

**Broad Development Parameters of the Applied Use/Development  
in respect of Application No. A/K22/30**  
**关于申请编号 A/K22/30 的拟议用途/发展的概括发展规范**

Application No. 申请编号	A/K22/30		
Location/address 位置/地址	Kai Tak Area 2B Site 1, Kowloon 九龙启德第 2B 区 1 号地盘		
Site area 地盘面积	About 约 13,800 sq. m 平方米 (Includes Government Land of about 包括政府土地约 13,800 sq. m 平方米)		
Plan 图则	Approved Kai Tak Outline Zoning Plan No. S/K22/6 启德分区计划大纲核准图编号 S/K22/6		
Zoning 地带	"Comprehensive Development Area (5)" 「综合发展区(5)」		
Applied use/ development 申请用途/发展	Proposed Comprehensive Development including Flat (Subsidized Sale Flats), Shop and Services and Eating Place 拟议综合发展包括分层住宅(资助出售房屋)、商店及服务行业及食肆		
Gross floor area and/or plot ratio 总楼面面积及/ 或地积比率		sq. m 平方米	Plot ratio 地积比率
	Domestic 住用	Not more than 不多於 89,700	Not more than 不多於 6.5
	Non-domestic 非住用	Not more than 不多於 4,140	Not more than 不多於 0.3
No. of block 幢数	Domestic 住用	2	
	Non-domestic 非住用	1	
	Composite 综合用途	-	
Building height/No.	Domestic	129	m 米

of storeys 建筑物高度/ 层数	住用	Not more than 不多於 135	mPD 米(主水平基准上)
		41	Storey(s) 层
		2	Exclude 不包括 Basement 地库
	Non-domestic 非住用	9	m 米
		Not more than 不多於 15	mPD 米(主水平基准上)
		Not more than 不多於 2	Storey(s) 层
	Composite 综合用途	-	m 米
		-	mPD 米(主水平基准上)
		-	Storey(s) 层
Site coverage 上盖面积	Not more than 不多於 40 %		
No. of units 单位数目	About 约 1,790 Subsidized Sale Flats 资助出售房屋单位		
Open space 休憩用地	Private 私人	Not less than 不少於 5,012	sq. m 平方米
	Public 公众	-	sq. m 平方米
No. of parking spaces and loading / unloading spaces 停车位及上落客货 车位数目	Total no. of vehicle spaces 停车位总数		384
	Private Car Parking Spaces 私家车车位		237
	Motorcycle Parking Spaces 电单车车位		20
	Light Goods Vehicle and Private Light Bus Parking Spaces 轻型货车及私家小巴泊车位		7
	Bicycle Parking Spaces 单车停泊位		120
	Total no. of vehicle loading/unloading bays/lay-bys 上落客货车位/停车处总数		10
	Light Goods Vehicle Spaces 轻型货车车位		4
	Heavy Goods Vehicle Spaces 重型货车车位		2
	Coach and Medium/Heavy Goods Vehicle Spaces 旅游巴 及中型/重型货车车位		4

\* 有关资料是为方便市民大众参考而提供。对于所载资料在使用上的问题及文义上的歧异，城市规划委员会概不负责。若有任何疑问，应查阅申请人提交的文件。

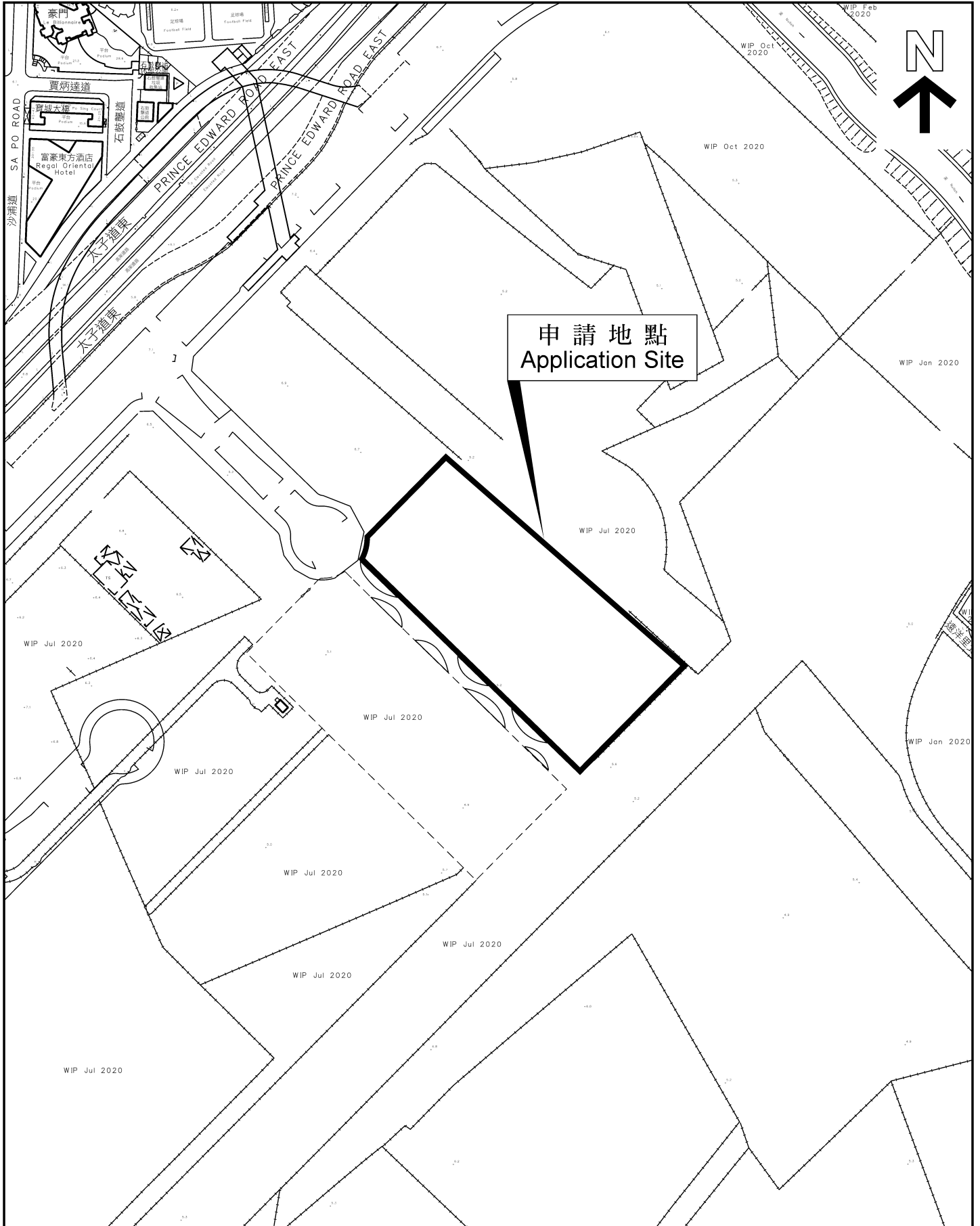
The information is provided for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

