

# WEST KOWLOON CULTURAL DISTRICT

西九文化區管理局

West Kowloon Cultural District Authority

立法會民政事務委員會與發展事務委員會

LegCo Panel on Home Affairs and Panel on Development

監察西九文化區計劃推行情況聯合小組委員會

Joint Subcommittee to Monitor the Implementation of  
the West Kowloon Cultural District Project

## 就略為放寬西九文化區用地發展密度的規劃申請 所做的技術評估結果

Technical assessment results of the planning application for minor relaxation of  
development intensity of the West Kowloon Cultural District site

# 背景

## BACKGROUND

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- 在上一次於2014年1月24日舉行的聯合小組委員會會議上，西九文化區管理局（管理局）徵詢委員有關根據《城市規劃條例》第16條作出略為放寬最大總樓面面積及最高建築物高度限制的規劃申請建議的意見。

At the last Joint Subcommittee meeting on 24 January 2014, the West Kowloon Cultural District Authority (WKCD) sought Members' views on the proposed planning application for minor relaxation of maximum gross floor area (GFA) and building height restrictions under section 16 of the Town Planning Ordinance.

- 現向委員簡報就略為放寬西九文化區（西九）用地發展密度的規劃申請所做的技術評估結果。

Brief Members on the technical assessment results of the planning application for minor relaxation of development intensity of the West Kowloon Cultural District (WKCD) site.

# 公眾諮詢

## PUBLIC CONSULTATION

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- 管理局在擬備規劃申請時，與不同主要持份者會面，向他們介紹建議方案的主要規劃參數，當中包括 —

In preparing the planning application, consultation meetings were held with a number of key stakeholders where the proposed major planning parameters of the proposal presented –

- 2014年2月12日出席海濱事務委員會轄下的九龍、荃灣及葵青海濱發展專責小組會議  
with Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of Harbourfront Commission on 12 February 2014
- 2014年2月27日出席油尖旺區議會會議  
with Yau Tsim Mong District Council on 27 February 2014
- 2014年3月14日與當區居民代表會面  
with local resident representatives on 14 March 2014

# 公眾諮詢

## PUBLIC CONSULTATION

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- 各持份者就以下幾方面表達意見 —

Views were expressed by the various groups on the following issues –

- 增加總樓面面積的理據  
Justifications for the GFA increase
- 增加建築物高度的情況和對現有住宅大廈的影響  
Building height increase and impact to existing residential buildings
- 如何實踐 / 強化《海港規劃原則》  
Application / enhancement of the Harbour Planning Principles
- 對西九發展的地區活力和財務狀況有何潛在裨益  
Potential benefit on vibrancy and financial situation of the WKCD development
- 舉行大型活動時的行人和車輛接駁以及人流疏散安排  
Pedestrian and vehicular connectivity and crowd dispersal arrangements for major events

# 規劃申請

## PLANNING APPLICATION

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- 全面的技術評估已經完成，結果顯示建議增加西九用地發展密度在技術上是可行的，而且不會造成不可克服的影響。

A range of technical assessments have been completed and the results show that the proposed increase in development intensity of the WKCD site is technically feasible with no insurmountable impacts.

- 有關規劃申請連同佐證的技術評估報告已於2014年3月21日呈交城市規劃委員會。

The planning application, together with the supporting technical assessment reports, was submitted to the Town Planning Board on 21 March 2014 .

# 規劃建議

## PLANNING PROPOSAL

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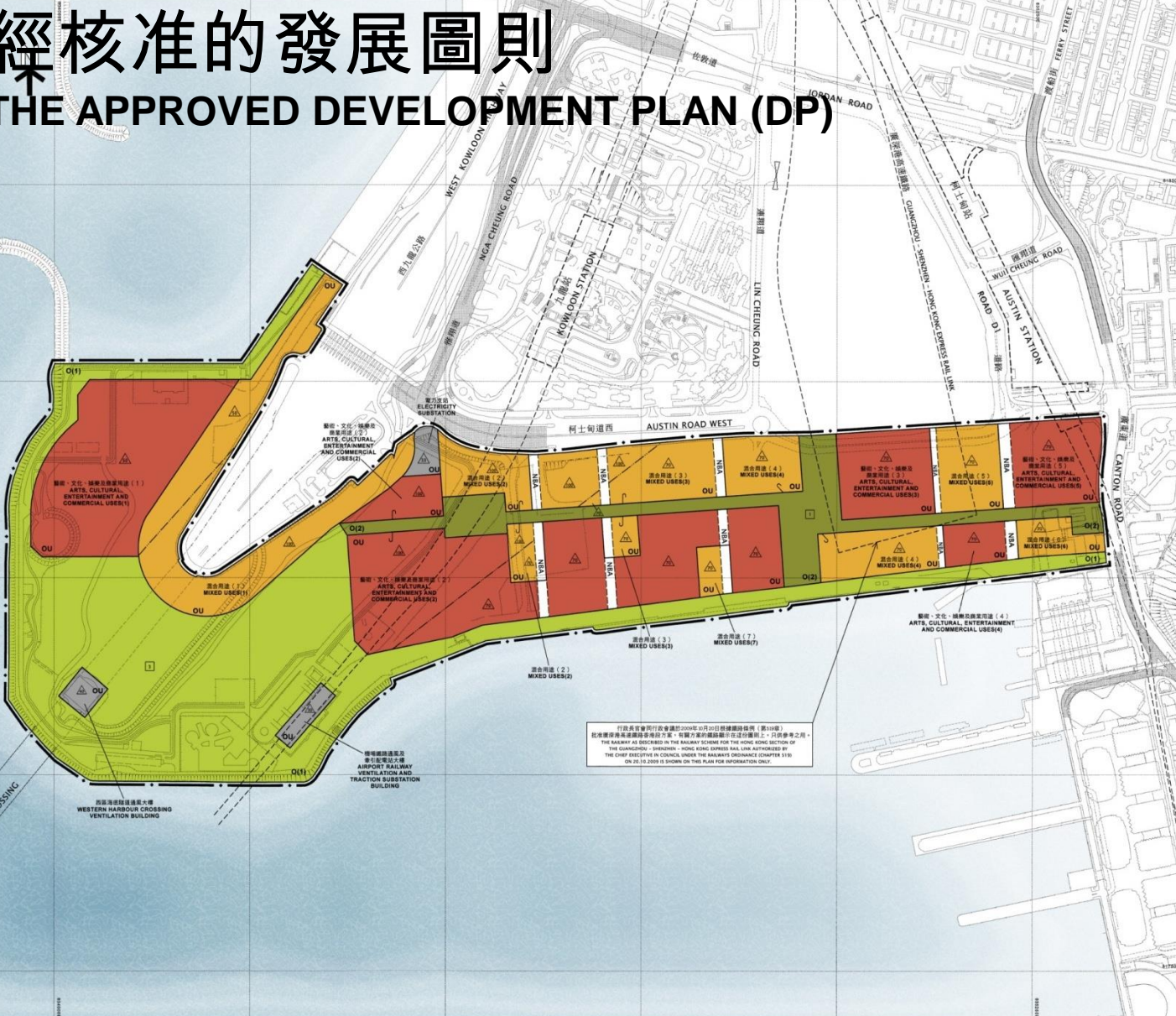
- 申請的主要目的在於充分發揮整幅西九用地的發展潛力，建議將整體總樓面面積增加15%，而不同土地用途的總樓面面積將按比例增加，以確保均衡的發展組合，令西九日夜均朝氣蓬勃。

The main objective of the planning application is to optimise the development potential of the whole WKCD site. A 15% increase of the overall GFA of different land uses on a pro-rata basis is sought to ensure a balanced development mix with good day and night vibrancy.

