

TOWN PLANNING BOARD

TPB Paper No. 10236

For Consideration by
the Town Planning Board on 20.1.2017

**FURTHER CONSIDERATION OF
REVIEW STUDY OF KAI TAK DEVELOPMENT AND
PROPOSED AMENDMENTS TO
THE APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/4**

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1. Introduction

This paper is to:

- (a) report the views of the Wong Tai Sin District Council (WTSDC), Kwun Tong District Council (KTDC), Kowloon City District Council (KCDC), the Harbourfront Commission (HC) and its Task Force on Kai Tak Harbourfront Development (Task Force) on the proposals of the Review Study of Kai Tak Development (the Review), as well as the refined proposals of the Review; and
- (b) seek Members' agreement that the proposed amendments to the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/4 (**Plan 1**) as shown on the draft OZP No. S/K22/4A (**Attachment I**) and its Notes (**Attachment II**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); the revised Explanatory Statement (ES) of the OZP (**Attachment III**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board/TPB) for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

2. Previous Consideration

- 2.1 On 24.10.2016, the Planning Department (PlanD) and the Civil Engineering Development Department (CEDD) briefed the Board on the proposals under the Review. It was agreed that PlanD/CEDD could proceed with consultation with the relevant DCs and Task Force, and the views collected together with the proposed amendments to the Kai Tak OZP should be submitted to the Board for further consideration. The relevant TPB Paper No. 10192 considered by the Board is available for inspection at TPB's website (http://www.info.gov.hk/tpb/en/papers/TPB/1125-tpb_10192.pdf) and the relevant extract of the minutes of the TPB meeting is at **Attachment IV**.

- 2.2 During the Board's consideration of the Review, some Members considered that there was room for further adjusting the proposed site configuration, plot ratio (PR) and site coverage (SC) of development sites, particularly those in the former Runway area, to achieve a more interesting and varied building height (BH) profile and to ensure visual permeability and avoid possible wall effect, and the overall building layout should be improved to allow for greater separation between buildings. View was also raised that without any designation of residential sites for public housing development on the OZP, the general public's request for more public housing had not been properly addressed. After deliberation, PlanD was requested to take into consideration Members' views and explore the feasibility of enhancing the development proposals.

3. Background of Review

- 3.1 The planning history, planning concept and sub-areas (**Plan 2**) for Kai Tak Development (KTD) as well as the background of the Review are set out in paragraphs 2 to 4 of previous TPB Paper No. 10192. In gist, the Government commenced the Review in 2013 to explore the feasibility of increasing the development intensity and to enhance the land use proposals of KTD in response to changing planning circumstances, which include the acute demand for housing land, the Government's initiatives to transform Kowloon East (KE) into Core Business District 2 (CBD2), discovery of heritage and archaeological relics in Area 2 of KTD and improved water quality of Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS).
- 3.2 The Review was completed in September 2016 and has recommended optimization of the development potential of residential/commercial sites, and rezoning of suitable sites for residential/commercial, GIC and open space uses (**Plans 3 - 5**), with due regard to three guiding principles, including the adherence to established planning theme and urban design principles of KTD, optimization of development intensity by striking a balance between site utilization and compatibility with the overall development intensity in the Kowloon area¹, and the thresholds imposed by infrastructural capacity and technical constraints.
- 3.3 The major proposals under the Review are recapped below (**Plans 3 - 5**):

(a) Area 2 at North Apron (Attachment Va)

¹ For residential sites, reference has been made to the maximum domestic PR of 6.5 for new development areas in Residential Density Zone 1 area as stated in the Hong Kong Planning Standards and Guidelines (HKPSG).

Heritage Park

In order to preserve the heritage relics which may be discovered in Area 2, it is proposed that the suggested area of archaeological potential falling within Sites 2A6 to 2A8 with its surrounding areas be rezoned to “Open Space” (“O”) for the establishment of a Heritage Park dedicated to the preservation of the existing and future archaeological findings.

Area 2A: Office belt fronting Prince Edward Road East (PERE)

It is proposed that Area 2A should follow the planning intention of the approved OZP and remain to be a premier office belt near the Shatin Central Link (SCL) Tokwawan (TKW) Station meeting the demand for high-grade and high-quality office space in KE. The PRs of various commercial sites would be increased from 4.5-5 to 6.5 and the corresponding BH restrictions (BHR) would be increased to 80-100mPD, i.e. an average increase by 20m as compared with OZP.

Area 2B: Residential Sites fronting Kai Tak Sport Park (KTSP)

To optimize the development potential, the domestic PRs of residential and “Comprehensive Development Area” (“CDA”) sites in Area 2B are proposed to be increased from 5 to 6.5, with BHRs increased to 100-135mPD, i.e. an increase by 15-30m as compared with OZP.

(b) Area 3 at South Apron

Areas 3A and 3B (Attachment Vb)

In order to maintain a critical mass of office space near Kowloon Bay to create synergy in support of the Energizing Kowloon East initiative, it is proposed to rezone Sites 3A6 and 3B1 to 3B4 from “Government, Institution or Community” (“G/IC”) to commercial uses with a PR of 8 and 5.8 respectively. Correspondingly, their BHRs will be increased from 45mPD to 100mPD and 80mPD respectively to form a stepped BH profile toward the waterfront.

Area 3E (Attachment Vc)

In light of the approval of planning applications for comprehensive redevelopment of the Kerry Godown and Kowloon Godown for residential use at the former South Apron corner, it is proposed that Sites 3E1 and 3E2 and a small portion of the adjoining open space be rezoned from “C”, “Other Specified Uses” (“OU”) annotated “Gas Piggling Station” and “O” to a single residential site such that a residential cluster would be formed at the locality. Due to the site constraints including being bypassed by the proposed Trunk Road T2 and the presence of drainage reserve, a lower domestic PR of 4.5 is proposed for the site with stepped BHRs of 80 and 100mPD.

(c) Area 4 the Runway (Attachment Vd)

Areas 4A to 4C

The domestic PRs of residential sites in Areas 4A to 4C (excluding Site 4B5) are proposed to be increased to 6.5. Sites 4A2, 4C1 and 4C2, which are relatively remote from the Tourism Node, are proposed to be rezoned from commercial to residential use. In order to enhance the vibrancy of the waterfront promenade, commercial GFA would be designated for Sites 4A2, 4C1 and 4C2 along their frontage abutting the waterfront promenade/pedestrian street.

In order to form a coherent cluster of hotel developments adjoining the Tourism Node and Cruise Terminal, it is proposed to retain Sites 4C3 to 4C5 as hotel use and rezoning residential Site 4B5, which is close to the Cruise Terminal, for hotel use with a PR 6.3. As a result of the proposed increase in PR, the BHRs along the Runway are proposed to be increased by 10 to 35m to 45mPD to 90mPD.

Metro Park

An area of 2.9 hectares (ha) at the southern part of Metro Park is proposed to be released for the formation of two residential Sites 4E1 and 4E2 with a PR of 6.5 and BHR of 80mPD. Similar to Sites 4A2, 4C1 and 4C2, commercial frontage along the waterfront promenade would be designated for Site 4E2.

(d) Land For Water Sports Activities

To cater for the flexibility for providing water sports and recreational activities at “O” zone along the waterfront, it is proposed to include ‘water sports/recreation use’ under Column 1 of the Notes for the “O” zone. The exact location that can be earmarked for water sports/recreational use will be subject to further discussion between the Home Affairs Bureau (HAB) and the stakeholders and the water quality in KTAC and KTTS.

- 3.4 With the recommendations of the Review, the proposed increase in the commercial/residential GFA, flats number and population for KTD are summarized in the table below. Detailed comparison of the proposed development parameters for reviewed sites is at **Appendix I of TPB Paper No. 10192**.

	Approved OZP (include approved s.16 applications)	Review Study	Change (%)
Residential GFA (m ²)	2,220,000	2,900,000	+680,000 (+31%)

No. of flats	39,000	49,900	+10,900 (+28%)
Population	105,000	134,000	+29,000 (+28%)
Commercial GFA (m ²)	1,950,000	2,280,000	+330,000 (+17%)
Employment	79,000	99,000	+20,000 (+25%)

4. Views collected from Consultation

DCs

4.1 KTDC and WTSDC were consulted on 1.11.2016, and KCDC was consulted on 17.11.2016. The relevant extracts of the confirmed minutes of the KTDC/ WTSDC meetings and draft minutes of KCDC meeting are at **Attachments VI, VII and VIII** respectively. Detailed views raised by DCs and responses of Government departments are summarized at **Attachment IX**, and the main points are as follows:

Views raised	Responses
<p><u>Public Housing</u></p> <ul style="list-style-type: none"> • More public housing should be provided to improve the imbalanced housing mix in KTD. 	<ul style="list-style-type: none"> • The OZP has identified sites for residential development with flexibility on housing types. Taking into account the strong aspirations expressed and acute demand for public housing, it is proposed to reserve four development sites in Area 2 (Sites 2B3-6) for public housing development.
<p><u>Urban Design</u></p> <ul style="list-style-type: none"> • There was concern that the proposed development would block the public view to the mountain ridgeline of Kowloon, particularly Lion Rock. 	<ul style="list-style-type: none"> • The proposals would not affect the 20% building-free zone under ridgeline for Lion Rock as viewed from the public vantage point on Hong Kong Island.
<p><u>Transport</u></p> <ul style="list-style-type: none"> • There was concern on whether the major infrastructures/ transport system/road network 	<ul style="list-style-type: none"> • According to the TIA conducted, the proposals would not bring about significant impact to the traffic condition, with the

Views raised	Responses
<p>can be timely in place and be adequate to cater for the population increase.</p>	<p>recommended traffic improvement measures, which will be timely implemented to facilitate the relevant developments in KTD.</p> <ul style="list-style-type: none"> • The transport infrastructure would have adequate capacity to cope with the additional traffic generated, and will be completed timely to cater for the proposed development. KTD would be mainly served by rail-based transport. The section of SCL serving KTD is tentatively scheduled for completion in 2019. With the completion of the Central Kowloon Route (CKR), Trunk Road T2 and the Tseung Kwan O-Lam Tin Tunnel, the traffic condition in the hinterland would be significantly enhanced. • The concerned Government departments will monitor the implementation of transport infrastructure to tie in with the development programme of KTD.
<p><u>GIC Facilities/Open Space</u></p> <ul style="list-style-type: none"> • There was concern on the possible shortfall of GIC facilities in the district and reduced provision of open space/greening/waterfront area in KTD. 	<ul style="list-style-type: none"> • The overall provision of open space and major GIC facilities in KTD is generally sufficient to cater for the proposals according to HKPSG requirements. The proposal would only involve slight reduction in the open space provision in KTD. Close to 100 ha is still reserved for open space development in KTD.

HC

- 4.2 The Task Force of HC was consulted on 18.11.2016. The extract of the minutes of the Task Force meetings is at **Attachment X**. Considering that the BH profile for Area 4 is monotonous without variation and may create wall effect hindering visual and air permeability, the Task Force requested PlanD/CEDD to refine the urban design for Area 4 for further consideration of HC. Three draft refined schemes (**Plan 6**) were formulated and put forward to HC for consideration on 13.12.2016. HC considered that they represent improvement in urban design and did not indicate general preference among the three schemes. Detailed views of HC and Task Force and the responses of Government departments are at **Attachment IX**, and the main points are as follows.

Views raised	Responses
<p><u>Planning Theme</u></p> <ul style="list-style-type: none"> • The planning framework for KTD was formulated after long public engagement. Apart from the need for housing land supply, the proposed change should be justified from urban planning and design perspectives. 	<ul style="list-style-type: none"> • While proposing increase in PR and BH for individual sites, the Review has adhered to the established planning theme and urban design concepts for KTD, with no material change in the general land use layout, open space network, NBAs, and visual/air ventilation corridors on the OZP.
<p><u>Urban Design</u></p> <ul style="list-style-type: none"> • Task Force had reservation on the proposals particularly those in Area 4, which would result in massive building bulky, monotonous building height profile and impermeable cluster of structures along the former runway. It was important to comply with Harbour Planning Principles and Guidelines (HPPG), i.e. developments fronting the harbour should adopt a lower development density. • Variation in BH profile would help achieve a dynamic skyline and establish a distinctive identity for KTD. Refined schemes should be presented to HC for consideration. • To develop KTD into a world-class harborfront area, HC considered that the development proposals should demonstrate innovative urban design elements. Compliance with the established HPPG was essential. The refined schemes were considered to be improvements given the average domestic PR would be lower than that of inland areas. It was suggested further relaxing the maximum BH of development sites at the former runway in order to create a more interesting BH profile. From an urban design perspective, there should be a balance between preservation of the ridgeline and creating an interesting skyline. 	<ul style="list-style-type: none"> • An urban design study was conducted to refine the development proposals for Area 4. Three draft refined schemes were submitted to HC without receiving adverse comments. Taking into account the views received, the HPPG, the planning concept for KTD and relevant urban design guidelines, a preferred scheme was adopted for preparation of OZP amendments (detailed at paragraph 5).

5. Refinements to Proposals of the Review

- 5.1 Taking into account the views received, two major refinements are suggested to the proposals of the Review, i.e. reserving development sites for public housing and refined urban design scheme for Area 4.

Public Housing

- 5.2 Under the Review, the flat production of KTD is proposed to be increased from 39,000 to 49,900 flats. Apart from Kai Ching Estate, Tak Long Estate, a planned Home Ownership Scheme (HOS) development at Site 1G1(B) and the Flat-for-Flat development of Urban Renewal Authority at Site 1G1(A) (i.e. De Novo) with a total of about 14,500 flats (about 37% of the 39,000 planned flats), the remaining residential sites were generally intended for private housing development. During the consultation, all the stakeholders consider that more public housing should be provided to meet the acute housing demand of the general public and address the imbalanced housing mix in KTD.
- 5.3 While the Government has adopted a 60:40 split for public and private housing in the housing target for the coming 10 years, it is an overall target and should not be rigidly applied to individual area. For KTD, the OZP does not specify the housing type, leaving flexibility to adjust the housing type for individual sites at later stage having regard to the actual demand and circumstances. Nevertheless, in response to the views and strong demand for public housing, it is proposed to reserve four residential sites in Area 2, i.e. Site 2B3 to 2B6 (**Plans 3, 4 & 9a**), with a total site area of about 4.8ha and potential for about 6,000 flats for public housing. These sites are of sufficient size and close to SCL TKW station, and considered suitable for public housing development. To cater for the provision of retail and community uses (e.g. market) to serve the residents of concerned public housing developments, these sites are proposed to be rezoned from “R(B)” to “R(A)” (which allows for such uses in lower floors), i.e. the same zoning as Kai Ching and Tak Long Estates.

Refined Urban Design for Area 4

- 5.4 Under the Review, two rows of development sites are proposed at Area 4, with seven sites fronting the Victoria Harbour (four residential and three hotel sites) and seven sites fronting KTAC/KTTS (six residential and one hotel sites) (**Attachment Vd**). The ten residential sites have a domestic PR of 6.5 and BHRs from 75mPD to 90mPD, while the hotel sites have a lower PR of 4 to 5 (Site 4C3 to 4C5) and 6.3 (Site 4B5) with BH from 45mPD to 65mPD. In order

to minimize the possible visual impacts, the BHRs for these sites are originally capped at a relatively low level. As a result, the building layout is comparatively congested with monotonous BH profile.

- 5.5 Taking into account the views of the Board and Task Force, three draft refined schemes (**Plan 6**) were formulated with a view to improving the urban design and BH profile. HC considered them as an improvement in urban design and did not indicate general preference among the three schemes. After balancing the design principles of the Urban Design Guidelines in HKPSG (e.g. ridgeline preservation), HPPG, and the original design concepts for the Runway, the proposal as detailed in the ensuing paragraphs 5.6 to 5.8 has been adopted for incorporation into the OZP (**Plan 7**).
- 5.6 To achieve a more desirable layout and variations in BH profile along the Runway, there is a need to review and adjust the development intensity for individual residential and hotel sites. Since Sites 4C3 to 4C5 have a lower PR of 4 to 5, it is proposed to convert Site 4C3 for residential development while the PRs of the remaining three hotel sites can be increased to 6 (Site 4C5), 6.5 (Site 4B5) and 7.5 (Site 4C4) and BHs of 95mPD and 108mPD (**Plan 7**). With an additional residential site, the domestic PR for individual residential sites could be evened out and reduced to create room to achieve a more spacious building layout with lower SC and greater separation between building blocks.
- 5.7 In order to respect the original planning intention of the OZP for an undulating BH profile at Area 4 and the aspirations for more varied BH profile, it is proposed to increase the BHs of the residential sites from 75mPD - 90mPD (under the original scheme) to about 95mPD - 120mPD, with the tallest band of 120mPD in the middle (Sites 4C1 and 4B1) and BHs stepping down on the two sides towards Metro Park and hotel sites (**Plan 7**). In proportion to the BH, the PRs for these sites are correspondingly adjusted from 6.5/6.7 to 5.5 to 7, with an overall average PR of about 6. For the hotel sites², taking into account the ridgeline consideration, the BHR for Sites 4C4/4C5 is capped at 95mPD while that for Site 4B5 can be up to 108mPD. To enhance visual permeability, a NBA of 15m is designated in the middle of Sites 4A1 and 4A2 with the longest site frontage. As shown in the photomontage (**Plan 7**), the revised BH profile is more varied and interesting as compared with the original scheme, while still visually compatible with the developments in the hinterland and respecting the 20% building free zone of the ridgeline as advocated under the Urban Design Guidelines in HKPSG.
- 5.8 Within individual sites, the original design concept to create visual variety and to better blend in with the adjoining waterfront promenade will be retained (**Plans 7**

² Apart from hotel uses, these sites may also include other commercial uses.

& 8). Through the creation of some low-rise blocks fronting the waterfront promenade (yellow blocks as shown on **Plan 7**), it can provide a more diversified building mass and a more intimate scale of development for the pedestrians along the promenade (**Plan 8**). Based on the refined scheme, the PR, BH and SC for the development sites in Area 4 are proposed to be adjusted accordingly. Detailed comparison of the proposed development parameters for each reviewed sites under the OZP, original scheme under the Review and the refined scheme is at **Attachment XI**.

6. Proposed Vocational Training Council (VTC) Complex

Background

- 6.1 The waterfront area of Cha Kwo Ling area is currently covered by an “O” zone and three “OU” zones annotated for ‘Sewage Treatment Plant with Landscaped Deck above’ (“OU(STP)”), ‘Tunnel Ventilation Shaft and Administration Building’ (“OU(VS)”) and ‘Petrol Filling Station’ (“OU(PFS)”) (**Plan 16a**). The “OU(STP)” site is partly occupied by Kwun Tong Preliminary Treatment Works and partly reserved for its extension. As the extension and the originally planned ventilation shaft and administration building in the “OU(VS)” zone are no longer required, there is opportunity for a review of land uses of the area.
- 6.2 As set out in 2016 Policy Address, the Government will earmark a site in the urban district to develop a VTC campus with adequate capacity and state-of-the-art facilities. After consideration of the site area and locational requirement for the facility (3 – 5 ha in urban area), a piece of land with an area of 4.2 hectares along Cha Kwo Ling waterfront has been identified for the development. Through the reprovisioning of the existing liquefied petroleum filling (LPG) station in the “OU(PFS)” zone and temporary soccer pitch in the “O” zone in the middle part of the area to the north, a larger site could be made available for the use (**Plan 16b**). It is proposed to rezone the concerned area to “G/IC”, with stepped BHs profile of 70mPD to 60mPD from south to north, which are visually compatible with adjoining residential development to its north, Laguna City, with BHs of 80 to 92mPD. VTC has conducted relevant technical assessments to confirm that the proposed development is acceptable in traffic, visual, air ventilation and other technical terms.

Consultation

- 6.3 During the consultation with KTDC on the Review on 1.11.2016, some DC members suggested VTC campus building should have a lower BH and be able to

blend in with the proposed promenade, and KTDC should be further consulted when detailed design is available. The KTDC member for Laguna City, Mr. Tang Wing Chun, submitted a set of comments from the residents of Laguna City (in standard form) to PlanD at the KTDC meeting, mainly raising concerns or objection to the proposal. Two submissions from the residents dated 10.12.2016 and 22.12.2016 were also submitted to the Board and the Development Bureau respectively to indicate objection to the proposal.

- 6.4 The concerned DC member sent two letters to PlanD on 13.12.2016 and 29.12.2016 providing comments on the proposal and requesting for consultation with the locals on details of VTC proposal. The representatives of PlanD and VTC attended a local consultation forum for the residents of Laguna City on 10.1.2017. The attendees raised strong objection to the proposed rezoning. The DC member submitted another set of comments of the residents (in standard form) to PlanD at the consultation forum.
- 6.5 The locals are mainly concerned that the proposed VTC complex would adversely affect the views and air ventilation of Laguna City and its property price, and cause adverse traffic impact on the surrounding areas, as well as the living environment and quality of life of residents. They consider that the site should be reserved for open space development, instead of VTC development, which can be provided elsewhere. In response, VTC has conducted relevant technical assessments on visual, air ventilation and traffic aspects to confirm that the proposal is acceptable from relevant aspects. The proposed VTC complex is an educational use, which is considered not incompatible with the surrounding areas from land use perspective. The BHs of the proposed VTC development are lower than the adjacent Laguna City by 20 to 30m to achieve a stepped BH profile towards the harbour, and its design would blend in with the waterfront setting. The submissions from KTDC member and locals as mentioned in paragraphs 6.3 and 6.4 above, as well as the views raised in the submission and consultation forum and the Government's responses are summarized at **Attachments XIIa & XIIb**.

7. Technical Assessments

- 7.1 The technical assessments under the Review have demonstrated that the development proposals as detailed in paragraph 3 would have no significant impacts on the capacity of the transport, water supply, stormwater drainage, sewerage infrastructures nor cause any unacceptable impacts on noise and air quality, visual and air ventilation impacts.

- 7.2 Given the refinement of proposals to Area 4 as mentioned in paragraphs 5.6 to 5.8, technical assessments have been updated to ascertain the feasibility of adjusted development parameters under the refined scheme. The finding also demonstrated that they are acceptable in-principle from relevant perspectives. In gist, on visual aspect, the extent of the proposed increase in BH are comparable and in proportion to the original planned height profile. For air ventilation, the air ventilation assessment (AVA) conducted has demonstrated that the overall performances of the existing OZP and proposals under the Review are comparable with the proposed mitigation measures. In order to alleviate the possible impact on some affected areas, further quantitative AVAs are required to be conducted for future developments at some sites at the detailed design stage to explore the effectiveness of the mitigation measures proposed and incorporation of other mitigation measures as appropriate. Regarding traffic aspect, with the proposed junction improvements schemes as proposed in the traffic impact assessment, all the critical junctions within KTD would have acceptable traffic performance. In respect of noise impact, the Environmental Assessment considered that with the provision of recommended mitigation measures for some sites, the noise criterion will be complied with, and noise impact assessment is proposed to be conducted by future developers at the detailed design stage to further demonstrate that adverse traffic noise impact is not anticipated.
- 7.3 Copy of the Executive Summary of Technical Assessments and summary of findings on various aspects are at **Attachment XIII & XIV** respectively. A set of full assessment report on the proposed OZP amendments would be deposited at the Secretariat of the Board for Members' inspection.

8. Proposed Amendments to the OZP (Attachment I)

- 8.1 Based on the finalized proposals under the Review mentioned above, amendments to the Kai Tak OZP are proposed (**Attachment I**) in the ensuing paragraphs.

Area 2

8.2 Items A1 – A4 (Proposed Heritage Park (Plans 9a-9f))

- (i) **Item A1:** to rezone a section of Road L9, Site 2A8, and part of Sites 2A6/2A7 from areas shown as 'Road' and 'Pedestrian Precinct/Street', "G/IC" and "Commercial(3)" ("C(3)") to "O(3)" for development of a heritage park.
- (ii) **Item A2:** to rezone minor portions of Sites 2A5 and 2A6/2A8, zoned "C(3)" and "G/IC" respectively, together with the 'Pedestrian Precinct/Street'

between the sites to areas shown as ‘Road’ (for relocation of Road L9).

- (iii) **Item A3:** to rezone the northern part of Site 2A5 from “C(3)” to “G/IC” as the reprovisioned site for the proposed fire station affected by the proposed heritage park, with BHR amended from 80mPD to 45mPD.
- (iv) **Item A4:** a new cul-de-sac at the western end of Road L16 would be formed by rezoning a small area zoned “O” to an area shown as ‘Road’. The southern section of Road L9 would be rezoned from ‘Road’ to “R(A)4” to merge with Site 2B6 and a 10m wide ‘Pedestrian Precinct/Street’ to serve Site 2B6, and the original cul-de-sac shown as ‘Road’ at the southern end of Road L9 is proposed to be rezoned to “O” to form part of the future Sung Wong Toi Park.

8.3 **Item B – D:** Increase in development intensity for Areas 2A and 2B (Plans 9a-9f)

Item B: Area 2A

- (i) In view of the increase in maximum PR from 4.5-5 to 6.5, the BHRs for Sites 2A3 to 2A5 zoned “C(3)” are proposed to be amended from 60mPD/70mPD to 80/90mPD.
- (ii) To rezone part of Site 2A7 which is no longer required for the proposed electricity substation (set out at paragraph 8.5 below) from “G/IC” to “C(3)” for commercial development. The site will be combined with remaining portion of Sites 2A6 to form a new Site 2A10 under “C(3)” zoning with a PR of 6.5 and BHR of 80mPD. A 10m wide NBA is designated in the middle of the combined site to align with the pedestrian street to the south to facilitate air ventilation and visual permeability.

Item C: CDA

- (iii) Sites 2A1, 2A2 and 2B1 are zoned “CDA(3)”, “CDA(4)” and “CDA(5)” respectively and the planning intention is to ensure their disposition and design would be in harmony with the Lung Tsun Stone Bridge (LTSB) Preservation Corridor. In view of the increase in domestic PR to 6.5, the BHRs for Sites 2A1/2A2 are proposed to be relaxed from 80mPD/70mPD to 100/90mPD, and Site 2B1 from 110mPD to 135mPD.
- (iv) To enhance the vibrancy for the area, it is proposed to designate ‘Retail Belt’ for these three CDA sites along the frontage facing LTSB Preservation Corridor to facilitate the provision of ‘Shop and Services’ and ‘Eating Places’ uses within the retail belt. A maximum non-domestic PR of 0.1 (for Sites 2A1/2A2) and 0.3 (for Site 2B1) is proposed for the retail belt.

Items D1 and D2: Residential Sites at Area 2B

- (v) The maximum PRs of five “Residential (Group B)1” (“R(B)1”) sites in Area 2B (i.e. Sites 2B2 to 2B6) are proposed to be increased from 5 to 6.6 (domestic 6.5 plus non-domestic 0.1 for retail belt), with the BHRs relaxed from 85-100mPD to 100-125mPD. As it is proposed to reserve Sites 2B3-6 for public housing development, they are proposed to be rezoned to “R(A)4” (**Item D2**) to cater for provision of retail, market and community uses in the lower floors, with the deletion of the retail belt fronting the four sites as originally designated on the OZP. It is also proposed to rezone Site 2B2 from “R(B)1” to “R(B)6” with a total PR of 6.6 (**Item D1**). To provide design flexibility and achieve the urban design features of KTD (including podium-free development), relevant building design requirements / development parameters for the sites, e.g. retail belt fronting the Kai Tak Sport Park and SC control, would be stipulated in the ES of the OZP and relevant planning brief for the public housing development.

Area 1

8.4 Item E: Commercial Development at Site 1D2 (Plans 10a & 10b)

Site 1D2 is zoned “G/IC” and originally earmarked for a proposed joint-user Government offices building. A s.16 planning application for minor relaxation of the BH of the proposed offices development from 100mPD to 120mPD was approved by the Committee on 17.4.2015 (Application No. A/K22/16). However, the Government Property Agency has subsequently confirmed that the site is no longer required for Government offices development and can be released for other uses. Given the vicinity of the site to the SCL Kai Tak Station and the commercial cluster in the Kai Tak City Centre, it is proposed to rezone the site from “G/IC” to “C(8)” with a PR of 8 and BHR of 120mPD, similar to those of the proposed Government offices building at the site in the previously approved planning application. Besides, based on the approved application, a NBA is proposed along the western boundary of the site to enhance air ventilation.

Area Near Kai Tak Nullah

8.5 Item F: Relocation of Electricity Substation from Site 2A7 to Site 1P4 (Plans 11, 12a & 13c)

Arising from the change of location for SCL TKW station, a 400kV electricity substation originally proposed at Site 2A7 (**Plans 3 & 4**) on top of the proposed TKW station would require to be relocated to Site 1P4 which was once earmarked

for a 132kV substation. It is proposed to relax the BHR for Site 1P4 from 15mPD to 40mPD to meet the development requirement for the proposed 400kV electricity substation. The planned 132kV substation would be relocated to Site 2C2.

8.6 **Items G1 and G2: Latest CKR Alignment (Plans 11 – 12d & 13c)**

The CKR was authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance on 5.1.2016 (**Plans 12b & 12c**). According to the gazetted CKR scheme, the ring road to the immediate south-east of the junction of Road D3 and T2 has been shortened as compared to that shown on the OZP, and the actual site area requirement for the proposed CKR tunnel ventilation shaft and administration building has been reduced. It is proposed to rezone the amenity areas released by the new ring road alignment and a small portion of land currently shown as ‘Road’ at the northeast of the ring road to “O” (**Item G1**) to form part of the continuous waterfront promenade in the vicinity. In view of the site location and accessibility as constrained by the enclosure of major roads (i.e. Road D2, D3 and CKR slip roads), two areas previously reserved for CKR tunnel ventilation shaft and administration building are proposed to be rezoned to “OU(Amenity)” (“OU(A)”) to merge with the surrounding “OU(A)” zone (**Item G2**).

Area 3

8.7 **Items H1 – H4: Commercial Development at South Apron (Plans 11, 13a – 13d)**

It is proposed to rezone Sites 3A6 and 3B1 to 3B4 from “G/IC” to “C(8)” and “C(1)” with PRs of 8 and 5.8 and BHRs of 100mPD and 80mPD respectively. Opportunity is also taken to enhance the pedestrian connectivity between Area 3 and Kowloon Bay. The site boundaries of the development sites are also rationalized to tally with the latest alignment of CKR and revised layout for Road L10. Detailed amendments include:

- (i) **Item H1:** to rezone Site 3A6 zoned “G/IC” and adjoining areas shown as ‘Road’ to “C(8)” with a relaxation of BHR to 100mPD. Portion of the Underpass S21 for Trunk Road T2 is no longer required and can be released to form part of the rezoned Site 3A6 for commercial development (**Plan 13a**).
- (ii) **Item H2:** to rezone Sites 3B1 to 3B4 and its adjoining areas from “G/IC”, “O” and areas shown as ‘Road’ to “C(1)” with the BHR relaxed to 80mPD. To tally with the proposed Road L10, it is proposed to rezone a minor strip

of land along the north-eastern boundaries of Sites 3B3/3B4 from “G/IC” to areas shown as ‘Road’ (**Plan 13a**).

(iii) **Item H3**

A. Opportunity is taken to enhance the pedestrian connectivity between Area 3 and Kowloon Bay. A comparison of the original elevated walkway connection and the latest proposal is at **Plan 13b**. It is proposed to rezone the areas previously zoned “OU(Landscaped Elevated Walkway)” to “C(1)”, “C(8)” and areas shown as ‘Road’; and to reciprocally rezone the areas covered by new set of elevated walkways from areas shown as ‘Road’ and “G/IC” to “OU(Landscaped Elevated Walkway)”.

B. The section of footbridge across Kai Fuk Road near the Kowloonbay International Trade and Exhibition Centre forms part of the gazetted scheme under the CKR project (**Plan 13b**), and would be indicated as ‘footbridge’ on the OZP.

(iv) **Item H4**: to rezone an area shown as ‘Road’ previously forming part of the proposed Road L10 to “O” to integrate with adjoining “O” zone for future riverside walk for Kai Tak River.

8.8 **Items I – L**: AMC Development and other Development Proposals (**Plans 11, 13a, 13c & 13d**)

Arising from the gazetted CKR alignment, the access road to the three existing petrol filling stations along Kai Fuk Road would be widened and re-aligned. The site configuration of the “OU(PFS)” zone and the site boundaries of the two adjoining “G/IC” sites (Sites 3A1 and 3A6) would therefore be revised correspondingly. Detailed amendments include:

- (i) **Item I**: to rezone two pieces of land on the two sides of “OU(PFS)” zone at Kai Fuk Road from “G/IC” and areas shown as ‘Road’ to “OU(PFS)” with stipulation of BHR of 15mPD. Besides, a strip of land at the eastern portion of Site 3A6 and a minor strip of land in Site 3A1 are proposed to be rezoned from “G/IC” to areas shown as ‘Road’ to reflect the latest road layout.
- (ii) **Item J**: Site 3A1 has been earmarked for the reprovisioning of the Animal Management Centre (AMC) at Mok Cheong Street. In order to incorporate additional animal management/welfare services in the new AMC, the BHR of 15mPD would be relaxed to 80mPD and the site boundary be

re-configured to tally with the latest road alignment.

- (iii) **Item K:** A refuse collection point (RCP) to the north-west of the proposed Kai Tak Acute Hospital would be affected by the hospital's proposed extension (to be set out in paragraph 8.9(i) below). The RCP would now be reprovisioned to an area adjoining the proposed AMC. Hence, it is proposed to rezone the site from 'Road' to "G/IC" with a proposed BHR of 15mPD.
- (iv) **Item L:** To reflect the as-built boundary of the desilting compound of the Drainage Services Department to the south of AMC site, it is proposed to rezone a strip of land zoned "OU(Landscaped Elevated Walkway)" and shown as 'Road' within the compound to "G/IC". To enhance pedestrian connection at Area 3, it is proposed to rezone a strip of land across Road L18 from area shown as 'Road' to "OU(Landscaped Elevated Walkway)" to link up the elevated walkway with Site 3B4.

8.9 **Items M1 – M5:** Kai Tak Acute Hospital (Plans **14a-14e**)

Three sites have been reserved in the South Apron area for the development of Kai Tak Acute Hospital (Sites 3C1(A) & 3C1(B)) and Hong Kong Children's Hospital (Site 3C1(C)). In order to meet the development requirement for the Acute Hospital and enhance the connectivity between the two sites of the hospital, an extension of the site boundary of 3C1(A) and relaxation of BHR are proposed. Detailed amendments include:

- (i) **Item M1:** to rezone the site adjoining Site 3C1(A) from "OU(A)", "OU(Landscaped Elevated Walkway)" and areas shown as 'Road' to "G/IC", with a proposed BHR of 100mPD. The northern part of a "G/IC" site originally reserved for a RCP (as set out at paragraph 8.8(iii) above) to the northeast of Road D4 would merge with the said rezoned area for hospital extension, and its BHR would be relaxed from 15mPD to 100mPD.
- (ii) **Item M2:** to relax the BHR of Site 3A1(A) from 60mPD to 100mPD.
- (iii) **Item M3:** to rezone the southern part of the "G/IC" site originally reserved for RCP from "G/IC" to an area shown as 'Road' and "OU(Landscaped Elevated Walkway)".
- (iv) **Item M4:** to reflect the BH of the proposed hospital at Site 3A1(A) and Kai Tak Fire Station at Cheung Yip Road, the BHR for an area within the Fire Station is proposed to be amended from 60mPD to 45mPD, while that for a

small area within the hospital site is proposed to be increased from 45 to 100mPD.

- (v) **Item M5:** to reflect the latest alignment of the pedestrian connection across Shing Cheong Road near the Acute Hospital, it is proposed to rezone the areas shown as ‘Road’ covered by the latest alignment to “OU(Landscaped Elevated Walkway)” and reciprocally rezone the previous alignment from “OU(Landscaped Elevated Walkway)” to area shown as ‘Road’. In addition, the landscaped elevated walkway at the junction of Kai Hing Road is no longer required and is proposed to rezone from “OU(Landscaped Elevated Walkway)” to areas shown as ‘Road’.

8.10 Items N1 – N2: Proposed Residential Development at South Apron Corner (Plans 14a, 14b & 14f)

- (i) **Item N1** – to rezone a site at Cheung Yip Street from “C(2)”, “OU(Gas Piggling Station)” and “O” and a small portion of area shown as ‘Road’ to “R(B)2” with a PR of 4.5 and stepped BHRs of 80/100mPD for the southern and northern portions respectively.
- (ii) **Item N2:** to reflect adjustment of the cul-de-sac at Kai Hing Road, to rezone two small areas from “C(2)” and “O” to areas shown as ‘Road’, and an area shown as ‘Road’ to “O”.

Area 4

8.11 Items O – V2: Former Runway in Area 4 (Plans 15a – 15e)

- (i) **Items O to U2** are summarized in the following table:

Item	Site	Original Zoning	Revised Zoning	PR	BH(mPD)	SC
O	4B1	R(C)	R(B)7	7	120	40%
	4B2		R(B)5	6.1	110	
	4B3/4B4		R(B)4	5.5	95	
P	4B5	R(C)	C(4)	6.5	108	80%
Q*	4C1	C(4)	R(B)7	7	120	40%
	4C2		R(B)5	6.1	110	
	4C3		R(B)4	5.5	95	
R	4C4	C(4)	C(7)	7.5	95	80%
	4C5		C(5)	6		
S [#]	4A1	R(C), O	R(B)5	6.1	110	40%
T* [#]	4A2	C(4), O	R(B)5	6.1	110	40%

U1*	4E1	O	R(B)4	5.5	95	40%
U2*	4E2	O	R(B)4	5.5	95	40%

* To permit ‘Shop and Services’ and ‘Eating Place’ uses on the lowest two floors of the building to add vibrancy for the adjoining open space and waterfront promenade.

To designate a 10m/15m wide NBA along the boundary abutting Road D3 to maintain the vista from Runway to Lei Yue Mun, and another 15m wide NBA perpendicular to the above NBA at the middle of the site to enhance visual permeability.

- (ii) **Item U3:** to rezone a 10m wide strip of land zoned “O” between Site 4A2 and Site 4E2 as “Pedestrian Street / Precinct” to facilitate air ventilation and visual permeability, and another piece of land zoned “O” to area shown as ‘Road’ to form a new access road to serve the new Sites 4E1/4E2.
- (iii) **Item V1:** to rezone a site abutting the north-western boundaries of Sites 4E1 from “O” to “G/IC” for provision of a salt water pumping and a sewage pumping stations with stipulation of BHR of 15mPD, which are both half-sunken.
- (iv) **Item V2:** upon detailed design of the depressed section of Road D3 along the Metro Park, opportunity is taken to extend the landscaped deck along the Central Boulevard zoned “O(2)” towards the north to cover the concerned section of Road D3.

Area 6

8.12 Items W1 – W7: VTC’s Campus (Plans 16a-16e)

- (i) **Item W1:** to rezone an area zoned “O”, “OU(STP)”, “OU(VS)”, “OU(PFS)” and shown as ‘Road’ to “G/IC” for VTC development, with designation of two BHR subzones of 60 and 70mPD.
- (ii) **Item W2:** to rezone a site south of Kwun Tong Preliminary Treatment Works from “OU(STP)” to “OU(PFS)” with stipulation of a BHR of 15mPD to facilitate reprovisioning of the existing LPG filling station at Wai Lok Street.
- (iii) **Item W3:** to rezone a site south of Preliminary Treatment Works from “OU(STP)” to “O” to facilitate reprovisioning of the existing temporary soccer pitch at Wai Lok Street.
- (iv) **Item W4:** to rezone a strip of land south of the sites at **Items W2** and **W3** from “OU(STP)” and “O” to an area shown as ‘Road’ to facilitate the relocation of Wai Lok Street.

- (v) **Item W5:** to rezone an area zoned “OU(VS)” and shown as ‘Road’ to “O” to form an extension to the planned waterfront promenade at Cha Kwo Ling.
- (vi) **Items W6 and W7:** to rezone a strip of land along Cha Kwo Ling Road from “OU(VS)” and “O” to an area shown as ‘Road’ to reflect its existing condition as pavement (**Item W6**). In addition, to reflect the updated road alignments, it is proposed to rezone an area shown as ‘Road’ along Cha Kwo Ling Road, which is no longer required for road use, to “G/IC” to merge with the larger “G/IC” site to its south (**Item W7**).

9. Provision of Open Space and G/IC Facilities

- 9.1 Based on the proposals of the Review, an addition of about 10,900 flats (against the OZP and approved s.16 planning applications) would be produced in KTD and that the total population would be increased from 105,000 to about 134,000. With the increased population, the overall provision of open space and major GIC facilities in Kowloon City/Kwun Tong District Councils³ are still generally sufficient according to the requirements of HKPSG (**Attachment XIII**).
- 9.2 After the rezoning, the Metro Park will still have an area of around 20 ha. The corresponding reduction in open space provision would be generally compensated by the proposed Heritage Park together with other rezoning proposals for open space development at different localities within KTD, so that the total open space areas in KTD will be generally maintained at close to 100 hectares.

10. Proposed Amendments to the Notes of the OZP

Corresponding amendments to the Notes of the OZP are proposed with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’ at **Attachment II** for Members’ consideration and summarized as follows:

- 10.1 In relation to **Items B, H1, H2, P and R** above, the Notes of the “C” zone are updated to reflect the new “C” sub-zones and their corresponding maximum PR/SC as proposed under the Review.
- 10.2 In relation to **Item C** above, the Notes of the “CDA” zone are updated to reflect their corresponding maximum PR for the “CDA(3)”, “CDA(4)” and “CDA(5)”

³ KTD mostly falls within the boundary of the KCDC, except for some waterfront areas at Kwun Tong and Cha Kwo Ling, which are within the boundary of KTDC.

sub-zones as proposed under the Review. The Remarks of the “CDA” zone is also revised to reflect the planning intention and development restriction for the proposed retail belt within the “CDA(3)” and CDA(4)” sub-zones.

- 10.3 In relation to **Item D2** above, the Notes of the “R(A)” zone are updated to include the new “Residential (Group A)4” sub-zone to reflect the planning intention and development restrictions for Sites 2B3-6 to be designated for public housing development.
- 10.4 In relation to Items **D1, O, Q, S, T, U1** and **U2** above, the Notes of the “R(B)” zone are updated to reflect the new “R(B)” sub-zones and their corresponding maximum PR/SC as proposed under the Review. The Notes of “R(B)” zone are also revised to reflect the proposed retail frontage for the relevant “R(B)” sub-zones in the Runway area.
- 10.5 The Notes of the “R(C)” zone is deleted as all “R(C)” sites are proposed to be rezoned to other uses.
- 10.6 As set out in paragraph 3.3, there is opportunity to accommodate water sports and recreational activities in KTAC and KTTS in the longer term to further strengthen the role of Kai Tak as a hub for sports and recreational activities. To cater for such flexibility of provision, it is proposed to include “Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)” as a Column 1 use for “O” zone. Correspondingly, “Place of Recreation, Sports or Culture (not elsewhere specified)” would be included as a Column 2 use. The Notes for the “O(3)” zone are also revised to reflect the planning intention for the proposed heritage park in Area 2.

11. Revision to the ES of the OZP

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

12. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/K22/5.

13. Consultation

13.1 The proposed amendments have been circulated to the relevant Government bureaux/departments, and their comments have been incorporated where appropriate. The following bureaux/departments have no objection to/no adverse comment on the proposed amendments:

- (a) Secretary for Development (Works Branch and Lands and Planning Branch)
- (b) Secretary for Transport and Housing (Land Transport Planning, Air Services and Civil Aviation Management)
- (c) Secretary for Home Affairs (Recreation and Sports)
- (d) Secretary for Education (School Development Division, Further Education)
- (e) Secretary for Environment (Energy)
- (f) Secretary for Food and Health
- (g) Secretary for Commerce and Economic Development (Tourism Commission)
- (h) Chief Building Surveyor/Kowloon, Buildings Department
- (i) Commissioner for Transport
- (j) Commissioner of Police
- (k) Director of Highways
- (l) Director of Environmental Protection
- (m) Director of Social Welfare
- (n) Chief Engineer/Construction, Water Services Department
- (o) Director of Drainage Services
- (p) Director of Fire Services
- (q) Director of Leisure and Cultural Services (DLCS)
- (r) Antiquities and Monuments Offices, LCSD
- (s) Director of Electrical and Mechanical Services
- (t) Director of Civil Engineering and Development
- (u) Government Property Administrator
- (v) Director of Agriculture, Fisheries and Conservation
- (w) Director of Architectural Services
- (x) District Officer (Kowloon City), Home Affairs Department
- (y) District Officer (Wong Tai Sin), Home Affairs Department
- (z) District Officer (Kwun Tong), Home Affairs Department
- (aa) Director of Food and Environmental Hygiene
- (bb) Commissioner of Inland Revenue
- (cc) Director of Marine
- (dd) District Lands Officer/Kowloon East, Lands Department
- (ee) Director of Housing

Public Consultation

- 13.2 If the proposed amendments are agreed by the Board, the draft OZP (to be renumbered to S/K22/5 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance. Members of the public can submit representations on the OZP amendments to the Board during the two-month statutory public inspection period. Concerned stakeholders will be further consulted on the OZP amendments during the plan exhibition period.

14. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved Kai Tak OZP and that the draft Kai Tak OZP No. S/K22/4A at **Attachment I** (to be renumbered to S/K22/5 upon exhibition) and its Notes at **Attachment II** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment III** for the Kai Tak OZP No. S/K22/4A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and agree that the revised ES is suitable for publication together with the OZP.

15. Attachments

Attachment I	Draft Kai Tak OZP No. S/K22/4A
Attachment II	Revised Notes of Draft Kai Tak OZP No. S/K22/4A
Attachment III	Revised ES of Draft Kai Tak OZP No. S/K22/4A
Attachment IV	Extract of Minutes of TPB Meeting dated 24.10.2016
Attachment Va	Development Proposals under the Review for Area 2
Attachment Vb	Development Proposals under the Review for Area 3A & 3B
Attachment Vc	Development Proposals under the Review for Area 3E
Attachment Vd	Development Proposals under the Review for Area 4
Attachment VI	Extract of Minutes of KTDC meeting held on 1.11.2016
Attachment VII	Extract of Minutes of WTSDC meeting held on 1.11.2016
Attachment VIII	Extract of Draft Minutes of KCDC meeting held on 17.11.2016
Attachment IX	Summary of Views of DCs, HC and its Task Force and the Government's Responses
Attachment X	Extract of Minutes of Task Force meeting held on 18.11.2016
Attachment XI	Comparison of Proposed Development Parameters for Sites under Review Study and Final Refined Scheme

Attachment XIIa	Submissions from KTDC member and locals on Proposed Rezoning for VTC Campus Development
Attachment XIIb	Local Views Received on the Proposed Rezoning for VTC Campus Development and Government's Responses
Attachment XIII	Executive Summary of Technical Assessments
Attachment XIV	Overall Findings of Technical Assessments
Attachment XV	Provision of Open Space and Major GIC Facilities in KCDC
Plan 1	Approved Kai Tak OZP No. S/K22/4
Plan 2	Location Plan of Sub-areas in Kai Tak Development
Plan 3	Sites under Review Study of Kai Tak Development
Plan 4	Aerial Photo of Sites under Review Study of Kai Tak Development
Plan 5	Major Development Proposals under Review Study of Kai Tak Development
Plan 6	Three Refined Schemes for Area 4
Plan 7	Comparison of Proposed Schemes under the Review and Final Refined Scheme
Plan 8	Artist's Impression of Refined Scheme
Plan 9a	Approved Kai Tak OZP No. S/K22/4 - Extract Plan for Area 2
Plan 9b	Location Plan of Items A1 to A4, B, C, D1 and D2
Plan 9c	Aerial Photo of Items A1 to A4, B, C, D1 and D2
Plan 9d	Site Photos of Items A1 to A4, B, C, D1 and D2
Plan 9e	Photomontage – View from Prince Edward Road East towards Area 2
Plan 9f	Photomontage – View from Olympic Avenue towards Area 2
Plan 10a	Location Plan of Item E
Plan 10b	Site Photo of Item E
Plan 11	Approved Kai Tak OZP No. S/K22/4 - Extract Plan for Area 1 (Part) and Area 3
Plan 12a	Location Plan of Items F, G1 and G2
Plan 12b	Gazette Plan for Central Kowloon Route (Plan No. 287786/GAZ/1011A)
Plan 12c	Gazette Plan for Central Kowloon Route (Plan No. 287786/GAZ/1012A)
Plan 12d	Amendments to the Slip Road Layout of CKR
Plan 13a	Location Plan of Items H1 to L
Plan 13b	Proposed Amendments to the Elevated Walkways at Area 3
Plan 13c	Aerial Photo of Amendment Items F to L
Plan 13d	Photomontage – View from Hoi Sham Park towards Area 3
Plan 14a	Approved Kai Tak OZP No. S/K22/4 - Extract Plan for Area 3
Plan 14b	Location Plan of Items M1 to N2
Plan 14c	Aerial Photo of Items M1 to N2
Plan 14d	Site Photo of Items M1, M2 and M4
Plan 14e	Photomontage – View from Quarry Bay Park Towards Proposed Kai

	Tak Acute Hospital
Plan 14f	Site Photo of Items N1 and N2
Plan 15a	Approved Kai Tak OZP No. S/K22/4 - Extract Plan for Area 4
Plan 15b	Location Plan of Items O to V2
Plan 15c	Aerial Photo of Items O to V2
Plan 15d	Photomontage – View from Kwun Tong Promenade towards Area 4
Plan 15e	Photomontage – View from Quarry Bay Park
Plan 16a	Approved Kai Tak OZP No. S/K22/4 - Extract Plan for Area 6
Plan 16b	Location Plan of Items W1 to W7
Plan 16c	Aerial Photo of Items W1 to W7
Plan 16d	Site Photo of Items W1 to W7
Plan 16e	Photomontage – View from Quarry Bay Park towards Proposed VTC New Campus Building

PLANNING DEPARTMENT

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

JANUARY 2017



TCPB Paper No. 10236

圖例

NOTATION

ZONES

COMMERCIAL

C

地帶

商業

COMPREHENSIVE DEVELOPMENT AREA

CDA

綜合發展區

RESIDENTIAL (GROUP A)

RA(A)

住宅 (甲類)

RESIDENTIAL (GROUP B)

RB(B)

住宅 (乙類)

GOVERNMENT, INSTITUTION OR COMMUNITY

GIC

政府、機構或社區

OPEN SPACE

O

休憩用地

OTHER SPECIFIED USES

OU

其他指定用途

OTHER SPECIFIED USES (AMENITY AREA)

OU(A)

其他指定用途 (美化市容地帶)

COMMUNICATIONS

交通

RAILWAY AND STATION
(UNDERGROUND)

A diagram showing a cross-section of an underground railway system. It includes a central rectangular area labeled 'RAIL STATION' with a train icon, flanked by two rectangular areas labeled 'RAIL TUNNEL'. The entire system is enclosed within a dashed rectangular boundary.

鐵路及車站 (地下)

RAILWAY AND STATION
(ELEVATED)

A diagram showing a cross-section of an elevated railway system. It includes a central rectangular area labeled 'RAIL STATION' with a train icon, flanked by two rectangular areas labeled 'RAIL TUNNEL'. The entire system is enclosed within a dashed rectangular boundary.

鐵路及車站 (高架)

ENVIRONMENTALLY FRIENDLY
LINKAGE SYSTEM AND STATION

A diagram showing a cross-section of an environmentally friendly linkage system and station. It includes a central rectangular area labeled 'RAIL STATION' with a train icon, flanked by two rectangular areas labeled 'RAIL TUNNEL'. The entire system is enclosed within a dashed rectangular boundary.

環保連接系統及車站

MAJOR ROAD AND JUNCTION

A diagram showing a cross-section of a major road and junction. It features a central horizontal line representing the road, with a vertical line intersecting it from below, representing a junction. The road is flanked by dashed lines.

主要道路及路口

ELEVATED ROAD

A diagram showing a cross-section of an elevated road. It features a central horizontal line representing the road, flanked by dashed lines.

高架道路

PEDESTRIAN PRECINCT / STREET

A diagram showing a cross-section of a pedestrian precinct or street. It features a central horizontal line representing the street, flanked by dashed lines.

行人專用區或街道

MISCELLANEOUS

其他

BOUNDARY OF PLANNING SCHEME

A diagram showing a cross-section of a planning scheme boundary. It features a central horizontal line representing the boundary, flanked by dashed lines.

規劃範圍界線

BUILDING HEIGHT CONTROL
ZONE BOUNDARY

A diagram showing a cross-section of a building height control zone boundary. It features a central horizontal line representing the boundary, flanked by dashed lines.

建築物高度管制區界線

MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)

A diagram showing a cross-section of a maximum building height. It features a central horizontal line representing the datum, with a vertical line extending upwards to a point labeled '12', indicating the maximum height in meters.

最高建築物高度
(在主要水平基準面之上高度)

PETROL FILLING STATION

P F S

加油站

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

A diagram showing a cross-section of an area designated for 'shop and services' and 'eating place' uses only. It features a central horizontal line representing the area, flanked by dashed lines.

只限於指定為「商店及服務
行業」和「食肆」用途的地區

AREA DESIGNATED FOR
'WATERFRONT PROMENADE'

A diagram showing a cross-section of an area designated for 'waterfront promenade'. It features a central horizontal line representing the area, flanked by dashed lines.

指定為「海濱長廊」的地區

NON-BUILDING AREA

A diagram showing a cross-section of a non-building area. It features a central horizontal line representing the area, flanked by dashed lines.

非建築用地

USE	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	16.22	5.02	商業
COMPREHENSIVE DEVELOPMENT AREA	9.62	2.98	綜合發展區
RESIDENTIAL (GROUP A)	15.26	4.72	住宅 (甲類)
RESIDENTIAL (GROUP B)	26.65	8.25	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	37.00	11.45	政府、機構或社區
OPEN SPACE	98.18	30.38	休憩用地
OTHER SPECIFIED USES	50.62	15.66	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	31.91	9.99	其他指定用途 (美化市政地區)
MAJOR ROAD ETC.	66.46	20.55	主要道路等
TOTAL PLANNING SCHEME AREA	323.20	100.00	規劃範圍總面積

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

核准圖編號 S/K 22/4 的修訂 AMENDMENTS TO APPROVED PLAN No. S/K22/4

按圖中編號條列第 5 條說明之修訂
AMENDMENTS UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目 A1 項
AMENDMENT ITEM A1
修訂項目 A2 項
AMENDMENT ITEM A2
修訂項目 A3 項
AMENDMENT ITEM A3
修訂項目 A4 項
AMENDMENT ITEM A4
修訂項目 B 項
AMENDMENT ITEM B
修訂項目 B 項
AMENDMENT ITEM B
修訂項目 C 項
AMENDMENT ITEM C
修訂項目 D 1 項
AMENDMENT ITEM D1
修訂項目 D 2 項
AMENDMENT ITEM D2
修訂項目 E 項
AMENDMENT ITEM E
修訂項目 E 項
AMENDMENT ITEM E
修訂項目 F 項
AMENDMENT ITEM F
修訂項目 G1 項
AMENDMENT ITEM G1
修訂項目 G2 項
AMENDMENT ITEM G2
修訂項目 H1 項
AMENDMENT ITEM H1
修訂項目 H2 項
AMENDMENT ITEM H2
修訂項目 H3 項
AMENDMENT ITEM H3
修訂項目 H4 項
AMENDMENT ITEM H4
修訂項目 I 項
AMENDMENT ITEM I
修訂項目 J 項
AMENDMENT ITEM J
修訂項目 K 項
AMENDMENT ITEM K
修訂項目 L 項
AMENDMENT ITEM L
修訂項目 M1 項
AMENDMENT ITEM M1
修訂項目 M2 項
AMENDMENT ITEM M2
修訂項目 M3 項
AMENDMENT ITEM M3

修訂項目 M4 項
AMENDMENT ITEM M4
修訂項目 M5 項
AMENDMENT ITEM M5
修訂項目 N1 項
AMENDMENT ITEM N1
修訂項目 N2 項
AMENDMENT ITEM N2
修訂項目 O 項
AMENDMENT ITEM O
修訂項目 P 項
AMENDMENT ITEM P
修訂項目 Q 項
AMENDMENT ITEM Q
修訂項目 R 項
AMENDMENT ITEM R
修訂項目 S 項
AMENDMENT ITEM S
修訂項目 T 項
AMENDMENT ITEM T
修訂項目 U1 項
AMENDMENT ITEM U1
修訂項目 U2 項
AMENDMENT ITEM U2
修訂項目 U3 項
AMENDMENT ITEM U3
修訂項目 V1 項
AMENDMENT ITEM V1
修訂項目 V2 項
AMENDMENT ITEM V2
修訂項目 W1 項
AMENDMENT ITEM W1
修訂項目 W2 項
AMENDMENT ITEM W2
修訂項目 W3 項
AMENDMENT ITEM W3
修訂項目 W4 項
AMENDMENT ITEM W4
修訂項目 W5 項
AMENDMENT ITEM W5
修訂項目 W6 項
AMENDMENT ITEM W6
修訂項目 W7 項
AMENDMENT ITEM W7

(參看附表)
(SEE ATTACHED SCHEDULE)

KOWLOON PLANNING AREA NO. 22
APPROVED DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/4A

(Being ~~an Approved~~ *a Draft* Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use, or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means : –
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
 - (ii) after the publication of the first plan,
 - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.

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

on-street vehicle park, railway track and tram track.
- (9) In any area shown as 'Underground Shopping Street', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

shop and services, eating place and Government use.
- (10) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (11) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

KOWLOON PLANNING AREA NO. 22

APPROVED DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/4A

Schedule of Uses

	<u>Page</u>
COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	4
RESIDENTIAL (GROUP A)	8
RESIDENTIAL (GROUP B)	11
RESIDENTIAL (GROUP C)	14
GOVERNMENT, INSTITUTION OR COMMUNITY	16 14
OPEN SPACE	18 16
OTHER SPECIFIED USES	19 17

COMMERCIAL

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

(Please see next page)

COMMERCIAL (Cont'd)

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.

Remarks

- (1) On land designated “Commercial (2)”,
 - (a) no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio of 9.5 for a non-domestic building, or the plot ratio of the existing building, whichever is the greater.
 - (b) for a domestic building or a building that is partly domestic and partly non-domestic on the site, the maximum plot ratio shall not exceed 5.0.
- (2) On land designated “Commercial (2)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum site coverage (excluding basement(s)) of 65% or the site coverage of the existing building, whichever is the greater.
- (3) On land designated “**Commercial (1)**”, “Commercial (3)”, “Commercial (4)”, “**Commercial (5)**”, “Commercial (6)”, “**Commercial (7)**” and “**Commercial (8)**”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub- area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
Commercial (1)	5.8	65%
Commercial (3)	4.5 6.5	65%
Commercial (4)	4.0 6.5	80%
Commercial (5)	6.0	80%
Commercial (6)	6.0	65%
Commercial (7)	7.5	80%
Commercial (8)	8.0	65%

- (4) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

- (5) On land designated 'Waterfront Promenade' in the "Commercial (2)" zone, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (6) ***In determining the maximum plot ratio for the purpose of paragraph (3) above, any floor space that is constructed or intended for use solely as railway facilities on land designated "C(3)" fronting the Heritage Park, as required by the Government, may be disregarded.***
- (6 7) In determining the maximum plot ratio for the purposes of paragraphs (1) and (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (7 8) In determining the maximum site coverage for the purposes of paragraphs (2) and (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office shall be included for calculation.
- (8 9) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) or (3) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) and (3) above may thereby be exceeded.
- (9 10) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) to (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (10 11) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat (on land designated “CDA” and “CDA(5)” only) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel House (on land designated “CDA” and “CDA(5)” only) Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Petrol Filling Station Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Recyclable Collection Centre Religious Institution Residential Institution (on land designated “CDA” and “CDA(5) only”) Research, Design and Development Centre School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

The planning intention for area designated “Comprehensive Development Area” (“CDA”) is for a comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities.

The planning intention for areas designated “CDA(1)” and “CDA(2)” is for commercial use with a lower structure cascading down to the open spaces along the Kai Tak River.

The planning intention for areas designated “CDA(3)”, “CDA(4)” and “CDA(5)” is to ensure their disposition and design would be in harmony with the Preservation Corridor for Lung Tsun Stone Bridge. “CDA(3)” and “CDA(4)” are intended for commercial use while “CDA(5)” is intended for residential use.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated “Comprehensive Development Area” shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
 - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (vi) programmes of development in detail;
 - (vii) an environmental assessment report, including but not limiting to a visual impact assessment and air ventilation assessment, to examine any possible environmental, visual and air ventilation problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and the maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
CDA	5.0	40%
CDA (1)	10.0	65%
CDA (2)	4.5	65%
CDA (3)	5.0 6.6	65%
CDA (4)	4.5 6.6	65%
CDA (5)	5.0 6.8	40%

- (4) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (5) On land designated 'Shop and Services' and 'Eating Place' uses only in the "CDA", "CDA(1)", "CDA(2)", "CDA(3)", "CDA(4)" and "CDA(5)" zones, buildings not exceeding 2 storeys to accommodate "Shop and Services" and "Eating Place" uses shall be provided.
- (6) On land designated 'Waterfront Promenade' in the "CDA" zone, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (7) In determining the maximum plot ratio for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) In determining the maximum site coverage for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (9) In determining the maximum plot ratio and site coverage for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as public transport facilities, as required by the Government, shall be included for calculation.
- (10) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (3) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (3) above may thereby be exceeded.
- (11) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (12) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Educational Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Office
Residential Institution	Petrol Filling Station
School (in free-standing purpose-designed building only)	Place of Entertainment
Social Welfare Facility	Private Club
Utility Installation for Private Project	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

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

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Domestic Plot Ratio</u>	<u>Maximum Non-Domestic Plot Ratio</u>
Residential (Group A)1	7.5	1.0
Residential (Group A)2	6.3	0.3
Residential (Group A)3	5.51	0.1

<i>Residential (Group A)4</i>	<i><u>Maximum Plot Ratio</u></i>
	<i>6.6</i>

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) On land designated “Waterfront Promenade” in the “Residential (Group A)1” zone, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (4) In determining the maximum plot ratio for the purposes of paragraph (1) above,
 - (a) area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area; and
 - (b) any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Educational Institution
House	Government Use (not elsewhere specified)
Residential Institution	Hotel
Utility Installation for Private Project	Institutional Use (not elsewhere specified)
	Library
	Private Club
	Public Clinic
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Recyclable Collection Centre
	Religious Institution
	Shop and Services
	Social Welfare Facility

In addition, the following uses are always permitted (a) ~~on the ground floor of residential building(s) adjoining the Underground Shopping Street~~ **on the lowest two floors of building(s) within “R(B)4”, “R(B)5”, “R(B)6” and “R(B)7” zones**; or (b) in two-storey building(s) within the area designated for ‘Shop and Services’ and ‘Eating Place’ uses only on the Plan:

Eating Place
Shop and Services

Planning Intention

This zone is intended primarily for medium-density residential developments ~~based on grid pedestrian street pattern~~. Retail **belt**/frontage along the side of the site abutting the open space, **waterfront promenade or pedestrian streets** is provided to enhance vibrancy of the **adjoining** open space/**promenade/pedestrian streets**. Residential developments in the Grid Neighbourhood and **Runway** areas should comprise podium-free residential towers and low blocks to achieve diversity in building mass/form for a more interesting building height profile in the area.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
Residential (Group B)1	5.0	40%
Residential (Group B)2	4.5	40%
Residential (Group B)3	3.5	44%
<u>Residential (Group B)4</u>	<u>5.5</u>	<u>40%</u>
<u>Residential (Group B)5</u>	<u>6.1</u>	<u>40%</u>
<u>Residential (Group B)6</u>	<u>6.6</u>	<u>40%</u>
<u>Residential (Group B)7</u>	<u>7.0</u>	<u>40%</u>

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) For developments within the area bounded by Road D2 and the proposed Shatin to Central Link, that is, the Grid Neighbourhood, low-rise residential blocks shall not exceed 6 storeys or 25mPD, whichever is the less.
- (4) On land designated 'Shop and Services' and 'Eating Place' uses only in the "Residential (Group B)1" ~~and~~, "Residential (Group B)2" ~~and~~ "***Residential (Group B)6***" zones, buildings not exceeding 2 storeys to accommodate 'Shop and Services' and 'Eating Place' uses shall be provided.
- (5) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks (Cont'd)

- (6) In determining the maximum site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (7) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (9) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, —— Post Office only) House Utility Installation for Private Project	Eating Place Educational Institution Government Use (not elsewhere specified) Hotel Institutional Use (not elsewhere specified) Library Private Club Public Clinic Public Utility Installation Public Vehicle Park —— (excluding container vehicle) Railway Vent Shaft and/or —— Other Structure above Ground Level —— other than Entrances Recyclable Collection Centre Religious Institution Residential Institution Shop and Services Social Welfare Facility

Planning Intention

~~This zone is intended primarily for low rise, low density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.~~

~~(Please see next page)~~

RESIDENTIAL (GROUP C) (Cont'd)

Remarks

- ~~(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio of 3.0, the maximum site coverage (excluding basement(s)) of 47% and the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio, site coverage and height of existing building, whichever is the greater.~~
- ~~(2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.~~
- ~~(3) In determining the maximum site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.~~
- ~~(4) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.~~
- ~~(5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.~~
- ~~(6) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.~~

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Cable Car Route and Terminal Building	Correctional Institution
Eating Place (Canteen, Cooked Food Centre only)	Crematorium
Educational Institution	Driving School
Exhibition or Convention Hall	Eating Place (not elsewhere specified)
Field Study/Education/Visitor Centre	Flat
Government Refuse Collection Point	Funeral Facility
Government Use (not elsewhere specified)	Helicopter Landing Pad
Hospital	Helicopter Fuelling Station
Institutional Use (not elsewhere specified)	Holiday Camp
Library	Hotel
Market	House
Pier	Marine Fuelling Station
Place of Recreation, Sports or Culture	Off-course Betting Centre
Public Clinic	Office
Public Convenience	Petrol Filling Station
Public Transport Terminus or Station	Place of Entertainment
Public Utility Installation	Private Club
Public Vehicle Park (excluding container vehicle)	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Religious Institution	Refuse Disposal Installation (Refuse Transfer Station only)
Research, Design and Development Centre	Residential Institution
School	Sewage Treatment/Screening Plant
Service Reservoir	Shop and Services
Social Welfare Facility	Utility Installation for Private Project
Training Centre	Zoo
Wholesale Trade	

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Planning Intention

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

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (3) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary	Eating Place
Field Study/Education/Visitor Centre	Exhibition or Convention Hall
Government Use (Automatic weather station only)	Government Refuse Collection Point
Park and Garden	Government Use (not elsewhere specified)
Pavilion	Holiday Camp
Pedestrian Area	Railway Vent Shaft and/or
Picnic Area	Other Structure above Ground Level
<i>Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)</i>	other than Entrances
Playground/Playing Field	Pier
Promenade	Place of Entertainment
Public Convenience	Place of Recreation, Sports or Culture (<i>not elsewhere specified</i>)
Public Transport Terminus or Station (on land designated “Open Space (1)” only)	Private Club
Public Vehicle Park (excluding container vehicle) (on land designated “Open Space (1)” only)	Public Utility Installation
Sitting Out Area	Public Vehicle Park (excluding container vehicle) (other than on land designated “Open Space (1)”) <i>Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</i>
	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. On land designated “Open Space (1)”, the open space area forms part of the stadium complex to support the sports facilities. On land designated “Open Space (2)”, the open space is provided in form of landscaped deck. On land designated “Open Space (3)”, the open space is intended for in-situ preservation of the Lung Tsun Stone Bridge remnants ***and the provision of Heritage Park for preservation and public appreciation of heritage and archaeological relics.***

OTHER SPECIFIED USES

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For “Arts and Performance Related Uses” only

Eating Place	Government Use (not elsewhere specified)
Educational Institution	School (not elsewhere specified)
Exhibition or Convention Hall	Social Welfare Facility
Library	Training Centre (not elsewhere specified)
Office (related to arts and culture only)	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club (related to arts and culture only)	
Public Vehicle Park (excluding container vehicle)	
Public Utility Installation	
School (related to arts and culture only)	
Shop and Services	
Training Centre (related to arts and culture only)	
Utility Installation for Private Project	

Planning Intention

This zone is intended primarily for arts and performance related uses with a platform above for public viewing as well as outdoor performance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Arts and Performance Related Uses" only (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum total gross floor area of 11,600m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan. At least 60% of the total gross floor area shall be used for arts and performance related uses.
- (2) A platform above the building shall be provided for public enjoyment and shall allow connection to the landscaped elevated walkway to its east.
- (3) In determining the maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area, the percentage of gross floor area for arts and performance related uses and building height restrictions stated in paragraph (1) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (5) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Cruise Terminal to include Commercial Development with Landscaped Deck Above" only</u>	
Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/ Massage Establishment	Government Refuse Collection Point
Cruise Terminal	Petrol Filling Station
Eating Place	Railway Vent Shaft and/or
Exhibition or Convention Hall	Other Structure above Ground Level
Government Use	other than Entrances
Hotel	
Information Technology and Telecommunications Industries	
Marine Fuelling Station	
Office	
Pier	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Public Utility Installation	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Shop and Services	
Utility Installation for Private Project	

Planning Intention

This zone is intended primarily for the provision of cruise terminal with commercial development and landscaped deck above.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Cruise Terminal to include Commercial Development
with Landscaped Deck Above" only (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum total gross floor area of 10,600m².
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building/structure (excluding radar and telecommunications electronic microwave repeater) shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Landscaped deck shall be provided for public enjoyment purpose.
- (4) In determining the maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, baggage handling area and passengers waiting/queuing area, provided such uses are ancillary and directly related to the development or redevelopment, or any floor space that is constructed or intended for use solely as railway station or Government uses, as required by the Government, may be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraphs (1) and (2) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Heliport" only</u>	
Government Use	Noise Barrier
Helicopter Fuelling Station	Public Utility Installation
Helicopter Landing Pad	Utility Installation for Private Project

Planning Intention

This zone is primarily intended for the provision of an at-grade cross-boundary heliport.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (excluding noise barrier) shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

For "Landscaped Elevated Walkway" only

Landscaped Elevated Walkway
Government Use

Planning Intention

This zone is primarily intended for the provision of landscaped elevated walkway to create enhanced pedestrian environment for connecting Kai Tak with its hinterland.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Mixed Use" only</u>	
Schedule I: for non-residential building or non-residential portion of a building upon development/redevelopment/conversion	
Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/ Massage Establishment (in non-residential building only)	Commercial Bathhouse/ Massage Establishment (not elsewhere specified)
Eating Place	Flat
Educational Institution	Government Refuse Collection Point
Exhibition or Convention Hall	Hospital
Government Use (not elsewhere specified)	Petrol Filling Station
Hotel	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Information Technology and Telecommunications Industries	Residential Institution
Institutional Use (not elsewhere specified)	Social Welfare Facility (not elsewhere specified)
Library	
Market	
Off-course Betting Centre	
Office	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Recyclable Collection Centre	
Religious Institution	
School	
Shop and Services	
Social Welfare Facility (excluding those involving residential care)	
Training Centre	
Utility Installation for Private Project	
Wholesale Trade	

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Mixed Use" only (Cont'd)

Schedule II: for residential building or residential portion of a building upon development/redevelopment/conversion

Flat	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Educational Institution
House	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
Social Welfare Facility (residential care facility only)	Hotel
Utility Installation for Private Project	Institutional Use (not elsewhere specified)
	Library
	Office
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Religious Institution
	School
	Shop and Services
	Social Welfare Facility (not elsewhere specified)
	Training Centre

(Please see next page)

OTHER SPECIFIED USES (Cont'd)For "Mixed Use" only (Cont'd)Planning Intention

This zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and the maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Domestic Plot Ratio</u>	<u>Maximum Non-Domestic Plot Ratio</u>	<u>Maximum Site Coverage (excluding basement(s))</u>
Mixed Use(2)	5.0	2.0	65%
Mixed Use(3)	4.75	2.25	65%

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) On land designated 'Shop and Services' and 'Eating Place' uses only in the "Other Specified Uses" annotated "Mixed Use(2)" zone, buildings not exceeding 2 storeys to accommodate 'Shop and Services' and 'Eating Place' uses shall be provided.
- (4) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" only (Cont'd)

Remarks (Cont'd)

- (5) In determining the maximum site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (6) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Petrol Filling Station" only

Petrol Filling Station

Government Use
Utility Installation not Ancillary to the Specified
Use

Planning Intention

This zone is intended primarily for the provision of petrol filling station serving the needs of the local residents as well as the general public.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Pier" only</u>	
Pier Government Use	Eating Place (Restaurant only) Exhibition or Convention Hall Marine Fuelling Station Office Public Vehicle Park (excluding container vehicle) Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom (excluding motor-vehicle showroom) only)

Planning Intention

This zone is primarily to provide land intended for a pier.

Remarks

- (1) Kiosks not greater than 10m² each in area and not more than 10 in number for uses as retail shop and service trades are considered as ancillary to pier use.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p style="text-align: center;"><u>For “Railway Station with Commercial Facilities” only</u></p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> Eating Place Government Use Place of Entertainment Public Convenience Public Utility Installation Shop and Services Utility Installation for Private Project </div> <div style="width: 45%; text-align: center;"> Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances </div> </div>	

Planning Intention

This zone is intended primarily for the provision of railway station with commercial facilities.

Remarks

- (1) Commercial facilities shall not exceed the maximum plot ratio of 0.5.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of existing building, whichever is the greater.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1	Column 2
Uses always Permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Sewage Treatment Plant with Landscaped Deck Above" only

Government Use
Sewage Treatment/ Screening Plant

Utility Installation not Ancillary to the Specified
Use

Planning Intention

This zone is intended primarily for the provision of sewage treatment/screening plant with suitable mitigation measures including landscaped deck and enclosure of the plant facilities.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Stadium" only</u>	
Eating Place	Broadcasting, Television and/or Film Studio
Exhibition or Convention Hall	Commercial Bathhouse/Massage
Government Refuse Collection Point	Establishment
Government Use	Educational Institution
Office	Hotel
Place of Entertainment	Library
Place of Recreation, Sports or Culture	Market
Private Club	Petrol Filling Station
Public Vehicle Park (excluding container vehicle)	Public Transport Terminus or Station
Public Convenience	Public Utility Installation
Public Clinic	Railway Vent Shaft and/or Other Structure above Ground Level other than
Shop and Services	Entrances
	Religious Institution
	Residential Institution
	School
	Social Welfare Facility
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of a multi-purpose stadium complex including a main stadium, a secondary stadium, an indoor sports arena and other ancillary leisure and recreational facilities.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (3) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Tourism Related Uses to include Commercial, Hotel and Entertainment" only

Broadcasting, Television and/or Film Studio
 Commercial Bathhouse/Massage Establishment
 Eating Place
 Educational Institution
 Exhibition or Convention Hall
 Flat (Staff Quarters only)
 Government Refuse Collection Point
 Government Use
 Hotel
 Library
 Market
 Off-course Betting Centre
 Office
 Petrol Filling Station
 Place of Entertainment
 Place of Recreation, Sports or Culture
 Private Club
 Public Clinic
 Public Vehicle Park (excluding container vehicle)
 Public Convenience
 Public Transport Terminus or Station
 Public Utility Installation
 Railway Vent Shaft and/or Other Structure
 above Ground Level other than Entrances
 Religious Institution
 School
 Shop and Services
 Showroom
 Social Welfare Facility
 Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For “Tourism Related Uses to include Commercial, Hotel and Entertainment” only (Cont'd)

Remarks

- (1) An applicant for planning permission for development or use on land designated “Other Specified Uses” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” shall prepare a layout plan and any other documents showing the following information for consideration of the Town Planning Board:
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, open space and public observation gallery to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report, including but not limiting to a visual impact assessment and air ventilation assessment, to examine any possible environmental, visual and air ventilation problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Tourism Related Uses to include Commercial, Hotel and Entertainment" only (Cont'd)

Remarks (Cont'd)

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum total gross floor area of 229,400m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Notwithstanding paragraph (2) above, a building or structure with a public observation gallery exceeding the maximum building height restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (4) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses are ancillary and directly related to the development or redevelopment, or any floor space that is constructed or intended for use solely as railway station or Government uses, as required by the Government, may be disregarded.
- (5) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as public transport facilities as required by the Government shall be included for calculation.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (7) A minimum building setback of 45m from the zoning boundary abutting the "OU" annotated "Cruise Terminal to include Commercial Development and Landscaped Deck Above" zone shall be provided.
- (8) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the building setback restriction as stated in paragraph (7) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Trade Mart and Commercial Development" only</u>	
Broadcasting, Television and/or Film Studio (excluding free-standing purpose- designed building)	Broadcasting, Television and/or Film Studio (not elsewhere specified)
Cargo Handling and Forwarding Facility	Flat
Commercial Bathhouse/Massage Establishment	Government Use (not elsewhere specified)
Eating Place	Hotel
Educational Institution	Petrol Filling Station
Exhibition or Convention Hall	Place of Recreation, Sports or Culture
Government Use (Post Office only)	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Library	Social Welfare Facility (not elsewhere specified)
Office	
Place of Entertainment	
Private Club	
Public Vehicle Park (excluding container vehicle)	
Public Clinic	
Public Utility Installation	
School	
Shop and Services	
Social Welfare Facility (excluding those involving residential care)	
Utility Installation for Private Project	

Planning Intention

This zone is intended primarily for exhibition and ancillary commercial uses.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Trade Mart and Commercial Development" only (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum building height specified below:
 - (a) the maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater, the gross floor area of which shall include exhibition/trade-related uses of not less than 11,285m²; and
 - (b) the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building(s) on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (1) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Tunnel Ventilation Shaft" only</u>	
Schedule I: For tunnel ventilation shaft	
As Specified on the Plan	Government Use Private Club Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not Ancillary to the Specified Use
Schedule II: For existing industrial building	
	Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Eating Place Government Use Industrial Use Information Technology and Telecommunications Industries Off-course Betting Centre Office Place of Recreation, Sports or Culture Private Club Public Vehicle Park (excluding container vehicle) Research, Design and Development Centre Shop and Services (ground floor only except Ancillary Showroom [#] which may be permitted on any floor) Utility Installation for Private Project Vehicle Repair Workshop Warehouse (excluding Dangerous Goods Godown) Wholesale Trade

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Tunnel Ventilation Shaft" only (Cont'd)

Planning Intention

This zone is intended primarily for tunnel ventilation shaft use. For existing industrial buildings within this zone, provision is made under Schedule II for uses that may be permitted with or without conditions on application to the Town Planning Board.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Waterfront Related Commercial, Cultural and Leisure Uses" only</u>	
Eating Place	Government Use
Place of Entertainment	Public Utility Installation
Place of Recreation, Sports or Culture	Railway Vent Shaft and/or
Shop and Services	Other Structure above Ground Level other than Entrances
	Social Welfare Facility

Planning Intention

This zone is primarily intended for the provision of commercial, cultural and leisure uses at the waterfront area.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height of one storey, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

For "Amenity Area" only

Amenity Planting	Government Use Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is intended primarily for the provision of landscaping and planting to enhance the environment.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For All Other Specified Uses Not Listed Above

As Specified on the Plan

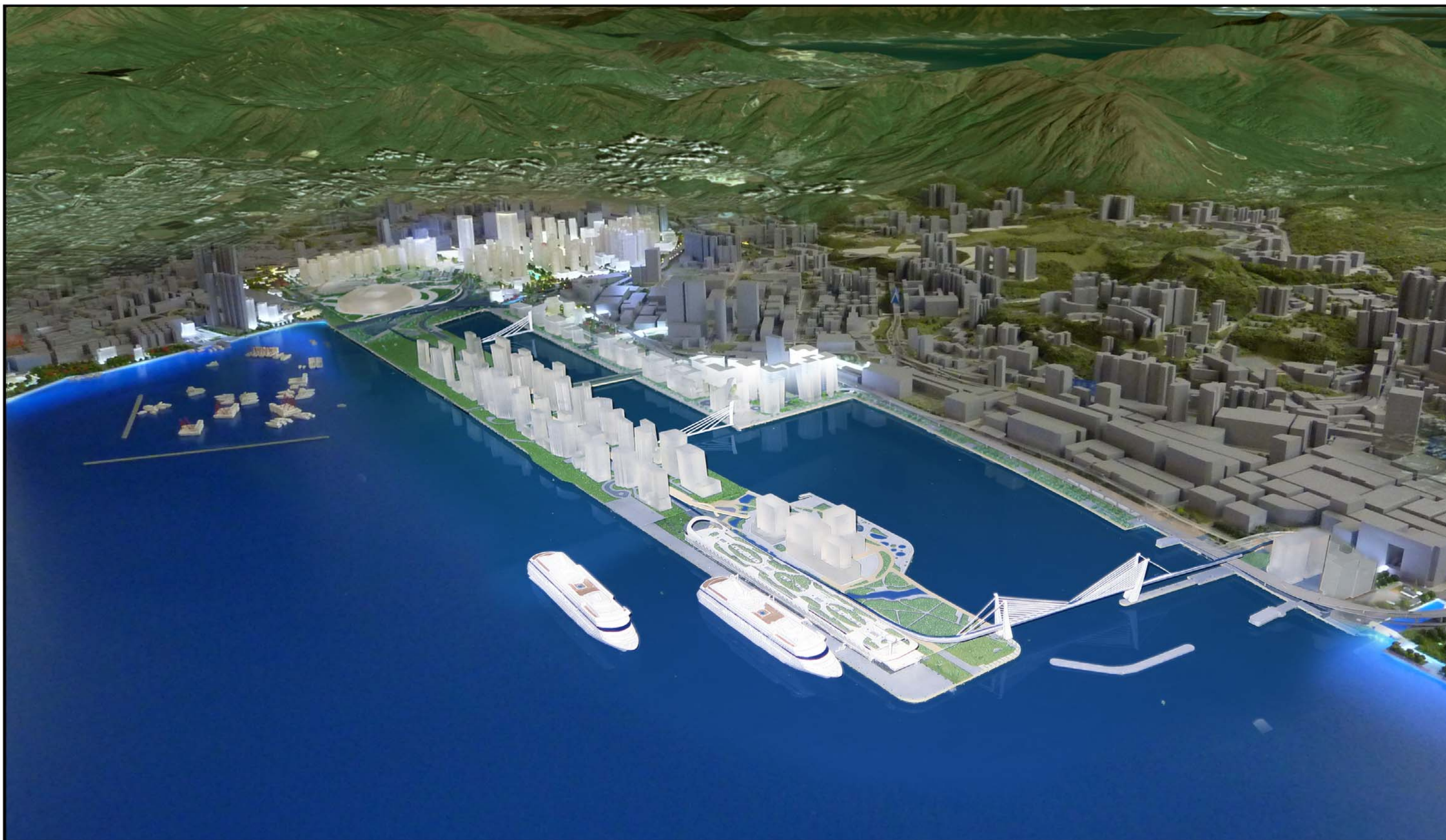
Government Use
 Private Club
 Railway Vent Shaft and/or Other Structure
 above Ground Level other than Entrances
 Utility Installation not Ancillary to the Specified
 Use

Planning Intention

This zone is primarily to provide/reserve land for specific purposes and uses.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.