<b>Submitted Plans, Drawings and Documents 提交的图则、绘图及文件</b>		
	<u>Chinese</u> 中文	<u>English</u> 英文
<b><u>Plans and Drawings 图则及绘图</u></b>		
Master layout plan(s)/Layout plan(s) 总纲发展蓝图／布局设计图	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 楼宇位置图	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floor plan(s) 楼宇平面图	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截视图	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立视图	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 显示拟议发展的合成照片	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 园境设计总图／园境设计图	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他（请注明）	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Reports 报告书</u></b>		
Planning Statement / Justifications 规划纲领 / 理据	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 环境评估（噪音、空气及／或水的污染）	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就车辆的交通影响评估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影响评估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 视觉影响评估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape impact assessment 景观影响评估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tree Survey 树木调查	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Geotechnical impact assessment 土力影响评估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影响评估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sewerage impact assessment 排污影响评估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 风险评估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他（请注明）	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>空气流通评估 Air Ventilation Assessment</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Note: May insert more than one 「✓」. 注：可在多於一个方格内加上「✓」号		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

注：上述申请摘要的资料是由申请人提供以方便市民大众参考。對於所载资料在使用上的问题及文义上的歧异，城市规划委员会概不负责。若有任何疑问，应查阅申请人提交的文件。

# A/K22/30



## Executive Summary

This Planning Statement is prepared and submitted on behalf of Hong Kong Housing Society (“HKHS”) to seek approval from the Town Planning Board (“TPB”) under section 16 of the Town Planning Ordinance for the proposed Comprehensive Development including Flat (Subsidized Sale Flats (“SSF”)), Shop and Services and Eating Place at Kai Tak Area 2B1, Kai Tak Development Area (“KTDA”), Kowloon (“Application Site” or “the Site”). The Site is zoned “Comprehensive Development Area (5)” (“CDA(5)”) on the Approved Kai Tak Outline Zoning Plan (“Approved OZP”) No. S/K22/6. A Master Layout Plan (“MLP”) has been formulated to demonstrate the comprehensiveness of the Development Proposal and its integration with Lung Tsun Stone Bridge Preservation Corridor (“LTSBPC”).

The Site has been zoned “CDA(5)” since 2011 to better preserve the Lung Tsun Stone Bridge remnants with the intention to ensure that the disposition and design of the future development would be in harmony with the LTSBPC. Extra efforts have been made by the Applicant to ensure that the design layout is appropriate to the prime location and setting of the Site and be congruous and in harmony with the LTSBPC. The strict compliance with the broad planning parameters and development requirements in the endorsed Planning Brief for the “CDA(5)” Site ensures that the proposed Comprehensive Development will be compatible with the surrounding environment while minimizing impact to the surrounding.

The Development Proposal involving the provision of about 1,790 nos. of SSF would bring about benefits to the public by offering affordable housings within a short time frame at a prime urban site. The proposal is totally in-line with the Government’s policy to increase housing land supply and optimizing the utilization of scarce land resources.

The proposed Comprehensive Development is justified due to the following reasons:

- The MLP pays due respect to the Vision of Harbour Planning and helps to envision “to make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong: a harbour for people and a harbour of life”.
- In urban design terms, the design of the proposed Comprehensive Development has taken into account the strategic location of the Site and the planned mixed use character of the KTDA. Significant urban design merits have been incorporated into the MLP.
- The Site is located at prime location in KTDA. It is well supported by existing infrastructure and its accessibility will be further improved by the MTRC Shatin to Central Link upon completion.
- Given the mixed use character of the area, the Site is highly suitable for residential cum commercial uses.
- The proposed Comprehensive Development is not large in scale. The results of the various technical assessments have revealed that there would not be any adverse

impact pertaining to traffic, environmental, air ventilation, sewerage, drainage, visual, landscape and cultural heritage aspects associated with the proposed Comprehensive Development.

In light of all the above, the Planning Application should be supported by the TPB from planning and technical points of view.

## 行政摘要

申請人香港房屋協會（下稱「申請人」）擬就城市規劃條例第 16 條向城市規劃委員會（下稱「城規會」）申請將位於九龍啓德新發展區第 2B 區 1 號地盤，發展為包括「分層住宅」（資助出售房屋）、「商店及服務行業」及「食肆」的綜合發展。申請地點位於啓德分區計劃大綱核准圖編號 S/K22/6（下稱「大綱核准圖」）被劃為「綜合發展區（5）」的地帶內。申請文件中所提交的總綱發展藍圖已證明了擬議發展的綜合性及與龍津石橋保育長廊能互相融合。

申請地點在 2011 年已被劃作「綜合發展區（5）」地帶，以保育龍津石橋的遺跡及確保將來發展佈局及設計能與龍津石橋保育長廊互相融合。申請人因此作出了最大的努力，在擁有優越地理位置的申請地點作合適的發展及在設計上與龍津石橋保育長廊達致互相融和協調。嚴格遵守了已核准的規劃大綱中的規劃參數及發展要求，能確保擬議綜合發展能與周邊發展相協調及減低對附近環境的影響。

擬議發展會提供大約 1,790 個資助出售房屋單位，能在短時間內為公眾帶來可負擔的住宅單位，實為公眾增益。發展方案絕對符合政府增加房屋供應及善用珍貴土地資源的政策。