# 經核准的發展圖則

## THE APPROVED DEVELOPMENT PLAN (DP)

RT18020N  
RT17500N  
RT17000N  
RT16500N



**圖例 NOTATION**

**ZONES**

OPEN SPACE 休憩用地

OTHER SPECIFIED USES 其他指定用途

**COMMUNICATIONS**

RAILWAY AND STATION (UNDERGROUND) 鐵路及車站 (地下)

ELEVATED ROAD 高架道路

**MISCELLANEOUS**

BOUNDARY OF DEVELOPMENT PLAN 發展圖則界線

BUILDING HEIGHT CONTROL ZONE BOUNDARY 建築物高度管制區界線

MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) 最高建築物高度 (在主要水平基準上計)

MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS) 最高建築物高度 (層數限制)

NON-BUILDING AREA 非建築用地

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
OPEN SPACE	17.23	42.12	休憩用地
OTHER SPECIFIED USES	23.68	57.88	其他指定用途
TOTAL DEVELOPMENT PLAN AREA	40.91	100.00	發展圖則總面積

行政長官會同行政會議於2009年10月20日核准發展圖則 (第10號)  
PREPARED UNDER SECTION 21(2)(a) OF THE WEST KOWLOON CULTURAL DISTRICT AUTHORITY ORDINANCE

夾附的《註釋》屬這份圖則的一部分  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2013年1月9日 核准城市  
規劃條例第9(1)(a)條規定的圖則  
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER  
SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON  
9 JANUARY 2013

### 香港城市規劃委員會根據城市規劃條例擬備的西九文化區發展圖則

### TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD

### WEST KOWLOON CULTURAL DISTRICT DEVELOPMENT PLAN

依據西九文化區管理局條例第21(2)(a)條擬備  
PREPARED UNDER SECTION 21(2)(a) OF THE  
WEST KOWLOON CULTURAL DISTRICT AUTHORITY ORDINANCE

Ms Kinnie WONG 黃潔怡女士  
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

SCALE 1:2500 比例尺

圖則編號  
PLAN No. S/K20/WKCD/2

# 規劃建議

## PLANNING PROPOSAL

	發展圖則的規定 DP Provision (平方米 m <sup>2</sup> )	規劃申請的建議 Planning Application Proposal (平方米 m <sup>2</sup> )	建議的修改 Proposed Changes (平方米 m <sup>2</sup> )
整幅用地的最大整體總樓面面積 Maximum total GFA for the whole site	740 350	851 400	+111 050 ( +15% )
文化藝術設施、零售 / 餐飲 / 娛樂和政府、機構或社區用途的最大總樓面面積 (「非酒店 / 辦公室 / 住宅總樓面面積」) Maximum GFA for Arts and Cultural Facilities, Retail / Dining / Entertainment (RDE) and Government, Institution or Community (GIC) ( "Non-Hotel / Office / Residential (HOR) GFA" )	421 550	484 780	+63 230 ( +15% )
酒店 / 辦公室 / 住宅用途的最大總樓面面積 Maximum GFA for HOR uses	318 800 ( 當中不多於 148 070 屬住宅用途 ) (including not more than 148 070 for residential use)	366 620 ( 當中不多於 170 280 屬住宅用途 ) (including not more than 170 280 for residential use)	+47 820 ( +15% ) ( 當中不多於22 210 屬住宅用途 including not more than 22 210 for residential use ( +15% ) )
相當於地積比率 Equivalent to Plot Ratio	1.81	2.08	+0.27 ( +15% )



# 規劃建議

## PLANNING PROPOSAL

- 規劃申請所建議的發展組合，屬於發展圖則核准圖說明書所准許的範圍之內。

The development mix proposed by the planning application is within the permitted range in the Explanatory Statement of the approved DP.

發展元素 Development Components	佔整體總樓面面積的 百分比 % of Total GFA	增加15%後的 總樓面面積範圍 Range of GFA With 15% Increase (平方米 m <sup>2</sup> )	規劃申請 的建議 Planning Application Proposal (平方米 m <sup>2</sup> )
文化藝術設施 Arts and Cultural Facilities	35-40%	297 990 – 340 560	約 About 337 000
零售／餐飲／娛樂 Retail/Dining/Entertainment	15-20%	127 710 – 170 280	約 About 138 000
酒店／辦公室 Hotel/Office	20-25%	170 280 – 212 850	約 About 196 000
住宅 Residential	不多於 Not more than 20%	不多於 Not more than 170 280	約 About 170 000
政府、機構或社區 GIC	不少於 Not less than 1%	不少於 Not less than 8 514	約 About 9 000
<b>總計 Total</b>	<b>100%</b>	<b>851 400</b>	<b>851 400</b>

# 規劃建議

## PLANNING PROPOSAL

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- 西九大部分土地用途地帶的最高建築物高度將維持不變。然而，為了在容納增加的發展密度的同時，亦可保留發展圖則核准圖中原本的建築物高度輪廓特色，規劃申請建議放寬部分分區所准許的最高建築物高度。

The maximum building heights in the majority of land use zones across the WKCD would remain unchanged. However, in order to accommodate the increase in development intensity without jeopardising the original stepped building height profile as set out in the approved DP, the maximum permissible building height for some of the sub-zones would be relaxed.

- 擬議的建築物高度輪廓設計，已充分考慮到持份者的看法和意見，特別是在現有住宅大廈前面的建築物高度不應超過主水平基準上100米。

The proposed building height profile has been carefully worked out by taking into account the views and comments of stakeholders, in particular that the building height for developments in front of existing residential buildings should not exceed 100mPD.

