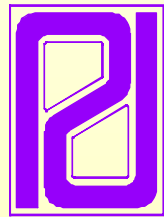


啟德規劃
經修訂的初步發展大綱圖

Kai Tak Planning Review
Revised Preliminary Outline Development
Plan

24.10.2006



規劃署
Planning Department

意見及回應

Comments and Responses

發展規模 Level of Development

公眾意見:

- 公眾普遍接納擬議的發展規模
 - 質疑擬議的發展規模能否對啟德發展發揮效益，建議增加發展密度
 - 建議發展密度減一半，以創造一個理想的生活及工作環境

Public views:

- **Current level of development is generally accepted**
 - **Doubt on viability of Kai Tak Development and propose to increase the development density**
 - **To create enhanced living and working environment by further reduce the development intensity by half**

發展規模 Level of Development

- 預留辦公室用地是應付香港2030研究所預計辦公室的長遠需求
- 建議的住宅發展是以整體發展藍圖及城市設計為基礎
- 維持擬議的發展規模
 - 住宅-最高地積比率5.0
 - 商業-最高地積比率9.5
- **To meet long term office demand projected under HK 2030 Study**
- **Residential developments planned on basis of comprehensive layout & urban design considerations**
- **To maintain the current level of development**
 - **Residential – max PR 5.0**
 - **Commercial- max PR 9.5**



啓德明渠進口道 Kai Tak Approach Channel (KTAC)

公眾意見：

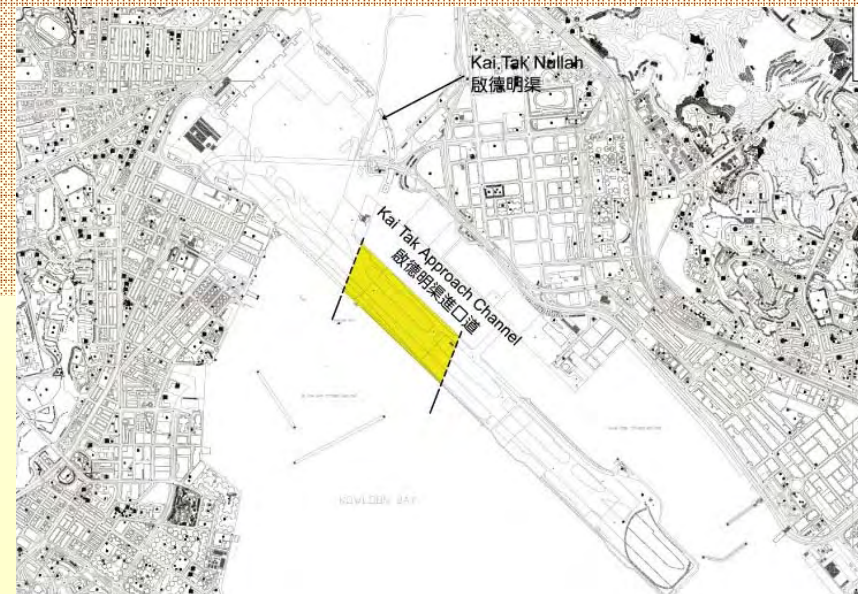
- 大致上支持「不填海」模式，但必須解決氣味問題
- 九龍城區議會主張填平啓德明渠進口道
- 保留現有水體，作設計上的特色，作水上運動及康樂用途

Public views:

- Support “no reclamation” approach provided that the odour problem can be resolved
- Kowloon City District Council advocates reclaiming KTAC
- Preserve channel as unique development feature and for water-based sport and recreation uses

啓德明渠進口道 Kai Tak Approach Channel (KTAC)

- 初步研究採用生化處理措施解決啓德明渠進口道的沉積物問題
 - 在跑道打開一個闊600米的缺口以改善水流和水質
 - 有關調查仍在進行中
-
- **Preliminary studies on bioremediation measure to tackle sediment problems**
 - **600m opening to facilitate water circulation & improve water quality**
 - **Undertaking further amendments**