啟德發展的外貌
OVERVIEW OF KAI TAK DEVELOPMENT

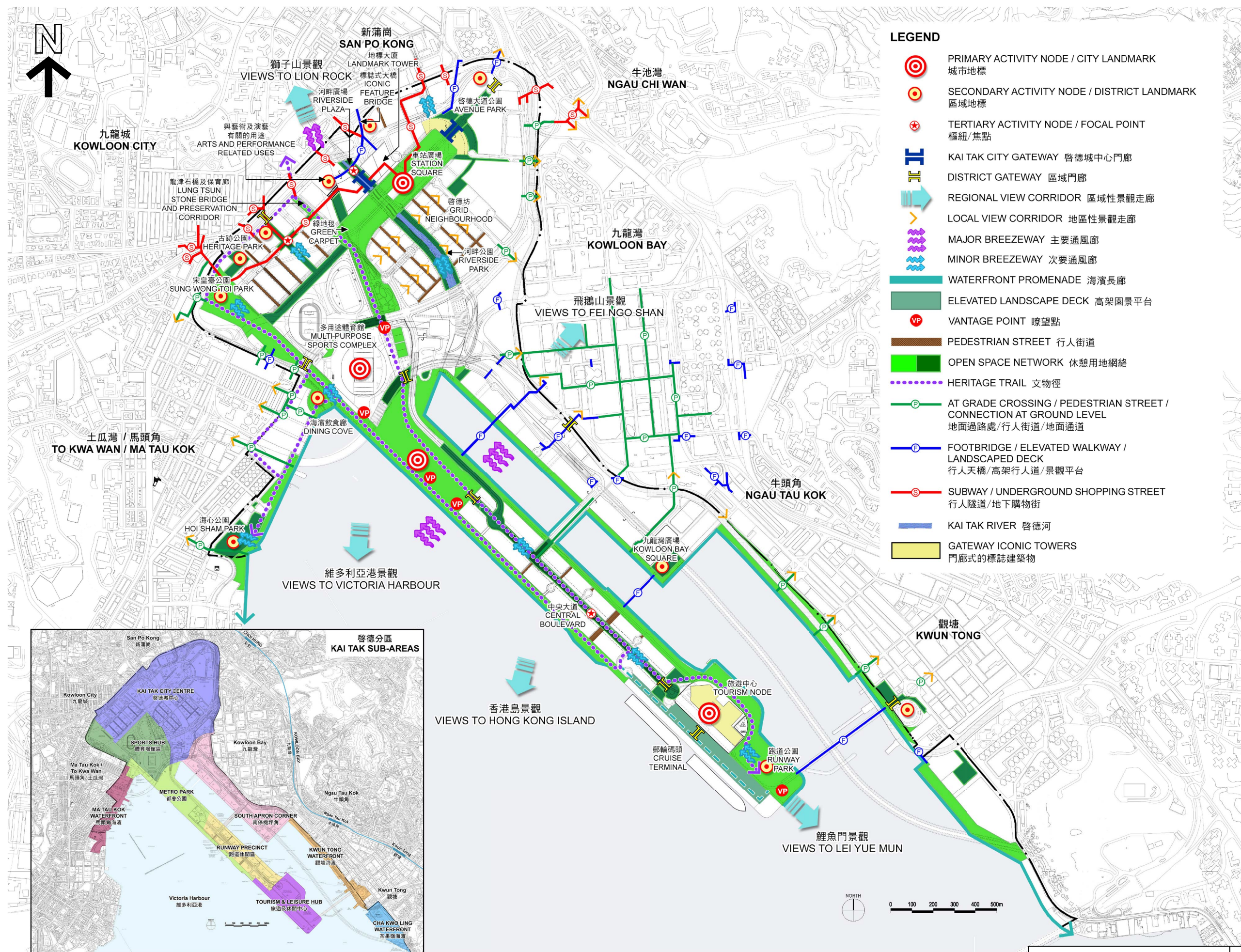
規劃署
PLANNING
DEPARTMENT



M/K22/11/62

圖 FIGURE
1

(顯示初步構思，只供參考) (FOR ILLUSTRATION PURPOSE ONLY)



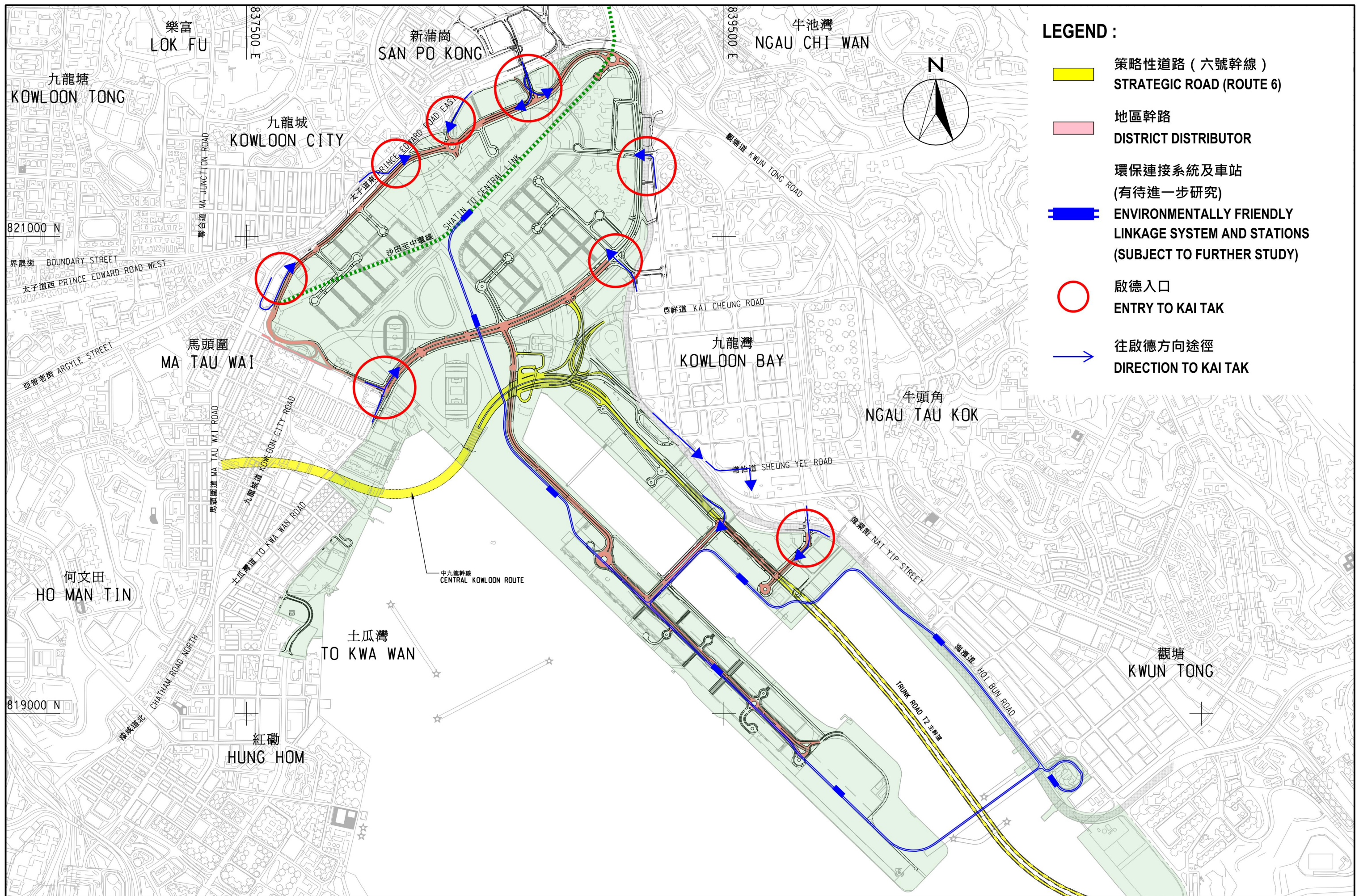


景觀設計圖 LANDSCAPE PLAN

(顯示初步構思，只供參考) (FOR ILLUSTRATION PURPOSE ONLY)

參考編號
REFERENCE No.
M/K22/17/2

圖 FIGURE
3



擬議道路網絡及可能興建的環保連接系統
PROPOSED ROAD NETWORK AND
POSSIBLE ENVIRONMENTALLY FRIENDLY LINKAGE SYSTEM

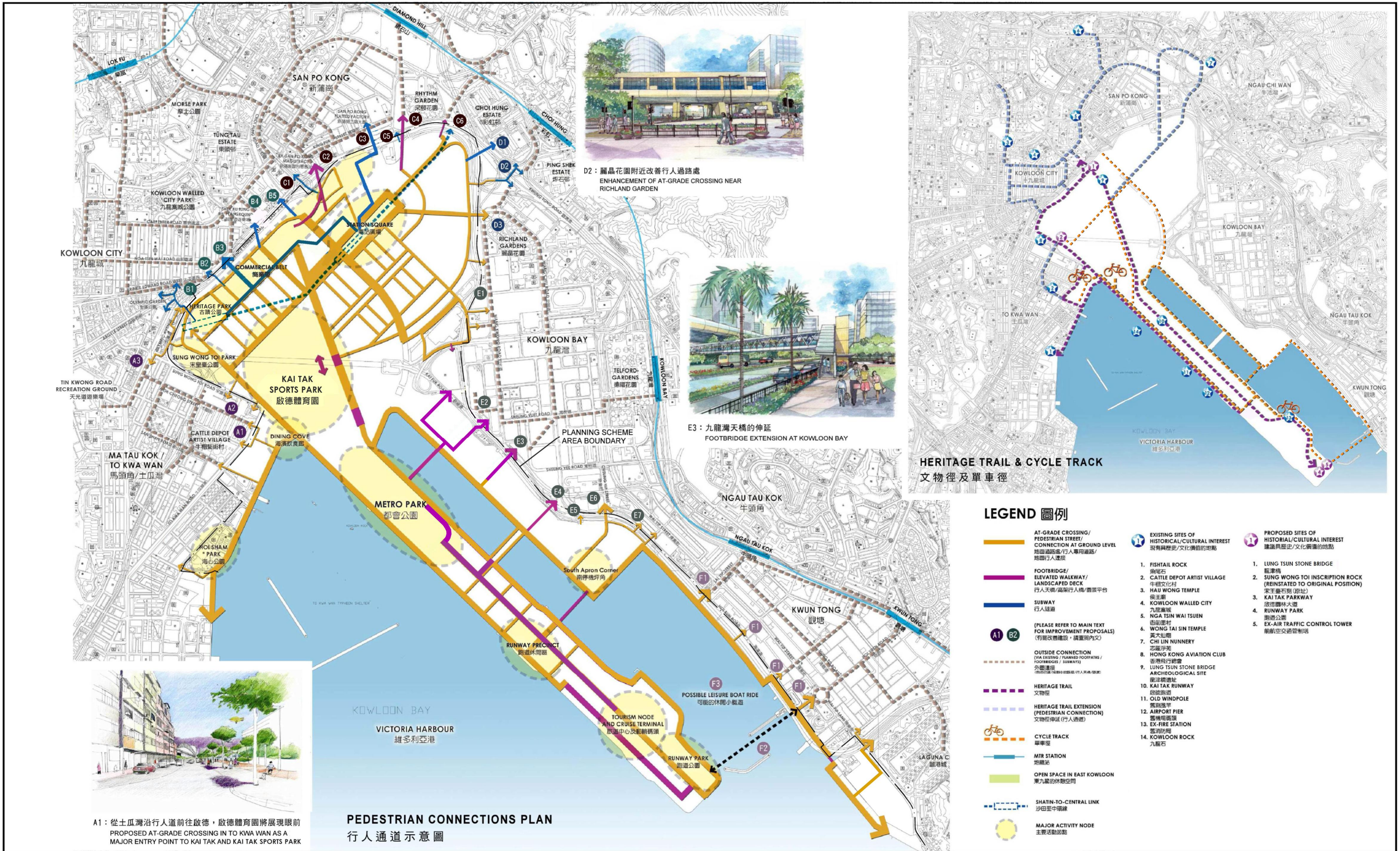
規劃署
PLANNING DEPARTMENT



M/K22/11/62

圖 FIGURE
4

(顯示初步構思, 只供參考) (FOR ILLUSTRATION PURPOSE ONLY)



KOWLOON PLANNING AREA NO. 22

APPROVED *DRAFT* KAI TAK OUTLINE ZONING PLAN NO. S/K22/4A

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 22
APPROVED DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/4A

<u>Contents</u>	<u>Page</u>
1. INTRODUCTION	1
2. AUTHORITY FOR THE PLAN AND PROCEDURES	1
3. OBJECT OF THE PLAN	3
4. NOTES OF THE PLAN	34
5. PLANNING SCHEME AREA	4
6. POPULATION	4
7. PLANNING THEMES AND URBAN DESIGN FRAMEWORK	45
8. BUILDING HEIGHT RESTRICTIONS IN THE AREA	7
9. LAND USE ZONINGS	
9.1 Commercial	40 <u>11</u>
9.2 Comprehensive Development Area	42 <u>13</u>
9.3 Residential (Group A)	43 <u>15</u>
9.4 Residential (Group B)	44 <u>16</u>
9.5 Residential (Group C)	46
9.6 Government, Institution or Community	46 <u>19</u>
9.7 Open Space	47 <u>21</u>
9.8 Other Specified Uses	49 <u>23</u>
10. COMMUNICATIONS	23 <u>27</u>
11. UTILITY SERVICES	26 <u>31</u>
12. CULTURAL HERITAGE	27 <u>32</u>
13. IMPLEMENTATION	28 <u>33</u>

KOWLOON PLANNING AREA NO. 22
APPROVED DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/4A
(Being an ~~Approved~~ *a Draft* Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute part of the Plan.

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the *approved draft* Kai Tak Outline Zoning Plan (OZP) No. S/K22/4A. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 Under the power delegated by the then Governor which was deemed to have made by the Chief Executive, the then Secretary for Planning, Environment and Lands directed the Board on 9 June 1998, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare two draft plans for the South East Kowloon area, i.e. the Kai Tak (North) OZP to cover the Kai Tak Airport Terminal and Apron area, and the Kai Tak (South) OZP to cover the rest of Kai Tak Airport and the proposed Kowloon Bay Reclamation.
- 2.2 On 4 September 1998, the draft Kai Tak (North) OZP No. S/K19/1 and the draft Kai Tak (South) OZP No. S/K21/1 were exhibited for public exhibition under section 5 of the Ordinance.
- 2.3 On 21 September 1999, the Chief Executive in Council (CE in C) referred the two OZPs to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance. The OZPs were subsequently amended once and exhibited for public inspection under section 7 of the Ordinance.
- 2.4 Under the power delegated by the then Governor which was deemed to have made by the Chief Executive, the then Secretary for Planning and Lands, directed the Board on 22 May 2001, under section 3(1)(a) of the Ordinance, to revise the planning scheme boundary of the draft Kai Tak (South) OZP No. S/K21/1 for incorporation of a proposed cruise terminal and a pier.
- 2.5 On 25 June 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak (North) and the draft Kai Tak (South) OZPs, which were subsequently renumbered as S/K19/3 and S/K21/3 respectively. On 5 July 2002, the approved Kai Tak (North) OZP No. S/K19/3 and the approved Kai Tak (South) OZP No. S/K21/3 were exhibited under section 9(5) of the Ordinance.
- 2.6 On 17 October 2006, the CE in C referred the approved Kai Tak (North) and the approved Kai Tak (South) OZPs to the Board for replacement by a new plan under section 12(1)(b)(i) of the Ordinance. The reference of the OZPs was

notified in the Gazette on 27 October 2006 under section 12(2) of the Ordinance.

- 2.7 On 24 November 2006, the draft Kai Tak OZP No. S/K22/1 covering mainly the former Kai Tak Airport apron and runway areas, was exhibited for public inspection under section 5 of the Ordinance. ~~During the two-month exhibition period, a total of 47 representations were received. On 2 February 2007, the representations were published for three weeks for public comments. A total of 10 comments were received.~~
- ~~2.8 On 4 May 2007, the Board considered the 47 representations and 10 comments and decided to propose amendments to the draft OZP to partially meet nine representations and not to propose any amendment to meet the remaining 38 representations. On 25 May 2007, the proposed amendments were published under section 6C(2) of the Ordinance. During the three-week exhibition period, one valid further representation was received, which was withdrawn on 28 August 2007.~~
- ~~2.9 On 17 August 2007, the Board considered the revised layout of Kai Tak City Centre and decided to propose amendments to the draft OZP to partially meet the representation. The proposed amendments are to fine-tune the layout of Kai Tak City Centre and to incorporate the planning vision to transform the existing Kai Tak Nullah into a river channel. On 24 August 2007, the proposed amendments were published under section 6C(2) of the Ordinance. During the three-week exhibition period, six further representations were received.~~
- ~~2.10 On 28 September 2007, the Board considered the further representations and decided not to uphold them. The Board decided that the proposed amendments to the draft OZP as published on 25 May 2007 and 24 August 2007 would form part of the draft OZP under section 6F(8) of the Ordinance.~~
- 2.448 On 6 November 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/2. On 9 November 2007, the approved Kai Tak OZP No. S/K22/2 was exhibited under section 9(5) of the Ordinance.
- 2.429 On 4 November 2008, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the approved OZP was notified in the Gazette on 14 November 2008 under section 12(2) of the Ordinance. ***The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance on 26 August 2011.***
- ~~2.13 On 26 August 2011, the draft Kai Tak OZP No. S/K22/3 covering mainly the urban design enhancement proposals including the revised layout of the northern part of Kai Tak City Centre to accommodate the Lung Tsun Stone Bridge Preservation Corridor and the relocation of roads away from the waterfronts of the Runway and South Apron areas to enhance accessibility, was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition of the draft OZP, a total of 1,116 valid representations were received. On 18 November 2011, the Board published the representations for three weeks for public comment. A total of 159 comments were received.~~
- ~~2.14 After giving consideration to the representations and comments under section~~

~~6B(1) of the Ordinance on 17 February 2012, the Board decided to partially meet 68 representations by proposing amendments to the “Comprehensive Development Area (1)” (“CDA(1)”), “CDA(2)”, “CDA(3)” and “Commercial (6)” zones. The Board also decided to partially meet one representation by proposing amendments to the Explanatory Statement to reflect that subject to resolving further technical and operation issues in particular the water quality issue, there would be an opportunity to accommodate water sports/recreational uses in Kai Tak in the longer term.~~

~~2.15 On 9 March 2012, the proposed amendments were published under section 6C(2) of the Ordinance for three weeks for further representation. Upon expiry of the three-week public inspection period, nine valid further representations were received.~~

~~2.16 On 8 June 2012, after considering the further representations, the Board noted one supporting further representation and decided to partially meet the remaining eight further representations. Under section 6F(8) of the Ordinance, the Board decided to further vary the proposed amendments to the OZP by revising the building height control sub-zone boundary of the “CDA(1)” zone.~~

~~2.17~~ On 4 September 2012, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently re-numbered as S/K22/4. On 14 September 2012, the approved Kai Tak OZP No. S/K22/4 (the Plan) was exhibited under section 9(5) of the Ordinance.

2.11 On 16 September 2014, the CE in C referred the approved Kai Tak OZP No. S/K22/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 26 September 2014 under section 12(2) of the Ordinance.

2.12 On _____ 2017, the draft Kai Tak OZP No. S/K22/4A (the Plan), incorporating amendments mainly involving optimization of the development potential of residential/commercial sites in the North Apron and Runway areas, rezoning of suitable sites for residential, commercial, “Government, Institution or Community” (“G/IC”) and open space uses, and incorporation of the latest development proposals, was exhibited for public inspection under section 5 of the Ordinance. In addition, the alignment of the Shatin to Central Link (SCL) authorised by the CE in C under the Railways Ordinance (Chapter 519) on 27 March 2012 and the alignment of the Central Kowloon Route authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 5 January 2016 are shown on the Plan for information.

3. OBJECT OF THE PLAN

3.1 The object of the Plan is to indicate the broad land-use zonings and major transport networks for Kai Tak area so that development and redevelopment of land within the area can be put under statutory planning control.

3.2 The Plan is to illustrate only the broad principles of development within the Area. As it is a small-scale plan, the road and railway alignments and

boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.

- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kai Tak area and not to overload the road network in this area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Planning Scheme Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area) has a land area of about 323 hectares. It covers the North Apron Area, South Apron Area and Runway Area of the ex-airport site, Ma Tau Kok waterfront, Kwun Tong waterfront, Cha Kwo Ling waterfront, Kai Tak Approach Channel (KTAC), To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter (*KTTS*). The boundary of the Area is shown in a heavy broken line on the Plan.
- 5.2 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board, the requirements under the Protection of the Harbour Ordinance (Cap. 531) and the Harbour Planning Principles published by the former Harbour-front Enhancement Committee.

6. POPULATION

It is estimated that the total population to be accommodated in the Area will be about ~~89,800~~**134,000**. First intake of population for the new development area is ~~expected to commence~~ **commenced** in 2013.

7. **PLANNING THEMES AND URBAN DESIGN FRAMEWORK** (Figures 1 – 5)

7.1 Planning Themes

The Kai Tak site is proposed to be developed as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. The planning and urban design concepts are illustrated in the attached Figure 2. The main planning themes are discussed below:

- 7.1.1 Sports-oriented – Kai Tak will be a hub for sports and leisure activities. A modern ~~Multi-purpose Stadium Complex, (the Stadium~~ ***Kai Tak Sports Park (the Sports Park)***) will be its anchor, complemented by a comprehensive network of open spaces including a Metro Park, indoor recreational centres and extensive cycle tracks and jogging trails along the waterfront promenade. Subject to resolving technical and operation issues in particular the water quality issue, there is also the opportunity to accommodate a variety of water sports/recreational activities in the KTAC, ***KTTS*** and the adjoining water bodies to further strengthen the role of Kai Tak as a hub for sports and leisure activities. The type and spatial requirements of the water sports/recreational uses and their land based facilities as well as their interface with the waterfront promenade would be further explored.
- 7.1.2 People-oriented – The waterfront areas are reserved mainly for public enjoyment as parks and promenades. Convenient and comfortable pedestrian connections between the hinterland and Kai Tak, and between the railway station and the various activity nodes are emphasized.
- 7.1.3 Sustainable – Residential, office, retail and hotel provisions are planned to mix with the sports and leisure activity nodes to ensure vibrancy in different time of the day and different days of the week. The history of Kai Tak will be manifested throughout the site and the heritage resources in the adjacent areas will also be promoted. Kai Tak is re-positioned as the waterfront destination of tourists.
- 7.1.4 Environmental-friendly – To address the environmental problems at KTAC without resorting to reclamation is to uphold the environmental-friendly principle. Besides, environmentally friendly initiatives, such as possible provision of an Environmentally Friendly ~~Transport~~ ***Linkage*** System (~~EFTSEFLS~~), roadside greening, green roof and district cooling system, and planning for mass transit, minimizing noise impact and better air ventilation are all built into the planning framework.
- 7.1.5 Distinguished and Attractive Urban Form – Emphasis has been made to create a unique town centre juxtaposed with high-rise office development and unique residential neighbourhood. Traversing the ~~Stadium~~ ***Sports Park*** and Metro Park, the developments at the former Runway will outline a townscape that would be uplifted at the landmark development in the cruise terminal cum tourism node area.

7.2 Urban Design and Landscape Framework (Figures 1 – 3)

The overall identity for Kai Tak shall be defined by its most prominent attribute, i.e. the heritage of the site and its green open spaces spreading throughout the urban areas and along the waterfront. Six sub-districts linked by its definitive open space system are created within Kai Tak, including Kai Tak City Centre, Sports Hub, Metro Park, Runway Precinct, Tourism and Leisure Hub and South Apron Corner (Figure 2). The following urban design and landscape principles are adopted in the Plan:

7.2.1 Connecting the neighbourhood

Connecting the surrounding neighbourhoods to Kai Tak is critical to the success of this redevelopment effort. Easy access for vehicles and pedestrians between the surrounding districts will help revitalize and reactivate the East Kowloon. The provision of these facilities will take into account the existing and planned activities nodes.

7.2.2 Creating nodes

It is critical to create strong regional and local nodes within Kai Tak to revitalize the district. Large-scale anchors of regional significance include the ~~Stadium~~ **Sports Park**, ~~eCruise t~~**Terminal**, Metro Park and a commercial/office centres. Community facilities and neighbourhood parks would contribute as local nodes.

7.2.3 Activating the harbour-front

To bring life and vibrancy to the waterfront, it is necessary to introduce a variety of activities ranging from casual strolls along a natural waterfront park, to a highly active commercial and retail-oriented waterfront lined with restaurants, cafes and bars.

7.2.4 Creating a pedestrian friendly environment

The “podium-free” design concept would enhance air ventilation and view corridor in the street environment. The pedestrian experience is enhanced through the continuous waterfront promenade and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park and other neighbouring districts and open spaces. The possible future provision of an ~~EFTSEFLS~~ will reduce the vehicular traffic in Kai Tak and in turn enhance the pedestrian environment.

7.2.5 Creating a Dynamic Skyline

With a composition of neighbourhoods of different scales, diverse building types, varying building heights, and selective signature towers, a dynamic skyline will undoubtedly grace the face of Kai Tak. The overall building height profile starts with a landmark tower with distinctive design on the “Comprehensive Development Area(1)” (“CDA(1)”) site at the Kai Tak River in the Kai Tak City Centre and gradates towards the waterfront in two directions; one in the southeast along the Kai Tak River towards the South Apron area and the other in the south along the residential neighbourhoods towards the ~~Stadium~~ **Sports Park** to the Metro Park and the Ma Tau Kok waterfront area. It then rises again from the Runway Precinct to another **possible** landmark ~~building-development~~ at the Tourism Node. The possible bridge link

connecting Kwun Tong and former runway tip will add another highlight to this dynamic skyline.

7.2.6 Celebrating the Views

Views beyond the neighbourhoods are absolutely critical to maintain one's orientation within the city. There is a strong emphasis on views to and from the mountains (i.e. Lion Rock and Fei Ngo Shan), the harbour (i.e. Victoria Harbour and Lei Yue Mun), and city beyond (i.e. Hong Kong Island and Kowloon hinterland). The former airport runway itself is also a feature of historical interest. The elongated shape of the ex-runway is retained under the 'no reclamation' approach. The vista extending from the Metro Park, the Central Boulevard, Tourism Node and Runway Park to Lei Yue Mun will be maintained to recap the flight take-off memory.

7.2.7 Celebrating the Gateways

Gateways can take a variety of forms and types in Kai Tak. From the Harbour, the ~~eCruise t~~**Cruise Terminal** will be the main point of entry, while the Metro Park and the ~~Stadium~~ **Sports Park** will be the visual gateway from the water into Kai Tak. From the underground railway station, the Station Square, which is full of trees and green open space will be the point of arrival. By foot, several gateways from each neighbourhood will take the form of bridges, walkways and buildings. And by car, feature streetscapes, landscapes and visual markers signify the gateway into Kai Tak.

7.2.8 Creating a "A Green Web for Sustainable Development"

The landscape design of "A Green Web for Sustainable Development" aims to create a hierarchical landscape network of parks, gardens, civic squares and waterfront for integrating the residential and commercial neighbourhoods. Through the "Stadium in the Park" concept (i.e. the integration of Metro Park with open spaces around the ~~Stadium~~ **Sports Park** and Station Square), a continuum of interconnected green spaces within Kai Tak and its adjoining districts, an extensive framework of tree and shrub planting, and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park, the landscape design will place a strong emphasis on aesthetics, human comfort and creating a sense of place. All development sites should have greening at both pedestrian zone and roof level.

8. BUILDING HEIGHT RESTRICTIONS IN THE AREA

- 8.1 Based on the urban design framework mentioned above, the ~~Plan previously approved OZP No. S/K22/2~~ **Plan** has incorporated appropriate building height restrictions for various development zones. The restrictions will provide better planning control on the development intensity and building height upon development/redevelopment, to prevent excessively tall or out-of-context buildings and to meet public aspirations for greater certainty and transparency in the statutory planning system. In the absence of building height control, tall buildings may proliferate at random locations and the scale may be

out-of-context in the locality, resulting in negative impacts on the visual quality of the Area.

- 8.2 The building height restrictions have taken into account urban design considerations and various factors including preservation of public view from the major vantage points along major view corridors, the stepped height concept in general as recommended in the urban design and landscape framework, the local topography and characteristics, local wind environment, compatibility of building masses in the wider setting, as well as the need to strike a balance between public interest and private development rights.
- 8.3 Under the current OZP, development sites near waterfront, i.e. Sports Hub, ~~Runway Precinct~~, South Apron Corner and Ma Tau Kok, in general have lower building height restrictions ranging from ~~35~~**45**mPD to 80mPD, except for landmark developments and existing development sites. The building heights rise gradually from waterfront towards the inland areas to the commercial belt in the Kai Tak City Centre. The building height profile reaches its maximum of 200mPD at the “CDA(1)” zone which will be developed into a landmark building of distinctive design along the Kai Tak River. The landmark tower will complement the curvilinear landscaped elevated walkway and the Kai Tak River to signify the prominent image in the locality. In order to preserve the existing views along the view corridors towards Lion Rock, non-building area is incorporated in the “Other Specified Uses” (“OU”) annotated “Stadium” zone and a lower building height of 15mPD is adopted for the “OU” annotated “Arts and Performance Related Uses” zone.
- 8.4 An Air Ventilation Assessment (AVA) ~~has been~~ **was** undertaken **in 2010 (AVA 2010)** to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height and non-building area restrictions incorporated into the Plan have taken into consideration the findings of the AVA.
- 8.5 **According to the findings of the AVA** ~~In general~~, the major prevailing annual wind comes from the ~~south-east (SE) quadrant~~ **east (E), east-southeast (ESE), southeast (SE) and south-southeast (SSE)**, and the prevailing summer wind mainly comes from the **ESE, SE and west-southwest (WSW) quadrants**. The Kai Tak Development has incorporated a number of major air paths for penetration of wind which are aligned approximately in SE to north-west (NW) direction. They include the interconnected major open spaces or open areas covering ~~Kwun Tong Typhoon Shelter~~ **KTTS**, ~~Kai Tak Approach Channel~~ **KTAC**, To Kwa Wan Typhoon Shelter, Kai Tak River, Metro Park and Sung Wong Toi Park and open space adjoining the ~~Stadium site~~ **Sports Park**. These unobstructed air paths allow the prevailing winds to penetrate into the built environment of the Kai Tak City Centre as well as into Kowloon City and San Po Kong.
- 8.6 To further enhance penetration of prevailing wind to individual development sites, development parcels together with a matrix of pedestrian streets are aligned in SE to NW direction. Podium-free design is adopted to improve wind penetration at pedestrian street level. Furthermore, future developments are encouraged to adopt suitable design measures to minimize any possible adverse air ventilation impacts. These include greater permeability of fence

walls, wider gap between buildings, disposition and perforation of building towers to align with the prevailing winds.

- 8.7 *In 2016, optimization of the development potential at selected sites within the Area were proposed and further AVAs were conducted (AVA 2016) to assess the impact of proposal. According to the findings of the AVA 2016, the overall pedestrian wind performance of the scenario with the optimization proposal is comparable with that without under annual and summer conditions. In order to alleviate the potential impacts at some affected areas, further quantitative AVAs are required to be conducted for future developments at various sites at the detailed design stage to explore the effectiveness of mitigation measures proposed in the AVA 2016 and incorporation of other improvement measures where appropriate. Such requirements for quantitative AVAs would be incorporated in the lease and/or land grant/sales conditions.*

8.7-8.8 A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits and to cater for circumstances with specific site constraints. Each planning application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such application are as follows:

- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
- (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;
- (c) providing better streetscape/good quality street level public urban space;
- (d) providing separation between buildings to enhance air and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

8.8 8.9 However, for any existing building with building height already exceeding the building height restrictions in terms of metres above Principal Datum and/or number of storeys as stated in the Notes of the Plan and/or stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

Non-Building Areas

8.9 8.10 Non-building Areas (NBAs) of different widths are designated in various zones to serve multi-purposes including enhancement of air ventilation, improvement of visual permeability and promotion of urban design concept.

Kai Tak City Centre

~~8.10~~ **8.11** For the two linked “C(6)” sites serving as twin tower gateway in the eastern part of Kai Tak City Centre, NBAs of maximum of 15m wide are imposed along the eastern boundary to create a wider pedestrian vista in the green corridor between the linked sites and the mixed use and public housing developments to their east. NBAs of maximum of about 40m wide is proposed along the boundary abutting the “OU” annotated “Mixed Use(2)” site to provide additional breezeway from Kai Tak to San Po Kong. ***10m wide and 27m wide NBAs are designated within the “C(3)” site fronting the Heritage Park and the western part of the “C(8)” site at the North Apron respectively to enhance wind penetration.***

~~8.11~~ **8.12** 3m wide NBAs are designated within development sites along the boundary abutting 10m wide pedestrian streets running in SE-to-NW direction to further enhance penetration of the prevailing wind. 5m wide NBAs are designated within development sites along the boundary abutting the Kai Tak River to maintain a wider vista along riverside. The NBA designated in the eastern fringe of the “OU(Stadium)” site is to complement the view corridor to Lion Rock.

~~8.12~~ **8.13** For the twelve residential sites on both sides of Kai Tak River in the Grid Neighbourhood, apart from NBAs designated along pedestrian streets and Kai Tak River as mentioned above, two 20m wide NBAs in NE-to-SW direction are designated as visual corridors to enhance the visual permeability of the development cluster in such direction. In addition, 3m wide NBAs are designated along the other site boundaries to create building envelopes. The intention is to require medium-rise blocks and low blocks of the residential development in each site to abut the boundary of the building envelope to foster a courtyard design.

~~8.13~~ **8.14** The NBAs designated at the “CDA(2)” and the “OU(Arts and Performance Related Uses)” zones will pronounce the curvilinear shape of the landscaped elevated walkway.

Runway Area

~~8.14~~ **8.15** NBAs of about 15m wide and NBAs of about 10m wide are designated within ~~“R(C)”~~ **“R(B)”/ “C” sites** and ~~“C(4)”~~ sites respectively along the boundary abutting the Central Boulevard primarily to maintain a wider vista on its landscaped deck towards Lei Yue Mun as well as a wider building gap for more comfortable walking environment along its at-grade Road D3. Road D4 is a main vehicular and pedestrian gateway from South Apron to Runway. Similarly, a 5m wide NBA is designated in the ~~two “R(C)”~~ **“R(B)5” and “R(B)7”** sites abutting Road D4 with its elevated walkway above to provide wider building gaps for more comfortable walking experience. 3m wide NBAs are also designated within development sites along boundary abutting 10m wide pedestrian streets to enhance visual porosity. ***Two 15m wide NBAs are designated within two “R(B)5” sites situated at the junction of Road D3 and Road D4 to enhance air ventilation in view of their long site frontage.***

Ma Tau Kok Waterfront

~~8.15~~ **8.16** Two 10m wide NBAs within the “CDA” site, one abutting the existing “R(A)1” site and another near the middle aligning with Ma Tau Kok Road, are designated to enhance visual permeability at the waterfront area.

~~8.16~~ **8.17** Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance. Within the NBAs stipulated on the OZP, landscaping and street furniture, ~~and~~ underground structures **and pedestrian facilities** will be permitted. For residential sites, fence or boundary walls that are designed to allow for high visual/air porosity will be allowed in the NBAs.

Building Setback

~~8.17~~ **8.18** To maintain the vista on the landscaped deck of the Central Boulevard towards Lei Yue Mun, the “OU” annotated “Tourism Related Uses to Include Commercial, Hotel and Entertainment” site will be subject to a minimum 45m wide building setback from the adjoining Cruise Terminal Site. The ~~rail-based EFTSEFLS~~ **EFTSEFLS** and its station as well as minor structure for footbridge connecting the Tourism Node with the **EFLS’s** ~~rail~~ station or the Cruise Terminal will be permitted in the 45m wide building gap. Under exceptional circumstances, minor relaxation of the building setback restriction may be considered by the Board on application under section 16 of the Ordinance.

9. LAND USE ZONINGS

9.1 Commercial (“C”) – Total Area ~~14.00~~ **16.22** ha

9.1.1 This zoning is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.

9.1.2 Fourteen sites are zoned as “C”. ~~Five~~ **Six** of them are located at the Kai Tak City Centre. ~~Three~~ **Five** of them are located in the South Apron ~~Corner~~ at the Kowloon Bay waterfront and ~~six~~ **three** of them are located in the Runway Area. To enhance air ventilation and encourage interaction in the community, podium development within this zone is discouraged and this zone is also subject to site coverage restriction.

9.1.3 The “C(1)” zones are located at the South Apron along the Kowloon Bay waterfront. Together with the site zoned “C(8)” to the north-east across CKR, this zone is intended to provide a critical mass of office space to create synergy with the Kowloon Bay Business Area to meet the policy initiatives of Energizing Kowloon East. Developments within “C(1)” zone are subject to a maximum plot ratio of 5.8, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 80mPD. To facilitate pedestrian connection through the site to connect with the proposed elevated walkway across KTAC and the “C(8)” zone to the north-east, landscaped elevated walkway will be provided in the zone and an appropriate area should be reserved on both sides of the landscaped elevated walkway to facilitate the future construction and maintenance of the walkway by the Government or appropriate party.

- 9.1.34 The “C(2)” zones are located in the South Apron Corner near the Kowloon Bay waterfront. This zone is planned as an extension of the Kowloon Bay Business Area. This land use zone is so drawn up taking into account the environmental concerns in the area, including the air and noise impacts from the Kwun Tong Bypass. This zone is intended to create a more coherent cluster of commercial developments in the area. For a site abutting Kwun Tong Bypass and locating at the Kowloon Bay waterfront, a 20m wide promenade along the waterfront shall be provided for public enjoyment purpose. Developments within this zone are subject to a maximum plot ratio of 9.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD. Any domestic or partly domestic and partly non-domestic development within this zone would require planning permission from the Board and such development shall not exceed a maximum plot ratio of 5.0. These planning applications should include assessments on the relevant technical and environmental concerns and demonstrate that the proposal would not result in incoherent developments in the area.
- 9.1.45 The “C(3)” zones are located at the northern side of Kai Tak City Centre extending along *Prince Edward Road East* (PERE) to Sung Wong Toi Park. This zone is intended to form a belt of high quality office development. These developments will be served by the proposed ~~Shatin to Central Link~~ (SCL) and are expected to meet Hong Kong’s long-term demand in office space. Developments within this zone are subject to a maximum plot ratio of ~~4.5~~ **6.5**, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of ~~60mPD/70mPD~~ **80/90mPD**. *In determining the relevant maximum PR for the “C(3)” site fronting the proposed Heritage Park, any floor spaces that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded.*
- 9.1.56 The “C(4)”, “C(5)” and “C(7)” zones are located in the Runway Area. ~~This zone is intended to form a hotel belt for hotel and other commercial uses~~ **These zones are intended to form a hotel belt for hotel and other commercial uses** along the waterfront of the Runway Precinct so as to support the nearby Tourism Node and eCruise tTerminal development. Developments within ~~this~~ **the** “C(4)”/ “C(5)” / “C(7)” zones are subject to a maximum plot ratio of ~~4.0~~ **6.5/6.0/7.5 respectively**, a maximum site coverage (excluding basement(s)) of 80% and a maximum building height of ~~45mPD/55mPD~~ **95/108mPD**. NBAs are designated in these sites along the boundaries facing the Central Boulevard and the 10m wide pedestrian streets to maintain a wider vista and building gap.
- 9.1.67 The “C(6)” zone comprising two linked sites is located in the eastern side of Kai Tak City Centre near the proposed SCL Kai Tak Station. An iconic gateway twin-tower development is planned so as to anchor the vista towards the Station Square. NBAs are imposed in the eastern part of the two linked sites to create a wider pedestrian vista in the green corridor between the proposed commercial/office developments in these sites and the mixed use and public housing developments to their east. As for the western part of the northern “C(6)” site, a NBA is imposed in order to maintain a breezeway from Kai Tak to San Po Kong as well as

to allow a vehicular access serving the two linked sites. A vehicular access ~~restricted for loading/unloading only~~ will be provided via Road L3B to serve the southern “C(6)” site. The area in between the two linked “C(6)” sites will remain as open space for a gateway plaza. Developments within this zone are subject to a maximum plot ratio of 6.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD.

9.1.8 Two sites are zoned “C(8)”, one located at the northern side of the Kai Tak City Centre between PERE and Road D1; the other located to the north-east of the “C(1)” zone at the South Apron area. Developments within the “C(8)” zone are subject to a maximum plot ratio of 8.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100/120mPD. For the “C(8)” site at the Kai Tak City Centre with the Underground Shopping Street (USS) alignment underneath, public passageway shall be provided in the basement level for connection with the USS system.

9.1.79 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.

9.1.810 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

9.2 Comprehensive Development Area (“CDA”) – Total Area 9.62 ha

9.2.1 Six sites in Kai Tak are zoned as “CDA”. This 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. To enhance air ventilation and encourage interaction in the community, podium development within this zone is discouraged and this zone is also subject to site coverage restriction. Planning briefs setting out the planning parameters and the special design requirements will be prepared to guide the future development in the “CDA” sites.

9.2.2 A site at the Ma Tau Kok waterfront is designated “CDA”. The planning intention for this “CDA” zone is for a comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities. This zoning is to facilitate comprehensively designed waterfront developments with residential uses and retail facilities as well as to provide scope for a better integration with the adjoining developments. In view of the prominent waterfront location and to enable a continuous promenade from To Kwa Wan to Cha Kwo Ling, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose. To enliven the adjoining waterfront promenade, this zone includes the requirement for

provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys as retail ~~frontage~~ **belt** abutting a 20m wide waterfront promenade set aside within the site. Developments within this zone are subject to a maximum plot ratio of 5.0, a maximum site coverage (excluding basement(s)) of 40% and a maximum building height of 65mPD and 110mPD.

- 9.2.3 The “CDA(1)” and “CDA(2)” sub-areas located in the Kai Tak City Centre north on the eastern and western sides of Kai Tak River respectively are intended for commercial uses with a lower structure cascading down to the open spaces along the Kai Tak River. The “CDA(1)” sub-area is intended for a comprehensive office/hotel/retail development with low-rise structures in the west and high-rise landmark commercial tower in the east. The landmark tower in the “CDA(1)” sub-area will complement with the curvilinear landscaped elevated walkway and the landscaped Kai Tak River to signify the prominent image in the locality. Development within the “CDA(1)” sub-area is subject to a maximum non-domestic plot ratio of 10.0 and a maximum building height of 200mPD in the east to allow for a landmark building in the City Centre and 40mPD in the west for the cascading low-rise structure. The “CDA(2)” sub-area is intended for a low-rise cascading commercial development and subject to a maximum plot ratio of 4.5 with a maximum building height of 40mPD. The cascading low-rise structures in both “CDA” sub-areas should descend from 40mPD to 15mPD towards the Kai Tak River or the curvilinear walkway. Both “CDA” sub-areas are subject to a maximum site coverage (excluding basement(s)) of 65%. 5m wide NBAs along the Kai Tak River will provide a wider vista along the River. ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding 2 storeys in the retail ~~frontage~~ **belt** abutting the Station Square will create a riverside vibrant and festive public gathering place in the town square environment. The NBA at the northern part of the “CDA(2)” site is intended to strengthen the character and identity of the curvilinear landscaped elevated walkway.
- 9.2.4 Three sites abutting the Lung Tsun Stone Bridge Preservation Corridor are designated “CDA(3)”, “CDA(4)” and “CDA(5)” respectively. The planning intention for these sites is to ensure their disposition and design would be in harmony with the Preservation Corridor for Lung Tsun Stone Bridge. *‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding 2 storeys within the retail belt designated on the OZP along the frontage of the Preservation Corridor would help foster a lively atmosphere.* The planning briefs will set out the special design features for these three “CDA” sites to ensure a harmonious environment with the Preservation Corridor. The “CDA(3)” and “CDA(4)” zones are intended for commercial use while “CDA(5)” is intended for residential use. The “CDA(3)” zone is subject to a maximum plot ratio of ~~5.0~~ **6.6** and a maximum site coverage (excluding basement(s)) of 65%. In order to provide a more open view towards the Kowloon City and the Lion Rock, the eastern part of the site is subject to a lower building height restriction of 13mPD while the remaining area will be subject to a maximum height ~~restriction~~ of ~~80~~ **100**mPD. The “CDA(4)” zone is subject to a maximum plot ratio of ~~4.5~~ **6.6**, a maximum building height ~~restriction~~ of ~~70~~ **90**mPD and a

maximum site coverage (excluding basement(s)) of 65%. The “CDA(5)” zone is subject to a maximum plot ratio of ~~5.06.8~~, a maximum building height restriction of ~~440~~**135**mPD and a maximum site coverage (excluding basement(s)) of 40%.

- 9.2.5 Pursuant to section 4(A) of the Ordinance, any development within the “CDA” zone would require approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted in accordance with the requirements as specified in the Notes for the approval of the Board pursuant to section 4A(2) of the Ordinance. A copy of the approved MLP would be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

9.3 Residential (Group A) (“R(A)”) – Total Area ~~40.43~~ **15.26**ha

- 9.3.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- 9.3.2 ~~Three~~ **Seven** sites are designated “R(A)1” to “R(A)~~3~~**4**”. Two of them are located at the eastern boundary of the Kai Tak City Centre and one is located at the Ma Tau Kok waterfront. ***Four sites are located at the south-western portion of the Kai Tak City Centre near the SCL To Kwan Wan (TKW) Station.***
- 9.3.3 An existing ~~housing~~ **residential** development at the junction of To Kwa Wan Road and San Ma Tau Street is zoned “R(A)1”. To enable a continuous waterfront promenade in the East Kowloon area extending from To Kwa Wan to Cha Kwo Ling, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose. Developments within this zone are subject to a maximum domestic plot ratio of 7.5, a maximum non-domestic plot ratio of 1.0 and a maximum building height of 176mPD.
- 9.3.4 Two public housing developments at the sites along the eastern boundary of the Kai Tak City Centre are designated “R(A)2” and “R(A)3” respectively. ~~It is intended for public housing development.~~ Developments within “R(A)2” zone are subject to a maximum domestic plot ratio of 6.3, a maximum non-domestic plot ratio of 0.3 and a maximum building height of 120mPD. Developments within “R(A)3” zone are subject to a maximum domestic plot ratio of 5.51, a maximum non-domestic plot ratio of 0.1 and a maximum building height of 120mPD. ***Four sites near SCL TKW station designated “R(A)4” are earmarked for public housing developments which are subject to a maximum plot ratio of 6.6 and a maximum building height of 100-115mPD. Appropriate site coverage taking into account the detailed design considerations including podium-free requirement would be formulated and incorporated in the planning brief for the housing developments. To enliven the ambience of the abutting open space and ensure consistency in design, retail belt similar to those provided in the “R(B)” and “CDA” zones to the east should be***

provided. The design and development requirements of the retail belt, including ground floor setback, clear width and headroom for public passageway, will also be formulated and incorporated in the planning brief.

- 9.3.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.
- 9.3.6 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

9.4 Residential (Group B) (“R(B)”) – Total Area ~~17.70~~ **26.65** ha

- 9.4.1 This zone is intended primarily for medium-density residential developments ~~based on a grid pedestrian street~~. Retail *belt*/frontage along the side of the sites abutting the open space, *waterfront promenade or pedestrian streets* is provided to enhance vibrancy of the open space.
- 9.4.2 A total of ~~eighteen~~ *twenty-six* sites are designated “R(B)1” to ~~“R(B)3”~~ *“R(B)7”*. They are ~~all~~ located in the Kai Tak City Centre, *South Apron Corner and Runway area*. To enhance air ventilation and encourage interaction in the community, podium development within these sites is discouraged and this zone is also subject to site coverage restriction. Car parking facilities should be provided in basement level to enable podium-free development. *For those sites abutting* The 10m wide pedestrian streets *in the North Apron area*, ~~together with its abutting~~ 3m wide NBAs *are incorporated* in each site ~~are planned~~ to serve as local breezeways to capture southeast prevailing winds to achieve better air ventilation.
- 9.4.3 ~~Out of the eighteen sites, a~~ “R(B)1” site near the public housing development in the eastern part of the Kai Tak City Centre *has been partly developed* ~~is reserved~~ for Flat-for-Flat Scheme by the Urban Renewal Authority *and partly proposed for the Home Ownership Scheme*. Twelve sites involving three designated as “R(B)1”, eight as “R(B)2” and one as “R(B)3” bounded by Road D2 and the proposed SCL are intended for Kai Tak Grid Neighbourhood development which is subject to special design control. The intention is to create a distinctive residential neighbourhood within urban street blocks of intimate scale. Residential developments in the Grid Neighbourhood area should comprise podium-free residential towers and low blocks to achieve diversity in building mass/form for a more interesting building height profile in the area. The low block shall not exceed six storeys or 25mPD, whichever is the less. Such variation of building heights would add interest to the local townscape and project a well-proportioned neighborhood environment. Courtyard design for the residential development will be encouraged to enhance interaction in

the neighbourhood and to achieve integrated community. The NBAs along the pedestrian streets and Kai Tak River as well as the two 20m wide visual corridors will provide wider vistas in such directions. They together with NBAs along other site boundaries will define the building envelopes for the alignment of residential blocks along the building envelope boundary and thereby foster the courtyard design. Other development parameters on disposition of building blocks, minimum gross floor area and site coverage for residential towers/low blocks and façade length, etc. will be incorporated into the lease to ensure that the courtyard design will be achieved.

9.4.4 *Developments at the eleven sites zoned “R(B)4”, “R(B)5” and “R(B)7” in the Runway Area would feature an undulating and varied building height profile, with the tallest band of developments in the middle portion. With the building height of developments stepping down on the two sides towards Metro Park and hotel sites, the varied building height profile is interesting and visually compatible with the developments in the hinterland, which can also preserve the ridgeline. Through the creation of some low-rise blocks fronting the waterfront promenade within individual sites, it can provide a diversified building mass and an intimate scale of development for the pedestrians along the promenade. It will also create visual permeability/variety and better blend in with the adjoining waterfront promenade. For sites fronting the Metro Park or the waterfront promenade along the western side of the Runway to enhance the vibrancy of the adjoining areas, retail frontage abutting the open space, waterfront promenade or pedestrian street are proposed where “Shop and Services” and “Eating Place” uses are always permitted on the lowest two floors of buildings. To preserve the views from Hong Kong Island towards major Kowloon ridgeline, the proposed building heights of developments within these sites should facilitate the ridgeline preservation according to the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG). More detailed requirements to achieve the said urban design concepts would be formulated at detailed design stage to guide the future developments at these sites.*

9.4.5 *In addition, an elevated landscaped deck over Road D3 is proposed along the Central Boulevard. In order to maintain a wider vista and building gap, NBAs are designated within the sites along the boundary facing the elevated landscaped deck on the Central Boulevard and the 10m wide pedestrian streets.*

9.4.46 ~~Another five A sites locating north of “OU(Stadium)” zone are~~ is designated “~~R(B)1”~~ **“R(B)6”**. *Together with the four “R(A)4” sites to the west, ~~it~~ this site* is intended for residential development as ~~another development cluster~~ in the Kai Tak City Centre to echo with the existing urban fabric in Kowloon City. **“Shop and Services” and “Eating Place” uses are always permitted on the lowest two floors of buildings.**

9.4.57 The “R(B)1” ~~and~~, “R(B)2” ~~and~~ **“R(B)6”** sites fronting the Station Square and to the north of “OU(Stadium)” zone will include provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not

exceeding two storeys as retail **belt frontage** in order to create vibrant street environment. ~~Such uses will also be permitted on the ground floor of the residential buildings at the northern site boundary of the “R(B)1” sites adjoining the Underground Shopping Street (USS) to achieve synergy effect for the retail cluster.~~

9.4.8 Developments within “R(B)” zones are subject to the following plot ratio, site coverage and building height restrictions:

Zoning	Maximum Plot Ratio	Maximum Site Coverage (excluding basement(s))	Maximum Building Heights
<i>R(B)1</i>	<i>5.0</i>	<i>40%</i>	<i>80mPD/110mPD</i>
<i>R(B)2</i>	<i>4.5</i>	<i>40%</i>	<i>80mPD to 110mPD</i>
<i>R(B)3</i>	<i>3.5</i>	<i>44%</i>	<i>50mPD/100mPD</i>
<i>R(B)4</i>	<i>5.5</i>	<i>40%</i>	<i>95mPD</i>
<i>R(B)5</i>	<i>6.1</i>	<i>40%</i>	<i>110mPD</i>
<i>R(B)6</i>	<i>6.6</i>	<i>40%</i>	<i>125mPD</i>
<i>R(B)7</i>	<i>7.0</i>	<i>40%</i>	<i>120mPD</i>

~~9.4.6 Developments within “R(B)1” zone are subject to a maximum plot ratio of 5.0, a maximum site coverage (excluding basement(s)) of 40% and a maximum building height ranging from 80mPD to 110mPD.~~

~~9.4.7 Developments within “R(B)2” zone are subject to a maximum plot ratio of 4.5, a maximum site coverage (excluding basement(s)) of 40%, and a maximum building height of 100mPD/110mPD.~~

~~9.4.8 Developments within “R(B)3” zone are subject to a maximum plot ratio of 3.5, a maximum site coverage (excluding basement(s)) of 44% and a maximum building height of 50mPD/100mPD.~~

9.4.9 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.

9.4.10 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

~~9.5 Residential (Group C) (“R(C)”) Total Area 6.56 ha~~

~~9.5.1 This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.~~

~~9.5.2 Six sites on the side of Kai Tak Approach Channel in the Runway Precinct are designated “R(C)” zone. An elevated landscaped deck~~

~~over a road is proposed along the Central Boulevard. In order to maintain a wider vista and building gap, NBAs are designated in the sites along the boundary facing the landscaped elevated deck on the Central Boulevard and the 10m wide pedestrian streets. Developments within “R(C)” zone are subject to a maximum plot ratio of 3.0, a maximum site coverage (excluding basement(s)) of 47% and a maximum building height ranging from 45mPD to 80mPD.~~

~~9.5.3 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.~~

~~9.5.4 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.~~

9.65 Government, Institution or Community (“G/IC”) – Total Area 37.85 **37.0** ha

9.65.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The provision of GIC facilities has been based on the *HKPSG Hong Kong Planning Standards and Guidelines* and in consultation with respective Government bureaux/departments where standards are not applicable. The overall GIC provision should be adequate to serve the planned population for the Area.

9.65.2 ~~Three~~**Two** “G/IC” sites between PERE and Road D1 are ~~reserved~~ **designated** for Government offices development to create a cluster for Government services. One is ~~reserved for development of Kai Tak Government Offices, which will be~~ **has been developed as the Trade and Industry Tower, which is** connected with the developments in San Po Kong by a curvilinear landscaped elevated walkway. The ~~remaining two sites are reserved as reprovisioning sites for part of the Wan Chai Government Offices Compound~~ **Another site has been earmarked for the reprovisioning of the Inland Revenue Department originally accommodated in Wan Chai.** The Government Offices cluster will enable the Government services to be more accessible to both the existing and future population. ~~For the “G/IC” site with the USS alignment underneath, public passageway shall be provided in the basement level for connection with the USS system.~~ A “G/IC” site abutting Road D2 is designated for the existing Electrical and Mechanical Services Department (EMSD) Headquarters. Three sites to the south of Kwun Tong Bypass in the South Apron Corner are reserved for hospital development to serve the East Kowloon area and surrounding districts.

9.65.3 A total of six primary and ~~three~~**two** secondary school sites have been **planned** ~~reserved/used~~ in the Area to meet the needs of the existing and

planned population. Two existing primary schools are located near Hoi Sham Park. *Two other primary schools are already in operation since September 2016 and there is another proposed secondary school near Kai Ching Estate.* ~~Four~~ *Two* primary and ~~two~~ *one* secondary schools are planned in the vicinity of “R(A)2” and “R(A)3” sites in Kai Tak City Centre ~~while a secondary school is planned in the South Apron area.~~ In addition, there ~~are two~~ *are two proposed special schools under construction at Sung On Street and one* planned secondary school sites near Chi Kiang Street falling outside the Area in the adjacent Hung Hom district to serve the Kai Tak area.

9.6.5.4 Two “G/IC” sites near Road D2 on each side of Kai Tak River are reserved for accommodation of various GIC facilities to serve the Kai Tak area including indoor recreation centre, social welfare facilities and sports facility. Other “G/IC” sites, mainly in Kai Tak City Centre and South Apron, are reserved for ~~police headquarters, divisional police station~~ *Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station (the police headquarters)*, sub-divisional fire stations, ~~animal management centre~~ *Animal Management and Animal Welfare Building Complex*, Drainage Services Department’s desilting compound, *EMSD’s chiller plant and* refuse collection points, electricity substations and sewage pumping stations. *A site to the north of the “R(B)4” zone close to the landscape deck at the upper portion of Road D3 is reserved for two half-sunken sewage pumping station and salt water pumping station. The design of the two stations should be integrated with the Metro Park, and their at-grade level should be allowed for public use as far as possible. Necessary mitigation measures should be provided to ameliorate the possible impacts to the surroundings.* A site near Ma Tau Kok waterfront is also reserved for public transport interchange.

9.5.5 A “G/IC” site at the Cha Kwo Ling waterfront is earmarked for the development of a new Vocational Training Council campus building with adequate capacity and state-of-the art facilities. *Two building height subzones of 60mPD/70mPD are designated within the site.*

9.6.5.6 Lower building height restrictions with height bands ranging from 15mPD, 30mPD, 45mPD and 60mPD are imposed on a large portion of “G/IC” sites. Sites reserved for EMSD Headquarters, police headquarters, and Government Offices, *Hong Kong Children’s Hospital and Kai Tak Acute Hospital* will be subject to relatively higher building height restriction ranging from 60mPD to 100mPD.

~~9.6.6 The “G/IC” sites at the South Apron are large and elongated in shape. For enhancing visual permeability for this long stretch of waterfront area, building separation and elevated gaps/permeable voids should be incorporated as far as possible into building design of the future developments in these “G/IC” sites.~~

9.6.5.7 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

9.76 Open Space (“O”) – Total Area ~~99.38~~ 98.18 ha

9.76.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. A network of interconnected public open spaces, in respect of size and function is proposed (Figure 3). This includes regional, district and local open spaces. These open spaces are essential components of the urban design framework for Kai Tak Development. While individual open space projects are subject to detailed design study, it is the planning intention to promote luxuriant planting in these open spaces to create a more natural environment and green setting in the Area. Opportunity to utilizing some of the open space in the Station Square as well as along the ~~Stadium-site~~ **Sports Park** and Kai Tak River for public creative activities or other compatible uses should be explored.

9.76.2 Regional open space is the large-scale open space to serve the recreational needs of tourists, visitors and the local residents as well as the territory. It comprises the Metro Park, open spaces around the Station Square and the ~~Stadium-site~~ **Sports Park**, the Runway Park, **the Heritage Park** and the Sung Wong Toi Park and waterfront promenade with the following design themes:

- (a) The proposed Sung Wong Toi Park located along the western boundary of the Area will accommodate Sung Wong Toi Inscription Rock and a landscape vista looking towards the waterfront promenade of the Dining Cove.
- (b) *According to the findings of the archaeological field investigations conducted, the area near the Kowloon City No.2 Sewage Pumping Station at the north-west of the North Apron is of archaeological potential. The area is zoned as open space for the establishment of a Heritage Park and can be integrated with the adjoining Sung Wong Toi Park for development. This can provide an appropriate environment and ambience for the preservation and display of important archaeological findings for public appreciation and education purposes.*
- (c) The Station Square around the proposed SCL Kai Tak Station will form a contemporary park with cafes and restaurants serving as a gateway to Kai Tak. The design of the western end of the Station Square should also be compatible with the heritage theme of the **Lung Tsun Stone** Bridge Preservation Corridor.
- (d) The open spaces around the ~~Stadium-site~~ **Sports Park** will provide space for dispersal of spectators and serve additional leisure purpose for the public during non-event days. Part of the site formation level of the ~~Stadium-site~~ **Sports Park** will be raised to facilitate integration of the main **stadium** and ~~secondary stadiums~~ **the public sports ground** as well as to maintain continuity of open space network. The open space in between the ~~Stadium-site~~ **“OU(Stadium)” zones** and Road D3 also functions as a view corridor to Lion Rock.
- (e) The Metro Park, located in the upper part of the Runway Area, will form a regional open space for the East Kowloon Area and is

designed to provide a variety of facilities for different users, including theme gardens, exhibition facilities, water features, etc. The Metro Park integrated with open spaces around the Station Square and the ~~Stadium site~~ **“OU(Stadium)” zone** will form a comprehensive green hub to achieve the “Stadium in the Park” concept.

- (f) The Runway Park at the end of runway will provide a theme area to accommodate facilities of aviation-related theme including weather station and an unobstructed view to Lei Yue Mun.
- (g) The waterfront promenade generally with 20m to 35m in width is planned to form a continuous traffic free pedestrian green connector within the landscape design framework in Kai Tak Development.

9.76.3 District open space is to provide green corridors optimising the pedestrian environment and flow between residential areas, open space and surrounding areas. It comprises the Hoi Sham Park at Ma Tau Kok waterfront, the Avenue Park near public housing developments, the Kai Tak River and the open space at the South Apron Corner.

9.76.4 Local open space is also provided between the residential zones to add amenity to the neighbourhood and to enhance living environment.

9.76.5 Some of the areas above major drainage culverts, in particular, Kai Tak River are planned for open space uses. An integrated design approach is required to create a quality landscaped river in these spaces and to allow regular maintenance of these culverts. This design will be further investigated in the detailed design study of the respective works package for Kai Tak Development.

9.76.6 A site adjoining the ~~Stadium site~~ **“OU(Stadium)” zone** and abutting Road D3 is zoned “O(1)”. It is intended to form part of the ~~stadium complex~~ **Sports Park** to support the sports facilities including the associated public transport terminus.

9.76.7 ~~Two~~ **Three** sites near the “OU(Stadium)” zone, **the Metro Park** and the Central Boulevard are zoned “O(2)” which are intended to provide open space in form of landscaped deck. The landscaped deck between the “OU(Stadium)” zones will function as connection points for the main ~~stadium~~ and ~~secondary stadiums~~ **the public sports ground** while the one to the south will facilitate a smooth pedestrian flow on the deck level of the ~~Stadium Sports Park~~ down to the Metro Park. The **two** landscaped decks at **the Metro Park and** the Central Boulevard above Road D3 will serve as a leisure walkway connecting the Metro Park to its north with the Cruise Terminal, the Tourism Node and the Runway Park to its south. The design of the landscaped deck and its integration with the ~~EFTSEFLS~~ is still being studied.

9.76.8 ~~An~~ **Two** areas to the north of the ~~Stadium Sports Park~~ site **are** zoned “O(3)”. It is intended for in-situ preservation of the Lung Tsun Stone Bridge (**LTSB**) remnants for public appreciation **and the proposed Heritage Park**. ~~Within~~ **For** the “O(3)” zone **for preserving the LTSB**, the **LTSB** remnants will be preserved in-situ within the 30m wide

Preservation Corridor with a wider area at the southern entrance to allow a more open view and better design flexibility and integration with the connecting Station Square. A strip of land to the west of the Preservation Corridor is also under the “O(3)” zoning to allow greater flexibility to accommodate interpretive displays and related activities.

9.6.9 *The water quality of KTAC and KTTS has been progressively improved following the implementation of various enhancing measures by the Government. To facilitate the development of water sports and recreational activities so as to further strengthen the role of Kai Tak as a hub for sports and recreational activities, ‘Water Sports/Water Recreation’ is always permitted within the areas zoned “O”. The exact location that can be earmarked for water sports/recreational use will be subject to further discussion between the Home Affairs Bureau and the stakeholders and the continued improvement of water quality in the KTAC and KTTS.*

9.6.10 *Dedicated Pedestrian Zones (DPZ) have been reserved within the “O” zone fronting mainly residential sites to serve the purposes of natural lighting, ventilation and means of escape to meet the requirements under relevant regulations. The requirements would be reflected in the lease conditions as appropriate.*

9.8-7 Other Specified Uses (“OU”) – Total Area ~~57.72~~ 53.81 ha

9.87.1 This zone covers land allocated for following specific uses.

9.87.2 A site with an area of 1.16 ha at the western end of the curvilinear landscaped elevated walkway is zoned “OU” annotated “Arts and Performance Related Uses”. This zone is intended primarily for arts and performance related uses with a platform above for public viewing as well as outdoor performance. Grand Steps, similar to those in the Hong Kong Cultural Centre Piazza, cascading down to the open space leading to the southern entrance of the Preservation Corridor and the Stadium site shall be provided. The platform shall also connect with the curvilinear landscaped elevated walkway to its east. Developments within this zone are subject to a maximum total gross floor area of 11,600m² and a maximum building height of 15mPD. At least 60% of the total gross floor area shall be used for arts and performance related uses. The NBA incorporated in northern part of the zone is intended to pronounce the continuity of the curvilinear landscaped elevated walkway. The implementation of the site will be subject to further study.

9.87.3 A site with an area of 7.73 ha at the end of former runway tip is designated “OU” annotated “Cruise Terminal to include Commercial Development with Landscaped Deck Above”. The zone is intended primarily for the provision of cruise terminal with commercial development and landscaped deck above. This zone will accommodate two alongside berths as well as a cruise terminal building. A landscaped deck will be provided for public enjoyment. Developments within this zone are subject to a maximum total gross floor area of 10,600 m² and a maximum building height of 35mPD. This zone also allows provision of radar equipment and telecommunication electronic

microwave repeater to cater for the need of Marine Department or other Government departments. Furthermore, this zone is not intended to accommodate large-scale advertisement signs to be erected on roof-top of the cruise terminal, as it may not be compatible with the landscaped deck.

- 9.87.4 A site with an area of 5.93 ha in the former runway tip is designated “OU” annotated “Tourism Related Uses to Include Commercial, Hotel and Entertainment”. This zone is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery. Developments within this zone are subject to a maximum total gross floor area of 229,400 m² and a maximum building height of 100mPD. This development should incorporate a public observation gallery to enable the general public to view this part of the Victoria Harbour, as well as the Kai Tak site and the surrounding areas. A building or structure incorporating the public observation gallery with design merits could be submitted to the Board for consideration of relaxation of the building height restriction. The overall development scheme for this site will be assessed as a part of the layout plan submission to the Board for planning permission. To allow design flexibility, minor relaxation of the gross floor area and building height restriction as stipulated on the Plan may also be considered by the Board. A minimum building setback of 45m from the zoning boundary abutting the “OU” annotated “Cruise Terminal to include Commercial Development and Landscaped Deck Above” zone shall be provided.
- 9.87.5 A site with an area of 20.93 ha at the Kai Tak waterfront is designated “OU” annotated “Stadium”. This zone is intended primarily for the provision of *the Sports Park* ~~a multi-purpose stadium complex~~ including a main stadium (with ~~45,000~~ **50,000** seats ~~and provision of retractable roof~~), a ~~secondary stadium~~ **public sports ground** (with 5,000 seats) and an indoor sports ~~arena~~ **centre building** (with ~~4,000~~ **10,000**-seats ~~main arena to accommodate possibly swimming pools, ball courts, some fitness and activity rooms~~) and other leisure and recreation facilities. Adjacent “O(1)” zone as mentioned in paragraph 9.76.6 above will form a part of the ~~multi-purpose stadium complex~~ **Sports Park**. Developments within this zone are subject to a maximum building height of 55mPD.
- 9.87.6 Two sites in the vicinity of the proposed SCL Kai Tak Station are designated “OU(Mixed Use) (2)” and “OU(Mixed Use)(3)”. This zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents.
- 9.87.7 Developments within “OU(Mixed Use)(2)” zone are subject to a maximum domestic plot ratio of 5.0 and a non-domestic plot ratio of 2.0.

The site is subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum height restriction of 125mPD/150mPD. A special design requirement is incorporated for this site such that the residential element should commensurate with the commercial element in form. The residential development could accommodate high quality hotel-like service apartment with its design and appearance befitting the image of the Kai Tak City Centre and commensurate with those premier commercial/office developments to its west and east. ‘Shop and Services’ and ‘Eating Place’ in buildings not exceeding two storeys shall be provided in the retail ~~frontage~~ **belt** abutting the Station Square to create vibrant street environment. Provision of public passageway at the basement level of the developments in the “OU(Mixed Use)(2)” zone are required to connect to the USS system.

- 9.87.8 Developments within “OU(Mixed Use)(3)” zone are subject to a maximum domestic plot ratio of 4.75, and a maximum non-domestic plot ratio of 2.25. The site is subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum height restriction of 100mPD.
- 9.87.9 Proposed SCL Kai Tak Station locating in the centre of Kai Tak City Centre is zoned “OU” annotated “Railway Station with Commercial Facilities”. This zone is primarily intended for the provision of railway station with commercial facilities. Provision of public passageway on the basement level in the developments in this zone is required to connect to the underground shopping street system. The commercial facilities within this zone are subject to a maximum plot ratio of 0.5 and a maximum building height of 15mPD.
- 9.87.10 Two sites at the Ma Tau Kok waterfront and near “OU(Stadium)” zone are zoned “OU” annotated “Waterfront Related Commercial, Cultural and Leisure Uses”. This zone is intended for the provision of commercial, cultural and leisure uses at the waterfront area so as to create dining cove and more vibrant environment. Developments within this zone are subject to the maximum building height of one storey.
- 9.87.11 “OU” annotated “Landscaped Elevated Walkway” zones are indicated on the Plan. They will become part of the comprehensive pedestrian network, providing a north-south connection from San Po Kong to the Kai Tak City Centre and an east-west connection from Kowloon Bay and Kwun Tong to the South Apron. A curvilinear landscaped elevated walkway is proposed at the upstream of Kai Tak River connecting San Po Kong, the Kai Tak Government Offices and the landmark tower in Kai Tak and eventually merges with the large platform of the “OU (Arts and Performance Related Uses)” zone. This feature walkway together with the Kai Tak River and a landmark tower with distinctive design will shape a very strong image at the locality. The design of the landscaped elevated walkway should be in harmony with the surrounding developments and should highlight its significance as a gateway into Kai Tak City Centre.

- 9.87.12 The site to the south of Kwun Tong Bypass and abutting Wai Lok Street is zoned “OU” annotated “Sewage Treatment Plant with Landscaped Deck Above”. This zone covers the existing Kwun Tong ~~Sewage Screening Plant~~ **Preliminary Treatment Works** together with its adjacent area reserved for extension of the sewage screening plant. To minimize possible impact on the surrounding districts, mitigation measures including landscaped deck and suitable enclosure of the plant facilities are proposed. Developments within this zone are subject to a maximum building height of 15mPD.
- 9.87.13 A site at the runway tip is designated “OU” annotated “Heliport”. This zone is intended primarily for the provision of an at-grade cross-boundary heliport. Developments within this zone are subject to a maximum building height of 13mPD to accommodate one-storey building to service the heliport operation. Notwithstanding the noise barrier will not be subject to the maximum building height restriction, installation of noise barrier for this facility will require planning permission from the Board.
- 9.87.14 The existing ~~Hong Kong~~ **Kowloonbay** International Trade and Exhibition Centre located near the junction of Kai Cheung Road and Kai Fuk Road is zoned “OU” annotated “Trade Mart and Commercial Development”. This zone is intended primarily for exhibition and ancillary commercial uses. The designation is to facilitate a commercial development for retail and entertainment facilities in which a gross floor area of not less than 11,285m² would be retained for the display, exhibition and wholesale trade of manufactured goods. Commercial and entertainment uses are permitted as of right. Developments within this zone are subject to a maximum plot ratio of 12.0 and a maximum building height of 100mPD.
- 9.87.15 Other specified uses include ~~gas pigging station~~, amenity area, petrol filling station, pier, tunnel ventilation shaft and administration building and vehicular ferry pier. ~~The “OU” annotated “Gas Pigging Station” site is intended for meeting the possible reprovisioning requirement of submarine gas pipeline.~~ Developments within this zone are subject to a maximum building height of 15mPD. The “OU” annotated “Tunnel Ventilation Shaft” sites are intended primarily for tunnel ventilation shaft use. For existing industrial buildings within this zone, provision is made in the Notes for uses that may be permitted with or without conditions on application to the Board. Developments within this zone are subject to a maximum building height of 45mPD.
- 9.87.16 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

10. COMMUNICATIONS

10.1 Roads (Figure 4)

- 10.1.1 Kai Tak being located in East Kowloon area is well served by numerous existing and planned road networks. The major road networks within the

Area including trunk roads, district distributors and local distributors are indicated on the Plan.

- 10.1.2 Regarding the trunk roads, apart from the existing Airport Tunnel, Lung Cheung Road and Kwun Tong Bypass, the planned Route 6 (Central Kowloon Route, Trunk Road T2 and Tseung Kwan O-Lam Tin Tunnel), in particular the Central Kowloon Route serves to provide a convenient route linking up West Kowloon with East Kowloon. North Apron and South Apron Areas will have direct road connections with this part of Route 6. ***On 5 January 2016, the CE in C under the Roads (Works, Use and Compensation) Ordinance authorized the works of the Central Kowloon Route.***
- 10.1.3 Regarding the district distributors, there are four district distributors, namely Road D1, Road D2, Road D3 and Road D4. They are in dual 2-lane configuration except the section of Road D2, which passes through the ~~Stadium~~ ***Sports Park*** site, is in dual 3-lane configuration. Road D1 is an east-west district distributor along the northern boundary connecting Olympic Avenue in Ma Tau Kok with Eastern Road in Kowloon Bay. Road D2 passing through the Kai Tak City Centre joins To Kwa Wan Road. Road D3 connects the Kai Tak City Centre with the Runway Precinct. Road D4 connects the Runway Precinct with the Kowloon Bay waterfront.
- 10.1.4 Concerning the local distributors, most of the local distributors are designed for single 2-lane configuration and are non-through roads, in form of cul-de-sac, to discourage by-pass traffic in order to minimize the traffic and environmental impacts as well as to achieve green city. ~~***Detailed design of Road L13B to the Tourism Node and the connection of Road D3 with the Cruise Terminal are***~~ ***is still subject to detailed design the development plan of the Tourism Node.***
- 10.1.5 With regard to the road connections with the adjoining districts, people travelling from Central and East Kowloon can gain access to Kai Tak via the following existing access points:
 - (a) To Kwa Wan Road/Sung Wong Toi Road junction;
 - (b) Olympic Avenue via Olympic Garden Roundabout;
 - (c) ~~Prince Edward Road East (PERE)~~ (Kowloon City section);
 - (d) PERE (San Po Kong section);
 - (e) Wang Kwong Road/Wang Chiu Road into Eastern Road;
 - (f) Kai Cheung Road into Kai Shing Street; and
 - (g) Cheung Yip Street.

10.2 Railway

~~As a rail-based development design, the main developments in Kai Tak are located in the North Apron Area which will be served by the proposed SCL railway. The SCL railway scheme with alignment in the Area revised to run towards Ma Tau Chung Road and one station added at Sung Wong Toi Park was gazetted under the Railways Ordinance on 26 November 2010. Objections/comments received are being processed and considered under the Railways Ordinance. The railway scheme once authorized by the Chief Executive in Council under the Railways Ordinance shall be deemed to be~~

~~approved pursuant to section 13A of the Town Planning Ordinance and will be incorporated on the OZP when opportunity arises.~~

On 27 March 2012, the CE in C authorised the SCL under the Railways Ordinance. The authorised railway scheme shall be deemed to be approved under the Ordinance. The SCL comprises two sections, namely "Tai Wai to Hung Hom" section and "Hung Hom to Admiralty" section. The SCL will have 10 stations including Kai Tak Station and To Kwa Wan Station. Construction of the main works of the SCL commenced in 2012. The "Tai Wai to Hung Hom" section and "Hung Hom to Admiralty" section are expected to be completed in 2019 and 2021 respectively. Upon commissioning of the SCL, the Kai Tak Station and To Kwa Wan Station will significantly improve the accessibility of the Area.

10.3 ~~Rail-based Environmentally Friendly Transport~~ *Linkage System (EFTS-EFLS)*

The Plan indicates a possible reserve for an ~~an rail-based EFTS~~ *EFLS*, which requires further investigation and feasibility study. It ~~would~~ *might* connect Kwun Tong waterfront, the ~~eCruise tTerminal~~ cum Tourism Node, Runway Precinct, Metro Park, Sports Hub and Station Square. ~~This would serve as an icon enhancing the overall tourism appeal of the Kai Tak site. The Civil Engineering and Development Department is studying the feasibility of the EFTS and will consult the public in due course.~~ *The EFLS will be subject to feasibility study.*

10.4 Bridge Link to Kwun Tong

As part of the ~~EFTS-EFLS~~ proposal, the Plan also indicates a bridge link between Kwun Tong waterfront with Kai Tak Point with possible pedestrian (and possibly vehicular) crossing. The bridge link is included in the Plan for route reservation purpose and its feasibility is subject to further investigation.

10.5 Pedestrian Connections (Figure 5)

10.5.1 Kai Tak is bounded by major roads such as PERE and Kwun Tong Bypass. The pedestrian circulation has been designed to maximize accessibility to the Area from the hinterland and mobility within the new development area through an integrated network of open space, at-grade connections, footbridges and subways.

10.5.2 New landscaped elevated walkways and footbridges will be constructed to connect the Area with the surrounding districts and waterfront area, as well as to promote a green environment.

10.5.3 In addition, two ~~Underground Shopping Streets (USS)~~ and three pedestrian subways are proposed while ~~four~~ *five* existing subways will be enhanced/modified to improve the pedestrian linkage to the hinterlands. For the USS, the implementation mechanism will be further examined in the detailed design stage.

10.5.4 Details of the new and enhanced connection points between surrounding districts and Kai Tak are shown below:

A. To Kwa Wan

A1: An at-grade crossing at junction of To Kwa Wan Road/Sung Wong Toi Road is proposed which is the major entry point to Kai Tak near the ~~Stadium~~ **Sports Park** site.

A2: An at-grade crossing or a footbridge crossing over Sung Wong Toi Road is proposed for the pedestrian movements from Kowloon City Road.

A3: An at-grade crossing at Olympic Avenue is proposed.

B. Kowloon City

B1: Layout of existing subways at Olympic Garden is to be enhanced and extended to connect with the Kai Tak area ~~at Road L9~~.

B2: An existing subway underneath PERE is to be enhanced.

B3: ~~An USS subway~~ is proposed to connect Nga Tsin Wai Road in Kowloon City **through the USS** to ~~the Sports Hub and the proposed SCL To Kwa Wan Kai Tak Station~~.

B4: A subway with heritage theme is proposed across PERE to connect the Lung Tsun Stone Bridge Preservation Corridor with Shek Ku Lung Road Playground which will then allow visitors to continue their trip to other heritage resources in Kowloon City.

B5: A subway crossing Road D1 and the PERE is proposed to connect the section of Kai Tak River in the Wong Tai Sin and the one in Kai Tak area.

C. San Po Kong

C1: An existing subway at the interchange between PERE and Choi Hung Road ~~is to be~~ **was** enhanced to connect with the future Kai Tak Government Offices.

C2: A curvilinear landscaped elevated walkway **connecting the Latitude and Trade and Industry Tower has been completed. The landscaped elevated walkway will be further extended** is ~~proposed~~ to connect **with** the future Kai Tak Government Offices ~~to the landmark tower and will eventually merge with the “OU(Arts and Performance Related Uses)” zone~~.

C3: ~~An USS subway~~ is proposed to connect ex-San Po Kong Flatted Factory site **through the USS** with the proposed SCL Kai Tak Station.

C4: A landscaped elevated walkway over PERE near Kai Tak East Playground is proposed.

C5: An existing subway underneath PERE is to be enhanced and extended to connect with the proposed open space to the east of Rhythm Garden.

~~C56:~~ A footbridge over PERE near Rhythm Garden ~~is proposed~~ **has been completed**.

D. Choi Hung

- D1: A subway from near the ~~proposed~~ **two** primary schools ~~site~~ across Road L2, Kwun Tong Bypass and PERE to Choi Hung is proposed.
- D2: The at-grade crossing near the ~~proposed~~ **planned** secondary school across **Shing Kai** Road ~~L2~~ together with an existing subway across PERE near Ping Shek Estate/Choi Hung Estate is ~~to be~~ **was** enhanced.
- D3: At-grade crossing near Richland Gardens ~~is to be~~ **was has been** enhanced to provide direct connection to the ~~public housing development site~~ **Kai Ching Estate and Tak Long Estate** at Kai Tak City Centre.

E. Kowloon Bay

- E1: Several at-grade crossings via **Shing Kai** ~~Eastern~~ Road, Kai Wah Street and Kai Shun Road to connect with Kai Tak City Centre.
- E2: ***An elevated walkway from Kowloonbay International Trade and Exhibition Centre across Kai Fuk Road would connect with commercial cluster to the north of the South Apron area. A landscaped elevated walkway system is proposed from Wang Chin Street to the South Apron area and then to connect at the middle of the commercial sites and extending*** to cross the Kai Tak Approach Channel to the Metro Park on the Runway.
- E3: Extension/modification of existing footbridge above Kai Fuk Road from Wang Tung Street in Kowloon Bay area to South Apron is proposed.
- E4: A landscaped elevated walkway is proposed from ~~Wang Chiu Road in~~ Kowloon Bay ***to connect with the proposed landscaped deck of the Kai Tak Acute Hospital. Another elevated walkway is proposed to extend from the above landscaped deck to connect with the southern blocks of the Hospital across Road T2 and then with*** ~~to Road D4 in South Apron area~~ which can continue to cross the Kai Tak Approach Channel to the waterfront of the Runway.
- E5: *An existing underpass underneath Kwun Tong Bypass at the north-western side of the Cheung Yip Street is provided.***
- ~~E56:~~ An existing at-grade crossing at the junction of Road D4 and Cheung Yip Street will be enhanced.
- ~~E67:~~ ~~A footbridge from~~ ***An existing at-grade crossing at Hung Yip Street across Hoi Bun Road to connect the pavement near Kai Hing Road is provided*** ~~crossing Hoi Bun Road to Hung Yip Street is proposed.~~

F. Kwun Tong

- F1: Several existing at-grade crossings along Hoi Bun Road are to be enhanced to connect Kwun Tong waterfront.

- F2: Possible bridge link to connect Kwun Tong waterfront with Kai Tak Point with possible pedestrian ~~(and possibly vehicular)~~ crossing is proposed.
- F3: ~~Possible~~ Leisure boat ride between Runway Area and Kwun Tong waterfront is ~~proposed~~ **in operation**.

11. UTILITY SERVICES

11.1 Water

Water mains will be laid mainly along public roadways, access roads, footpaths and under amenity areas and open space. ~~The Area will be served by a proposed fresh water service reservoir at Diamond Hill and the extension of Tai Wan Salt Water Pumping Station together with the associated water mains.~~ ***Regarding fresh water supply, the Area will be served by the existing Diamond Hill No. 2 Fresh Water Service Reservoir and a proposed new fresh water service reservoir at Jordan Valley. Regarding salt water supply, the Area will be served by the existing Tai Wan Salt Water Pumping Station and a proposed new salt water pumping station either located at the southern former runway or Cha Kwo Ling subject to further investigation to cope with further increase in development intensity for Kai Tak Development.***

11.2 Gas

Gas pipelines will be laid mainly underneath the proposed footpath and roads. To facilitate cruise terminal development at the runway end and the construction of the portion of Central Kowloon Route in the water of Kowloon Bay, the existing submarine gas pipeline would need to be re-provisioned subject to further investigation. ~~A site for gas pigging station has also been reserved on the Plan to cater for the re-provisioning requirement.~~

11.3 Electricity

Electricity cables will be laid below roadways or footpaths or local roads. Electricity substation sites have been reserved in the Area to cope with future Kai Tak Development.

11.4 Telephone

Telephone cables will be laid below footpaths and local roads. The Area will be served by a telephone exchange located outside the Area.

11.5 District Cooling System

A district cooling system (DCS) is planned to provide chilled water to air conditioning systems of buildings planned for non-residential purpose in the Area, where appropriate. The DCS is more energy efficient with less discharge of direct and indirect effluents to the environment. The system would be supported by ~~two~~ chiller plants and ~~a~~ pumping stations, which have been reserved in the Area.

11.6 Automated Refuse Collection System

The automated refuse collection system, as one of the environmentally friendly measures, is designed to collect and handle refuse in a totally concealed manner.

The applications of the system may require further study and necessary legislation.

11.7 Sewerage and Drainage

11.7.1 The sewage from the Kai Tak Development will be discharged to the existing To Kwa Wan Preliminary Treatment Works and the Kwun Tong Preliminary Treatment Works. Sites have been reserved for sewage pumping station use to transfer the bulk of the sewage to the Preliminary Treatment Works.

11.7.2 Kai Tak Nullah serves as a main trunk to collect stormwater from the hinterland area such as Diamond Hill, Choi Hung and Ngau Chi Wan. The runoff from the North Apron area would also be discharged to the sea through Kai Tak Nullah. Feasibility study is being carried out to enhance the landscape of Kai Tak Nullah with the view of turning it into a river channel to form a unique design feature of the Kai Tak Development. A riverside walk on both sides of the river channel is planned. With the shops, cafés and eating places provided in “CDA(1)” and “CDA(2)” sites, a vibrant and festive public gathering place on riverside would be created. New outfalls at the Runway Area and the South Apron Area are proposed to discharge the surface runoff to the sea to minimize the adverse impact to the hinterland area. The existing drainage system in To Kwa Wan would be sufficient to discharge the surface runoff.

12. CULTURAL HERITAGE (Figure 5)

12.1 ~~A sites of archaeological interest namely the Lung Tsun Stone Bridge site of archaeological interest, the Sung Wong Toi Park, the Heritage Park, the Grade 2 Passenger Pier of Kowloon City Ferry Piers, the Grade 2 Kowloon City Vehicular Ferry Pier and the Grade 3 Old Far East Flying Training School fall within the Kai Tak OZP boundary. Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect these sites/buildings/structures and their immediate environs.~~

12.2 Apart from the above ~~heritage~~ sites, several buildings/structures of historical interest are also found in the Area and in its vicinity. They include Fire Station B and associated pier, wind pole at the middle of the Runway, Kowloon Rock, airport pier, ex-runway, Fishtail Rock and Sung Wong Toi Inscription Rock. Selected links of the pedestrian network connecting these sites will be packaged and enhanced as the heritage trail of Kai Tak for both local and overseas visitors. The heritage trail will be extended to the surrounding districts to connect with the existing heritage assets including the ex-Ma Tau Kok Animal Quarantine Depot, the Kowloon Walled City Park, and the Nga Tsin Wai Tsuen in Wong Tai Sin. The heritage trail will go through parks and shopping streets, giving multiple dimensions to the experience of the visitors.

12.3 *On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which the buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the*

grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB at <http://www.aab.gov.hk>.

- 12.4** *Prior consultation with the AMO of the LCSD should be made if any development, redevelopment or rezoning proposals that might affect the above site of archaeological interest, declared monuments, historic buildings/structures graded by the AAB, new items pending grading assessment by the AAB, the areas of archaeological potential and their immediate environs.*

13. IMPLEMENTATION

- 13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kowloon City, Kwun Tong and Wong Tai Sin District Councils would also be consulted as appropriate.
- 13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans and layout plans, and the guidelines published by the Board. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board’s website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

Index of Figures (All figures are for indicative purpose only)

Figure 1 – Overview of Kai Tak Development

- Figure 2 – Urban Design Framework
- Figure 3 – Landscape Plan
- Figure 4 – Proposed Road Network and Reserve for Future Possible ~~Rail-Based~~ Environmentally Friendly Transport System
- Figure 5 – Pedestrian Connections, Heritage Trail and Cycle Track

TOWN PLANNING BOARD
~~SEPTEMBER 2012~~ ***JANUARY 2017***

Agenda Item 1

[Open meeting]

Confirmation of Minutes of the 1124th Meeting held on 7.10.2016

[The meeting was conducted in Cantonese.]

1. The minutes of the 1124th meeting held on 7.10.2016 were confirmed without amendments.

Agenda Item 2

[Open Meeting]

Matters Arising

[The meeting was conducted in Cantonese.]

- ~~2. There were no matters arising to be reported.~~

General

Agenda Item 3

[Open Meeting]

Review Study of Kai Tak Development
(TPB Paper No. 10192)

[The meeting was conducted in Cantonese]

3. The Secretary reported that the Consultant of the Review Study of Kai Tak Development (the Review Study) was AECOM Asia Company Limited (AECOM). The following Members had declared interests in the item :

Mr K.K. Ling (as Director of Planning)	-	being a member of the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission (the Task Force)
Mr Ivan C.S. Fu]	
Ms Janice W.M. Lai]	having current business dealings
Mr Patrick H.T. Lau]	with AECOM
Dr C.H. Hau]	
Mr Thomas O.S. Ho]	
Professor S.C. Wong (Vice-chairman)	-	being the Chair Professor and Head of Department of Civil Engineering of the University of Hong Kong where AECOM had business dealing with some colleagues and had sponsored some activities of the Department
Mr Dominic K.K. Lam	-	having past business dealings with
Mr Franklin Yu		AECOM

4. Members noted that Dr C.H. Hau and Mr Thomas O.S. Ho had tendered apologies for being unable to attend the meeting. Since the item was only a briefing to Members on the Review Study, Members agreed that those who had declared interests should be allowed to stay in the meeting and participate in the discussion.