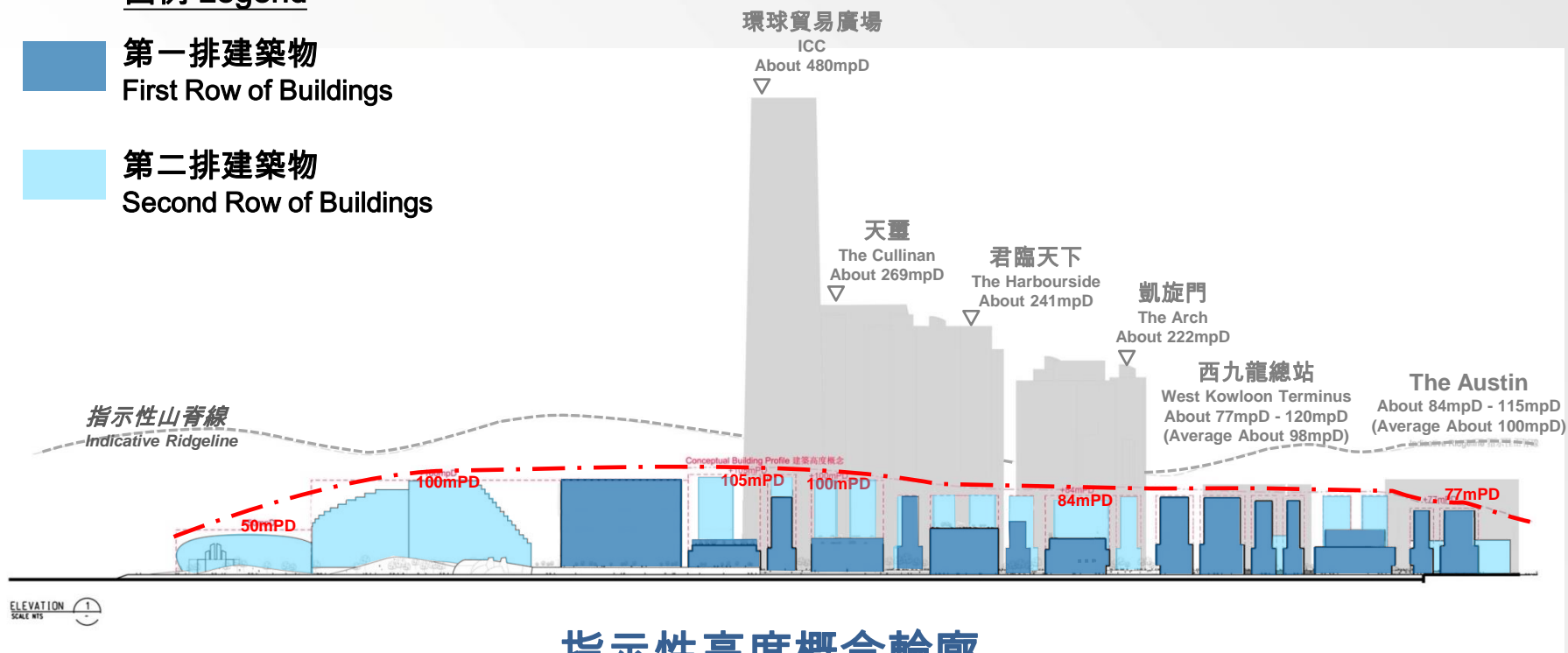
# 規劃建議

## PLANNING PROPOSAL

### 圖例 Legend

 第一排建築物  
First Row of Buildings

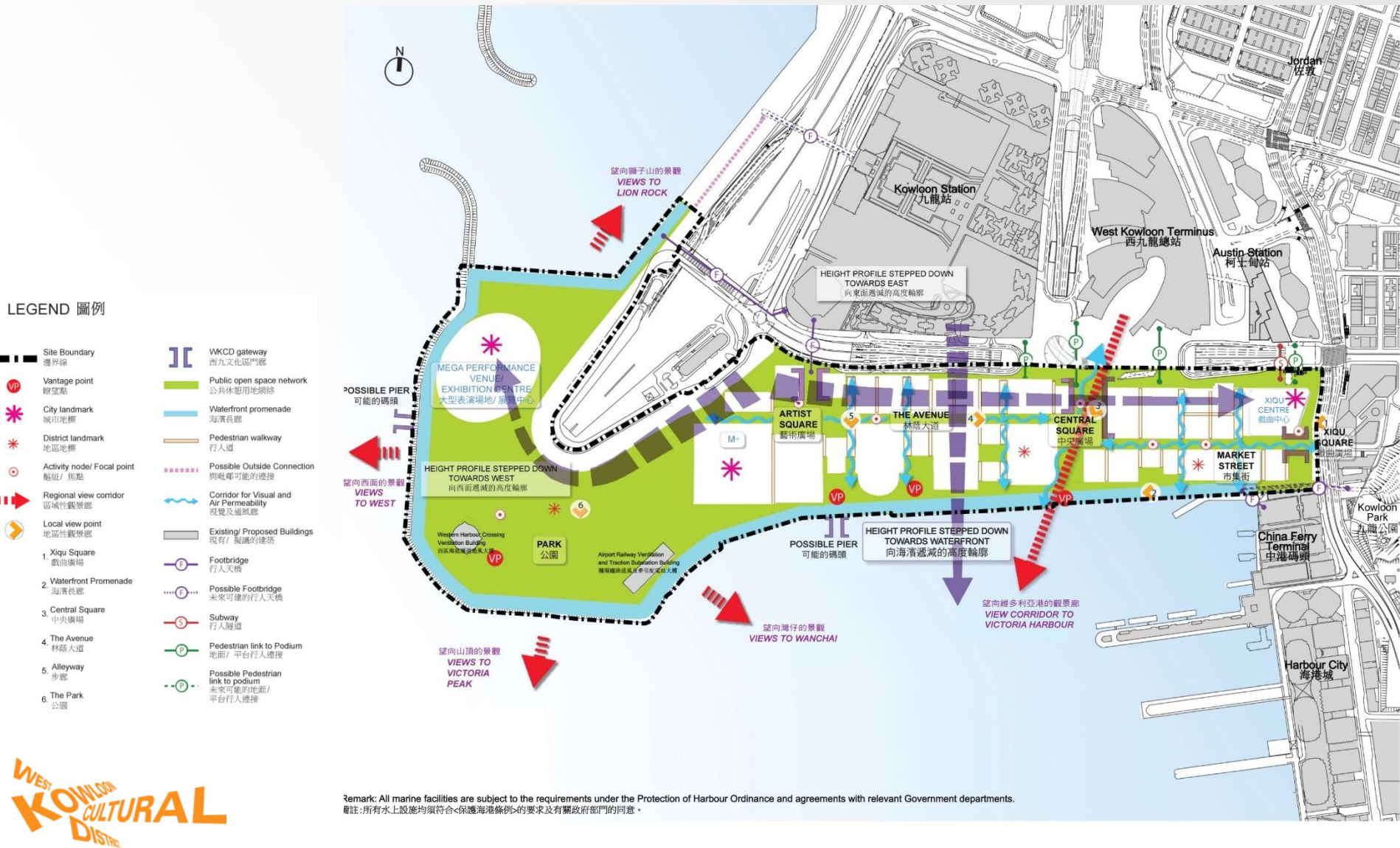
 第二排建築物  
Second Row of Buildings



指示性高度概念輪廓  
Indicative Conceptual Building Profile

# 城市設計方面

## URBAN DESIGN FRAMEWORK






# 園景設計方面

## LANDSCAPE FRAMEWORK

- 綠化比例將維持不變 (整個西九為30%，而公園範圍則為60%)  
No change to the greenery provision and hence a minimum green coverage of 30% and 60% for the whole WKCD and the Park respectively will be strictly adhered to