啟德城中心 Kai Tak City Centre

公眾意見:

- 把政府辦公室遷移近新蒲崗為現有社區提供服務
- 避免平台式設計以改善城市面貌及毗鄰環境

Public Views:

- To locate Government offices nearer to San Po Kong to better serve the existing communities
- Avoid podium design to enhance townscape and neighbourhood environment

啟德城中心 Kai Tak City Centre

- 把啟德政府合署遷移至毗連太子道東的用地上，並會以天橋連接系統連接附近的發展項目
- 採用無平台的設計布局以改善整體社區和鄰近地區環境
- To relocate Kai Tak Government offices to the Site abutting Prince Edward Road East and to be connected with surrounding developments by a footbridge system
- A podium free layout will be pursued to enhance the overall community and neighbourhood environment



沙中線車廠 SCL Depot

公眾意見:

- 區內人士強烈反對在啟德興建地面鐵路車廠，車廠會分隔新舊發展以及會阻礙空氣流通

Public views:

- **Local communities strongly against at-grade train depot at Kai Tak which will segregate existing and future developments and blockage of air ventilation**

沙中線車廠 SCL Depot

- 另覓車廠選址
- 重新規劃地盤為北停機坪的第二個發展群
- 改善宋皇臺公園用地的佈局，成為由九龍城及馬頭角進入啟德的主要門廊

- **Relocate depot elsewhere**
- **Replanned the site to form a second development cluster in North Apron**
- **Enhanced site configuration of Sung Wong Toi Park forming a prominent gateway to Kai Tak**



多用途體育館 Multi-Purpose Stadium Complex

公眾意見:

- 在北停機坪東北部興建多用途體育館，以利用現有的彩虹站與日後的啟德站

Public views:

- To locate the Stadium Complex in north-eastern part of North Apron area. Stadium to be served by Choi Hung Station and future Kai Tak Station



多用途體育館 Multi-Purpose Stadium Complex

- 把體育館融入都會公園內
 - 提高體育館地台，讓地區性道路變作沉降式道路
 - 提供園境行人通道連接各場館區
-
- **Integrate stadium complex with Metro Park**
 - **Raise stadium platform such that distributor road could become sunken road**
 - **Landscape walkways to connect stadium sites**



都會公園 Metro Park

公眾意見：

- 海旁都會公園的構思廣為公眾接受
- 其他建議包括：
 - 把公園設於北停機坪
以方便鄰近地區的居民前往公園
 - 把公園設在原本規劃作沙中線鐵路車廠的選址，使公園更接近九龍城的居民

Public views:

- Waterfront Metro Park concept was well received
- Alternative proposals include:
 - relocate to North Apron area, so that it can be more accessible to population in surrounding districts
 - relocate to SCL Depot so that it can be nearer to Kowloon City residents



都會公園 Metro Park

- 體育館和都會公園融合
- 更完善的休憩用地網絡
- 保留海濱公園
- 擴大車站廣場、宋皇臺公園、北停機坪地區公園、體育館周邊的休憩用地
- 設置一些小型商店，以增添公園的活力

- **Intergrate stadium complex with Metro Park**
- **Comprehensive open space network**
- **Retain waterfront park**
- **Enlarging Station Square, Sung Wong Toi Park, open space surrounding Sports Hub and North Apron District Park**
- **Small shops to provide vibrant edges to the parkland**



郵輪碼頭 Cruise Terminal

公眾意見:

- 為郵輪碼頭未來的擴充作出規劃及預留額外用地，作郵輪泊位設施之用

Public views:

- **Planning for future expansion of cruise terminal and reservation of additional area for berthing facilities**



郵輪碼頭 Cruise Terminal

- 雙泊位設計
 - 發展大綱圖具有靈活性以切合日後的擴展需要
 - 可修訂規劃圖則和批地計劃以提供第三個郵輪泊位用地
-
- **Two alongside berths**
 - **Flexibility in the PODP to cater for future expansion**
 - **Town plans and land disposal programme could be amended to cater for a third berth in future**