申請人提出是次規劃申請是基於以下理據：

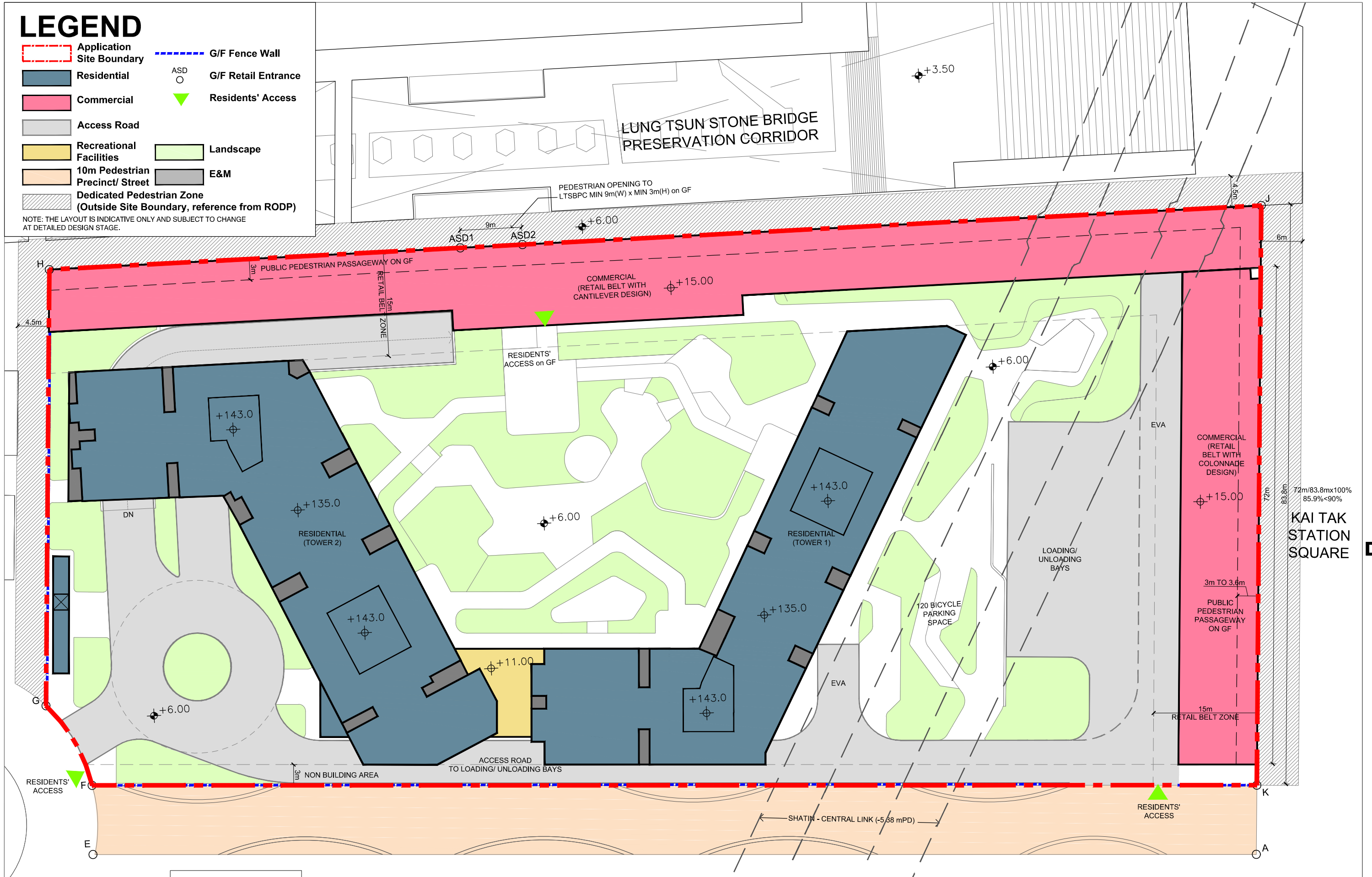
- 擬議總綱發展藍圖符合「海港規劃理想」中所提倡的要令維多利亞港成為富吸引力、朝氣蓬勃及交通暢達的海濱達和可持續發展的世界級資產：港人之港、活力之港。
- 在城市設計的角度上，綜合發展的設計已考慮了申請地點的策略性位置及啓德新發展區的混合用途特性。總綱發展藍圖亦已包含了重要的城市設計優點。
- 申請地點位於啓德新發展區的優越位置，不但有現有的基建設施配合，其可達性會在港鐵沙田至中環線完工後獲得進一步提升。
- 基於啓德新發展區的混合用途特性，申請地點很適合作住宅及商業發展。
- 擬議發展的規模不大。多個技術評估報告均證明擬議綜合發展將不會在交通、環境、空氣流通、排污、排水、視覺、園景及文化遺產等方面對地區帶來不良影響。

根據以上各點，申請人希望是次的規劃申請能在規劃及技術層面上獲得城規會支持。

# LEGEND

- Application Site Boundary
- Residential
- Commercial
- Access Road
- Recreational Facilities
- 10m Pedestrian Precinct/ Street
- Landscape
- E&M
- G/F Fence Wall
- G/F Retail Entrance
- ▼ Residents' Access

NOTE: THE LAYOUT IS INDICATIVE ONLY AND SUBJECT TO CHANGE AT DETAILED DESIGN STAGE.



## MASTER LAYOUT PLAN

PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1  
1:500 (A3)