### LEGEND 圖例

	Site Boundary 邊界線
	Proposed Piazza Areas 廣場
	Water Feature 水景
	Tree 樹木
	Shrub 灌木
	Lawn/ Groundcover 草地/ 地被
	Hard Paving Area 鋪裝



# 公眾休憩用地






## PUBLIC OPEN SPACE

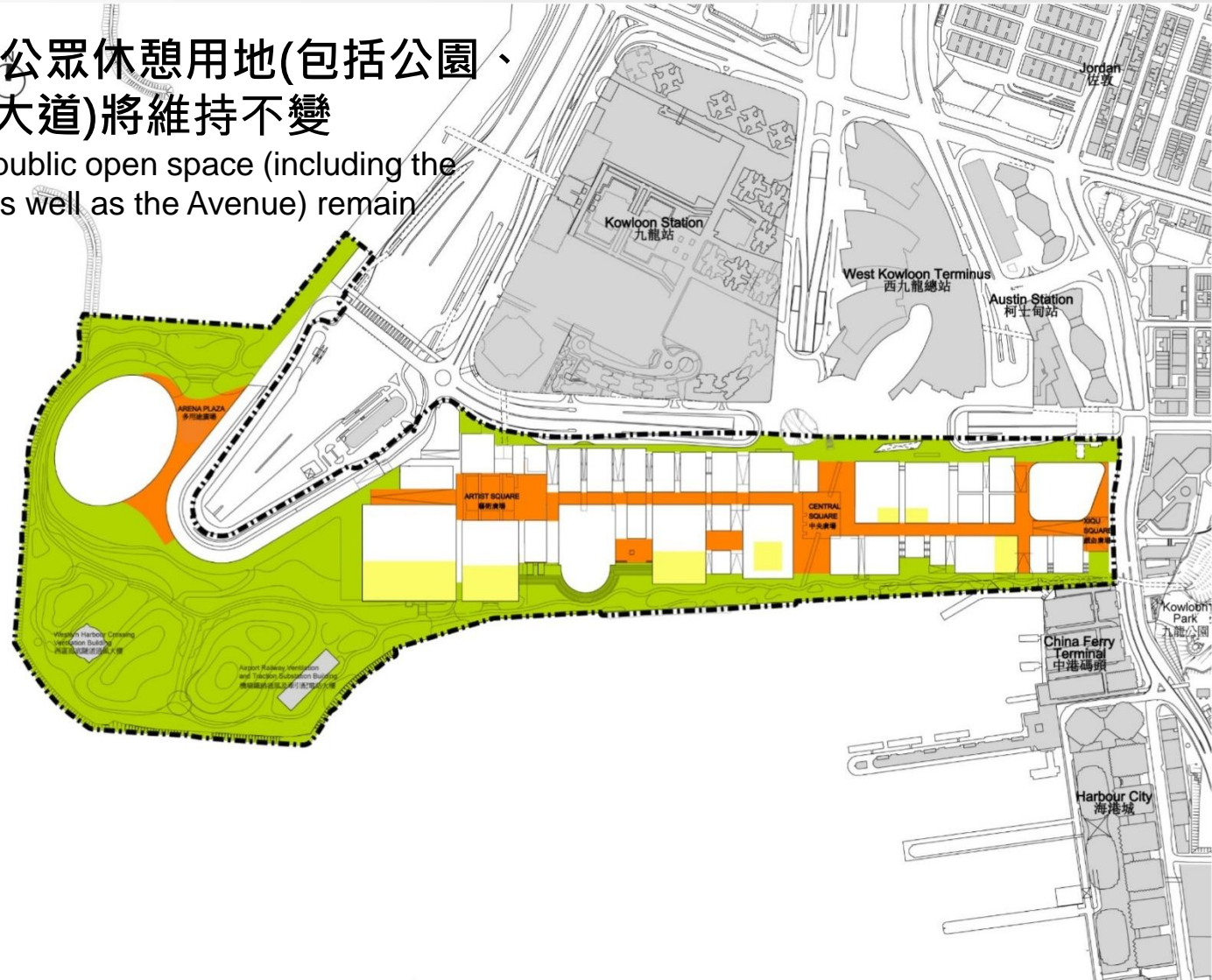
- 不少於23公頃的公眾休憩用地(包括公園、海濱長廊和林蔭大道)將維持不變  
Not less than 23 ha of public open space (including the Park, the Promenade as well as the Avenue) remain unchanged

### LEGEND 圖例

Total Public Open Space not less than 23 ha  
公共休憩用地總面積不少於23公頃

Public Open Space Distribution  
公共休憩用地分佈

-  At Grade (not less than 15ha)  
地面 (不少於15公頃)
-  Piazza (not less than 3ha)  
廣場 (不少於3公頃)
-  Terrace Garden  
平台花園
-  Existing / Proposed Building  
現有/擬議的建築
-  Site Boundary  
邊界線



# 視覺評估

## Visual Appraisal

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- 雖然建議略為放寬最高建築物高度，但原有計劃中所呈現的視野面貌和建築物高低錯落的特色將維持不變，相關措施如下——  
Notwithstanding the proposed minor relaxation of maximum building height, the original visual character and the dynamic building height profile would not be compromised in that –
  - 西九仍然以低至中高度的建築物為主，並維持建築物錯落有致的輪廓  
The WKCD will still be dominated by low to medium-rise buildings with a dynamic building height profile;
  - 建議修訂後的建築物高度，大致與鄰近地區發展協調  
The proposed changes of building height are considered generally compatible with the developments in the vicinity

# 視覺評估

## Visual Appraisal

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- 建議的建築物高度輪廓，已充分考慮在視覺上與九龍半島以至維多利亞港和香港島構成的整體景觀面貌

The updated building height profile has carefully considered the visual integration of views from both the local context of Kowloon Peninsula and wider context of Victoria Harbour and Hong Kong Island

- 西九各處建築物高低錯落，構成高度輪廓有序的格局

Variation in building height for a coherent building height profile is maintained across the WKCD