旅遊及休閒中心 Tourism Node

公眾意見:

- 旅遊及休閒中心廣受公眾支持
- 在啟德角興建觀光塔和旅遊中心
- 設酒店地帶，以支援郵輪碼頭發展

Public views:

- **Tourism node well supported**
- **Observation tower at end of runway**
- **Hotel zone to support cruise terminal development**



旅遊及休閒中心 Tourism Node

- 在旅遊及休閒中心 – 增加非住宅建築樓面面積
- 觀景廊納入地標式的發展中，高度為主水平基準面上200米
- **Increase non-domestic gross floor area**
- **Incorporate public observation gallery in a landmark development with height restriction (200mPD)**



跑道休閒區 Runway Precinct

- 臨海地區作酒店發展
- 面向啓德明渠進口道的地區作低密度住宅發展
- **Sites on waterfront side designated for hotel development**
- **KTAC side for low-density residential development**



跨境直升機場 Cross Boundary Heliport

公眾意見:

- 意見分歧
- 反對者:
 - 噪音問題及與土地用途不協調
- 支持者:
 - 跨境直升機場可促進經濟發展、促進旅遊業、切合商業和社會需求，並可郵輪碼頭發揮協作效應
 - 建議把直升機場納入郵輪碼頭發展計劃

Public views:

- Views diverse
- Objectors:
 - on grounds of noise impact, incompatible uses, etc.
- Supporters:
 - stimulate economic growth, promote tourism, serve business and community needs, and achieve synergy with cruise terminal
 - to incorporate as part of cruise terminal

跨境直升機場 Cross Boundary Heliport

- 應付跨境直升機服務的預計增長
- 現時建議是在啟德唯一可行的地點
- **Heliport to meet forecast growth of cross-boundary helicopter services**
- **Proposed location is the only suitable site in Kai Tak**



單軌鐵路及鐵路形式的環保運輸系統

Monorail & Rail-based Environmentally Friendly Transport System

公眾意見:

- 倡議在啟德設置單軌鐵路系統，以連接鄰近地區
- 伸延至觀塘地鐵站與觀塘市中心

Public views:

- A monorail system in Kai Tak
- Connection to Kwun Tong MTR station and Town Centre



單軌鐵路及鐵路形式的環保運輸系統

Monorail & Rail-based Environmentally Friendly Transport System

- 預留鐵路形式的環保運輸系統的走線以連接觀塘海旁、郵輪碼頭連旅遊中心、跑道休閒區、都會公園、體育場館區及車站廣場
- 伸延至觀塘地鐵站
- Possible alignment for a rail-based EFTS to connect Kwun Tong waterfront, the cruise terminal cum tourism node, runway precinct, Metro Park, Stadium Complex & Station Square
- Possible extension to Kwun Tong MTR Station



觀塘的天橋連接系統 **Bridge Link to Kwun Tong**

公眾意見:

- 要求興建天橋連接觀塘至啟德，以促進觀塘區更新的發展

Public views:

- **A bridge link to connect Kwun Tong with Kai Tak to promote rejuvenation of Kwun Tong District**

觀塘的天橋連接系統 Bridge Link to Kwun Tong

- 預留用地興建天橋連接系統
- 或會涉及填海，須再作詳細研究
- **Designate a reserve for a bridge link**
- **May involve reclamation, subject to further investigation**