5. The following government representatives and consultants were invited to the meeting at this point :

Mr Tom C. K. Yip	- District Planning Officer/Kowloon, Planning Department (DPO/K, PlanD)
Mr Peter S.K. Chui	- Chief Engineer/Kowloon (1), Civil Engineering and Development Department (CE/K(1), CEDD)
Mr Vincent Au Yeung	- Technical Director, AECOM Asia Co. Ltd (AECOM)
Mr Steven Wong	- Associate, AECOM
Mr Simon Lee	- Senior Engineer, AECOM
Ms Winona Ip	- Senior Planner/Urban Designer, Urbis Limited (Urbis)

6. Mr Tom C.K. Yip, DPO/K, PlanD said that a physical model of Kai Tak development was displayed for Members' reference. With the aid of a PowerPoint presentation, Mr Yip made the following main points on the Review Study as outlined in the Paper :

- (a) the Kai Tak Development (KTD) had an area of about 320ha, comprising the ex-Kai Tak airport and the adjoining waterfront areas of Ma Tau Kok, Kwun Tong and Cha Kwo Ling. In 1990s, the then South East Kowloon Development Study once proposed to create a large scale development in KTD with extensive reclamation in the adjacent water bodies. In view of the enactment of the Protection of the Harbour Ordinance in 1997 and subsequent judgment of the Court of Final Appeal in 2004, the planning of KTD was revisited. The "Kai Tak Planning Review" (KTPR) was then commissioned in 2004

with the objective to formulating a new development scheme for KTD without any reclamation proposal. A three-stage public engagement for KTD was carried out between 2004 and 2006. Based on the findings of KTPR, the land use proposals were formulated for KTD and incorporated into the Kai Tak Outline Zoning Plan (OZP) No. S/K22/1. The OZP was approved by the Chief Executive in Council in 2007;

- (b) the approved OZP adopted a planning theme to establish KTD as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. Further amendments to the OZP were made in 2011 to incorporate the urban enhancement proposals to preserve the Lung Tsun Stone Bridge (LTSB) remnants and enhance the accessibility for KTD, among others;

Urban Design Concepts

- (c) the overall identity for Kai Tak was defined by its most prominent attribute, i.e. the heritage of the site and its green open spaces spreading throughout the urban areas and along the waterfront. The urban design principles were :
 - (i) Creating a Pedestrian Friendly Environment – the pedestrian experience would be enhanced through the continuous waterfront promenade, a heritage trail connecting the Metro Park, Sung Wong Toi Park, the neighbouring districts and open spaces. The possible future provision of an Environmentally Friendly Linkage System (EFLS) would reduce the vehicular traffic in Kai Tak and in turn enhance the pedestrian environment;

[Ms Janice W.M. Lai arrived to join the meeting at this point.]

- (ii) Creating a Dynamic Skyline – with a diverse building types, varying building heights (BHs), and selective signature towers, a dynamic skyline would grace the face of Kai Tak. The overall BH profile would originate at a landmark tower with distinctive design in the Kai Tak City Centre and gradated towards the waterfront in the southeast along the Kai Tak River towards the South Apron area and the other in the south along the residential neighbourhoods towards the Kai Tak Sports Park (KTSP) to the Metro Park and the Ma Tau Kok waterfront area. The BH profile then rose again from the Runway Precinct to another landmark building at the Tourism Node;
- (iii) Celebrating the Views – the views to and from the Lion Rock and Fei Ngo Shan, the Victoria Harbour and Lei Yue Mun, and distant view of Hong Kong Island and Kowloon hinterland were emphasized. The vista extending from the Metro Park, the Central Boulevard, Tourism Node and Runway Park to Lei Yue Mun would be maintained to recap the flight take-off memory; and
- (iv) Creating “A Green Web for Sustainable Development” – a hierarchical landscape network of parks, gardens, civic squares and waterfront for integrating the residential and commercial neighbourhoods would be created. Through the “Stadium in the Park” concept (i.e. the integration of Metro Park with open spaces around the KTSP and Station Square) and interconnected green spaces within KTD and its adjoining districts, the landscape design would place a strong emphasis on aesthetics, human comfort and creating a sense of place;

The Planning Areas

- (d) The major sub-areas in KTD included :
- (i) Kai Tak City Centre (North Apron) – served by the Shatin to Central Link (SCL) Kai Tak Station and To Kwa Wan Station, that area was well-placed for premier commercial uses and integrated residential development. The Kai Tak Nullah, an existing drainage channel, would be rejuvenated into the Kai Tak River with unique pedestrian sidewalks which would form a distinguished open space;
 - (ii) KTSP – the future sports centre of the territory would be convenient located for the use of the local residents, as well as residents from the remaining parts of Hong Kong and visiting sportsmen;
 - (iii) Metro Park – a precious sizeable harbourfront park which would act as a pleasant connection between the KTSP and the rest of the Runway;
 - (iv) South Apron – mainly occupied by a variety of commercial uses and undesignated “Government, Institution or Community” (“G/IC”) sites. That area could act as a transition between the Runway attractions and the surrounding Kowloon Bay and Kwun Tong business areas, and help catalyze the regeneration of the areas;
 - (v) Runway Precinct and Tourism Node – that area was well-positioned for a characteristic residential/hotel belt. A landscaped deck would be provided above the road at the Central Boulevard in the middle serving as an open space as

well as a walkway. A tourism node was planned to capitalize on the harbour views at the Runway tip; and

- (vi) Ma Tau Kok, Kwun Tong and Cha Kwo Ling Waterfronts – a continuous landscaped promenade connecting To Kwa Wan, Ma Tau Kok, Kai Tak, Kwun Tong and Cha Kwo Ling waterfronts was planned. Apart from providing pleasant public access to the harbourfront, it would act as key green connectors linking up individual open spaces, residential areas and surrounding areas;

- (e) since the adoption of the planning theme for KTD in 2007, a number of developments had been completed, including two public rental housing developments (Kai Ching and Tak Long Estates), the Cruise Terminal, government buildings, a subsidized housing scheme (煥然壹居), Kai Tak Community Hall and primary schools. The Hong Kong Children Hospital, some private housing developments, community facilities and infrastructure were under construction;

[Mr Sunny L.K. Ho arrived to join the meeting at this point.]

- (f) since the last approval of the OZP in 2012, there had been new circumstances and development opportunities which warranted a review of the planning for KTD with regard to the established planning framework. They included :
 - (i) government's policy of optimising the development potential of developable land in the urban area including the KTD to respond to the acute demand for housing land;
 - (ii) the initiatives taken by the Energizing Kowloon East Office (EKEO) of the Development Bureau to transform Kowloon East (KE), covering KTD and the business areas of Kowloon

Bay and Kwun Tong, into a Core Business District 2 (CBD2) to sustain Hong Kong's economic development. The proposed development of the "Kai Tak Fantasy" (KTF) at the tip of the runway as a world-class tourism and entertainment hub was announced in the 2013 Policy Address;

- (iii) during the construction of the SCL To Kwa Wan Station in 2013, remnants of the Song-Yuan Period, Late Qing Dynasty to Republican Period were discovered. The government announced in late 2014 that the relics would be preserved in-situ. There was a need to preserve the heritage relics with a proper setting and ambience to facilitate the exhibition and interpretation of the discovered heritage; and
- (iv) it was revealed in a study commissioned by the CEDD that the water quality of Kai Tak Approach Channel (KTAC) had improved in recent years due to the implementation of drainage/sewerage projects in the hinterland. A relatively more cost-effective alternative Interception Pumping (IP) Scheme by intercepting and pumping stormwater from the upstream of KTAC to the Victoria Harbour side of the Runway for direct discharge could achieve similar performance in improving the water quality as that of the original proposal for a 600m opening underneath the Metro Park. The IP Scheme offered an opportunity to review and optimize the land use of northern part of Runway and to accommodate a variety of water sports and recreational activities in KTAC and the adjoining Kwun Tong Typhoon Shelter (KTTS) to further strengthen the role of Kai Tak as a hub for sports and recreational activities;

The Review Study

- (g) the Review Study was commenced in 2013 and technical study was commissioned to explore the feasibility of increasing the development intensity of KTD to meet the demand for housing and office land and to enhance the land use proposals. Kowloon City (KC)/Wong Tai Sin (WTS)/Kwun Tong (KT) District Councils (DCs) and the Task Force for Kai Tak Harbourfront Development of the Harbourfront Commission (the Task Force) were consulted on the initial findings of the Review in 2014. No in-principle objection was received during the consultation;
- (h) the theme of developing KTD as “Heritage, Green, Sports and Tourism Hub of Hong Kong” was respected while making appropriate refinements in response to changing planning circumstances, societal needs and rising public aspirations;
- (i) while there was a need to optimize the use of land to meet the demand for housing and office land, the proposed development intensity should commensurate with the established planning theme, urban design concepts and be sustainable from urban planning and technical terms. For residential sites, a maximum domestic plot ratio (PR) of 6.5 for new development areas in Residential Density Zone 1 area as stated in the Hong Kong Planning Standards and Guidelines (HKPSG) was generally adopted, which was compatible with the overall development intensity in the Kowloon area;
- (j) while the residential and commercial GFA would be suitably increased and sites be rezoned for residential/commercial use, the proposed changes had taken into account the thresholds imposed by infrastructural capacity and technical constraints. The Review Study had included various technical assessments to ensure that the proposals would not overload the transportation, water supply,

drainage and sewerage nor have unacceptable noise, air quality, air ventilation and visual impacts;

Development Proposals

- (k) Heritage Park in Area 2A – the suggested area of archaeological potential falling within development sites 2A6 to 2A8 and its surrounding areas would be rezoned to “Open Space” (“O”) for a Heritage Park of about 1ha for the preservation of the existing and future archaeological findings. The Heritage Park could serve as a natural extension of the adjoining Sung Wong Toi Park to the west and the LTSB to the east, providing an important node for leisure activities amid the converging point of North Apron, Kowloon City and To Kwa Wan. A section of Road L9, Site 2A8, and part of sites 2A6 and 2A7 would be rezoned from “G/IC”, “Commercial” (“C”) and an area shown as ‘Road’ to “O”. As a replacement for the proposed fire station originally planned at Site 2A8, the northern part of the adjacent commercial Site 2A5 would be rezoned to “G/IC”;

[Mr Philip S.L. Kan arrived to join the meeting at this point.]

- (l) Office Belt fronting Prince Edward Road East in Area 2A – Area 2A should remain to be a premier office belt near the SCL To Kwa Wan Station to meet the demand for office space in KE. The proposed electricity substation originally planned at Site 2A7 currently zoned “G/IC” was no longer required and the site would be rezoned for commercial development. The PR and building height restrictions (BHRs) for sites in Area 2A would be increased from 4.5-5 to 6.5 and 60-100mPD to 80-100mPD respectively to enhance the development potential. The proposed development intensity was considered compatible with that of Kowloon City;

- (m) Residential Sites fronting KTSP in Area 2B – the domestic PR of residential and “Comprehensive Development Area” (“CDA”) sites in Area 2B was proposed to be increased from 5 to 6.5 to optimise the development potential. The proposed PR of 6.5 was considered compatible with the high density development in the hinterland of Kowloon City and Ma Tau Kok with a maximum PR of 7.5. The threshold of infrastructure capacity would not be exceeded. The BHR of Area 2B was correspondingly increased to 100-135mPD, which would still be in line with the descending BH profile gradating from the landmark building in the City Centre for KTD;
- (n) Areas 3A and 3B – a number of sites in the area had been zoned for “G/IC” to meet the needs of the community, including Hong Kong Children’s Hospital and Kai Tak Acute Hospital. There was generally sufficient provision of Government, institution or community (GIC) facilities in KTD and Sites 3A6 and 3B1 to 3B4 to the south of Kwun Tong Bypass were not required for GIC development. Those sites were proposed to be rezoned for commercial uses with PRs of 8.0 and 5.8 respectively in order to maintain a critical mass of office space near Kowloon Bay to create synergy in support of the EKE initiative. Their BHRs would correspondingly be increased to 100mPD and 80mPD respectively to form a stepped BH profile toward the waterfront, which were considered compatible with the BHR of 140mPD for developments to the northeast in Kowloon Bay;
- (o) Area 3E – taking into consideration that comprehensive redevelopment proposals for Kerry Godown and Kowloon Godown for residential use had been approved by the Metro Planning Committee (MPC), and the gas pigging station designated for Site 3E1 was no longer required, Sites 3E1 and 3E2 and a small portion of the adjoining open space were proposed to be rezoned from “C”, “OU” annotated “Gas Pigging Station” and “O” for residential

development to form a residential cluster at the locality. Due to the site constraints imposed by the proposed Trunk Road T2 and the presence of a drainage reserve, a domestic PR of 4.5 was proposed for the site with stepped BHRs of 80 and 100mPD;

- (p) Areas 4A to 4C – in the light of the latest KTF initiative for an entertainment and tourism node at the end of the former runway, Site 4B5 near the Cruise Terminal was proposed to be rezoned from “Residential (Group C)” (“R(C)”) to “C(4)” with a PR of 6.3. The site would form a coherent cluster of hotel developments together with Sites 4C3 to 4C5 to create synergy effect. Sites relatively remote from the Tourism Node (i.e. 4A2, 4C1 and 4C2) were proposed to be rezoned from commercial to residential use. The PRs of those residential sites at Area 4 were proposed to be increased to 6.5. Commercial PR of 0.15 would be designated for Sites 4A2, 4C1 and 4C2 in order to enhance the vibrancy of that section of waterfront promenade. The BHRs of the development sites in Areas 4A to 4C were proposed to be increased to 45mPD to 90mPD. The overall BH profile generally descending from inland areas to the runway tip would be maintained, with the lowest BH close to the Cruise Terminal and Tourism Node;
- (q) Metro Park – as the proposed IP Scheme could improve the water quality of KTAC and KTTS without the need for the 600m opening previously proposed under the Metro Park, an area of 2.9ha at the Metro Park could be made available for development. Sites 4E1 and 4E2 with PR of 6.5 and BHR of 80mPD, which were located adjacent to the enlarged Sites 4A1 and 4A2, were proposed for residential development. Commercial PR of 0.15 would be designated for Site 4E2. The Metro Park would still have an area of around 20ha after the rezoning. The total open space in KTD would be maintained at about 100ha;

[Ms Sandy H.Y. Wong arrived to join the meeting at this point.]

- (r) Site 1D2 at former North Apron – as the site was no longer required for government office development, it was proposed that the site be rezoned from “G/IC” to “C” with a PR of 8 and BHR of 120mPD;
- (s) Animal Management Centre (AMC) at Site 3A1 – the site was earmarked for the reprovisioning of Agriculture, Fisheries and Conservation Department (AFCD)’s AMC at Mok Cheong Street. In order to meet the latest operational need to incorporate additional animal management/welfare services in the new AMC, the BHR for the site would be relaxed to 80mPD. The site boundary would also be re-configured to tally with the finalized alignment of Central Kowloon Route (CKR) and local roads re-alignment;
- (t) Kai Tak Acute Hospital at Site 3C1(A) – in order to meet the latest operational need of the Hospital Authority (HA), it was proposed to extend the site boundary of 3C1(A) northward and to relax the BHR from 60mPD to 100mPD;
- (u) Vocational Training Council’s (VTC) Campus Building – a site (about 4.2ha) along Cha Kwo Ling waterfront had been identified for the development of a new campus building for the VTC. The site was currently occupied by a dedicated Liquefied Petroleum Gas (LPG) filling station, a temporary soccer pitch and some temporary uses. As the two sites for sewage treatment plant and tunnel ventilation shaft developments were no longer required for the designated sites, it was proposed to rezone the area covering the two sites and adjoining areas to “G/IC” with a stepped BH profile of 70mPD to 60mPD from south to north. The LPG station and the soccer pitch would be relocated northward to facilitate a larger site for use by VTC;

- (v) Land for Watersports Activities – subject to further improvement of water quality in KTAC and KTTS, water sports and recreational activities might be accommodated there in the longer term to further strengthen the role of Kai Tak as a hub for sports and recreational activities. It was proposed to include ‘water sports/recreation use’ as a Column 1 use of the Notes for the “O” zone. The location to be earmarked for water sports/recreational use would be subject to further discussion between the Home Affairs Bureau and the stakeholders, pending the continuous improvement of water quality in the KTAC and KTTS;

Overall Assessment

- (w) the development proposals under the Review Study would result in overall increase in the number of flats and population from 39,000 to 49,900 and 105,000 to 134,000 respectively. There would also be an increase in commercial GFA from 1,950,000m² to 2,280,000m² with an increase in employment opportunity. Technical assessments concluded that the proposals would have no significant impacts on the capacity of the transport, water supply, drainage, sewerage infrastructures, and noise and air quality. Apart from providing the much needed housing and office land for the community, the Review Study had also proposed enhancement to strengthen the overarching theme of developing KTD as the “Heritage, Green, Sports and Tourism Hub of Hong Kong” through the provision of a Heritage Park, water sports/recreation activities, rationalised land uses near the tourism hub and community facilities. As illustrated by photomontages of developments in KTD taken from major vantage points, the proposed increase in BHs would not have significant visual impact; and

[Mr Franklin Yu arrived to join the meeting at this point.]

Way Forward

- (x) subject to the views and comments of the Board, PlanD/CEDD would consult the KCDC/WTSDC/KTDC and the Task Force on the findings and recommended development proposals under the Study Review. The comments and views collected would be taken into account in finalising the proposed amendments to the OZP, and both would be submitted to MPC for consideration.

[Miss Winnie W.M. Ng arrived to join the meeting at this point.]

- 7. As the presentation of the government representatives was completed, the Chairman invited comments/questions from Members.

Open Space Provision

- 8. A Member asked whether the ratio of land for open space (about 100ha) in KTD with a total land area of about 320ha was applicable in other districts. In response, Mr Tom C.K. Yip, DPO/K said that the open space requirements specified in HKPSG were used in planning for existing and new development areas. For KTD, the open space provision was more than the minimum requirements under the HKPSG and the abundant provision of open space including some regional open spaces were intended to serve the local residents as well as people from other districts.

Traffic and Transport

- 9. Two Members asked whether (a) consideration had been given to providing water transport for commuting and for tourism to take advantage of the waterfront access in KTD, (b) the proposed road bridge connecting Kwun Tong and the Tourism and Leisure Hub at the end of the former runway might pose constraints on boats and vessels to pass underneath, thus affecting the possibility of providing water transport connection points in KTTS, (c) jetty would be provided to promote the use of water transport, e.g. water taxi. In response, Mr Tom C.K. Yip said that the Review Study was mainly to optimise the

landuse options to respond to the needs of the society. Traffic Impact Assessment (TIA) had been carried out for the planned road network. By using the ex-Fire Boat Pier, there was currently 'kaito' service from Kai Tak waterfront to Kwun Tong during holidays. Ferry operators were liaising with Transport Department (TD) to provide more regular ferry service. The provision of jetties and landing steps at various locations would be examined carefully taking into consideration the marine safety aspect and the provisions under The Protection of the Harbour Ordinance.

[Ms Bernadette H.H. Linn arrived to join the meeting at this point.]

10. Mr Peter S.K. Chui, CE/K(1), CEDD said that rail services would be the main transportation mode for KTD, supplemented by road network. There were three public transport interchanges (PTIs) for KTD located at Kowloon City, Kai Tak City Centre and the Tourism and Leisure Hub. CEDD had renovated a pier for providing 'kaito' service at an ex-Fire Boat Pier. The view of DC and ferry operators on providing 'kaito' services had been referred to TD for consideration.

11. Mr Chui also said that the proposed road bridge at the end of the ex-runway would possibly be part of the future EFLS. That bridge would be elevated to enable vessels to pass through to KTTS. The other bridge connecting Area 4B/4C to Area 3 was an existing bridge previously used as a taxiway for the former Kai Tak Airport. Two footbridges at the same level as the existing bridge were planned and it would not be practical to raise the level of those footbridges.

12. Another Member asked whether the previously low development intensity for KTD was due to traffic and/or environmental constraints, and whether the previous concerns, if any, had been addressed in the Review Study, which proposed to increase the overall development intensity. That Member also asked whether the only road serving the hotel and residential developments in Area 4 could cope with the traffic generated. In response, Mr Tom C.K. Yip said that the current OZP was formulated after taking into consideration the views collected in the public engagement between 2004 and 2006, when there was general preference for lower development scale with less concern on the housing land supply. The increase in development intensity proposed under the Review Study

was to respond to the changing societal needs in meeting the acute housing shortage. The proposed PR of 6.5 was in line with the development intensity for new development area as specified in the HKPSG and was generally lower than the surrounding areas and in the main urban area. While the development intensity would be increased, the planning scheme and landuse pattern of KTD would remain unchanged. Technical assessments had concluded that there would not be any adverse impacts on the traffic and environment.

13. Mr Peter S.K. Chui said that the Review Study had maintained the air and view corridors of the OZP. Assessments had been made to ensure that the site layout would comply with requirements regarding air ventilation and visual permeability. While the development intensity of Area 4 would be increased, three of the commercial sites were proposed to be rezoned for residential development, which would have a lower traffic generation rate. The capacity of the road serving the area was considered adequate.

14. Another Member asked whether the road bridges connecting KTD with Kwun Tong could be widened. In response, Mr Peter S.K. Chui said that the widening of those proposed road bridges would have implication on the Protection of the Harbour Ordinance.

15. A Member asked whether the traffic generated from the residential and commercial developments could be absorbed by the existing traffic infrastructure. In response, Mr Peter S.K. Chui said that KTD would mainly be served by SCL. With the completion of the CKR, Road T2 and the Tseung Kwan O/Lam Tin Tunnel, the traffic along Prince Edward Road East would be significantly reduced. The transportation infrastructure would have adequate capacity to cope with the additional traffic generated in KTD.

16. A Member suggested that the linear route of EFLS from Kowloon City to the Cruise Terminal should be extended to serve Kowloon Bay and Kwun Tong to form a loop. As there would be more electric cars on the road, KTD should provide more charging stations for these vehicles in KTD. As a new development area, pedestrian should be separated from vehicular traffic. In response, Mr Tom C.K. Yip said that the separation of pedestrian from vehicular traffic was one of the design concepts for KTD. An extensive network of open space and promenade was provided to encourage walking in a

safe environment. Mr Peter S.K. Chui supplemented that in the preliminary design of the routing, EFLS would connect Kwun Tong MTR Station, Kowloon Bay MTR Station, Kai Tak City Centre and Tourism and Leisure Hub. The routing might be revised taking into account public's view collected in the ongoing detailed feasibility for the EFLS. Charging stations for electric car could be provided in new developments in KTD through land sale conditions. At present, a bus route from Kai Tak was already served by electric buses, with charging station at the Kai Ching Estate terminal.

[Miss Winnie W.M. Ng arrived to join the meeting at this point.]

Water Quality of KTAC and KTTS and Water Sports Facilities

17. A Member asked for elaboration on why the water quality of KTAC and KTTS would improve without the proposed 600m opening underneath the Metro Park. In response, Mr Peter S.K. Chui said that the water quality of KTAC had improved due to the implementation of drainage/sewerage projects in the hinterland and water decontamination measures in KTAC. The water quality would further improve with the proposed IP Scheme under consideration. Mr Tom C.K. Yip said that provision of facilities for water sports would be considered at the KTF proposed by the Energizing Kowloon East Office (EKEO).

18. The same Member asked whether the water quality of Kai Tak River and KTAC would be affected if the Sha Tin Water Treatment Plant was relocated to cavern and the discharge was diverted from Kai Tak River. In response, Mr Peter S.K. Chui said that the pollution in KTAC was the result of the discharge from previous industrial activities. Since the implementation of drainage/sewerage projects in the hinterland, the water quality there had improved. It was expected that the proposed IP scheme would further improve the water quality to allow water sports in the area.

Building Height Profile

19. A Member said that (a) the development sites in Area 2 were closely spaced and that consideration could be given to increasing the BHs for those sites by

correspondingly reducing the site coverage (SC) for creating a more spacious environment at pedestrian level, (b) the BH and SC for sites in Area 4 might be varied to avoid having a monotonous BH profile and elongated developments blocking the views to and from the hinterland. In response, Mr Tom C.K. Yip said that the proposals under the Review Study had taken into account the previously established urban design principles, including the need to maintain the intended stepped and varied BH profiles of developments. With the proposed increase in the development intensity, the BH at various sites had been correspondingly increased but was considered not incompatible with surrounding high-rise developments in the hinterland areas of San Po Kong, Kowloon City and Kwun Tong. For Area 4, a varied BH profile would be maintained with the overall BH profile generally descending from inland areas to the Runway Tip, with the lowest BH close to the Cruise Terminal and Tourism Node. In general, the urban design principle of the gradual decrease in BH profile from hinterland to waterfront could be maintained.

20. Two Members also considered that the BH of developments in Area 3 was monotonous and suggested that the BH profile of those sites should be enhanced for a more interesting skyline. One Member asked whether the two rows of commercial and residential buildings would create any wall effect. In response, Mr Tom C.K. Yip said that Members' views on the BH profile would be taken into consideration. He said that as one of the main prevailing winds in the summer was from the southeast, which could flow along KTAC and Road T2 running in southeast to northwest direction, there would not be any unacceptable air ventilation impact. Besides, any proposed developments would have to comply with the Building (Planning) Regulations and the Sustainable Building Design Guidelines. Ms Winona Ip, Urbis supplemented that the SC and constraints of various sites had been studied in detail with reference to the stipulated PRs, urban design principles and relevant Regulations/guidelines before the recommended BH profile was worked out.

21. Some Members generally considered that there were room for further adjusting the proposed site configuration, PR and SC of development sites to achieve a more interesting and varied BH profile so as to ensure visually permeability and avoid possible wall effect, especially when viewing from Hong Kong Island, and the overall building layout should be improved to allow for greater separation between buildings.

Heritage Park

22. A Member asked the possibility of finding more relics in the development sites near the Heritage Park and how they would be preserved. In response, Mr Peter S.K. Chui said that a Heritage Park was proposed to preserve the heritage relics in-situ. The chance of finding more relics in the development sites was slim as those sites were located off-shore and not yet reclaimed for human settlement during the Qing Dynasty. Mr Tom C.K. Yip said that while some relics, e.g. ancient wells, would be preserved in-situ, some would be re-instated in their original locations after the completion of the SCL To Kwa Wan Station.

Development Intensity

23. Two Members said that the Review Study generally proposed an increase in the development intensity of KTD and considered that the proposed PR of 6.5 was significant. One of them considered that more GIC and community facilities should be provided to better address the needs of the society in order to gain support from DC members. The photomontages should also be improved to show the visual impact of the overall increase in BHs in KTD.

Urban Design / Site Swapping

24. A Member considered that (a) the commercial developments in Area 3 were traversed by Road T2 and suggested that the road be decked over so that the commercial developments would not be segregated and (b) Area 3 was located near Kai Tak City Centre and suggested that the commercial developments in Area 3 and the residential developments in Area 4 could be swapped. Two Members considered that the hotel development at Site 4C3 could be swapped with the residential development at Site 4B4 so that the four sites designated for hotel development would form a cluster.

25. In response, Mr Tom C.K. Yip said that the Runway Precinct in Area 4 was planned with a mixture of commercial/residential developments with vibrant activities

along the spacious waterfront promenade. Cycling paths, walking trails and retail frontage would be provided along the waterfront. The planned development with both commercial and residential uses would help making of “place” by attracting vibrant activities and bring residents, workers and visitors to the waterfront promenades at different time of the days. As the proposed hotel developments at Sites 4C3 to 4C5 faced a wider waterfront promenade in proximity to the existing Cruise Terminal and the proposed Tourism Node, and had an early development timeframe, they should be retained for hotel use to achieve the synergy effect for enhancing tourism-related development. Hence, site swapping might not be desirable from land use planning perspective. Mr Peter S.K. Chui said that the commercial sites on two sides of Road T2 would be connected. However, whether such connection would be provided by road decking should be considered further. As Area 3 would be subject to traffic noise problem from Road T2, swapping the residential developments in Area 4 with commercial developments in Area 3 was not recommended.

26. A Member asked whether there would be any traffic conflict for the proposed Road T2 to cross over a proposed road bridge near the Tourism and Leisure Hub. In response, Mr Peter S.K. Chui said that the proposed Road T2 provided a link between the CKR and Tseung Kwan O/Lam Tin Tunnel. Road T2 would go underground in Area 3 and underneath water in KTTS and thus would not have any conflict with the proposed elevated road bridge near the Tourism and Leisure Hub.

27. In response to a Member’s question, Mr Tom C.K. Yip said that one of the main design concepts advocated for KTD was podium-free development with provision of car parking facilities in the basement.

Other Issues

28. A Member suggested that a library should be provided for KTD to serve the future population. In response, Mr Tom C.K. Yip said that a library had been planned for KTD in the North Apron Area, the implementation of which would have to tie in with the development programme of the Leisure and Cultural Services Department (LCSD) as well as the overall implementation of infrastructures for KTD. In general, the provision of

library facilities in Kowloon City District covering KTD had exceeded the minimum requirements under the HKPSG.

29. Another Member asked whether there was any mechanism to phase the development at Sites 3E1 and 3E2 so that the proposed residential developments would not be implemented before the redevelopment of the Kerry Dangerous Goods Godown and Kowloon Godown in the vicinity. In response, Mr Tom C.K. Yip said that planning permissions for redeveloping the two godown sites for residential use were granted in 2012 and 2014. The proposed rezoning of Sites 3E1 and 3E2 was based on the consideration that these godown sites would be redeveloped for residential use so as to form a residential cluster in the locality. As Sites 3E1 and 3E2 would be disposed for development after the completion of the proposed Road T2 tentatively in 2023/2024, it was anticipated that the two godowns might have already been redeveloped by then. In formulating the development proposal for Sites 3E1 and 3E2, the site constraints/condition and the surrounding developments had been fully taken into consideration.

30. Another Member asked whether there was any information on the mix of public/private housing development and their proposed location. In response, Mr Tom C.K. Yip said that some sites in KTD had already been developed for public housing, including Kai Ching Estate and Tak Long Estate (public rental housing (PRH)) and 燦然壹居 (a subsidised housing scheme). There were also other planned private residential developments in the Kai Tak City Centre. While it was noted that the community had a strong aspiration for more public housing development, the type of residential development for the remaining sites as proposed under the Review was yet to be decided. Since the site and development requirements for private and public housing development differed, the exact housing mix and proposed sites for public housing development would need to be further examined in consultation with the concerned bureaux/departments/stakeholders, taking into account the overall demand and housing supply situation at the time when these sites were ready for development.

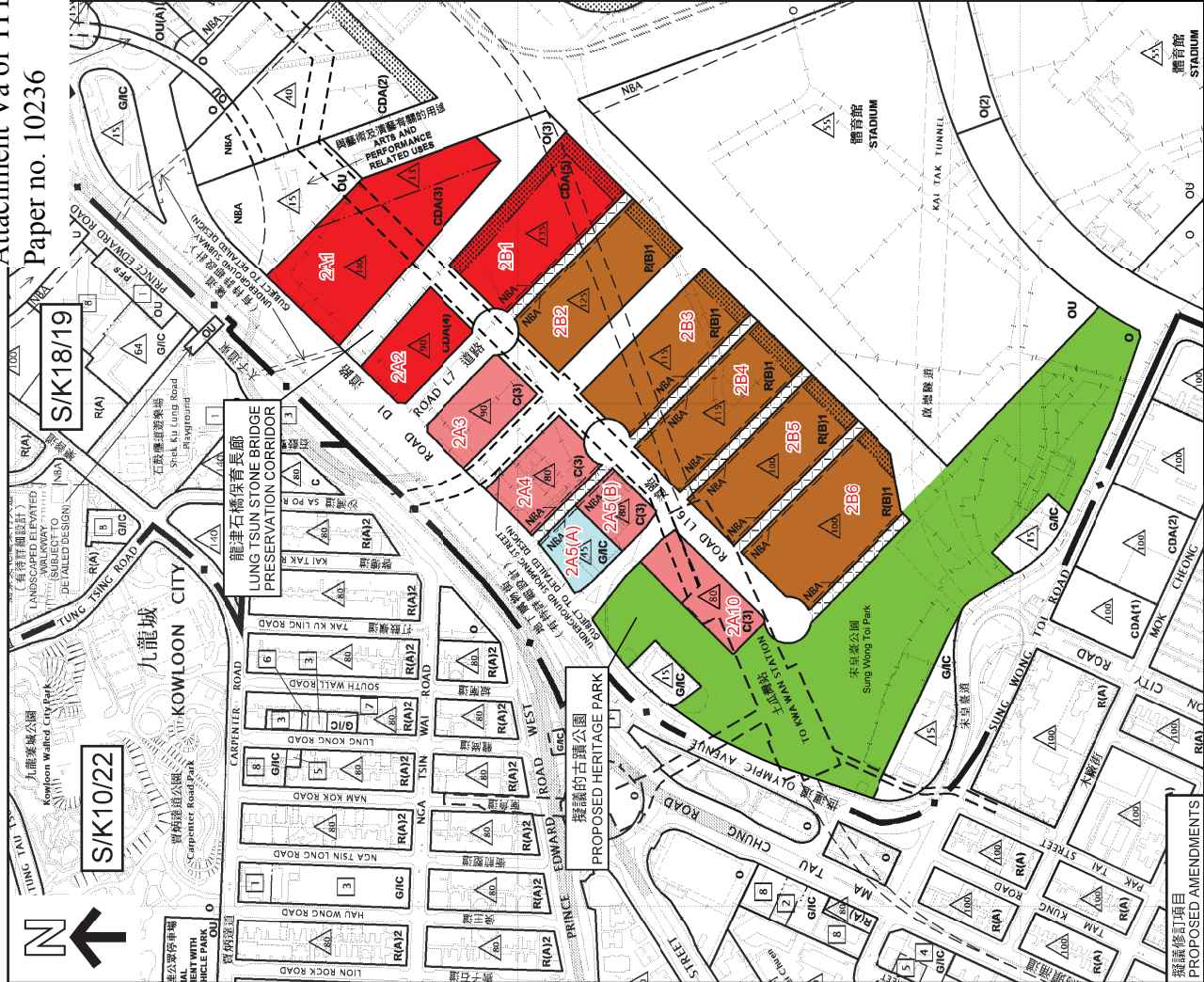
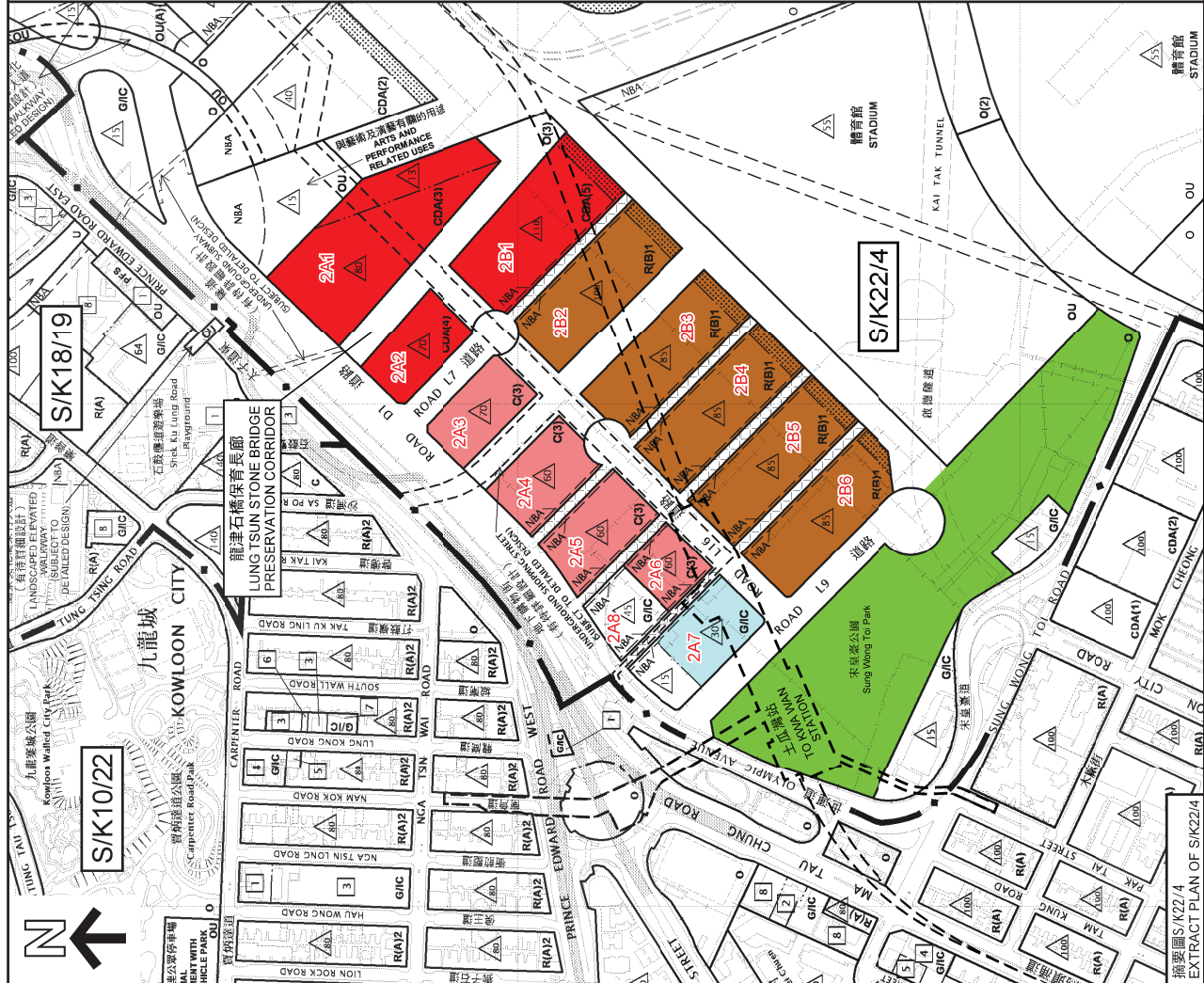
31. The same Member considered that without any designation of residential sites for PRH development on the OZP, the general public's request for more PRH had not been properly addressed. That Member also said that Appendix II of the Paper only covered

the G/IC and open space provision in Kowloon City, and asked whether there was any shortfall in G/IC and open space provision in the adjoining districts, e.g. Wong Tai Sin and Kwun Tong. In response, Mr Tom C.K. Yip said that as KTD mainly fell within the DC boundary of Kowloon City, an assessment on the G/IC and open space provision was based on Kowloon City DC, although the provision in adjoining districts was generally adequate. As KTD was a new development area, there was room for providing more open space and G/IC facilities to serve the adjoining districts. The open space provision in KTD and Kowloon City would exceed the overall minimum requirements under the HKPSG. A library and Kai Tak Acute Hospital were proposed to meet the community's need for various GIC facilities and for the purpose of serving a wider area.

32. The Chairman supplemented that the Long Term Housing Strategy (LTHS) had set a target of producing 46,000 flats per year for the next 10 years, with a 60:40 split for public and private housing. The housing mix was an overall target but not for individual OZP. The OZP would focus on identifying sites suitable for residential development, with flexibility of allocating the type of housing development according to the actual circumstances.

33. A Member asked whether the number of flats in the completed Kai Ching Estate, Tak Long Estate and 煥然壹居 had been included in the estimated number of flats for KTD. That Member also asked whether any centralised waste disposal system similar to that adopted in some German cities would be proposed for KTD. In response, Mr Tom C.K. Yip said that the estimated 49,900 flats for KTD had already included those completed flats mentioned above. The Chairman also noted that the government did not have, at the moment, a policy regarding the provision of centralised waste disposal system similar to that adopted in some German cities in new development areas. Members' views might be conveyed to the relevant Bureau for consideration.

34. As Members had no further questions, the Chairman thanked the representatives from the government and AECOM for attending the meeting. He requested that PlanD should take into consideration Members' comments on the Review Study and explore the feasibility of enhancing the development proposals.



位置圖 LOCATION PLAN

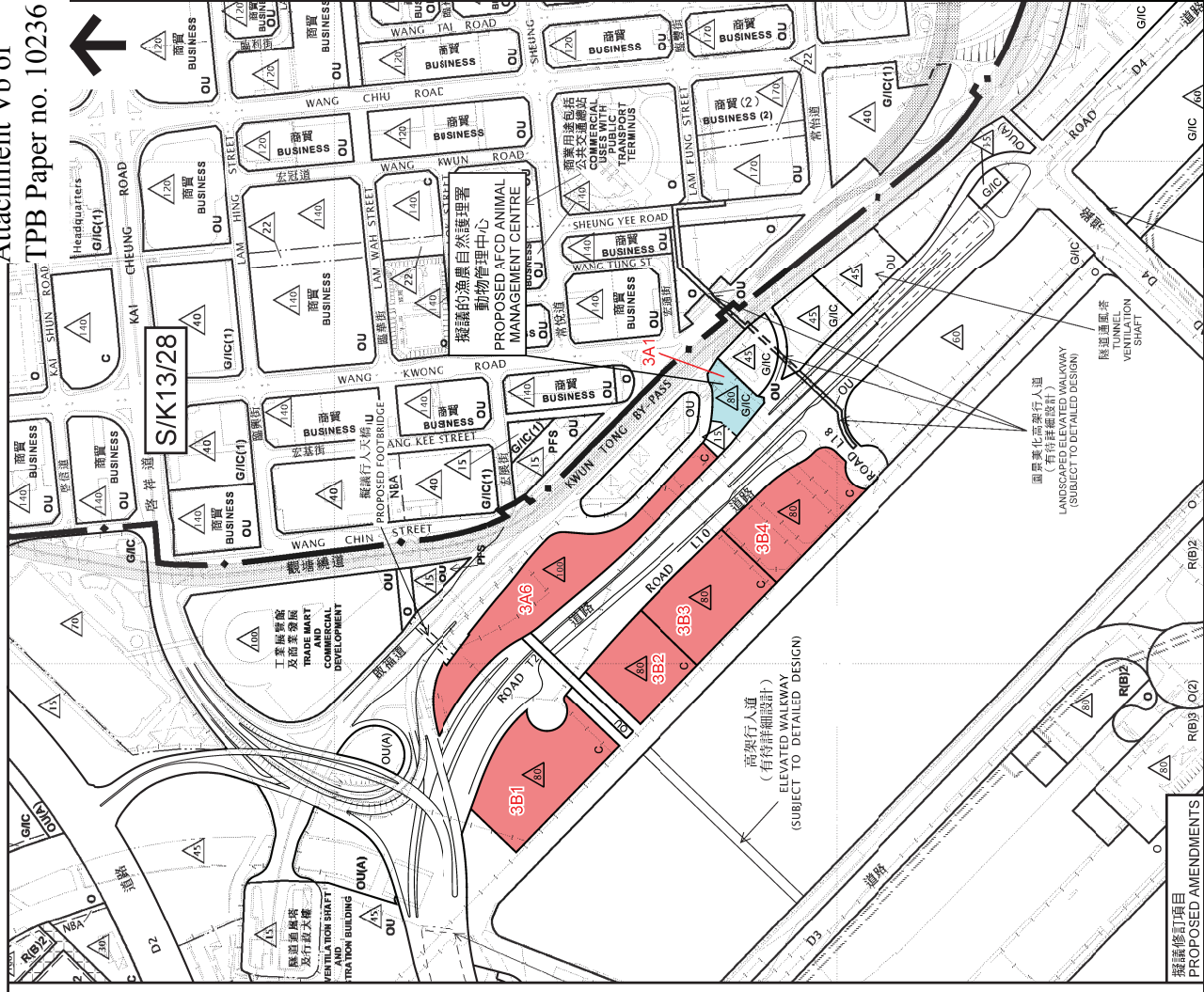
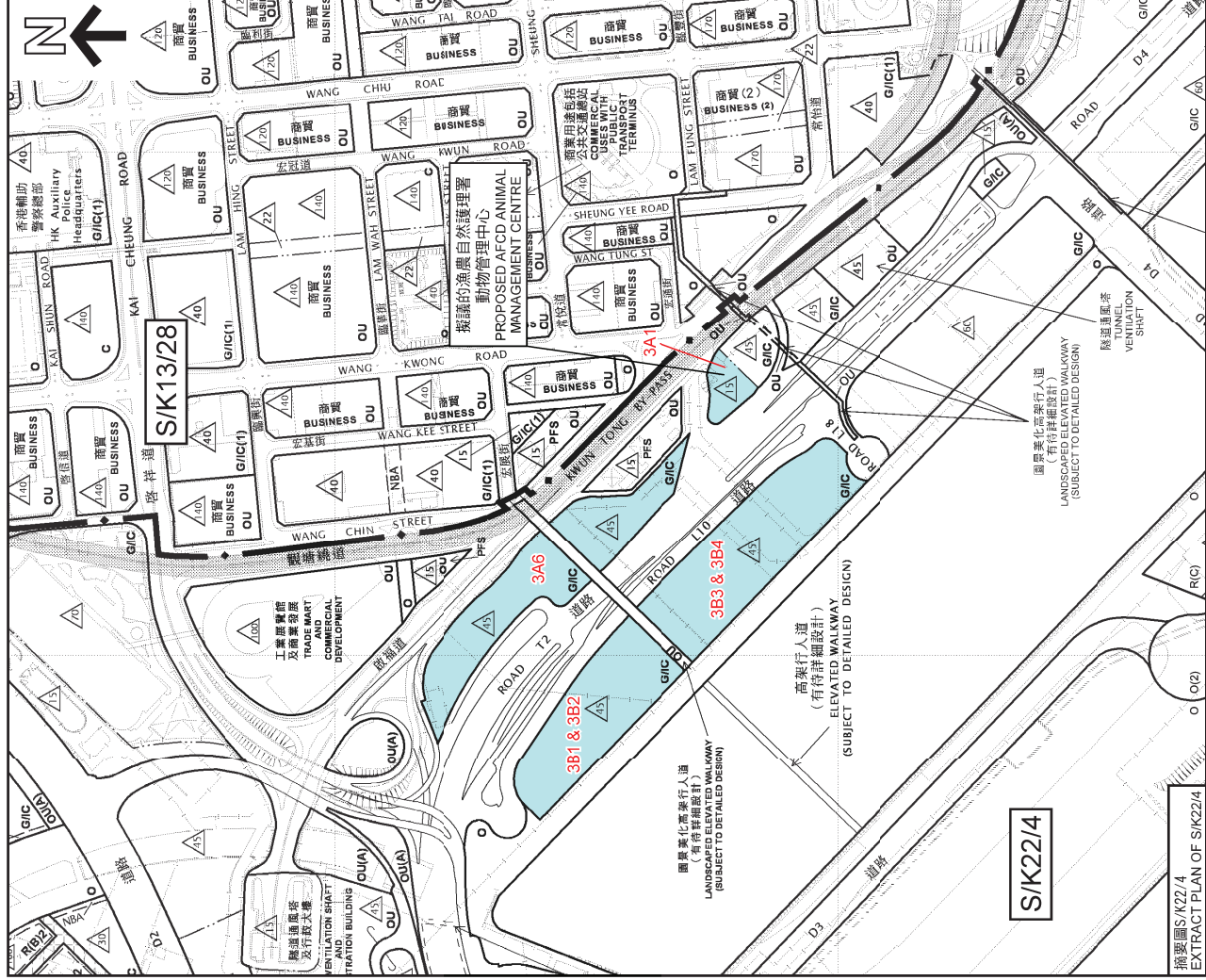
第二區的發展建議
RECOMMENDED DEVELOPMENT PROPOSALS FOR AREA 2

本摘要圖於2016年10月12日製備，所根據的資料為：
於2016年4月5日核准的分區計劃大綱圖編號S/K10/22，
於2015年1月6日核准的分區計劃大綱圖編號S/K18/19，
以及於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 12.10.2016
BASED ON OUTLINE ZONING PLANS NO.
SK10/22 APPROVED ON 5.4.2016,
SK18/19 APPROVED ON 6.1.2015 AND
SK22/4 APPROVED ON 4.9.2012

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K22/16/99





摘要圖 S/K22/4
EXTRACT PLAN OF S/K22/4

位置圖 LOCATION PLAN

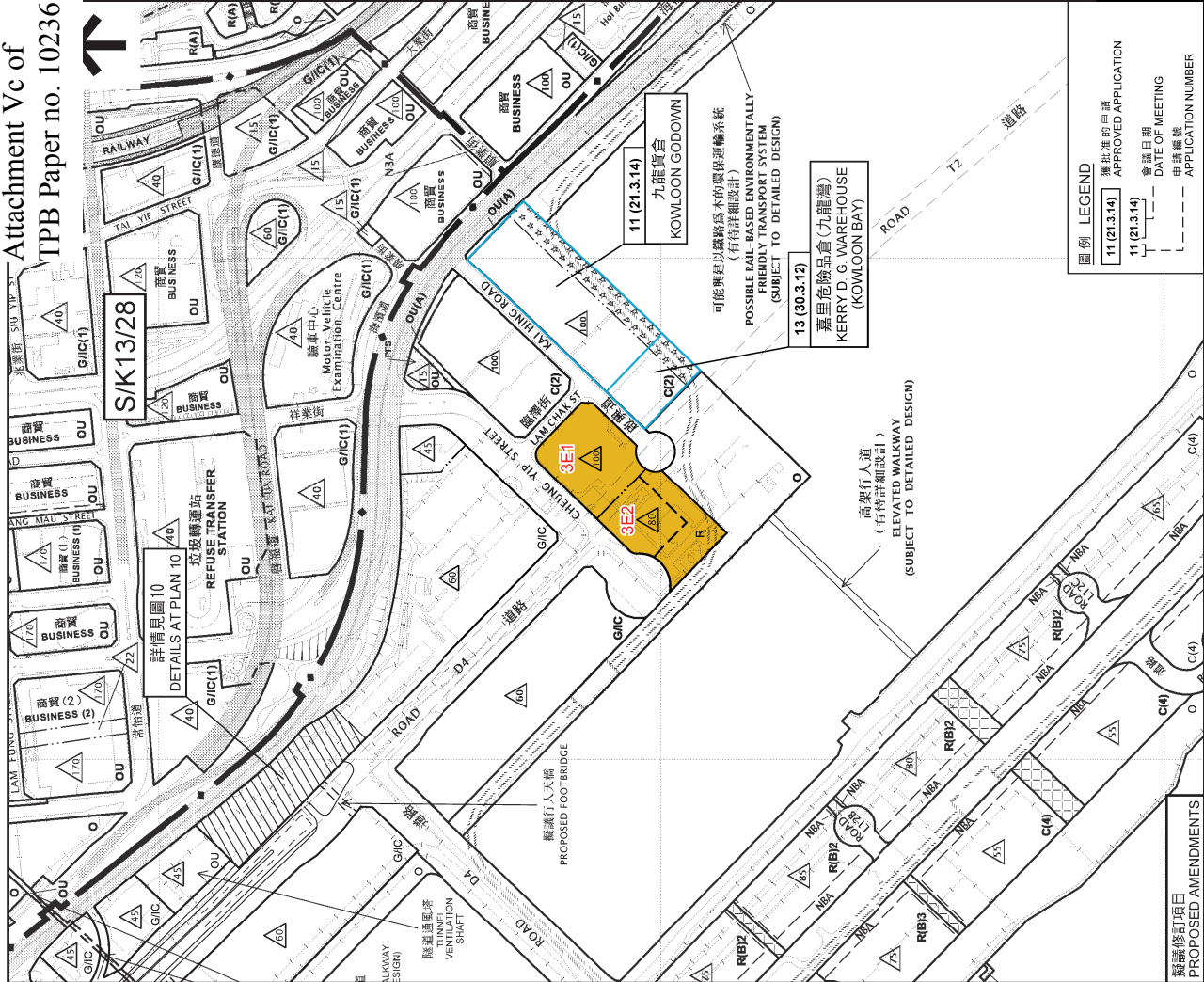
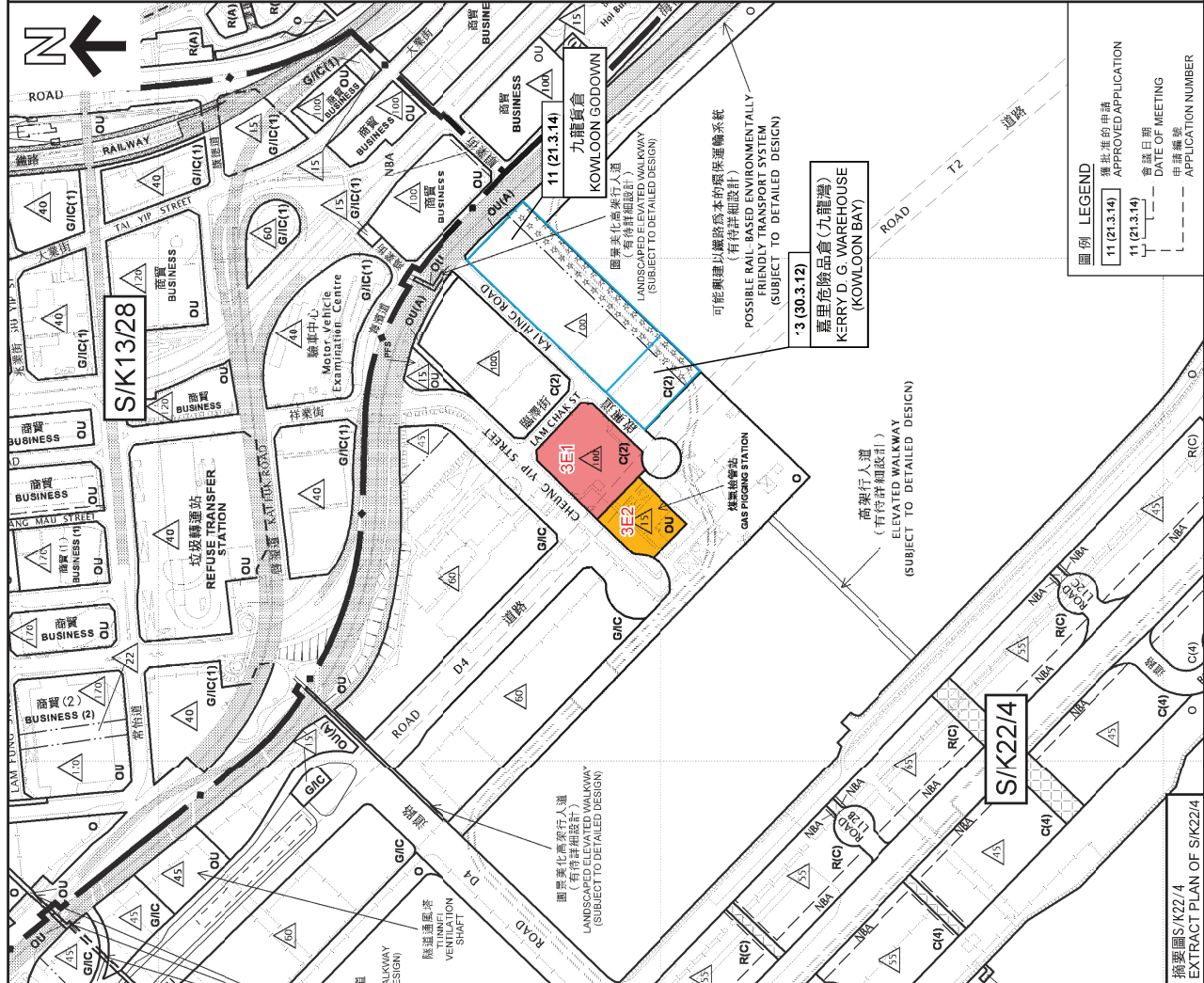
本摘要圖於2016年10月14日製備，所根據的資料為：
於2014年4月11日展示的分區計劃大綱圖編號S/K13/28，
以及於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 14.10.2016
BASED ON OUTLINE ZONING PLANS NO.
S/K13/28 EXHIBITED ON 11.4.2014 AND
S/K22/4 APPROVED ON 4.9.2012

第三A及B區的發展建議
RECOMMENDED DEVELOPMENT PROPOSALS FOR AREAS 3A & 3B



規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K22/16/99



位置圖 LOCATION PLAN

本摘要圖於2016年10月14日製備，所根據的資料為：
於2014年4月11日展示的分區計劃大綱圖編號S/K13/28，
以及於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 14.10.2016
BASED ON OUTLINE ZONING PLANS NO.
S/K13/28 EXHIBITED ON 11.4.2014 AND
S/K22/4 APPROVED ON 4.9.2012

第三E區的發展建議
RECOMMENDED DEVELOPMENT PROPOSALS FOR AREA 3E

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K22/16/99

議項 IV – 啟德發展檢討研究
(觀塘區議會文件第 43/2016 號)

13. 主席歡迎發展局副局長馬紹祥先生，JP(下稱「馬副局長」)、局長政治助理馮英倫先生、首席助理秘書長(工務)2周紹喜先生、首席助理秘書長(海港)區口恩女士及助理秘書長(基建統籌)4馮天賢先生；教育局助理秘書長(延續教育)2凌伯祺先生；規劃署九龍規劃專員葉子季先生；土木工程拓展署(下稱「土拓署」)總工程師/九龍1(九龍)徐仕基先生；以及職業訓練局(下稱「職訓局」)署理執行幹事梁任城先生出席會議。

14. 馬副局長及葉子季先生介紹文件。

15. 議員提出的查詢及意見如下：

- 15.1 顏汶羽議員建議局方考慮：(i)早日就啟德發展區的交通網絡作長遠全面的規劃，例如興建高架單軌鐵路；以及(ii)早日就茶果嶺海濱未來的發展規劃概念諮詢區議會。
- 15.2 陳華裕議員建議局方考慮：(i)在規劃啟德發展區時要注重樓宇的通透度，並促進可步行性，特別是由宋王臺公園連接至九龍灣；(ii)早日連接前跑道末端至觀塘海濱一帶；(iii)研究如何接駁觀塘海濱花園第一、二期至茶果嶺海濱及鯉魚門區；(iv)第四區樓宇的布局須與都會公園配合，使通透度提高；以及(v)早日規劃啟德急症全科醫院(下稱「啟德醫院」)接駁至牛頭角及九龍灣的空中行人走廊。
- 15.3 張順華議員首先代表已離席的馬軼超議員發言，指其選區內功樂道44號海天園的業主立案法團反對啟德發展區提高發展密度，認為會阻礙空氣流通及產生熱島效應，並建議將跑道範圍改為綠化地帶，增加綠色空間。他接着提出其意見，認為應在啟德發展區興建博物館、音樂廳、體育館等公眾設施予全港市民享用。他反對放寬該區的地積比率，認為違反了有關保護山脊線的法定要求。他亦對在茶果嶺海濱興建職訓局校舍有所保留。
- 15.4 簡銘東議員建議局方考慮就啟德發展區工程施工期間九龍東的交通擠塞情況，並為日後來自安達邨、安泰邨、

大上托山等地方的新增人口，早日興建可使用的道路，避免令太子道東、坪石邨一帶、偉業街、觀塘道的交通擠塞問題惡化。

- 15.5 鄧咏駿議員不同意在海濱區域興建高密度屏風式私人樓宇。關於麗港城對出海濱區域的規劃修訂，包括改劃污水處理廠用地的用途，並重置現有的臨時足球場、專用石油氣加氣站及偉業街，以騰出空間興建職訓局校舍，他建議待職訓局有詳細的校舍設計時再諮詢區議會。他又期望校舍能盡量降低高度及融入附近海濱環境。至於連接觀塘海濱與前跑道末端的天橋，他建議應讓行人、單車、汽車及高架單軌鐵路都能使用。
- 15.6 鄭強峰議員建議局方考慮：(i)就區內現時已十分擠塞的交通網絡，盡快規劃前跑道末端與觀塘的連接；以及(ii)早日規劃興建啟德醫院周邊的道路網，避免日後因交通擠塞而阻礙病人前往醫院的時間。
- 15.7 蘇麗珍議員建議局方考慮：(i)進一步發展觀塘海濱長廊，貫通鯉魚門至尖東區；以及(ii)早日落實興建連接觀塘商貿區與前跑道末端的天橋及高架單軌鐵路。
- 15.8 譚肇卓議員建議局方考慮：(i)就區內放寬地積比率後興建的樓宇及早或同步規劃相關的交通及社區設施配套；以及(ii)就長遠解決區內交通擠塞問題早日提出具前瞻性及突破性的交通改善計劃，向區議會展示政府有能力解決問題，並向公眾透露各大型交通項目的落實時間表。
- 15.9 呂東孩議員明白文件的建議方案，並建議局方考慮：(i)就啟德第四區增加住宅單位並隨之增加的人口及早規劃相應的交通配套設施；(ii)及早興建連接前跑道末端與觀塘的天橋；以及(iii)進一步延伸茶果嶺海濱第六區的發展範圍，並就職訓局項目多聆聽地區人士的意見。
- 15.10 畢東尼議員向局方查詢：(i)興建古蹟公園的詳細理據為何；(ii)有否就地積比率放寬後增加的就業人數(20 000人)及居住人口(30 000人)相應提高交通配套設施的容量；(iii)地積比率放寬後的公私營房屋比率為何；(iv)啟

德醫院擴展工程細節為何；(v)新增的動物福利綜合大樓功能為何；(vi)職訓局項目選址原因為何；以及(vii)擬議水上體育及康樂活動種類及附近水質為何。

15.11 柯創盛議員建議局方考慮：(i)在計劃發展房屋時，須及時檢討和具體規劃相應的交通配套設施；(ii)早日落實高架單軌鐵路項目；(iii)在規劃增加土地地積比率時，盡量提高公屋、居屋、綠置居各類資助房屋的比重；(iv)就觀塘海濱發展規劃，與相關部門協調運用資源，以達致協同效應；以及(v)加快落實興建啟德醫院。

15.12 張琪騰議員同意文件的建議，並建議局方考慮：(i)在啟德道路網絡內增加分支路，以免發生緊急情況時交通擠塞；(ii)盡快落實興建高架單軌鐵路，以期在整個啟德發展區落成前能供市民使用；(iii)就茶果嶺海濱及擬建的職訓局項目解決附近一帶道路(包括茶果嶺道)的交通擠塞問題；以及(iv)早日研究和規劃啟德發展區周邊交通網絡的暢達度。

15.13 陳俊傑議員建議局方考慮：(i)在啟德發展區預留土地興建高架單軌鐵路車廠、路軌及車站配套設施；以及(ii)圍繞啟德發展區內的啟德體育園興建一條多元化的賽道，以供舉行各類活動，包括單車賽、國際級馬拉松邀請賽、跑步同樂日等。

15.14 姚柏良議員建議局方考慮：(i)早日興建高架單軌鐵路及連接前跑道末端與觀塘的天橋；(ii)落實水上體育及康樂活動中心的計劃；以及(iii)完善啟德發展區的交通網絡規劃，避免令其淪為孤島。

16. 主席呼籲局方積極利用發展啟德用地的契機，延伸觀塘海濱花園。他又建議局方早日興建連接前跑道末端與觀塘的道路，以免啟德發展區只有一條主幹道。在樓宇規劃方面，他擔心啟德的屏風式樓宇會阻擋觀塘市民遠眺維港景色。他亦建議局方考慮預留土地作電動汽車充電站之用。就擬建的動物管理中心，他建議局方考慮發展為動物醫院。

17. 局方/署方就議員的查詢及建議回應如下：

- 17.1 公營房屋需要：局方指政府會兼顧公營及私營房屋的需要，就此問題局方會繼續與運輸及房屋局磋商，詳細研究每一幅房屋用地的用途，因公私營房屋在地盤面積及發展要求上有所不同。
- 17.2 商業單位需求：局方表示會增加商業單位供應，創造更多原區就業機會。
- 17.3 提高樓宇密度會否影響山脊線的景觀：規劃署指從港島公眾瞭望點望向啟德發展區的景觀所受影響不大，而從啟德都會公園瞭望點望向獅子山方向的景觀亦不會受附近樓宇高度所影響。
- 17.4 跑道區屏風效應：規劃署備悉議員在有關方面的關注，並解釋在規劃該區發展時已預留通風廊及非建築用地等以改善空氣流通，而檢討研究亦進行空氣流通評估，以確保發展不會產生屏風樓效應。
- 17.5 海濱長廊的發展：規劃署已在啟德發展區預留約 100 公頃的休憩用地及 11 公里長的海濱用地，以連接西面的馬頭角及東面的茶果嶺地區。嘉里貨倉及九龍貨倉用地日後若重建，將預留 20 米闊海濱長廊連接東面的觀塘海濱長廊。另外，「起動九龍東辦事處」已將觀塘碼頭一帶規劃為行動區，重整土地用途，包括提供貫通的海濱長廊。
- 17.6 將發現古蹟範圍劃為休憩用地：規劃署解釋將有關用地劃為休憩用途可較大規模及完整地保留考古遺跡、供市民欣賞及作教育用途，並能與宋王臺公園連貫發展，在附近密集的都市環境提供較大的休憩空間。
- 17.7 擬建職訓局校舍：規劃署建議改劃土地為「政府、機構及社區」用途以興建職訓局校舍，並於沿海預留足夠空間以發展日後的海濱長廊，而海濱長廊的確實興建時間，則須視乎各相關部門的資源及優先次序。至於校舍高度會配合麗港城樓宇高度(約 80 至 92 米)，採用階梯式設計，設有通風廊及適當的綠化面積，以避免屏風效應。

- 17.8 專用石油氣加氣站搬遷後的交通安排：規劃署已計劃搬遷現有偉樂街以配合搬遷後的發展，職訓局的顧問亦已進行交通影響評估確保在交通上不會帶來不能接受的影響。署方認為從土地用途角度而言，於該地點發展作有關用途是合適的。
- 17.9 啟德醫院地盤擴展的原因：規劃署解釋由於位於第三區擬建醫院的兩幅用地在連接上有改善空間，故須擴展地盤範圍及興建天橋連接兩地，以改善醫院的連繫，令醫院設計統一連貫，亦可配合整體醫院的發展需要。
- 17.10 動物管理中心：規劃署指動物管理中心由漁農自然護理署管理，現址位於土瓜灣。因應擴充需要，建議將中心遷往啟德發展區，以提供更全面動物管理及福利服務，包括預防狂犬病、為狗隻提供注射及發牌服務、捕捉流浪動物、協助狗主尋回失犬、接受棄養寵物、處理無人認領寵物、推廣動物福利設施、提供獸醫管理局所需要的設施。局方會向相關政策局轉達設立動物醫院的建議。
- 17.11 啟德交通基建：土拓署表示，未來啟德發展區居民主要依靠沙中線啟德站及土瓜灣站出入，可減輕道路的負荷。日後隨着中九龍幹線、T2 主幹路、將軍澳-藍田隧道逐步落成，亦可減輕周邊道路的壓力，例如觀塘道、太子道東等。關於啟德醫院及跑道區的交通網絡，署方會把初期的單線雙程路擴闊為雙線雙程路，也可望改善目前交通擠塞的情況。至於啟德醫院範圍內的單線雙程路亦會擴闊為雙線雙程路，以改善交通流量。
- 17.12 環保連接系統及連接前跑道末端與觀塘的天橋：土拓署表示正進行有關研究，明年會有結果，並會適時就環保連接系統及天橋一併諮詢公眾。局方補充，啟德發展區的賣地條款已加入環保設施要求，例如電動汽車充電站、綠化設施、綠色建築認證(BEAM Plus)、智能計量儀(Smart Meter)等。
- 17.13 海濱發展：局方指海濱是該局的發展重點之一，期望11公里長的海濱長廊能盡快建成予市民享用。

17.14 未來交通網絡的規劃：局方表示，正積極與運輸署跟進有關的交通配套設施，啟德發展區的道路基建亦正在日以繼夜地進行，而 T2 主幹路、中九龍幹線(處於最後設計階段，並已展開部分前期工作，運房局將為此項目向立法會申請撥款。)、將軍澳藍田隧道也將陸續完成(2022-23 年完工)。土拓署補充，啟德發展區 D2 路會在一至兩年內完工，屆時可經此路通往九龍灣，而近譽港灣的 D1 路亦剛批出建造工程合約。至於啟德坊內有 6 個地段已有基建設施，可供發展商投標發展。此外，與 T2 主幹路相關的前期工程及 D4 路的擴闊工程亦已展開。

17.15 行人連接規劃：在行人連接方面，規劃署補充會以休憩用地網絡(例如天橋)提供舒適方便的行人環境。

17.16 啟德醫院的行人連接：規劃署補充會為市民提供地面及天橋行人連接系統往來九龍灣。

18. 主席總結表示，大會支持局方的工作計劃，並呼籲局方聯同相關政策局及部門深入了解居民的苦況，早日解決觀塘區不斷發展而引致的交通擠塞問題。

(莫建成議員、鄧咏駿議員及謝淑珍議員於下午 7 時 10 分離開會場，呂東孩議員於下午 7 時 20 分離開會場。)

~~議項 V — 延續起動九龍東辦事處運作~~
(觀塘區議會文件第 44/2016 號)

19. 主席歡迎起動九龍東專員區潔英女士(下稱「區專員」)、副專員黃德才先生及高級地方營造經理(規劃)黎萬寬女士協助討論。

20. 區專員介紹文件。

21. 議員提出的查詢及意見如下：

~~21.1 張順華議員嘉許起動九龍東辦事處(下稱「辦事處」或「處~~

~~40. 就議員建議在摩士公園年宵市場增加攤位一事，劉署長表示由於署方已對外公布明年一月年宵市場的競投細節，署方會在下次公布競投細節前視乎今年的競投情況考慮作出調整。~~

41. 劉署長表示食環署已為前線人員執法提供足夠的指引，包括法律框架、執法時有沒有酌情權等，指引亦有提及前線人員可在部分情況下作口頭警告。至於灣仔倒水事件，她表示食環署已向相關人士包括當事人及執法同事了解事件始末，署方現正就相關事實及所引起的法律定義問題，徵詢律政司的建議。她表示在現存機制下，署方有覆檢制度，亦有機制撤回已發出的定額罰款通知書。署方現階段會待律政司提供法律意見後再作跟進。至於就議員查詢食環署是否欺善怕惡，她希望各位議員明白食環署的前線人員每天面對的情況都不同。她以前線人員曾經就店鋪阻街問題聯同警方經過數小時才能完成執法行動，以及署方每年有數十前線人員執勤期間因肢體衝突而受傷為例，表示食環署的前線人員一直公正執法，不會退縮。

~~42. 主席再次感謝劉署長、林永康助理署長以及陳總監到訪黃大仙區議會，並請署方備悉議員的建議。~~

(ii) 啟德發展檢討研究
(黃大仙區議會文件第 71/2016 號)

43. 主席歡迎為此議程出席會議的發展局副局長馬紹祥先生、局長政治助理馮英倫先生、首席助理秘書長(工務)2 周紹喜先生、首席助理秘書長(海港)區穎恩女士、助理秘書長(基建統籌)4 馮天賢先生、規劃署九龍規劃專員葉子季先生及土木工程拓展署總工程師/九龍 1(九龍)徐仕基先生。

44. 發展局馬紹祥先生及規劃署葉子季先生以投影片輔助介紹文件。

(胡志健議員於四時三十分離席。)

45. 袁國強議員代表東九龍居民委員會介紹意見書《對「啟德發展檢討研究」文件的意見》(附件五)。

(陳炎光議員於四時四十分離席。)

46. 李東江議員表示曾向相關部門建議於啟德發展區興建水上活動中心，認為上址環境優美，相信經規劃後將可成為香港鮮有的水上活動中心。他指現時居於九龍及新界的市民須前往西貢才可進行水上活動，而港島區的市民則須前往赤柱等。他表示香港在國際龍舟標準賽的成績突出，而過往滑浪風帆及獨木舟比賽等均獲得不俗的成績，故查詢擬建水上活動中心能否協助舉辦國際運動賽事(如奧林匹克運動會及亞洲運動會等)，並查詢有關場地會交由政府部門，如康樂及文化事務署(康文署)負責管理及發展，還是外判予其他商業機構營運。

47. 譚香文議員感謝政府部門就啟德發展檢討研究的建議諮詢黃大仙區議會。雖然啟德發展區的規劃主題為「香港文化、綠茵、體育和旅遊樞紐」，但由於有關建議增加了發展密度，因此她認為規劃未能符合「綠茵」的主題。她引述東九龍居民委員會的意見書指，現建議興建的房屋單位較 2006 年的規劃增加了 65%，而可住人口亦上升了 56%；另外，她引述黃大仙區議會轄下房屋會文件第 33/2014 號指，部門於 2014 年 10 月 21 日就《啟德發展計劃－增加發展密度的建議方案 and 技術研究結果》諮詢房屋會時，亦有提出增加約 6,800 個住宅單位，以及約 43 萬平方米(約 20%)樓面面積作商業用途。她表示現時署方又再次建議大幅度增加住宅單位數目，有關增幅更接近雙倍，擔心會造成屏風效應。她指去年討論前大磡村土地規劃時，區議會對其建築物的高度限制(120 米)甚表關注。然而，現時部門建議將鄰近九龍城及新蒲崗的第二區內預留作商業發展及住宅發展的用地地積比率由 4.5 倍增至 6.5 倍，而建築物高度限制亦提升至最高 135 米，擔心此修訂會嚴重影響前大磡村的發展或鄰近地區的環境，並查詢部門有否就是次修訂進行大規模的環境評估，以研究建築物密度及高度的增長對鄰近地區(如前大磡村用地)的環境生態及通風廊的影響。她表示支持政府增建房屋，以回應市民住屋需求，但認為不應過份側重於增加住屋單位。她指是次文件第 21 段與房屋會文件第 33/2014 號相同，質疑部門有否認真研究有關修訂對附近環境及交通的影響。她請部門在規劃時謹慎考慮不同因素，切勿盲目地增加住宅單位。

48. 黃逸旭議員認同增加住宅單位能有效回應年輕家庭或單身青年對公共租住房屋(公屋)或居者有其屋(居屋)單位的需求，但擔心建議的樓宇數量增幅會造成屏風效應，從而影響黃大仙區的通風效果。他指出過往黃大仙區曾在酷熱天氣警告下，錄得全港最高溫度，因此他希望部門能在建築設計上改善區內的通風效果。另外，有見就業人口及商業用地面積有所增加，他擔心啟德城中心至啟德郵輪碼頭的交通配套，尤其於繁忙時間未必能應付人流的增長。他表示現時於繁忙時間啟德往九龍城區或旺角區的交通擠塞問題極之嚴重，雖然沙中綫日後將設有啟德站及土瓜灣站，以協助紓緩上述地區的交通，但署方在規劃時不能只依賴環保連接系統處理啟德區內的交通配套。他希望部門能積極跟進上述問題。

49. 黃逸旭議員續表示，新地盤 2A10 用地位於住宅區及沙中綫土瓜灣站旁，因此認為不應規劃為商業用地。另外，部門的建議會增加啟德區內的住宅人口，擔心區內只規劃兩所小學及一所中學未能應付需求，希望部門繼續研究教育用地的規劃。最後，他指出擬建學校的地理位置較接近鑽石山站，故希望部門研究將該些學校納入黃大仙區校網而非九龍城區校網。

(蔡子健議員及施德來議員於四時五十五分離席。)

50. 陳英議員表示香港地少人多，對房屋有迫切需求是不爭的事實，但希望署方在增建房屋時多考慮其交通配套，如道路的使用情況及停車位數目等。啟德發展區將會有兩所醫院落成，若附近交通經常出現擠塞，對醫院使用者將造成極大影響。另外，他擔心近海濱用地的建築物高度限制由 85 米增加至 135 米，會對黃大仙上邨及黃大仙下邨造成屏風效應，故查詢部門在提出有關修訂前有否進行環境評估。

51. 林文輝議員指社會人士十分關注相關部門及機構會如何保存沙中綫土瓜灣站工程範圍內所挖掘出具文物價值的古井和考古文物，並讚賞及支持規劃署將有關用地發展為古蹟公園，以及與鄰近的宋皇臺公園一併規劃。另外，他理解署方考慮到現時社會對房屋的迫切需求，因而提出增加部份用地的地積比率。他建議署方積極考慮議員的意見，檢視有關修訂對區內通風效果的影響，並於多個地點檢視修訂會否影響獅子山的山脊線，以釋除議員的疑慮。無可否認，建築

物高度限制放寬後會使熱島效應更為嚴重，因此他建議署方在規劃時考慮要求部份建築物進行天台綠化以紓緩熱島效應，並於建造建築物前落實有關設計，避免於日後加建，造成倒塌危機。

52. 林文輝議員亦對啟德發展區的交通配套表示關注。他明白啟德發展區的規劃主題為「綠化」，因此政府希望盡量減少該區車流及鼓勵市民使用公共交通工具。他表示現時沒有行車路直達啟德郵輪碼頭，市民須於觀塘乘渡輪前往該處。現時未見政府有意於前跑道第四區住宅用地附近興建停車場，擔心交通配套未能應付將來市民的需求。他認為環保連接系統須與住宅同期設計及落成，否則居民慣性使用私家車前往該處後，將較難改變他們的乘車習慣。最後，他補充指不應於住宅的低層興建停車場，否則會浪費土地資源。

53. 莫健榮議員指《啟德分區計劃大綱圖》已因應社會環境及持份者訴求等作出多次修改。雖然提升部份用地的地積比率對鄰近地區的通風及景觀造成影響，但在平衡整體社會利益後，認為仍有需要實行有關建議。他指部門須謹慎規劃區內的交通配套以配合居住及就業人口的增長。環保連接系統在初期諮詢時被指回報率低，因此推展進度較為緩慢，但考慮到現提議的修訂將大幅增加該區人口，他查詢署方會否順應該區的發展步伐而加快落實有關系統。另外，環保連接系統的車站與沙中綫啟德站相距較遠，不便市民以此系統作為交通接駁工具；而環保連接系統第二次修訂方案建議將其中一個車站設於遠離公營房屋(包括啟晴邨及德朗邨)的位置，他查詢部門作此安排的原因。

54. 莫健榮議員續表示，部門現提議的修訂只會增加高級住宅的建築面積，並未能惠及基層或夾心階層，查詢部門會否於其他用地興建夾心階層住屋計劃、居屋或資助出售房屋計劃單位。最後，他查詢啟德醫院會於二零二二年第一期工程完成後開放予公眾使用，還是於二零二四年兩期工程合併完成後才正式啟用。

55. 胡志偉議員指啟德發展區設有區域供應冷卻系統，因此所有商業大廈均會連接該系統以紓緩熱島效應，他請署方於稍後多加闡釋，以釋除議員的疑慮。另外，他建議於已增加發展密度的用地(即近宋皇臺公園一帶)預留部份建築面積作為公屋或居屋發展，為該區提供更多元化的人口及房屋組合。有關交通配套方面，他指出環保連接系

統於較早前討論時的造價已接近一百四十億元，相信現時造價可高達二百億元。他認為即使該區人口有所增長，仍未能帶來理想回報，因此他不同意依賴環保連接系統作為區內的交通接駁工具。他建議部門考慮使用電車或電動巴士等作為接駁工具，並補充指電車是成本較低的集體運輸工具。最後，他指出啟德發展區的東西兩端設有沙中綫啟德站及馬頭圍站，請部門研究該區的交通配套，使居民可在十分鐘的步行距離內使用其他交通接駁工具。

56. 黎榮浩副主席表示，原則上支持覓地發展以增加房屋供應，但署方須審慎考慮發展對周邊環境的影響，以及該區的交通配套等問題。有見部門建議將第四區的商業及酒店用地改劃為住宅用地，他質疑該地是否適合改劃為乙類住宅用地(中密度住宅單位)，以及部門能否妥善處理景觀影響及交通配套等問題。由於第四區與擬建水上活動中心距離較近，他擔心於附近舉辦活動會影響民居，引來投訴。另外，他指啟德急症全科醫院的面積比伊利沙伯醫院小，質疑它未能應付啟德發展區的醫療需求。最後，有關九龍貨倉及嘉里危險品倉已獲城市規劃委員會批准改為住宅用地一事，他認為部門應在修訂前先諮詢地區意見。

57. 許錦成議員原則上不反對增加興建住宅單位，但關注將地盤 4A2、4C1 及 4C2 改劃為住宅用地，以及將地盤 4E1 及 4E2 規劃為住宅用地等修訂。他查詢上述修訂會否減少都會公園的面積，以及 4A 及 4C 區的配套設施能否應付居住人口的需求。另外，有見住宅單位增加了約 10,000 個，他查詢有關增長的公私營房屋比例。鑑於現時輪候公屋人數高達 300,000 人，他認為署方須在規劃上考慮增加公營房屋的供應。

58. 李東江議員指出，由於第四區的住宅建築物主要為中低密度建築物，擔心現時避風塘一帶會變成該些住宅的私人碼頭，查詢政府或康文署會否參與管理。

59. 發展局馬紹祥先生感謝議員的意見，表示會考慮有關建議。眾所周知，現時輪候公屋人數高達 300,000 人，輪候時間頗長；同時私營房屋的樓價亦愈趨昂貴，因此政府在考慮公私營房屋比例時會盡量平衡兩方的需求。局方會於合適的新增住宅用地興建房屋，亦會與

運輸及房屋局及房屋署研究於合適用地發展公營房屋。由於規劃公營房屋的限制比較多，包括考慮其經濟效益及附近公共設施的配合等，因此須挑選面積較大及鄰近公共交通工具的用地作發展。他指嘉里危險品倉旁的用地因距離公共交通比較遠所以未必是發展公營房屋的理想選址。局方備悉議員的意見，並會審慎考慮基層市民的住屋需求，研究增加公屋及居屋的供應。

60. 規劃署葉子季先生表示，是次檢討的目的是善用市區可供發展的珍貴土地資源，以滿足社會對房屋及商業用地的迫切需求，並提出優化土地用途建議，以回應社會人士對文化保育，體育活動和旅遊發展等的訴求。署方在考慮建議時已參考了《香港規劃標準與準則》內市區新發展區住宅用地建議的最大准許地積比率(即 6.5 倍)，此地積比率已較內陸地區，如馬頭角及九龍城的住宅用地地積比率(即約 7.5 倍)為低。另外，整體啟德發展區仍能提供約三分一的土地作休憩用地，而該些休憩用地可紓緩視覺影響及幫助區內的空氣流通。在增加部份用地的地積比率後，建議仍不會對基建設施及周邊環境造成不可接受的影響。他補充指，修訂建議並不影響市民望向獅子山山脊線的視野，從都會公園內的瞭望點仍可觀賞獅子山的山脊線。

(胡志偉議員於五時三十分離席。)

61. 有關空氣流通方面，葉先生指出啟德發展區於夏天主要的盛行風為東南風，因此整體區內的通風廊及道路設計是由東南方走向西北方。而區內會預留足夠的休憩用地、行人街及通風廊以改善區內的空氣流通。於第二區地盤之間亦預留寬闊的休憩用地及行人街，而附近的建築物亦設有「非建築用地」，以協助空氣流通。他重申是次修訂不會影響休憩用地、通風廊及行人街的闊度，建議在既定的規劃框架下，將部份建築物的高度及發展密度提高。署方就交通、景觀、空氣流通及環境影響等已進行評估，以確保相關發展不會對附近環境帶來不可接受的影響。

62. 葉先生續表示，一般而言，地鐵站附近的用地會較適合作商業發展，因此署方已將沙中綫土瓜灣站附近規劃為商業地帶。其次，現建議鄰近太子道東的地盤 2A10 所面對的空氣及噪音污染問題較為嚴重，如於該用地興建住宅發展，可採用的環境紓緩措施有限。因此，經整體考慮後，署方認為地盤 2A10 較為適合作商業發展。

63. 有關興建水上活動中心的事宜，葉先生解釋指，現提議的修訂只涉及於「休憩用地」的第一欄經常准許的用途內加入「水上體育/康樂活動」用途，使該些用地於日後可供舉行水上活動。至於詳細的選址及計劃的落實須與民政事務局與相關持份者繼續商討後方可決定。葉先生同意基於啟德明渠進口道及觀塘避風塘的長度及位置，應較適合用作水上體育活動及康樂活動發展，但現時該處水質仍有待改善。署方須視乎日後整體水質的改善情況，並需繼續與民政事務局及相關持份者商討以確認適合舉行水上活動的位置及實施的細節。

64. 葉先生續表示，啟德急症全科醫院及香港兒童醫院合共面積約 5.4 公頃，急症醫院可提供約 2,400 張病床，規模屬主要醫院，相信會成為最接近黃大仙區的急症室，並可同時服務啟德發展區、黃大仙區及觀塘區的居民。根據最新資料，醫院管理局現正就醫院進行技術可行性研究，初步預計醫院可於二零二四年落成。

65. 最後，葉先生指出因應先前建議於都會公園開闢 600 米闊的缺口以改善水質的建議無需實施，因此跑道區的住宅用地將輕微延伸至都會公園南邊的部份用地，但有關修訂對都會公園整體設計的影響較小，而公園面積仍有約二十公頃，即規模不小於維多利亞公園。為作出補償，署方建議將其他發展用地改作休憩用地，包括古蹟公園及其他地方等，並重申是次修訂旨在適度提高部份用地的發展密度，並不會影響海濱長廊的長度及公眾的使用。

66. 就交通及環境的影響，土木工程拓展署徐仕基先生表示已就增加發展密度完成環境及交通影響評估。研究結果顯示，增加發展密度對周邊環境及交通配套基本上沒有顯著的影響。雖然現時太子道東時有出現擠塞情況，但由於日後將會落成中九龍幹線、T2 主幹道及將軍澳－藍田隧道，部份原本行經太子道東或觀塘道的車輛會轉為使用新建的道路，有關設施有助疏導太子道東的交通。雖然是次修訂會增加約 10,900 單位，但帶來的車流增幅對太子道東的行車流量影響較輕微。另外，由於現時只有一條單線雙程道路前往啟德郵輪碼頭，因此交通較為擠塞。署方現正在前跑道南端進行改善工作，預計於二零一九年年中會完成一條雙線雙程的道路以取代現有道路，加上研究中的環保連接系統日後可連接前跑道南端至沙中綫車站及九龍灣站，可改善現時交通擠塞的情況。

(莫健榮議員於五時三十五分離席。)

67. 主席總結，已發言的議員對啟德發展區增加房屋及商業用地均表示支持，並已充分表達了他們對修訂建議的憂慮。議員請署方考慮將部份用地規劃為資助房屋，以回應市民的訴求。另外，規劃的修訂將增加發展的密度，居住人口亦會相應提升，議員請部門繼續研究該區的交通配套設施，尤其前跑道南端的交通安排，例如考慮於前跑道南端興建天橋連接九龍灣。與此同時，主席請部門備悉及跟進議員就景觀及通風效果等提出的意見。最後，主席表示酒店及商業用地的地下基本上會開放予公眾使用，但當該些用地改劃為住宅用地後，署方須研究如何放寬部份住宅用地的地下為公眾地方，尤其第四區中間至尾段的發展。否則若日後市民只能單靠海濱長廊作通道前後都會公園，公共空間將會大幅度收窄。主席請發展局、規劃署及土木工程拓展署繼續備悉及跟進議員的意見，並感謝各位出席是次區議會會議。

四 進展報告

68. 議員備悉下列文件：

- (i) 社區建設及社會服務委員會二零一六年九月二十日第五次會議進展報告
(黃大仙區議會文件第72/2016號)
- (ii) 地區設施管理委員會二零一六年九月二十七日第五次會議進展報告
(黃大仙區議會文件第73/2016號)
- (iii) 交通及運輸事務委員會二零一六年十月四日第五次會議進展報告
(黃大仙區議會文件第74/2016號)
- (iv) 財政常務及經濟事務委員會二零一六年十月十一日第五次會議進展報告
(黃大仙區議會文件第75/2016號)

啟德發展檢討研究

(九龍城區議會文件第 68/16 號)