申請編號 Application No. :           A / K22 / 30            
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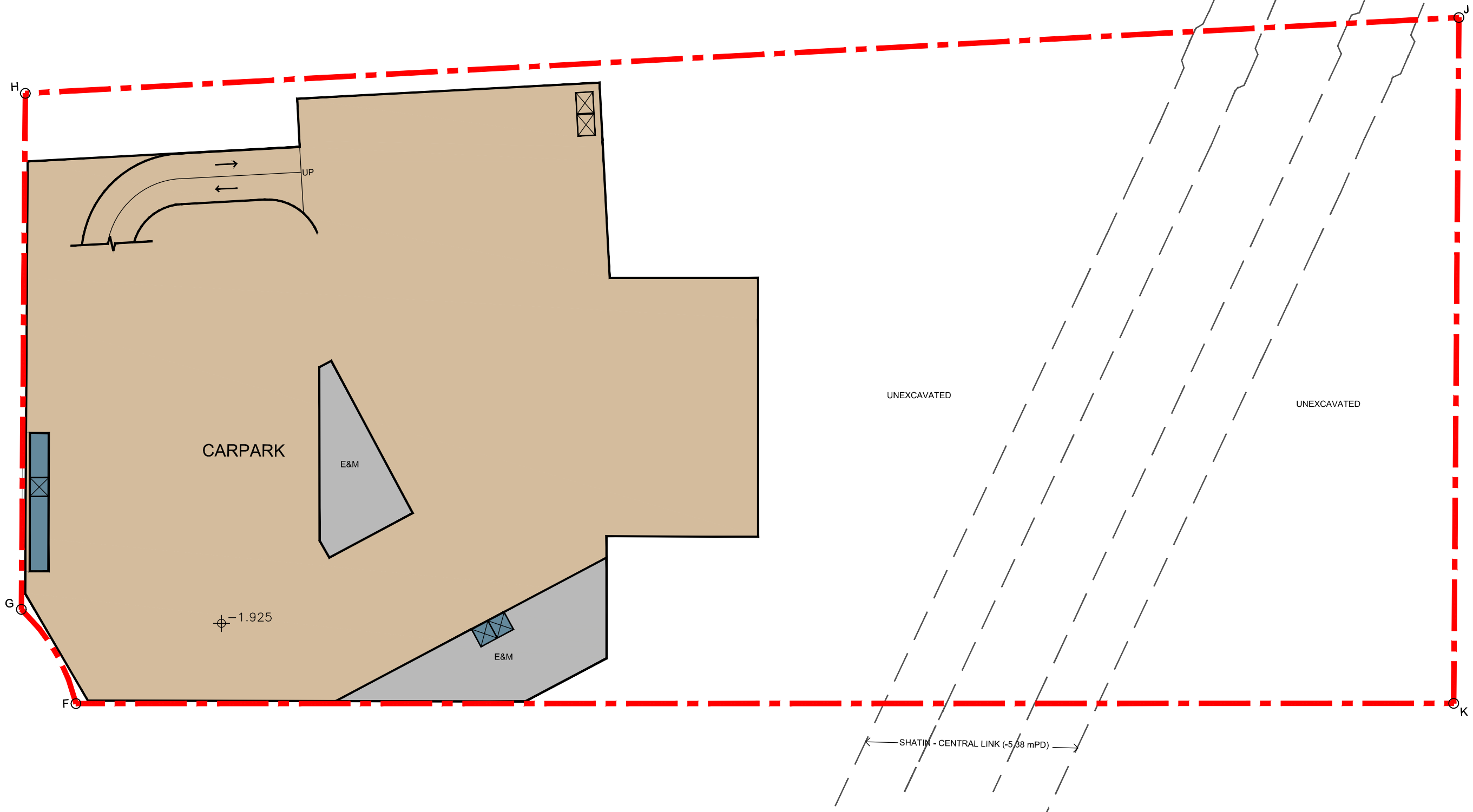




# LEGEND

- Application Site Boundary
- Residential
- E&M
- Carpark

NOTE: THE LAYOUT IS INDICATIVE ONLY AND SUBJECT TO CHANGE AT DETAILED DESIGN STAGE.



**LG2/F**

**PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1**  
**1:500 (A3)**

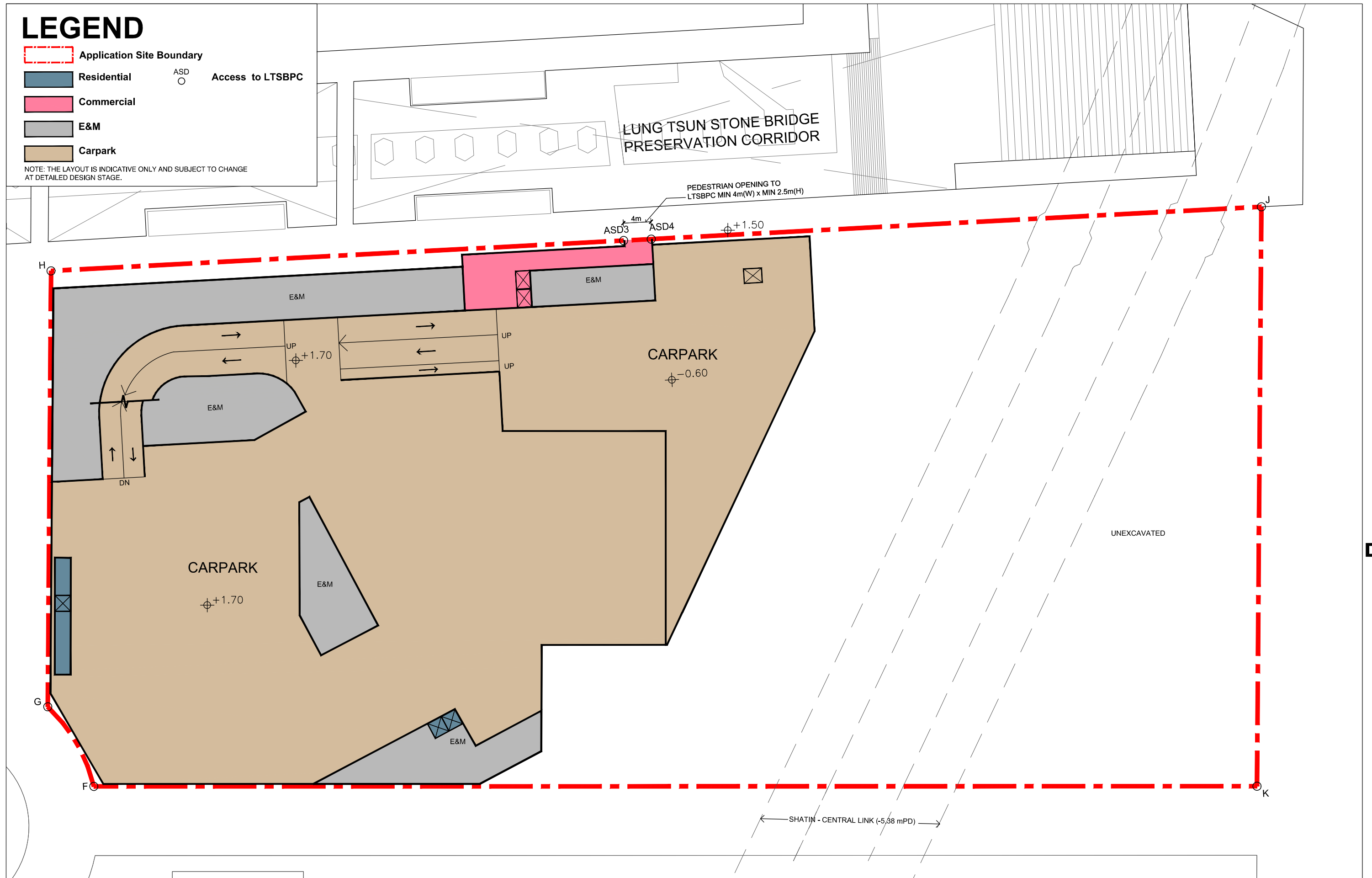
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# LEGEND

- Application Site Boundary
- Residential
- Commercial
- E&M
- Carpark
- ASD
- Access to LTSBPC

NOTE: THE LAYOUT IS INDICATIVE ONLY AND SUBJECT TO CHANGE AT DETAILED DESIGN STAGE.