與鄰近地區的連接

Connectivity with Surrounding District

公眾意見：

- 與鄰近地區的行人連接安排是公眾廣泛討論的重大課題
- 普遍認為這些草圖建議需要進一步改善
- 提議闢設地下購物街

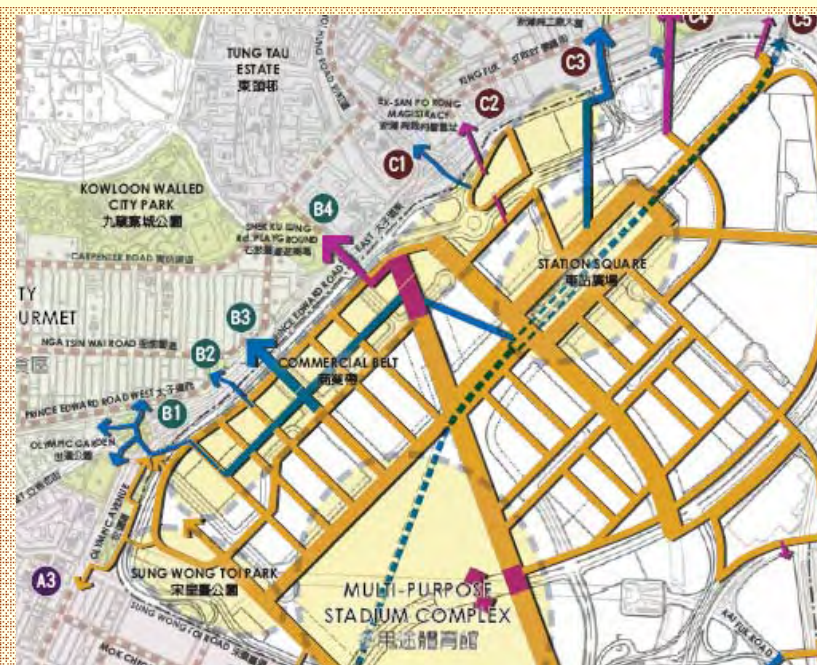
Public views:

- Pedestrian connection with surrounding districts widely discussed
- Draft PODP: proposals needed to be further enhanced
- Propose underground shopping street

與鄰近地區的連接

Connectivity with Surrounding District

- 增設完善的地下購物街系統，以連接九龍城、新蒲崗一帶及日後的啟德站
- 兩條地下購物街組成，透過已規劃「商業」用地的地庫商店，把世運公園、衙前圍道及前新蒲崗分層工廠大廈土地連接至啟德站
- A comprehensive underground shopping street system to connect Kowloon City and San Po Kong with future Kai Tak Station
- Two underground shopping streets connecting Olympic Garden, Nga Tsin Wai Road and ex-San Po Kong Flatted Factory sites with basement shopping premises in “Commercial” sites