34. 主席歡迎發展局副局長馬紹祥先生,JP、首席助理秘書長(工務)2 周紹喜先生、首席助理秘書長(海港)區穎恩女士、助理秘書長(基建統籌)4 馮天賢先生、規劃署九龍規劃專員葉子季先生及土木工程拓展署總工程師/九龍 1(九龍)徐仕基先生出席會議，向議員簡介「啟德發展檢討研究」。

35. 發展局副局長馬紹祥先生介紹文件第 68/16 號有關啟德發展的背景。

36. 規劃署葉子季先生介紹文件第 68/16 號的修訂建議。

37. 梁美芬議員提出下列意見：(一) 歡迎啟德發展區內增設更多地方進行水上活動，惟希望該處的水質能相應改善；(二) 希望運輸署能關注區內的交通配套及交通分流；(三) 查詢因都會公園無需開鑿缺口而新增的兩幅住宅用地，究竟用作公營還是私營房屋發展用途；(四) 查詢當局會否在啟德發展區內興建單軌列車或電動車等設施，以接駁居民到附近的公共交通交匯處；以及(五) 要求於啟德發展區內增建居屋。

38. 鄭葆賢議員提出下列意見：(一) 隨著鄰近啟德發展區的九龍東逐漸發展成新商業區，現時九龍灣及觀塘繞道的交通已十分擠塞，故擔心啟德發展區內的人口再增加時，區內的交通配套(包括港鐵觀塘線)未必能負荷；(二) 市區欠缺水上活動設施，故支持於啟德發展區內發展水上活動；(三) 建議於啟德發展區內發展單車項目，以減少區內居民使用公共運輸或私家車；(四) 由部門提供的圖片可見，在增加啟德發展區內的樓宇密度後，市民只能看到部分獅子山，壓逼感很大。她建議當局盡量保留「山脊線」，以便其成為區內的旅遊拍攝景點；以及(五) 啟德發展區內兩間醫院均欠缺交通工具直達，不便市民往返，且區內交通擠塞將阻延救護車把病人送院救治。

39. 何顯明議員提出下列意見：(一) 不少寵物主人欠缺公德心，容許其寵物在康樂及文化事務署(下文簡稱「康文署」)轄下的公園隨處便溺，且現時啟德跑道公園的使用率甚低。另一方面，啟德體育園欠缺一個符合國際標準的游泳館，運

動員屆時要跨區作賽將甚為不便。有見及此，他建議縮減啟德都會公園的面積，以騰出空間興建上述游泳館；(二) 建議發展鄰近的避風塘，以吸引大型遊艇參與啟德體育園的活動(如大型嘉年華、演唱會等)；以及(三) 有見政府將設立「古蹟公園」，故建議把鄰近的宋皇臺公園的部分用地改作發展公共房屋，以便於重建真善美村及馬頭圍邨時原區安置受影響的居民，從而加快重建進度。

40. 鄭利明議員對修訂後的設計表示滿意，並提出下列意見：(一) 查詢當局會否沿用現時的公私營比例分配啟德發展區內新增的住宅用地；以及(二) 啟德乃本港的心臟地帶，故查詢為何於此設置「動物管理中心和動物福利綜合大樓」，而非一些較偏遠地方。

41. 丁健華議員表示現時公屋的短缺情況嚴重，政府雖把上樓目標定為三年，但實際上不少市民需輪候超過四年半才能獲編配公屋。他認為啟德發展區乃市區僅存可供發展的土地，故希望相關部門妥善規劃，以照顧基層市民的住屋需要。

42. 林博議員提出下列意見：(一) 啟德發展區的整項規劃欠缺主題；(二) 本港甚少地方適合發展水上活動，亦缺乏相關訓練場地，故支持於啟德發展區內發展水上活動；(三) 有見舊機場跑道對外連接不足，故查詢一旦該處出現交通阻塞時的應對方案；(四) 建議開辦由土瓜灣至啟德發展區及觀塘的渡輪航線，以疏導該區在發展為商業區後的陸上交通；以及(五) 現時「劏房」租金昂貴，不少市民均希望能盡快獲編配公屋，故希望相關部門於啟德發展區內多建公營房屋。

43. 余志榮議員提出下列意見：(一) 希望規劃署盡早處理啟德海濱的管理權問題，以免屆時出現爭拗；(二) 啟德發展區屆時將容納十多萬人居住，單靠港鐵或「環保連接系統」並不足夠，故建議相關部門重新考慮於區內提供渡輪服務，以疏導陸路交通；以及(三) 啟德發展區乃市區難得的大型地皮，希望相關部門考慮於此多建公營房屋，以解決市民的住屋問題。

44. 楊振宇議員提出下列意見：(一) 香港飛行總會於區內的運作造成噪音及安全問題，故查詢當局何時收回香港飛行總會於宋皇臺附近的用地；(二) 支持於區內增建公營房屋；以及(三) 啟德發展區內部分住宅距離港鐵站甚遠，若政府堅持鐵路為主的規劃方針，欠缺適當的接駁交通，屆時區內恐會出現嚴重的交通擠塞。他認為當局在安排居民遷入前，應先妥善處理區內的交通問題。

45. 何華漢議員提出下列意見：(一) 啟德發展區的交通配套不足，啟晴邨及德朗邨已入伙逾三年，惟現時仍猶如「城市中的孤島」。按經修訂的規劃，啟德發展區屆時將容納十三萬人口，隨着郵輪泊岸、體育園、商業區及區內兩間醫院落成，屆時區內每日人流恐超過五十萬人，他質疑區內的兩個港鐵站是否能滿足區內的交通需要；(二) 啟德發展區的對外交通十分依賴太子道東，惟太子道東及九龍城迴旋處現時已十分擠塞，若再增加區內人口，擠塞情況將更嚴重；(三) 隨着嘉里危險品倉及九龍貨倉改劃作興建住宅，居民日後經該處往觀塘恐只會更為擠塞；(四) 啟晴邨及德朗邨已入伙多年，但區內的社區配套設施(如圖書館、游泳池、社會福利署的服務中心等)仍然欠奉，故強烈反對把「第三區」的「政府、機構及社區」用地改劃作商業用途；(五) 啟德發展區內仍有大量空地未作發展，故建議相關部門積極於區內增建公屋，以解決現時公屋輪候時間長的問題；以及(六)「綠表置居先導計劃」(下文簡稱「綠置居」)深受公屋居民歡迎，故建議於啟德發展區內推出更多「綠置居」項目，以加快公屋的流轉。

46. 楊永杰議員提出下列意見：(一) 要求於啟德發展區內增建公屋，以滿足輪候人士對公屋的殷切需要；(二) 樂民新村的樓齡已接近五十年，村民均期望當局安排重建，惟區內一直欠缺地方興建公屋作原區安置。他希望發展局能把握契機，積極考慮於啟德發展區內增建公屋，以便重建舊屋邨；(三) 重申應以「先遷移、後重置」方式處理港鐵土瓜灣站工地附近發現的古蹟，以加快整體發展的進度；(四) 現時太子道東、太子道西及九龍城迴旋處一帶於繁忙時間已十分擠塞，日後當太子道東附近的「第二區」發展成商住區後，該區的交通流量只會更高。他認為當局應考慮把用地後移以擴闊太子道東，方能紓緩該處的交通問題；以及(五) 啟德發展區的「環保連接系統」必須接駁至土瓜灣下路一帶方能解決交通問題，故建議當局積極考慮於土瓜灣道機電工程署工場附近設站。

47. 關浩洋議員提出下列意見：(一) 認同部門於區內建設休憩公園的願景，惟必須配合地區的實際需要，於該些公園提供一些適合附近居民及於附近商廈上班的市民使用的設施；(二) 單靠沙田至中環線(下文簡稱「沙中線」)及「環保連接系統」恐未能解決啟德發展區與周邊地區(如九龍灣、觀塘、馬頭角、土瓜灣等)的交通接駁問題；以及(三) 關注香港兒童醫院及啟德急症全科醫院的交通配套。

48. 黎廣偉議員提出下列意見：(一) 查詢啟德發展區內的公私營房屋比例，並擔心沿海的地皮日後會被發展成高尚住宅區，忽略了正在輪候公屋的基層人士；(二) 旅遊巴於九龍城區內違例停泊導致不少阻塞問題，有見啟德發展區內有不少

旅遊景點，故建議相關部門預先規劃一些旅遊巴停泊位，以免屆時啟德發展區內發生相同問題；(三) 支持於啟德區內發展單車徑，惟單車徑應與行人路有適當的安全距離；(四) 現時啟晴邨及德朗邨的巴士及小巴配套非常不足。若部門認為增加區內人口後，單靠鐵路及中九龍幹線便可解決區內的交通問題是過於樂觀；(五) 查詢部門剛才於簡介中提及於十個地點進行的道路改善計劃的詳情；以及(六) 查詢於啟德發展區內重置的「動物管理中心和動物福利綜合大樓」將提供哪些服務。

49. 李慧琼議員提出下列意見：(一) 受法例所限，政府現時已不能在維多利亞港內進行填海，故啟德發展區及西九文化區乃市區最後兩塊珍貴的土地，必須慎重考慮其用途。她續指，面對土地不足問題，增加發展密度乃大勢所趨，亦能回應社會的訴求；(二) 查詢啟德發展區內公營房屋、私營房屋及商業用途的比例；(三) 查詢部門有否考慮利用啟德發展區內的用地，配合九龍城區內多條舊屋邨的重建；(四) 希望部門慎重處理啟德發展區的交通問題；(五) 希望能打通九龍城區內的海濱，以便市民由紅磡、土瓜灣直達啟德的海濱；(六) 查詢會否於啟德發展區內增建單車徑及相關配套設施；以及(七) 查詢部門有否於啟德發展區內的政府、機構及社區用地預留地方作幼稚園用途。

50. 梁婉婷議員提出下列意見：(一) 啟晴邨及德朗邨已入伙三年多，但區內的社區配套設施(如圖書館、游泳池、社福設施、學校、交通等)仍然不足，希望有關部門關注及完善區內的社區配套設施；(二) 支持於區內設單車徑連接住宅區，惟單車徑必須完整及連貫，並應設足夠的單車停放處；(三) 現時啟德區內的停車場不足，啟晴邨及德朗邨的停車場經常泊滿，故認為在區內興建新的住宅及社區設施時應提供足夠的停車位，而相關部門亦應使用最新的數據來推算區內的車位需求；(四) 當局作出的規劃與市民的實際需要經常會有些出入，故認為不宜把區內的地積比用盡，以便日後有空間再作微調；以及(五) 支持於區內多建公營房屋。

51. 左滙雄議員提出下列意見：(一) 支持增加啟德發展區的發展密度及改劃部分酒店用地作住宅用途；(二) 啟德發展區內的交通配套嚴重不足，而且港鐵的載客量已接近飽和，且經常發生事故。此外，啟德發展區面積甚大，屆時部分市民可能需步行 15 至 20 分鐘才能到達附近的港鐵站，故若以鐵路為區內的主要交通工具是不切實際的；以及(三) 希望相關部門正視區內的交通問題，而非待區議會通過修訂規劃方案後，方再研究改善交通方案。

52. 陸勁光議員關注啟德發展區內的人口增加後，相關部門會否繼續於啟德明渠進行水質改善工程，以確保區內的水質。

53. 發展局馬紹祥先生作出綜合回應，重點如下：

53.1 啟德發展區乃市區最後一幅較大型的地皮，故局方在規劃時必定會十分謹慎。局方開發土地從來不以增加地價收益為目標，並冀在公私營房屋之間取得平衡。局方備悉議員有關於區內增建公營房屋的建議，惟公營與私營房屋的要求各有不同，公營房屋一般需要較大的地皮，且需配合以巴士及鐵路為主的交通配套。局方會與運輸及房屋局繼續研究，盡量於啟德發展區內增加基層房屋的供應。

53.2 按照規劃，啟德發展區內將建設 13 公里長的單車徑，冀鄰近各區(包括九龍城、黃大仙及觀塘等)的市民均可利用這些單車徑作康樂用途。然而，由於現時市區大多未設有單車徑，故在把單車徑接駁至舊區時將有一定困難。

53.3 經相關部門多年來的努力，現時啟德明渠及鄰近的避風塘的水質已大大改善，故已無需於舊機場跑道開鑿一個闊六百米的缺口。局方有信心該處的水質適合作水上活動。

53.4 局方一直希望以「先遷移、後重置」的方式處理啟德發展區內發掘到的古蹟，惟對於某些較重要及較難遷移的古蹟(如龍津橋)，局方在慎重考慮各方面的意見後決定把其原址保留。

54. 規劃署葉子季先生作出綜合回應，重點如下：

54.1 啟德發展區佔地 320 公頃，按照經修訂的規劃，其中約 100 公頃仍會用作休憩用途，47 公頃作住宅發展，23 公頃作商業發展，而政府、機構及社區用地則佔 37 公頃。

54.2 啟德發展區內將發展 11 公里長的海濱長廊，以便市民可沿海濱長廊由馬頭角經啟德發展區到達茶果嶺海濱。為此，署方已要求嘉里危險品倉及九龍貨倉在重建時須預留 20 米闊土地發展海濱長廊。此外，署方亦已在規劃上訂明土瓜灣「五街」日後重建時亦須預留土地發展海濱長廊。

- 54.3 署方指出啟德發展區將發展為「綠茵樞紐」，為本區及鄰近地區提供休憩用地，故在大綱圖上已預留約 100 公頃「休憩用地」。此外，有關部門亦會以不同的主題作設計區內的休憩用地，冀能配合各公園的環境及回應社會的訴求。舉例說，啟德河兩旁將以水體環境為主題，而龍津橋遺址則會配合歷史保育的主題。
- 54.4 毗鄰宋皇臺的香港飛行總會用地現時以短期租約方式批出。據署方所知，有關部門現時已禁止該處進行飛行活動，惟該用地的長遠規劃則有待進一步研究。
- 54.5 九龍動物管理中心現位於馬頭角宋皇臺道，惟政府已把該用地改劃作興建公營房屋，故署方需為其覓地重置。新的「動物管理中心和動物福利綜合大樓」將提供管理流浪狗隻服務、防疫注射、認領遺失寵物及其他動物福利設施，其選址較遠離主要發展區，並配以現代化設計，故應不會對附近環境構成滋擾。
- 54.6 啟德發展區內的「煥然壹居」為受市區重建影響的住戶，提供「樓換樓」計劃，以供選擇。署方將繼續於區內尋找適合土地用作發展公共房屋以滿足社會需要。
- 54.7 獅子山乃九龍區的重要地標，按照經修訂的規劃，雖然區內部分建築物的高度有所增加，但市民仍可於都會公園觀景點遙望獅子山主體的輪廓。
55. 土木工程拓展署徐仕基先生作出綜合回應，重點如下：
- 55.1 待六號幹線完成後，將可大幅減少行經太子道東、觀塘道及啟福道的車輛數目，大大紓緩該些主幹道的擠塞情況。
- 55.2 署方於十個路口進行的交通改善措施，主要是在九龍灣進行擴闊路口及增加行車線工程。此外，署方亦會在土瓜灣實施一些改道措施，冀理順現時部分路口的擠塞情況。
- 55.3 署方備悉公眾對水路交通的需求，並已與運輸署合作把鄰近舊機場消防局的碼頭翻新作公眾碼頭。署方欣悉已有船公司有意開辦來往觀塘及北角的渡輪航線，相關部門正就此進行諮詢。
- 55.4 啟德發展區已規劃了 13 公里長的單車徑，把區內的商廈、住宅及酒店連繫起來，方便市民使用。署方已就此於 2015 年 11 月展開顧問研究，內容包括單車徑的布局、設施、泊車位及單車租賃服務等，冀在 2017 年初有

初步結果。署方屆時將按其建議進一步於區內推展落實單車徑。

- 55.5 經過相關部門多年努力，啟德發展區附近的水質問題已陸續獲得解決。除非區內出現污水渠錯駁，否則區內水質應不會惡化。署方會繼續密切監察區內水質的變化。
- 55.6 有關「環保連接系統」的詳細研究已於 2015 年 10 月展開，並預計於 2017 年大致完成。待有關研究得出結果後，署方將進行公眾諮詢，並視乎公眾意見研究落實方案。
- 55.7 為改善區內的交通，署方將於承啟道及承豐道進行路面擴闊工程，把行車線數目倍增。此外，於一、兩年內，市民將可由啟晴邨及德朗邨經承啟道直接到土瓜灣，而無需再行經太子道東。
- 55.8 按照規劃，於北停機坪將設有大型公共交通交匯處，以配合該區的發展。此外，郵輪碼頭附近將發展旅遊娛樂設施，成為旅遊樞紐中心，該處附近亦將設公共巴士停車處。
- 55.9 在賣地時，署方將與運輸署及地政總署商討泊車位的比例及數目，以滿足市民的需要。
56. 李慧琼議員指經部門檢視後，啟德發展區內休憩用地仍佔約三分之一，比住宅用地還要多。她續指，當初進行第一期規劃時，社會不希望開發郊野公園，並希望於市區保留較多綠化空間。惟隨着社會發展，加上本港現時住宅及商業用地供應短缺，若再把大幅土地用作綠化，恐難以解決本港的房屋問題。
57. 張仁康議員表示啟德發展區最初的規劃概念為一個作低密度發展，並集文化、綠茵、體育和旅遊於一身的環保城區。他希望相關部門秉持理念，把其發展為花園城市，而不要予人「石屎森林」的感覺。此外，他希望相關部門能保留舊機場指揮塔內的設施(如窗框、控制台等)，以便將來重置指揮塔。
58. 丁健華議員指幼稚園往往面對租金高昂的問題，故建議當局研究於啟德發展區內撥出地方設官立幼稚園。
59. 余志榮議員查詢位於酒店前的海濱會否交予相關酒店管理，以提供娛樂、餐飲等服務。

60. 何華漢議員提出下列意見：(一) 現時土瓜灣道及馬頭圍道的交通容量已接近飽和，土瓜灣一帶的交通亦經常十分擠塞，故把啟德區內的交通接駁至土瓜灣的成效不大。他建議當局考慮把啟德區內的交通直接接駁至觀塘繞道；以及(二) 根據郵輪公司提供的資料，自 2017 年起，每兩天便會有一艘郵輪泊岸，帶來龐大的人流，加上附近兩間醫院、住宅及酒店陸續落成，承昌道及承豐道屆時恐難以容納如此龐大的交通流量。他建議當局改以水路交通疏導，開辦來往尖沙咀、中環或北角的渡輪航線。

61. 楊永杰議員表示中九龍幹線落成後，只能分流由將軍澳而來的車流，而無法解決啟德發展區內新建的住宅及商廈所產生的交通流量。他指太子道東及太子道西一帶的擠塞將影響土瓜灣道、馬頭圍道，以至紅磡海底隧道一帶，屆時恐令整個九龍交通癱瘓。

62. 何顯明議員提出下列意見：(一) 當局於舊機場跑道規劃了不少酒店、商業及住宅用地，若單靠一條道路，恐未能負荷該處的交通流量；(二) 本港已有超過八成面積被劃作郊野公園，實無需於啟德發展區預留如此多的綠化用地；(三) 各相關部門有關車位的指引均已沿用多年，未必能切合時宜。若按該些指引規劃啟德發展區內的車位數目，屆時必定會出現車位不足的問題；以及(四) 九龍塘一帶本來可眺望維港景色，惟逐漸被山下的發展遮擋了。同時，為了保護「山脊線」，當局不容許九龍塘區建設高樓，他對此做法並不認同。

63. 勞超傑議員提出下列意見：(一) 當部分市民需以超過八成收入租住「劏房」時，興建公營房屋讓市民安居便比一切重要。他指當局把啟德發展區的土地用作興建「動物管理中心和動物福利綜合大樓」及綠化實屬奢侈，完全罔顧生活在貧窮線下的基層人士及輪候公屋的人士，並向當局查詢區內用作興建公營及資助房屋的土地的百分比；以及(二) 只要能解決基層的住屋需要，交通問題實屬次要，而鐵路亦應能解決區內市民的基本交通需要。他反而擔心當局會以交通問題為由，減少區內的住宅單位數目。

64. 黎廣偉議員查詢啟德發展區內的公私營房屋比例。

65. 發展局馬紹祥先生作出綜合回應，重點如下：(一) 局方明白社會對啟德發展規劃有多元的意見，並致力以持平的態度盡量滿足各方面的需要；(二) 房屋乃政府施政的「重中之重」。局方會盡力於啟德發展區內增加公營房屋的供應，惟同

時亦需兼顧其他各階層(包括中產)的住屋需要；(三) 基於歷史原因，啟德發展區當初進行規劃時，每幅地皮均較為小型。當局現時已盡量把地皮整合以發揮更大效益，惟若作大幅改動，恐要重新進行整項規劃程序；以及(四) 礙於交通、噪音、空氣質素等限制，並非每幅用地均適合作住宅用途。他舉例說，工業貿易大樓鄰近有十條行車線的太子道東，受交通噪音問題影響，故不能用作興建公屋。他重申相關部門在決定每幅土地的用途前，必定以專業態度仔細考慮各項因素。

66. 發展局區穎恩女士表示，為使公眾可盡快享用啟德發展區內約 11 公里長的海濱，政府將按照現時有關私人發展休憩空間的政策，把「第四區」內鄰近有關用地的海濱交由相關的私人發展商設計及興建，而大部分於建成後將轉交康文署管理。同時，為使海濱設計多元化，當局建議把酒店前毗鄰海濱的公共空間交由相關酒店管理，惟有關土地仍屬政府所有。若相關的酒店日後違反地契條款或未能 24 小時開放海濱供公眾使用，政府可隨時收回有關土地。

67. 規劃署葉子季先生作出綜合回應，重點如下：

67.1 根據修訂的規劃方案，啟德發展區將提供 49,000 個住宅單位。雖然區內公營房屋用地只佔 10 公頃，惟公營房屋的發展密度較高，單計啟晴邨及德朗邨已提供約 13,000 個單位，故不宜直接以土地面積作比較。政府會再審視啟德發展區內的公私營房屋比例，並尋找適合土地作公營房屋發展。

67.2 啟德發展區的整項規劃理念及框架乃經過長時間公眾諮詢後制定。其中一個規劃主題為將啟德發展成香港的「綠茵樞紐」，提供相對充裕的休憩用地供市民享用。因應社會對房屋的迫切需要，署方已建議把都會公園南面的土地改劃作住宅用途，提供兩幅住宅用地。惟若進一步增加區內的房屋發展，須整體考慮規劃、基建、交通等能否配合。署方在綜合考慮相關因素後，認為現時建議的發展密度是適當的。

67.3 署方在決定每幅土地的用途時，均需考慮其環境上的限制。他舉例說，新「動物管理中心和動物福利綜合大樓」的選址位於啟福道及 T2 主幹道之間，受嚴重的交通噪音影響，故不可改作住宅用途。此外，署方亦需為社區預留一定土地作政府、機構或社區用途。

67.4 根據《香港規劃標準與準則》，幼稚園可彈性地設置於住宅或商業樓宇發展中，而不需佔用整塊用地。相關部門將因應區內的發展及人口變化，靈活地於區內安排相關設施。

68. 土木工程拓展署徐仕基先生作出綜合回應，重點如下：

- 68.1 中九龍幹線不但能紓緩黃大仙及太子道東的擠塞情況，啟德一帶(包括區內兩間醫院)的車輛亦可由啟德發展區附近的大型交匯處，經中九龍幹線直達西九龍，而無需取道太子道東或觀塘繞道。
- 68.2 啟德發展區內主要交通配套為沙中線、中九龍幹線和 T2 主幹道。署方會向運輸署轉達議員對增設渡輪服務的意見。
- 68.3 相關部門當年已把舊機場指揮塔的窗框保留，並於拆卸前為指揮塔完成測繪紀錄，以便日後作參考之用。署方會把議員的有關意見向康文署及建築署反映，以便於設計公園時一併考慮。

**Summary of Views of District Councils, Harbourfront Commission
and its Task Force and the Government's Responses**

Views raised	Responses
<p><u>Public Housing</u></p> <ul style="list-style-type: none"> • More public housing including subsidized housing should be provided to meet the acute housing demand and improve the imbalance housing mix in KTD (all stakeholders). 	<ul style="list-style-type: none"> • The OZP has identified sites for residential development, with flexibility of allocating type of housing according to actual circumstances. Taking into account the strong aspirations expressed and acute demand for public housing, it is proposed to reserve four development sites in Area 2 (Sites 2B3-6) for public housing development.
<p><u>Planning Theme</u></p> <ul style="list-style-type: none"> • The planning framework for KTD was formulated after long public engagement. Apart from the need for housing supply, the proposed change should be justified from urban planning and design perspectives (Task Force). 	<ul style="list-style-type: none"> • While proposing increase in PR and BH for individual sites, the Review has adhered to the endorsed planning theme and urban design concepts for KTD, with no material change in the general land use layout, open space network, NBAs, and visual/air ventilation corridors on the OZP.
<p><u>Urban Design</u></p> <ul style="list-style-type: none"> • There was concern on whether the proposed increase in BH would affect the view towards ridgeline of Kowloon. The view of the ridgeline of Lion Rock from the Victoria Harbour should be maintained (WTSDC, KTDC and KCDC). • There is reservation on the proposals, in particular those in Area 4. The increase in PR and BH would result in massive building bulk, monotonous building height profile and impermeable cluster of structures along the former runway (Task Force and KTDC). • A bolder approach should be adopted to review the building height variation, configuration and massing of development sites at the former runway area.(Task Force) 	<ul style="list-style-type: none"> • The proposals under the Review would not affect the 20% building-free zone below the ridgeline for Lion Rock as viewed from the public vantage point on Hong Kong Island. Also, the view of the vantage point at the Metro Park towards Lion Rock would not be adversely affected. • To address the concerns raised by the Board, Task Force and KTDC, an urban design study was conducted to refine the development proposals for Area 4. The refined schemes were submitted to HC without receiving adverse comments. Taking into account the views received, the HPPG, the planning concept for KTD and relevant urban design guidelines, a preferred scheme with more interesting and varied BH profile and greater separation between building was adopted for

Views raised	Responses
<ul style="list-style-type: none"> • From urban design point of view, there should be a balance between the preservation of ridgeline and enhancement of streetscape, townscape and skyline. The proposed parameters should not limit the design flexibility for developments (HC) • Given the prominent location of Kai Tak Development, the proposals should recommend innovative urban design elements to facilitate better walkability/connectivity and public enjoyment of open space. (HC) • It was important to comply with the Harbour Planning Principles and Guidelines (HPPG) of HC, i.e. developments fronting the harbour should adopt a lower development density and gradation of height profile in order to allow for permeability to the water body. Variation in BH profile would help achieve a dynamic skyline, which is more desirable from an urban design perspective and help establish a distinctive identity for KTD. (Task Force and HC) • Refined schemes should be presented to HC for consideration. (Task Force) • The refined schemes represent improvement given the lower development intensity in terms of average domestic plot ratio as compared to inland areas. (HC) 	<p>preparation of OZP amendments.</p>
<p><u>Transport</u></p> <ul style="list-style-type: none"> • Given the existing traffic congestion in hinterland, there was concern on whether the major infrastructures/ transport system/road network can be timely in place and be adequate to cater for the population intake arising from the Review (WTSDC, KTDC, KCDC). There is concern on the road traffic conditions during peak hours and the connectivity between the landscaped deck and the harbourfront. TIA should be conducted to justify the increase in development intensity (HC). • The developments along PERE and Prince 	<ul style="list-style-type: none"> • According to the TIA conducted, the proposals under the Review would not bring about significant impact to the traffic condition, with the recommended traffic improvement measures, which will be timely implemented to facilitate the relevant developments in KTD. • The transportation infrastructure would have adequate capacity to cope with the additional traffic generated, and will be completed timely to cater for the proposed development. KTD would be mainly served by rail-based transport. The section of SCL serving KTD

Views raised	Responses
Edward Road West should be setback to widen the roads to improve the traffic capacity (KCDC).	is tentatively scheduled for completion in 2019. With the completion of the Central Kowloon Route (CKR), Trunk Road T2 and the Tseung Kwan O/Lam Tin Tunnel, the traffic condition in the hinterland would be significantly enhanced.
<ul style="list-style-type: none"> There should be updates and concrete implementation programme for EFLS. (WTSDC, KTDC, KCDC, Task Force, HC). The feasibility study of EFLS and the Review should be looked at in parallel to address the demand for public transportation and better connectivity in KTD. The proposal should indicate how the EFLS can be incorporated into KTD (Task Force, HC). 	<ul style="list-style-type: none"> CEDD is conducting a detailed feasibility of EFLS to explore the appropriate mode of transport and its alignment. The EFLS will be able to enhance the connection between the MTR stations in the hinterland and different parts of KTD.
<ul style="list-style-type: none"> Water transport options should be explored to connect Kai Tak to Kwun Tong, Tsim Sha Tsui and even Central to ease the road transport (KCDC). 	<ul style="list-style-type: none"> The possibility of providing regular ferry services to connect KTD with Kwun Tong is being explored by the Transport Department (TD). Further opportunity of water transport will be considered as appropriate.
<ul style="list-style-type: none"> Adequate car and coach parking spaces should be provided in KTD for the tourism hub and residential developments (KCDC). 	<ul style="list-style-type: none"> Adequate parking spaces will be provided in the relevant developments in accordance with the requirement of HKPSG and the advice of TD.
<ul style="list-style-type: none"> Cycling facilities are welcomed in KTD but due regards should be given to bicycle/pedestrian separation, parking spaces and connectivity of cycling track (KCDC). 	<ul style="list-style-type: none"> CEDD is conducting detailed feasibility study on provision of cycle track in KTD, and the relevant issues will be examined in the study.
<p><u>Environment, Air Ventilation and Others</u></p> <ul style="list-style-type: none"> The development should not worsen the air ventilation, general living quality, traffic condition and the public enjoyment of waterfront. Detailed air ventilation assessment should be carried out (WTSDC). The proposed increase in development intensity might impose adverse environmental, traffic and visual impacts on the surrounding neighbourhood (Task Force). There is concern on the possible traffic noise and nuisance to be caused by Shing Fung 	<ul style="list-style-type: none"> Relevant technical assessments have been conducted to confirm that the proposals under the Review are sustainable from transport, environment, visual and air ventilation terms.

Views raised	Responses
Road) and the proposal of having acoustic windows and balconies as a noise mitigation measure; It is necessary to propose the required mitigation measures to minimize the potential impacts brought about by the proposals. (HC).	
<p><u>GIC Facilities</u></p> <ul style="list-style-type: none"> Concerns on the possible shortfall of GIC facilities in the district. Community facilities should be planned in parallel with the increase in development density (WTSDC, KTDC). There should be a more balanced provision of school places such that the proposed new schools in KTD can also serve the students living in WTS (WTSDC). There is an opportunity to provide suitable sites in Kai Tak for development of stand-alone kindergartens. There is objection to the proposed rezoning of the “G/IC” sites in Area 3 for commercial use as there are not sufficient community facilities in Kai Tak (KCDC). 	<ul style="list-style-type: none"> With the increase of population, the overall provision of open space and major GIC facilities including school provision in KTD is generally sufficient according to the requirements of HKPSG.
<ul style="list-style-type: none"> The scale of the proposed Kai Tak Acute Hospital was considered too small (WTSDC). 	<ul style="list-style-type: none"> Kai Tak Acute Hospital covers an area of about 5.4 ha, and will provide a total of 2,400 beds with accident and emergency services, which will become the major hospital to serve the KTD, Wong Tai Sin and Kwun Tong districts.
<ul style="list-style-type: none"> Vocational Training Council (VTC)’s campus building should have a lower BH and be able to blend in with the proposed promenade. KTDC should be further consulted when detailed design is available (KTDC). 	<ul style="list-style-type: none"> The BHs of the proposed VTC development are lower than the adjacent Laguna City by 20 to 30m to achieve a stepped BH profile towards the harbour. The suggestion was relayed to VTC for consideration.
<ul style="list-style-type: none"> A swimming pool of international standard should be provided at the Metro Park near the Kai Tak Sports Park (KCDC). 	<ul style="list-style-type: none"> An indoor swimming pool has been planned within the proposed indoor sports centre in the Kai Tak City Centre.
<p><u>Open Space</u></p> <ul style="list-style-type: none"> There was concern on the reduced provision of open space/greening/ waterfront area in KTD (WTSDC). 	<ul style="list-style-type: none"> The proposal would only involve slight reduction in the open space provision in KTD. There will still be about one third of

Views raised	Responses
	the area reserved for open space use in KTD.
<ul style="list-style-type: none"> Relevant departments should coordinate resources to plan for waterfront promenade connecting Tsim Sha Tsui to Cha Kwo Ling (KTDC). 	<ul style="list-style-type: none"> A continuous waterfront promenade has been planned for KTD. Concerned bureau/departments will monitor its implementation.
<ul style="list-style-type: none"> The open space provision in KTD and the size of the Metro Park is on the high side and should be better utilized for other uses such as public housing development (KCDC). 	<ul style="list-style-type: none"> The ample provision of open space in KTD is intended for creating a green and recreation hub for Hong Kong and a hierarchical landscape network for integrating the residential and commercial neighbourhoods. In order to meet the acute demand for housing, a piece of land at the southern part of Metro Park is proposed to be rezoned for residential use.
<ul style="list-style-type: none"> The provision of flexibility for developing water sports/recreation activities within the “O” zone is supported. Yet, there is concern on the water quality and relevant departments should monitor the water quality regularly (KCDC). 	<ul style="list-style-type: none"> The water quality of KTAC has been substantially improved due to the implementation of drainage/sewerage projects in the hinterland and water decontamination measures in KTAC. It was expected that the proposed IP scheme would further improve the water quality to allow water sports in the area.
<ul style="list-style-type: none"> Development of retail and GIC facilities on the ground floor of residential sites should be encouraged to achieve a more vibrant waterfront (Task Force and HC). 	<ul style="list-style-type: none"> To enhance the vibrancy of waterfront, retail frontage will be provided at the residential sites fronting the Harbour and Metro Park.
<ul style="list-style-type: none"> The public accessibility of the landscape deck in Area 4 should be enhanced. The interface between the landscape deck and the adjoining buildings should be treated with due care (HC). 	<ul style="list-style-type: none"> Views would be taken into account in the detailed design of the pedestrian connectivity proposal, i.e. footbridges, subways and walkways.
<p><u>Site Swapping</u></p> <ul style="list-style-type: none"> Site 2A10 located next to the proposed heritage park was more suitable for residential development instead of commercial use from land use compatibility and accessibility perspective (WTSDC). 	<ul style="list-style-type: none"> Site 2A10 is subject to major air and noise pollution from PERE with limited opportunities for environmental mitigation measures. It is more appropriate for non-sensitive commercial use to form an office belt near TKW station.

Item 1 Review Study of Kai Tak Development (Paper No. TFKT/14/2016)

1.1 **The Chair** informed Members that the Planning Department (PlanD) and Civil Engineering and Development Department (CEDD) had provided a discussion paper (TFKT/14/2016) to brief Members on the findings of the Review Study of Kai Tak Development (the Review) and seek Members' views on the proposals recommended under the Review. Prior to the Task Force meeting, the subject was presented and discussed at an informal consultation session on 28 October 2016. He welcomed **Mr Tom YIP** from PlanD and **Mr Peter CHUI** from CEDD to the meeting.

1.2 **Mr Tom YIP** presented the recommended proposals of the Review with the aid of a PowerPoint.

1.3 **Mr Paul ZIMMERMAN** said that the design and planning for KTD started in 2004 and had gone through several stages of public consultation over the years. The Kai Tak Planning Review was completed in 2007 and the development plan for Kai Tak was considered to be well-balanced. He expressed his concern over the current proposal which deviated from the original planning intention. He had the following requests and comments:

- (a) It appeared to him that the Government only wanted to increase revenue by increasing development density and plot ratio of development sites in Kai Tak. The sense of neighbourhood as a core aspect of community building had been forgone in the Review;
- (b) the Review had undermined the development potential of KTD into an attractive and world-class harbourfront area such as Marina Bay and Darling Harbour in Singapore and Sydney respectively. Kai Tak should be treated as the jewel in the crown;
- (c) relevant departments should explore setting back the sections of road adjacent to the Metro Park and commercial sites in Area 3 in order to create more open space along the estuary of the Kai Tak Approach Channel (KTAC);
- (d) noting that "water sports and recreation use" was proposed

to be included as a permitted use within the Open Space (O) zone of the Kai Tak Outline Zoning Plan (OZP), he enquired about the facilities to be planned in the "O" zone;

- (e) the proposed increase in plot ratio at the former runway was not in compliance with the Harbour Planning Principles and Guidelines. The proposed building height profile at the former runway was monotonous and would lead to a massive building bulk. The project team should strike a balance between creating dynamic skyline along the harbourfront and preserving the ridgeline;
- (f) he enquired whether commercial and Government, Institution or Community (GIC) facilities would be planned at the street level of the residential sites at Area 4 to enhance vibrancy; and
- (g) he recalled that the Task Force in previous meetings had suggested including some GIC and/or clubs and sports facilities in the commercial space at KTAC. He was disappointed that Members' past discussions had not been taken into consideration during the course of the Review.

1.4 **The Chair** shared Mr ZIMMERMAN's views.

1.5 **Mr Freddie HAI** declared that he had taken part in the planning study of Kai Tak City Centre and the Lung Tsun Stone Bridge projects at Area 2 of KTD and would therefore abstain from commenting on these two specific areas. He enquired whether he could comment on other areas in KTD.

1.6 **The Chair** said that KTD was a huge development site and viewed that Mr HAI's comments on other parts of KTD would not pose a conflict.

1.7 **Mr Freddie HAI** said that the Hong Kong Institute of Architects (HKIA) had conducted an internal consultation with regards to the Review. He summarised HKIA's views as follows:

- (a) While understanding the increase in plot ratio and development intensity would help increase housing supply in KTD, there should be more deliberations on the

corresponding mitigation measures (e.g. higher green ratio for new residential developments) that would be put in place to minimize the potential impacts brought about by the proposal;

- (b) noting that the recommended proposal would mainly lead to increase in the supply of private housing supply in KTD, he enquired whether more residential units would be set aside for the development of subsidised housing to address public demand;
- (c) plot ratio of development sites at the former runway would be significantly increased. In this connection, the building height restriction should be further relaxed to allow for flexibility in building design, thereby achieving a more dynamic skyline and cityscape along the harbourfront;
- (d) he enquired about the measures to be implemented in order to compensate for the loss of green open space in the Metro Park for the formation of two new residential sites (i.e. Sites 4E1 and 4E2);
- (e) he noted that certain hotel sites along the ex-runway area would be rezoned for residential developments. Given the prominent harbourfront location, these sites were expected to be developed into luxurious residential developments. It would be essential to ensure that the public open space adjacent to these residential sites would not be fenced off from the general public;
- (f) since the new residential sites at the former runway would be facing public open space including the waterfront promenade and Metro Park, the buildings to be built within these sites would have to be set back in order to comply with the requirement of prescribed windows as stated in the Buildings Ordinance. He enquired whether the site area of these sites would then be significantly reduced and whether the project team had sought views from the Buildings Department in ensuring that this would not pose technical difficulties to future developers of the sites;
- (g) rezoning three hotel sites (i.e. Sites 4A2, 4C1 and 4C2) to residential sites would make them susceptible to the road traffic noise of Shing Fun Road given the semi-enclosed noise barrier along Shing Fung Road, which would only be

able to mitigate road traffic noise impact on the adjoining residential developments facing the Kwun Tong Typhoon Shelter;

- (h) a more integrated and vibrant environment should be created through better interface between the Metro Park and the two newly proposed residential sites (i.e. Sites 4E1 and 4E2) at the former runway area. Retail facilities and activities should be planned at the section of Metro Park adjoining the residential sites for public enjoyment ; and
- (i) regarding the proposed Environmentally Friendly Linkage System (EFLS), he would like to know when the Government would be ready to report the results of the feasibility study to the public. The Government should also report whether the proposed EFLS would be able to cope with the proposed increase in population density and traffic demand in KTD.

1.8 **Mr Nicholas BROOKE** echoed the views of Mr ZIMMERMAN and Mr HAI and pointed out a bolder approach should be adopted to review the building height variation, configuration and massing of development sites at the former runway area. He opined that the photomontage of future KTD as shown on Slide 16 of the PowerPoint presentation was disappointing. KTD was meant to be an exemplar demonstrating the development potential and possibility of valuable harbourfront areas in Hong Kong and set new standards for other harbourfront cities from design and planning perspectives. He agreed with Mr HAI that community participation and enjoyment should be a key consideration of the Review but these elements had not been featured. He urged the project team to adopt a braver approach and prepare a new masterplan with additional GFA and population to be accommodated elsewhere in KTD.

1.9 **Mr Ivan HO** had no in-principle objection to the proposal of increasing plot ratio of development sites in the hinterland of KTD. He shared Members' views on the recommended proposal in Area 4 and had the following comments:

- (a) KTD was the last piece of land along Victoria Harbour that could be developed through innovative urban planning and

design. Apart from meeting the Government's housing supply targets, he said that creative urban planning concepts should be introduced in KTD so as to create a new and distinctive image of Hong Kong;

- (b) echoing Mr HAI's earlier comments, he supplemented that there was great difference between commercial and residential land use in terms of design, technical, noise as well as environmental considerations. More importantly, the atmosphere and quality of public open space at Area 4 would be directly affected by its adjacent land use. In compliance with the Harbour Planning Principles and Guidelines, the Review should explain how a vibrant and diversified waterfront promenade at the ground level of these development sites could be achieved and that the waterfront promenade should be opened up for physical access by the public;
- (c) from an architectural perspective, he viewed that the massing of the development sites under the Review was disastrous; and
- (d) echoing Mr BROOKE's view and on behalf on the Hong Kong Institute of Urban Design (HKIUD), he requested the project team to come up with a refined urban design scheme for Area 4.

1.10 Noting that there would be over 25% increase in the total number of flats, population and commercial floor space in KTD, **Mr Derek SUN** commented that the rezoning proposal was a large-scale one and adopting a fragmented approach to look into rezoning proposals in different areas could not provide a thorough assessment of the resulting impacts to adjoining areas. He opined that the Review should take into account the progress and planning vision of KTD holistically. Without all necessary information, it was premature to assess whether the recommended proposals were acceptable. The project team shall present a whole picture for Members' comment again.

1.11 On account of limited land resources and growing public aspiration for more housing supply, **Ir Raymond CHAN** said that increasing development intensity at KTD was inevitable. He commented that KTD presented an opportunity for a landmark

development project within the Harbour but he was wary that the increase in plot ratio coupled with the existing building height restriction might cause wall effect at the former runway. Consideration should be given to optimising the provision and use of underground space in KTD. At-grade and underground space could be integrated to create a vibrant commercial hub at KTD.

1.12 **Prof TANG Bo-sin** shared the views expressed by Members regarding the visual impacts to be caused by the proposed increase in plot ratio at the former runway. He would like the project team to supplement information on the impacts of the rezoning proposal on microclimate and air ventilation in the area.

1.13 **The Chair** said that the Commission and the former Harbourfront Enhancement Committee had been monitoring and giving views on the planning and development of KTD since 2004 and were aware of the different stages and changing needs of the community over the years. The Harbourfront Commission's mission and primary focus was to realize the vision of developing Kai Tak into "a distinguished, vibrant, attractive and people-oriented area by the Victoria Harbour" while engaging the public. He was disappointed that the Review had not balanced utilization of land at the former runway with the importance to comply with the Harbour Planning Principles and Guidelines, which had provided guidance on different aspects of development of the harbour and harbourfront areas including urban design and building intensity etc. He stressed that while Members had no objection to the proposed increase in development intensity in order to cater for the rising demand for housing supply, the project team should justify the proposed changes from urban planning and design perspectives. He considered that the monotonous building design resulting from the proposal would create similar building structures like those in Tsim Sha Tsui East which were undesirable and unacceptable from harbourfront enhancement perspective.

1.14 **Mr Tom YIP** thanked Members for the comments. He explained that the Review endeavoured to adhere to the planning concepts and themes formulated under the 2007 Kai Tak Planning Review, which had duly considered the Harbour Planning Principles and Guidelines. Vision and principles, such as enhancement of vibrancy

and connectivity, as well as physical and visual permeability at harbourfront area had been considered. He elaborated that the project team had struck a careful balance between the needs for meeting changing social aspirations and adhering to the original planning themes. The proposals recommended under the Review would not undermine the original planning intention and urban design concepts for KTD as enshrined in the Kai Tak OZP, which were established after extensive public consultation. The land use layout/pattern, open space network, non-building areas, and visual/air ventilation corridors, and urban design principles could be generally maintained. The proposals would not have adverse impacts on the visual corridor and ridgeline of Lion Rock. He gave a consolidated response to Members' comments as follows:

- (a) Members were wary that the proposed increase in plot ratio in Area 4 would result in massive building bulk and monotonous building height profile. The project team would look into the room of enhancing the urban design for Area 4;
- (b) to enhance vibrancy of the waterfront promenade fronting the future residential sites at Area 4, the developers would be required to provide retail frontage on the lower floors;
- (c) although part of the area of the Metro Park would be freed up for the formation of two new residential sites, the total provision of open space in KTD would be maintained at about 100 hectares (ha) for public enjoyment. After the proposed rezoning, the Metro Park would still have an area of around 20 ha for open space development. Since the new residential sites were situated at the southern edge of the Metro Park, it would not affect the design of the Metro Park;
- (d) the planning intention to create a dynamic skyline and the urban design principle on the gradual decrease of building height profile from hinterland to waterfront could be generally maintained. Besides, the overall building height profile originating from the landmark commercial towers at the Kai Tak City Centre and gradating in two directions could also be maintained. The project team would suitably review the building height profile and design with reference

- to Members' comments;
- (e) regarding Members' questions and concerns on the issue of prescribed windows, "Dedicated Pedestrian Zones" had been designated within the "Open Space" zone fronting the residential sites to serve the purpose of natural lighting, ventilation and means of escape;;
 - (f) regarding the utilisation of underground spaces, all car parks within development sites in KTD would be located at the basement level. Apart from that, an underground shopping street had been planned to link up Kai Tak Station and To Kwa Station of Shatin-Central Link to Kowloon City and San Po Kong areas; and
 - (g) in response to Members' concern about microclimate and air ventilation, he supplemented that the air ventilation corridors for KTD would be generally maintained and the proposal would not have significant air ventilation impacts on the surrounding areas.

1.15 **Mr Peter CHUI** gave the following responses:

- (a) In response to Mr Zimmerman's suggestion of shifting the section of Road D3 adjacent to Metro Park to the middle of the former runway in order to free up more space along the waterfront, he informed Members that the suggestion might not be feasible given it would affect the design of the Metro Park. He assured Members that the project team would coordinate with neighbouring works projects and explore the feasibility of adopting alternative construction method for Road D3 to enhance connectivity between the Metro Park and the waterfront;
- (b) a Traffic Impact Assessment (TIA), Environmental Impact Assessment (EIA) and Infrastructure Impact Assessment had been conducted to assess the impacts of the proposed increase in development density and population. The results suggested that certain infrastructure projects should be enhanced to cope with the increasing population in KTD. Mr CHUI assured Members that the proposals would not cause any significant traffic and air ventilation problems. The relevant reports would be made available when the

Review was submitted to the Town Planning Board for discussion; and

- (c) the noise barrier along Road D3 adopted a semi-enclosure design and Members were wary that the residential sites to be rezoned from commercial use might be more susceptible to the traffic noise of Road D3. However, it might not be feasible to have a fully-enclosed noise barrier given the technical difficulties and safety concerns. The project team would suggest the future developers of the residential sites to install acoustic windows to screen off the traffic noise generated by Road D3.

1.16 **The Chair** commented that the intensification and rezoning proposals put forward at the former runway would impose extra requirements e.g. acoustic window to address the noise issue and difficulties in designing residential developments. Over the years, the Task Force had stressed the importance of compliance with Harbour Planning Principles and Harbour Planning Guidelines in the planning and development of the harbour and harbourfront areas. He quoted the following from the Harbour Planning Principles and Guidelines for Victoria Harbour and its Harbourfront Areas:

"Development Density

- (a) Development fronting directly onto Victoria Harbour should adopt a lower development density to provide a human scale environment, which is commensurate with the harbour-front setting.

Building Height

- (b) Developments within and around the harbour-front areas should generally adopt a gradation of height profile with building height descending towards the Harbour to avoid dominating the Harbour and to increase permeability to the water body.
- (c) Diversity in building mass and varying building heights along the harbour-front area is encouraged to promote visual interest and create an interesting harbour image."

1.17 **The Chair** recalled that PlanD had been involved in the drafting and formulation of the Harbour Planning Principles and Guidelines, and they should have been duly considered during the course of the Review. He would like the project team to go through the said principles and guidelines again to ensure the project's compliance with such.

1.18 **Mr Ivan HO** said that the technical issues concerning acoustic windows were yet to be resolved. The technical circulars and practice notes on the subject published by different Government departments were not consistent. He also doubted the effectiveness of acoustic window as a noise mitigation measure.

1.19 **Mr Paul ZIMMERMAN** commented that the Review had failed to create a people-oriented neighbourhood and could not respond to Members' comments that were expressed in previous meetings. He opined that a detailed design layout would be necessary to help Members conceptualize the planning intention and goals of KTD. The Review should be discussed at a higher level involving senior officials of the Development Bureau.

1.20 Regarding the proposal for Road D3, **Mr ZIMMERMAN** was disappointed that the formation of two new residential sites at the Metro Park would reduce the provision of open space but this was not highlighted in the presentation. He questioned the lack of Government response to the suggestion of shifting Road D3 to the middle of the Metro Park, which was raised at past Task Force meetings. He felt that past discussions at the Task Force had not been taken into account. He urged the project team to conduct the Review in accordance to the winning schemes of urban design competitions including Kai Tak Fantasy; to provide an exciting building profile; to encourage more retail and GIC facilities on the ground level of the residential sites; to elaborate on the proposed waters sports and recreation land use; and to highlight possible changes on infrastructural facilities, e.g. the Kwun Tong Bypass. He said that the Task Force should not give support to the proposals at this stage.

1.21 **The Chair** agreed with Mr. Zimmerman that the Task Force

could not provide in-principle support to the Review.

1.22 On behalf of HKIA, **Mr Freddie HAI** objected to the requirement of acoustic windows at the residential sites. He viewed that excessive traffic noise was a planning issue and it would be unfair to have it dealt with through the installation of acoustic windows, which would pose difficulties to the professionals e.g. architects in designing building blocks. He invited officials from PlanD to attend the seminar organized by HKIA to discuss the technical issues of acoustic windows to be held on the following day.

1.23 In view of the large-scale amendments proposed in the Review, **Mr Derek SUN** opined that the planning objectives and ongoing developments in KTD should be re-examined. He would like to know whether there had been communications between the parties responsible for EFLS development and the Review. He also reminded project team that the provision of ancillary facilities should be well-planned to cope with the increase in housing units, population and traffic demand in the area.

1.24 **Mr Nicholas BROOKE** said that the Review should be revisited and discussed at the Commission level at its next meeting. It was clear that the Task Force was unimpressed by the proposals put forward at the meeting.

1.25 **The Chair** noted that Members had expressed their concern and dissatisfaction with the proposed amendments, in particular the proposed building height profile, layout and massing in Area 4. He said that it had always been the vision of the Commission and the Task Force to create a lively, vibrant and diversified harbourfront. Area 4 was a strategic harbourfront area but the proposals ran against the established Harbour Planning Principles and Guidelines. He concluded that the Review was merely focused on increasing development intensity of KTD without due care and attention to the requirements and concern of the Task Force from harbourfront enhancement perspective. Based on the above considerations, the Task Force could not support the proposals as presented at the meeting.

1.26 **Mr Freddie HAI** would like the Chair to clarify if the

proposed amendments in Area 2 and 3 were accepted by the Task Force.

1.27 **The Chair** responded that Members in general had far fewer comments and concerns on the proposed amendments in Area 2 and 3.

1.28 **Mr Paul ZIMMERMAN** opined that while Members were more concerned about Area 4, an urban design review should be conducted for the entire KTD prior to OZP amendments.

1.29 **The Chair** said that the Task Force could not support the recommended proposals of the Review as a whole and Members were particularly concerned about the proposed amendments to the OZP in Area 4.

1.30 **Mr Tom YIP** said that Members' views and concern were noted. PlanD would discuss with relevant Government bureaux and departments to address Members' concerns.

1.31 In view of the acute shortage of land for housing and commercial facilities in the territory, **Mr Thomas CHAN** said that one of the objectives of the Review was to review land uses and increase development density of development sites in the pipeline in order to make the best use of available land within urban areas. He informed Members that comments received from on-going consultation session with stakeholders would be consolidated and taken into account in a thorough manner to refine the proposals. In response to Mr BROOKE's suggestion of bringing the Review for discussion at the Commission level, he assured Members that the project team would prepare alternative urban design schemes for Area 4 for detailed discussions at the upcoming HC meeting.

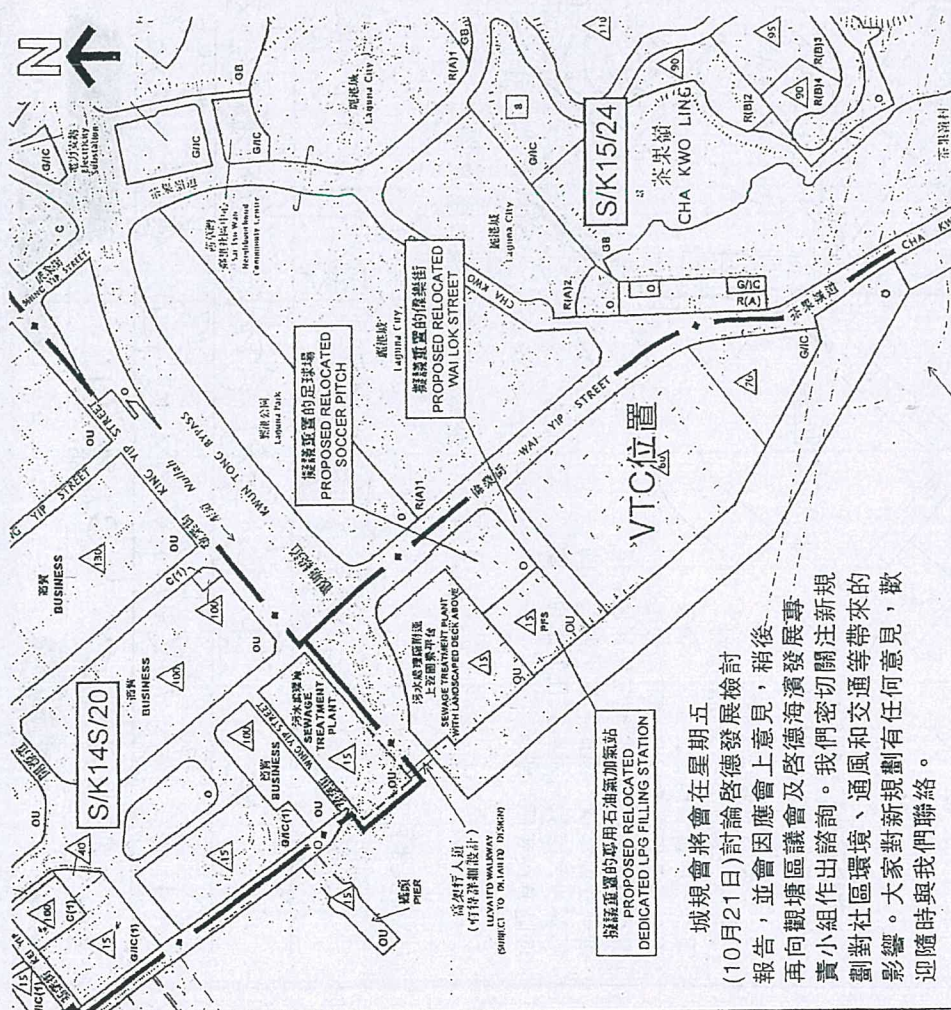
(Post-meeting notes: To address the concerns raised by the Task Force, PlanD and CEDD had prepared three refined schemes for Area 4 for HC's consideration at the 26th meeting on 13 December 2016. The refined schemes have proposed varied and more interesting building height profile and better visual permeability as compared to the original scheme. HC considered that the refined schemes represented improvement in urban design.)

Comparisons of Development Parameters for Sites under Review Study and Final Refined Scheme

Sites	Zoning			Maximum PR				BHR (mPD)			
	OZP	Proposed Under Review Study	Final Refined Scheme for Area 4	OZP	Approved s.16	Proposed Under Review Study	Final Refined Scheme for Area 4	OZP	Approved s.16	Proposed Under Review Study	Final Refined Scheme for Area 4
2A1	CDA		-	5	-	6.5	-	80	-	100	-
2A2	CDA		-	4.5	-	6.5	-	70	-	90	-
2A3	C		-	4.5	-	6.5	-	70	-	90	-
2A4	C		-	4.5	-	6.5	-	60	-	80	-
2A5	C	2A5(A): G/IC	-	4.5	-	-	-	60	-	45	-
		2A5(B): C	-			6.5	-			80	-
2A6	C	2A10: C	-	4.5	-	6.5	-	60	-	80	-
2A7	G/IC		-	-			-	30			-
2B1	CDA		-	5	-	6.5 + 0.3*	-	110	-	135	-
2B2	R		-	5	-	6.5 + 0.1*	-	100	-	125	-
2B3	R		-	5	-	6.5 + 0.1*	-	85	-	115	-
2B4	R		-	5	-	6.5 + 0.1*	-	85	-	115	-
2B5	R		-	5	-	6.5 + 0.1*	-	85	-	100	-
2B6	R		-	5	-	6.5 + 0.1*	-	85	-	100	-
3A6	G/IC	C	-	-	-	8	-	45	-	100	-
3B1			-	-	-	5.8	-	45	-	80	-
3B2			-	-	-	5.8	-	45	-	80	-
3B3			-	-	-	5.8	-	45	-	80	-
3B4			-	-	-	5.8	-	45	-	80	-
3E1	C	R	-	9.5	-	4.5	-	100	-	100	-
3E2	OU/O		-	-	-		-	15	-	80	-
4A1	R			3	3.4	6.5	6.1	65/80	80	90	110
4B1	R			3	3.8	6.5	7	55	65	75	120
4B2	R			3	4.4	6.5	6.1	55	75	85	110
4B3	R			3	3.9	6.5	5.5	65	75	80	95
4B4	R			3	3.7	6.5	5.5	55	65	75	95
4B5	R	C		3	-	6.3	6.5	45	-	65	108
4A2	C	R		4	5	6.5 + 0.15*	5.9 + 0.2*	45	55	80	110
4C1	C	R		4	5	6.5 + 0.15*	6.8 + 0.2*	45	55	75	120
4C2	C	R		4	5.9	6.5 + 0.15*	5.9 + 0.2*	55	65	75	110
4C3	C	C	R	4	5	5	5.3 + 0.2*	45	55	55	95
4C4	C			4	5	5	7.5	45	55	55	95
4C5	C			4	-	4	6	45	-	45	95
4E1	O	R		-	-	6.5	5.3 + 0.2*	-	-	80	95
4E2	O	R		-	-	6.5 + 0.15*	5.3 + 0.2*	-	-	80	95

*non-domestic PR for proposed residential sites

Comments from the Residents of Laguna City (in standard form) received on 1.11.2016



城規會將會在星期五
(10月21日)討論啟德發展檢討
報告，並會因應會上意見，稍後
再向觀塘區議會及啟德海濱發展專
責小組作出諮詢。我們密切關注新規
劃對社區環境、通風和交通等帶來的
影響。大家對新規劃有任何意見，歡
迎隨時與我們聯絡。

*填妥後請傳真至67141414或遞交至鄧詠駿議員辦事處

()支持 (✓)反對

你的關注:

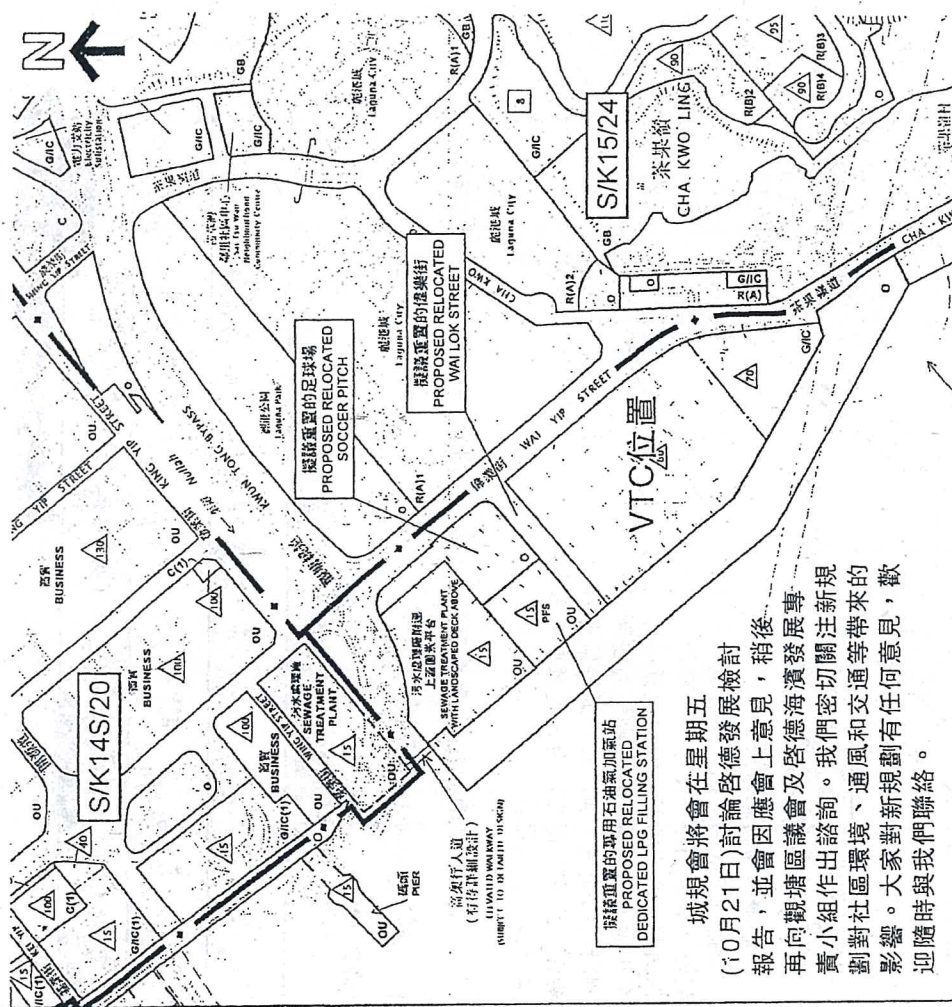
高樓土地發展住屋之後，無論人流、交通、負荷

均已超乎出了，以求受創程度，道路網絡又沒有改善。

開發者再往上興建VTC，社區所人流又會多上加多，根本無
受此海地城發展成休地，地有交通。

姓名:

電話:



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(✓) 支持 () 反對

你的關注:

- ① 要預留海濱綠化地帶
- ② 並可連接觀塘海濱公路
- ③ 長遠改善區內交通，考慮高額

姓名:

所增加人口/交通

電話:

區議員:

44-111 區議員

字

分鐘，雖然麗曉城商場內有大型連鎖超市，但價錢相對高，區內消費者並沒有選擇之下購物，其實失去消費者基本格價權利。麗曉城座立三十八座^座大廈，是屬於大型屋苑，加上茶果嶺附近一帶居民人口相當多，但竟就缺少一個小型超市都欠缺，其實非常失望！

另外，我們區內現時是靠一輛流動圖書館來供應市民及小朋友餘閒需要，其實規劃署可利用以上偉業街海濱用地來興建一座市政大樓，內裏包括圖書館、超市、室內泳池、室內遊戲室及多用運動地給予區內外市民需要。既可避免興建屋苑帶來的影響，又可迎合區內實際需要，亦配合茶果嶺海濱發展。

此外，若果該地興建^{嚴立}VTC分校，將會造成區內交通問題，特別學生返學放學時間，這會令到附近的道路造成阻塞，更會影響到曉城一個休靜環境。



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意見欄

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() 支持 (✓) 反對

你的關注:

阻礙景觀、屏風效應

交通擠塞、設施不足配合等

姓名:

電話:

電郵:

地址:



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()支持 (✓)反對

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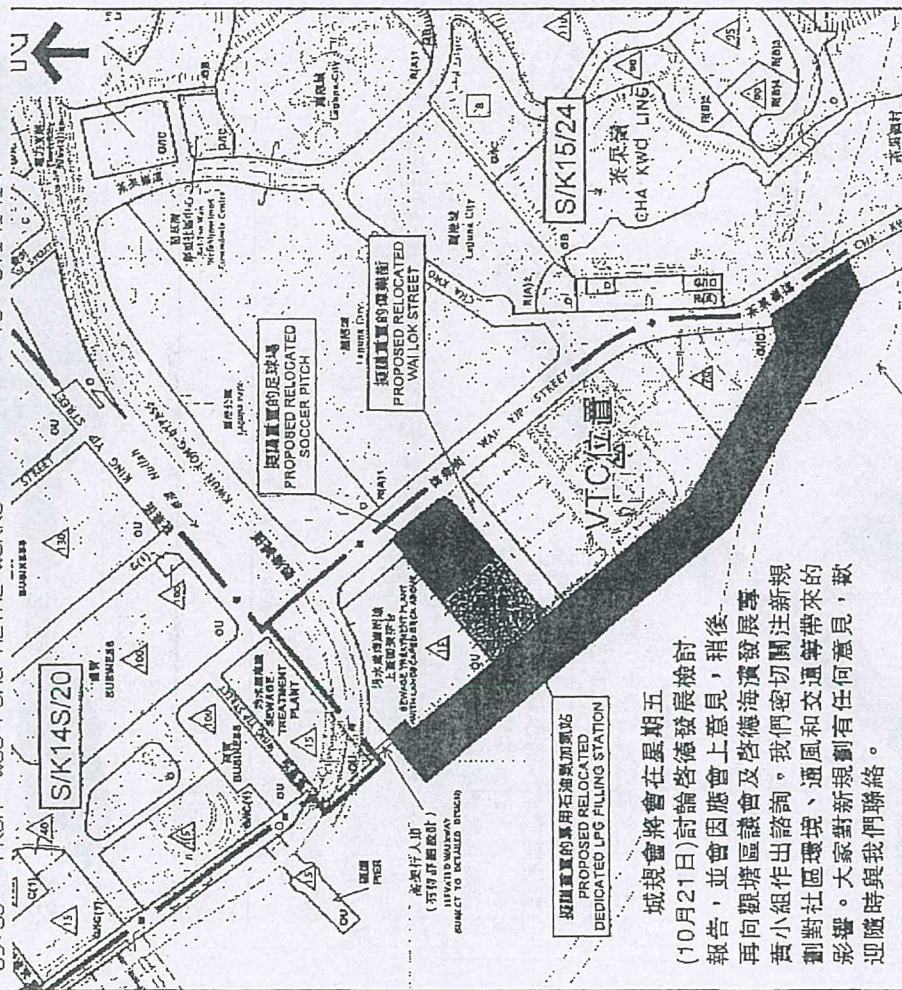
加劃区内擠塞、交通不足等。
應使用地作為社區中心、圖書館、
公園等。高建樓宇引起居民反感。

姓名:

電話:

電郵:

地址:



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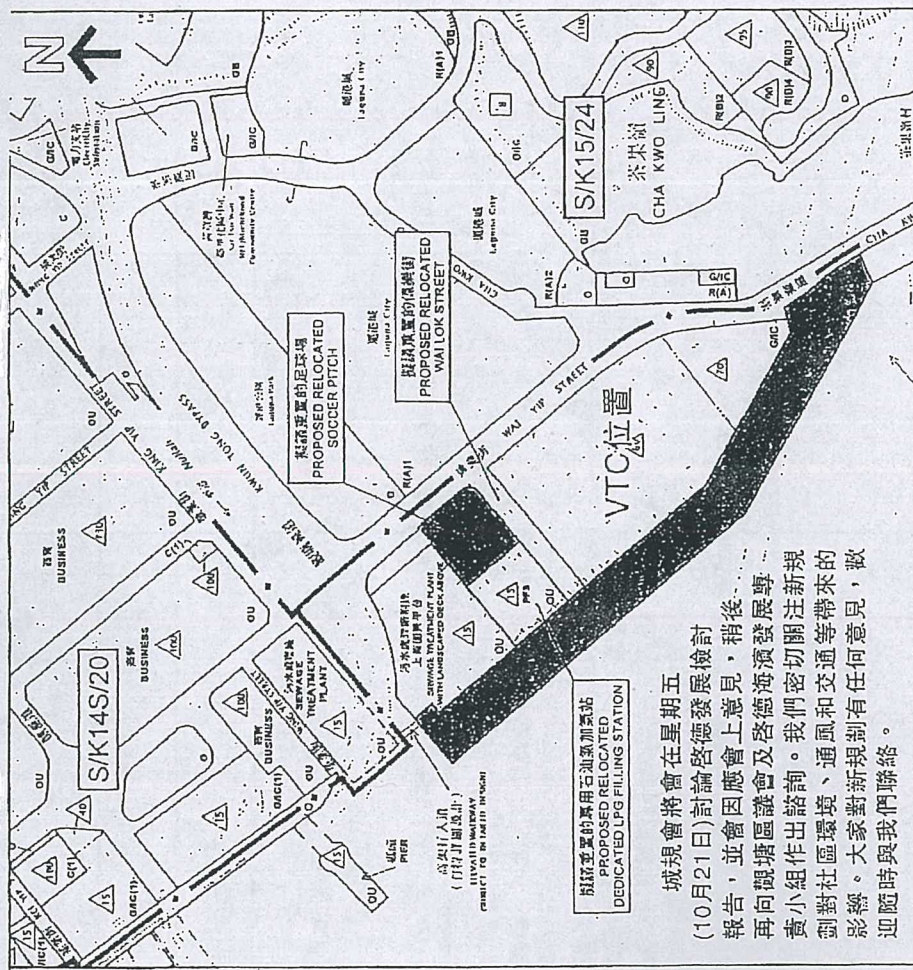
()支持 (✓)反對

你的關注:

理想環境觀塘海濱公園/長沙灣一區發展
發展環境局為東九龍海濱公園

姓名:

電話:



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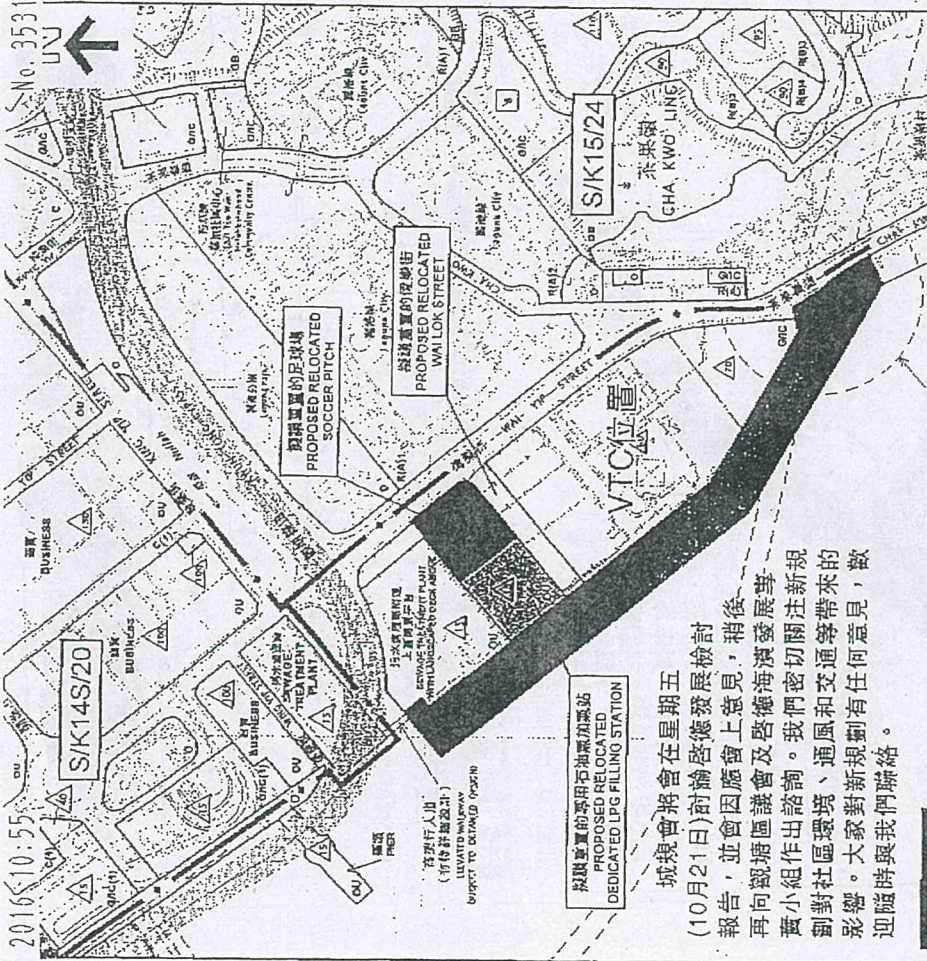
你的關注:

擬建的建築高度限制要不可接納

屏風樓

姓名:

雷爾:



城規會將會在星期五
(10月21日)討論發展檢討
報告，並會因應會上意見，稍後
再向鄰塘區議會及啓德海濱發展事
實小組作出諮詢。我們密切關注新規
劃對社區環境、通風和交通等帶來的
影響。大家對新規劃有任何意見，歡
迎隨時與我們聯絡。

意見欄

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

() 支持 (✓) 反對

你的關注:

屏風樓建設影響居民生活
增加社區密度。

姓名: [REDACTED]
電郵: [REDACTED]

[illegible]

糧食

* 真妥後請傳真至67141414或遞交至鄧咏馨籌賑組辦事處

() 支持 (✓) 反對

It seriously impacts the livelihood
of the residents in Laguna City,
which is already congested.

姓名: [REDACTED] 電話: [REDACTED]
[REDACTED] 電郵: [REDACTED]



建議興建專用鐵路車站
PROPOSED DEDICATED
STATION FOR RAILWAY

VIC位置

SK15/24

沙頭角
SHA TAO KONG

城規會將會在星期五
(10月21日)繼續發展諮詢
報告，並會因應會上意見，稍後
再向觀塘區議會及有關發展專
責小組作出諮詢。我們密切關注新規
劃對社區環境、通風和交通等帶來的
影響。大家對新規劃有任何意見，歡
迎隨時與我們聯絡。

意見調查表 填妥後請傳真至67141414或親交至鄧咏駿議員辦事處

() 支持 () 反對

你的關注:

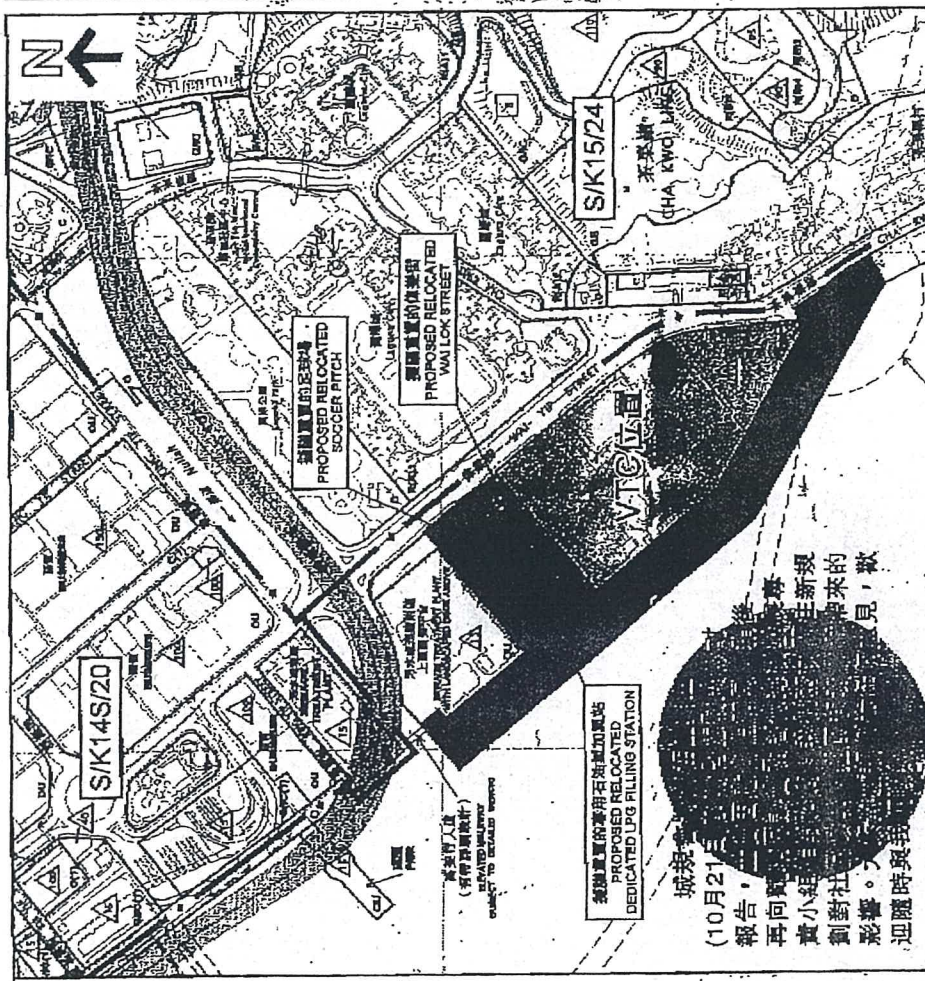
1) 較好的新發展區呢? (觀塘新發展區)
2) 最近加量事係

姓名:

電話:

電郵:

地址:



城規會
(10月21日)
報告，
再向黃
黃小紅
劉對社
影響。
迎隨時與

意見欄 *填妥後請傳真至67141414或遞交至郵政職員辦事處

() 支持 (✓) 反對

你的關注:

由於該港城尾苑本例已是U型設計，本身已不太通風。
及有車船聲回音聲擾，其VTC以大型兼高層建築，風
浪三期至第一期，會致使空氣及噪音問題更嚴重。
交通車輛亦增加，不切實際。
姓名: [REDACTED] 電話: [REDACTED]

From: [REDACTED]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>, "ktdc@pland.gov.hk" <ktdc@pland.gov.hk>,
Cc: "ktdc_secretariat_gr@had.gov.hk" <ktdc_secretariat_gr@had.gov.hk>, CTP/SP <sppd@pland.gov.hk>
Date: 10/12/2016 18:42
Subject: 回覆 : An Opposition to the Planning Proposal of VTC at Wai Lok Street

Dear Sir/ Madam,

I am writing to oppose the relocation of the Wai Lok Street for the siting of VTC.

The building of a 60 to 70m high VTC after the relocation of Wai Lok Street to the North will block the ventilation and the view of the majority of residents in Laguna City. Just 10m to 20m below the existing buildings in Laguna City means more than 80 percent of the flats in Blocks 19 to 23, and all those in Phase 3 will be blocked right in the front. Prevailing winds from the S, and SE will be obstructed. With such an insignificant difference in height, the so-called cascading design in the plan will not be functioning in facilitating the ventilation in the estate. Instead, the "wall effect" will be resulted, jeopardizing the living conditions of the nearby residents.

The height limit is a violation of the limit stipulated in the Outline Zoning Plan of Southeast Kowloon Development, which is only 15m. Though the Planning Development always puts forward a sweeping argument that development plans are ever-changing to meet the societal needs, we, residents in the vicinity, do not see the needs in our community. We just get the impression that the needs of residents in Laguna City is neglected by the planners.

I strongly oppose the building height of the VTC in the proposal.

Regards,

[REDACTED]
A resident of Laguna City

觀塘 (麗港城區) 區議員

規劃署

香港北角渣華道 333 號

北角政府合署 17 樓

規劃署

規劃署署長李啟榮，JP：

要求就有關茶果嶺海濱興建職業訓練局分校建議對麗港城及鄰近社區進行諮詢

規劃署在 10 月 17 日下午公佈啟德發展檢討報告，當中建議在茶果嶺海濱(偉樂街附近)一幅約 4.2 公頃的土地興建職業訓練局分校。該幅土地位處的地段，現時分別劃為偉樂街、污水處理設施及平台、臨時足球場、石油氣加氣站、隧道通風塔及行政大樓。

在公布這個建議後，政府需要充分考慮麗港城及鄰近社區的不同持份者的意見及關注，為此，政府有必要及有責任盡早公佈最新規劃詳情及作出諮詢，並解答及回應不同持份者的查詢。可惜的是，報告公佈至今達兩個月，政府仍未開始相關工作，令人遺憾。

作為麗港城的區議員，本人明白政府在覓地發展的困難，但政府在推出新建議的時候，也必須要進行充分社區諮詢，與地區的不同持份者建立良好溝通。市民，尤其是建議發展地段附近的麗港城居民和社區持份者，他們對建議內容的知情權，更不應被忽略，政府有責任提高啟德發展程序的透明度。因此，本人促請局方盡快安排代表到麗港城及鄰近社區進行諮詢，並公佈最新規劃詳情。

觀塘區議員

鄧咏駿



2016 年 12 月 13 日

鄧咏駿區議員辦事處

The Office of District Councillor Tang Wing Chun

藍田麗港城城中城商場地下 32-33 號舖 Shop 32-33, Centre De Laguna, Laguna City, Kwun Tong, Kowloon

電話 Tel : 9194 9591 傳真 Fax : 6714 1414 電郵 Email : laguna@ncforum.org.hk

14 December 2016

Development Bureau
19/F, West Wing
Central Government Offices
2 Tim Mei Avenue
Tamar, Hong Kong

Dear Sir / Madam

茶果嶺海旁的"職業訓練局校舍"

I would like to express my concern towards the development of VTC in Wai Lok Street Promenade area. After reading all the related materials about this site's development, I am **STRONGLY AGAINST** this proposal with the reasons are as follows.

Firstly, the promenade should be a public area that can be used by everyone. When you impose the VTC construction on this site, it absolutely limits the places for citizens to enjoy life around this "stunning, breathtaking and vibrant" Victoria Harbour. It becomes a privately owned region. As a citizen, we lose the place for refreshment and rest. I believe this is not just an unfair proposal to citizens, but also ---- an irresponsible plan.

Secondly, the building of VTC affects the environment of the surrounding area. It is unacceptable that the maximum height of this building reaches 70m, which corresponds to almost 18-20 Floors. No matter it adopts what it calls the "Staircase" design; it still leads to a screening effect to the interiors, e.g. the Laguna City and the Cha Kwo Ling Road buildings. Shields like the VTC campus should not be constructed around the coast. The detrimental effects that it brings (e.g. ventilation of air being obstructed, poor air quality during construction; traffic congestions throughout the development....) after the development will be irreversible. I believe it directly lowers the quality of life to the residents like us.

We did not receive any messages from your department to invite us to discuss about the construction issue of VTC. Being one of the stakeholders in this issue, we believe we have the right and responsibility to express our views and your department should take our opinions into account.

Although your department has plans about the development of the promenade, we also have our own ideas on the utilization of this section. Greening is no doubt the most suitable plan on the Wai Lok Street Promenade. The reasons are twofold. From the environmental perspective, greening can help improve the air quality and also raising the living standard of the residents. From the developmental point of view, what it lacks right now in Kwun Tong is neither a school nor a housing estate. As the government has put a lot of effort to rebuild the "EAST KOWLOON REGION",

to turn this place into another CITY CENTER, a place for refreshment is absolutely necessary in a comprehensive district planning. Additionally, the Kwun Tong Promenade has already developed, which is connected to the Wai Lok Street Site. It is strongly recommended to extend the Promenade, to build a unique and attractive coastline in Kwun Tong. Adopting the design from Tai Koo Shing, one of the largest housing estates, has also built a "GREEN SHORELINE", which now becomes the signature not just in this estate, but also in Hong Kong.

To conclude, the VTC should not be built in the Wai Lok Street Promenade. No matter under what circumstances, we are always AGAINST on this planning. I believe this is not a single view from my family, but also voicing out the concerns of many residents in the Laguna City. Suggestions to the promenade are mentioned above and we hope that as we are the stakeholders in this affair, our comments should be taken into considerations.

This is an urgent matter and I wish to receive your reply as soon as possible. You can contact me through mail. I am looking forward to receiving your reply.

Yours faithfully

cc Planning Department -
17/F, North Point Government Offices, No 333 Java Road, North Point, HK.
Civil Engineering and Development Department -
Civil Engineering and Development Building, 101 Princess Margaret Road, Kln.
Kwun Tong District Council Secretariat -
Unit 05-07, 20/F, Millennium City 6, No 392 Kwun Tong Road, Kwun Tong, Kln.
鄧咏駿先生 - 麗港城區議員

觀塘 (麗港城區) 區議員

規劃署

香港北角渣華道 333 號

北角政府合署 17 樓

規劃署署長李啟榮，JP：

強烈要求就有關茶果嶺海濱興建職業訓練局分校建議
對麗港城及鄰近社區進行諮詢

本人於二零一六年十二月二十三日收到 貴署的回覆，信中提及「據了解觀塘民政事務處已安排本署及職業訓練局代表於十二月二十九日與你們會面，向閣下及居民解釋計劃的詳情及聆聽地區人士的意見」，但據我們了解是次會面並沒有麗港城居民和社區持份者參與，本人就此表示強烈不滿。另外，對 貴署作出失實陳述，迴避居民意見的做法，表示遺憾。

本人明白政府在覓地發展的困難，但政府在推出新建議的時候，必須要進行充份社區諮詢，與地區不同持份者溝通。尤其是建議發展地段附近的麗港城居民和社區持份者，他們對建議內容的知情權，更不應被忽略，政府有責任提高啟德發展程序的透明度。可惜在公布建議至今達兩個月，政府仍未開始相關工作，令人遺憾。因此，本人就建議向居民作問卷諮詢，我們總結居民意見如下：

1. 降低有關規劃樓宇高度
2. 盡快公開有關設計公開諮詢居民
3. 確保周邊康樂及綠化用地面積
4. 增加有關樓宇設計通透性，避免出現屏風問題
5. 增加周邊配套，確保社區資源不被瓜分

鄧咏駿區議員辦事處

The Office of District Councillor Tang Wing Chun

藍田麗港城城中城商場地下 32-33 號舖 Shop 32-33, Centre De Laguna, Laguna City, Kwun Tong, Kowloon

電話 Tel : 9194 9591 傳真 Fax : 6714 1414 電郵 Email : laguna@ncforum.org.hk



鄧咏駿

Tang Wing Chun

觀塘 (麗港城區) 區議員

本人強烈要求 貴署盡快對麗港城及鄰近社區居民就有關茶果嶺海濱興建職業訓練局分校進行正式諮詢，並公佈最新規劃詳情。

觀塘區議員

鄧咏駿



2016 年 12 月 28 日

鄧咏駿區議員辦事處

The Office of District Councillor Tang Wing Chun

藍田麗港城城中城商場地下 32-33 號舖 Shop 32-33, Centre De Laguna, Laguna City, Kwun Tong, Kowloon

電話 Tel : 9194 9591 傳真 Fax : 6714 1414 電郵 Email : laguna@ncforum.org.hk

The map shows the VTC site at the bottom center, labeled "VTC位置". To its north are two sewage treatment plants: "SEWAGE TREATMENT PLANT" and "SEWAGE TREATMENT PLANT WITH LANDSCAPED DECK ABOVE". Further north is a "PROPOSED RELOCATED SOCCER PITCH". To the east of the soccer pitch is a "PROPOSED RELOCATED WAI LOK STREET". To the south of the VTC site is a "PROPOSED RELOCATED DEDICATED LPG FILLING STATION". The map also shows various streets like King Yip Street, Wing Yip Street, and Wai Lok Street. Other landmarks include Laguna Park, Sai Tso Wan Neighbourhood Community Centre, and Cha Kwo Ling. A north arrow is in the top right corner.