**LG1/F**

**PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1**  
**1:500 (A3)**

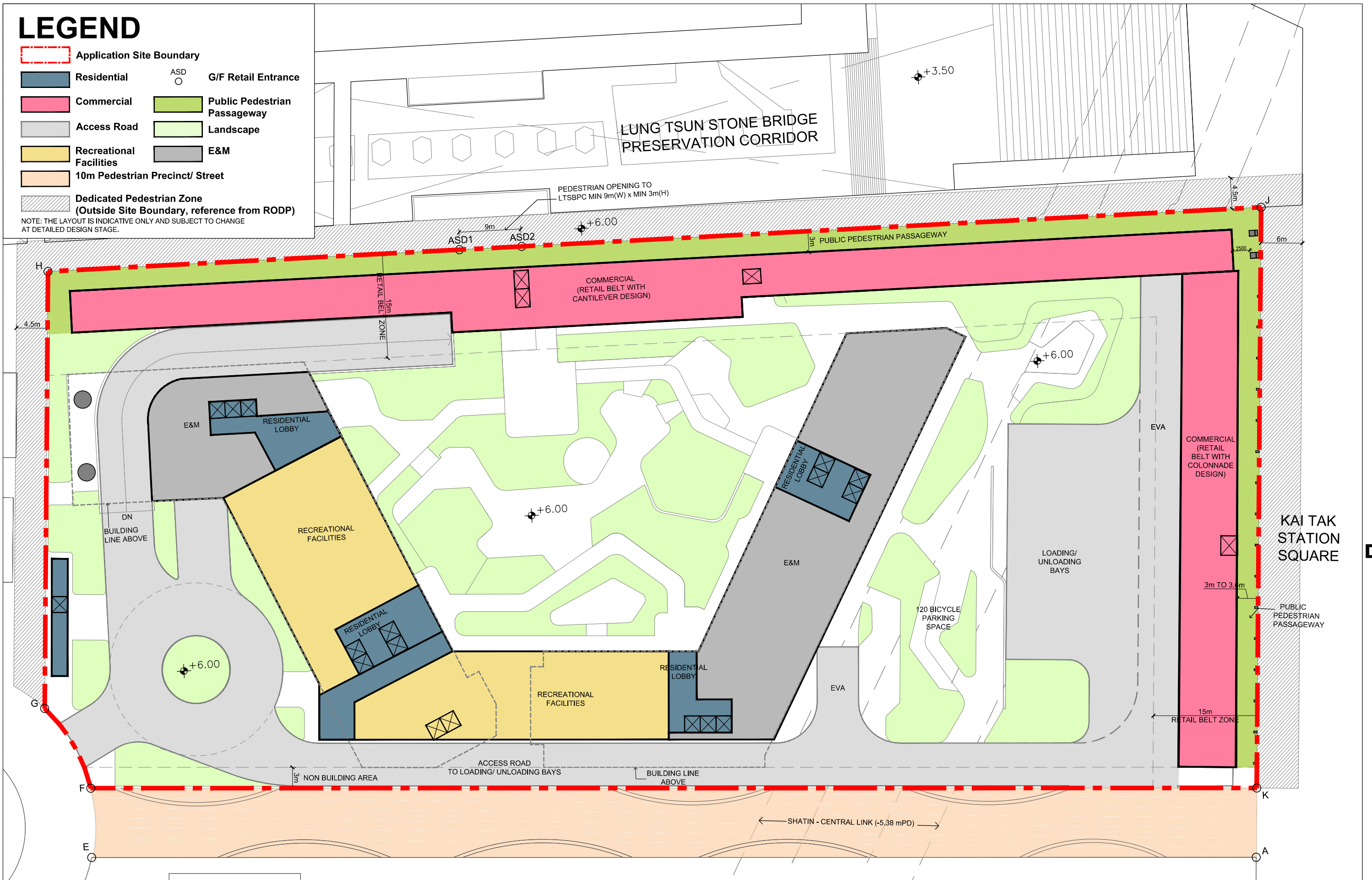
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# LEGEND

- Application Site Boundary
- Residential
- Commercial
- Access Road
- Recreational Facilities
- 10m Pedestrian Precinct/ Street
- Public Pedestrian Passageway
- Landscape
- E&M
- Dedicated Pedestrian Zone (Outside Site Boundary, reference from RODP)
- ASD
- G/F Retail Entrance

NOTE: THE LAYOUT IS INDICATIVE ONLY AND SUBJECT TO CHANGE AT DETAILED DESIGN STAGE.