與鄰近地區的連接

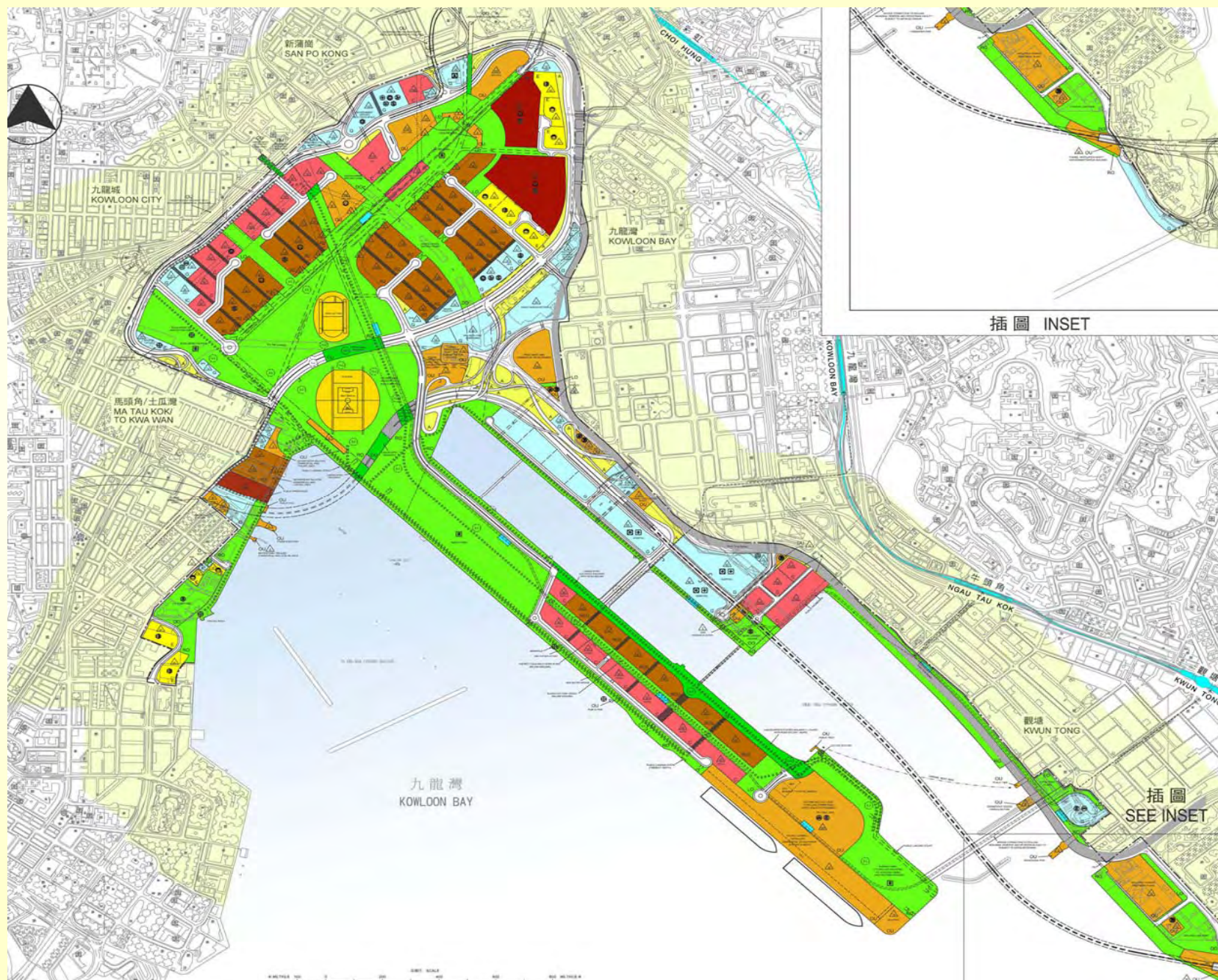
Connectivity with Surrounding District

- 土瓜灣: 改善地面過路處，連接海濱長廊，以達致「綠茵場館」的概念
- 九龍灣: 改善地面過路處及行人隧道，包括一條天橋以連接發展商在該區建議的行人系統

- **To Kwa Wan: pedestrian system, open space network, “Stadium in the Park” concept through enhanced at-grade crossings and waterfront promenade**
- **Kowloon Bay area: enhanced pedestrian facilities to connect to proposal by private sector**



經修訂的初步發展大綱圖 Revised PODP



土地用途建議 Land Use Proposals

總人口

Total population: 86,000

總住宅單位

Total No. of New flats: 30,300

總工作數量

Total job opportunities: 79,600

總辦公室樓面面積

Total Office GFA : 850,000 m²

總酒店房間

Total Hotel Rooms: 6,300

建議土地用途	面積 (公頃)	%
商業用地 (辦公室/酒店/零售) Commercial (Office/Hotel/Retail)	18.2	5.5
混合用途 (住宅、酒店及/或零售) Mixed Use (Housing & Hotel/Retail)	5.1	1.5
高至中等密度住宅 High to Medium Density Housing	31.2	9.5
低密度住宅 Low Density Housing	6.0	1.8
政府、機構及社區/學校/其他指定用途 GIC/Schools/Other Specified Uses	53.2	16.2
多用途體育館 Multi-purpose Stadium Complex	23.2	7.1
郵輪碼頭和旅遊中心 Cruise Terminal & Tourism Node	13.7	4.2
休憩用地(包括園景平台/園景行人天橋) Open Space (incl. Landscape Deck/Landscape Elevated Walkway)	109.3	33.3
道路網 * Road Network *	68.1	20.8
總面積 Total Area	328	100%

包括 including 14.9 公頃 ha (4.5%) 現有道路 existing roads
40.4 公頃 ha (12.3%) 新設道路 new roads
4.4 公頃 ha (1.4%) 行人道路 pedestrian streets

多謝

Thank you