Comments from the Residents of Laguna City (in standard form) received on 29.12.2016

城規會將會在星期五
(10月21日)討論啓德發展檢討
報告，並會因應會上意見，稍後
再向觀塘區議會及啓德海濱發展專
責小組作出諮詢。我們密切關注新規
劃對社區環境、通風和交通等帶來的
影響。大家對新規劃有任何意見，歡
迎隨時與我們聯絡。

城規會將會在星期五
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迎隨時與我們聯絡。

()支持 ()反對

你的關注：

關注：
非常讚成興建多些文娛康
樂及教育設施。

姓名:

電話：

電郵:

地址：麗港城

室



城規會將會在星期五
(10月21日)討論啓德發展檢討
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劃對社區環境、通風和交通等帶來的
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迎隨時與我們聯絡。

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

(☒)支持 (☒)反對

你的關注:

太高! 一般VTC得几层
不需要那么高, 影响景观和
空气.

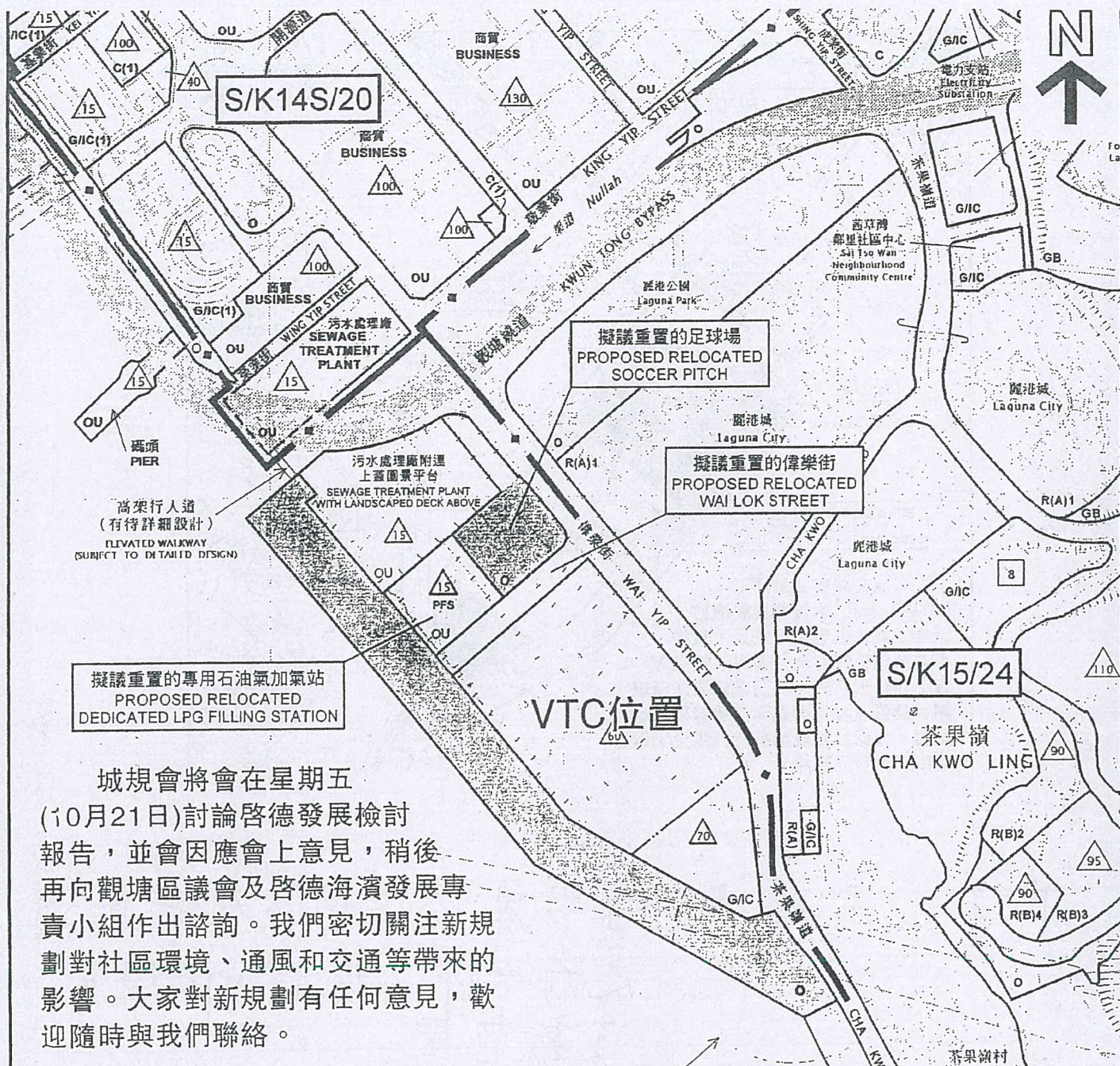
姓名:

電話:

電郵:

地址:

麗港城二期座樓室



城規會將會在星期五
(10月21日)討論啓德發展檢討
報告，並會因應會上意見，稍後
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(☒)支持 ()反對

你的關注:

① 要預留海濱綠化地帶

並可連接到官塘海濱公園

② 長遠改善区内交通，考慮高領士

所增加人口/交通

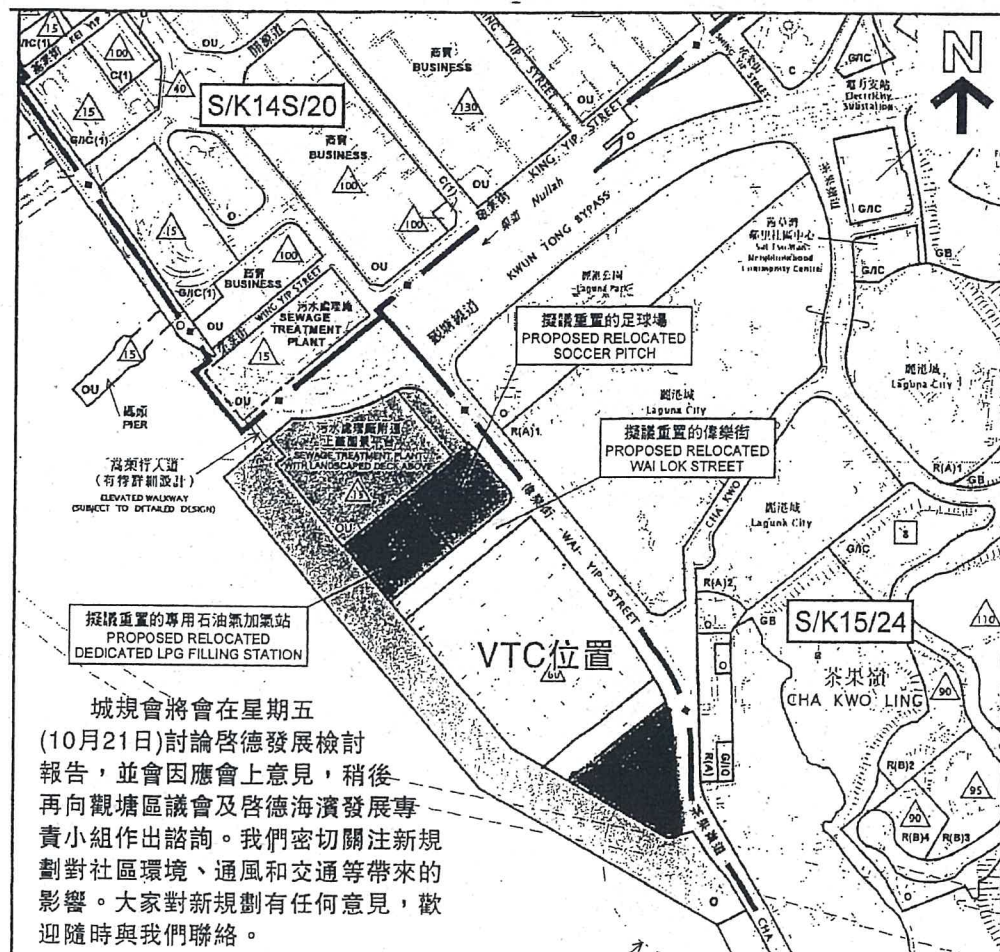
姓名:

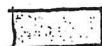
電話:


電郵:

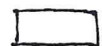
地址:

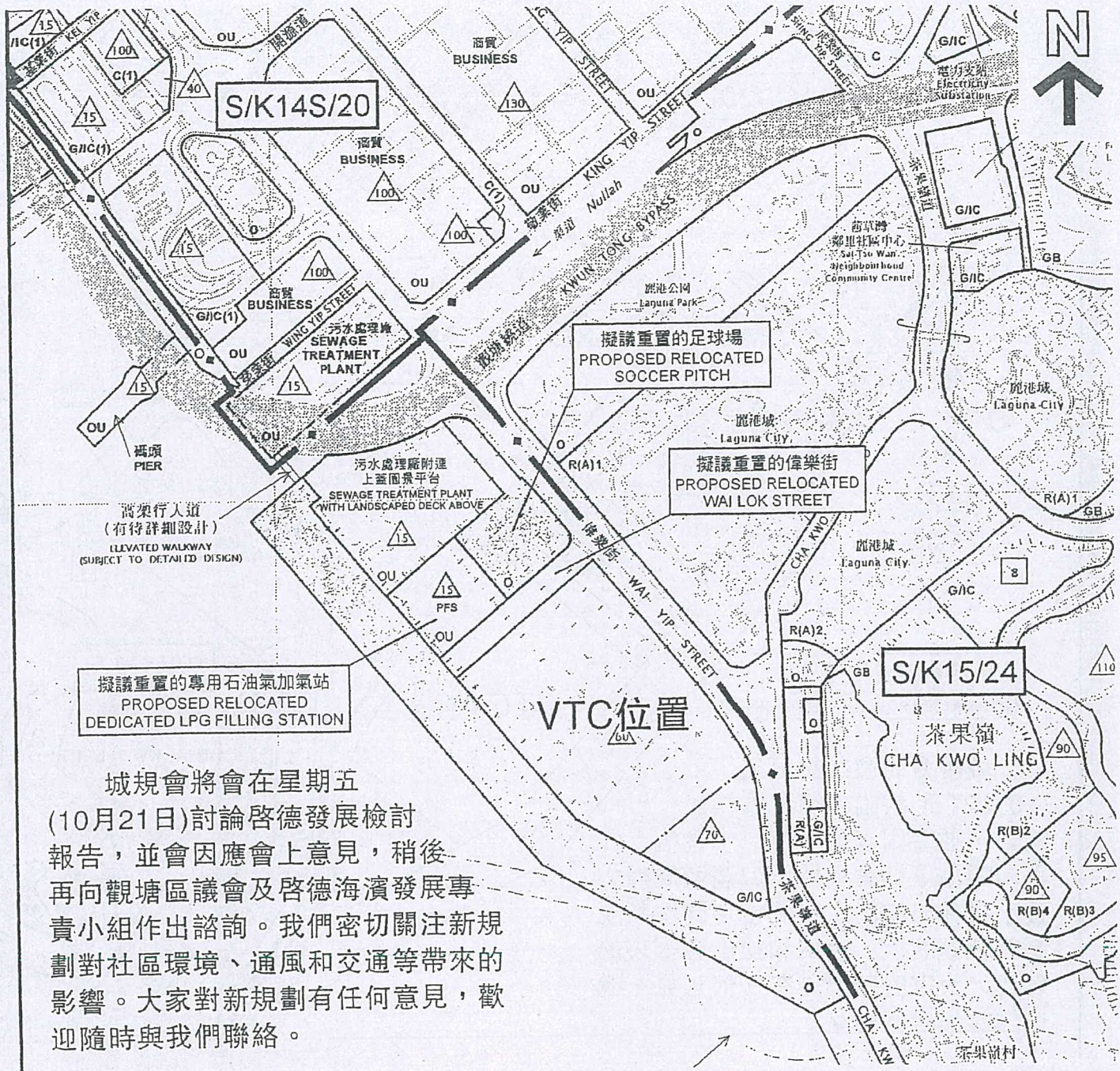
麗港城 座 樓 室



 公園, 球場 : 可與麗港公園互相呼應, 及連為一體。提供 VTC 學生活動空間。

 油站 : 遠離公園 / 球場, 環境更安靜, 空氣更清新。

 VTC : 校舍高度最好不高過 30M. (盡用地界面積), 由海往內望, 建築物之間有層次感 (不會產生屏風效應), 更不會遮擋原有建築物景觀。



擬議重置的專用石油氣加氣站
PROPOSED RELOCATED
DEDICATED LPG FILLING STATION

城規會將會在星期五

(10月21日)討論啓德發展檢討報告，並會因應會上意見，稍後再向觀塘區議會及啓德海濱發展專責小組作出諮詢。我們密切關注新規劃對社區環境、通風和交通等帶來的影響。大家對新規劃有任何意見，歡迎隨時與我們聯絡。

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

()支持 (✓)反對

你的關注:

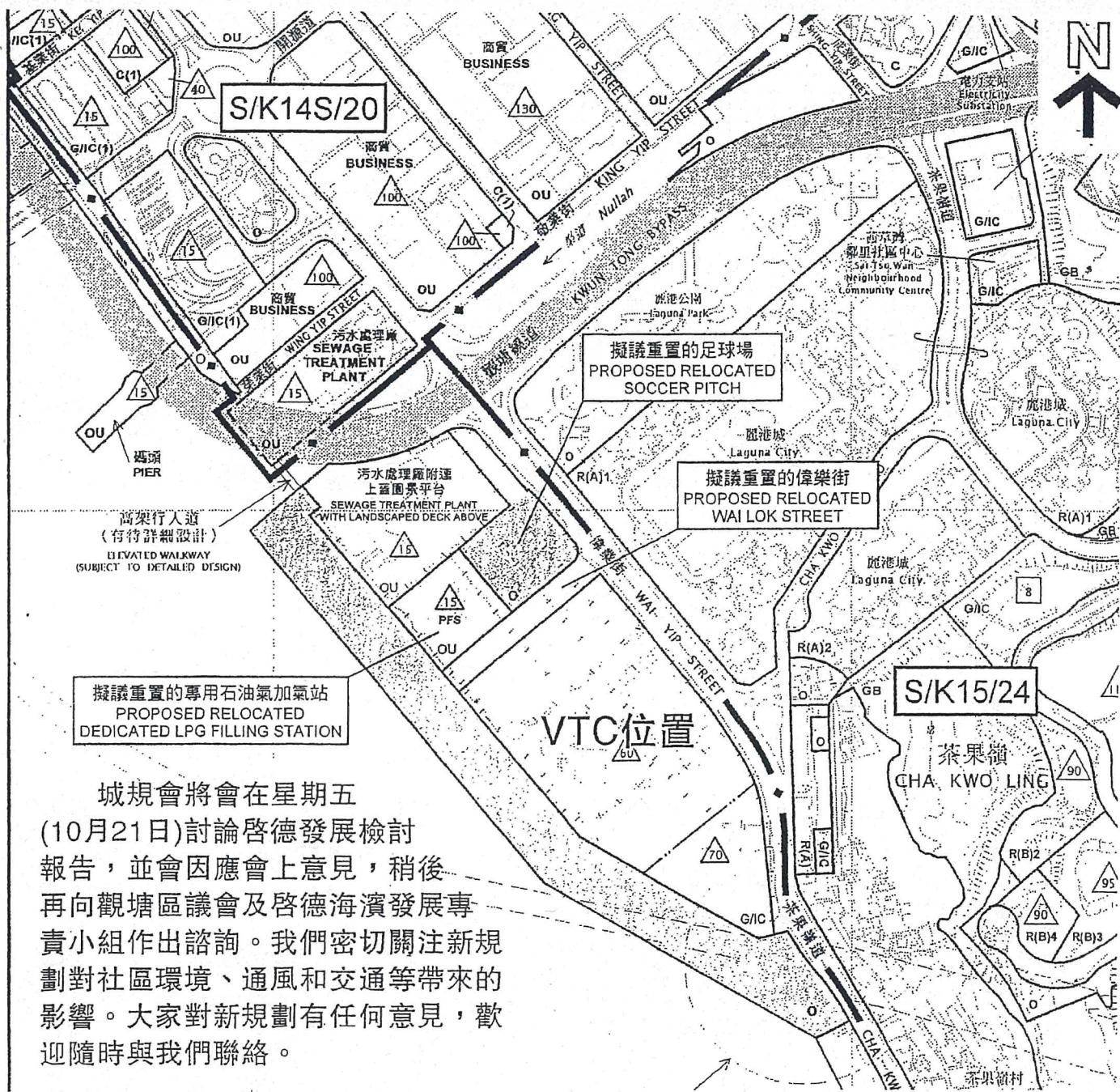
高樓士用地發展住屋之後，無論人流、交通負荷

均已超乎出可以承受的程度，道路網絡又沒有能力

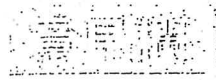
開發者再加上興建VTC，社區內人流只會多上加多，根本不能承受，沿海地區應發展成休憩用地更適合。

姓名:

電話:



城規會將會在星期五
(10月21日)討論啓德發展檢討
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()支持 (✓)反對

你的關注:

規劃署進行該區規劃時忽略區內的實際需要，

我們現欠缺是一個「街市」，我們經常走到附近的

街市去購買日常所需，如官塘、平田、牛頭角等^{路程}，需時最少十五

~~姓名~~
~~地址~~
~~電話~~

分鐘，雖然麗港城商場內有大型連鎖超市，但價錢相對高，區內消費者並沒有選擇之下購物，其實失去消費者基本核價權利。麗港城座立三十八^座大廈，是屬於大型屋苑，加上茶果嶺附近一帶居民，人口相當多，但竟然區外一個小型街市都欠缺，其實非常失望！

另外，我們區內現時是靠一輛流動圖書館來供應市民及小朋友餘閒需要，其實規劃署可利用以上偉業街海濱用地來興建一座市政大樓，內裏包括圖書館、街市、室內泳池、室內遊戲室及多用運動地給予區內外市民需要。既可避免興建風樓帶來的影響，又可迎合區內實際需要，亦配合茶果嶺海濱發展。

此外，若果該地興建^{嚴重}VTC分校，將會造成區內交通問題，特別學生返學放學時間，這會令到附近的道路造成阻塞，更會影響到^{嚴重}麗港城一個休靜環境。

**意見欄**

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

() 支持 (✓) 反對

你的關注:

阻礙景觀, 屏風效應

交通擠塞, 設施不足配合 等

姓名:

電話:

電郵:

地址:



城規會將會在星期五
(10月21日)討論啓德發展檢討
報告，並會因應會上意見，稍後
再向觀塘區議會及啓德海濱發展專
責小組作出諮詢。我們密切關注新規
劃對社區環境、通風和交通等帶來的
影響。大家對新規劃有任何意見，歡
迎隨時與我們聯絡。

意見欄

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

()支持 (✓)反對

你的關注:

加劇区内擠塞、交通不足等。
應使用地作為社區中心、圖書館、
公園等。高建築物引起風阻效應。

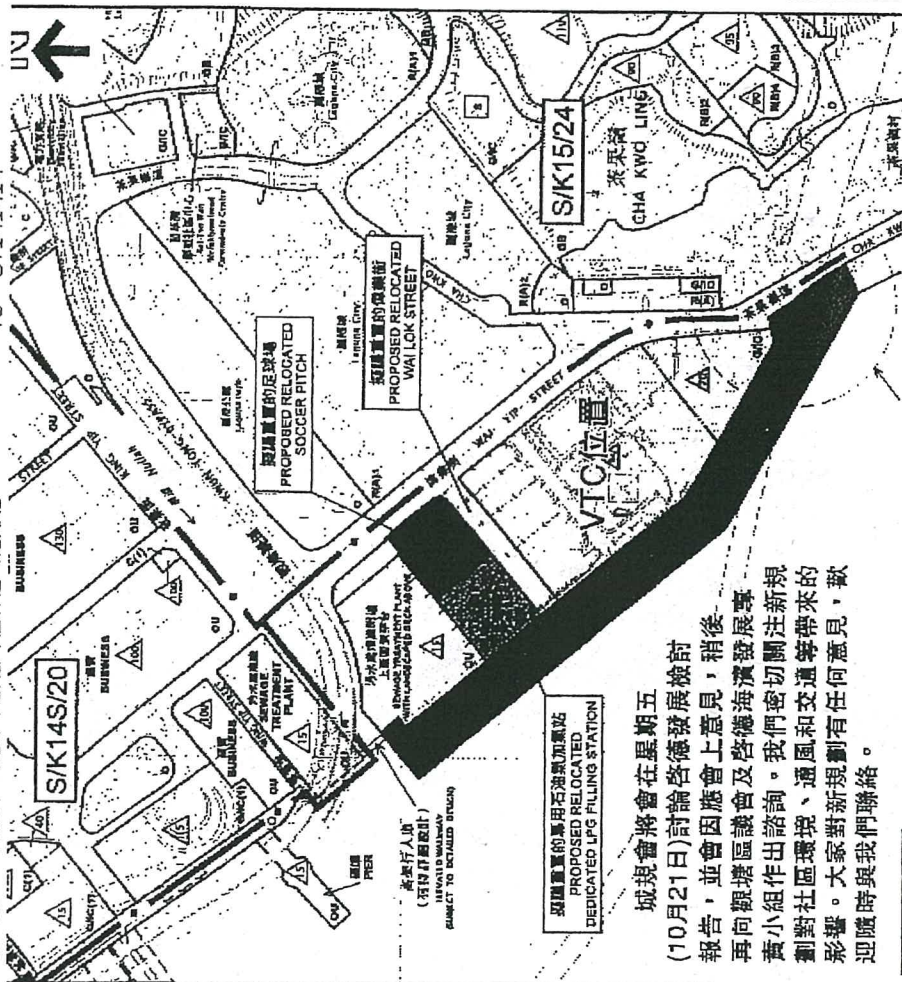
姓名:

電話:

電郵:

地址: 香港城

r.com



城規會將會在星期五
(10月21日)討論發展檢討
報告，並會因應會上意見，稍後
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迎隨時與我們聯絡。

意見欄 *填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

()支持 (✓)反對

你的關注:

理應興建觀塘海濱公園/長沙一連香港
管環處成為東九龍海濱公園

姓名:

電話:

25. Oct. 2016 9:43

No. 0530 P. 1



城規會將會在星期五
(10月21日)討論發展檢討
報告，並會因應會上意見，稍後
再向觀塘區議會及啓德海濱發展署
黃小組作出諮詢。我們密切關注新規
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迎隨時與我們聯絡。

意見欄

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() 支持 (✓) 反對

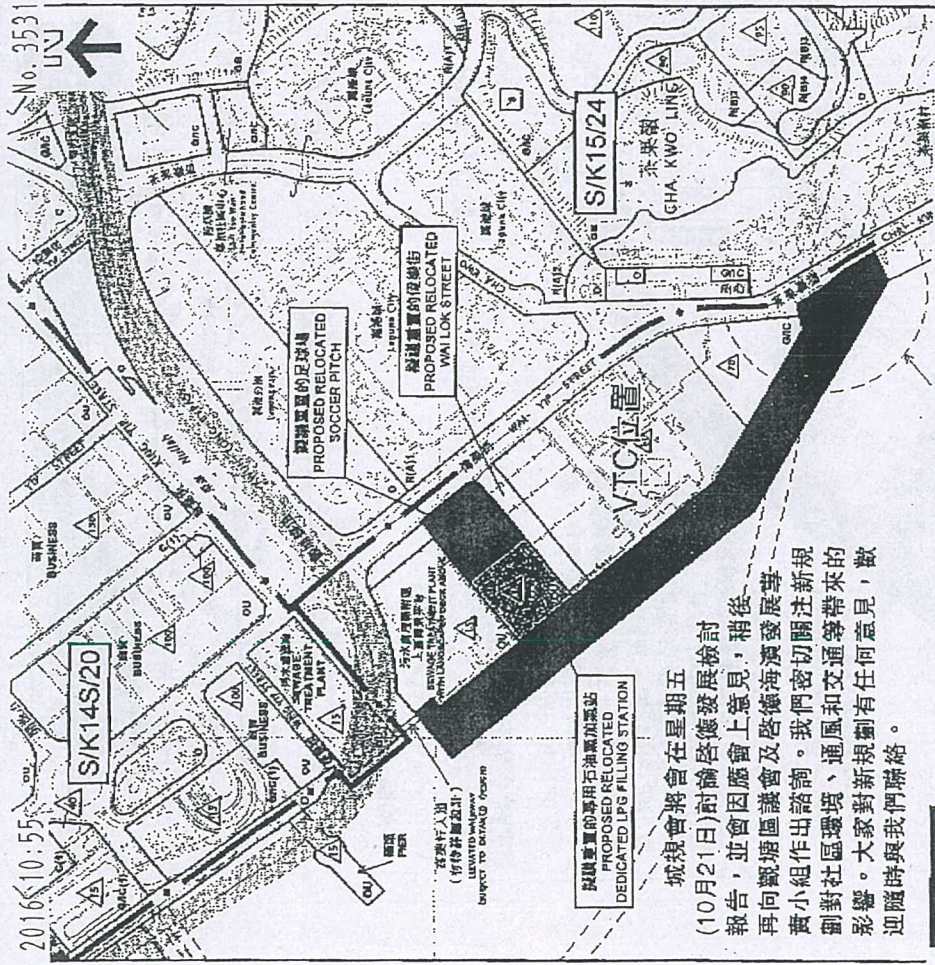
你的關注:

There are many schools around Laguna City already, and it will

become a potential threat for school build beside Gas Station

what I think what we need most is public utilities (Sports field/near the area

姓名: [REDACTED] 電話: [REDACTED] 電郵: [REDACTED]



城規會將會在星期五
(10月21日)討論發展檢討
報告，並會因應會上意見，稍後
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費小組作出諮詢。我們密切關注新規
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迎隨時與我們聯絡。

意見欄 *填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

()支持 (✓)反對

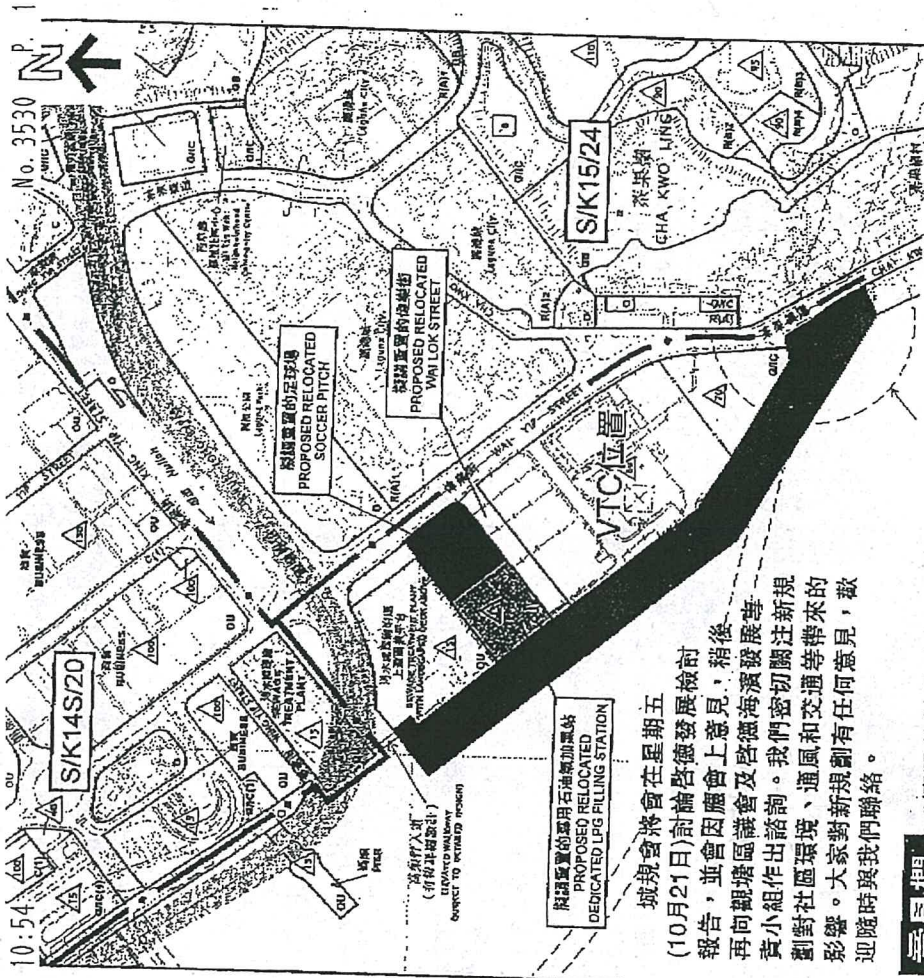
你的關注:

屏風樓建設影響居民生活
增加社區密度。

姓名: [REDACTED] 電話: [REDACTED]
電郵: [REDACTED]

31. Oct. 2016

10:54



城規會將會在星期五
(10月21日)討論發展檢討
報告，並會因應會上意見，稍後
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迎隨時與我們聯絡。

意見欄

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

() 支持 (V) 反對

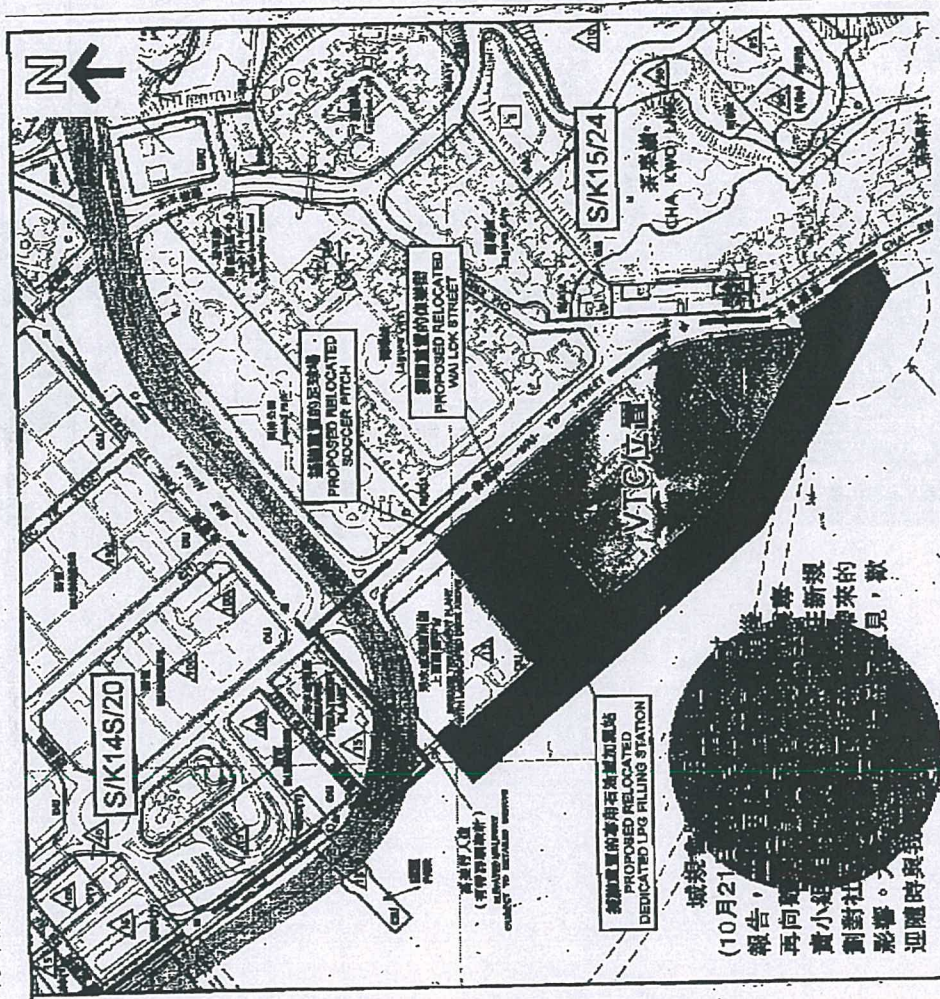
你的關注:

*It seriously impacts the livelihood
of the residents in Laguna City
Which is already congested.*

姓名:

電話:

電郵:



*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

意見欄

() 支持 (✓) 反對

你的關注:

由於該港城屋苑本身已是U型設計本身已不太通風
及有車船聲噪音干擾 故 VTC 以大型高層建築風
第三期至第一期 會致使空氣及噪音問題更嚴重
交通車輛亦增加 不能負荷

姓名: _____

[illegible]

1. 興建職業訓練局分校的必要性

2. 有關規劃的具體設計和改變土地用途等詳細資料

3. 如何確保麗港城居民生活質素不因新規劃而受影響，包圍邊交通、配套設施和休憩用地等。

想見

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

交對建公局(20萬)建築物

吳興文氏阮科書

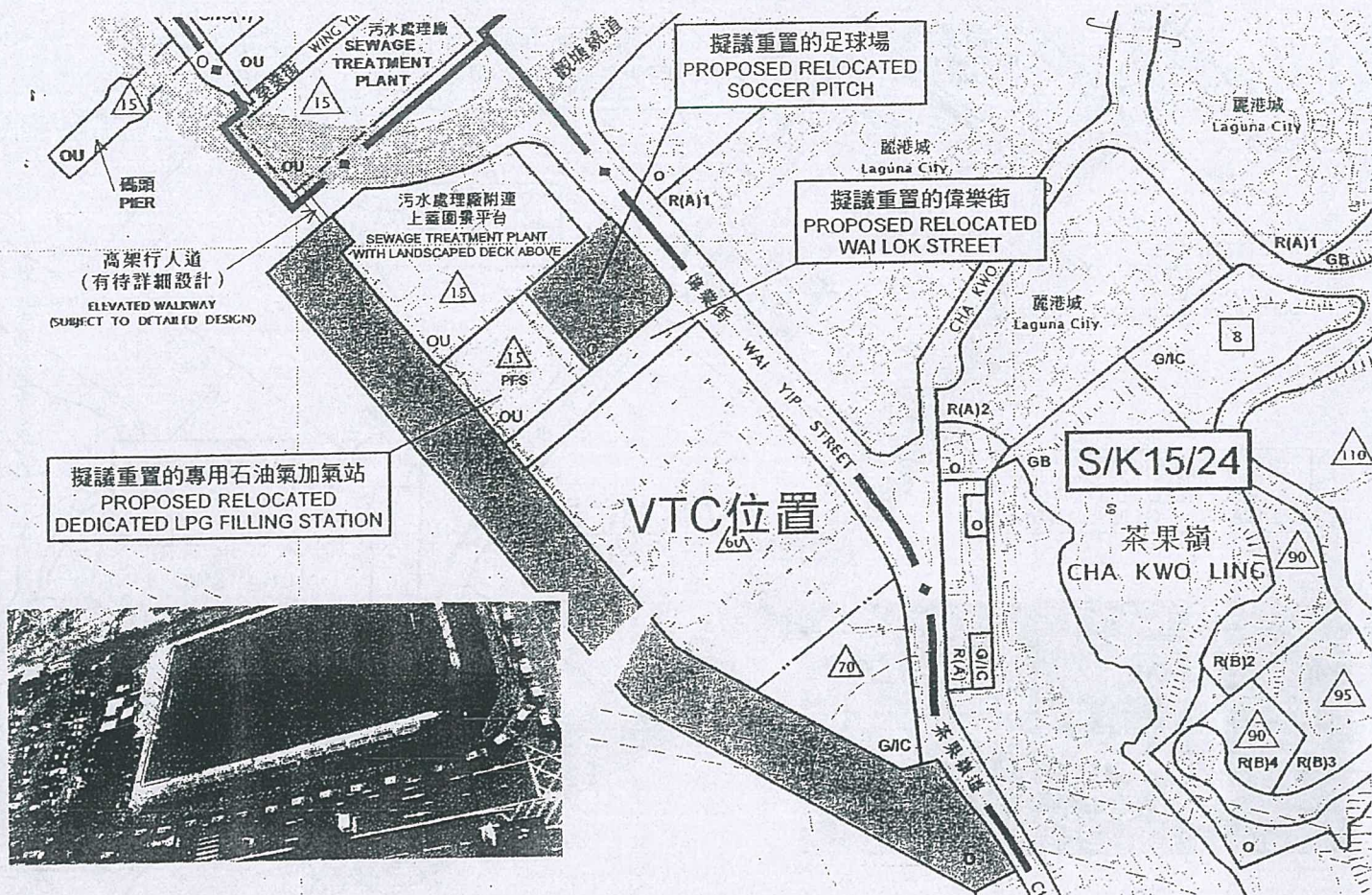
性聲流域的靜息聲流

姓名:

電話：

雷·

· 1174 ·



根據現時分區規劃大綱圖，麗港城對出「建議興建職業訓練局分校位置」的土地用途，分別是OU「其它指定用途」和O「休憩用地」，規劃署需要向城規會申請改變有關土地用途為G/C「政府、機構或社區」，部份土地高度限制由現時15mPD更改為70mPD，對我們麗港城必造成影響，我們要求政府有關部門於諮詢會向居民交待：

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意見欄

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

如若興建訓練过高，將會變成屏風樓，阻擋海風和空氣流動，現時空氣質素已變差，霧霾加劇，故不應興建和太高

姓名: _____

電話: _____

電郵: _____

地址: 麗港城 _____ 室



叫政府在中環政府總部興建
 吧，那裏沒有民居。請他們不要
 這樣「黑心」在人稠密的麗港
 城海旁興建任何建築物來肆
 意破壞他們應享有的海景！
 請議員代我們發聲，極力反對！

的土地
 請改變
 更改為
 待：

包

向返大地，配長故地和休憩用地寺。

意見欄

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

本人極力反對在該位置興建任何建
 築物以破壞32座麗港城居民及10數
 座滙景花園所享有唯一的海景！該
 位置應興建海濱長廊、公園、球場等休

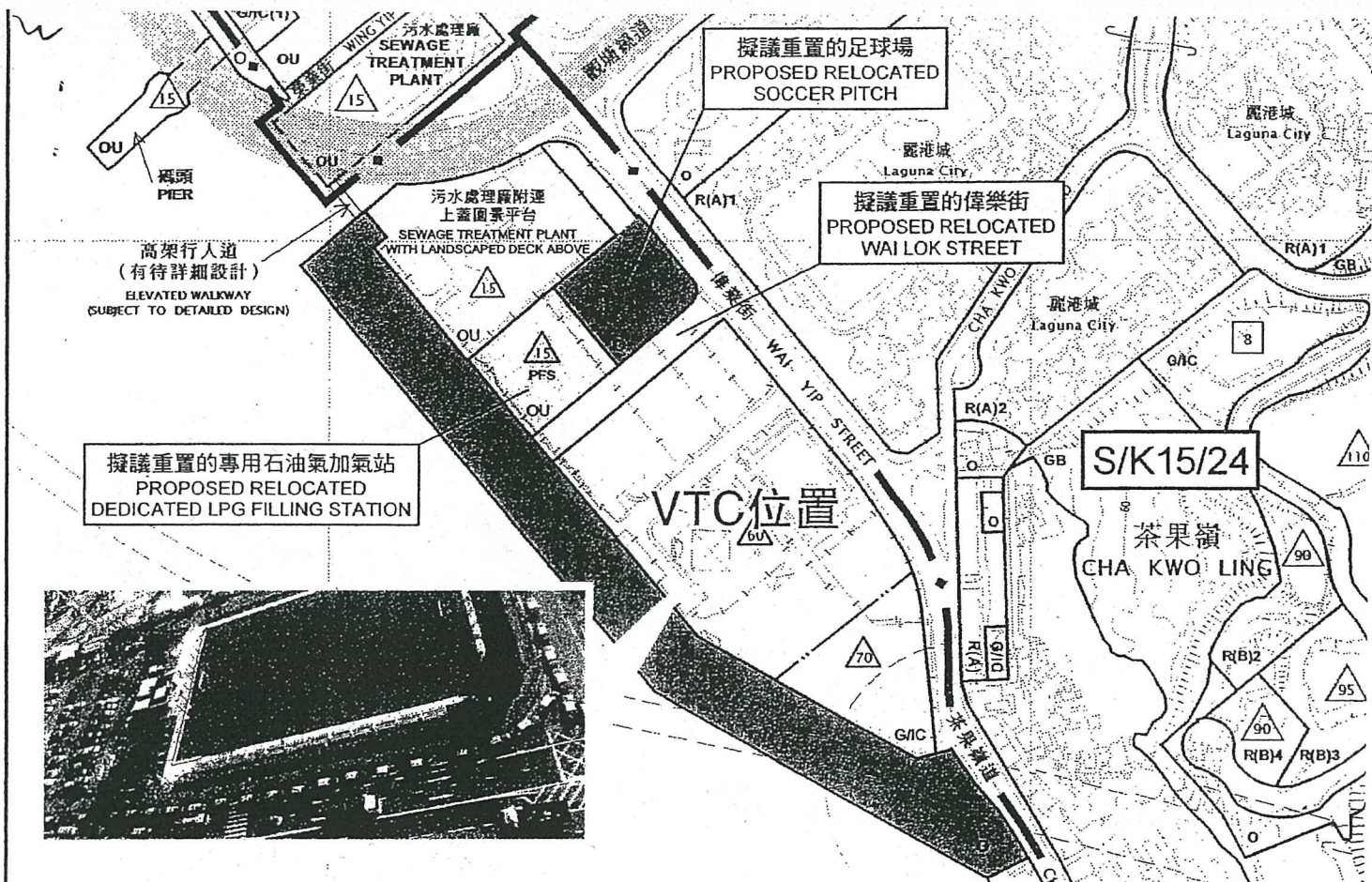
姓名：

電話：

電郵：

地址：麗港城

室



根據現時分區規劃大綱圖，麗港城對出「建議興建職業訓練局分校位置」的土地用途，分別是OU「其它指定用途」和O「休憩用地」，規劃署需要向城規會申請改變有關土地用途為G/C「政府、機構或社區」，部份土地高度限制由現時15mPD更改為70mPD，對我們麗港城必造成影響，我們要求政府有關部門於諮詢會向居民交待：

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2. 有關規劃的具體設計和改變土地用途等詳細資料
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意見欄

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本人反對將原有休憩用地改為興建
VTC, 更反對更改高度限制(由15mPD改為
70mPD) 這樣會嚴重影響麗港城居民
通風及景觀

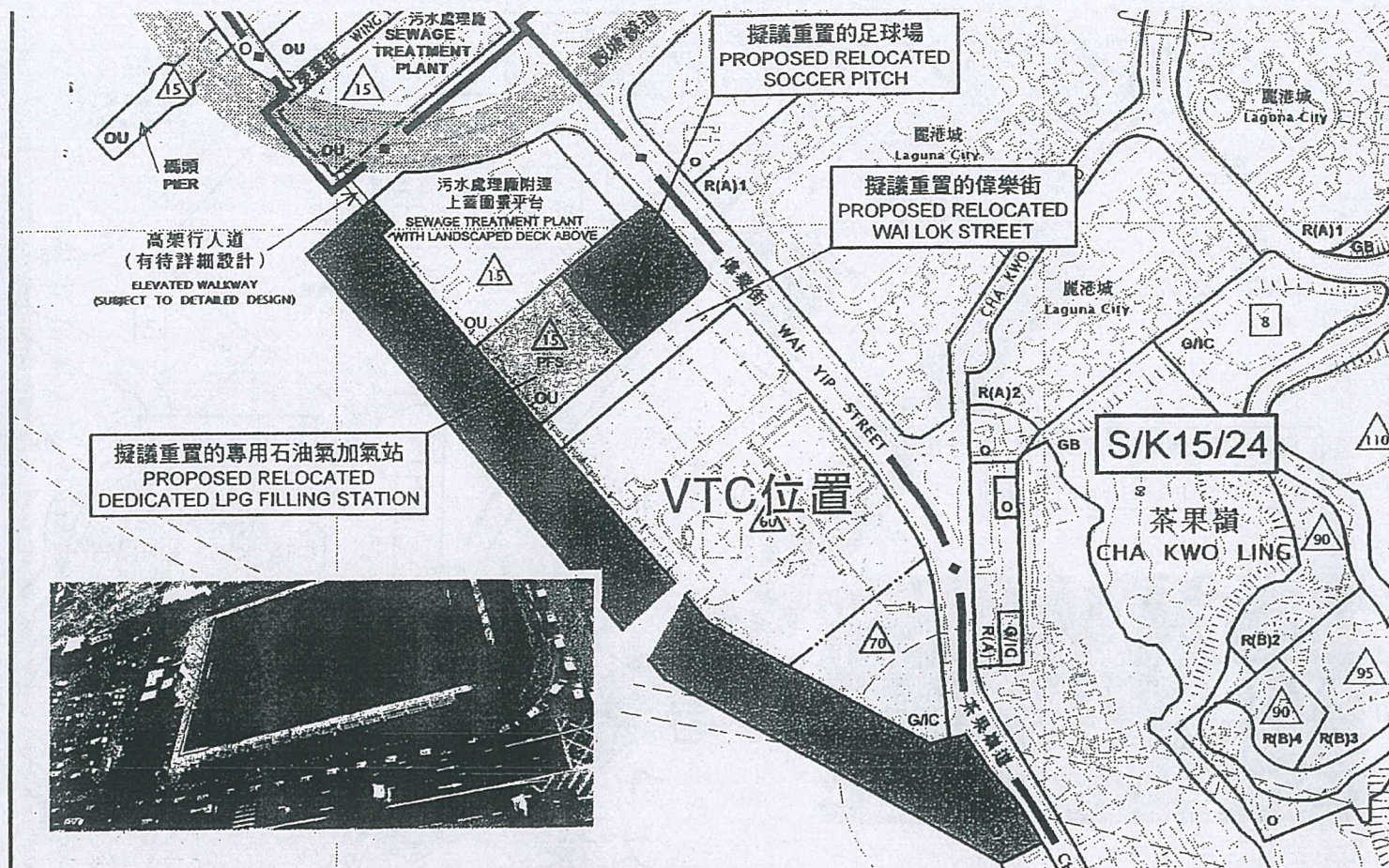
姓名: _____

電話: _____

電郵: _____

地址: 麗港城 _____

_____室



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意見欄

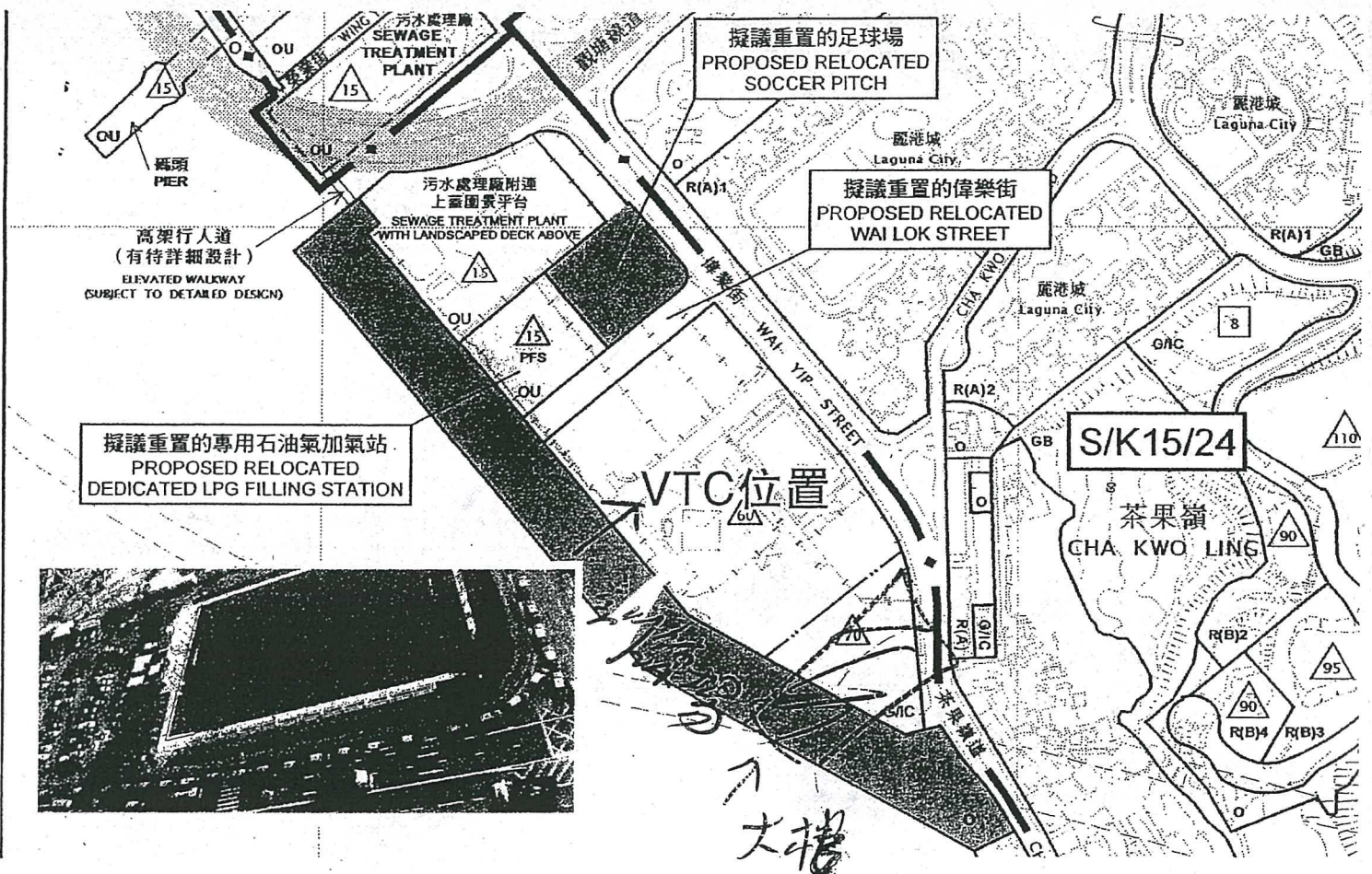
*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

① 該地應是最好用作興建長廊的延續。現時的東區海濱長廊其實只能叫海濱(短)廊。

② 關注反對更改土地高度限制。

姓名: _____ 電話: _____

電郵: _____ 地址: 麗港城 _____ 室



根據現時分區規劃大綱圖，麗港城對出「建議興建職業訓練局分校位置」的土地用途，分別是OU「其它指定用途」和O「休憩用地」，規劃署需要向城規會申請改變有關土地用途為G/C「政府、機構或社區」，部份土地高度限制由現時15mPD更改為70mPD，對我們麗港城必造成影響，我們要求政府有關部門於諮詢會向居民交待：

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周邊交通、配套設施和休憩用地等。

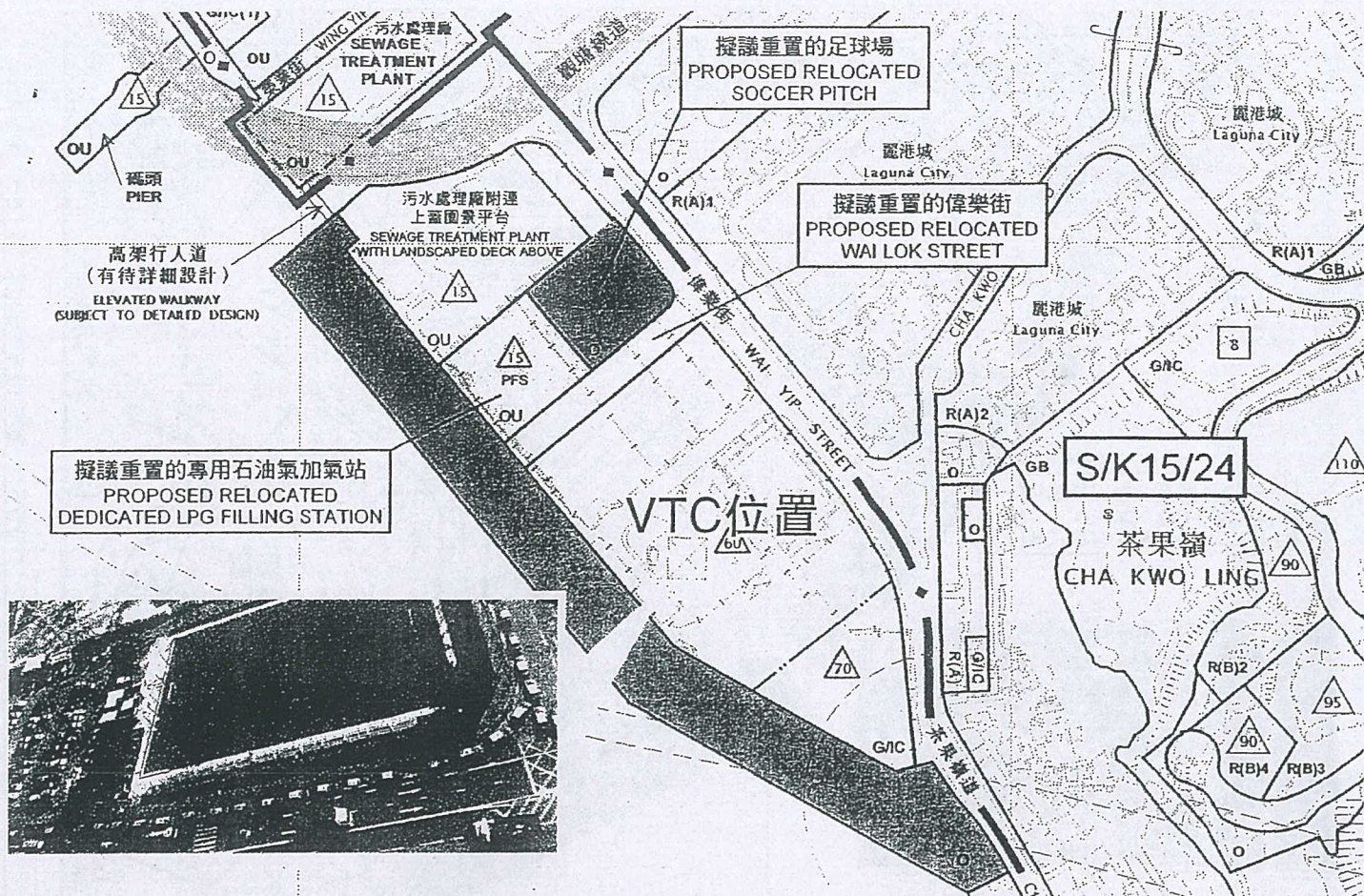
意見欄

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反對，對分校需要增加到70mPD申請高度懷疑沒有必要。本人要求
較高建築必須在靠近茶果嶺村，而麗港城對出只可以建較低
建築物或訓練場。要求議員及有關當局必須監管，確保景觀不受
影響。

姓名: _____ 電話: _____

電郵: _____ 地址: 麗港城 _____



根據現時分區規劃大綱圖，麗港城對出「建議興建職業訓練局分校位置」的土地用途，分別是OU「其它指定用途」和O「休憩用地」，規劃署需要向城規會申請改變有關土地用途為G/C「政府、機構或社區」，部份土地高度限制由現時15mPD更改為70mPD，對我們麗港城必造成影響，我們要求政府有關部門於諮詢會向居民交待：

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意見欄

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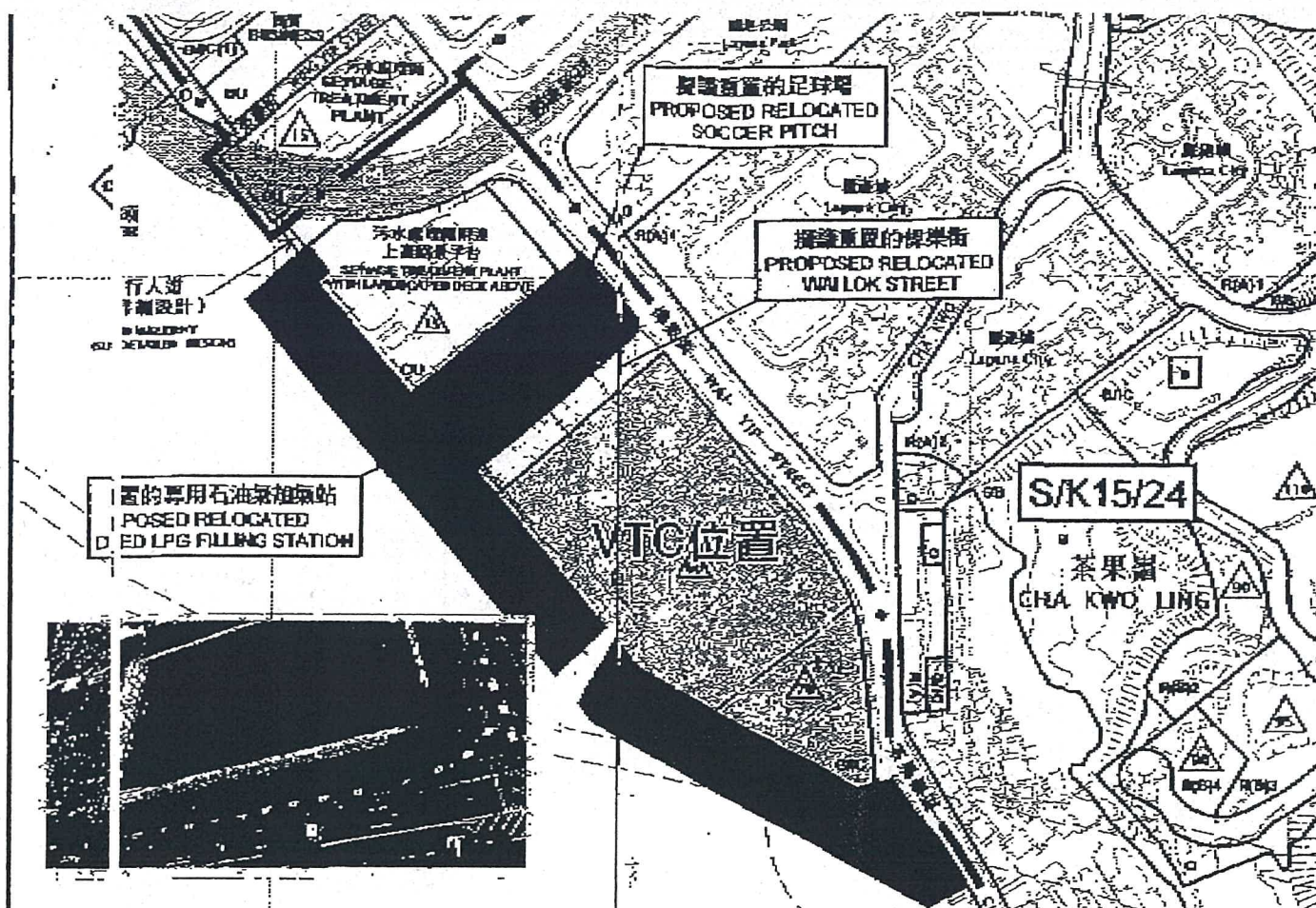
4. 我們真金白銀買的海景
如何賠償

姓名: _____

電話: _____

電郵: _____

地址: 麗港城 _____



根據現時分區規劃大綱圖，麗港城劃出「建議興建職業訓練局分校位置」的土地用途分別是OU「其它指定用途」和O「休憩用地」，規劃署需要向城規會申請改變有別用途為G/C「政府、機構或社區」，部份土地高度限制由現時15mPD更改為70m，對我們麗港城必造成影響，我們要求政府有關部門於諮詢會向居民交待：

● 興建職業訓練局分校的必要性

● 有關規劃的具體設計和改變土地用途等詳細資料

● 如何確保麗港城居民生活質素不因新規劃而受影響，包括周邊交通、配套設施和休憩用地等。

意見

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

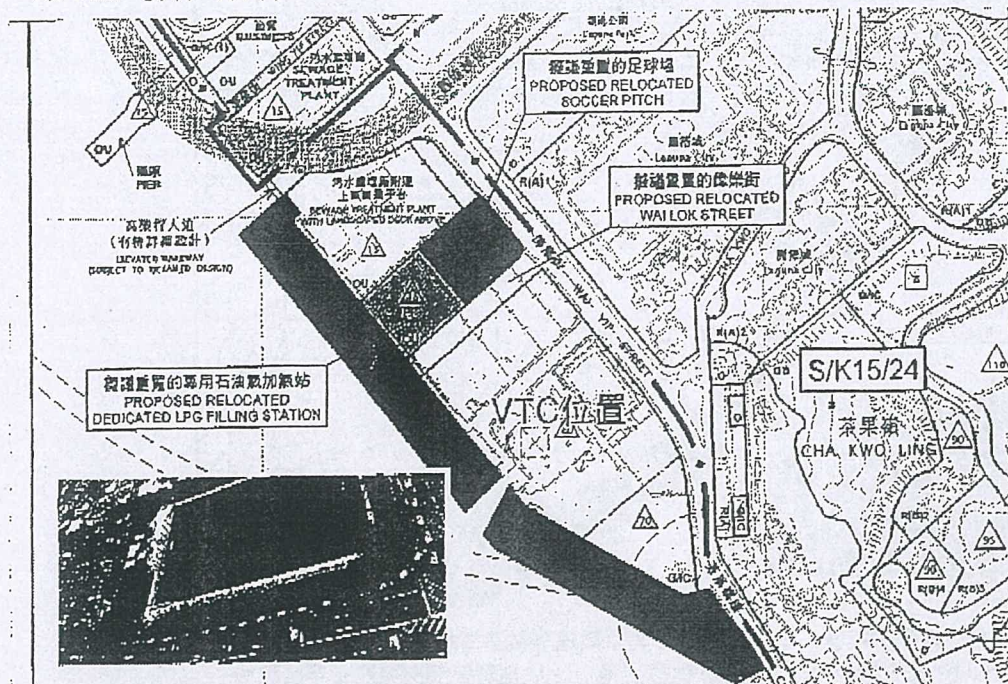
對更改高度限制，以免影響通風（造成屏風效應）。

姓:

電話:

電:

地址: 麗港城



根據現時分區規劃大綱圖，麗港城對出「建議興建職業訓練局分校位置」的土地用途，分別是OU「其它指定用途」和O「休憩用地」，規劃署需要向城規會申請改變有關土地用途為G/C「政府、機構或社區」；部份土地高度限制由現時15mPD更改為70mPD，對我們麗港城必造成影響，我們要求政府有關部門於諮詢會向居民交待：

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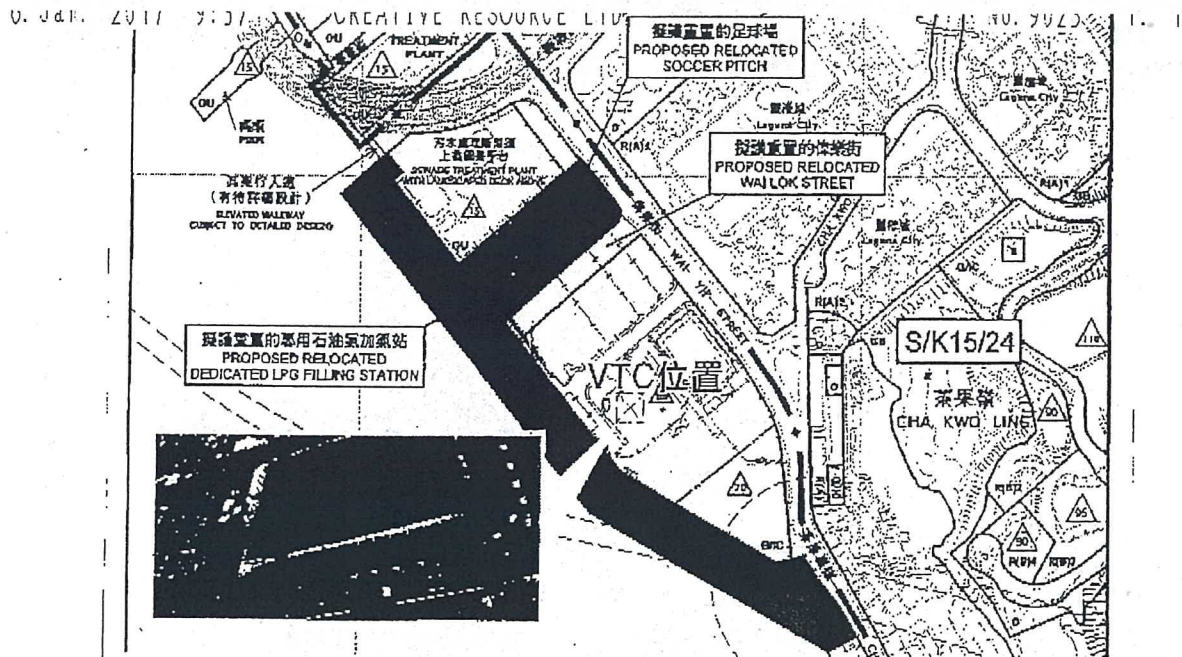
很多區也有VTC, 真的有必要在此再起一間嗎?
 沒必要吧! 另外, 在此外地點建休閒空間
 及發展低的高度建設才不會影響所港城的
 風及排氣。

姓名: _____

電話: _____

電郵: _____

地址: 麗港城 _____ 室



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意見欄

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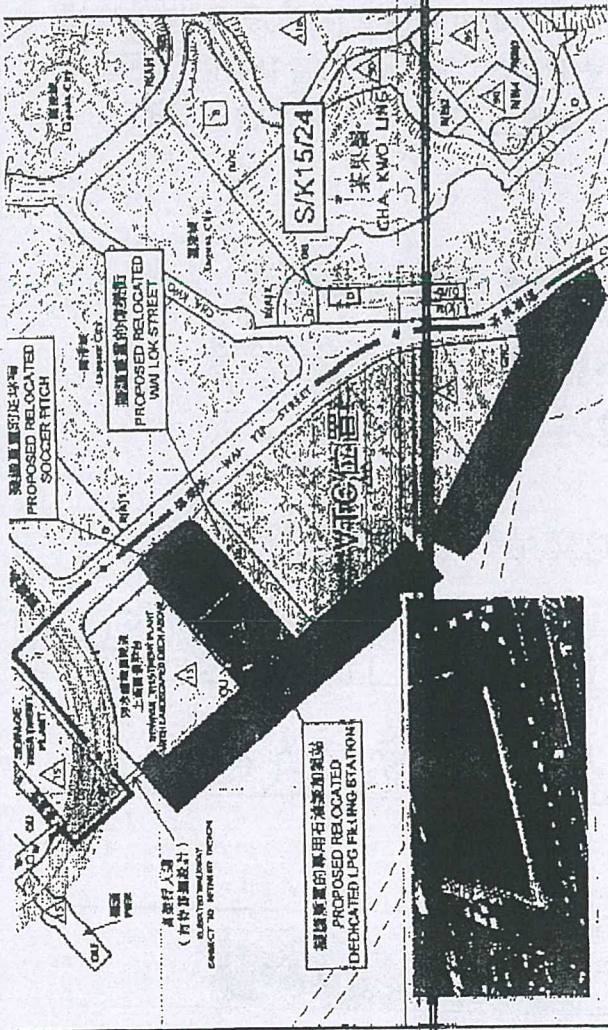
總比起高密度住宅好。

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1. 興建職業訓練局分校的必要性
2. 有關規劃的具體設計和改變土地用途等詳細資料
3. 如何確保麗港城居民生活質素不因新規劃而受影響，包括周邊交通、配套設施和休憩用地等。

- 有國相對伯里亞斯藥士用全結異食藥

3. 如何確保麗港城居民生活質素不因新規劃而受影響，包圍邊交通、配套設施和休憩用地等。

國邊交通、配套設施和休憩用地等

醫
四
部

*直隸後漢書卷之四十五
至六十一
交趾郡咏歸堂雜記

本人早知你是豫花城居民已居住了
豫花城很久啦！现在城建局分设
的必要性，有第1、2、3、4、5、6、7、8、9、10、11、12、13、14、15、16、17、18、19、20、21、22、23、24、25、26、27、28、29、30、31、32、33、34、35、36、37、38、39、40、41、42、43、44、45、46、47、48、49、50、51、52、53、54、55、56、57、58、59、60、61、62、63、64、65、66、67、68、69、70、71、72、73、74、75、76、77、78、79、80、81、82、83、84、85、86、87、88、89、90、91、92、93、94、95、96、97、98、99、100、101、102、103、104、105、106、107、108、109、110、111、112、113、114、115、116、117、118、119、120、121、122、123、124、125、126、127、128、129、130、131、132、133、134、135、136、137、138、139、140、141、142、143、144、145、146、147、148、149、150、151、152、153、154、155、156、157、158、159、160、161、162、163、164、165、166、167、168、169、170、171、172、173、174、175、176、177、178、179、180、181、182、183、184、185、186、187、188、189、190、191、192、193、194、195、196、197、198、199、200、201、202、203、204、205、206、207、208、209、210、211、212、213、214、215、216、217、218、219、220、221、222、223、224、225、226、227、228、229、230、231、232、233、234、235、236、237、238、239、240、241、242、243、244、245、246、247、248、249、250、251、252、253、254、255、256、257、258、259、260、261、262、263、264、265、266、267、268、269、270、271、272、273、274、275、276、277、278、279、280、281、282、283、284、285、286、287、288、289、290、291、292、293、294、295、296、297、298、299、300、301、302、303、304、305、306、307、308、309、310、311、312、313、314、315、316、317、318、319、320、321、322、323、324、325、326、327、328、329、330、331、332、333、334、335、336、337、338、339、340、341、342、343、344、345、346、347、348、349、350、351、352、353、354、355、356、357、358、359、360、361、362、363、364、365、366、367、368、369、370、371、372、373、374、375、376、377、378、379、380、381、382、383、384、385、386、387、388、389、390、391、392、393、394、395、396、397、398、399、400、401、402、403、404、405、406、407、408、409、410、411、412、413、414、415、416、417、418、419、420、421、422、423、424、425、426、427、428、429、430、431、432、433、434、435、436、437、438、439、440、441、442、443、444、445、446、447、448、449、450、451、452、453、454、455、456、457、458、459、460、461、462、463、464、465、466、467、468、469、470、471、472、473、474、475、476、477、478、479、480、481、482、483、484、485、486、487、488、489、490、491、492、493、494、495、496、497、498、499、500、501、502、503、504、505、506、507、508、509、510、511、512、513、514、515、516、517、518、519、520、521、522、523、524、525、526、527、528、529、530、531、532、533、534、535、536、537、538、539、540、541、542、543、544、545、546、547、548、549、550、551、552、553、554、555、556、557、558、559、560、561、562、563、564、565、566、567、568、569、570、571、572、573、574、575、576、577、578、579、580、581、582、583、584、585、586、587、588、589、590、591、592、593、594、595、596、597、598、599、600、601、602、603、604、605、606、607、608、609、610、611、612、613、614、615、616、617、618、619、620、621、622、623、624、625、626、627、628、629、630、631、632、633、634、635、636、637、638、639、640、641、642、643、644、645、646、647、648、649、650、651、652、653、654、655、656、657、658、659、660、661、662、663、664、665、666、667、668、669、670、671、672、673、674、675、676、677、678、679、680、681、682、683、684、685、686、687、688、689、690、691、692、693、694、695、696、697、698、699、700、701、702、703、704、705、706、707、708、709、710、711、712、713、714、715、716、717、718、719、720、721、722、723、724、725、726、727、728、729、730、731、732、733、734、735、736、737、738、739、740、741、742、743、744、745、746、747、748、749、750、751、752、753、754、755、756、757、758、759、760、761、762、763、764、765、766、767、768、769、770、771、772、773、774、775、776、777、778、779、780、781、782、783、784、785、786、787、788、789、790、791、792、793、794、795、796、797、798、799、800、801、802、803、804、805、806、807、808、809、810、811、812、813、814、815、816、817、818、819、820、821、822、823、824、825、826、827、828、829、830、831、832、833、834、835、836、837、838、839、840、841、842、843、844、845、846、847、848、849、850、851、852、853、854、855、856、857、858、859、860、861、862、863、864、865、866、867、868、869、870、871、872、873、874、875、876、877、878、879、880、881、882、883、884、885、886、887、888、889、890、891、892、893、894、895、896、897、898、899、900、901、902、903、904、905、906、907、908、909、910、911、912、913、914、915、916、917、918、919、920、921、922、923、924、925、926、927、928、929、930、931、932、933、934、935、936、937、938、939、940、941、942、943、944、945、946、947、948、949、950、951、952、953、954、955、956、957、958、959、960、961、962、963、964、965、966、967、968、969、970、971、972、973、974、975、976、977、978、979、980、981、982、983、984、985、986、987、988、989、990、991、992、993、994、995、996、997、998、999、1000、1001、1002、1003、1004、1005、1006、1007、1008、1009、1010、1011、1012、1013、1014、1015、1016、1017、1018、1019、1020、1021、1022、1023、1024、1025、1026、1027、1028、1029、1030、1031、1032、1033、1034、

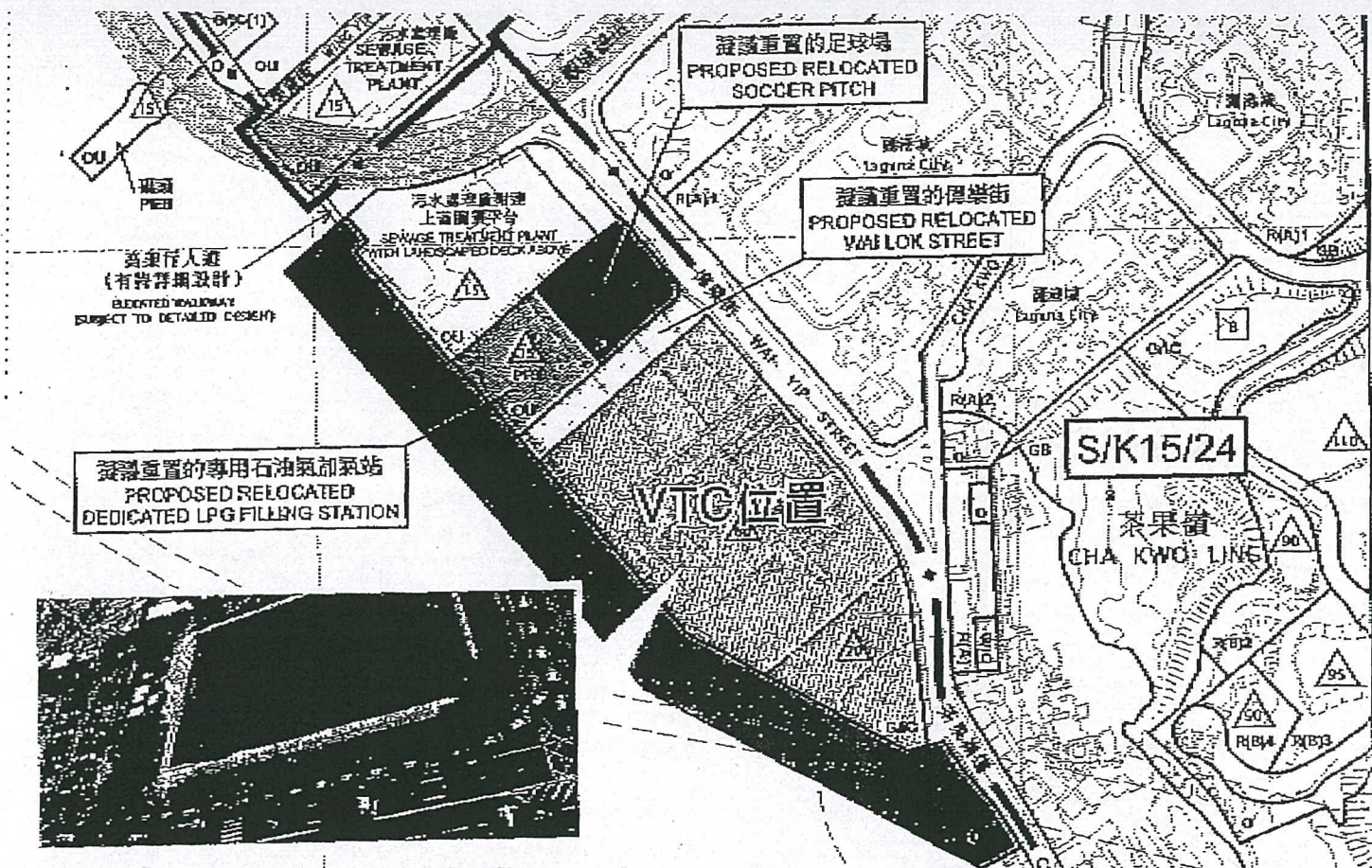
聯歡，城兒！鄉吏，吏訓練局分發

的半理性，有幫助他人及逐漸人有更多的進步。

姓名: 電郵:

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電郵：~~XXXXXXXXXXXX~~地址：麗港城。



根據現時分區規劃大綱圖，麗港城對出「建議興建職業訓練局分校位置」的土地用途，分別是OU「其它指定用途」和O「休憩用地」，規劃署需要向城規會申請改變有關土地用途為G/C「政府、機構或社區」，部份土地高度限制由現時15mPD更改為70mPD，對我們麗港城必造成影響，我們要求政府有關部門於諮詢會向居民交待：

1. 興建職業訓練局分校的必要性
2. 有關規劃的具體設計和改變土地用途等詳細資料
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意見欄

*填妥後請傳真至67141414或遞交至鄧咏駿議員辦事處

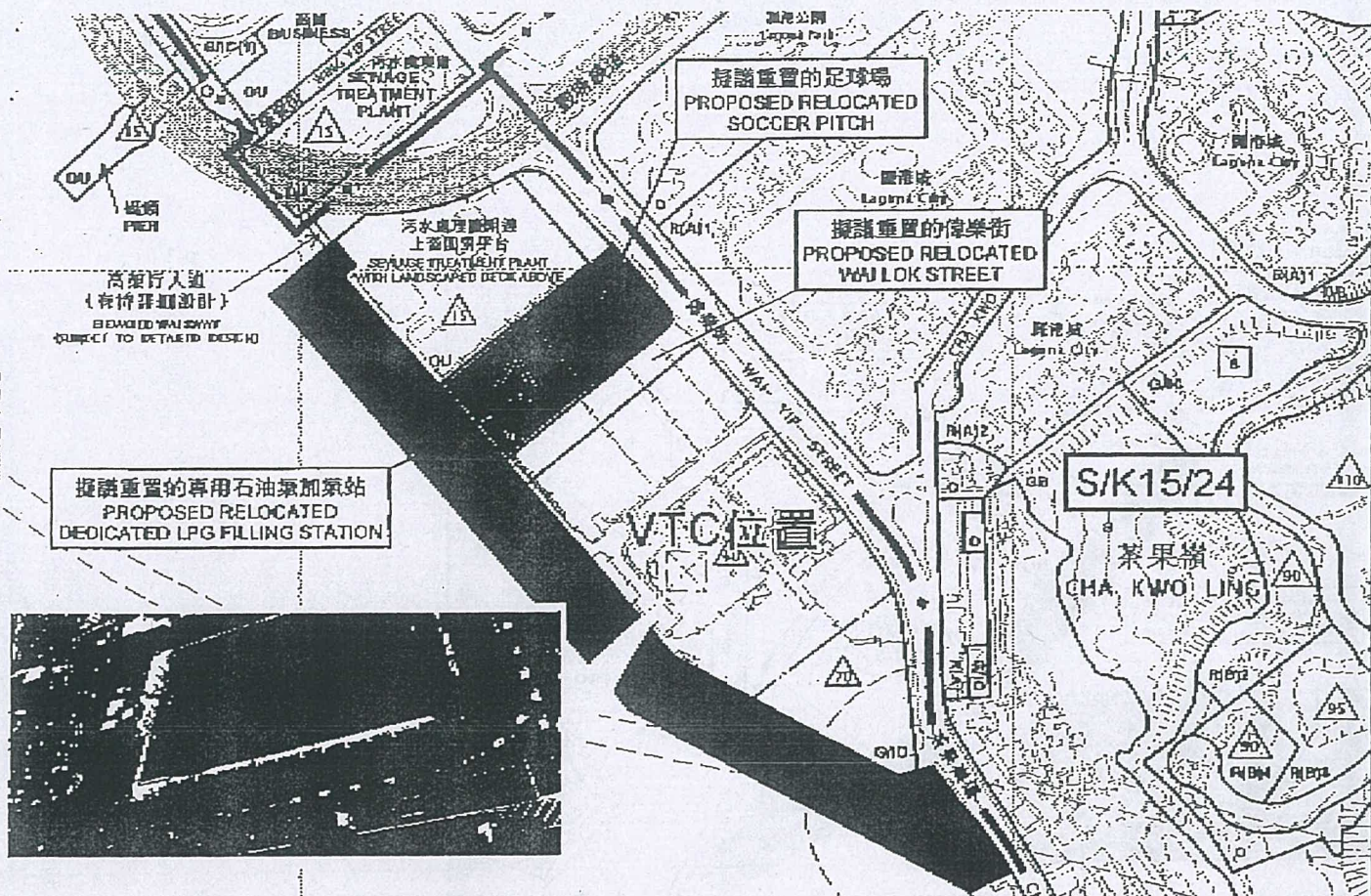
為配合區內發展有關土地應留作休憩用地
及預留作連接荳蔻與油塘接駁的交通
中樞，不要起屏障了。

姓名:

電話:

電郵:

地址: 麗港城



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意見欄

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1) 基本上同意鄧議員的建議，保留一部份作為露天停車場，因為另一個在大坑東的停車場已經停用。

姓名: ~~XXXXXXXXXX~~

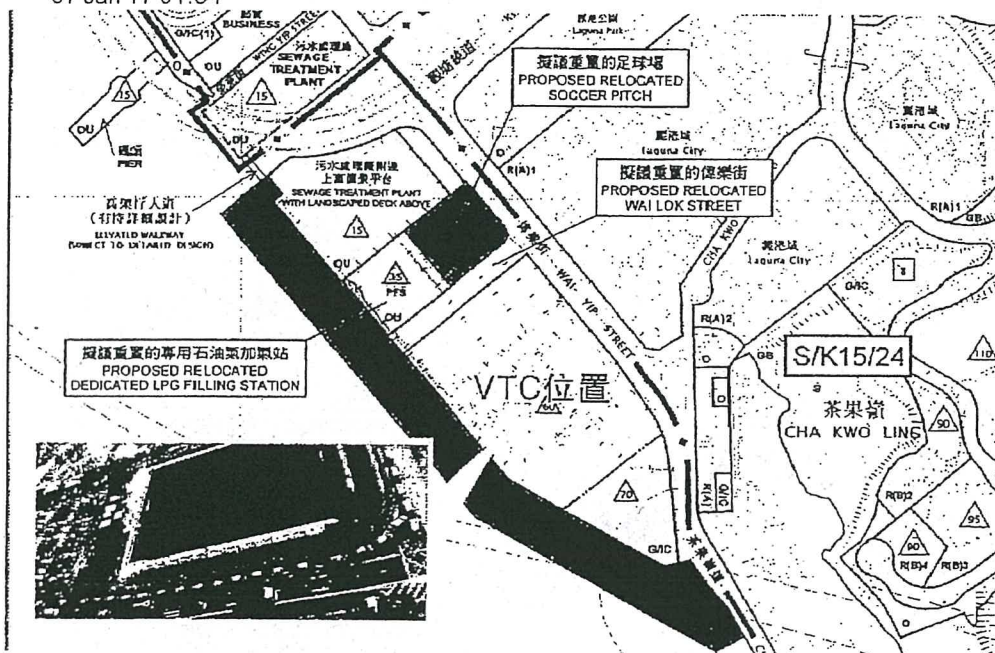
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地址: 麗港城 ~~XXXXXXXXXX~~

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意見欄

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① 70m 高的樓層平面面積多少？有否開設中間通風位？

方向如何？② 當年購入此座時，樓價因有海景而高企，

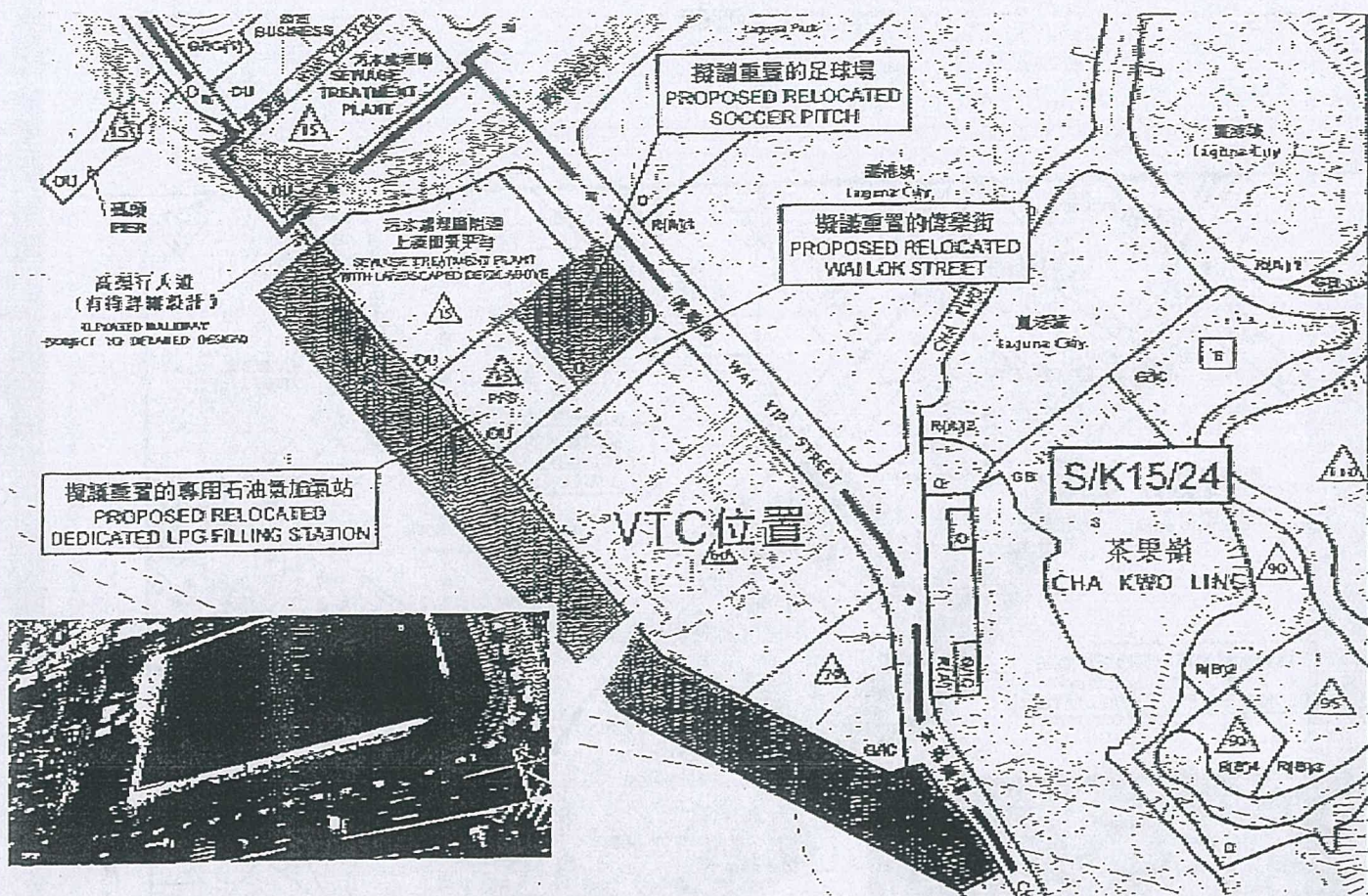
現在視野被擋，必須索償！

姓名:

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①. 15mPD改為70mPD (即4.7倍) 根據當時15mPD釐定的麗港城居民被誤導了!