G/F

## PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1 1:500 (A3)

申請編號 Application No. : A / K22 / 30

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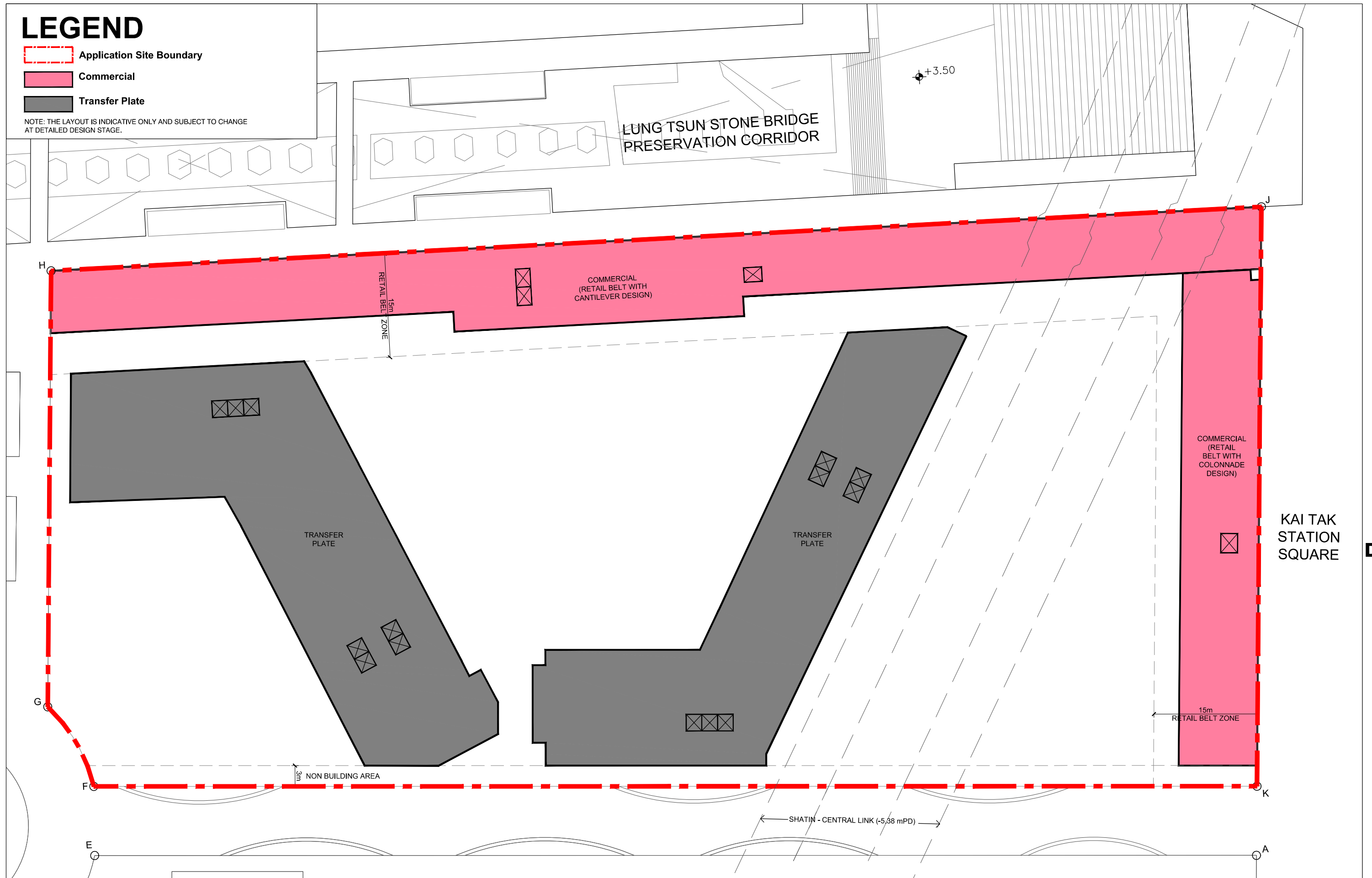
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# LEGEND

- Application Site Boundary
- Commercial
- Transfer Plate

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## RETAIL BELT 1/F & TRANSFER PLATE

### PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1

1:500 (A3)

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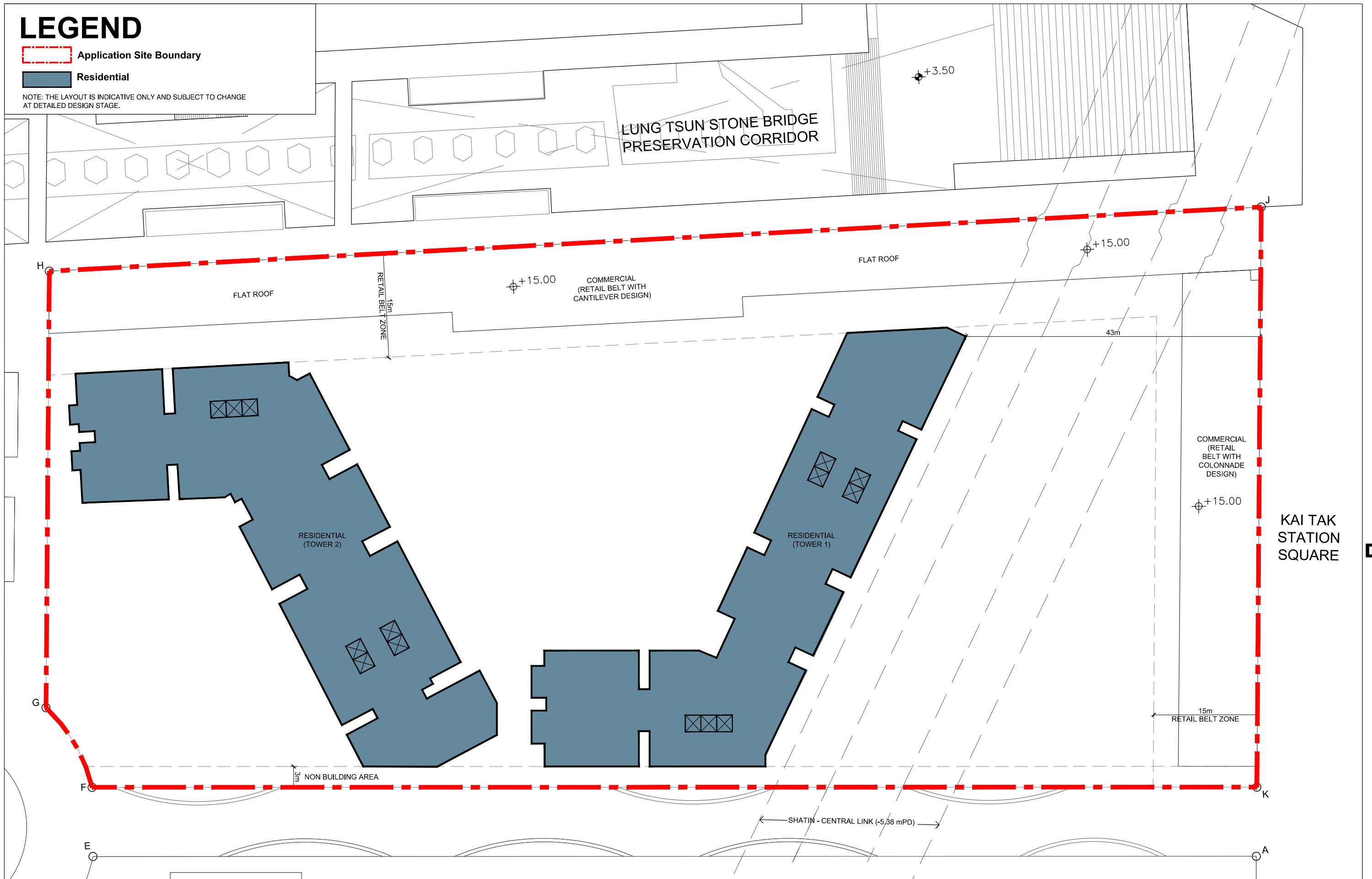


# LEGEND

 Application Site Boundary

 Residential

NOTE: THE LAYOUT IS INDICATIVE ONLY AND SUBJECT TO CHANGE AT DETAILED DESIGN STAGE.