- 在主要公眾觀察點望向的山脊線景觀，將大致保留山脊線下20%山景不受建築物遮擋

Key public viewpoints to maintain a 20% building-free zone below the ridgelines are generally preserved



# 視覺評估

## Visual Appraisal



孫中山紀念公園 的公眾觀察點  
Public View Point at Sun Yat Sen Memorial Park

# 視覺評估

## Visual Appraisal



### 發展圖則的方案 DP Scheme



### 規劃申請的建議 Planning Application Proposal



### 香港會議展覽中心的公眾觀察點

Public View Point at Hong Kong Convention and Exhibition Centre

# 視覺評估

## Visual Appraisal



山頂的公眾觀察點  
Public View Point at The Peak

# 交通影響評估

## Traffic Impact Assessment

		泊車位需求 Car Parking Requirement			
		文化藝術設施 Arts & Cultural Facilities	零售 / 餐飲 / 娛樂 RDE	酒店 / 辦公室 / 住宅 HOR	泊車位數量總和 Total Parking No.
發展圖則核准圖 Approved DP	沒有使用“共用 泊車位計算方法” Without Sharing	1,482	398	1,005	2,885
	使用“共用泊車位 計算方法” With Sharing	727	398	1,005	2,130
	<b>建議泊車位數量 Proposed Provision</b>	<b>727</b>	<b>398</b>	<b>1,005</b>	<b>2,130</b>
現時的方案 Current Scheme	沒有使用“共用 泊車位計算方法” Without Sharing	1,650	461	764	2,874
	使用“共用泊車位 計算方法” With Sharing	962	379	675	2,016
	<b>建議泊車位數量 Proposed Provision</b>	<b>962 – 1,650</b>	<b>379 – 461</b>	<b>675 - 764</b>	<b>2,016 – 2,874</b>

“共用泊車位計算方法”，即利用不同用途的車位需求高峰期(文化藝術設施和零售 / 餐飲 / 娛樂的泊車高峰期在晚上，辦公室則在日間)，以達致車位共用的目的。沒有使用“共用泊車位計算方法”，即根據“香港規劃標準與準則”的要求而計算。

“With Sharing” scenario will make use of different peak parking demand for various uses (the peak demand for Arts & Cultural Facilities and RDE is at night time whereas Office is in day time) to optimize the utilisation of parking facilities. The parking requirement for “Without Sharing” scenario is calculated in accordance with HKPSG.

# 交通影響評估

## Traffic Impact Assessment

		裝卸貨車位需求 Goods vehicle Loading/Unloading (L/UL) Requirement
發展圖則核准圖 Approved DP	建議裝卸貨車位數量 Proposed Provision	220
現時的方案 Current Scheme	沒有使用“共用裝卸貨車位計算方法” Without Sharing	272
	使用“共用裝卸貨車位計算方法” With Sharing	259
	建議裝卸貨車位數量 Proposed Provision	259 - 272

“共用裝卸貨車位計算方法”，即利用不同用途的裝卸貨車位需求高峰期(文化藝術設施和零售 / 餐飲 / 娛樂的泊車高峰期在晚上，辦公室則在日間)，以達致裝卸貨車位共用的目的。沒有使用“共用裝卸貨車位計算方法”，即根據“香港規劃標準與準則”的要求而計算。

“With Sharing” scenario will make use of different L/UL demand for various uses (the peak demand for Arts & Cultural Facilities and RDE is at night time whereas Office is in day time) to optimize the utilisation of L/UL facilities. The L/UL requirement for “Without Sharing” scenario is calculated in accordance with HKPSG.

# 交通影響評估

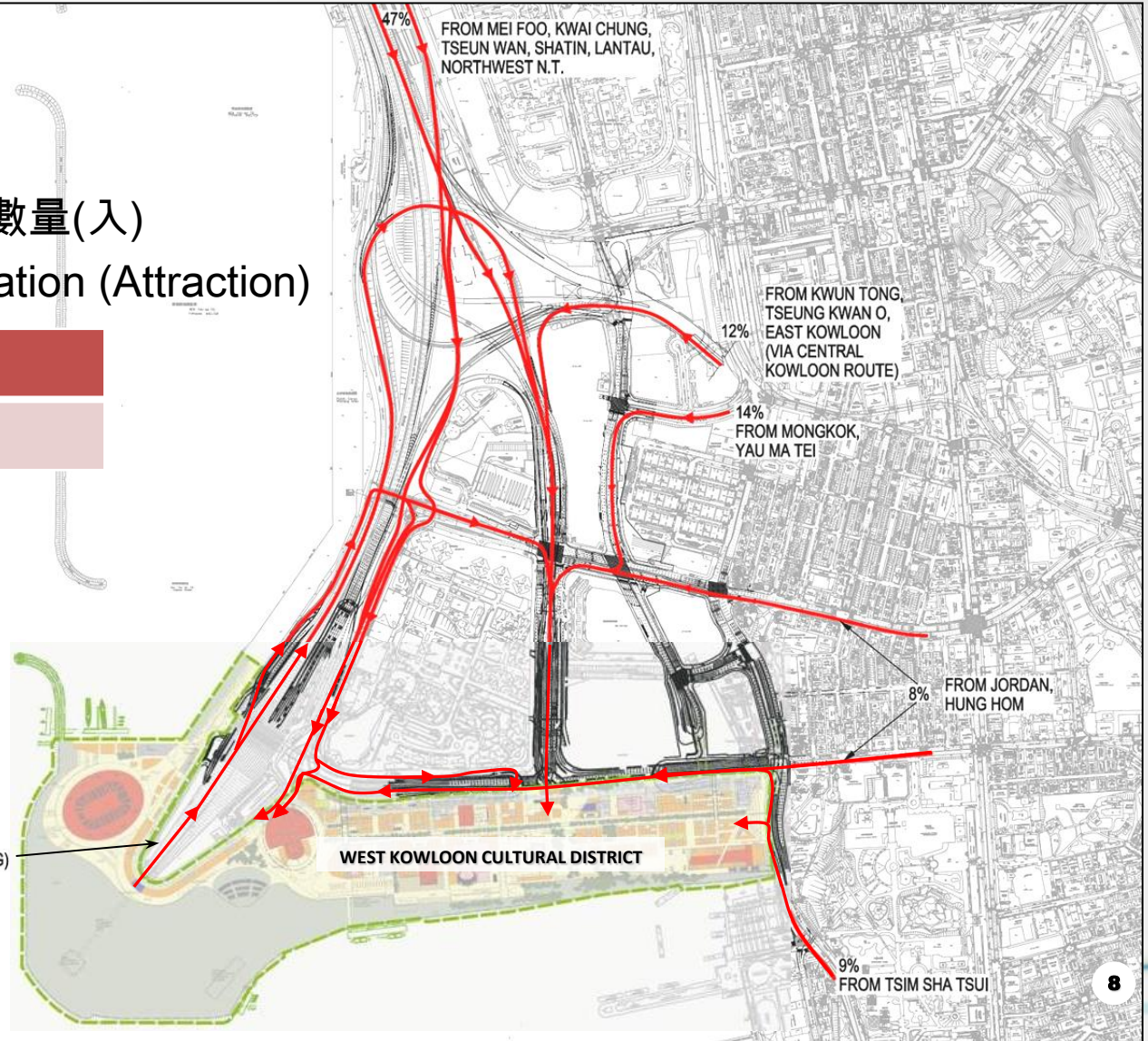
## Traffic Impact Assessment

### 西九文化區車輛產生數量(入) WKCD Traffic Generation (Attraction)

AM	PM
1,332	2,470



10%  
FROM HONG KONG ISLAND  
(VIA WESTERN HARBOUR CROSSING)