②. 在將軍澳 (TKO MTR) 對出的臨海新建住宅，僅得約五層樓 (高度為約15mPD)，為何Wai Lok Street臨海變為70mPD?

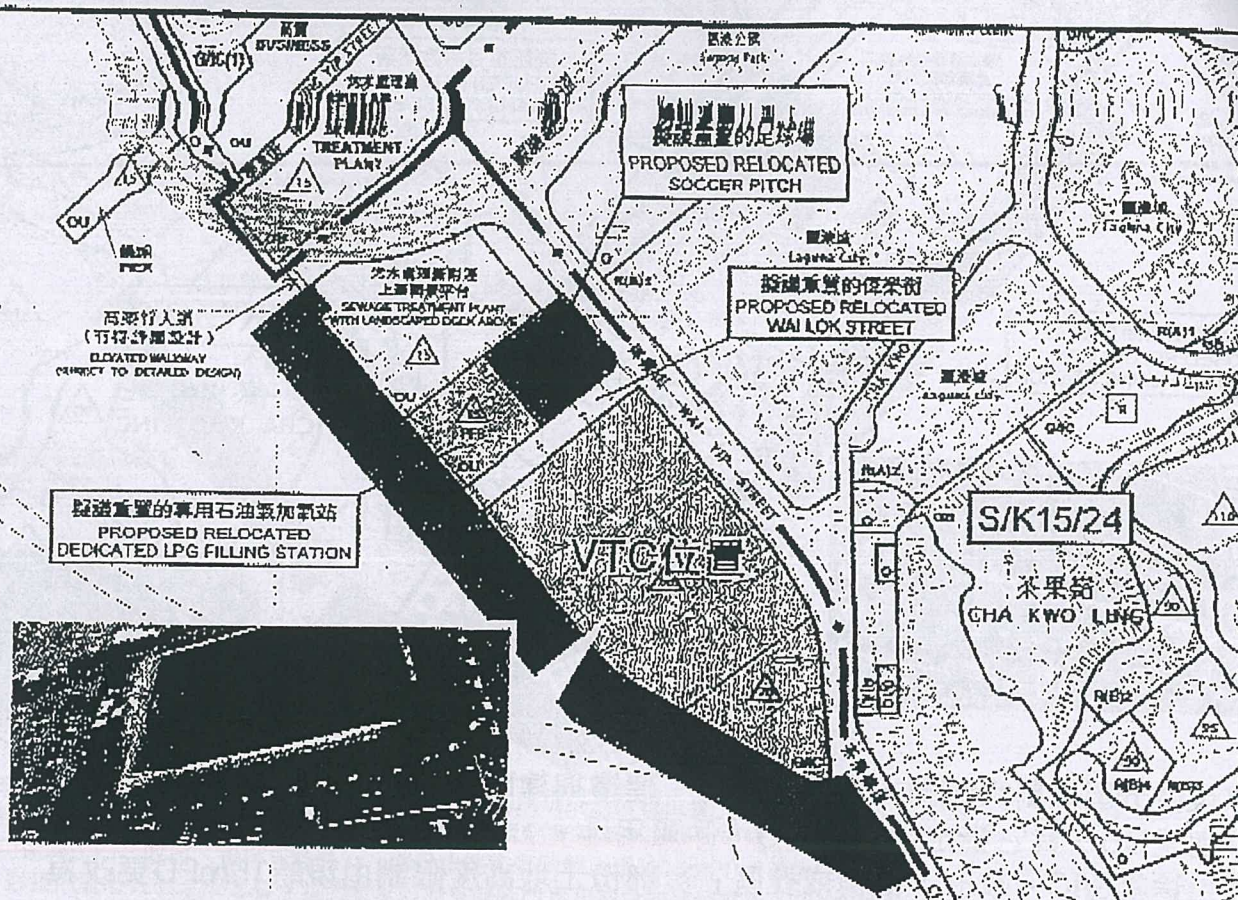
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06.01.2017



根據現時分區規劃大綱圖，麗港城對出「建議興建職業訓練局分校位置」的土地用途，分別是OU「其它指定用途」和O「休憩用地」，規劃署需要向城規會申請改變有關土地用途為G/IC「政府、機構或社區」，部份土地高度限制由現時15mPD更改為70mPD，對我們麗港城必造成影響，我們要求政府有關部門於諮詢會向居民交待：

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我們堅決反對規劃署把部份土地高度限制由現時 15mPD 更改為 70mPD，更改後對麗港城 1,4 期及 3 期的通風及景觀有很大影響。我們也反對重置足球場、石油氣加氣站和偉業街，重置是浪費資源。

姓名: _____

電話: _____

電郵: _____

地址: 麗港城 _____

**Locals Views received on the Proposed Rezoning
for VTC Campus Development and Government's Responses**

Views raised	Responses
<p><u>Location</u></p> <ul style="list-style-type: none"> There is no reason to provide a VTC complex at such location. The facility can be provided at other parts of Hong Kong. The site should be reserved for open space use to serve the local residents. There are many vacant school premises in Hong Kong which can be used. There is no actual need to build a new campus for VTC which has decreasing number of students. 	<ul style="list-style-type: none"> In order to enhance the quality of vocational and professional education and training in Hong Kong, as stated in 2016 policy address, the Government supports VTC's proposal for development of a new campus with adequate capacity and state-of-art facilities. Taking into account the site area and locational requirements (3 to 5ha and in urban area), the subject site has been identified. The proposed VTC development is an educational use and is considered compatible with the surrounding uses from land use viewpoint.
<ul style="list-style-type: none"> The proposed development does not comply with the HPPG as it is located at waterfront location, which should be for public enjoyment. Have the Harbourfront Commission been consulted? 	<ul style="list-style-type: none"> After the rezoning, an open space of 3.3ha will still be reserved for development of a waterfront promenade for public enjoyment, and the design of the proposed VTC will blend in with the planned waterfront promenade, taking into account the principle of HPPG. The HC and Task Force were consulted and did not raise specific comment on VTC proposal.
<p><u>Visual and Air Ventilation</u></p> <ul style="list-style-type: none"> The proposed VTC complex of 60 to 70mPD would block the views of Laguna City and cause adverse visual and air ventilation impacts. The property price of Laguna City will be affected. It is unfair to change the zonings of the area as the site was earmarked for open space or low-rise use when they purchased the flats in Laguna City. The living environment in the area is very congested. The proposal would seriously affect the living environment and quality of life of local residents. VTC campus should have a lower BH and be able to blend in with the 	<ul style="list-style-type: none"> The BHs of the proposed VTC development are lower than the adjacent Laguna City by 20 to 30m to achieve a stepped BH profile towards the harbour. According to the visual impact assessment conducted by VTC, although the VTC development will affect the visual openness, it is considered not out of context. Also, creative design of the building may generate some visual interests to its surroundings and provide a more enjoyable and diverse character to the area. On air ventilation, according to the AVA conducted by VTC, the proposed development will adopt a number of wind enhancement measures including wider building separation aligned to the annual prevailing wind direction, building setback, podium-free design, etc, which will alleviate the ventilation impact to the

Views raised	Responses
<p>proposed promenade. There is also a need to enhance the visual permeability and staggering effect of development in order to reduce the wall effect.</p>	<p>surrounding areas. The proposed development would have similar overall wind performance in compared with existing situation.</p>
<p><u>Traffic</u></p> <ul style="list-style-type: none"> • Together with various proposed developments in the surrounding areas (ex-Kaoline Mine housing development, commercial site at Shing Yip Street), the proposed development would have significant traffic impact on road network near Laguna City and aggravate the existing traffic and pedestrian congestion in the area. • MTR Kwun Tong Line is congested and cannot cater for the additional flow. The car queuing to the LPG station at Wai Lok Street has also caused traffic congestion. Trunk Road T2 and other planned new developments will attract more traffic to the area. A new road should be proposed for the developments at the ex-Kaolin Mine site. 	<ul style="list-style-type: none"> • According to the TIA conducted by VTC, the proposed development would not impose significant traffic impact on the vicinity road network and is thus feasible from the traffic engineering point of view. The relocated LPG station site is larger than the existing LPG station site, and is feasible to provide queuing facilities for more vehicles within the site. This will avoid the traffic queuing outside the LPG Station.
<p><u>Open Space and GIC facilities</u></p> <ul style="list-style-type: none"> • There is a need to ensure sufficient provision of open space and GIC facilities for the residents of Laguna City. The provision of sports ground, market, community hall, library, swimming pool, indoor games hall, etc should be considered. 	<ul style="list-style-type: none"> • The provision of open space and major GIC/community facilities in the area is generally sufficient for the district according to HKPSG requirements.
<ul style="list-style-type: none"> • Sufficient area for recreation/greening/waterfront greening and better connection to and integration with the Kwun Tong Waterfront Promenade should be provided. • The proposed open space should be integrated with Laguna Park, and that the LPG Station should be located away from the open space and soccer pitch. 	<ul style="list-style-type: none"> • After the rezoning, there will still be about 4ha of land reserved for open space use, including a 30m wide waterfront promenade and a soccer pitch. Adequate greening would also be provided in VTC development to integrate with the surrounding setting. • A continuous waterfront promenade has been planned for KTD including the Cha Kwo Ling waterfront. The planning for the waterfront promenade and its connectivity and design integration with the Kwun Tong promenade and

Views raised	Responses
	adjoining areas will be considered separately. Concerned bureau/departments will monitor its implementation.
<u>Consultation</u> <ul style="list-style-type: none"> • The local residents should be consulted on the detailed designs of VTC as early as possible. • Information about the technical assessments of VTC development should be provided to the residents. 	<ul style="list-style-type: none"> • Apart from consultation with KTDC, the representatives of PlanD and VTC attended a local consultation forum for residents of Laguna City. Upon request of the residents, an executive summary of the technical assessments for the proposed development was provided to the residents on 13.1.2017.

1 INTRODUCTION

- 1.1 The purpose of this report is to present the findings of traffic review for the proposed intensification of Kai Tak Development (KTD) area in East Kowloon, that has been carried out on the existing or planned traffic scheme due to the additional demand from the development.

2 TRAFFIC FORECAST

- 2.1 There is a net increase in development traffic flows between Base Case and Preferred Scenario for both the generation and attraction in morning and afternoon peak periods. This increasing in development traffic flows is mainly due to the changing of Government, Institution or Community (GIC) area to residential or commercial developments (including rezoning from open space to residential developments in Metro Park) and increasing of plot ratio in commercial and residential developments in the Preferred Scenario.

3 TRAFFIC IMPACT

- 3.1 The traffic impact due to these increased development flows on the adjacent road network have been examined with the updated traffic forecast for design years 2026 and 2036 respectively. There is a net increase in development traffic flows between base case and preferred scenario for both the generation and attraction in morning and afternoon peak periods. This increasing in development traffic flows is mainly due to the changing of sites from "G/IC" uses to residential or commercial uses, increase of PR in commercial and residential developments and changing of sites from "O" to residential use in the Proposed Scenario.
- 3.2 According to the junction assessment results, most of junctions will have adequate junction capacity but some junctions will have capacity issues in 2026 or beyond. With junction improvement schemes, all the critical junctions within the study area would have acceptable traffic performance.
- 3.3 As a conclusion, the traffic impact arising from the increasing of the development density in residential, office and hotel developments in KTD is manageable. Thus, the increasing of the development density in residential, office and hotel developments in Preferred Scenario is found feasible from a traffic viewpoint.

1 INTRODUCTION

- 1.1 The purpose of this report is to present the findings of the infrastructures review including the existing or planned drainage, sewerage, water supply and utility facilities for the proposed intensification of Kai Tak Development (KTD) Area in East Kowloon.

2 DRAINAGE

- 2.1 The drainage impact arising from the increased development density of KTD Area is assessed followed the Stormwater Drainage Manual of Drainage Services Department. The relaxation on the restriction of development site will not change the catchment characteristic in area around the runway, thus the runoff arising from the development will remain the same as that of the existing condition. The hydraulic loading to the drainage system will not be increased. Therefore, no adverse drainage impact is anticipated due to the proposed development.
- 2.2 For the area along the runway, 2.9 ha of land will be changed from un-paved to paved area which will induce additional runoff to the drainage system. The drainage outfall next to development sites 4E1 and 4E2 would need to be relocated local to collect the additional flow. As these two sites are located next to the sea, no adverse impact would be anticipated.

3 SEWERAGE

- 3.1 Sewage flow of the revised development schedule is estimated and sewerage network is designed for the proposed redevelopment. The impact on the sewerage system, including the existing sewerage conveyance system and sewage treatment works, is assessed.
- 3.2 To mitigate the potential sewerage impact to the planned sewerage system, it is recommended to install gravity sewer lining for some of the upstream sewers at the next opportunity when there is road re-opening. The capacity of the surcharged pipe will be increased.
- 3.3 Based on the latest flow projections, the existing trunk sewer along Hoi Bun Road will be under a surcharge condition in preferred scenario. However, the 1m freeboard requirement can generally be met. For Kwun Tong Intermediate Pumping Station, it is recommended to upgrade the pumping station by replacement of the gearbox to increase the speed and so the output capacity to cater for the additional flow.
- 3.4 There is no adverse impact on sewage pumping stations. To support the new development sites at Metro Park, a new pumping station is proposed to divert the additional sewage flow to pumping station NPS.
- 3.5 The projected flow of preliminary treatment works is still lower than the upgraded capacity of Kwun Tong Sewage Treatment Works and the capacity of To Kwa Wan Preliminary Treatment Works. Therefore no adverse impact will be imposed.

4 WATER SUPPLY

- 4.1 The impact to fresh and salt water supply including reservoir, pumping station, as-built and proposed water mains arising from the increased development intensity of KTD are assessed.
- 4.2 The hydraulic analysis results reveal that the hydraulic performance of both the fresh and salt water supply systems generally complies with the assessment criteria under the preferred scenario.
- 4.3 Proposed mitigation measures have taken into account the situation of proposed water mains, i.e. completed water mains or not yet constructed, and the degree of velocity due to increasing development intensity exceeding the desirable velocity limit. In the case of as-built pipes marginally exceeding the velocity limit, there should be leniency on the velocity limit until the pipes can be replaced at the next opportunity when there is road re-opening.
- 4.4 For the fresh water supply, the capacity of Diamond Hill No. 2 Fresh Water Service Reservoir (DH#2FWSR) is sufficient to cater for the fresh water demand in Zone A under the preferred scenario. It is suggested to expand the Jordan Valley Fresh Water Service Reservoir (JVFWSR) to provide sufficient capacity to cater for the water demand of the preferred scenario.
- 4.5 For the salt water supply, Diamond Hill Salt Water Service Reservoir (DHSWSR) and Tai Wan Salt Water Pumping Station (TWSWPS) of the balanced tank salt water system is sufficient to cater for the salt water demand under preferred scenario in salt water supply zone A while the salt water demand in zone B will be catered by a proposed variable speed pump (VSP) station at former runway.

5 UTILITIES

- 5.1 Various utility undertakers have been consulted on their existing and planned provision in the KTD area due to services demands arising from the increased development intensity.
- 5.2 No additional pigging station, major modification nor upgrading is required for the planned gas network to cater the increased development intensity.
- 5.3 To cater the additional air conditioning demand due to the changes, a new district cooling system (DCS) plant is proposed by EMSD.

1 INTRODUCTION

- 1.1 The purpose of this report is to present the findings of the environmental review for proposed intensification of Kai Tak Development (KTD) area in East Kowloon, in the assessments of air quality impact, traffic noise impact and hazard impact.

2 AIR QUALITY IMPACT ASSESSMENT

- 2.1 The potential air quality impacts associated with the proposed further increase in the development density in Kai Tak has been assessed. It is evaluated that the air quality impact induced by the further intensification to (1) areas surrounding KTD and within 500m study boundary and (2) non-intensification sites within KTD area would be insignificant, except for Metro Park, the open space east to the Indoor Sports Centre Building (ISCB) of Kai Tak Sports Park (KTSP) (formerly know as Multi-purpose Sports Complex) in Site 2D1 and proposed Kai Tak Acute Hospital (KTAH). Mitigation measures including non-air sensitive use areas in Metro Park and the open space east to the ISCB of KTSP in Site 2D1, and positioning the fresh air intakes at locations with acceptable air quality for KTAH are recommended.
- 2.2 The predicted cumulative concentrations of air pollutants show some exceedance of AQOs at some ASRs within the intensification sites 3A6, 3B1, 3B2, 3B3, 3B4, 4B5, 3E1, 4A2, 4C1, 4C2, 4E1 & 4E2. Mitigation measures including positioning the fresh air intakes at locations with acceptable air quality, non-air sensitive use areas and height restrictions are recommended.
- 2.3 With the implementation of these proposed mitigation measures, adverse air quality impacts at all sites with further increase in development density proposed for Kai Tak are not expected.

3 NOISE IMPACT ASSESSMENT

- 3.1 The potential road traffic noise impacts have been assessed based on the worst case traffic flows in 2041. The predicted noise levels at several intensified residential sites 2B5, 2B6, 3E1, 3E2, 4A2, 4B4, 4C1, 4C2, 4E1 & 4E2 would not fulfill the noise criterion of 70 dB(A). The assessment considered that, with the provision of mitigation measures such as Acoustic Window and Enhanced Acoustic Balcony, these sites could comply with the noise criterion for domestic premises. Noise impact assessment at these planned residential sites is proposed to be conducted by future developers at the detailed design stage to further demonstrate that adverse traffic noise impact to these developments are not anticipated.
- 3.2 For those noise sensitive uses located within the planned sites of commercial, mixed use, Comprehensive Development Area (CDA) and G/IC (hospital / clinic), it is recommended that the noise sensitive uses should either be located away from the traffic-noise affecting facades of the site or, as the last resort, the sensitive uses should be noise insulated with air-conditioners to avoid unacceptable traffic noise impacts from the surrounding road network.
- 3.3 For the affected existing noise sensitive receivers (NSRs) and the planned receivers located at the non-intensification sites within KTD, the overall noise levels would exceed the relevant noise criteria due to the existing roads. Since the changes in predicted noise levels at these receivers with and without increasing the development density are all below 1.0 dB, the potential traffic noise impact on the identified NSRs due to increasing the development density in KTD would be considered insignificant.

4 HAZARD TO LIFE ASSESSMENT

- 4.1 A full quantitative risk assessment has been carried out for the proposed development schedule of RODP with the proposed increase in development density to evaluate the impact of the LPG filling stations on the surrounding population. The assessment is based on information collected from the project team, Census & Statistics Department, Hong Kong Observatory, Planning Department, Transport Department and site surveys.
- 4.2 As the chlorine dock has already ceased operation and the site of Kerry DG Warehouse will be redeveloped to residential uses, hazards arising from the chlorine dock and Kerry DG Warehouse are not considered while the assessment findings for the petrol cum LPG/dedicated LPG filling stations are reviewed according to the proposed changes in population density. The predicted individual risks for all LPG filling stations comply with the Hong Kong Risk Guidelines as stipulated in Hong Kong Planning Standards and Guidelines (HKPSG) and the predicted societal risks for LPG filling stations are considered acceptable.
- 4.3 Therefore, the proposed increase in the development density in Kai Tak Development would not present unacceptable risks to the surrounding population around the LPG filling stations.

1 INTRODUCTION

- 1.1 The purpose of this report is to present the findings of Air Ventilation Assessment (AVA) Initial Study for the proposed intensification of Kai Tak Development (KTD) Area in East Kowloon in order to ascertain the feasibility of further increase in the residential Gross Floor Area production in KTD in terms of air ventilation.

2 AIR VENTILATION ASSESSMENT

- 2.1 The characteristics of the wind availability of the whole KTD Area have been assessed. These include the general pattern and quantitative estimate of wind performance at the pedestrian level under the most predominant wind directions.
- 2.2 8 annual wind directions and 8 summer wind directions, which contribute for more than 75% time in annual and summer seasons respectively, are selected to determine the site and local average wind velocity ratios (VR) after the existence of the proposed development. The VR values indicate the wind environment by measuring the amount of wind available on ground.
- 2.3 The overall performances of the Base Case Scenario and Preferred Scenario on pedestrian wind environment are comparable under both annual and summer conditions. Based on the assessment findings, it can be concluded that the wind environment under the Preferred Scenario is not expected to have significant adverse impact on the overall pedestrian wind environment when compared to with the Base Case Scenario.
- 2.4 According to the assessment result, 3 out of the 28 subgroups of the entire KTD area are identified as the potential affected areas when compared to the Base Case Scenario. The decline in wind performance is due to the conditions such as heightened buildings in the adjoining areas and intensification within the regions.
- 2.5 In order to alleviate the potential air ventilation impact at the pedestrian wind environment under the Preferred Scenario, careful design and mitigation measures are recommended for these subgroup regions with decline in VR values. To further explore the effectiveness of the suggested mitigation measures and incorporation of other improvement measures where appropriate, further quantitative Air Ventilation Assessments are recommended for these sites in the future detailed design stage.

1 INTRODUCTION

- 1.1 The purpose of this report is to present the findings of the planning review for the proposed intensification of Kai Tak Development (KTD) Area in East Kowloon, that has been carried out for the approval of the Kai Tak Outline Zoning Plan.

2 PLANNING REVIEW

- 2.1 To realise and develop Kai Tak into a “distinguished, attractive, vibrant and people-oriented community by the Victoria Harbour”, an introduction of a fine balance of supporting facilities will be required. Key components will include a cruise terminal, a Kai Tak Sports Park (formerly known as multiple-purpose stadium complex), government offices, institute and community facilities, hospitals, open spaces, public rental housing and residential / commercial developments. Following the new initiatives promulgated in the 2013 Policy Address, the possibility of increasing the office and housing supply in the KTD Area is to be reviewed and explored.
- 2.2 With an objective to optimise the urban land resources, a number of development sites within the former North Apron, former South Apron and former Runway Precinct of the KTD have been selected for intensification.
- 2.3 The planning, development and urban design parameters for the different scenarios related to individual sites to explore the potential to intensify the development sites have been reviewed. In general, the proposed increase in the development density will not have a significant adverse impact on the urban, townscape and landscape design concepts and guidelines that have been applied to KTD and each individual site.
- 2.4 An assessment of the Government, Institution or Community (GIC) and open space provision within KTD has been undertaken with respect to the change in population and employment. When taking assessing the provisions on the district-basis, there will be sufficient provision within Kowloon City and Kwun Tong district.

1 INTRODUCTION

- 1.1 The purpose of this technical paper is to assess the visual impacts arising from the proposed urban design changes along the Kai Tak Development (KTD) former runway (Notional Scheme) as compared with the proposals under the Review Study of Kai Tak Development (Original Proposal), and to recommend possible improvement schemes to mitigate any impact as necessary.

2 VISUAL IMPACT ASSESSMENT

- 2.1 The overall visual impact of the proposed development is evaluated, taking into account the sensitivity of the key public viewers, visual resources and visual amenities likely to be affected, the magnitude, extent and duration of impact and any resultant improvement or degradation in the visual quality and character of the surrounding area, and planning intention and known planned development of the area.
- 2.2 The visual appraisal has taken into account the visual composition, visual obstruction, effect on public viewers and effect on visual resources. Ten (10) viewpoints are selected as being generally representative of the variety of views that would be experienced by key public viewers located within and outside the Initial Assessment Area, from all points of the compass.
- 2.3 The primary difference between the original proposal and notional development scheme lies in modifications to the building arrangement, massing, form and height that vary for the study sites along the former runway which are planned to be rezoned.
- 2.4 The difference in overall visual impact between the Original Proposal and the Notional Scheme ranges from Small to Intermediate. For the majority of viewpoints, the visual impact significance is Slightly Positive.
- 2.5 Overall, the visual impact significance of the proposed changes in building arrangement, massing and height along the former runway under the Notional Scheme as compared to the Original Proposal would be considered Moderately Adverse in the worst case.

1 INTRODUCTION

- 1.1 The purpose of this report is to present the findings of the traffic, infrastructure and environmental review for the proposals in former runway under the urban design review study (revised proposals) as compared to that proposed under the Review Study of Kai Tak Development.

2 TRAFFIC IMPACT ASSESSMENT

- 2.1 The traffic impact due to the revised proposals on the adjacent road network have been examined with the updated traffic forecast for design years 2026 and 2036 respectively. The assessment results revealed that the revised proposals would result in a very slight increase in traffic, but it would not adversely affect the traffic performance in the former runway and its vicinity area.

3 INFRASTRUCTURE ASSESSMENT

- 3.1 The assessment results revealed a reduction in sewage and demand in water supply under the revised proposals. Therefore, it is concluded that the revised proposal would not adversely affect the infrastructure (i.e. drainage, sewerage and water supply) at the former runway.

4 ENVIRONMENTAL ASSESSMENT

AIR QUALITY IMPACT ASSESSMENT

- 4.1 It is evaluated that no insurmountable air quality impact induced by the revised proposals to (1) the former runway and (2) non-intensification sites within 500 m of study boundary would be anticipated. Mitigation measures proposed under the technical assessments for Review Study of Kai Tak Development remain valid. It is recommended to specify mitigation measures to Sites 3A6, 3B1, 3B2, 3B3, 3B4, 4B5, 3E1, 4A2, 4C1, 4C2, 4C3, 4C4, 4C5, 4E1 & 4E2, including positioning the fresh air intakes at locations with acceptable air quality, non-air sensitive use areas and height restrictions and requiring developers to conduct air quality impact assessment (AQIA) to verify the extent of air pollution.
- 4.2 With the implementation of these proposed mitigation measures, adverse air quality impacts in former runway are not expected.

NOISE IMPACT ASSESSMENT

- 4.3 The potential road traffic noise impacts have been assessed based on the worst case traffic flows in 2041.
- 4.4 The predicted noise levels at residential Sites 2B5, 2B6, 3E1, 3E2, 4A2, 4B4, 4C1, 4C2, 4C3, 4E1 and 4E2 with intensification would not fulfil the noise criterion of 70dB(A). The assessment considered that with the provision of mitigation measures such as acoustic window and enhanced acoustic balcony to these sites could comply with the noise criterion for domestic premises. For those planned sites of "C", "OU(Mixed Use)", "CDA" and "G/IC" (hospital / clinic) with noise sensitive uses, their layout should be designed to avoid the noise sensitive uses facing the major traffic noise sources or providing the noise sensitive uses with window insulation and air conditioning to avoid unacceptable traffic noise impacts from the surrounding road network.
- 4.5 After the provision of noise mitigation measures recommended under the technical assessments for Review Study of Kai Tak Development, no insurmountable noise impact induced by the revised proposals would be anticipated

1 INTRODUCTION

- 1.1 The purpose of this report is to present an AVA Expert Evaluation ("EE") of the Notional Scheme at the Site. It provides a qualitative assessment of the design and facilitates the identification of problems and issues, if any. It has been carried out in accordance with *Technical Circular No. 1/06* issued jointly by Housing, Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) and its *Annex A – Technical Guide for Air Ventilation Assessment for Developments in Hong Kong* (the "Technical Guide").

2 AIR VENTILATION ASSESSMENT

- 2.1 This AVA Report presents an AVA Expert Evaluation ("EE") of the Notional Scheme at the Site. It provides a qualitative assessment of the design and facilitates the identification of problems and issues, if any. It has been carried out in accordance with *Technical Circular No. 1/06* issued jointly by Housing, Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) and its *Annex A – Technical Guide for Air Ventilation Assessment for Developments in Hong Kong* (the "Technical Guide").
- 2.2 The Proposed Residential and Commercial Development at Kai Tak Runway has been evaluated. Two scenarios have been compared; the Original Proposal, which was the Recommended Design (Rethink 2) from the 2016 *Technical Study* and the Notional Scheme, which involves some design changes, in terms of building height, typologies, orientation and arrangements within each site.
- 2.3 The *Detailed Air Ventilation Study by Wind Tunnel Tests for the Proposed Kai Tak Development – Investigation Report WWTF013-2009* was conducted in 2009 and completed in early 2010 for KTD under Agreement No. CE35/2006 (CE) Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and Construction. Based on the wind tunnel results, the annual and summer prevailing wind directions can be determined. Winds that contribute more than 75% of the time in the reference year under both annual and summer conditions (i.e. N, NE, ENE, E, ESE, SE, SSE, SSW, SW, WSW and W) have been discussed in the report.
- 2.4 Given that the Notional Scheme has maintained the same Non-Buildable Areas (NBA)s, building separations at low level and setbacks when compared with the Original Proposal, it is anticipated that the Notional Scheme would result in similar pedestrian wind environment within the Site.
- 2.5 Although the taller high-rise buildings under the Notional Scheme may induce larger wake zones in the downstream areas, the scheme with a combination of low-rise and high-rise buildings would enhance the permeability at mid and high zones and allow wind penetrate through the Site. The Notional Scheme would be more effective in promoting air movement when compared with the Original Proposal with uniform building height.
- 2.6 Considering the above, it is expected that the overall performances of the Original Proposal and Notional Scheme on pedestrian wind environment would be comparable under both annual and summer conditions. Provided that the future developments at the Site could incorporate the good design measures (e.g. NBAs, building separation, setback, etc.) under the Notional Scheme, no further AVAs at the detailed design stage are required.

1 INTRODUCTION

- 1.1 The purpose of this report is to present the findings of the planning review for the proposed urban design changes in former runway of Kai Tak Development (KTD) (notional development scheme) as compared with the proposals under Review Study of Kai Tak Development (original proposals).

2 PLANNING REVIEW

- 2.1 In order to address the comments from key stakeholders on the skyline of development at the former runway under the previous proposals, this planning review has aimed to derive a notional development scheme for the former runway with a view to adhere to the urban, townscape and landscape design concepts for the entire KTD and individual sites within KTD with due consideration given to relevant and prevailing guidelines and principles.
- 2.2 A total of 14 development sites at the former runway have been identified for further review. The further development of notional development scheme aim to enhance the building height profiles, building layouts and the approach to urban design element emphasized.
- 2.3 The past planning, development and urban design parameters for the notional development scheme related to individual sites explore the potential to intensify the development sites have been reviewed. In general, the proposed notional development scheme will not cause any adverse impact on air ventilation, provision of greening, landscape design and G/IC provision that have been applied to the original proposals.
- 2.4 Under the notional development scheme, the overall development intensity would be kept the same as the original proposals.
- 2.5 An assessment of the Government, Institution or Community (GIC) and open space provision within KTD has been undertaken with respect to the change in population and employment. When taking assessing the provisions on a district-basis, there will be sufficient provision within Kowloon City and Kwun Tong district.

1 INTRODUCTION

- 1.1 The purpose of this technical paper is to assess the visual impacts arising from the proposed intensification of Kai Tak Development (KTD) area, and to recommend possible improvement schemes to mitigate any impact as necessary.

2 VISUAL IMPACT ASSESSMENT

- 2.1 The overall visual impact of the proposed development is evaluated, taking into account the sensitivity of the key public viewers, visual resources and visual amenities likely to be affected, the magnitude, extent and duration of impact and any resultant improvement or degradation in the visual quality and character of the surroundings area, and planning intention and known planned development of the area.
- 2.2 The visual appraisal has taken into account the visual composition, visual obstruction, effect on public viewers and effect on visual resources. Sixteen (16) viewpoints are selected as being generally representative of the variety of views that would be experienced by key public viewers located within and outside the Initial Assessment Area, from all points of the compass.
- 2.3 The primary difference between the Base Case Scenario (an OZP Scenario with approved planning applications) and the Proposed Scenario under the Review for intensification sites lies in modifications to the building arrangement, massing, form and height that vary for the intensification sites which are proposed to be rezoned.
- 2.4 The difference in overall visual impact between the Base Case Scenario and the Proposed Scenario ranges from Negligible for some viewpoints to Large. For the majority of viewpoints, the visual impact is Moderately Adverse.

1 INTRODUCTION

- 1.1 The purpose of this report is to assess the traffic impact arising from the proposed intensification of Kai Tak Acute Hospital (KTAH) Development at Sites 3C1(A), (B) and (C) of the Kai Tak Development (KTD) Area.

2 TRAFFIC IMPACT ASSESSMENT

- 2.1 To ensure this study would not underestimate the likely traffic generated/attracted by the proposed high provision of car parking spaces, trip rate surveys at hospital car parks were conducted at two existing hospitals to obtain a set of more accurate trip generation/attraction rates.
- 2.2 The traffic model adopted in recent KTD Intensification Study (Rethink 2) was used as the base to develop the year 2024 and year 2036 "reference" and "design" traffic flows for this study.
- 2.3 7 key junctions were assessed by considering the major ingress/egress routings. With the proposed improvement schemes, all the 7 junctions would be operating with acceptable performance even in long term future (i.e. year 2036).
- 2.4 Based on the findings and results of analysis, the traffic impact arising from the increased numbers of bed in KTAH is considered manageable and is found feasible from traffic viewpoint.

1 INTRODUCTION

- 1.1 The purpose of this report is to identify and address possible implications due to the proposed intensification of Kai Tak Acute Hospital Development at Sites 3C1(A), (B) and (C) of the Kai Tak Development (KTD) Area on the aspects of drainage, sewerage, fresh/ salt water supply and utilities impacts.

2 DRAINAGE

- 2.1 The proposed hospital development will not change the land characteristics. No adverse drainage impact will be induced on the existing, proposed and planning drainage systems.

3 SEWERAGE

- 3.1 The change of development schedule renders increase of sewage flow. The existing sewerage facilities including trunk sewer along Hoi Bun Road, Kwun Tong Intermediate Pumping Station (KTIPS) and Kwun Tong Preliminary Treatment Works (KTPTW) have been assessed.
- 3.2 The existing trunk sewer along Hoi Bun Road will be under a surcharge condition in Ultimate Scenario. However, the 1m freeboard requirement can generally be met except for sections located at area with low topography occasionally. The KTIPS is recommended to be upgraded by replacement of gearbox so that the output capacity will be increased to cater for the additional flow. The KTPTW will have sufficient capacity to handle the additional flow after upgrading before the hospital development.

4 WATER SUPPLY

- 4.1 The hydraulic analysis results reveal that the hydraulic performance of both the fresh and salt water supply systems generally complies with the assessment criteria.
- 4.2 The capacity of proposed Jordan Valley Fresh Water Service Reservoir (JVFWSR) is sufficient to cater for the increased fresh water demand. Some fresh water mains are marginally exceeding the maximum desirable flow velocity limit. The increased fresh water demand arises majorly due to development in south former runway as well as the intensification of the hospital. The contribution due to the hospital development is comparatively not significant.
- 4.3 Considering that the construction of the affected fresh water mains has been completed, although replacement of the greater diameter water mains with velocity exceeding desirable limit is more desirable, road re-opening within a short period of time would be environmentally unfriendly, cost ineffective and causing nuisance to public. Therefore, for the affected as-built water mains that are only marginally exceeding the desirable velocity limit, they are proposed to be replaced at the next opportunity when there is road re-opening. For the as-built water mains having significant velocity exceeding the desirable value, it is suggested to be replaced at the first mitigation.
- 4.4 The balanced tank system of Tai Wan Salt Water Pumping Station (TWSWPS) and Diamond Hill Salt Water Service Reservoir (DHSWSR) is sufficient to cater for the increased salt water demand. No salt water main exceeds the maximum desirable flow velocity limit.

5 UTILITIES

- 5.1 Additional MP gas main and LPB gas main would be required to serve the development area to be changed to "Government, Institution or Community" ("G/IC") use or cater for the increased development intensity.
- 5.2 Additional 11kV and LV power cables and ducts would be required to serve the development area to be changed to "G/IC" use or cater for the increased development intensity.

1 INTRODUCTION

- 1.1 The purpose of this report is to assess the potential environmental impact arising from the proposed intensification of Kai Tak Acute Hospital Development at Sites 3C1(A), (B) and (C) of the Kai Tak Development (KTD) Area, and to recommend mitigation measures, if any, in the assessments of air quality impact, noise impact and hazard impact.

2 AIR QUALITY IMPACT ASSESSMENT

- 2.1 Potential air quality impact of vehicular emissions and chimney emissions associated with the proposed development has been examined. No adverse air quality impact on the proposed development is envisaged. The air quality assessment also evaluates that the vehicular emissions and chimney emissions induced by the intensification to the area within 500m study boundary would be insignificant.

3 NOISE IMPACT ASSESSMENT

- 3.1 Given the proposed hospital development will be provided with window insulation and air conditioning and not rely on windows for ventilation, adverse traffic noise impacts at the project sites are not expected.
- 3.2 Noise from the emergency operation of the hospital development has been reviewed. It is considered that there would be insignificant noise impact to the nearby Noise Sensitive Receivers (NSRs) due to the emergency operation of the hospital development.

4 QUANTITATIVE RISK ASSESSMENT

- 4.1 The quantitative risk assessment on an existing dedicated LPG filling station (LPG Station) near the project sites has been conducted. The study assesses the risk to the nearby population in the vicinity of the existing LPG facilities, taking into account of adjacent land uses and developments. The inherent hazard associated with the operation is mainly fireball, jetfire, flash fire and explosion due to leakage or loss of containment of the LPG facility, mainly as a result of failure of storage vessel and road tanker. The likelihood of occurrence of such events and their consequences to the nearby population have been considered in the study. According to the Hong Kong Government Risk Guidelines, the offsite individual risk is lower than 1×10^{-5} per year and the societal risk curve lies within the "Acceptable Region". The risk levels posed by the existing LPG facility, taking into account adjacent land uses and the proposed development, are therefore considered acceptable.

1 INTRODUCTION

- 1.1 The purpose of this report is to examine the planning and development contexts of the proposed intensification of Kai Tak Acute Hospital (KTAH) Development at Sites 3C1(A), (B) and (C) of the Kai Tak Development (KTD) Area, and subsequently formulate a conceptual development layout for the KTAH taking into account its proposed schedule of accommodation, development constraints and development parameters and conditions pertaining to the subject site.

2 CONCEPTUAL LAYOUT

- 2.1 In order to satisfy long-term healthcare services demands of the Kowloon region, two hospital blocks are proposed to be developed over Sites A and B. The hospital block located within Site A will have approximately 300,000 sqm of gross floor area (GFA) whilst the hospital block at Site B will have a GFA of approximately 101,500 sqm. The hospital development at Site A will have a building height of 100mPD whereas the hospital development at Site B will have a building height of 60mPD. The proposed building heights of the hospital blocks have taken into account the 60mPD building height of the Hong Kong Children's Hospital at Site 3C1(C). The two-tier building height formed by the proposed KTAH will create a stepped height profile that decreases towards the waterfront which conforms to the intended building height profile of South Apron.
- 2.2 The conceptual development layout of the KTAH have also taken into account design considerations including, but not limited to, the environmental constraints, the Sustainable Building Design Guidelines, the operational requirements of a hospital and dedicated linkages between the hospital sites, etc.
- 2.3 To facilitate the proposed KTAH, the relaxation of building height restriction (BHR) from 60mPD to 100mPD will be required for Site A of 3C1. The rezoning of the site adjacent to Site A from "Other Specified Uses" annotated "Amenity" ("OU(A)") to "Government, Institution or Community" ("G/IC") will also be required to facilitate the proposed use of "Hospital". This will involve the amendment of plans under rethink2 to include the rezoning from "OU(A)" to "G/IC" and the increase in BHR for Site A.

1 INTRODUCTION

- 1.1 The purpose of this report is to confirm whether all proposed amendments of the proposed intensification of Kai Tak Acute Hospital Development at Sites 3C1(A), (B) and (C) of the Kai Tak Development (KTD) Area, including changes in the maximum building heights and plot ratios (PR), are acceptable as a whole in air ventilation terms, supporting the amendment of land use under current Outline Zoning Plan.

2 AIR VENTILATION ASSESSMENT

- 2.1 An air ventilation assessment has been undertaken to assess the air ventilation performance of the Original Scheme and Proposed Scheme through Computational Fluid Dynamic (CFD) modelling.
- 2.2 8 annual wind directions and 8 summer wind directions, which contribute for more than 75% time in annual and summer seasons respectively, are selected to determine the site and local average wind velocity ratios (VR) after the existence of the proposed development. The VR values indicate the wind environment by measuring the amount of wind available on ground.
- 2.3 It is noted that a comparable result in terms of wind environment occur at the area near Site 3C1(B). Meanwhile, the air ventilation performance are slightly better in the areas around Kai Tak Children's Hospital and Site 3C1(A) where the main building of Kai Tak Acute Hospital located, showing that the merit design features of the extended hospital building would alleviate the possible wind impact and maintaining air ventilation performance.
- 2.4 Based on the assessment findings, it can be concluded that the general air ventilation performance of the Proposed Scheme would be slightly better than the Original Scheme. Thus, overall wind impact caused by the Proposed Scheme is not expected.

1 INTRODUCTION

- 1.1 The purpose of this report is to assess the visual impact arising from the proposed intensification of Kai Tak Acute Hospital Development at Sites 3C1(A), (B) and (C) of the Kai Tak Development (KTD) Area.

2 VISUAL IMPACT ASSESSMENT

- 2.1 The visual appraisal has taken into account the visual composition, visual obstruction, effect on public viewers and effect on visual resources. 5 key public viewing points have been identified for the assessment.
- 2.2 The visual impact significance of the proposed development would be considered slightly adverse. The slightly adverse visual impact is largely due to the building appearing to be slightly more prominent due to the increase in height.
- 2.3 However, mitigation proposals are introduced and will serve to attenuate impacts somewhat. These mitigation proposals include fine-tuning the building footprints to avoid the "wall effect", designing the height profile to step down toward the waterfront, and using the building finishes in neutral, recessive colours.
- 2.4 Furthermore, a 20-60 metre non-building area and building separation will increase visual permeability, and the provision of greening as well as tree and shrub planting will soften the appearance of the buildings.

Vocational Training Council
**Proposed Vocational Training
Council Campus Development at
Government Land, Wai Yip
Street, Cha Kwo Ling**
Executive Summary

Final

Final | 6 January 2017

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 250100

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ARUP

1 Planning Statement

1.1 This Planning Statement is to present the development proposal in respect of the Government Land currently covered by several Government Land Allocations and Short Term Tenancies (including GLA-TNK 1283 (Part), GLA-TNK 1214, GLA-TNK 1126, GLA-TNK 1658, KX2409 and KX2156) and vacant land on Wai Yip Street, Cha Kwo Ling (the “Subject Site”), for the proposed amendment to the Approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/4. The Subject Site on the OZP is proposed to amend from the current “Open Space” (“O”), “Other Specified Uses” annotated “Petrol Filling Station” (“OU(PFS)”), “Other Specified Uses” annotated “Sewage Treatment Plant with Landscaped Deck Above”, “Other Specified Uses” annotated “Tunnel Ventilation Shaft and Administration Building” zones and an area shown as ‘Road’ to “Government, Institution or Community” (“G/IC”), “OU(PFS)”, “O” and an area shown as ‘Road’ to facilitate the development of the New Vocational Training Council (VTC) Campus and the relocation of LPG Filling Station, open space and road (**Figure 1.1**).

1.2 The Hong Kong Government set up the Task Force on Promotion of Vocational Education in June 2014 with a view to mapping out a strategy and concrete proposals to raise public awareness of vocational education and recognition of its values. The Report of the Task Force was published in July 2015. Among other things, the Task Force considers that a modern campus with quality learning facilities could provide a good study environment to students, as well as promote the professional image and high quality education provided by vocational and professional education and training (VPET). Furthermore, in 2016 Policy Address, the Government promised to earmark a site in the urban district to develop a VTC campus with adequate capacity and state-of-the-art facilities. The New VTC Campus development in the subject application is hence echoing Government’s call to action.

1.3 In this regards, the main purpose of the New VTC Campus is to enhance synergy of different disciplines within the New VTC Campus and provide state-of-the-art facilities which are pivotal to the image and quality of VPET. The New VTC Campus will optimize a piece of underutilized land in Cha Kwo Ling with approximate 42,000m² of space for educational use within the blocks with the building height ranging of +60mPD and +70mPD, including a single-storey half-sunken car park (**Figures 1.2 and 1.3**). It is planned to accommodate about 7,000 students and 1,000 to 1,500 staff within the New VTC Campus with the GFA of about 231,000m². In particular, the design of the New VTC Campus will be fully compatible in scale with the surrounding and respect to the Harbour Planning Guidelines by providing view and wind corridors and greenery to the promenade to

enhance the environment and sustainability of the campus for the students as well as the connectivity to the harbourfront for the surrounding community.

1.4 The Subject Site could facilitate a comprehensive VTC campus development which would enhance the educational experience with adequate provision of facilities, amenities and outdoor spaces. In addition, the New VTC Campus has already received Policy Support from the Education Bureau.

1.5 With the Indicative Scheme for the New VTC Campus development, the following public planning merits could be achieved:-

- meets the need for VPET in Hong Kong at a suitable location;
- responds to the Government's initiative in promoting VPET under Policy Address;
- optimizes the underutilized Government land for current societal needs;
- is compatible with the surrounding environment;
- fully respects the Harbour Planning Guidelines;
- enhances the pedestrian connectivity to/from harbourfront;
- demonstrates no impact to the operation of the existing facilities by means of relocation;
- reacts to the changing planning circumstances in the surrounding;
- demonstrates no adverse technical impacts to the surrounding area; and
- sets up of desirable precedent.

2 Traffic Impact Assessment

- 2.1** The Subject Site is expected to build a multi-disciplinary Vocational and Professional Education and Training (VPET) campus for 1,000-1,500 staffs and 7,000 students. A number of 60 hotel rooms will also be provided for training and educational purposes. The Subject Site is allocated for three blocks with 11 to 14 storeys and 200 numbers of private car parking spaces at basement car park. The relocation of the existing LPG filling station, soccer pitch and Wai Lok Street is required.
- 2.2** There are 9 nos. of bus lines stop at Wai Yip Street, next to the Subject Site with low frequent headway, in which including 4 nos. of GMB service lines. Within all the bus lines, there are 2 GMB lines serve the Subject Site to access to MTR Lam Tin Station.
- 2.3** To enhance the pedestrian linkage between the project site and MTR station, a pedestrian bridge is proposed to create a direct access from the project site to cross Cha Kwo Ling Road and Wai Yip Street to encourage students/staffs to walk between the project site and MTR station.
- 2.4** The existing GMB services in the vicinity of project site might not have enough capacity to meet future increasing demand during AM and PM peak. Increase the frequency of GMB services is proposed to meet the increasing demand.
- 2.5** A total of 200 nos. of private parking spaces, 6 nos. of school buses parking spaces and 4 nos. of loading/unloading bays will be provide at the basement. The vehicles can be accessed to the parking lots via the car ramp at the south-east corner of the Subject Site.
- 2.6** A total of 4 taxi/private lay-bys and 2 nos. of school bus lay-bys for campus and hotel use are provided at G/F of the new VTC Campus.
- 2.7** The proposed scheme provisions of car parking and loading/unloading facilities are in full compliance in accordance with the requirements under Hong Kong Planning Standards and Guidelines (HKPSG) and reference case from the VTC campus at Kowloon Bay. The existing turntable will be provided for all the facilities operating smoothly.
- 2.8** Traffic assessment was conducted for the design year, Year 2026. 2 Scenarios were assessed including the predicted “Year 2026 Reference Scenario” and “Year 2026 Design Scenario”. For the Year 2026 Reference Scenario traffic forecast, a two-tier transport modelling structure was proposed and adopted to produce traffic forecast with the

considerations of latest planning parameters, potential highway and railway infrastructure within close proximity to the Study Area.

- 2.9** Trip generation and attraction for the subject development has been estimated with reference to traffic count surveys at existing Vocational Training Council Kowloon Bay Complex.
- 2.10** Junction capacity assessment for the design Year 2026 was undertaken for the Reference (i.e. no development) and Design Scenarios (i.e. Subject Site be developed into VTC campus with hotel). The following junctions would exceed the capacity of junctions during AM or both AM and PM peak periods:
- J1 – Wai Yip Street / Wai Fat Road;
 - J2 – Wai Yip Street / Cha Kwo Ling Road;
 - J4 – Shing Yip Street / Cha Kwo Ling Road; and
 - J7 – Sin Fat Road / Cha Kwo Ling Road.
- 2.11** According to the junction capacity assessment, the above-mentioned junctions would mainly exceed the capacity of the junctions under the Reference Scenario already due to background traffic growth even without the proposed development. Traffic generation and attraction for the subject development would incur minimal change to the junction performance.
- 2.12** Meanwhile, all the other junctions are anticipated to operate satisfactorily with space capacity during AM and PM peak periods.
- 2.13** As per the relocated LPG Filling Station, its area of about 5,900m² is larger than the existing LPG Filling Station (area of about 2,000m²), which is considered feasible to provide queuing facilities to retain most queuing vehicles within the relocated LPG Filling Station. This will avoid the traffic queuing outside the LPG Filling Station which will affect adjacent development sites access and cause traffic congestion to the surrounding roads. It should be noted that the design of the relocated LPG Filling Station shall be further refined by the party who is responsible for operating the relocated LPG Filling Station in the future.
- 2.14** In summary, it could be concluded that the development of VTC campus with hotel for training under the proposed scheme with the proposed car parking provision and the relocation of the LPG Filling Station would not impose significant traffic impact on the vicinity road network and thus is feasible from the traffic engineering point of view.

3 Preliminary Environmental Review

- 3.1** The new VTC Campus is proposed on a Government Land in Cha Kwo Ling. The potential impacts with respect to the construction and operational phases of the development have been evaluated.
- 3.2** During the construction phase, construction noise and construction dust will create potential impact to the existing nearby sensitive receivers. However, provided that proper phasing, mitigation measures (e.g. the use of temporary noise barriers, noise enclosure and acoustic mat to screen noise from relatively static Powered Mechanical Equipment and use of regular watering to reduce dust emissions from exposed site surfaces, unpaved roads and dusty construction areas) and good site management practices are adopted, impacts to the nearby existing or planned sensitive receivers can be controlled to an acceptable level.
- 3.3** During the operational phase of the development, it will not be subject to any potential noise impact as the buildings will be ventilated by central conditioning system and it does not rely on openable windows for ventilation. However, the chiller plants which will be installed on the roof of the buildings may create potential noise impacts to the existing or planned nearby NSRs. With mitigation measures, e.g. adoption of silencer, use of acoustic louvre, use of barrier/enclosure, etc., fixed noise impact to the nearby NSRs can be controlled to an acceptable level.
- 3.4** For air quality, with sufficient setback distance of the fresh air intake points, no adverse air quality impacts are anticipated.
- 3.5** The odour impact from the upgraded Kwun Tong Preliminary Treatment Works is not anticipated with the odour mitigation measures stipulated in the EP condition implemented.

4 Air Ventilation Assessment

- 4.1** The Air Ventilation Assessment (AVA) Initial Study for the Development Proposal for the Vocational Training Council (VTC) Campus Development at Wai Yip Street, Cha Kwo Ling is to assess the ventilation impact of the Proposed Scheme of the New VTC Campus (plot ratio of 5.5 and building height of +60mPD and +70mPD) by using Computational Fluid Dynamics (CFD) techniques in compared to the existing condition (i.e. Existing Scheme) and a scenario with the same development parameter without any wind enhancement features (i.e. Intermediate Scheme).
- 4.2** The layout of the Proposed Scheme has been strategically designed to adopt the wind enhancement features to facilitate air ventilation within the Study Site including (a) wider building separation aligns to the annual prevailing wind direction; (b) building setback; (c) podium-free design; (d) semi-outdoor linkbridges; and (e) gentler stairs connecting the site formation to G/F.

Annual Wind Condition

- 4.3** Three schemes would lead to similar overall wind performance under annual wind condition with same LVR; while Existing and Intermediate Schemes would have the same SVR and Proposed Scheme would have slight enhancement of SVR. The wind environment at immediate area of Study Area would be slightly enhanced under Proposed Scheme while the overall wind environment would be similar among all schemes.
- 4.4** Most of wind directions under the annual wind condition, the Study Area will be at the leeward side of the existing developments which are located to the north or west of the Study Area. Therefore, the ventilation impact to the surrounding area is insignificant. The presence of tower under Intermediate Scheme and Block 3 of Proposed Scheme would divert the incoming wind towards Cha Kwo Ling Road and Wai Yip Street, respectively, such that their wind environment would be enhanced.
- 4.5** For winds coming from the southeast to south, both Intermediate and Proposed Schemes would shield a portion of incoming wind towards the leeward area such as Laguna Park and Laguna Street. Wind shadow would also be casted over the Re-provisioned Open Space at the northwest of the Study Area. Therefore, the SAVR would be slightly lower under Intermediate and Proposed Scheme. The podium-free design of Proposed Scheme by providing two open spaces at ground

level would facilitate wind penetration so that the wake zone along Wai Yip Street would be reduced.



Figure 4.1 Contour Plot of Annual Average VR of the Existing Scheme



Figure 4.2 Contour Plot of Annual Average VR of the Intermediate Scheme



Figure 4.1 Contour Plot of Annual Average VR of the Proposed Scheme

Summer Wind Condition

- 4.6** Intermediate Scheme would have a relatively higher SVR than the Existing and Proposed Schemes; while Existing Scheme would have a relatively higher LVR than the other schemes.
- 4.7** Unlike the annual wind condition, the Study Area would be located at the windward area of the existing clusters under most of the wind directions under summer wind condition.
- 4.8** As the Intermediate and Proposed Schemes would generally shield the incoming winds, the wind environment of the leeward areas (such as Laguna Street, Wai Yip Street) would generally be calmer than that under Existing Scheme. However, given the relatively open site location with plenty of wind resources and the wind enhancement features adopted under Proposed Scheme (provision of building separation between towers and two open spaces at ground level), the ventilation impact would be alleviated and insignificant impact to the overall wind environment would be expected.
- 4.9** Nonetheless, the incoming winds from SW quadrant would be diverted by the Proposed Scheme, so that higher VR at Cha Kwo Ling Road,

Football Field and Cha Kwo Ling Tsuen was found under Proposed Scheme.

- 4.10** In the absence of any infrastructure near promenade, two wide building separation and open spaces at ground level under Proposed Scheme would be more effective in wind penetration than that under annual wind condition.



Figure 4.4 Contour Plot of Summer Average VR of the Existing Scheme

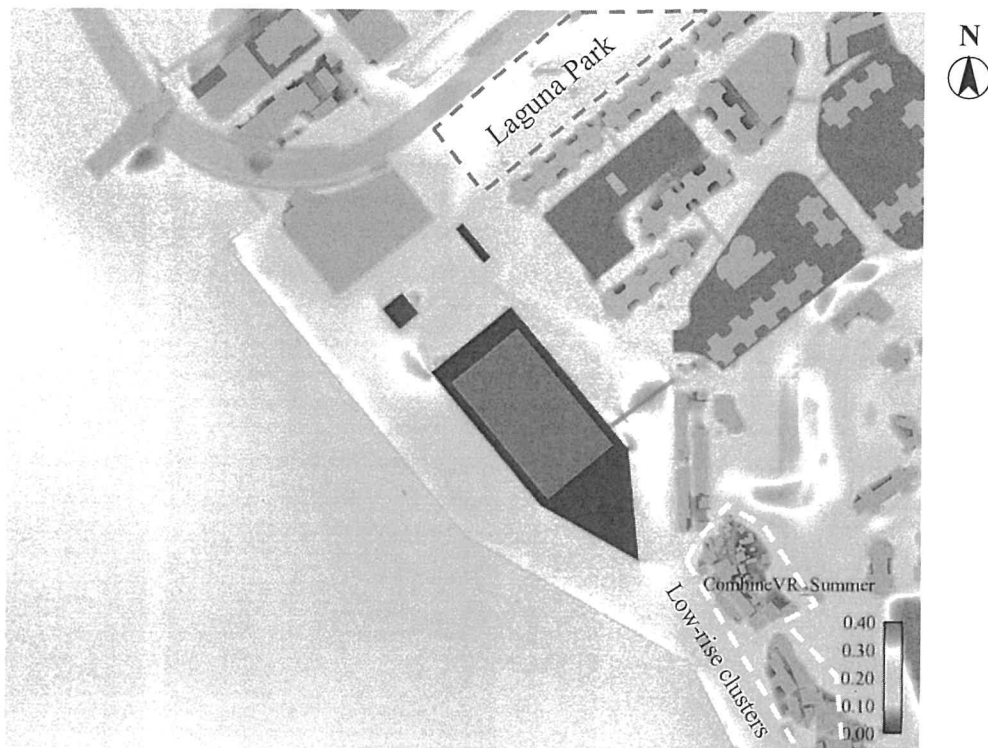


Figure 4.5 Contour Plot of Summer Average VR of the Intermediate Scheme



Figure 4.6 Contour Plot of Summer Average VR of the Proposed Scheme

Summary

- 4.11** Upon the discussion under both annual and summer wind conditions, the wind enhancement features mentioned in Paragraph 4.2 would alleviate the ventilation impact to its surrounding areas, especially under summer wind condition. Few focus areas (King Yip Street, Laguna Street, Cha Kwo Ling Road, pumping station and promenade) would be slightly enhanced under Proposed Scheme with the adoption of various wind enhancement features than that under Intermediate Scheme in summer wind condition.
- 4.12** In short, the Proposed Scheme would have similar overall wind performance in compared to the Existing and Intermediate Schemes. Therefore, insignificant ventilation impact to its surrounding area would be expected under both annual and summer wind conditions.

5 Drainage and Sewerage Impact Assessment

Drainage Impact Assessment

- 5.1** The Drainage Impact Assessment (DIA) is to assess the drainage impacts associated with the proposed new VTC Campus development and propose the necessary new drainage required for the development. The DIA has been undertaken in accordance with the guidelines requirements of 'Advice Note No.1 entitled Application of the DIA Process to Private Sector Projects' published by Drainage Services Department (DSD).
- 5.2** The Subject Site is currently not susceptible to flooding. It is served by an existing 900mm and 1500mm storm drain along the Wai Lok Street. After development of the proposed new VTC Campus, the catchment size will remain unchanged, but the paved ratio will be slightly increased. With the consideration of the backwater effect, there is sufficient freeboard in the existing drains and no overflows from manhole covers would occur as the result of the development, even considering the extreme estimation of 1 in 10 years rainfall with 1 in 50 years tidal level. Thus, there will be no drainage impact due to the proposed development.

Sewerage Impact Assessment

- 5.3** The Sewerage Impact Assessment (SIA) is to review the existing sewerage network in vicinity of the proposed development, to assess the impact of the proposed development on this existing sewerage network and to propose mitigation measures (if required) and new sewerage system to facilitate the development.
- 5.4** The proposed development with about 7,000 students, about 1,000 to 1,500 staffs and a training hotel with 60 rooms will increase the population in Cha Kwo Ling by developing a new VTC Campus on the currently empty lot. There will be an increase in sewage flow from the Subject Site. There is an existing 300mm sewer along Wai Lok Street connecting with the existing 900mm sewer at Wai Yip Street. However, the existing Wai Lok Street will be relocated. Therefore, we propose to construct new sewers of 300mm and 375mm for each block and relocate LPG filling station next to the VTC Campus. The 900mm diameter existing sewer along Wai Yip Street has sufficient capacity to carry all sewage design flow from the Subject Site. It is concluded that the proposed development would not result in any adverse sewerage impact to the existing sewerage system.

6 Visual Impact Assessment

6.1 The Subject Site is located in the middle of the high-rise residential and natural/artificial landscape in Kwun Tong district. The Visual Impact Assessment compared the visual impact of the new VTC Campus and the existing view quality from key View Points (VPs) nearby.

6.2 Seven public accessible VPs were selected to represent public VSRs in the vicinity of the Subject Site. As summarized in Table 6.1, the new VTC Campus will have slightly adverse to moderately beneficial effect to these VPs. **Figures 6.1 to 6.8** refer to VPs and the view from Island East Quarry Bay Promenade and the future Cha Kwo Ling Promenade.

View Point	Location	Visual Impact
VP1	Short distance view from Cha Kwo Ling Road	slightly adverse
VP2	Short distance view from Junction of Wai Yip Street and King Yip Street	slightly adverse
VP3	Short distance view from Laguna Park	Negligible
VP4	Short distance view from the bus stop near the junction of Cha Kwo Ling Road and Sin Fat Road	slightly adverse
VP5	Short distance view from Cha Kwo Ling Village	slightly adverse
VP6	Long distance view from Kai Tak Runway Park	slightly adverse
VP7	Long distance view from Island East Quarry Bay Promenade	Moderately Beneficial

Table 6.1 Selected Visually Sensitive Viewpoints (VPs)

6.3 Although the new VTC Campus will affect the visual openness the site affords, the proposed development is not considered out of context. The creative design of the building may generate some visual interests to its surroundings and provide a more enjoyable and diverse character to the area.



Figure 6.1 View from VPI – Cha Kwo Ling Road

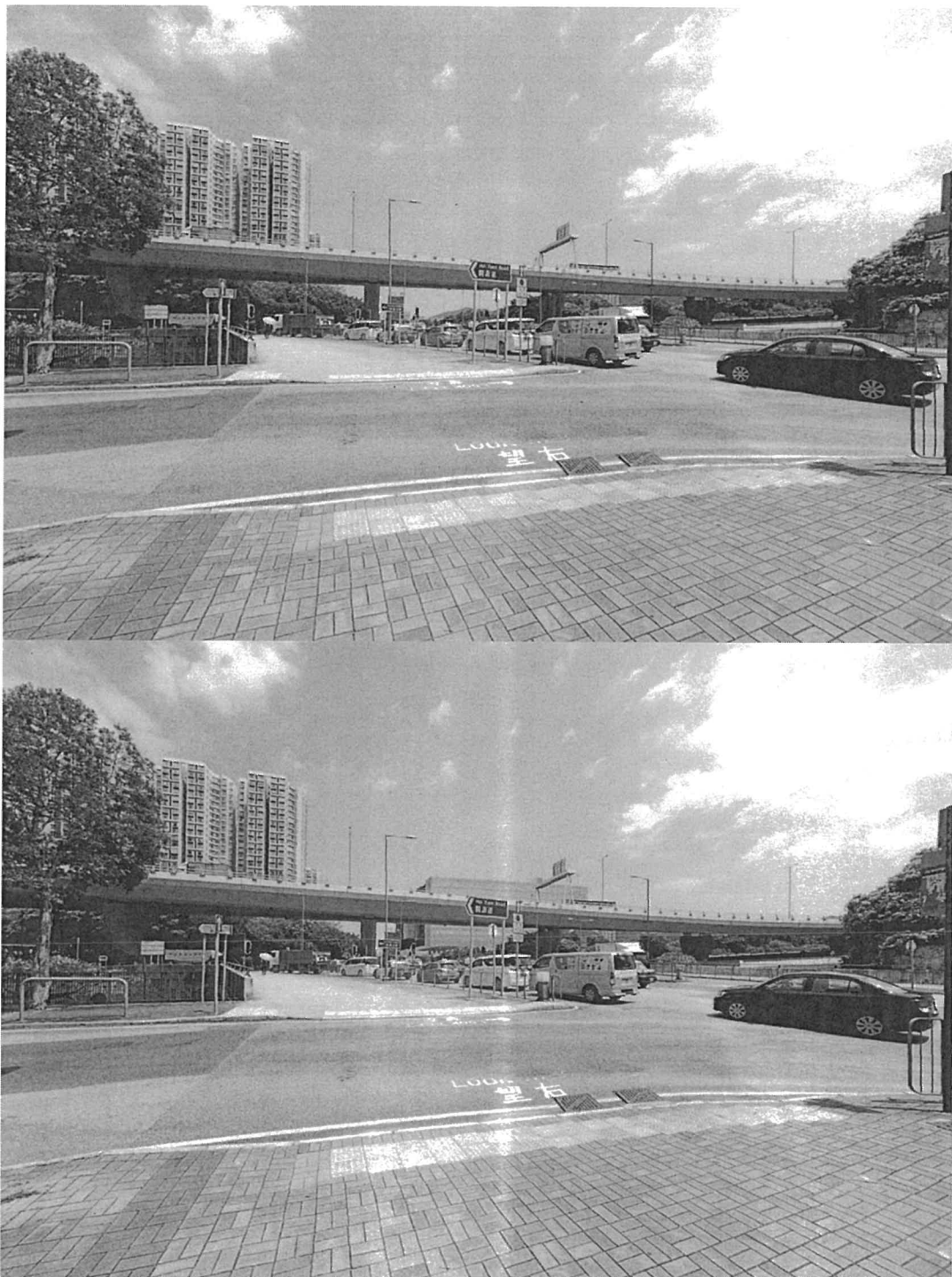


Figure 6.2 View from VP2 – Junction of Wai Yip Street and King Yip Street



Figure 6.3 View from VP3 – Laguna Park

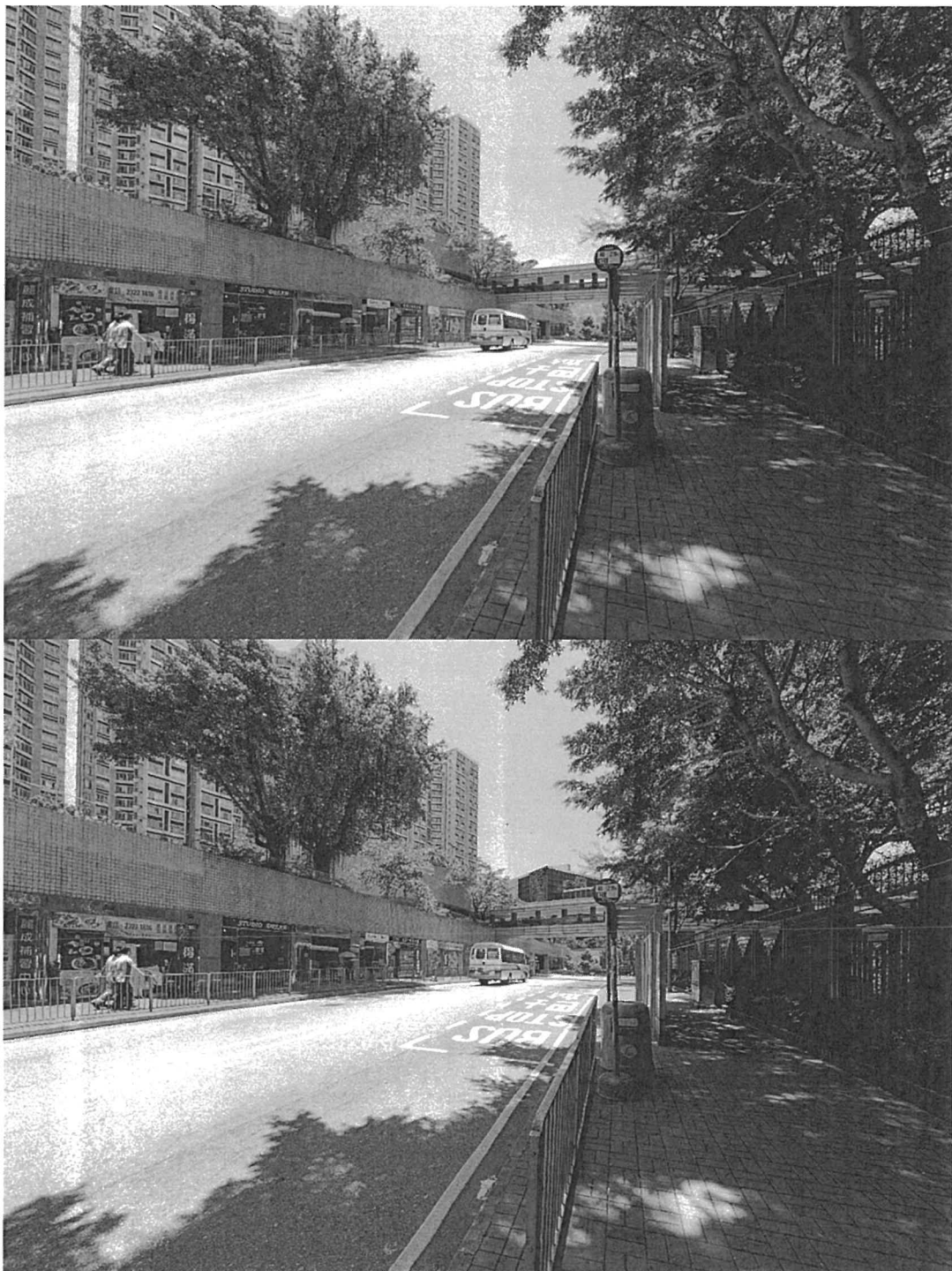


Figure 6.4 View from VP4 – Bus stop near the junction of Cha Kwo Ling Road and Sin Fat Road

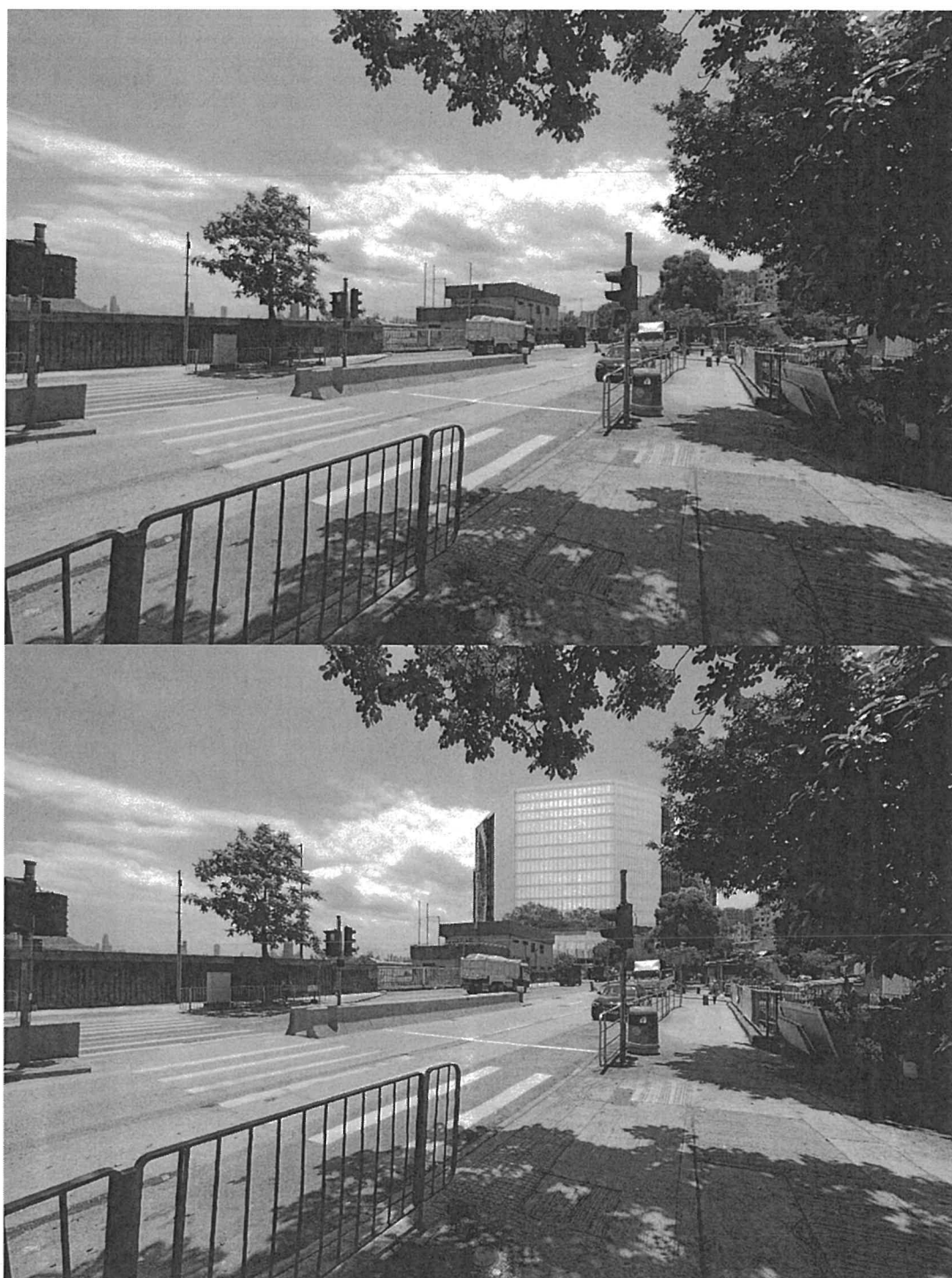


Figure 6.5 View from VP5 – Cha Kwo Ling Village



Figure 6.6 View from VP6 – Kai Tak Runway Park

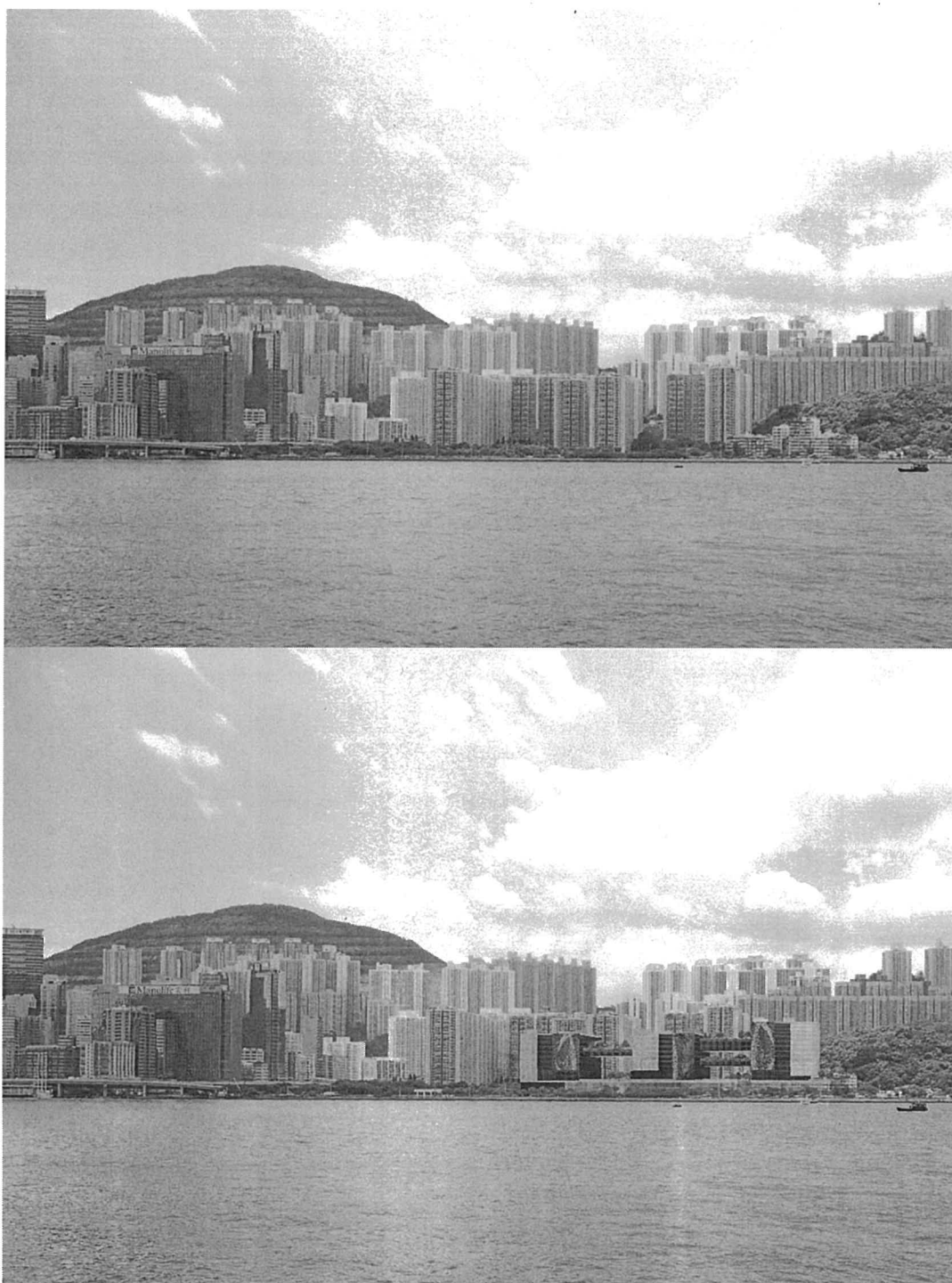


Figure 6.7 View from VP7 – Island East Quarry Bay Promenade



Figure 6.8 View to proposed Campus Development and Harbourfront Promenade

7 Quantitative Risk Assessment

- 7.1** Due to the new VTC Campus development in Cha Kwo Ling, the existing dedicated LPG filling station is proposed to be relocated to 200m northwest towards Kwun Tong Bypass. The relocated LPG filling station is opposite the Drainage Services Department's Kwun Tong Pumping Station and adjacent to the planned Tsui Ping Estuary Garden.
- 7.2** A Quantitative Risk Assessment was conducted on the relocated LPG filling station to assess the individual risk and the increase in societal risk from the operation of proposed development.
- 7.3** The maximum level of offsite individual risk does not exceed 10^{-5} /year. Thus the individual risk level of the proposed relocated LPG filling station is considered in compliance with Hong Kong Risks Guidelines.
- 7.4** The FN curve for the maximum population in the proposed development case, base case and overall case are within the acceptable region. The additional population from the proposed development would increase the societal risk but the risk remains in the acceptable region. No mitigation measure is thus proposed.

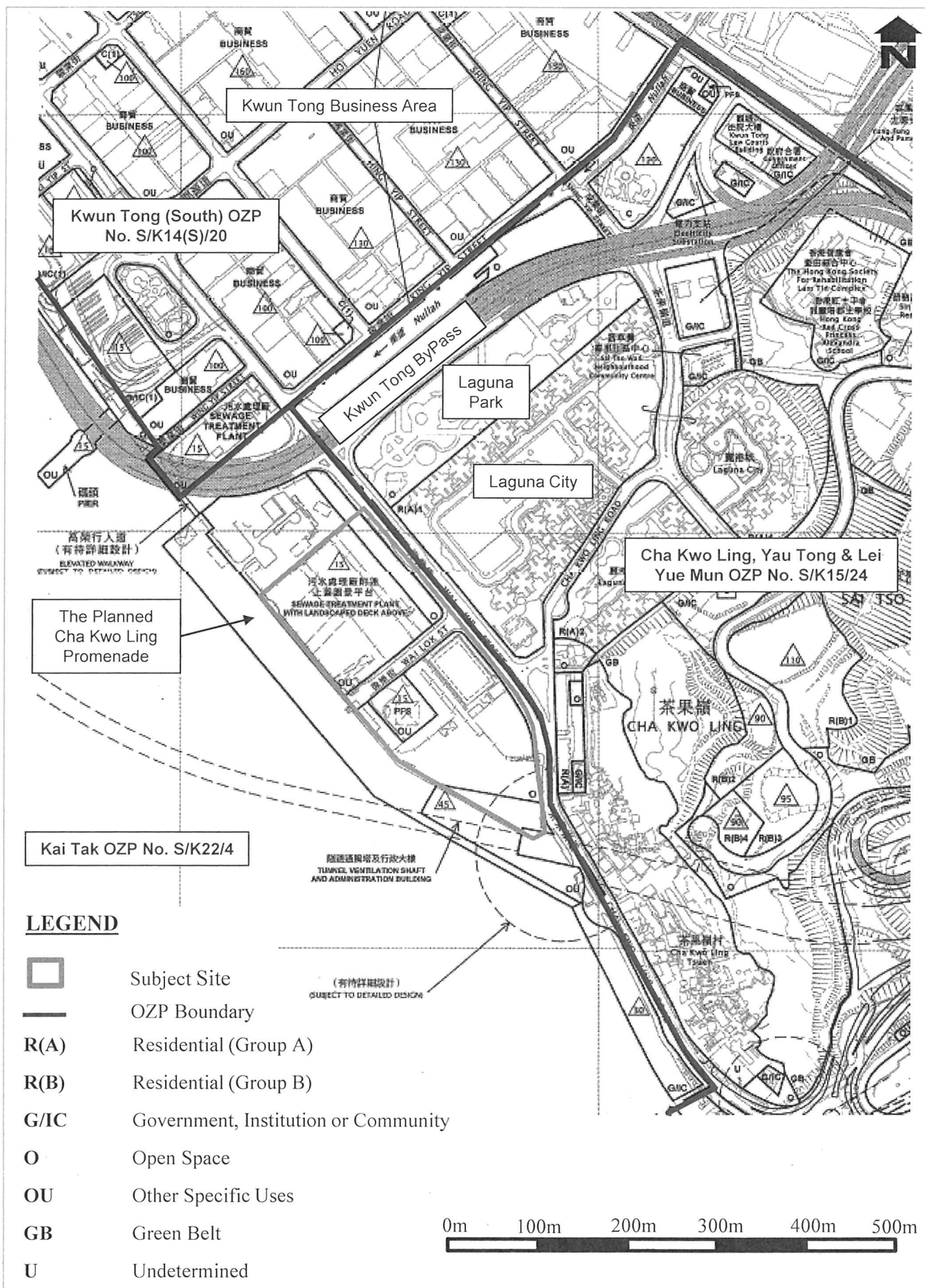
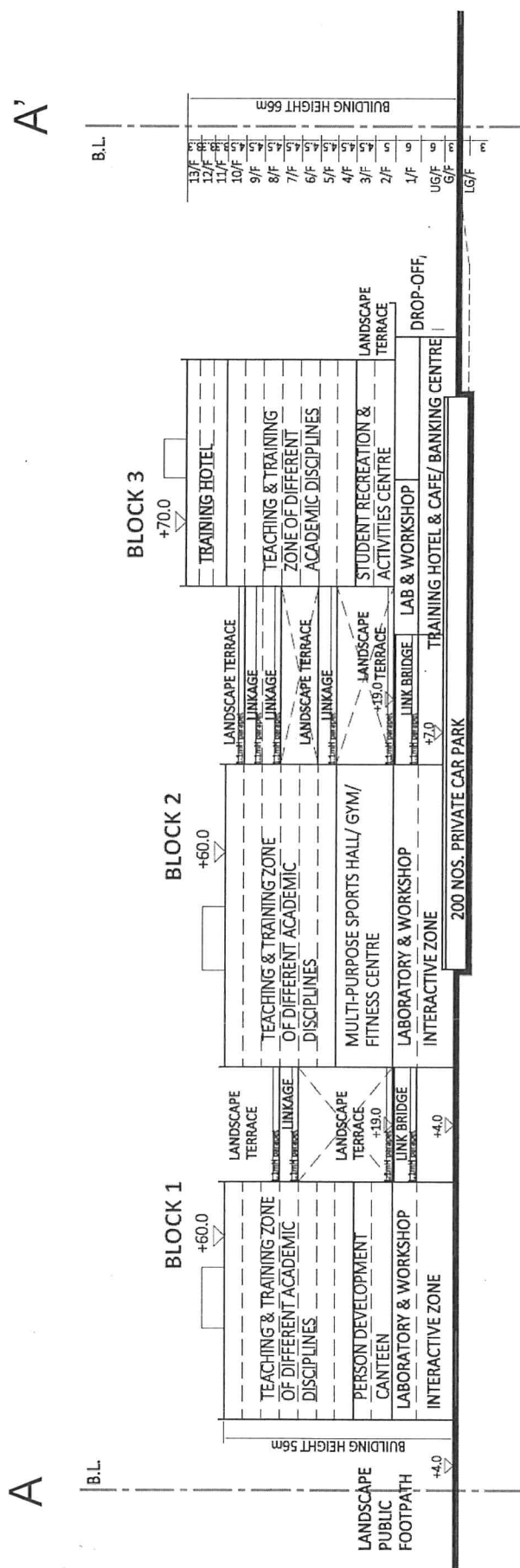
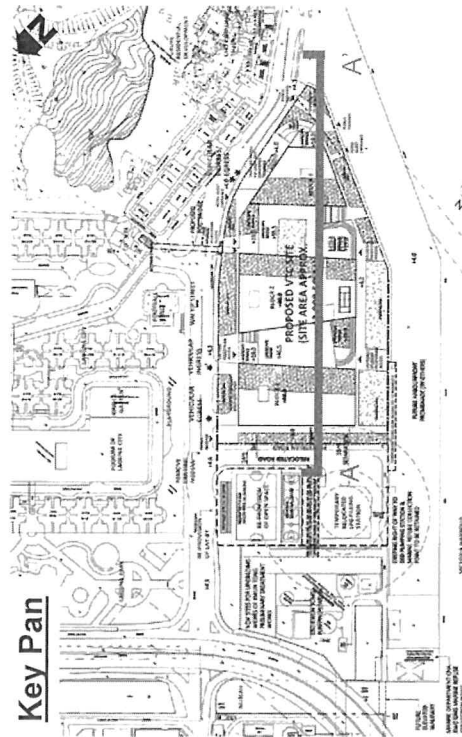


Figure No.	Scale	Figure Title
1.1	As shown	Location Plan
ARUP	Date	Source
	Aug 2016	Extracted from the Approved Kai Tak OZP No. S/K22/4, the Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun OZP No. S/K15/24 and the Approved Kwun Tong (South) OZP No. S/K14S/20



Section A-A'



SECTION OF THE INDICATIVE SCHEME

* For indicative purpose

Figure No.	Scale	Figure Title
1.3	Not to scale	Section of the Indicative Master Layout Plan
ARUP	Date Jan 2017	Source -

Overall Findings of Technical Assessments

Technical assessments have been conducted to demonstrate that the development proposals would have no significant impacts on the capacity of the transport, water supply, stormwater drainage, sewerage infrastructures nor cause any unacceptable insurmountable impacts on noise and air quality, visual and air ventilation impacts. The findings are summarized as follows :

1 Traffic

- 1.1 According to the Traffic Impact Assessments (TIAs) conducted, there is a net increase in development traffic flows between OZP-compliant Case and Proposed Scenario for both the generation and attraction in morning and afternoon peak periods. This increasing in development traffic flows is mainly due to the changing of sites from “G/IC” uses to residential or commercial uses, increase of PR in commercial and residential developments and changing of sites from “O” to residential use in the Proposed Scenario.
- 1.2 Junction improvement schemes for all the critical junctions within Kai Tak and hinterland have been identified for implementation in stages to support the proposed developments in order to achieve acceptable traffic performance in 2026 and in the ultimate design year 2036.
- 1.3 The traffic impact arising from the proposed VTC campus and increasing of the development density in Kai Tak Acute Hospital, residential, office and hotel developments in KTD is considered manageable. Commissioner for Transport has no adverse comment on the traffic review for increasing the development intensity in KTD and departmental comments have been incorporated in the assessment where appropriate. For the traffic impact arising from the proposed VTC campus, it is expected that there will be no insurmountable problem.

