capacity will be enhanced. Other infrastructure works under construction, including the Central Kowloon Route and Trunk Road T2, will also improve the overall road capacity of KTD upon completion. Currently, Kai Tak is served by different modes of public transport services, including MTR, buses and minibuses. The Transport Department will constantly review the public transport service provision to address the demand from the new population intake. Sufficient ancillary parking spaces are provided in each development. With the revised parking standard under the HKPSG promulgated earlier this year, the provision of parking spaces in the new development sites will increase. The provision of more public vehicle parking spaces at the runway tip is currently under study by the relevant departments.
(iv) The rezoning of the three commercial sites to residential at the runway area, with decrease in hotel provision, might bring adverse implication to the operation of KTCT and the intention to develop Kai Tak, in particular the runway tip, as a tourism hub.	There are two planned hotels in the vicinity of KTCT, including one at the future TN development which will provide about some 700 to 900 rooms and another one under construction at the KTSP providing more than 400 rooms. In Kowloon East as a whole, the existing provision is over 10,000 rooms, and should be able to support the operation of KTCT and other tourism initiatives.
(v) The proposed DRE development at Ma Tau Kok should serve/facilitate the redevelopment of existing public housing estates in Kowloon City, including Chun Seen Mei Chuen, Lok Man Sun Chuen and Ma Tau Wai Estate.	The proposed DRE development will provide public housing to rehouse residents affected by government development/urban renewal project(s). The arrangement on redevelopment of existing public housing estates in Kowloon City and rehousing of the affected residents are under the purview of relevant policy bureaux and departments. The Hong Kong Housing Society (HKHS)' proposed public housing development at Site 1E1 will provide about 1,000 flats to rehouse the residents affected by redevelopment of Chun Seen Mei Chuen.
(vi) Marine access for water sports should be allowed at the 'Dining Cove' POS adjoining the proposed DRE development.	In the area around the 'Dining Cove' POS, KTSP will provide marine access for water sports at the portion of the waterfront promenade under their management. For the portion of the waterfront promenade to be constructed by HKHS for the Government, the provision of an additional marine

KCDC's Major Views	PlanD/CEDD's Responses
	access point for water sports could be explored at the detailed design stage.