# 交通影響評估

## Traffic Impact Assessment

西九文化區車輛產生數量(出)  
WKCD Traffic Generation (Generation)

AM	PM
1,136	2,074



10%  
TO HONG KONG ISLAND  
(VIA WESTERN HARBOUR CROSSING)

47%  
TO MEI FOO, KWAI CHUNG,  
TSEUN WAN, SHATIN, LANTAU,  
NORTHWEST N.T.

12%  
TO KWUN TONG,  
TSEUNG KWAN O,  
EAST KOWLOON  
(VIA CENTRAL  
KOWLOON ROUTE)

14%  
TO MONGKOK,  
YAU MA TEI

8%  
TO JORDAN,  
HUNG HOM

9%  
TO TSIM SHA TSUI

WEST KOWLOON CULTURAL DISTRICT

# 交通影響評估

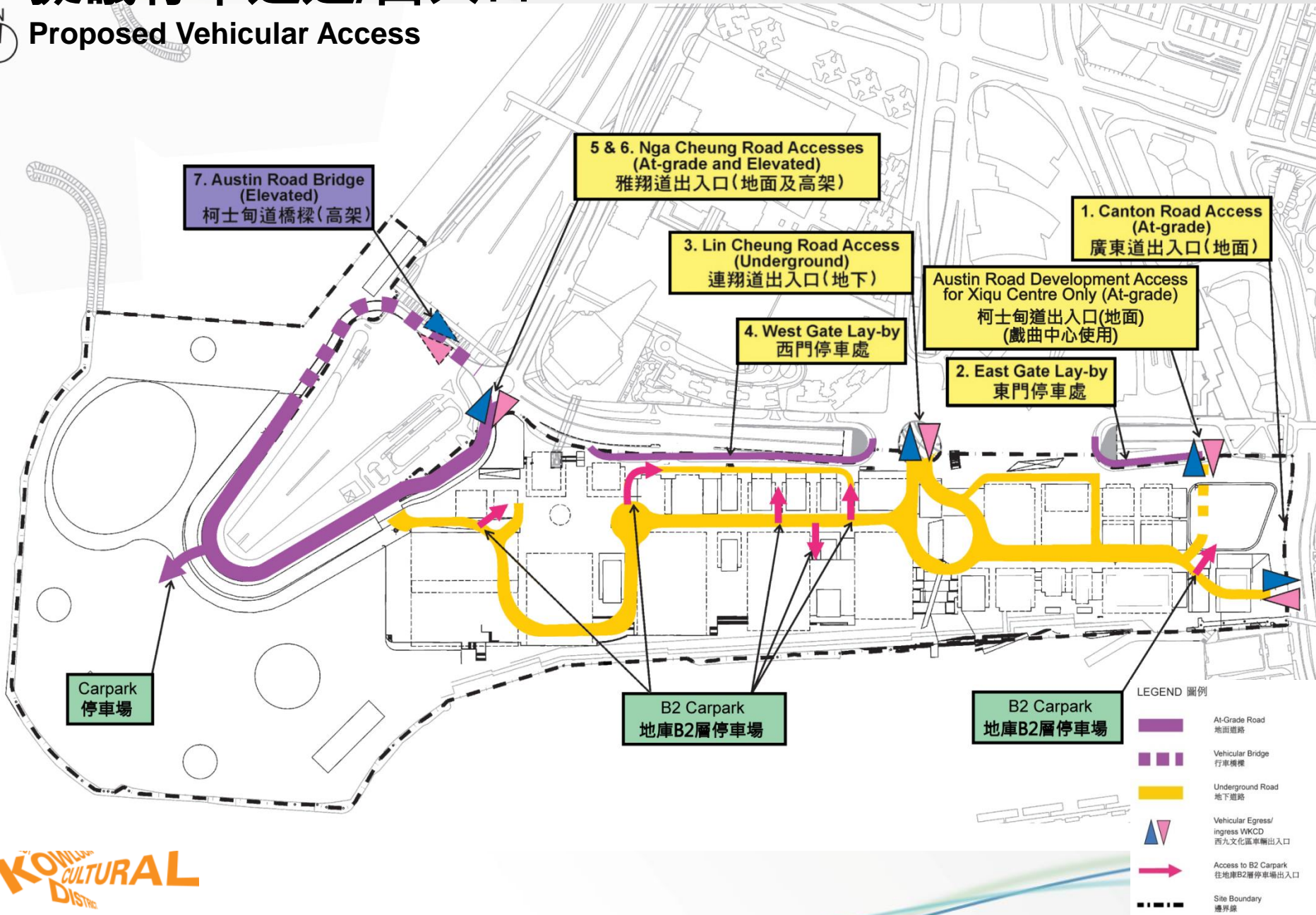
## Traffic Impact Assessment

	西九文化區車輛產生數量 (每小時小汽車單位) WKCD Traffic Generation (pcu/hr)					
	早上高峰期 AM Peak			黃昏高峰期 PM Peak		
	出 Generation	入 Attraction	總計 Total	出 Generation	入 Attraction	總計 Total
發展圖則核准圖 Approved Scheme (A)	944	1,068	2,012	1,853	2,262	4,115
現時的方案 Current Scheme (B)	1,136	1,332	2,468	2,074	2,470	4,544
車輛流量相差 Difference (B) – (A)	+192	+264	+456	+221	+208	+429