2 Environment

2.1 Air Quality

- 2.1.1 The Air Quality Impact Assessment (AQIA) evaluated the air quality

impact induced by the further intensification to areas surrounding KTD and within 500m study boundary, the intensification sites and non-intensification sites within KTD.

2.1.2 For existing ASRs surrounding KTD and within the 500m study boundary, the AQIA indicated that no unacceptable air quality impact is anticipated from the further intensification.

2.1.3 As for the non-intensification sites within KTD, with the recommended mitigation measures, e.g. non-air sensitive use areas in Metro Park and the open space east to the indoor sports centre building (ISCB) of Kai Tak Sports Park (KTSP), and positioning the fresh air intakes at locations with acceptable air quality for KTAH, air quality impact is not anticipated.

2.1.4 As for the intensification sites within KTD, exceedance of AQOs for annual NO₂ was identified at some development sites in Areas 3 and 4, which include Sites 3A6, 3B1, 3B2, 3B3, 3B4, 4B5, 3E1, 4A2, 4C1, 4C2, 4C3, 4C4, 4C5, 4E1 & 4E2. With the implementation of the recommended mitigation measures such as proper positioning of the fresh air intake (for commercial development), non-air sensitive use (e.g. lobby and E&M plant rooms for residential development), insurmountable air quality impact on the concerned sites is not anticipated. The future developers of the concerned sites are required to carry out an AQIA to confirm the details of the recommended mitigation measures under the land lease conditions.

2.2 Noise

2.2.1 The potential road traffic noise impacts have been assessed based on the worst case traffic flows in 2041. The predicted unmitigated noise levels at residential Sites 2B5, 2B6, 3E1, 3E2, 4A2, 4B4, 4C1, 4C2, 4C3, 4E1 and 4E2 with intensification would exceed the noise criterion of 70dB(A). As mitigation measures such as acoustic windows and acoustic balconies can be considered, road traffic noise impacts on these sites would not be insurmountable. Noise impact assessments (NIAs) at these planned residential sites are proposed to be conducted by future developers at the detailed design stage to

identify the exact measures required for their building layouts and designs. The requirement of NIAs would be included in the lease conditions or planning briefs of these residential sites.

2.2.2 For those planned sites zoned for “Commercial” and “Other Specified Uses (Mixed Use)” with noise sensitive uses, their layouts should be designed to avoid the noise sensitive uses facing the major traffic noise sources or the noise sensitive uses should be provided with central air conditioning such that these uses would not rely on opened windows for ventilation. The proposed VTC campus will not be subject to any potential noise impact and mitigation measures would be available to eliminate any excessive residual noise impact from its fixed sources on the nearby NSRs.

2.2.3 For affected existing NSRs and planned receivers located at the non-intensification sites within KTD, the overall noise levels would exceed the relevant noise criteria due to the existing roads. Since the increases in predicted noise levels at these receivers with and without increasing the development density are all below 1.0 dB, the potential traffic noise impact on the identified NSRs due to increasing the development density in KTD would be insignificant.

2.3 Hazard

2.3.1 A full quantitative risk assessment has been carried out with the proposed increase in development density to evaluate the impact of the LPG filling stations on the surrounding population. The assessment findings for the petrol cum LPG/dedicated LPG filling stations are reviewed according to the proposed changes in population density. The predicted individual risks for all LPG filling stations comply with the Hong Kong Risk Guidelines as stipulated in HKPSG and the predicted societal risks for LPG filling stations are considered acceptable. Therefore, the proposed increase in the development density in Kai Tak Development would not present unacceptable risks to the surrounding population around the LPG filling stations. Director of Electrical and Mechanical Services has no adverse comment on the proposals, and departmental comments have been incorporated in the assessment where appropriate.

3 Infrastructure

3.1 Drainage

3.1.1 Except the drainage system along the Runway area, the proposed increase in development intensity of development site will not change the catchment characteristic, thus the runoff arising from the development will remain the same as that of the existing condition. The hydraulic loading to the drainage system will not be increased. Therefore, no adverse drainage impact is anticipated due to the proposed development.

3.1.2 For the area along the runway, 2.9ha of land will be changed from un-paved to paved area which will induce additional runoff to the drainage system. The drainage outfall next to development sites 4E1 and 4E2 would need to be relocated to collect the additional flow. As these two sites are located next to the sea, no adverse impact would be anticipated.

3.2 Sewerage

3.2.1 For gravity sewer, it is recommended to install sewer lining for upstream sewer at the next opportunity when there is road re-opening so as to mitigate the potential sewerage impact to the planned sewerage system. The capacity of the surcharge pipe will be increased.

3.2.2 There is no adverse impact on sewage pumping stations. To support the new development sites at Metro Park, a new pumping station is proposed to divert the additional sewage flow to NPS pumping station.

3.2.3 Based on the latest flow projections, the existing trunk sewer along Hoi Bun Road will be under a surcharge condition in preferred scenario. However, the 1m freeboard requirement can generally be met. For Kwun Tong Intermediate Pumping Station, it is recommended to upgrade the pumping station to cater for the

additional flow.

- 3.2.4 For preliminary treatment works, as the projected flow is still lower than the upgraded capacity of Kwun Tong Sewage Treatment Works and the capacity of To Kwa Wan Preliminary Treatment Works, no adverse impact will be imposed. Director of Drainage Services has no adverse comment on the proposals and departmental comments have been incorporated in the assessment where appropriate

3.3 Water Supply

- 3.3.1 The hydraulic analysis results reveal that the hydraulic performance of both the fresh and salt water supply systems generally complies with the assessment criteria for the proposed OZP amendments.
- 3.3.2 Proposed mitigation measures have taken into account the situation of proposed water mains, i.e. completed/proposed water mains, and the degree of velocity due to increasing development intensity exceeding the desirable velocity limit. In the case of as-built pipes marginally exceeding the velocity limit, there should be leniency on the velocity limit until the pipes can be replaced at the next opportunity when there is road re-opening.
- 3.3.3 For the fresh water supply, the capacity of Diamond Hill No. 2 Fresh Water Service Reservoir is sufficient to cater for the fresh water demand in KTD under the preferred scenario. It is suggested to expand the Jordan Valley Fresh Water Service Reservoir (JVFWSR) to provide sufficient capacity to cater for the water demand of the preferred scenario.
- 3.3.4 There is no adverse impact on salt water pumping stations. To support the new development sites, a new salt water pumping station is proposed to cater for the development. Director of Water Supply has no adverse comment on the proposals and departmental comments have been incorporated in the assessment where appropriate.

3.4 Utilities

3.4.1 No additional pigging station, major modification or upgrading is required for the planned gas network to cater the increased development intensity. Director of Electrical and Mechanical Services has no adverse comment on the proposals. To cater the additional air conditioning demand due to the changes, a new district cooling system (DCS) plant is proposed and departmental comments have been incorporated in the assessment where appropriate

4 Urban Design

- 4.1 The overall visual impact of the proposed amendments under the review is evaluated, taking into account the sensitivity of the key public viewers, visual resources and visual amenities likely to be affected, the magnitude/extent and duration of impact and any resultant improvement or degradation in the visual quality and character of the surroundings area, and planning intention and known planned development of the area.
- 4.2 The primary difference between the Base Case Scenario (an OZP-scenario with approved planning applications) and the Proposed Scenario under the Review for intensification of sites lies in modifications to the building arrangement, massing, form and height that vary for the intensification sites which are proposed to be rezoned. The difference in overall visual impact between the Base Case Scenario and the Proposed Scenario ranges from Negligible from some viewpoints to Large. For the majority of viewpoints, the visual impact significance is Moderately Adverse.
- 4.3 Based on the VIA for the proposed VTC campus, the proposal will have slightly adverse to moderately beneficial effect to the tested viewpoints. Although the new VTC Campus will affect the visual openness the site affords, the proposed development is not considered out of context. The creative design of the building may generate some visual interests to its surroundings and provide a more enjoyable and diverse character to the area.

- 4.4 The visual impact of the proposed extension of the Kai Tak Acute Hospital (KTAH) as shown in the relevant VIA report is considered slightly adverse. With mitigation measures such as fine-tuning building footprints, stepped building height profile towards waterfront, including a 20-60 metre wide NBA and building separation to increase visual permeability, and the provision of greening will soften the appearance of the buildings.
- 4.5 The Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD & L, PlanD) commented that given the increase in development intensity and building height under the review, the proposals would inevitably increase the overall building mass and have some impacts on the visual openness of the area. On the whole, the extent of the proposed increases in BH at the North Apron, South Apron and Runway Precinct are comparable and in proportion to the originally planned height profile as reflected in the Explanatory Statement of the OZP, i.e. “the building height profile starts with the landmark tower at “CDA(1)” site at the Kai Tak River in Kai Tak City Centre and gradates towards the waterfront in the southeast along the Kai Tak River towards the South Apron area and in the south along the residential neighbourhoods towards the Sports Park to Metro Park and Ma Tau Kok waterfront.

5 Landscape

- 5.1 The overall landscape character of the area will be changed from a flat open area with various temporary uses to a high-rise contemporary development with sports and entertainment nodes. The overall residual impact on Landscape Character Areas within and adjacent to the KTD is considered moderate at the time when all soft landscape elements proposed in new parks, waterfront promenade and amenity areas are fully implemented and established.
- 5.2 With respect to the loss of an area (currently zoned as Regional Open Space) from the Metro Park (as designated in the Explanation Statement) due to the new proposal of two residential sites in 4E1 and 4E2, such a loss of open space area would be generally

compensated, within the KTD area, via the proposed enlargement of the Heritage Park and together with other rezoning proposals for open space development at different localities.

- 5.3 CTP/UD & L advised that the open space provision should meet the local and regional needs, and should comply with the HKPSG requirements as well as the Explanatory Statement.

6 Air Ventilation Aspect

- 6.1 An Air Ventilation Assessment (AVA) Initial Study (IS) using computational fluid dynamic modelling has been carried out to support the proposed amendments under the Review where two scenarios¹ have been studied.
- 6.2 CTP/UD & L, PlanD commented that according to the simulation results, the overall performances of the Base Case Scenario and Proposed Scenario on pedestrian wind environment are comparable under both annual and summer conditions. At specific areas, the Proposed Scenario would bring localised improvement² when compared with the Base Case Scenario. Meanwhile, there would also be potential affected areas³ when compared with the Base Case Scenario. In order to alleviate the potential localised air ventilation impact at the pedestrian wind environment under the Proposed Scenario, careful design and various mitigation measures are recommended for some affected areas as development sites. To further explore the effectiveness of the suggested mitigation measures and incorporation of other improvement measures where appropriate, further quantitative AVAs are recommended for these sites⁴ in the future detailed design stage. The requirement for quantitative AVAs should be incorporated in the land sales/grant conditions for implementation.

¹ The Base Case Scenario (OZP scenario with previously approved s.16 application for the increase of Plot Ratio (PR) and Building Height(BH)) and the Proposed Scenario (Kai Tak Rethink 2)

² Those at Test Point Groups G3 and G18 under annual condition and Test Point Groups G1 and G3 under summer condition

³ Those at Test Point Groups G8, G17 and G20 under both annual and summer conditions

⁴ Sites 2A1, 2A2, 2A3, 2A4, 2A5(A), 2A5(B), 2A10, 2B1, 2B2, 2B3, 2B4, 2B5, 2B6, 3A6, 3B1, 3B2, 3B3, 3B4, 4E1, 4E2 and 4E3

6.3 An AVA Initial Study (IS) using computational fluid dynamic modelling has been carried out on the extension proposal of Kai Tak Hospital where two scenarios⁵ have been studied. Mitigation measures⁶ have been incorporated in the Proposed Scheme with the aim to address the potential adverse air ventilation impact induced by the proposed development on the surroundings. According to the simulation results, the overall performances of the Original and Proposed Schemes on pedestrian wind environment are comparable under both annual and summer conditions. At specific areas, the Proposed Scheme would bring localised improvement to areas⁷ when compared with the Original Scheme. Meanwhile, Test Point Group G1 under both annual and summer conditions would be slightly affected under the Proposed Scheme when compared with the Original Scheme. Considering the above, it is not anticipated that the proposal with mitigation measures described above would generate significant adverse impact on the overall pedestrian wind environment.

6.4 An AVA IS using computational fluid dynamic modelling has been carried out on the VTC proposal where three scenarios⁸ have been studied. Mitigation measures⁹ have been proposed to address the possible adverse air ventilation impact on the surroundings.

6.5 CTP/UD & L, PlanD pointed out that according to the simulation results, the overall performances of the Existing, Intermediate and Proposed Schemes on pedestrian wind environment are comparable under both annual and summer conditions with the proposed mitigation measures. At specific areas, the Proposed Scheme would bring localised improvement to areas when compared with the Existing Scheme. These areas include the football field on Wai Yip

⁵ The Original Scheme (i.e. OZP-compliant scheme) and the Proposed Scheme (development in Extended Site 3C1(A) with larger footprint and increase in building height of Site 3C1(A) to 100mPD)

⁶ Measures including (i) podium free design; (ii) appropriate building disposition aligned to the most prevailing winds; (iii) ground floor void of 8.3m in height at the Extended Site 3C1(A); (iv) 58m-wide building separation at the Extended Site 3C1(A); (v) 39m-wide building separation at Site 3C1(A); (vi) 87m-wide setback at Site 3C1(B) at grade and (vii) 20m-wide building separation at Site 3C1(B) at grade

⁷ Those at Test Point Groups G2 and G4 under annual condition, Test Point Groups G2, G3 and G4 under summer condition

⁸ The Existing Scheme (i.e. the existing condition of the subject site), the Intermediate Scheme (development with one building tower at 70mPD) and the Proposed Scheme (development with two building blocks at 60mPD and one at 70mPD)

⁹ Mitigation measures including (i) two building separations; (ii) building setback from Wai Yip Street; (iii) podium-free design; (vi) semi-outdoor link bridges; and (v) a gentler stair connection at ground floor

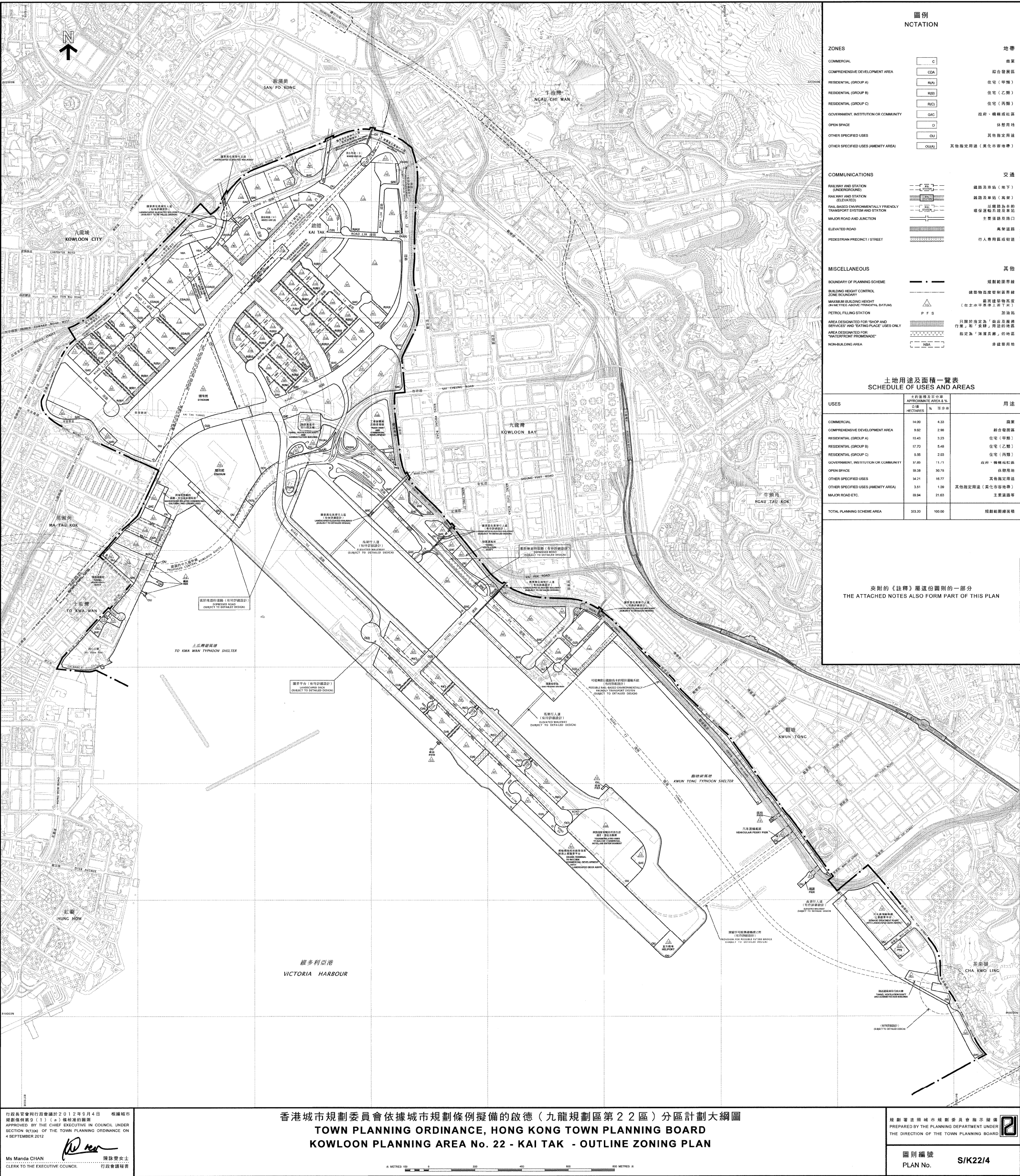
Street and Cha Kwo Ling Road under the annual condition, as well as Wing Fook Street, Cha Kwo Ling Road, the proposed Kwun Tong Preliminary Treatment Works and Kwun Tong Sewage Pumping Station and a proposed open space within the project under the summer condition. However, there would also be potential affected areas including the future waterfront promenade under both annual and summer conditions; and Wai Fat Road, Laguna Park, Laguna Street, Fan Wa Street, Wai Yip Street and the re-provisioned open space and spectator stand under the summer condition when compared with the Existing Scheme.

- 6.6 An AVA Expert Evaluation (EE) Study is conducted to evaluate impacts of the refined scheme for Area 4 as compared to that under the Review (original proposal). The refined scheme proposed a combination of low-rise and high-rise building which would enhance air ventilation. The refined scheme also involves some design changes, in terms of building height, typologies, orientation and arrangements within each site.
- 6.7 CTP/UD & L, PlanD commented that given that the refined scheme has maintained the same NBAs, building separations at low level and setbacks when compared with the original proposal, it is anticipated that the refined scheme would result in similar pedestrian wind environment within the site. Although the taller high-rise buildings under the refined scheme may induce larger wake zones in the downstream areas, the scheme with a combination of low-rise and high-rise buildings would enhance the permeability at mid and high zones and allow wind penetrate through the site. The refined scheme would be more effective in promoting air movement when compared with the original proposal with uniform building height. Considering the above, it is expected that the overall performances of the original proposal and refined scheme on pedestrian wind environment would be comparable under both annual and summer conditions. Provided that the future developments at the site could incorporate the good design measures (e.g. NBAs, building separation, setback, etc.) under the refined scheme, no further AVAs at the detailed design stage are required.

Provision of Open Space and Major GIC Facilities in Kowloon City District

Type of Facilities	HKPSG Requirements		Provision		Surplus/ Shortfall (against Planned Provision)
	Specific Requirements	Requirements based on KCDC Planned Population	Existing Provision	Planned Provision	
Local Open Space (hectare)	10 hectare per 100,000 persons	50.38	39.64	54.03	+3.65
District Open Space (hectare)	10 hectare per 100,000 persons	50.38	54.43	102.56	+52.18
Sports Centre	1 per 50,000 to 65,000 persons	7	5	7	0
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons	2	2	3	+1
Swimming Pool Complex - standard	1 complex per 287,000 persons	1	2	2	+1
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	6	6	6	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	3	3	5	+2
Library	1 district library for every 200,000 persons	2	4	5	+3
Hospital	5.5 beds per 1,000 persons	3033	3392	6388	+3355
Clinic/Health Centre	1 per 100,000 persons	5	7	7	+2
District Police Station	1 per 200,000 to 500,000 persons	1	2	3	+2
Divisional Police Station	1 per 100,000 to 200,000 persons	2	2	3	+1
Secondary School (classrooms)	1 whole-day classroom for 40 persons aged 12 -17	564	1131	1232	+668
Primary School (classrooms)	1 whole-day classroom for 25.5 persons aged 6 - 11	813	1269	1383	+570
Kindergarten/ Nursery (classrooms)	26 classrooms for 1,000 children aged 3 to 6	237	590	590	+353

Note: The total increase in population for KTD within the boundary of Kwun Tong District Council (KTDC) would be about 6,000 (including the increase in population arising from the approved planning applications for comprehensive redevelopment of the Kerry Godown and Kowloon Godown for residential use). The increase in population would not aggravate the provision of GIC facilities and open space for KTDC.



圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA (UNDERGROUND)	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R/A	住宅 (甲類)
RESIDENTIAL (GROUP B)	R/B	住宅 (乙類)
RESIDENTIAL (GROUP C)	R/C	住宅 (丙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	G/C	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	O/U	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	O/U/A	其他指定用途 (美化市容地帶)
COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)	—+—+—+—	鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)	—+—+—+—	鐵路及車站 (高架)
RAIL-BASED ENVIRONMENTALLY FRIENDLY TRANSPORT SYSTEM AND STATION	—+—+—+—	以鐵路為主的環保運輸系統及車站
MAJOR ROAD AND JUNCTION	—+—+—+—	主要道路及路口
ELEVATED ROAD	—+—+—+—	高架道路
PEDESTRIAN PRECINCT / STREET	—+—+—+—	行人專用區/街道
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	—+—+—+—	規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	—+—+—+—	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (APARTIES ABOVE PRINCIPAL DATUM)	P F S	最高建築物高度 (在主要水平基準上度)
PETROL FILLING STATION	—+—+—+—	加油站
AREA DESIGNATED FOR "SHOP AND SERVICE" AND "EATING PLACE" USES ONLY	—+—+—+—	只限於作為「商店及服務行業」和「食肆」用途的地區
AREA DESIGNATED FOR "WATERFRONT PROMENADE"	—+—+—+—	指定為「海濱长廊」的地區
NON-BUILDING AREA	—+—+—+—	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

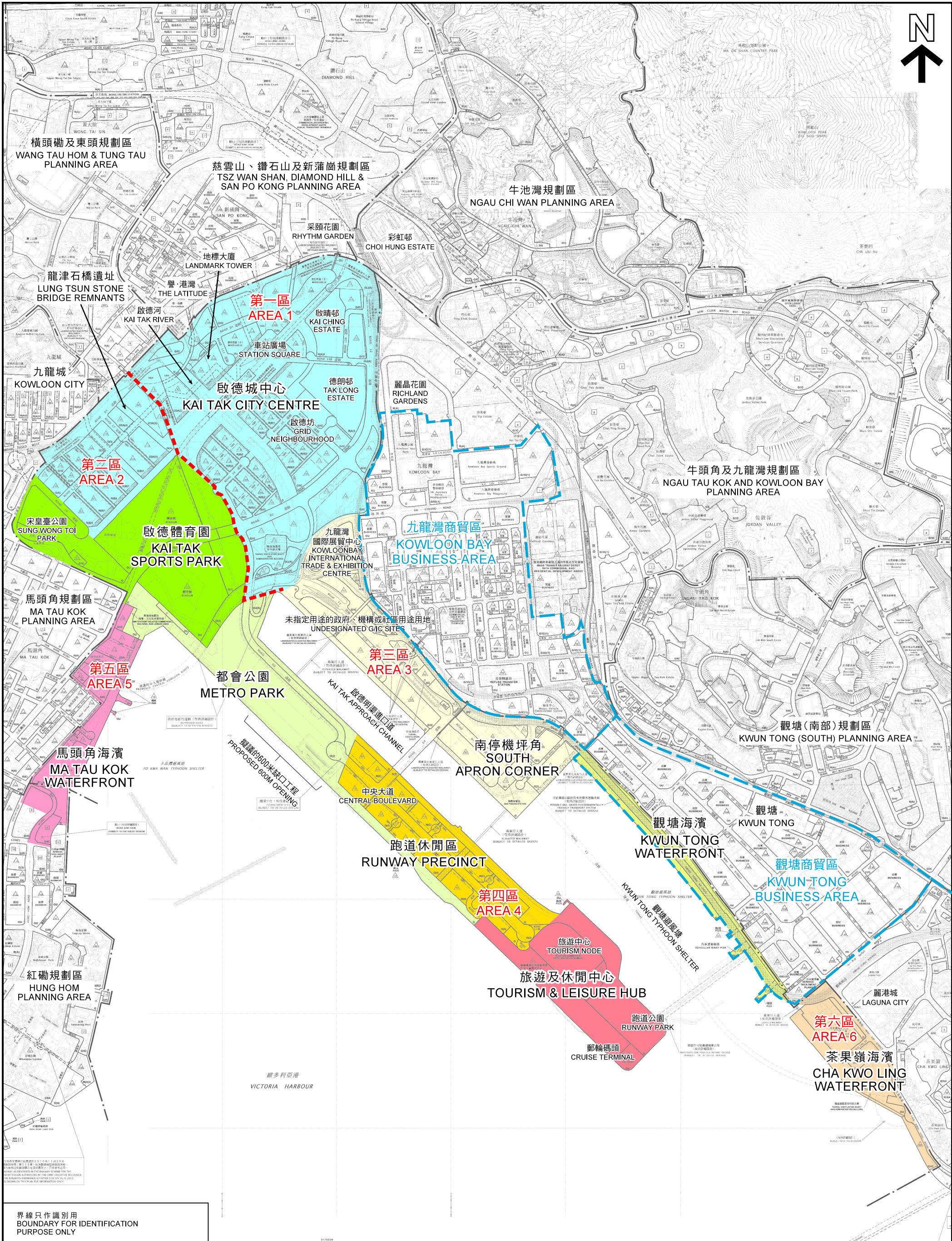
USES	土地用途及面積 Hectares	% 百分比	用途
COMMERCIAL	14.00	4.33	商業
COMPREHENSIVE DEVELOPMENT AREA	9.62	2.90	綜合發展區
RESIDENTIAL (GROUP A)	10.43	3.23	住宅 (甲類)
RESIDENTIAL (GROUP B)	17.70	5.48	住宅 (乙類)
RESIDENTIAL (GROUP C)	5.56	1.71	住宅 (丙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	37.40	11.71	政府、機構或社區
OPEN SPACE	30.38	9.37	休憩用地
OTHER SPECIFIED USES	14.21	4.37	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	3.51	1.09	其他指定用途 (美化市容地帶)
MAJOR ROAD ETC.	19.94	6.13	主要道路等
TOTAL PLANNING SCHEME AREA	323.20	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

香港城市規劃委員會於2012年9月4日根據城市規劃條例第9(1)(a)條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 4 SEPTEMBER 2012
Ms Manda CHAN 陳詠雯女士
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

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

規劃署應用城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD
圖則編號
PLAN No. S/K22/4



界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本摘要圖於2016年12月30日擬備
EXTRACT PLAN PREPARED ON 30.12.2016

位置圖 LOCATION PLAN

啟德發展區的分區位置圖
啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
LOCATION PLAN OF SUB-AREAS IN KAI TAK DEVELOPMENT
PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4

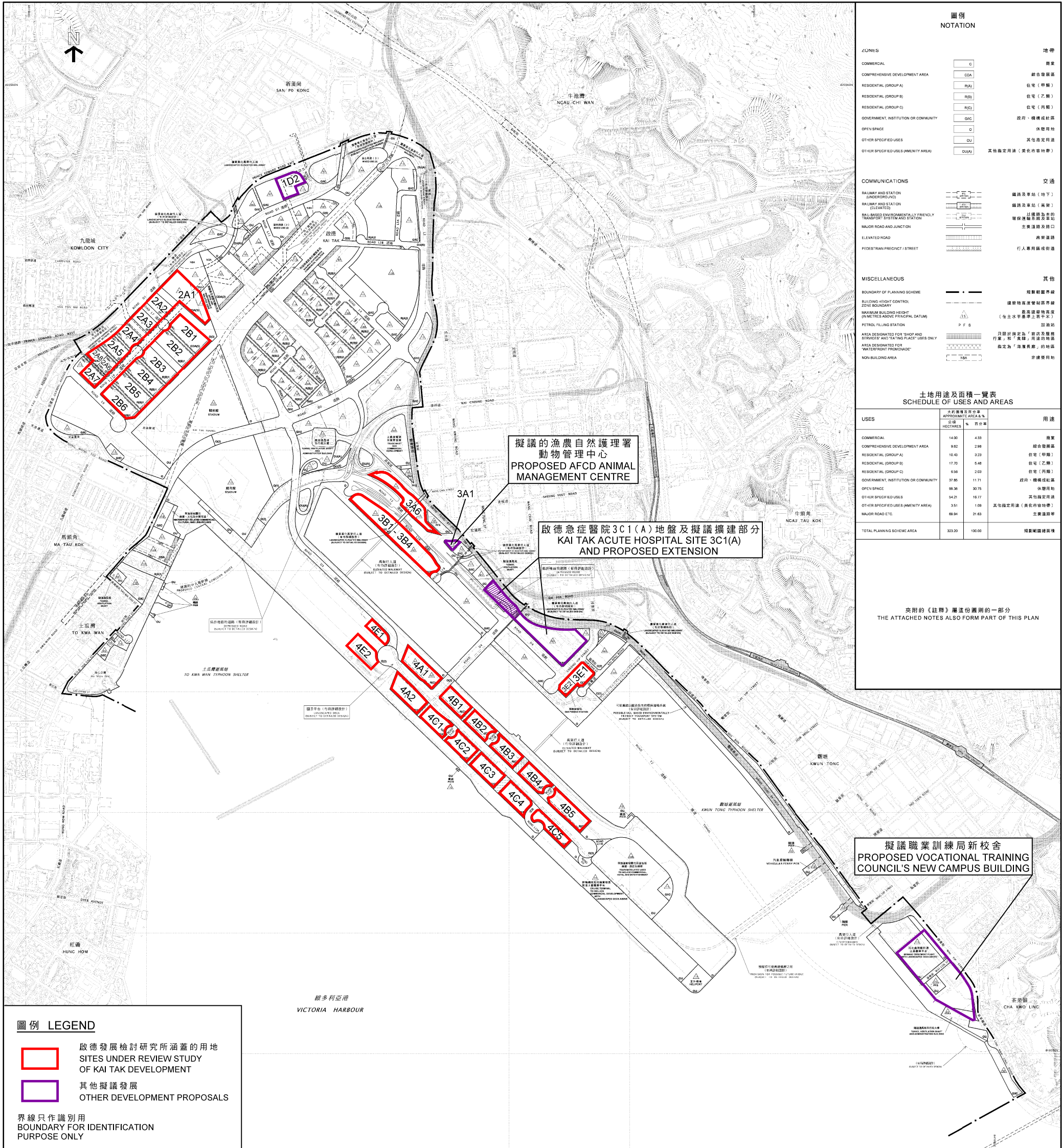
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METRES

規劃署
PLANNING
DEPARTMENT



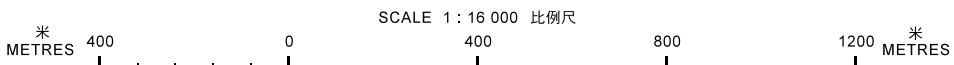
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REFERENCE No.
M/K22/16/114

圖 PLAN
2



位置圖 LOCATION PLAN

啟德發展檢討研究所涵蓋的用地
SITES UNDER REVIEW STUDY OF KAI TAK DEVELOPMENT



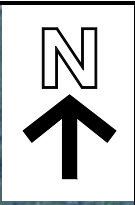
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
3

本摘要圖於2017年1月6日擬備，
所根據的資料為於2012年9月4日
核准的分區計劃大綱圖編號 S/K22/4
EXTRACT PLAN PREPARED ON 6.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012



圖例 LEGEND



啟德發展檢討研究所涵蓋的用地
SITES UNDER REVIEW STUDY
OF KAI TAK DEVELOPMENT



其他擬議發展
OTHER DEVELOPMENT PROPOSALS

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2016年12月30日擬備，
所根據的資料為地政總署於
2014年12月17日拍得的
航攝照片編號CW111031
PLAN PREPARED ON 30.12.2016
BASED ON AERIAL PHOTO No.
CW111031 TAKEN ON 17.12.2014
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

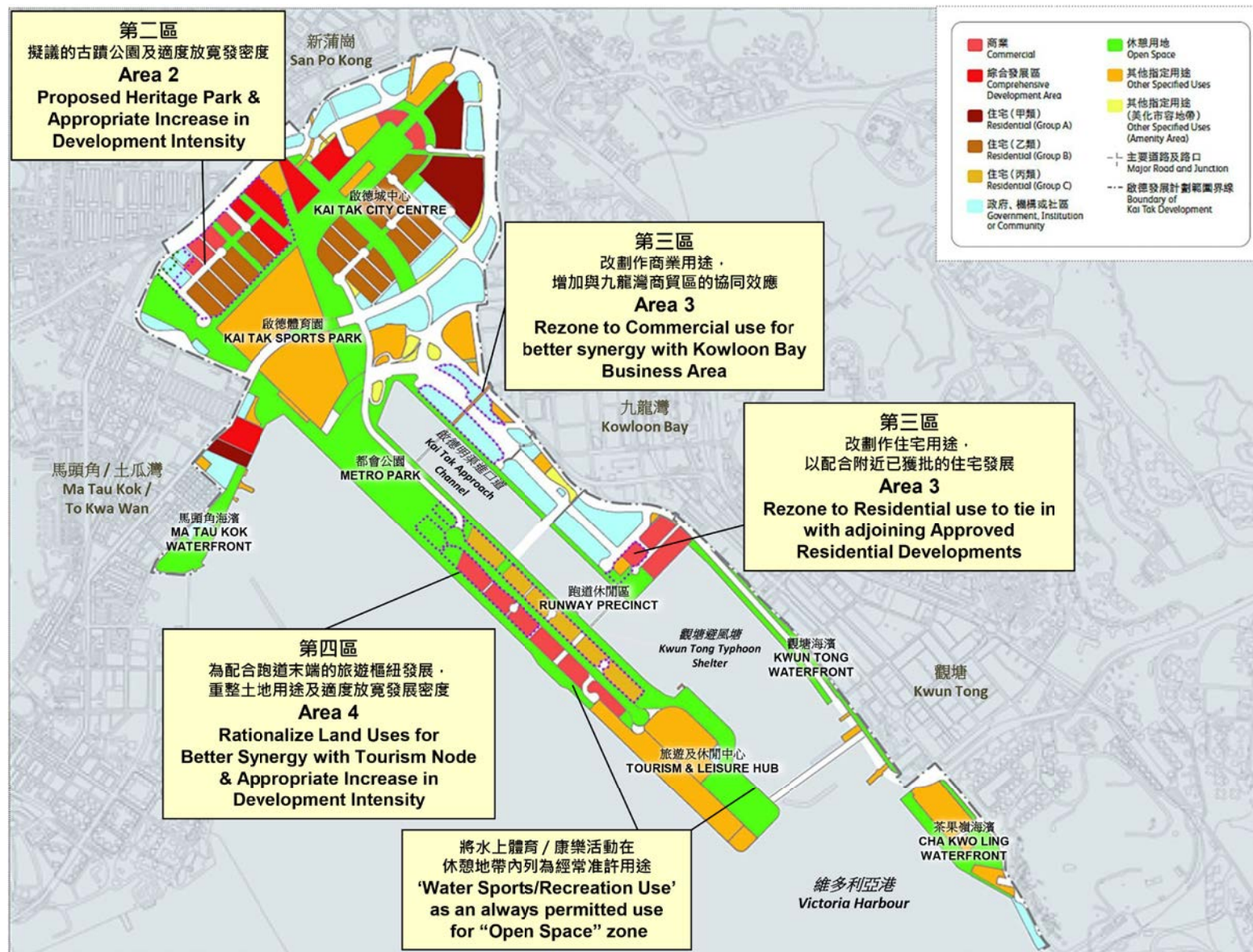
啟德發展檢討研究所涵蓋的用地
SITES UNDER REVIEW STUDY OF KAI TAK DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
4



本圖於2017年1月16日擬備
PLAN PREPARED ON 16.1.2017

啟德發展檢討研究的主要發展建議
MAJOR DEVELOPMENT PROPOSALS UNDER REVIEW STUDY OF KAI TAK DEVELOPMENT

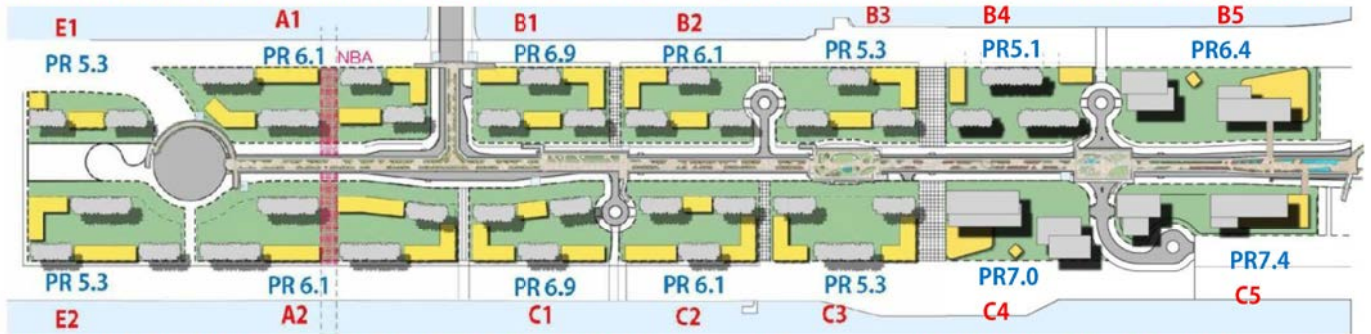
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PLANNING
DEPARTMENT



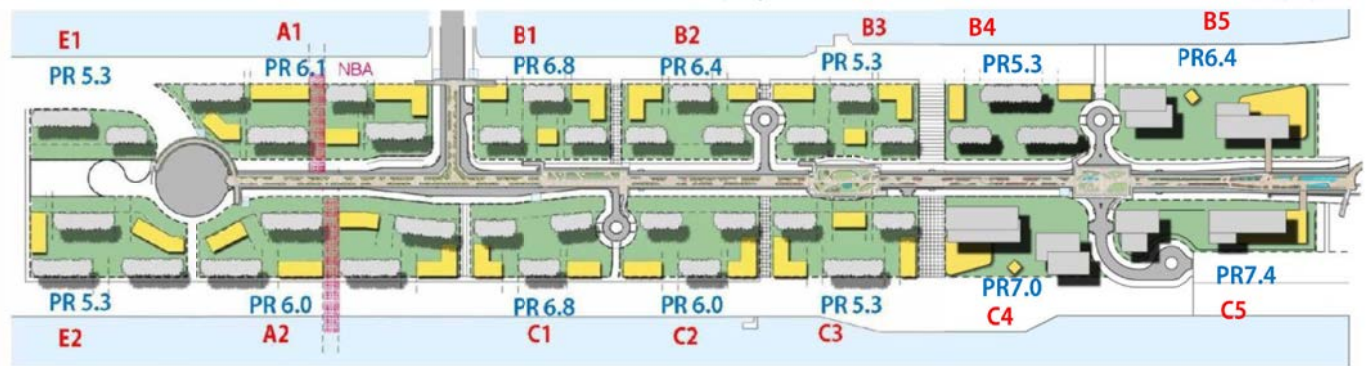
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M/K22/16/114

圖 PLAN
5

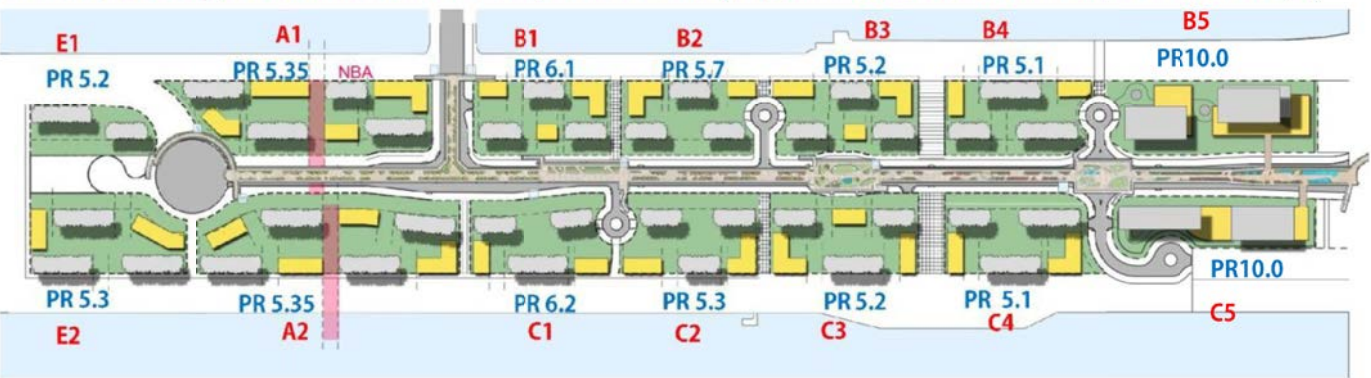
Refined Scheme 1 (Residential: 92 -120 mPD, 26 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)



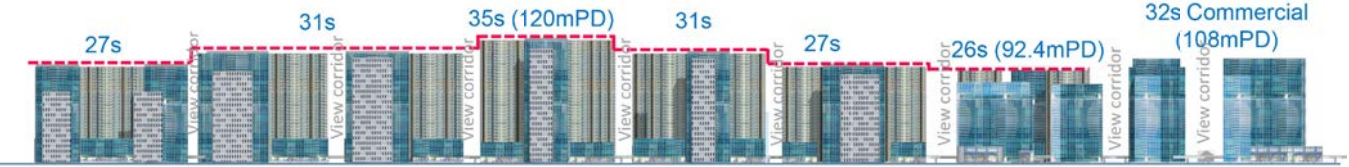
Refined Scheme 2 (Residential: 79 -120 mPD, 22 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)



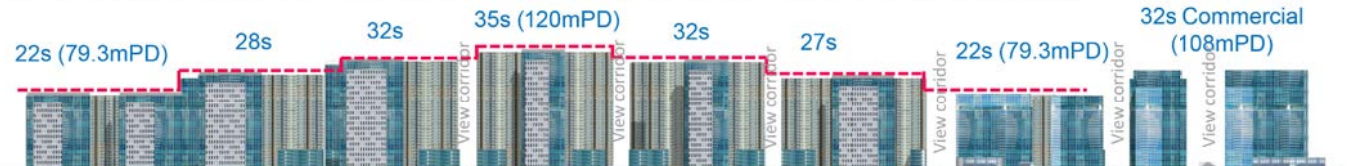
Refined Scheme 3 (Residential: 76 -108 mPD, 21 to 31 storeys | Commercial: 95 -179 mPD, 28 to 45 storeys)



Refined Scheme 1 (Residential: 92 -120 mPD, 26 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)



Refined Scheme 2 (Residential: 79 -120 mPD, 22 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)



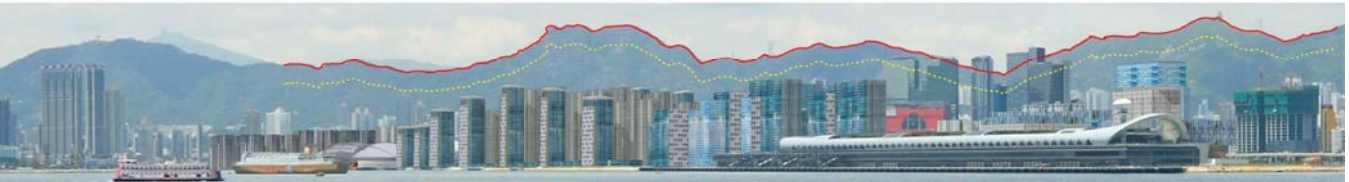
Refined Scheme 3 (Residential: 76 -108 mPD, 21 to 31 storeys | Commercial: 95 -179 mPD, 28 to 45 storeys)



Refined Scheme 1 (Residential: 92 -120 mPD, 26 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)



Refined Scheme 2 (Residential: 79 -120 mPD, 22 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)



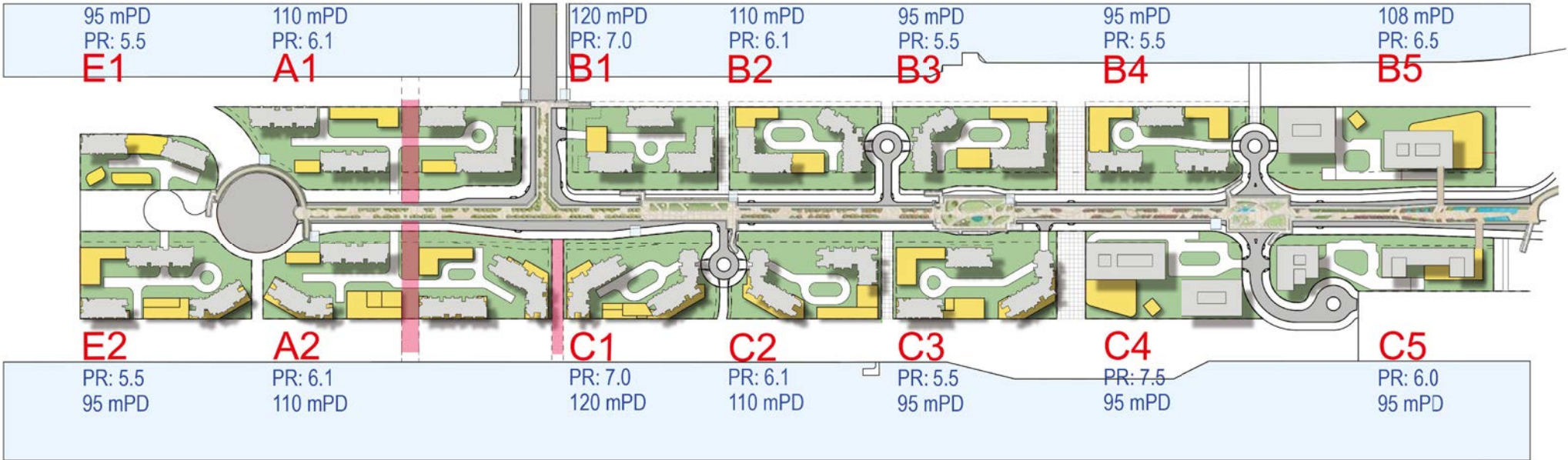
Refined Scheme 3 (Residential: 76 -108 mPD, 21 to 31 storeys | Commercial: 95 -179 mPD, 28 to 45 storeys)



Original Proposal for Area 4 under the Review
(Residential: 75 - 90 mPD, 20 to 25 storeys | Commercial: 45 - 65 mPD, 11 to 16 storeys)



Final Refined Scheme (Residential: 95-120mPD, 27 to 34 storeys | Commercial: 95-108mPD, 22 to 28 storeys)



High Blocks
Low Blocks /
Retail Frontage
at Lower Floors

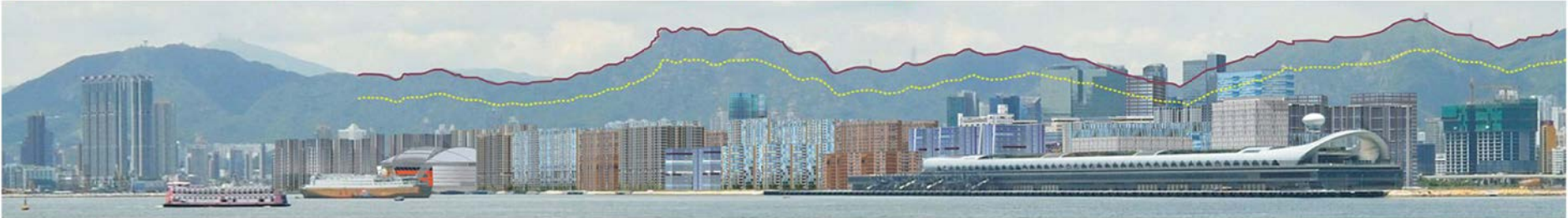
Original Proposal for Area 4 under the Review
(Residential: 75 - 90 mPD, 20 to 25 storeys | Commercial: 45 - 65 mPD, 11 to 16 storeys)



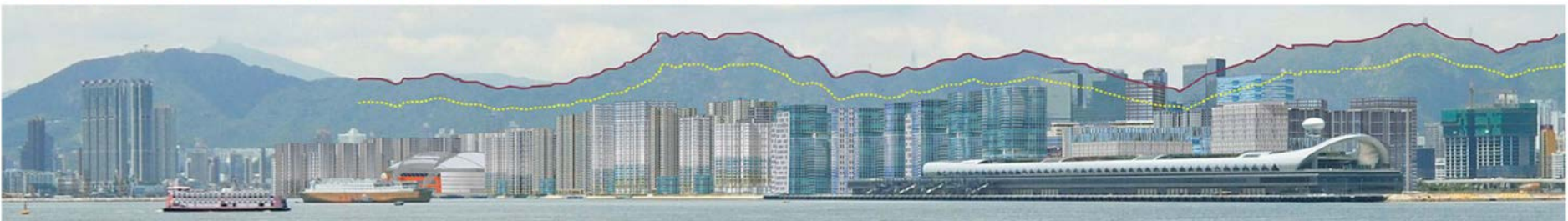
Final Refined Scheme (Residential: 95-120mPD, 27 to 34 storeys | Commercial: 95-108mPD, 22 to 28 storeys)

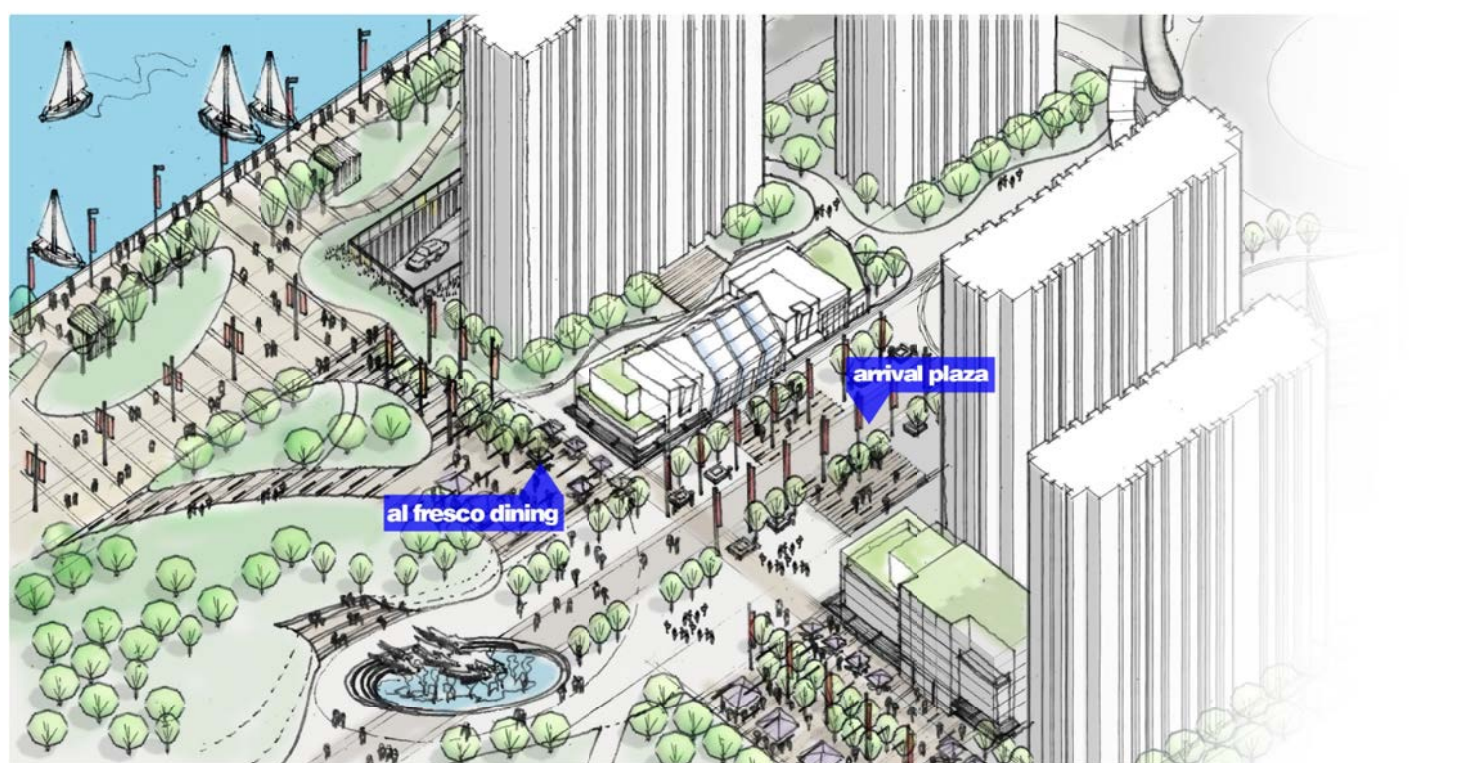
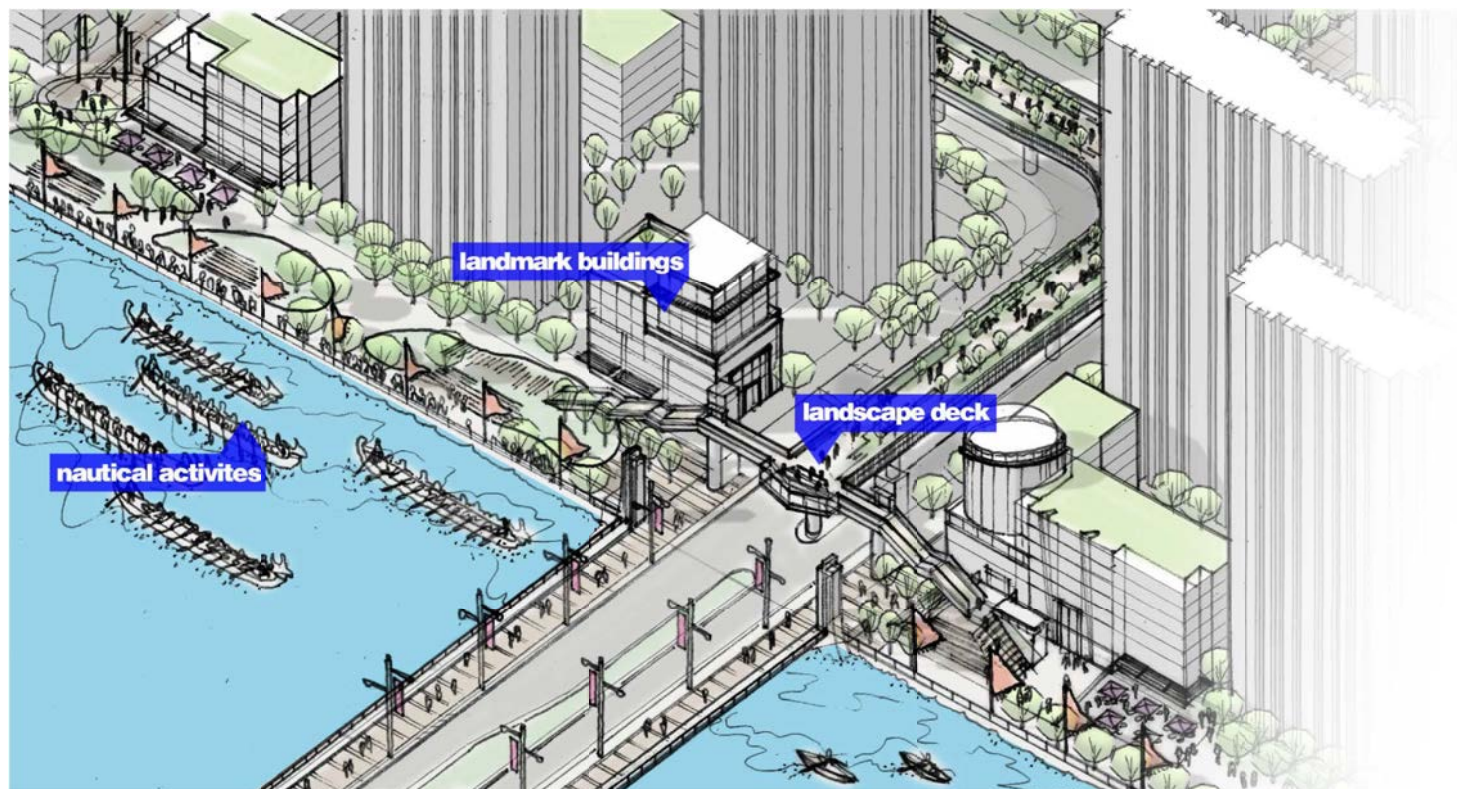


Original Proposal for Area 4 under the Review
(Residential: 75 - 90 mPD, 20 to 25 storeys | Commercial: 45 - 65 mPD, 11 to 16 storeys)



Final Refined Scheme (Residential: 95-120mPD, 27 to 34 storeys | Commercial: 95-108mPD, 22 to 28 storeys)





本圖於2017年1月10日擬備
PLAN PREPARED ON 10.1.2017

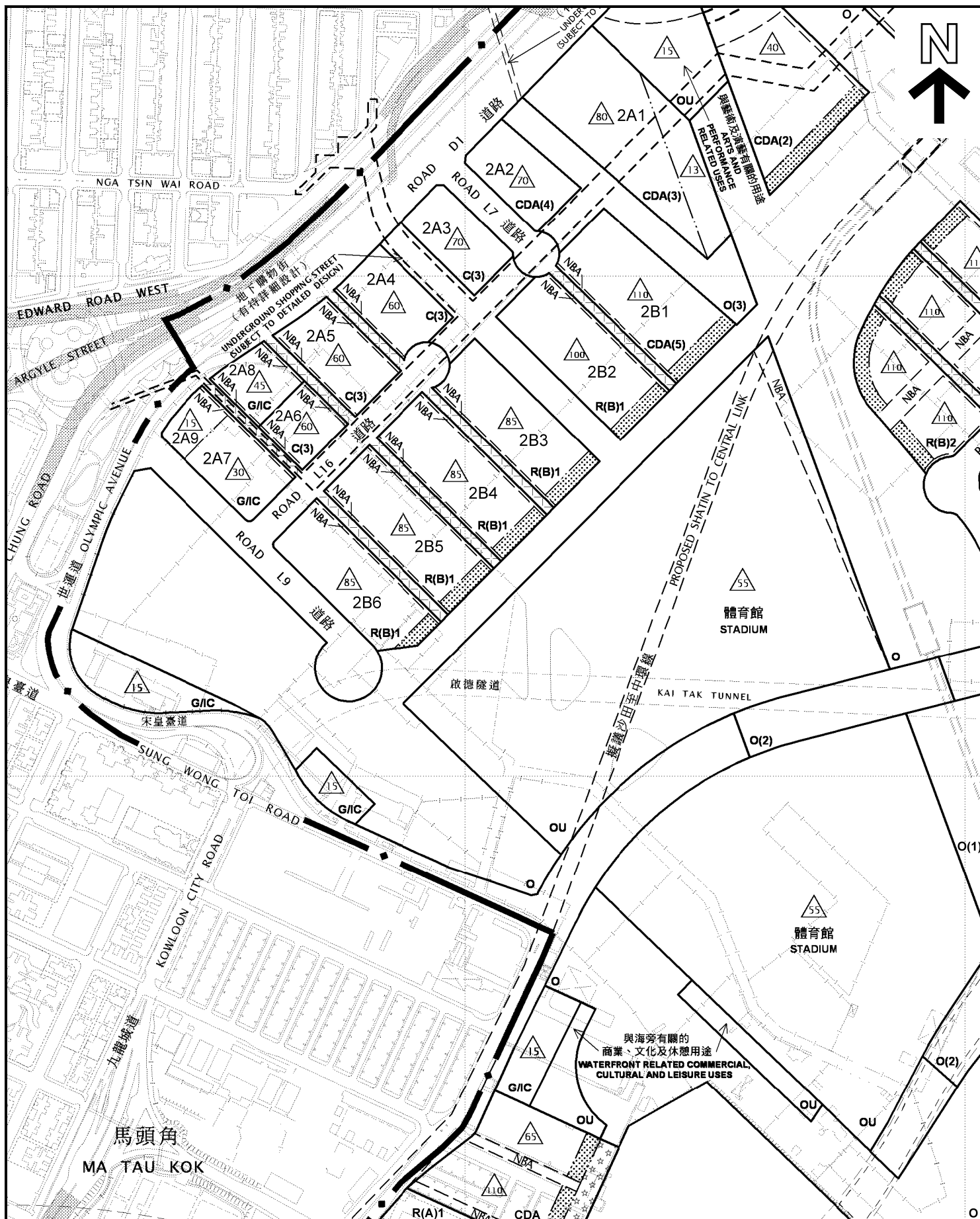
優化方案的美術概念圖
ARTIST'S IMPRESSION OF REFINED SCHEME

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
8



位置圖 LOCATION PLAN

本摘要圖於2017年1月16日擬備，
所根據的資料為於2012年9月4日
核准的分區計劃大綱圖編號S/K22/4

EXTRACT PLAN PREPARED ON 16.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

啟德分區計劃大綱核准圖編號S/K22/4
第二區摘要圖
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
EXTRACT PLAN OF AREA 2

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METRES 100 0 100 200 METRES

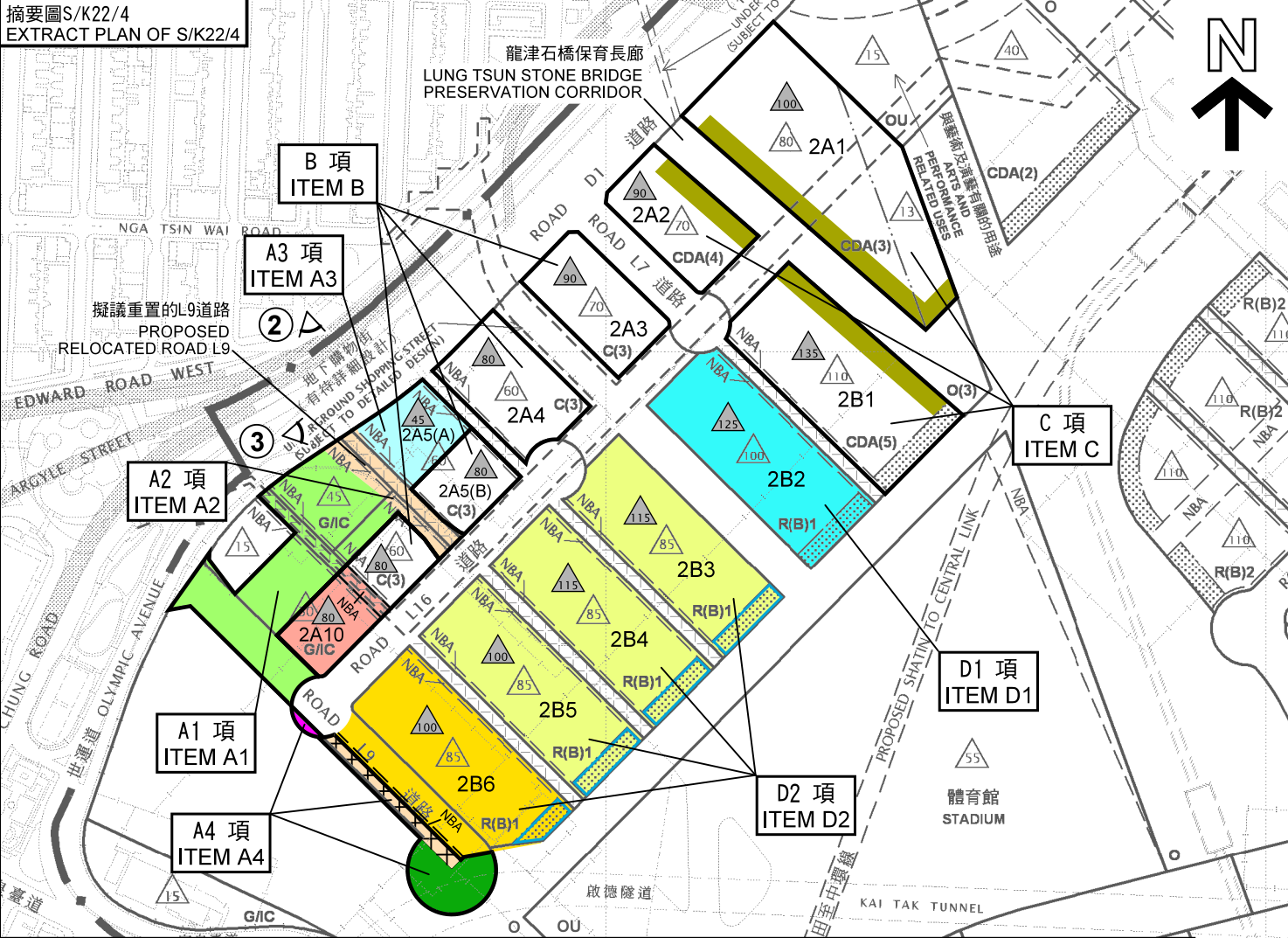
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PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
9a

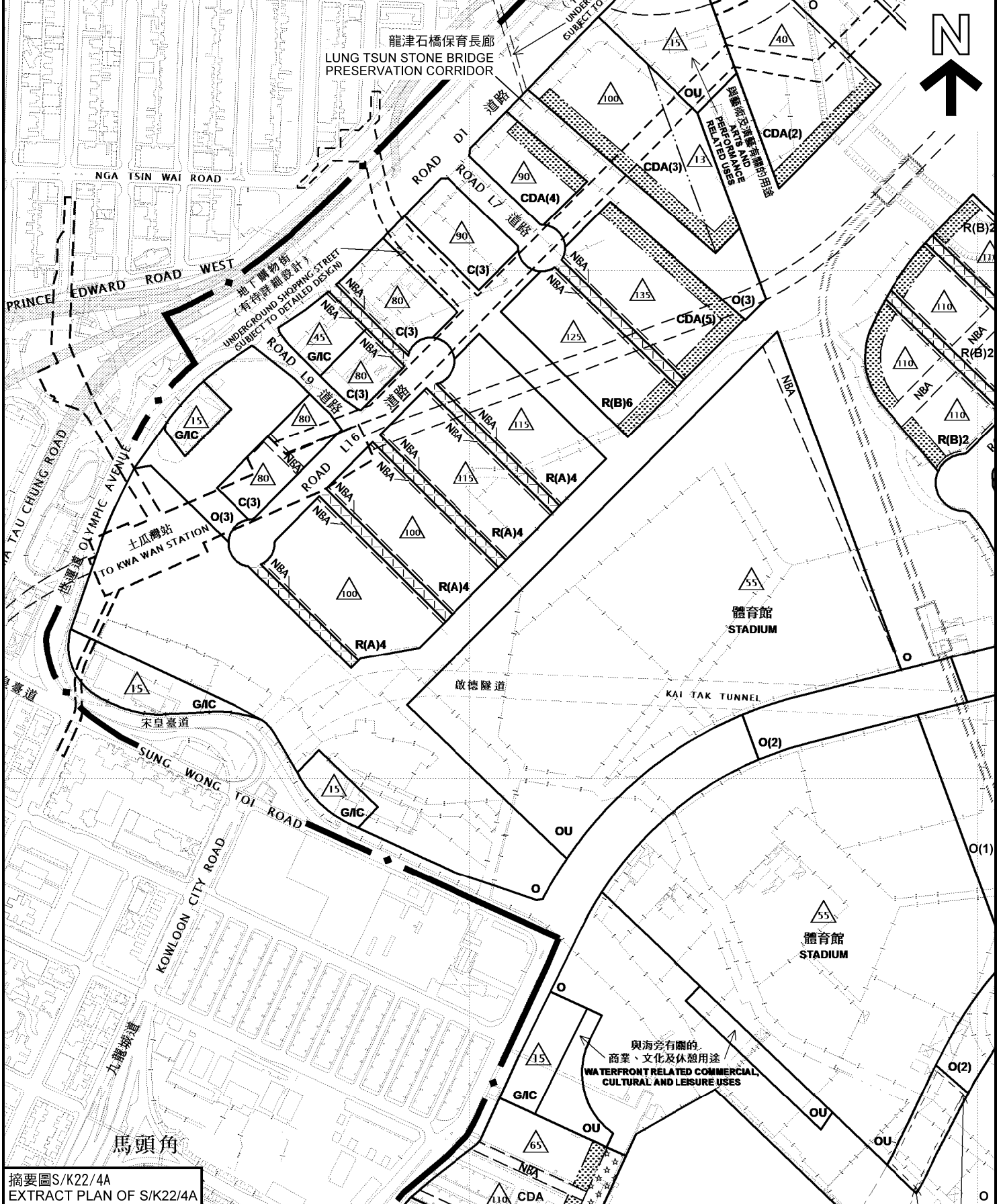
摘要圖S/K22/4
EXTRACT PLAN OF S/K22/4



圖例 LEGEND

- | | |
|--|--|
|  擬議由「商業(3)」地帶改劃為「政府、機構或社區」地帶
PROPOSED REZONING FROM 'C(3)' TO 'G/I/C' |  擬議由「休憩用地」地帶及「道路」改劃為「道路(行人專用區或街道)」
PROPOSED REZONING FROM 'O' AND 'ROAD' TO 'ROAD (PEDESTRIAN PRECINCT / STREET)' |
|  擬議由「商業(3)」、「政府、機構或社區」地帶及「道路(行人專用區或街道)」改劃為「道路」
PROPOSED REZONING FROM 'C(3)', 'G/I/C' AND 'ROAD (PEDESTRIAN PRECINCT / STREET)' TO 'ROAD' |  擬議由「道路」改劃為「休憩用地」地帶
PROPOSED REZONING FROM 'ROAD' TO 'O' |
|  擬議由「商業(3)」、「政府、機構或社區」地帶、「道路」及「道路(行人專用區或街道)」改劃為「休憩用地(3)」地帶
PROPOSED REZONING FROM 'C(3)', 'G/I/C', 'ROAD' AND 'ROAD (PEDESTRIAN PRECINCT / STREET)' TO 'O(3)' |  擬議由「休憩用地」地帶改劃為「道路」
PROPOSED REZONING FROM 'O' TO 'ROAD' |
|  擬議由「政府、機構或社區」地帶及「道路(行人專用區或街道)」改劃為「商業(3)」地帶
PROPOSED REZONING FROM 'G/I/C' AND 'ROAD (PEDESTRIAN PRECINCT / STREET)' TO 'C(3)' |  擬議只限於指定為「商店及服務行業」和「食肆」用途的地區
PROPOSED AREA DESIGNATED FOR 'SHOP AND SERVICES' AND 'EATING PLACE' USES ONLY |
|  擬議由「住宅(乙類)1」地帶改劃為「住宅(乙類)6」地帶
PROPOSED REZONING FROM 'R(B)1' TO 'R(B)6' |  擬議刪除只限於指定為「商店及服務行業」和「食肆」用途的地區
PROPOSED DELETION OF AREA DESIGNATED FOR 'SHOP AND SERVICES' AND 'EATING PLACE' USES ONLY |
|  擬議由「住宅(乙類)1」地帶改劃為「住宅(甲類)4」地帶
PROPOSED REZONING FROM 'R(B)1' TO 'R(A)4' |  擬議最高建築物高度(在主水平基準上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (IN mPD) |
|  擬議由「住宅(乙類)1」、「休憩用地」地帶及「道路」改劃為「住宅(甲類)4」地帶
PROPOSED REZONING FROM 'R(B)1', 'O' AND 'ROAD' TO 'R(A)4' |  擬議非建築用地
PROPOSED NON-BUILDING AREA |
| |  實地照片的觀景點
VIEWING POINT OF SITE PHOTO |

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY



摘要圖S/K22/4A
EXTRACT PLAN OF S/K22/4A

位置圖 LOCATION PLAN

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(A1至A4、B、C、D1及D2項)

PROPOSED AMENDMENTS TO THE APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS A1 TO A4, B, C, D1 AND D2)

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

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
9b

本摘要圖於2017年1月16日擬備，所根據的資料為
於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 16.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012



A1至A4、B、C、D1及D2項
ITEMS A1 TO A4, B, C, D1 AND D2

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2017年1月16日擬備，
所根據的資料為地政總署於
2016年1月8日拍得的
航攝照片編號CS63243

PLAN PREPARED ON 16.1.2017
BASED ON AERIAL PHOTO No.
CS63243 TAKEN ON 8.1.2016
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(A1至A4、B、C、D1及D2項)
PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS A1 TO A4, B, C, D1 AND D2)

規劃署
PLANNING
DEPARTMENT

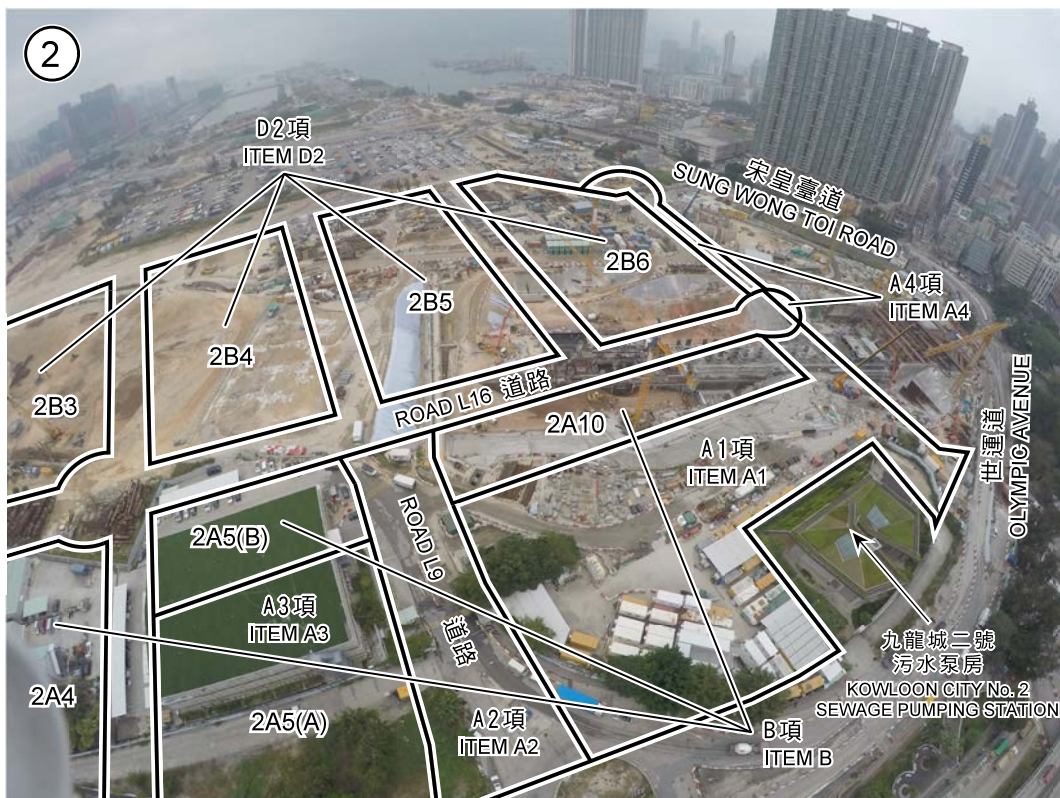


參考編號
REFERENCE No.

M/K22/16/114

圖 PLAN

9c



A1至A4、B及D2項
ITEMS A1 TO A4, B & D2



A1至A3、B、C、D1及D2項
ITEMS A1 TO A3, B, C, D1 & D2

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2017年1月16日擬備，
所根據的資料為攝於
2016年11月18日的實地照片
PLAN PREPARED ON 16.1.2017
BASED ON SITE PHOTOS
TAKEN ON 18.11.2016

實地照片 SITE PHOTOS

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(A1至A4、B、C、D1及D2項)
PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS A1 TO A4, B, C, D1 AND D2)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
9d



KEY PLAN

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



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

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

本圖於2017年1月12日擬備
 PLAN PREPARED ON 12.1.2017

規劃署
 PLANNING
 DEPARTMENT



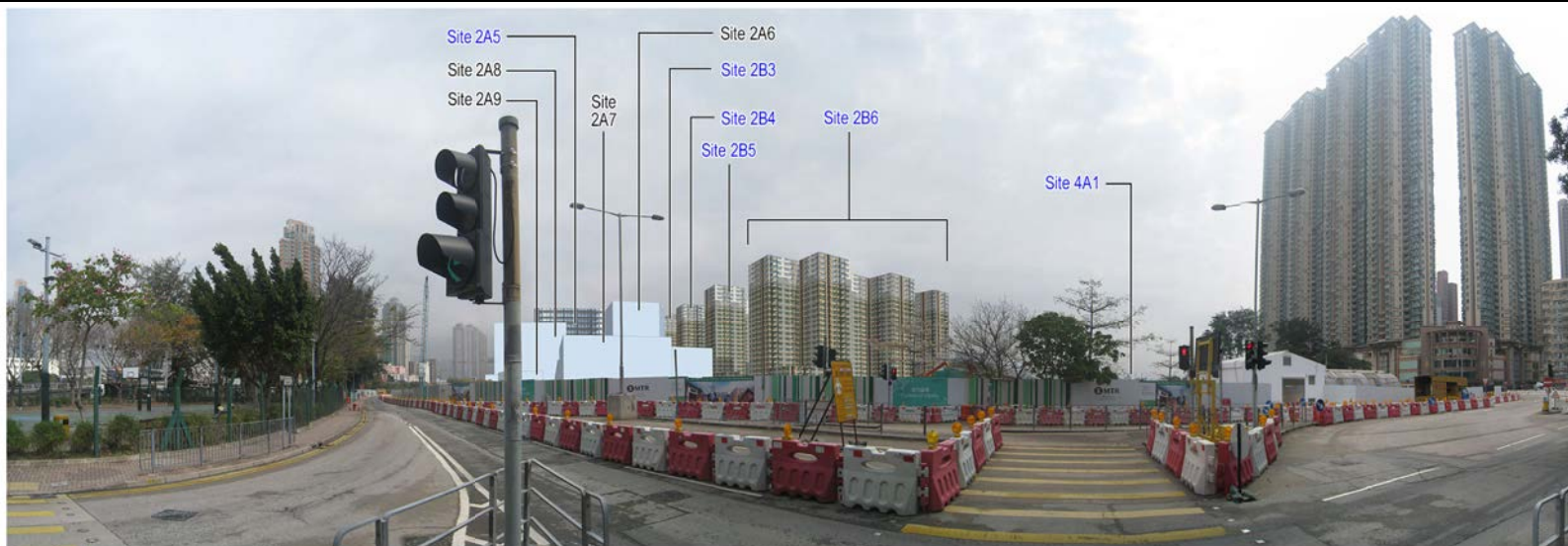
參考編號
 REFERENCE No.
 M/K22/16/114

圖 PLAN
 9e

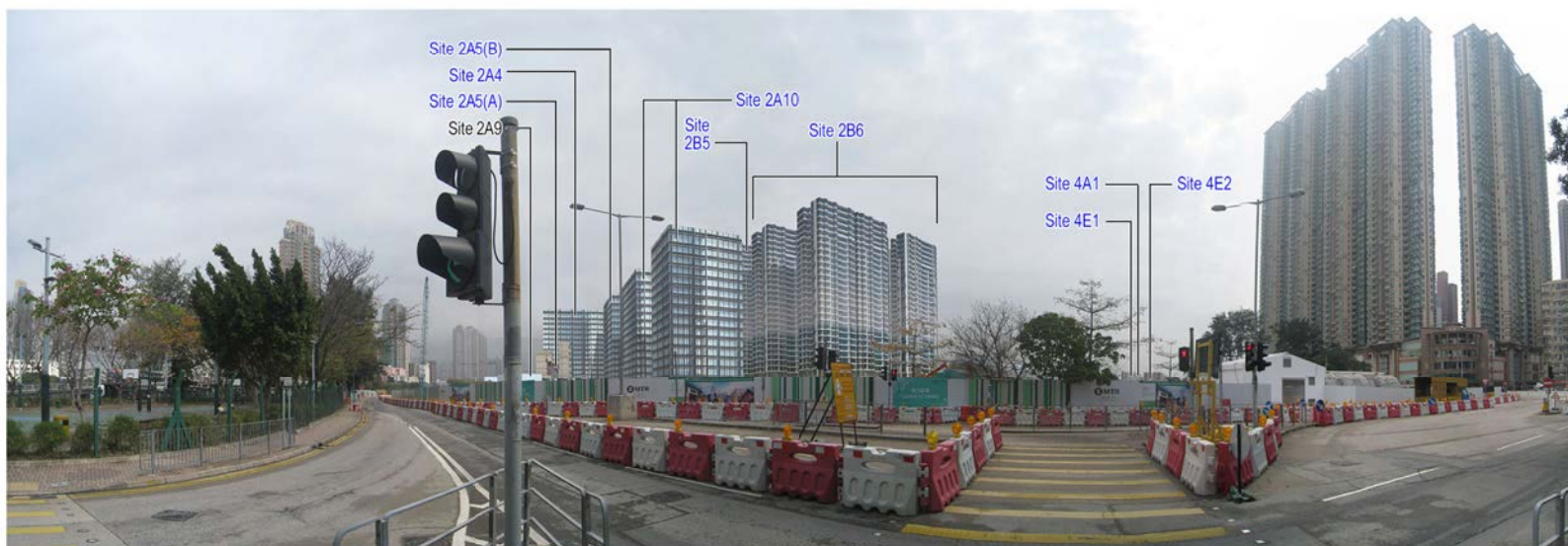


KEY PLAN

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



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

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

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/K22/16/114

圖 PLAN
 9f

本圖於2017年1月12日擬備
 PLAN PREPARED ON 12.1.2017



E 項
ITEM E

園景美化高架行人道
LANDSCAPED ELEVATED WALKWAY

行人道
WALKWAY

園景美化高架行人道
(有待詳細設計)
LANDSCAPED ELEVATED WALKWAY
(SUBJECT TO DETAILED DESIGN)

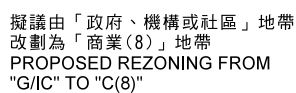
混合用途 (3)
MIXED USE (3)

美化高架行人道
(有待詳細設計)
BEAUTIFIED ELEVATED WALKWAY
(PENDING DETAILED DESIGN)

／ 啟德
KAI TAK

R(A)2
ROAD L3B 道路

圖例 LEGEND



NBA 擬議非建築用地
PROPOSED NON-BUILDING
AREA



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE
ONLY

位置圖 LOCATION PLAN

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(F項)

PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEM E)

本摘要圖於2017年1月12日擬備，
所根據的資料為於2012年9月4日
核准的分區計劃大綱圖編號S/K22/4

EXTRACT PLAN PREPARED ON 12.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

規 劃 署

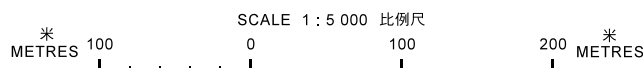
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K22/16/114

PLAN
10a



4



E 項
ITEM E

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2017年1月16日擬備，
所根據的資料為攝於
2016年11月9日的實地照片
PLAN PREPARED ON 16.1.2017
BASED ON SITE PHOTO
TAKEN ON 9.11.2016

實地照片 SITE PHOTO

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(E 項)

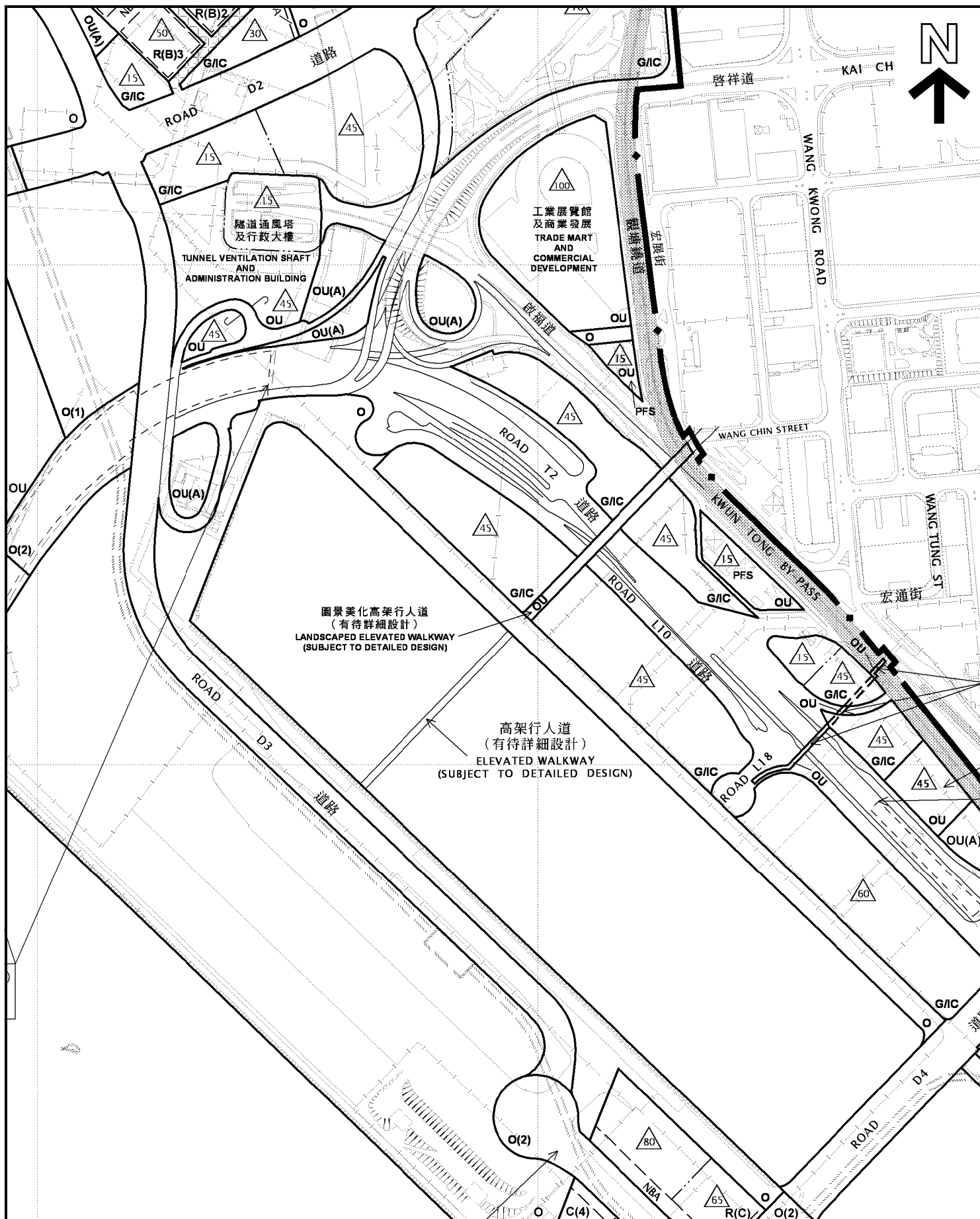
PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEM E)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
10b



位置圖 LOCATION PLAN

本摘要圖於2017年1月17日擬備，
所根據的資料為於2012年9月4日
核准的分區計劃大綱圖編號S/K22/4

EXTRACT PLAN PREPARED ON 17.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

啟德分區計劃大綱核准圖編號S/K22/4
第一區(部分)及第三區摘要圖
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
EXTRACT PLAN OF AREA 1 (PART) AND AREA 3

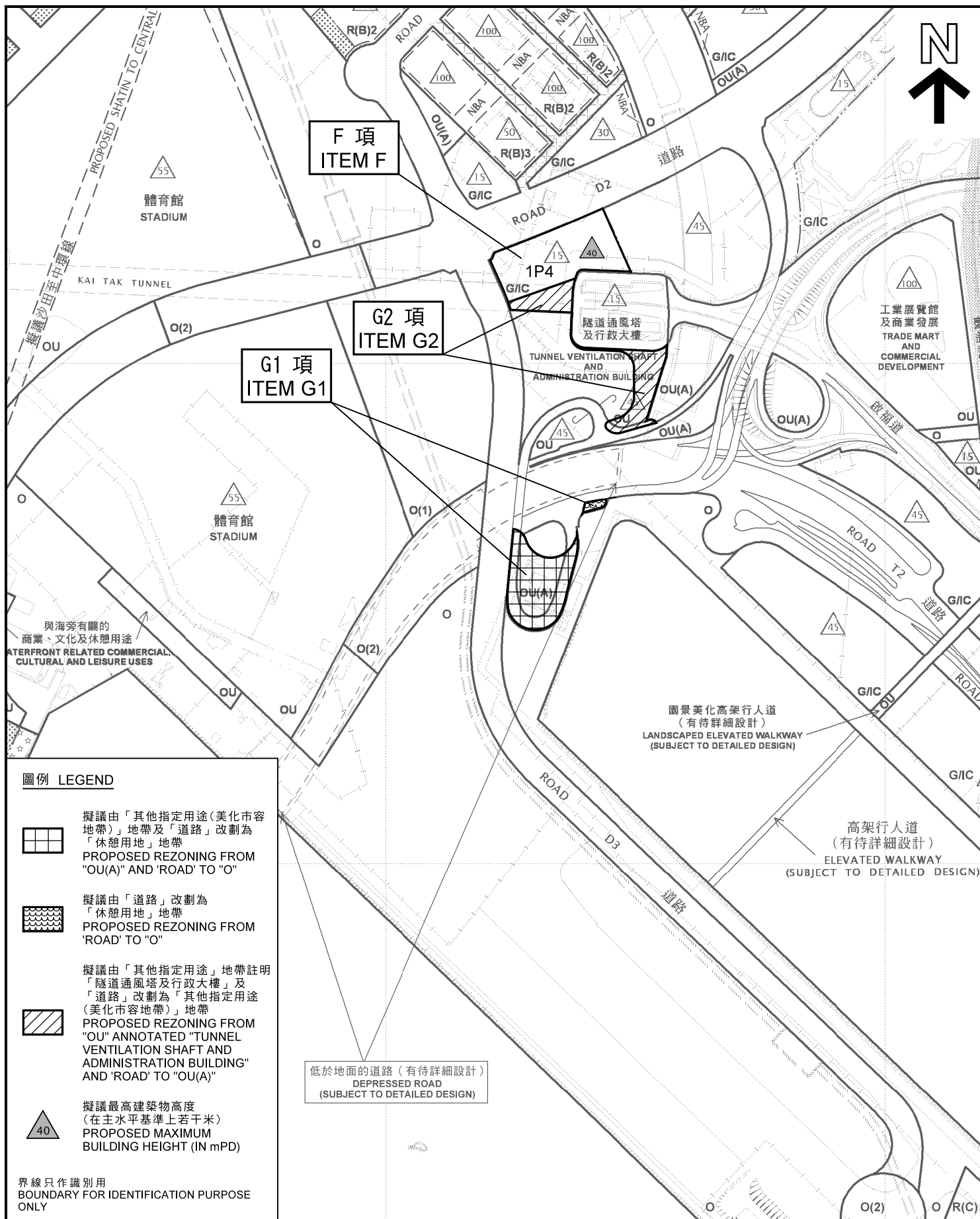
SCALE 1:5 000 比例尺
米 100 0 100 200 米
METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
11



位置圖 LOCATION PLAN

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(F、G1及G2項)

PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS F, G1 AND G2)

本摘要圖於2017年1月12日擬備，
所根據的資料為於2012年9月4日
核准的分區計劃大綱圖編號S/K22/4

EXTRACT PLAN PREPARED ON 12.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

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

規劃署

PLANNING
DEPARTMENT

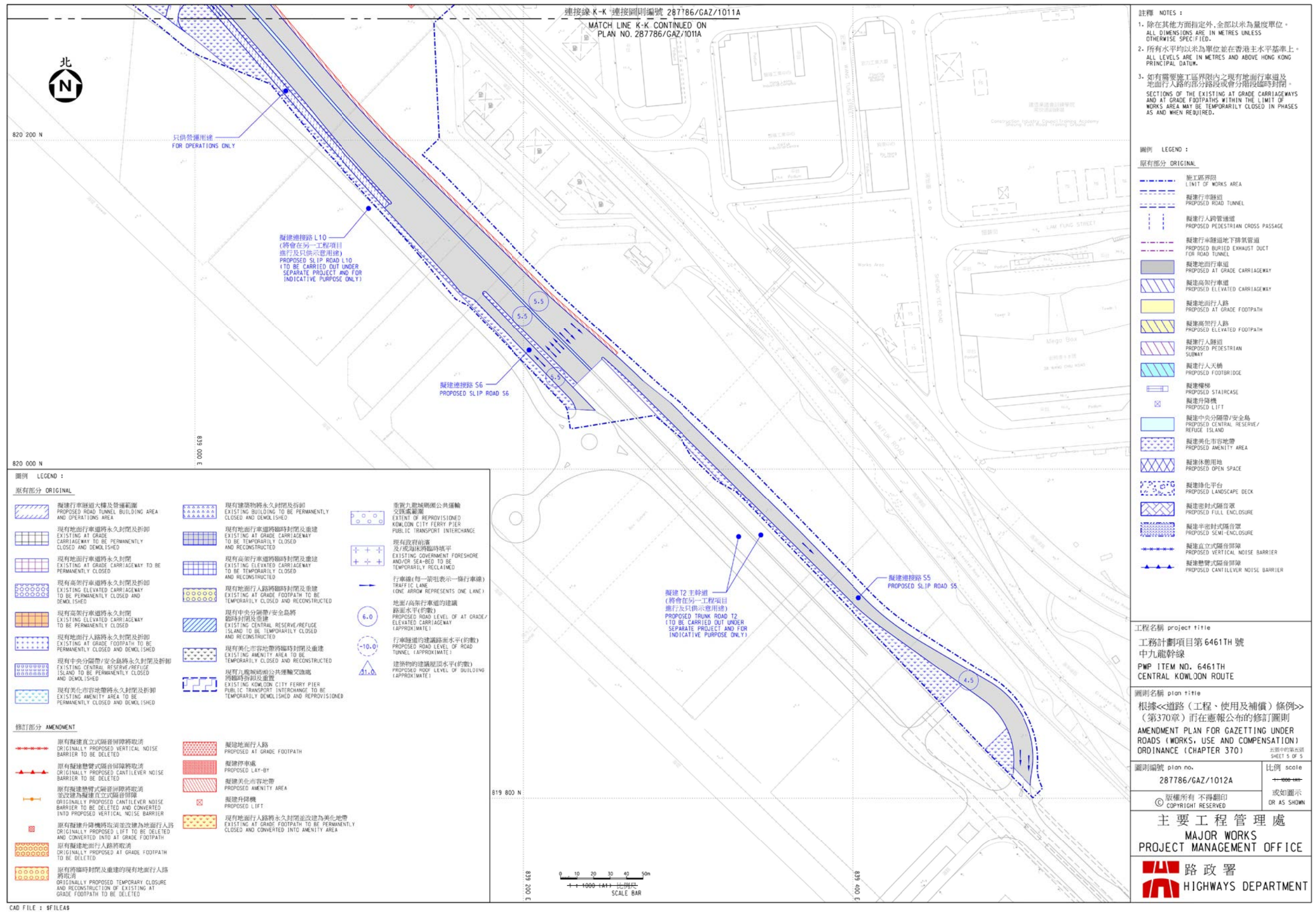


參考編號
REFERENCE No.