## RESIDENTIAL 1/F- 40/F & RETAIL BELT R/F

### PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1

1:500 (A3)

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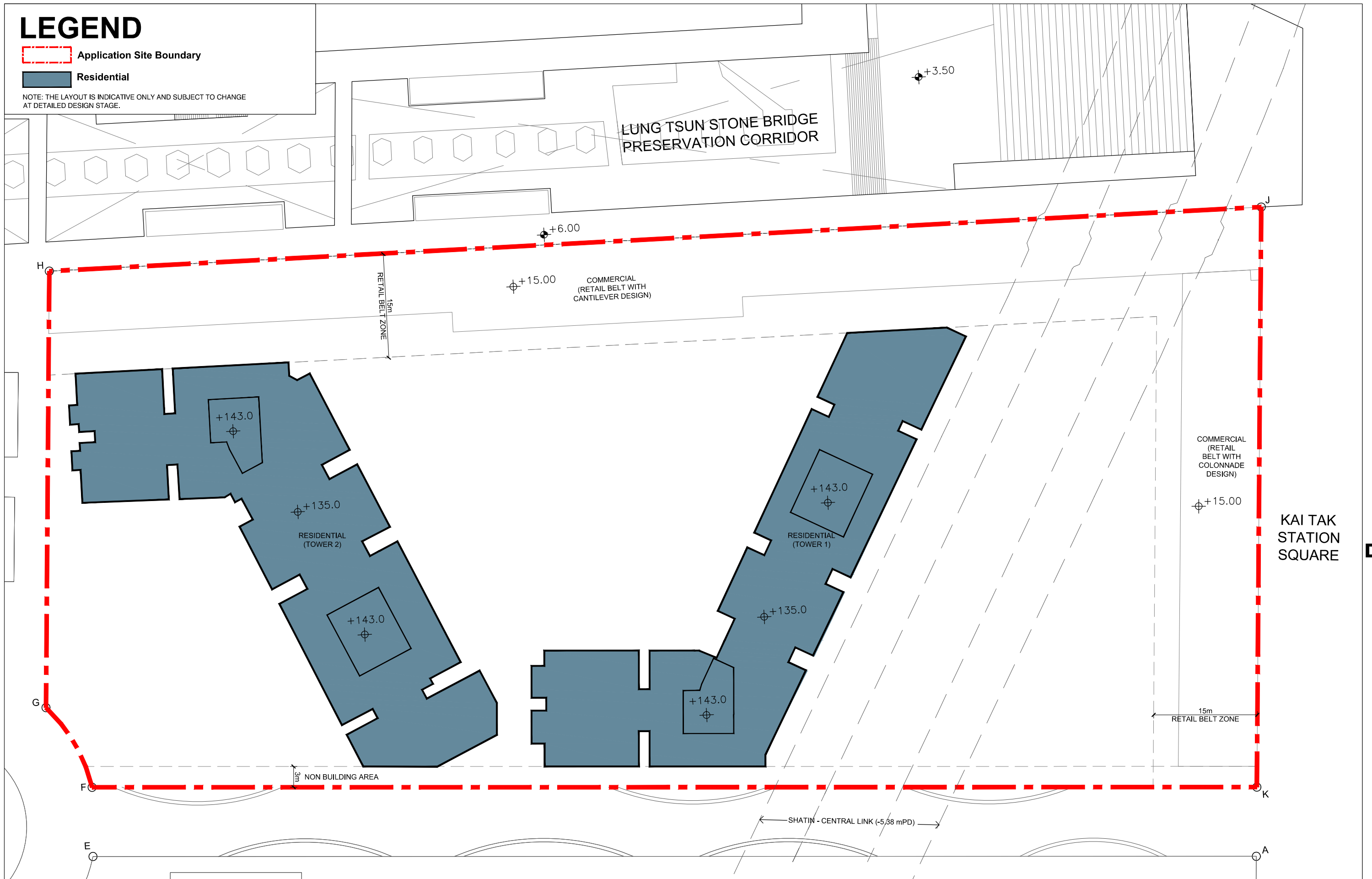


# LEGEND

 Application Site Boundary

 Residential

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## RESIDENTIAL R/F

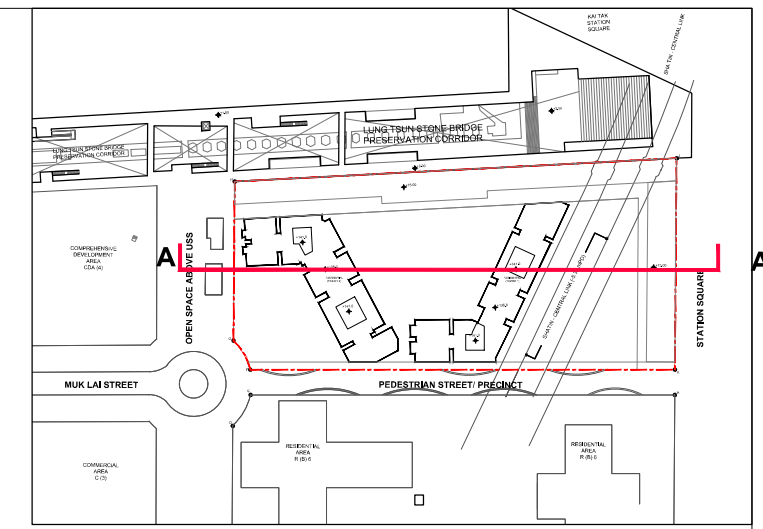
PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1  
1:500 (A3)

申請編號 Application No. :                     A / K22 / 30                    

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KEY PLAN  
1:3000

### LEGEND

- Application Site Boundary
- Residential
- Commercial (Retail Belt with Colonnade Design)
- Recreational Facilities / Residential / E&M
- Transfer Plate
- Carpark

NOTE: THE LAYOUT IS INDICATIVE ONLY AND SUBJECT TO CHANGE AT DETAILED DESIGN STAGE.