# 擬議行車通道/出入口

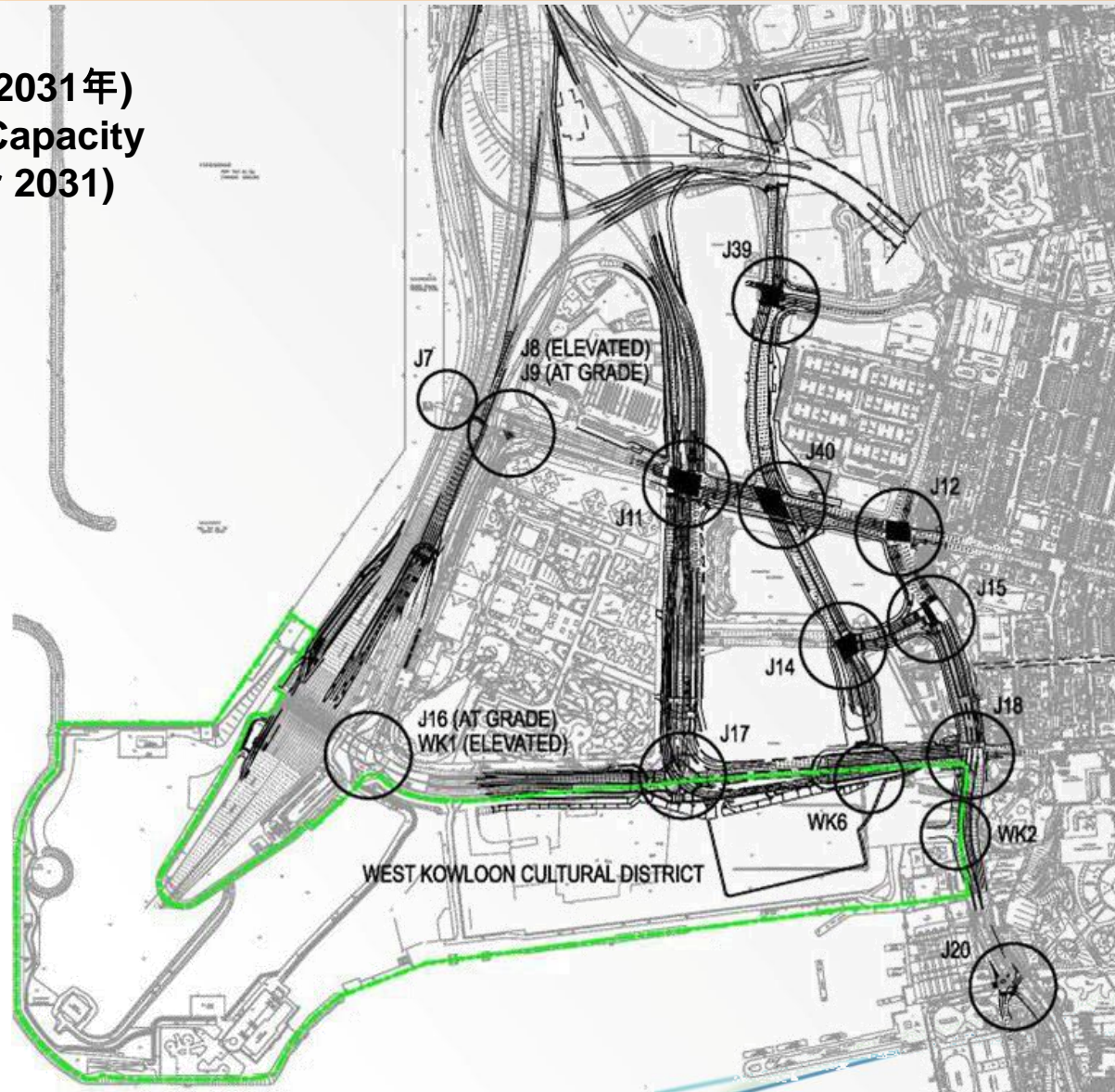
## Proposed Vehicular Access



# 交通影響評估

## Traffic Impact Assessment

路口預留容量分析 (2031年)  
Junction Reserve Capacity  
Assessment (Year 2031)



# 交通影響評估

## Traffic Impact Assessment

### 路口預留容量 分析(2031年) Junction Reserve Capacity Assessment (Year 2031)

	路口 Junction	路口控制方法 Jcn Type	發展圖則核准圖 Approved DP		現時的方案 Current Scheme	
			2031年 Year 2031			
			早上高峰期 AM	黃昏高峰期 PM	早上高峰期 AM	黃昏高峰期 PM
J7	佐敦道/海寶路 JOR/Hoi Po Rd	燈控 S	8%	10%	10%	11%
J8	佐敦道/雅翔路(橋上) JOR/NCR (Elevated)	燈控 S	10%	37%	22%	38%
J9	佐敦道/雅翔路(地面) JOR/NCR (At Grade)	迴旋處 R	0.73	0.64	0.89	0.83
J11	連翔道/佐敦道 LCR/JOR	燈控 S	11%	26%	10%	23%
J12	佐敦道/渡船街 JOR/Ferry St	燈控 S	29%	32%	28%	31%
J14	匯翔道/匯民道 WCR/WMR	燈控 S	59%	77%	59%	77%
J15	廣東道/匯翔道(沒有廣東道行車隧道) CAR/WCR (w/o CAR underpass)	燈控 S	27%	21%	26%	20%
J15	廣東道/匯翔道(有廣東道行車隧道) CAR/WCR (with CAR underpass)	燈控 S	27%	15%	25%	12%
J16	柯士甸道西/雅翔路(地面) AURW/NCR (At-Grade)	迴旋處 R	0.28	0.33	0.31	0.39
J17	連翔道/柯士甸道西 LCR/AURW	燈控 S	23%	15%	15%	10%
J18	廣東道/柯士甸道/柯士甸道西(沒有廣東道行車隧道) CAR/AUR/AURW (w/o CAR underpass)	燈控 S	17%	20%	16%	17%
J18	廣東道/柯士甸道/柯士甸道西(有廣東道行車隧道) CAR/AUR/AURW (with CAR underpass)	燈控 S	37%	30%	35%	29%
J20	廣東道/九龍公園徑 CAR/Kowloon Park Drive	燈控 S	18%	27%	18%	21%
J39	欣翔道/D1A(N)路/海泓道 YCR/Rd D1A(N)/Hoi Wang Rd	燈控 S	14%	25%	11%	23%
J40	佐敦道/匯民道/D1A(N)路 JOR/WMR/Rd D1A(N)	燈控 S	14%	11%	13%	10%
WK1	柯士甸道西/雅翔路(橋上) AURW/NCR (Elevated)	迴旋處 R	0.64	0.70	0.88	0.84
WK2	廣東道出入口 CAR Entrance	讓路 P	0.32	0.55	0.38	0.63

# 交通影響評估

## Traffic Impact Assessment

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- 評估結果顯示，略為放寬西九發展密度對鄰近道路網絡造成的交通影響屬於輕微和可予以處理。

Assessment shows that the traffic impact on the adjacent road networks as a result of the minor relaxation of development intensity of the WKCD would be minor and manageable.

- 發展圖則核准圖所示的西九擬建道路網絡，能夠承受因總樓面面積增加而可能產生的額外交通流量，鄰近道路網絡亦能夠容納西九工程進行期間帶來與建築工程相關的車輛流量。

The planned road network for the WKCD presented in the approved DP could cater for the potential traffic to be generated by the additional GFA. The construction-related traffic generated during the construction of the WKCD can be accommodated on the adjacent road networks.