M/K22/16/114

圖 PLAN

12a



本圖於2017年1月17日擬備
PLAN PREPARED ON 17.1.2017

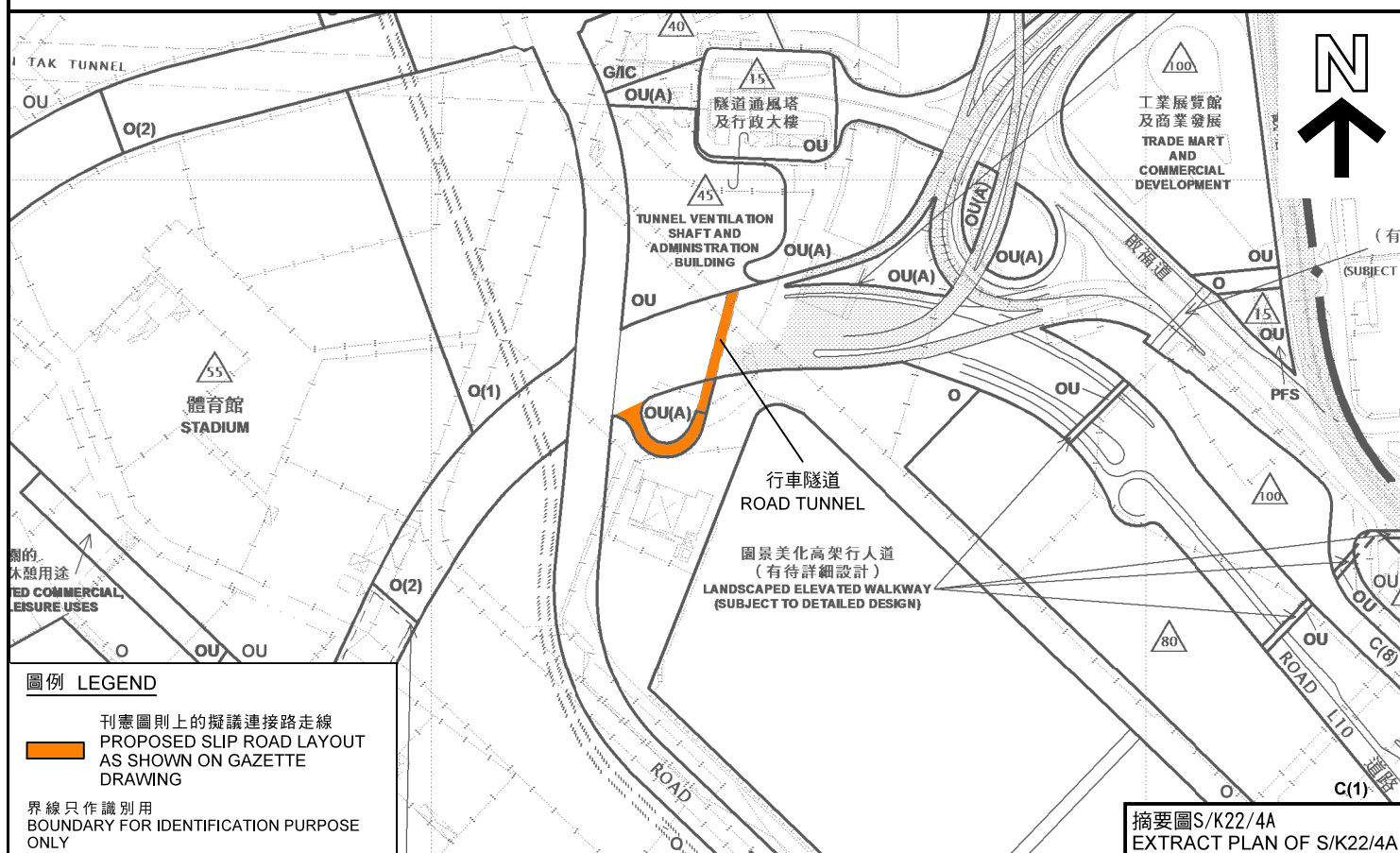
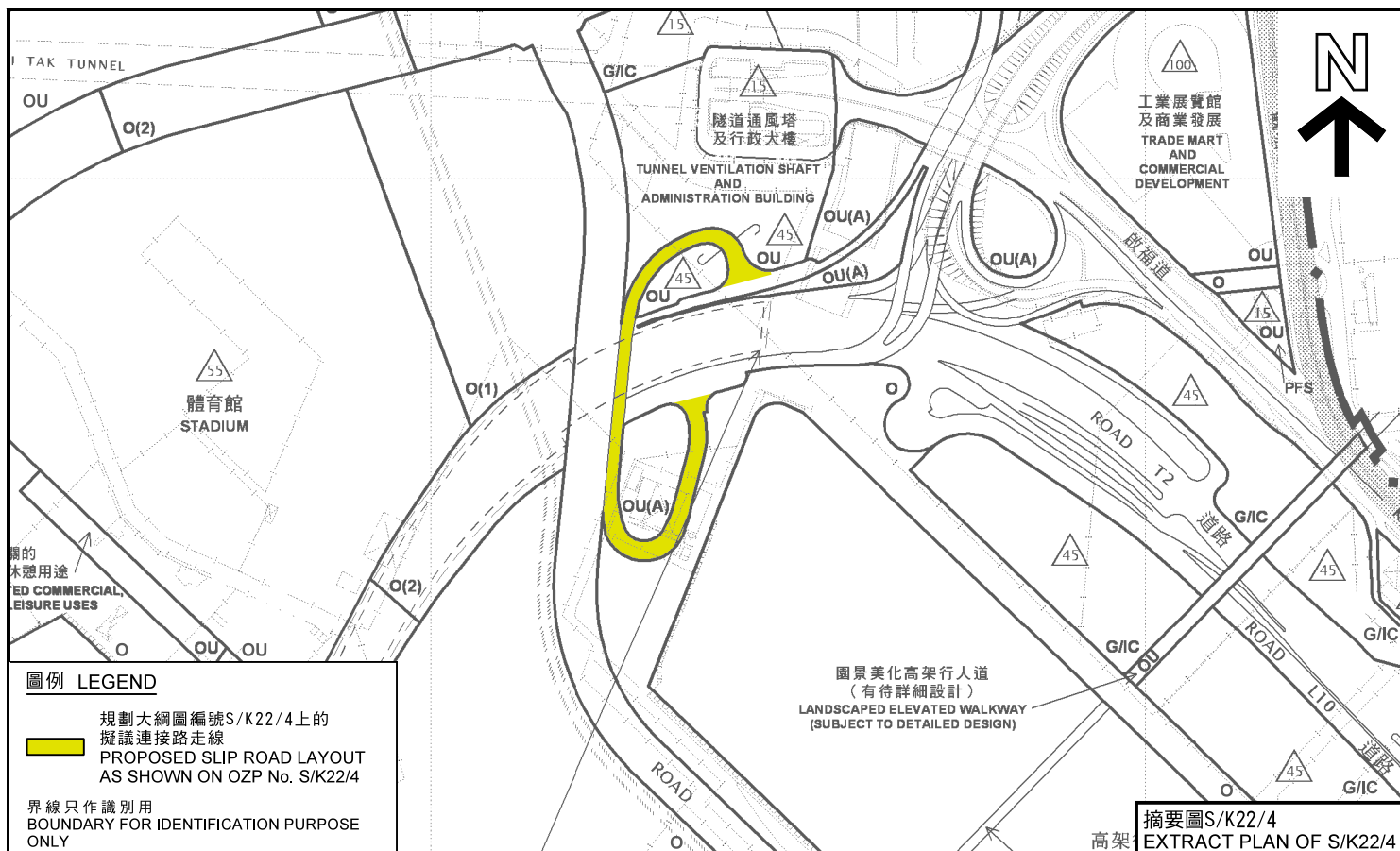
根據道路(工程、使用及補償)條例(第370章)
而在憲報公布的中九龍幹線圖則編號287786/GAZ/1012A
GAZETTE PLAN FOR CENTRAL KOWLOON ROUTE (PLAN No. 287786/GAZ/1012A)
UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

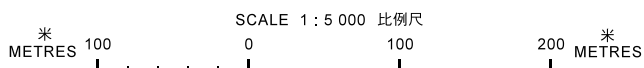
圖 PLAN
12c



位置圖 LOCATION PLAN

中九龍幹線連接路走線的修訂
AMENDMENTS TO THE SLIP ROAD LAYOUT OF CKR

本摘要圖於2017年1月17日擬備，
所根據的資料為於2012年9月4日
核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 17.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

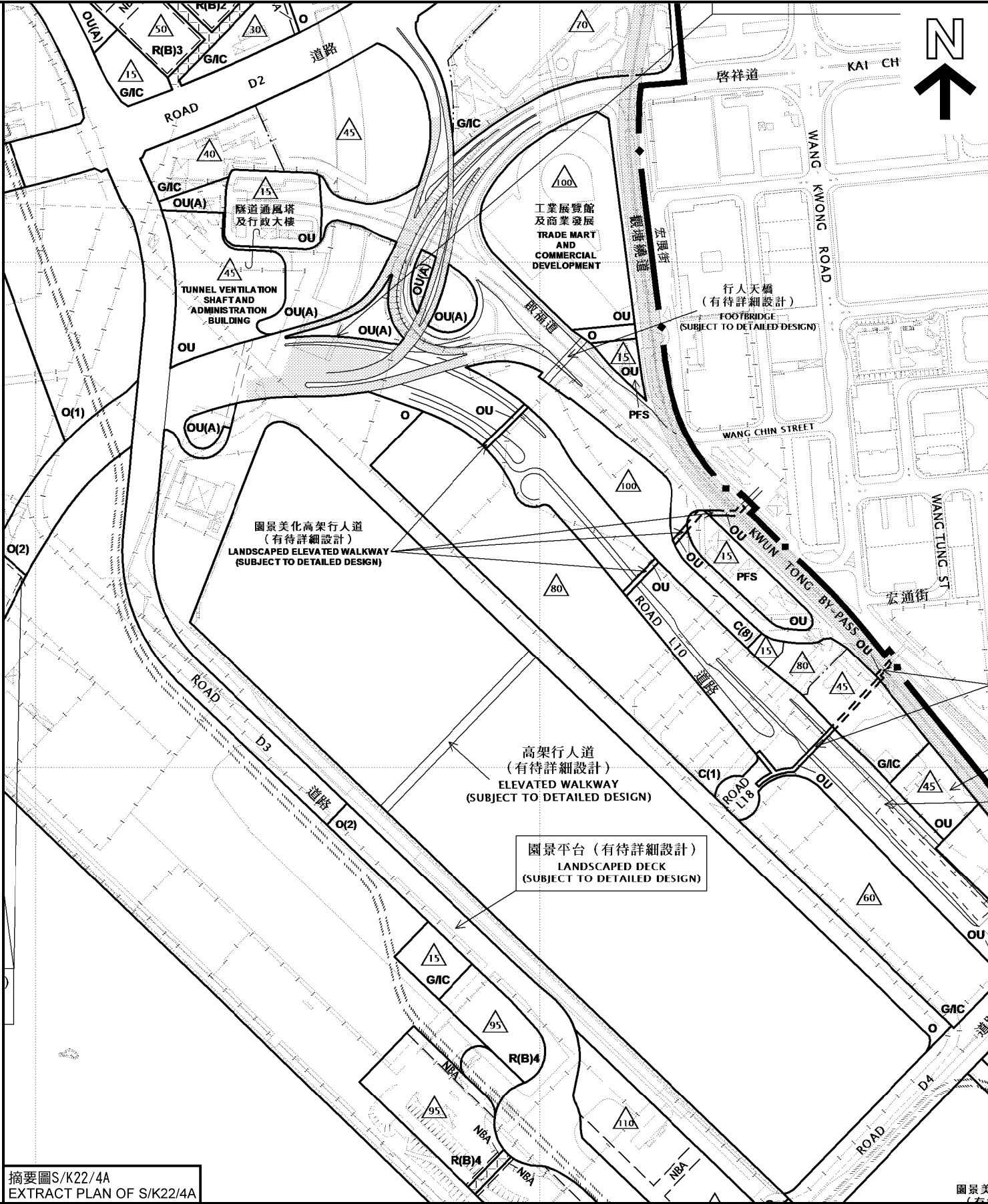
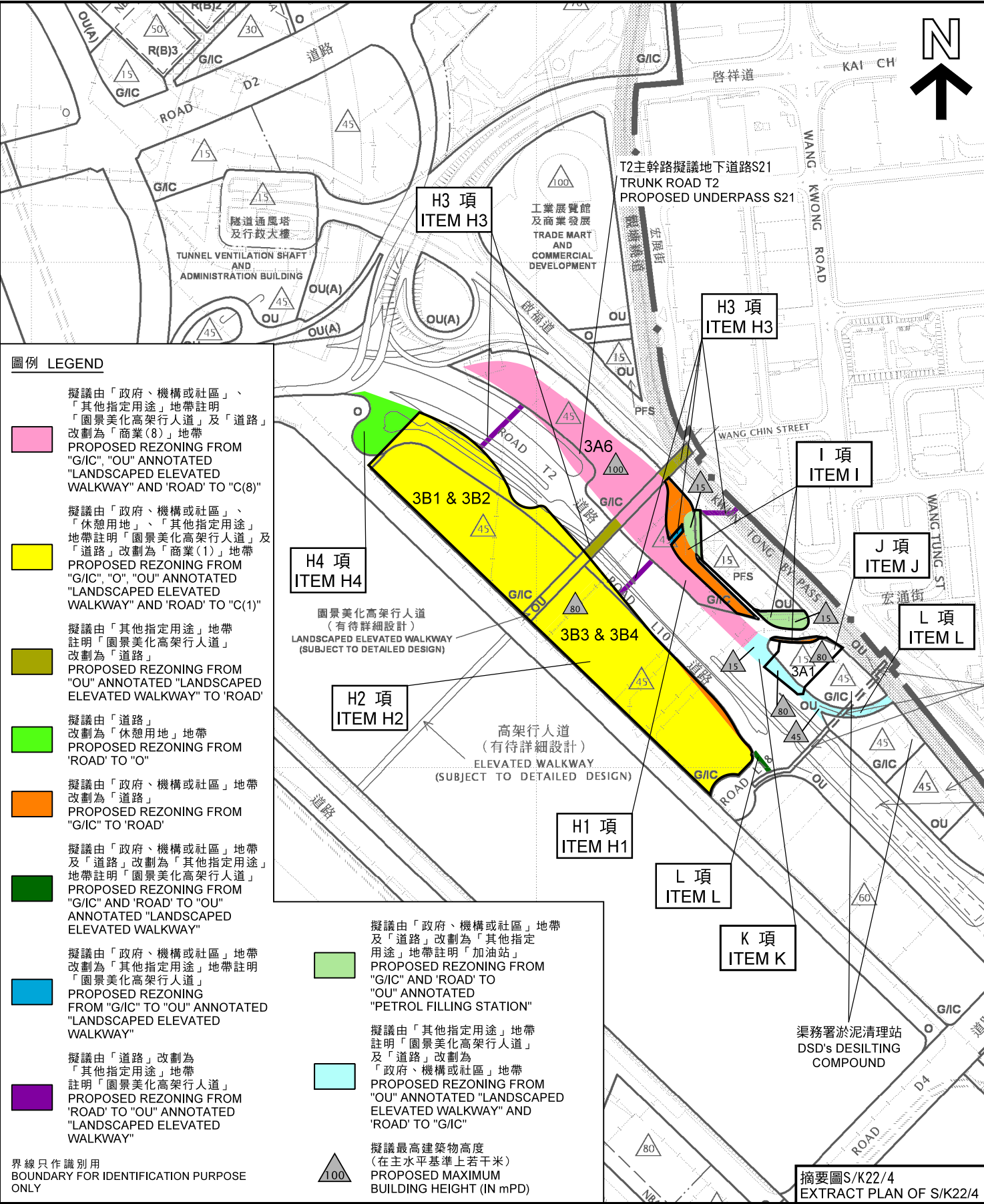


規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
12d



位置圖 LOCATION PLAN

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(H1至H4、I、J、K及L項)

PROPOSED AMENDMENTS TO THE APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS H1 TO H4, I, J, K AND L)

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

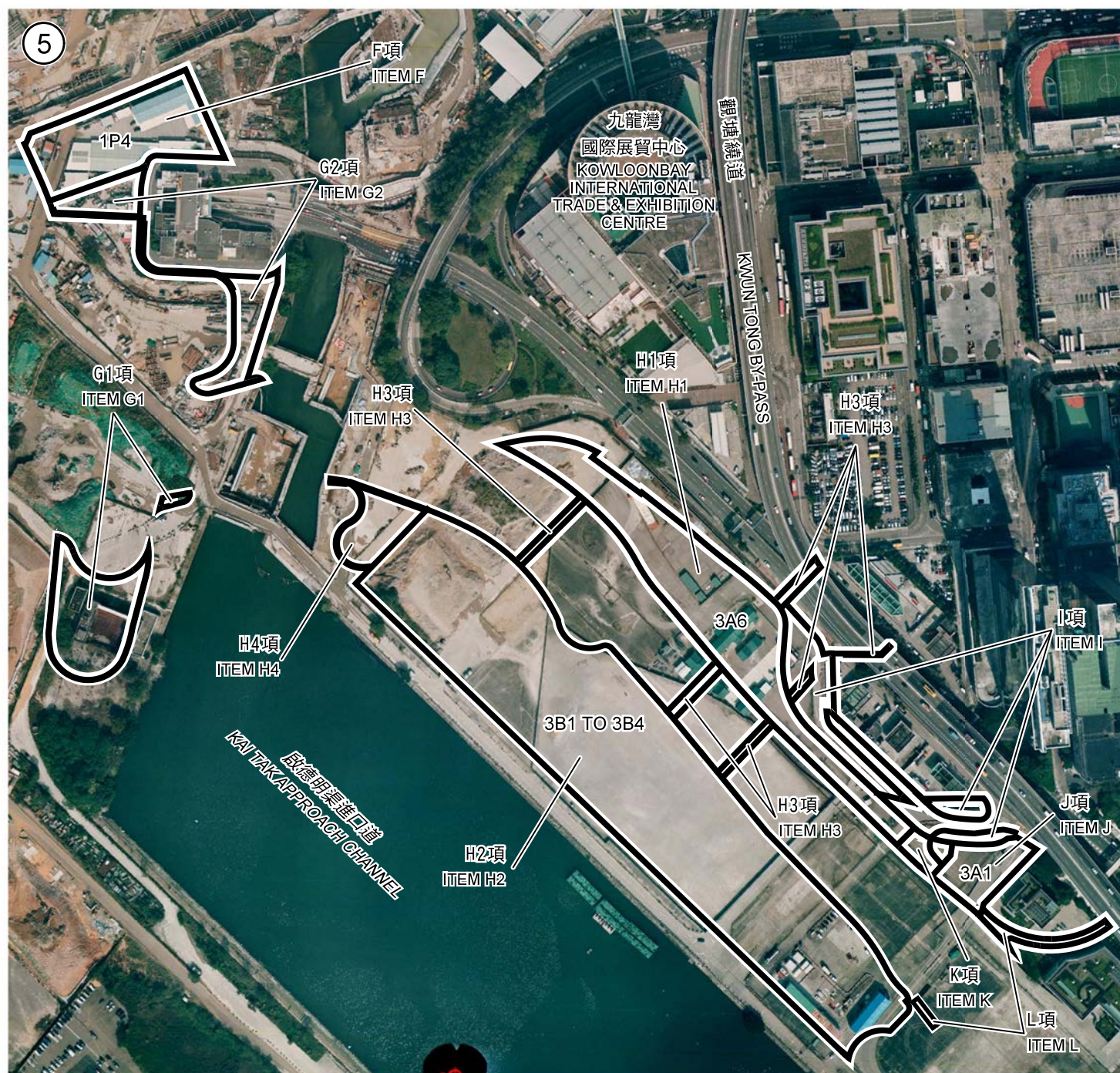
本摘要圖於2017年1月17日擬備，所根據的資料為
於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 17.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
13a



F、G1、G2、H1至H4、I、J、K及L項
ITEMS F, G1, G2, H1 TO H4, I, J, K AND L

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2017年1月12日擬備，
所根據的資料為地政總署於
2016年1月8日拍得的
航攝照片編號CS63241

PLAN PREPARED ON 12.1.2017
BASED ON AERIAL PHOTO No.
CS63241 TAKEN ON 8.1.2016
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(F、G1、G2、H1至H4、I、J、K及L項)

PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS F, G1, G2, H1 TO H4, I, J, K AND L)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K22/16/114

圖 PLAN

13c



KEY PLAN



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

從海心公園眺望第三區
VIEW FROM HOI SHAM PARK TOWARDS AREA 3

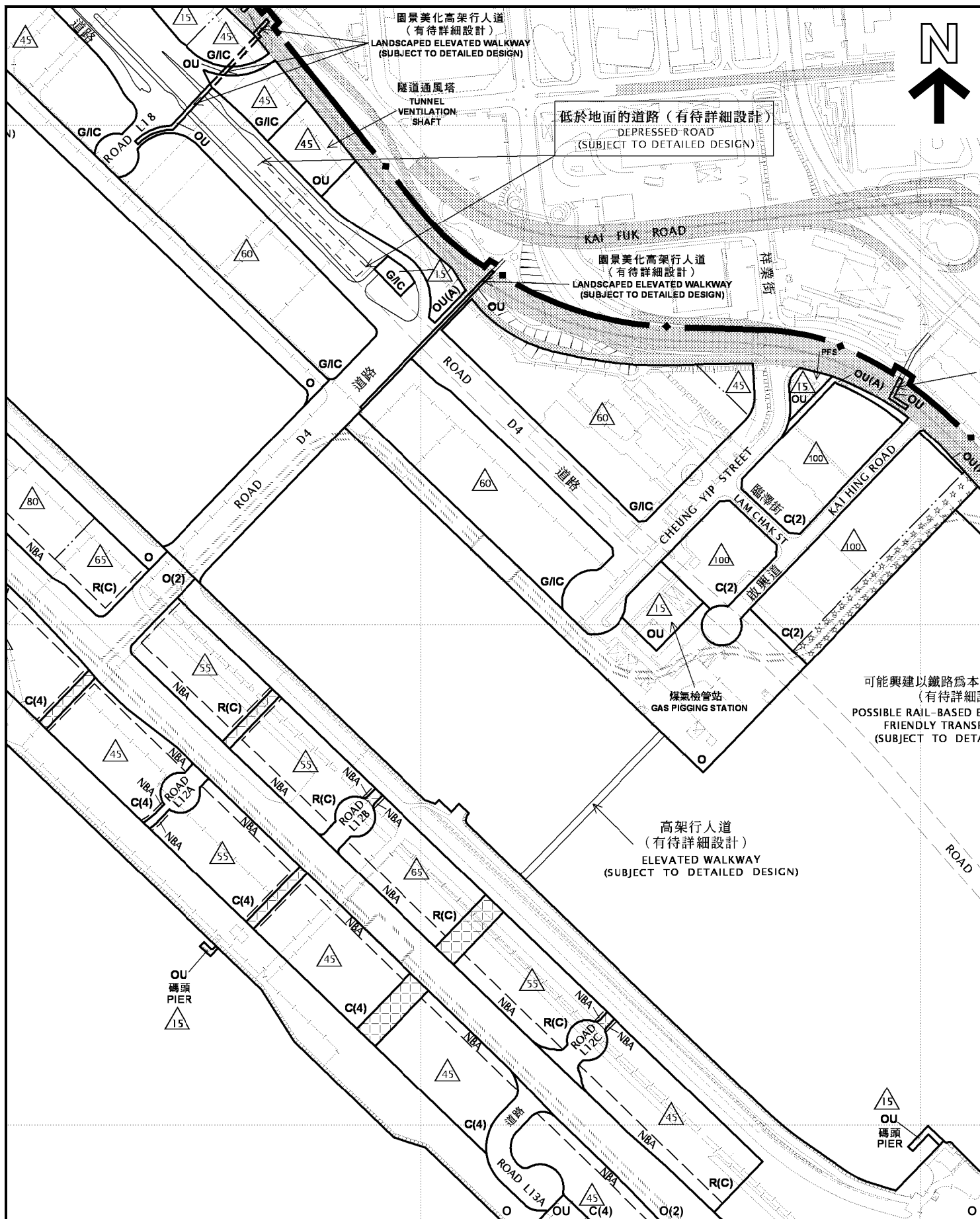
本圖於2017年1月17日擬備
PLAN PREPARED ON 17.1.2017

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
13d



位置圖 LOCATION PLAN

本摘要圖於2017年1月12日擬備，
所根據的資料為於2012年9月4日
核准的分區計劃大綱圖編號S/K22/4

EXTRACT PLAN PREPARED ON 12.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

啟德分區計劃大綱核准圖編號S/K22/4
第三區摘要圖
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
EXTRACT PLAN OF AREA 3

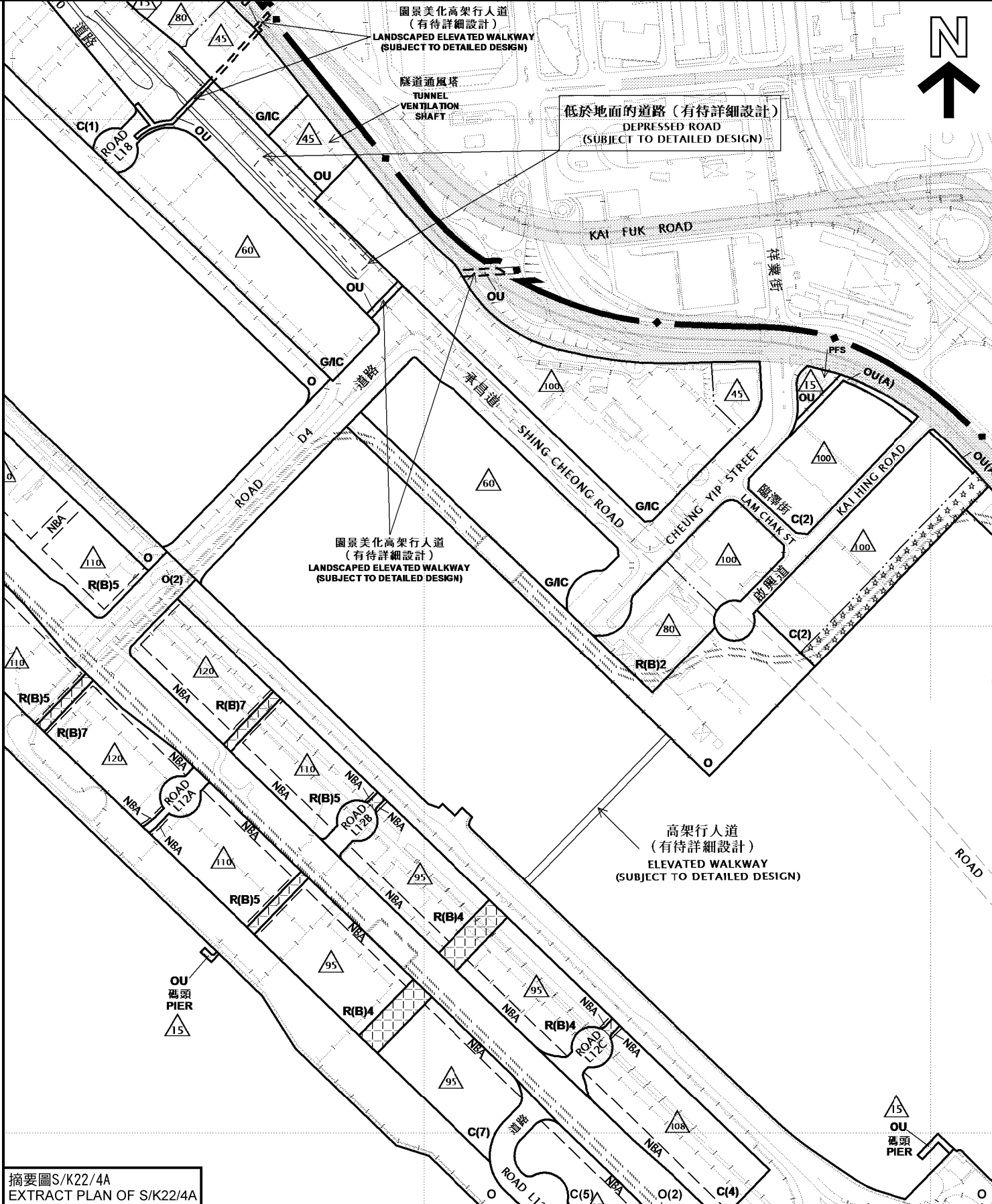
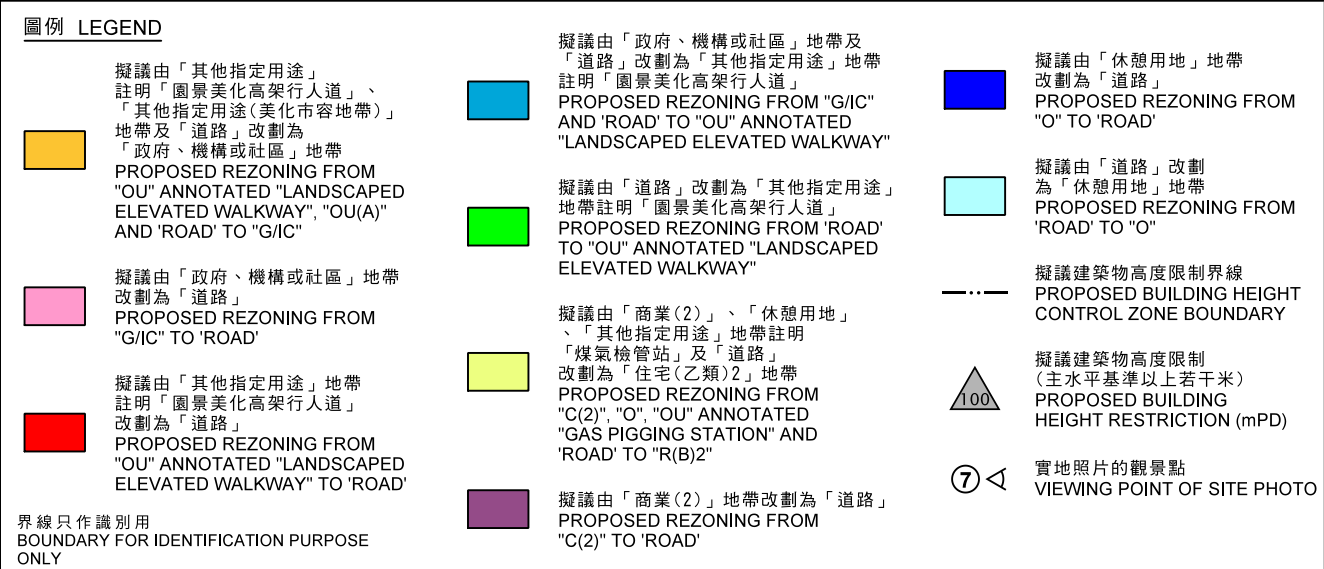
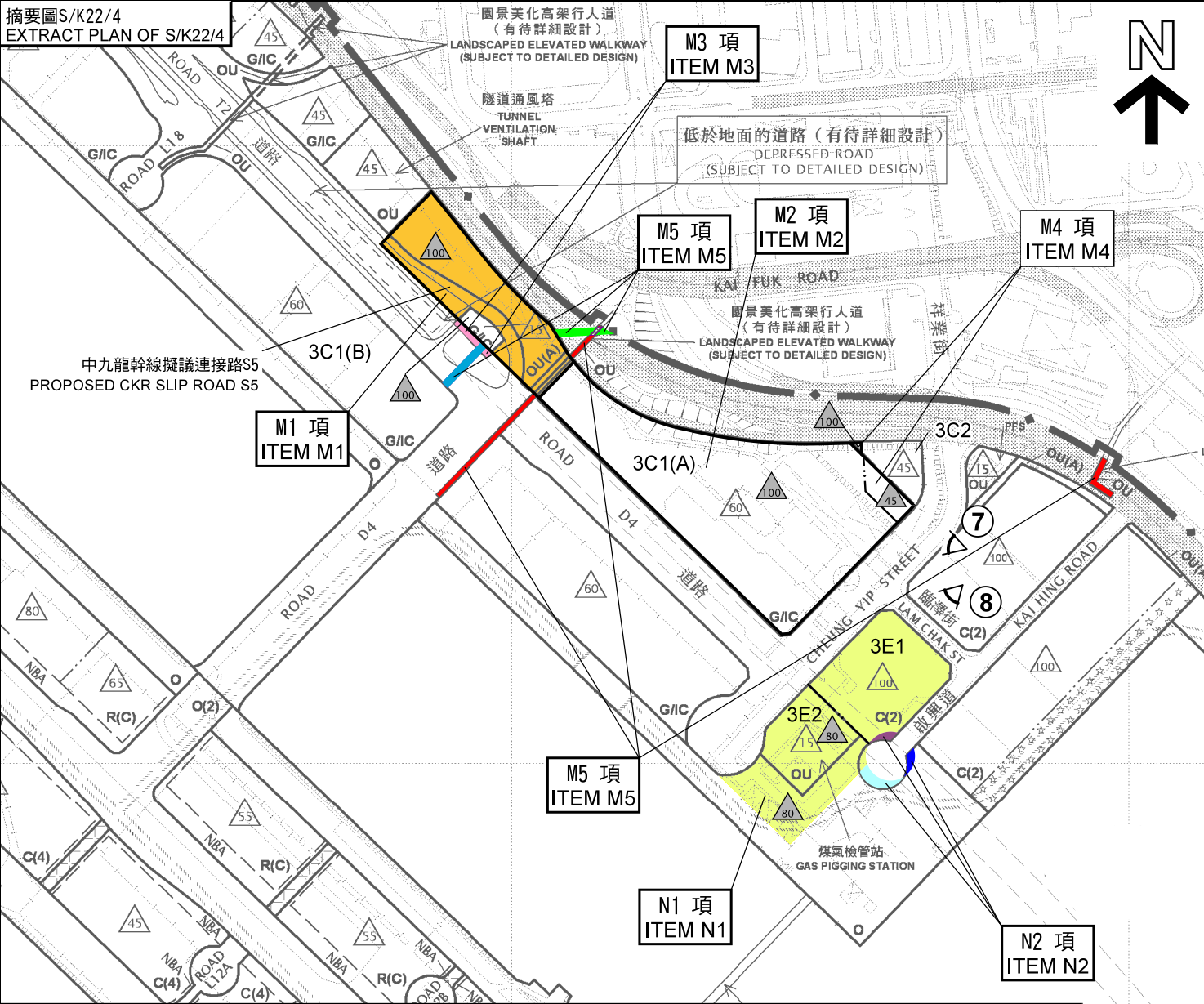
SCALE 1:5 000 比例尺
米 100 0 100 200 米
METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

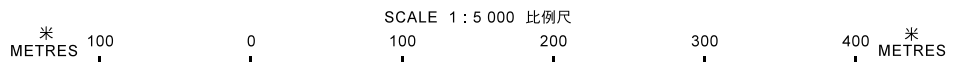
圖 PLAN
14a



位置圖 LOCATION PLAN

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(M1至M5、N1及N2項)

PROPOSED AMENDMENTS TO THE APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS M1 TO M5, N1 AND N2)



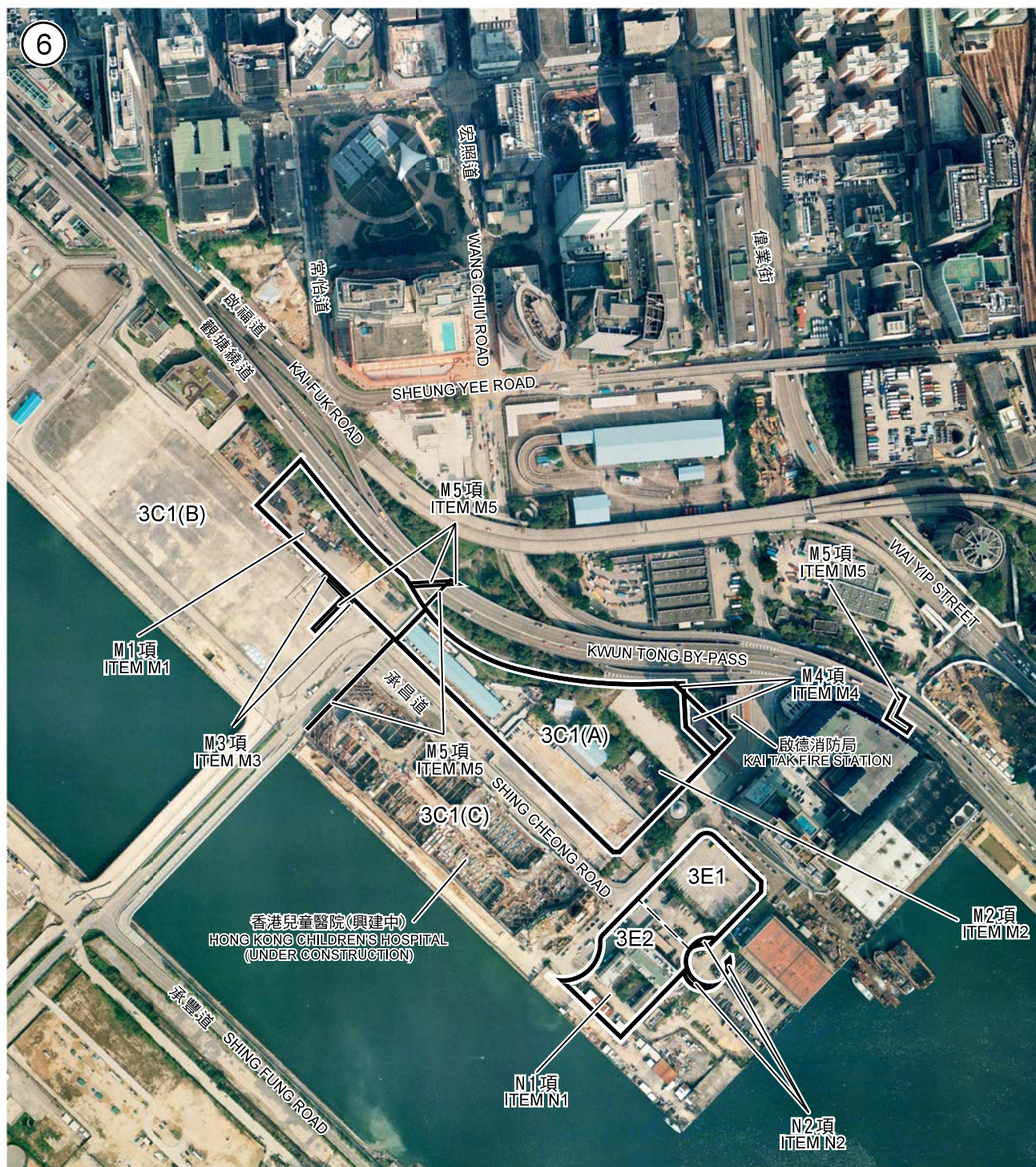
規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
14b

本摘要圖於2017年1月16日擬備，所根據的資料為
於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 16.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012



M1至M5、N1及N2項
ITEMS M1 TO M5, N1 AND N2

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2017年1月12日擬備，
所根據的資料為地政總署於
2016年1月8日拍得的
航攝照片編號CS63018

PLAN PREPARED ON 12.1.2017
BASED ON AERIAL PHOTO No.
CS63018 TAKEN ON 8.1.2016
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(M1至M5、N1及N2)

PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS M1 TO M5, N1 AND N2)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K22/16/114

圖 PLAN

14c



M 1、M 2 及 M 4 項
ITEMS M1, M2 AND M4

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2017年1月12日擬備，
所根據的資料為攝於
2016年11月9日的實地照片
PLAN PREPARED ON 12.1.2017
BASED ON SITE PHOTO
TAKEN ON 9.11.2016

實地照片 SITE PHOTO

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(M1、M2及M4項)

PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS M1, M2 AND M4)

規劃署
PLANNING
DEPARTMENT

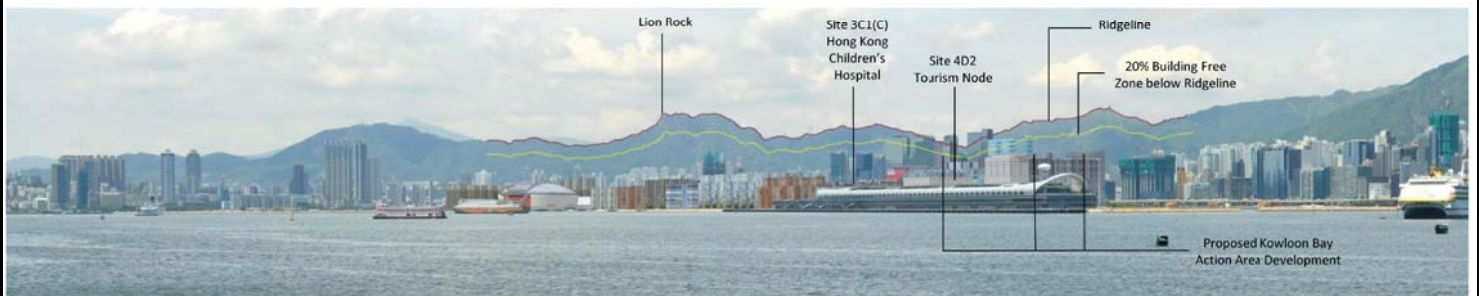
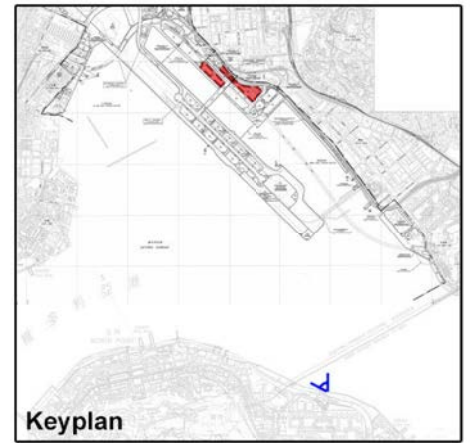


參考編號
REFERENCE No.

M/K22/16/114

圖 PLAN

14d



View of Proposed Kai Tak Acute Hospital (without Proposed Extension) from Quarry Bay Park



View of Proposed Kai Tak Acute Hospital (with Proposed Extension) from Quarry Bay Park

合成照片 PHOTOMONTAGE

從鰂魚涌公園眺望擬議的啟德急症醫院
VIEW FROM QUARRY BAY PARK TOWARDS
PROPOSED KAI TAK ACUTE HOSPITAL

本圖於2017年1月17日擬備
PLAN PREPARED ON 17.1.2017

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
14e

8



N 1 及 N 2 項
ITEMS N1 AND N2

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2017年1月12日擬備，
所根據的資料為攝於
2016年11月9日的實地照片
PLAN PREPARED ON 12.1.2017
BASED ON SITE PHOTO
TAKEN ON 9.11.2016

實地照片 SITE PHOTO

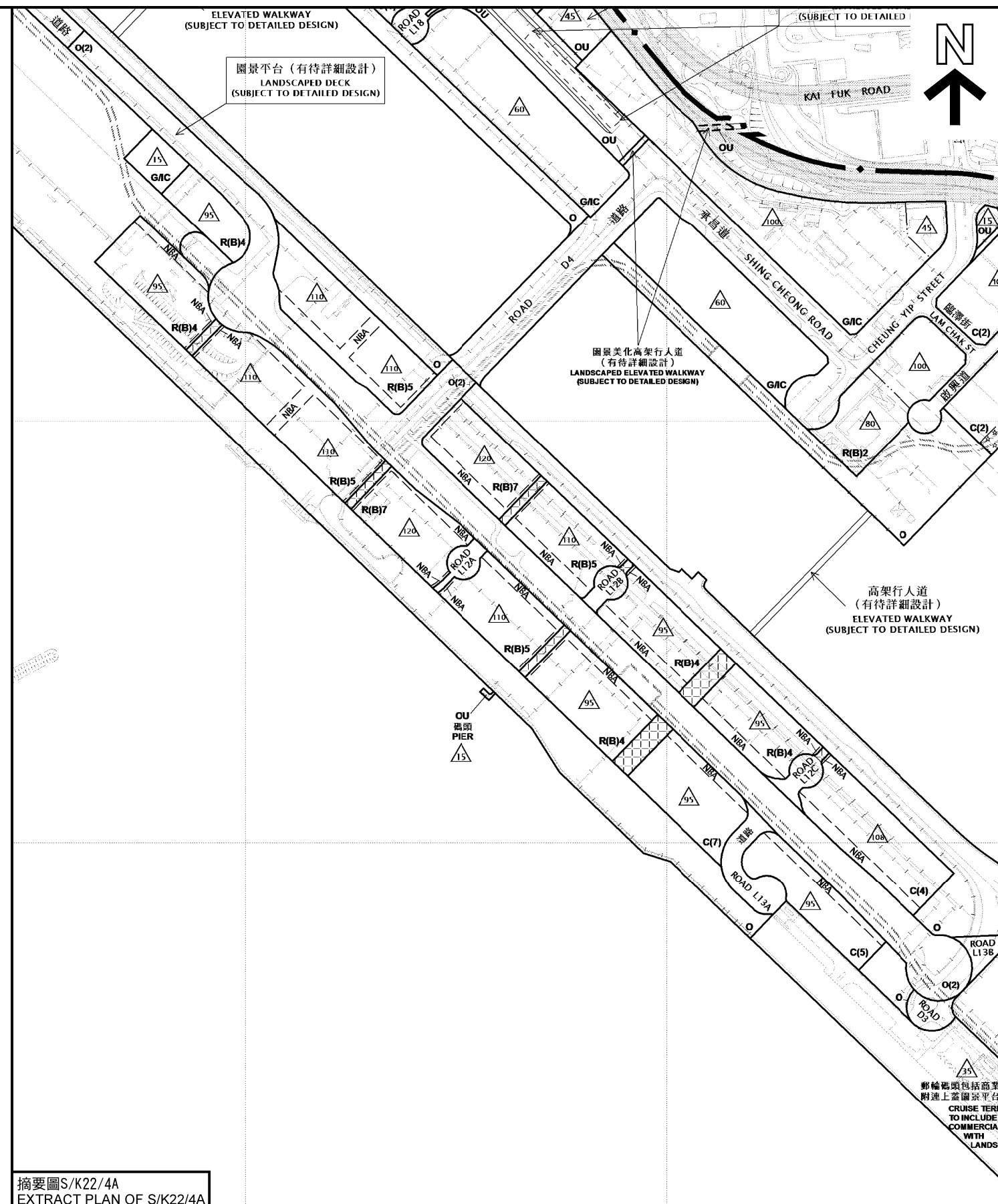
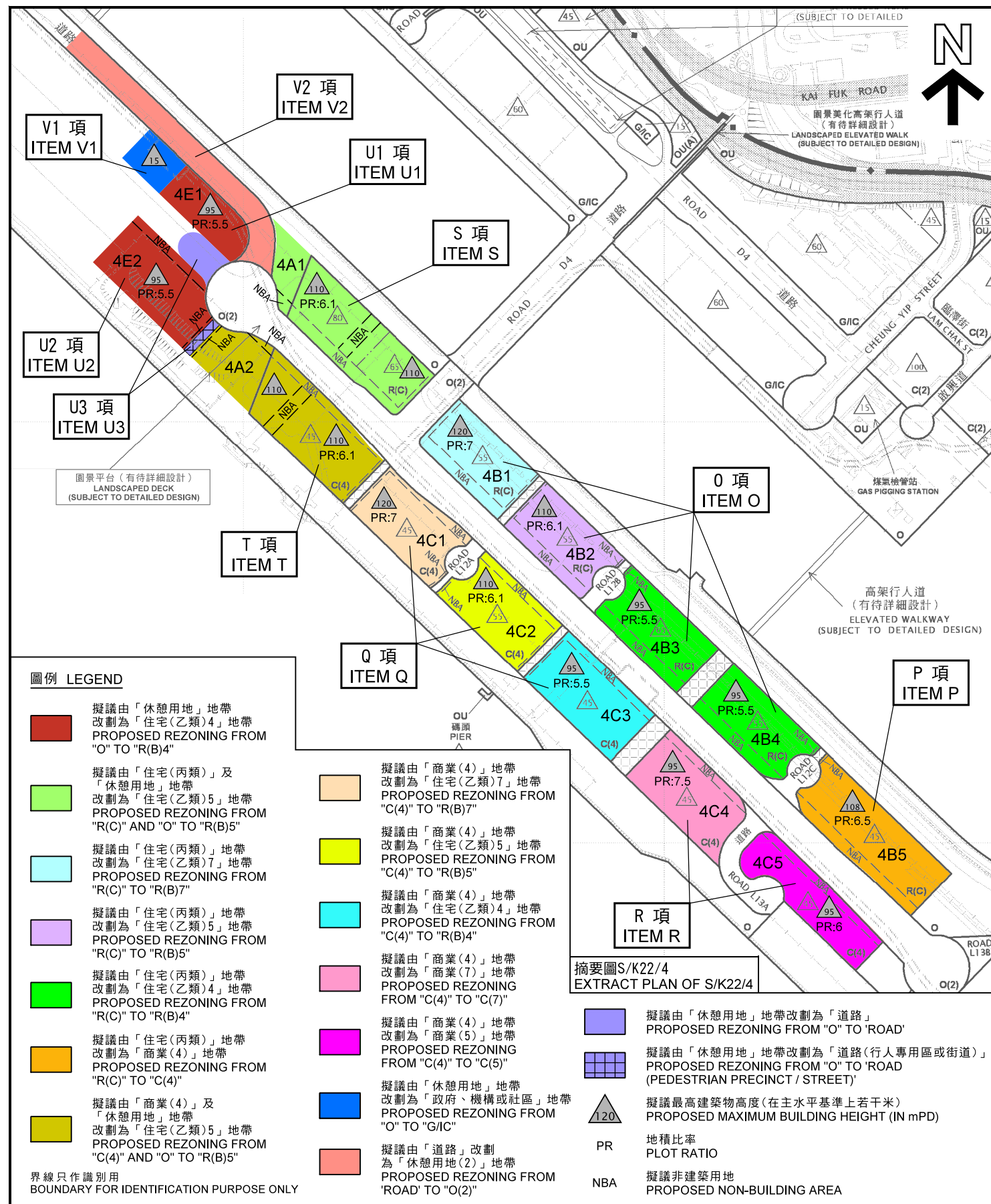
啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(N1及N2項)
PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS N1 AND N2)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
14f



位置圖 LOCATION PLAN

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(O、P、Q、R、S、T、U1至U3、V1及V2項)
PROPOSED AMENDMENTS TO THE APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS O, P, Q, R, S, T, U1 TO U3, V1 AND V2)

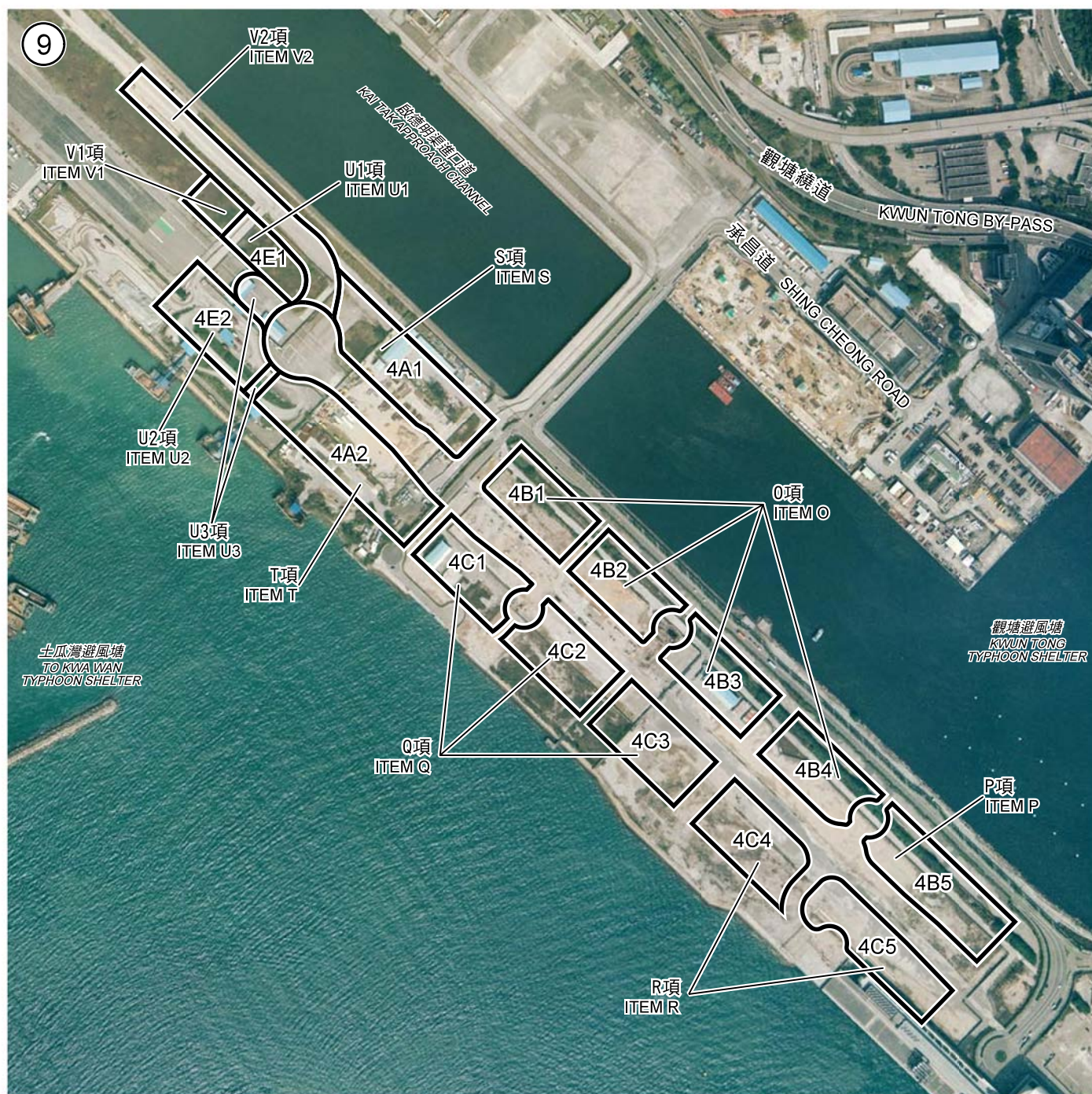
SCALE 1:6 000 比例尺
100 0 100 200 300 400 METRES

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
15b



0、P、Q、R、S、T、U1至U3、V1及V2項
ITEMS O, P, Q, R, S, T, U1 TO U3, V1 AND V2

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2017年1月16日擬備，
所根據的資料為地政總署於
2015年1月17日拍得的
航攝照片編號CW113163

PLAN PREPARED ON 16.1.2017
BASED ON AERIAL PHOTO No.
CW113163 TAKEN ON 17.1.2015
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(0、P、Q、R、S、T、U1至U3、V1及V2項)

PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS O, P, Q, R, S, T, U1 TO U3, V1 AND V2)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

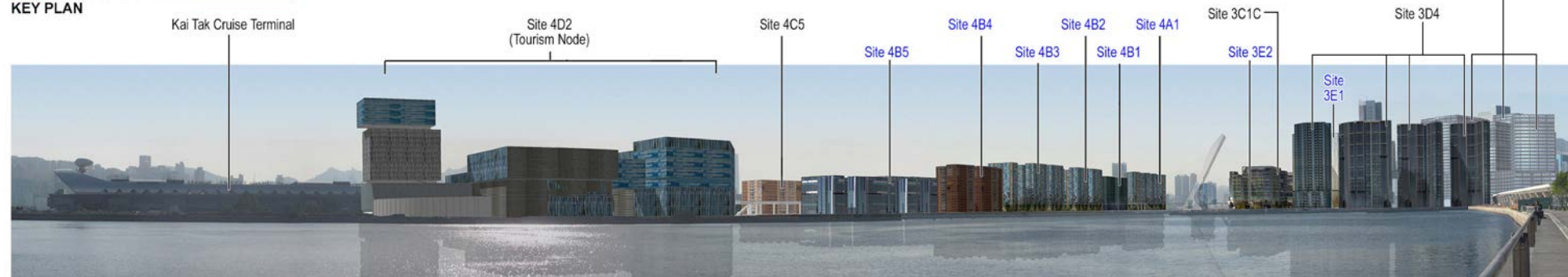
M/K22/16/114

圖 PLAN

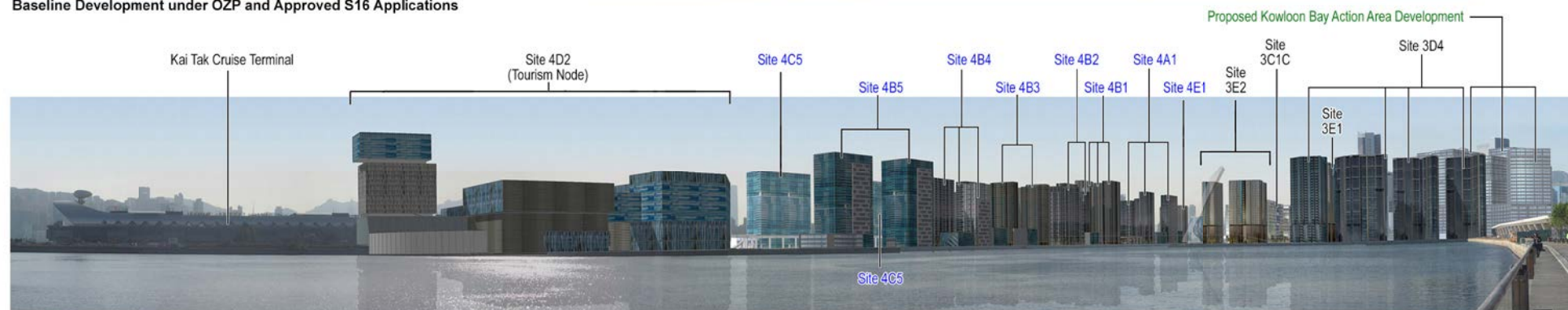
15c



KEY PLAN



Baseline Development under OZP and Approved S16 Applications



Final Refined Scheme

合成照片 PHOTOMONTAGE

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

本圖於2017年1月16日擬備
PLAN PREPARED ON 16.1.2017

規劃署
PLANNING
DEPARTMENT

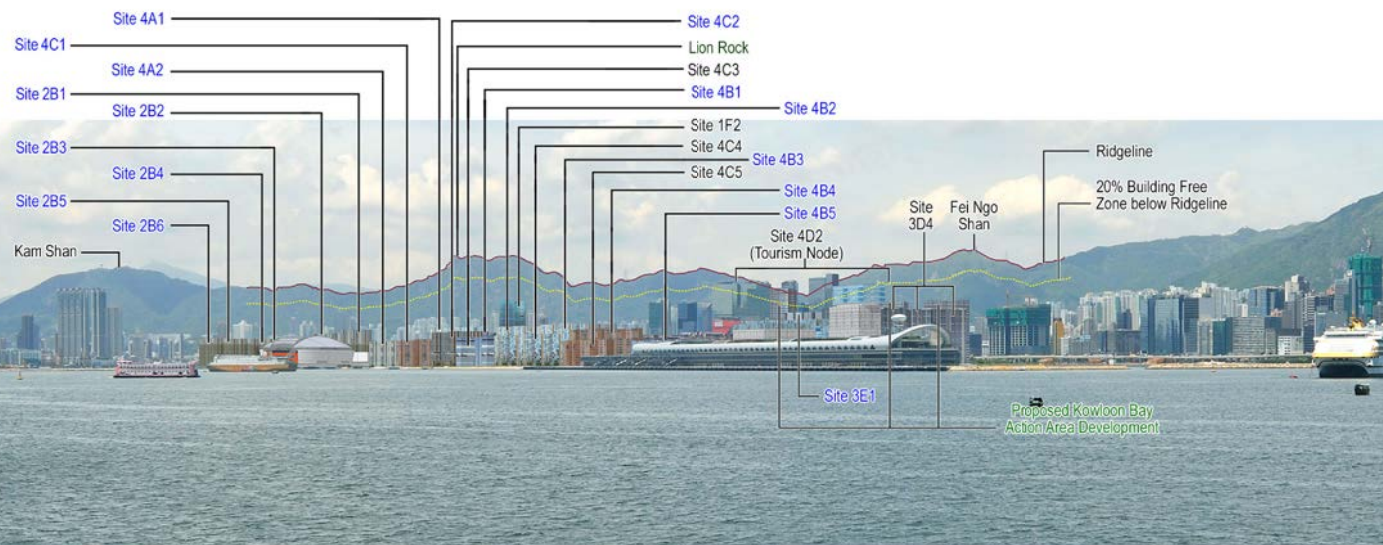


參考編號
REFERENCE No.
M/K22/16/114

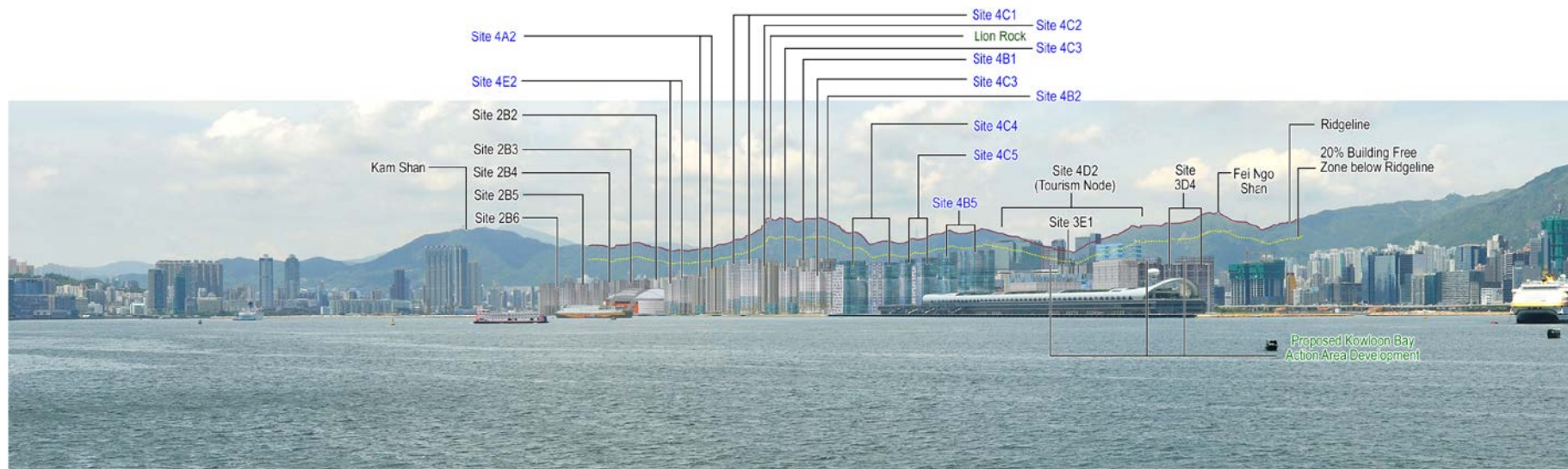
圖 PLAN
15d



KEY PLAN



Baseline Development under OZP and Approved S16 Applications



Final Refined Scheme

合成照片 PHOTOMONTAGE

從鰂魚涌公園眺望第四區
VIEW FROM QUARRY BAY PARK TOWARDS AREA 4

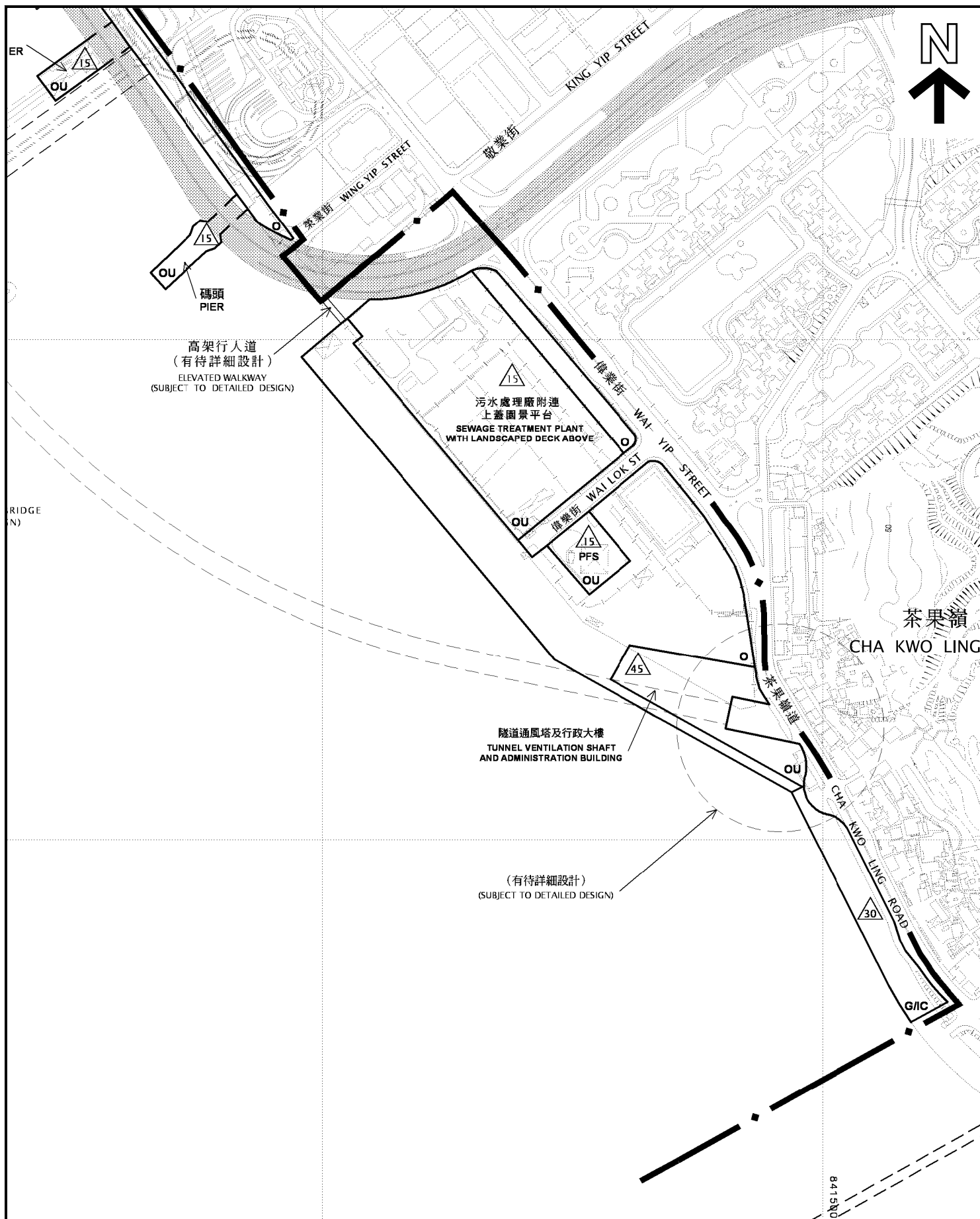
本圖於2017年1月16日擬備
PLAN PREPARED ON 16.1.2017

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
15e



位置圖 LOCATION PLAN

本摘要圖於2017年1月12日擬備，
所根據的資料為於2012年9月4日
核准的分區計劃大綱圖編號S/K22/4

EXTRACT PLAN PREPARED ON 12.1.2017
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

啟德分區計劃大綱核准圖編號S/K22/4
第六區摘要圖
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
EXTRACT PLAN OF AREA 6

SCALE 1:5 000 比例尺

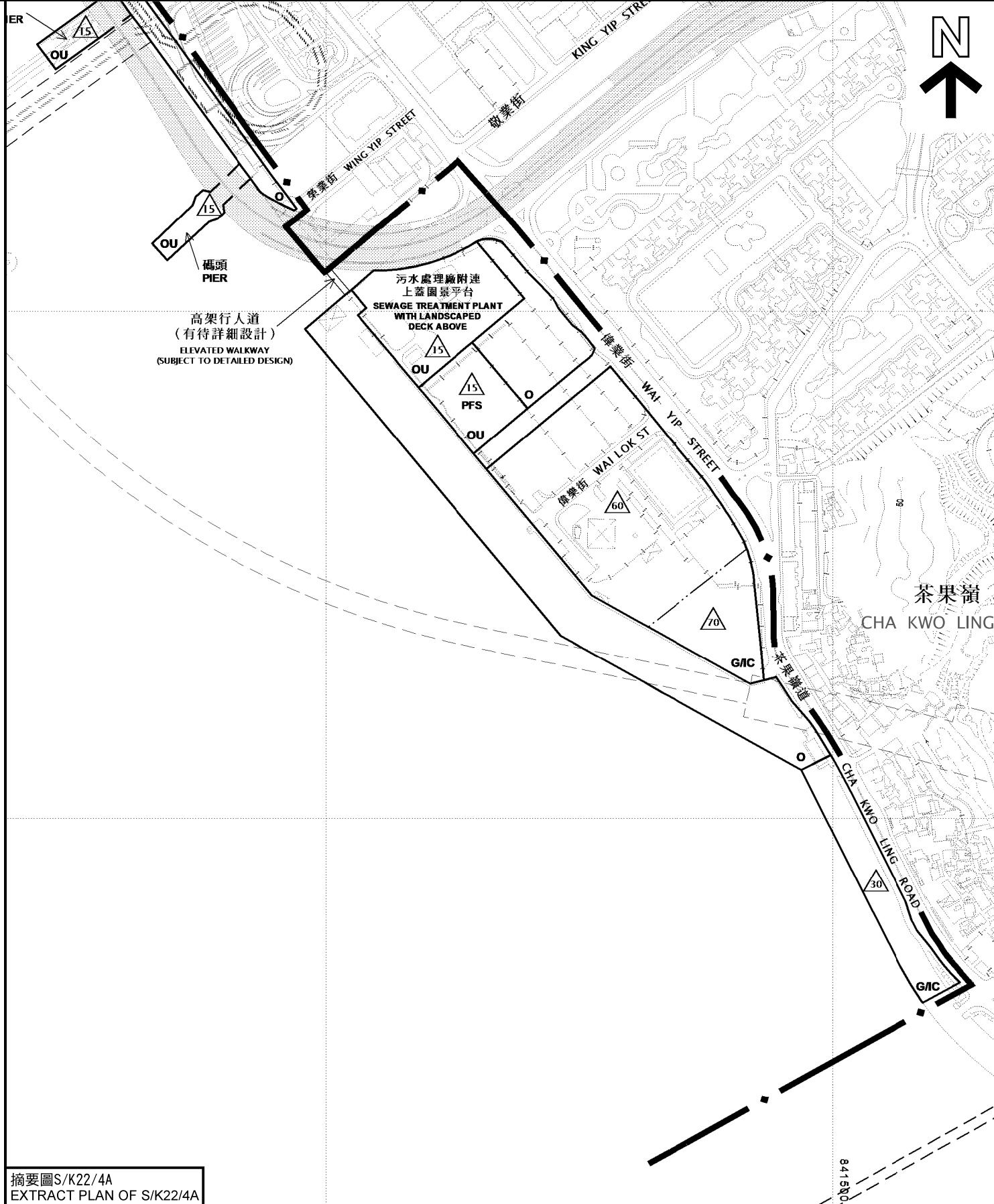
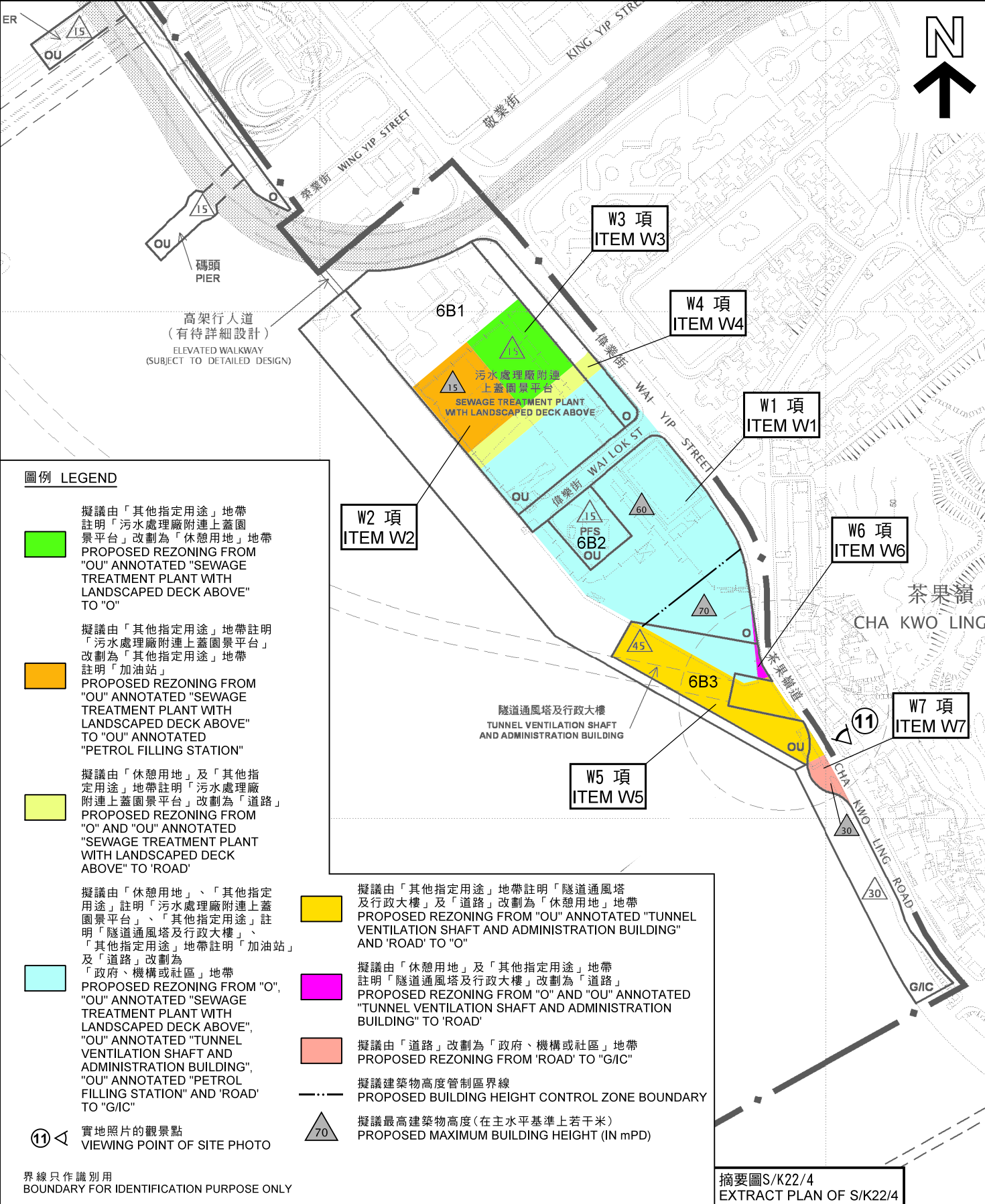
米 100 0 100 200 米
METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
16a





W 1至 W7 項
ITEMS W1 TO W7

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2017年1月12日擬備，
所根據的資料為地政總署於
2016年1月8日拍得的
航攝照片編號CS63218

PLAN PREPARED ON 12.1.2017
BASED ON AERIAL PHOTO No.
CS63218 TAKEN ON 8.1.2016
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(W1至W7項)

PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS W1 TO W7)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K22/16/114

圖 PLAN

16c

11

W1項
ITEM W1

W2項
ITEM W2

W3項
ITEM W3

W4項
ITEM W4

W5項
ITEM W5

W6項
ITEM W6

6B1

6B2

6B3

偉業街
WAI YIP STREET

茶果嶺道
CHA KWO LING ROAD

麗港城
LAGUNA CITY

茶果嶺村
CHA KWO LING TSUEN

W 1 至 W 6 項
ITEMS W1 TO W6

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2017年1月12日擬備，
所根據的資料為攝於
2016年11月18日的實地照片

PLAN PREPARED ON 12.1.2017
BASED ON SITE PHOTO
TAKEN ON 18.11.2016

實地照片 SITE PHOTO

啟德分區計劃大綱核准圖編號S/K22/4的擬議修訂
(W1至W6項)
PROPOSED AMENDMENTS TO THE
APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4
(ITEMS W1 TO W6)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

PLAN
16d



Existing View



Proposed VTC Campus Building

合成照片 PHOTOMONTAGE

從鰂魚涌公園眺望職業訓練局的擬議新校舍
VIEW FROM QUARRY BAY PARK TOWARDS
PROPOSED VOCATIONAL TRAINING COUNCIL
NEW CAMPUS BUILDING

本圖於2017年1月12日擬備
PLAN PREPARED ON 12.1.2017

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/114

圖 PLAN
16e