# 行人設施系統

## Pedestrian Network



# 交通影響評估

## Traffic Impact Assessment

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- 西九鄰近有完善的公共交通設施，包括港鐵九龍站、柯士甸站和廣深港高速鐵路西九龍總站。當局會鼓勵市民乘搭鐵路，並利用與西九北面的鐵路站相連的行人通道前往西九。

The WKCD is well served by public transport in the vicinity, including the MTR Kowloon Station, Austin Station and West Kowloon Terminus of Guangzhou-Shenzhen-Hong Kong Express Rail Link. People will be encouraged to visit the WKCD by rail with the provision of seamless pedestrian connections between the WKCD and railway stations to the north.

- 行駛路面的環保交通工具系統，如電動巴士，將成為區內主要的公共交通工具，以及用作連接附近油尖旺區的已發展地帶。管理局將與相關政府部門和公共交通營運商研究有關詳情。

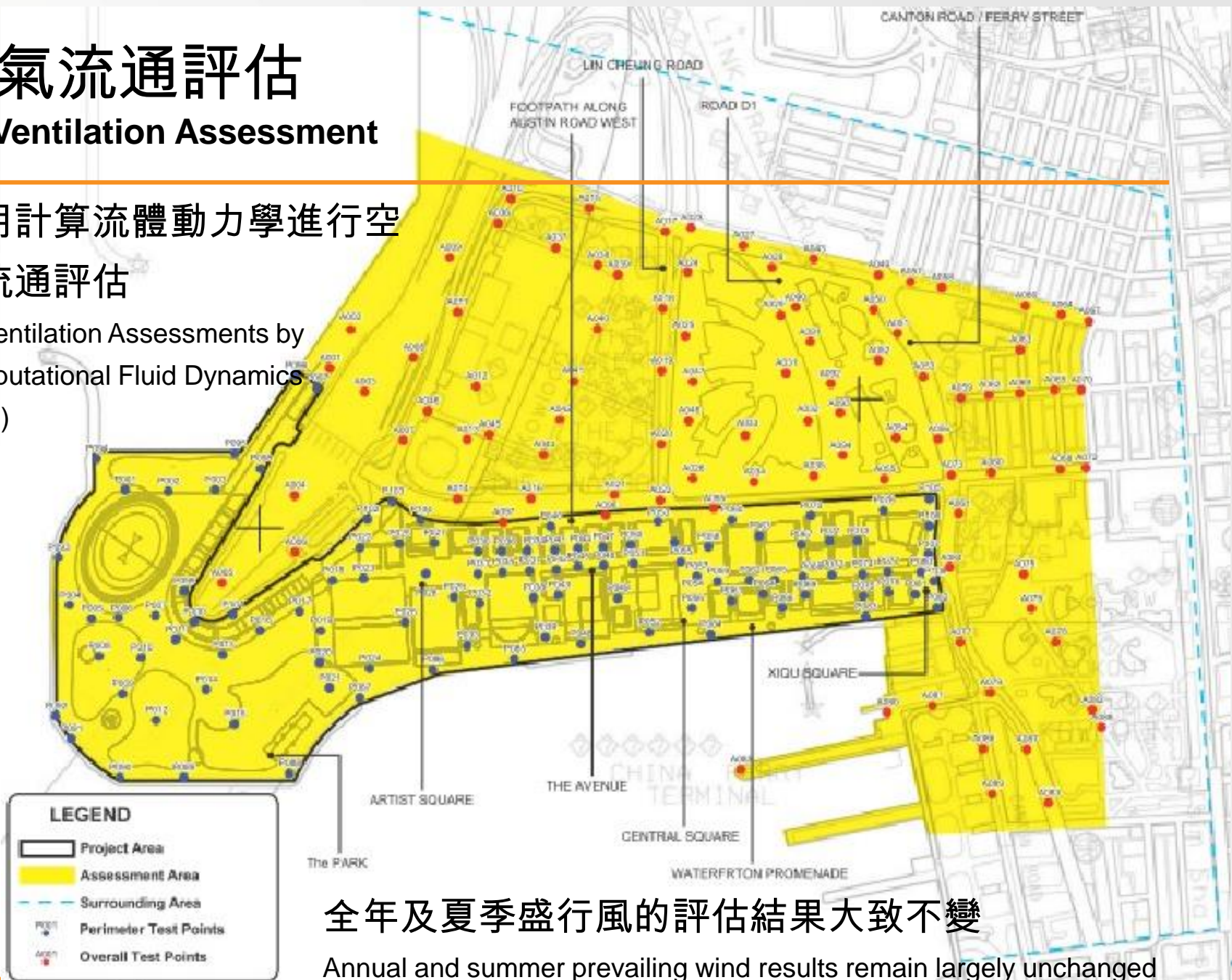
Road-based environmentally-friendly transport system, such as electric buses, will serve as the skeleton of public transport service within the District as well as connection to adjacent developed areas in the Yau Tsim Mong district. The WKCDA will work with concerned government departments and public transportation companies to sort out the details involved.

# 空氣流通評估

## Air Ventilation Assessment

運用計算流體動力學進行空氣流通評估

Air Ventilation Assessments by Computational Fluid Dynamics (CFD)



全年及夏季盛行風的評估結果大致不變

Annual and summer prevailing wind results remain largely unchanged

# 空氣流通評估

## Air Ventilation Assessment

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- 根據發展圖則核准圖中的現有環境，評估建議對鄰近行人道水平的空氣流通可能造成的影響。評估結果指出增加西九總樓面面積不會對空氣流通表現造成負面影響。

Based on the existing site condition as per the approved DP, the potential air ventilation impacts on the pedestrian level in the vicinity have been assessed. The assessment results concluded that the increase in GFA of the WKCD would not have adverse impacts on air ventilation performance.



# 其他方面

## Other Aspects

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- 相關評估亦涵蓋道路交通噪音、海上交通噪音、營運階段的空氣質素影響、水質和廢物管理等環境議題，結果顯示略為放寬的建議方案不會產生任何不利環境的影響。

Environmental issues including road traffic noise, marine traffic noise, air quality impact during operation phase, water quality and waste management have been evaluated. The results show that the proposed minor relaxation would not have any adverse environmental impacts.

- 對現有和規劃中的排污、排水和供水安排造成的潛在影響作評估，結果顯示為西九規劃的設施足以應付預期西九人口和訪客數目上升而增加的需求。

Potential impacts on the existing and proposed sewerage, drainage and water supply arrangements have been assessed. It is found that the planned facilities serving the WKCD site would have adequate capacity to accommodate the increase in demand arising from the anticipated increase in population and visitors in the WKCD.

多謝

THANK YOU