# TYPICAL SECTION AA

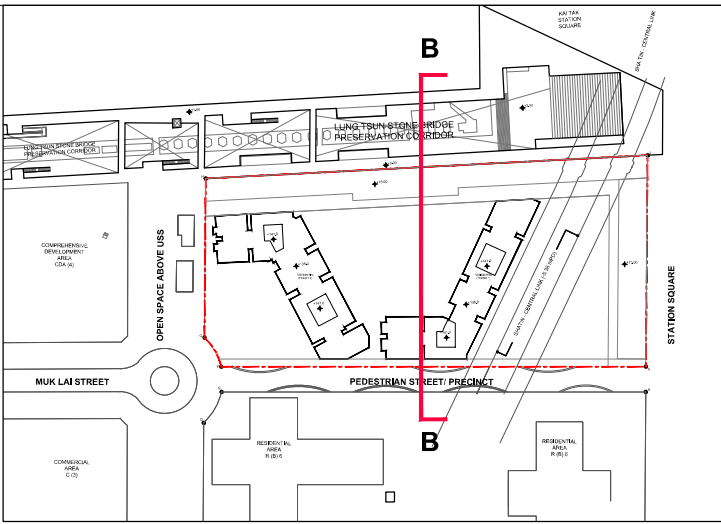
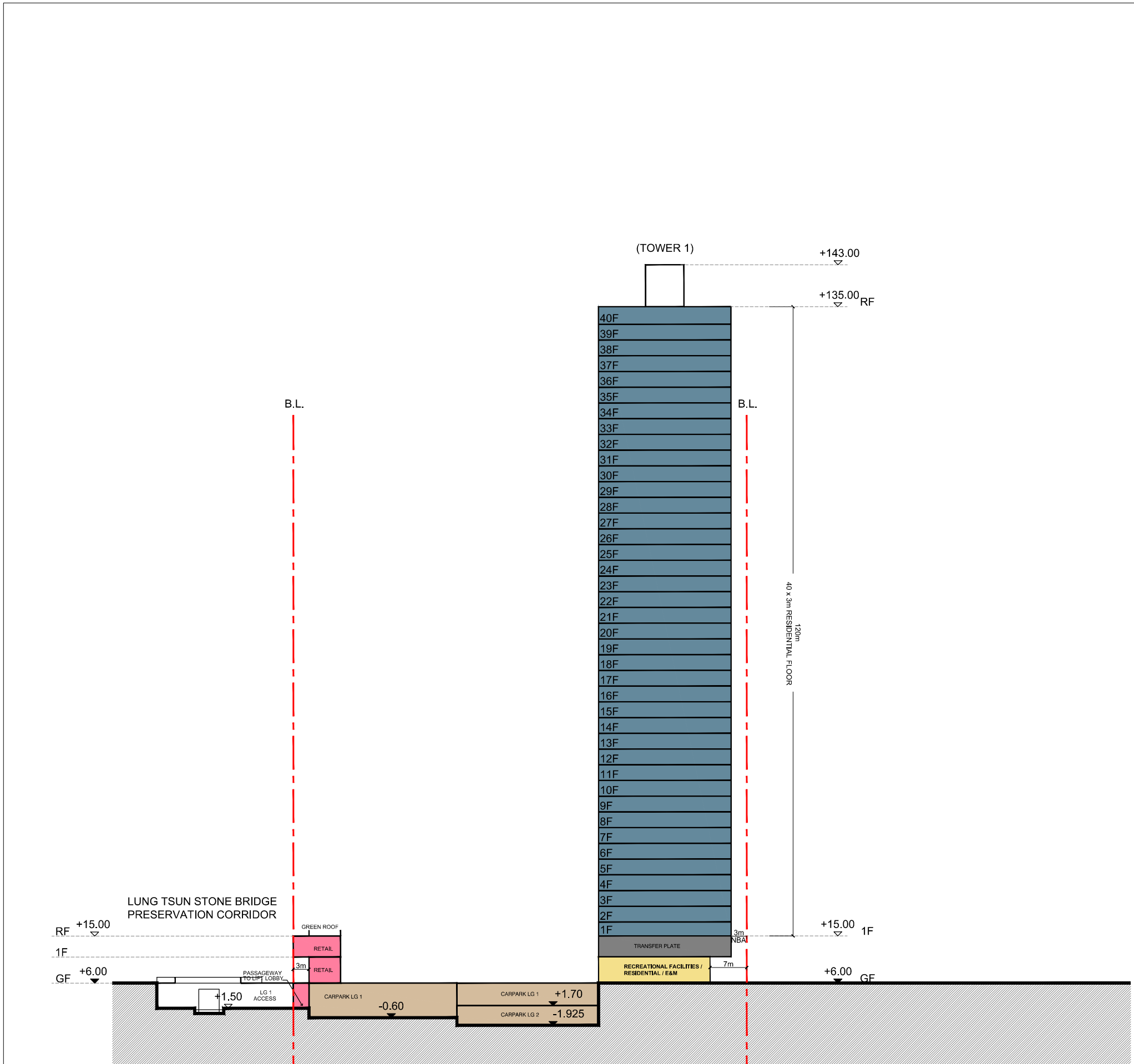
## PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1

### 1:800 (A3)

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DLN



**KEY PLAN**

1:3000

**LEGEND**

- Application Site Boundary
- Residential
- Commercial (Retail Belt with Cantilever Design)
- Recreational Facilities / Residential / E&M
- Transfer Plate
- Carpark

NOTE: THE LAYOUT IS INDICATIVE ONLY AND SUBJECT TO CHANGE AT DETAILED DESIGN STAGE.

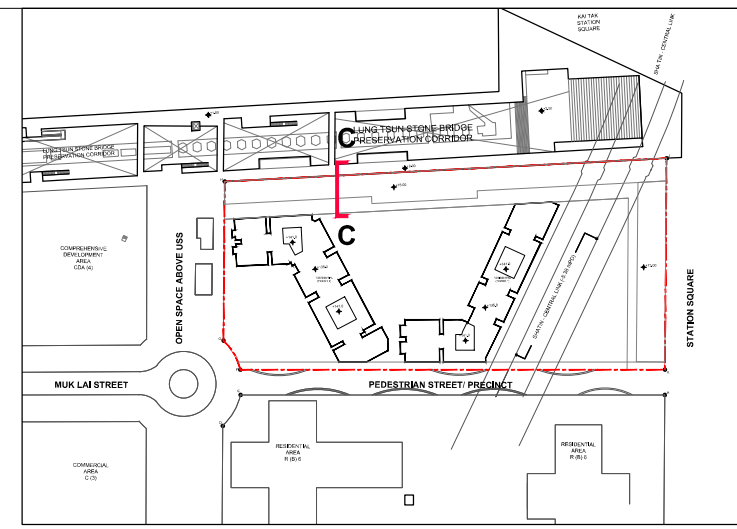
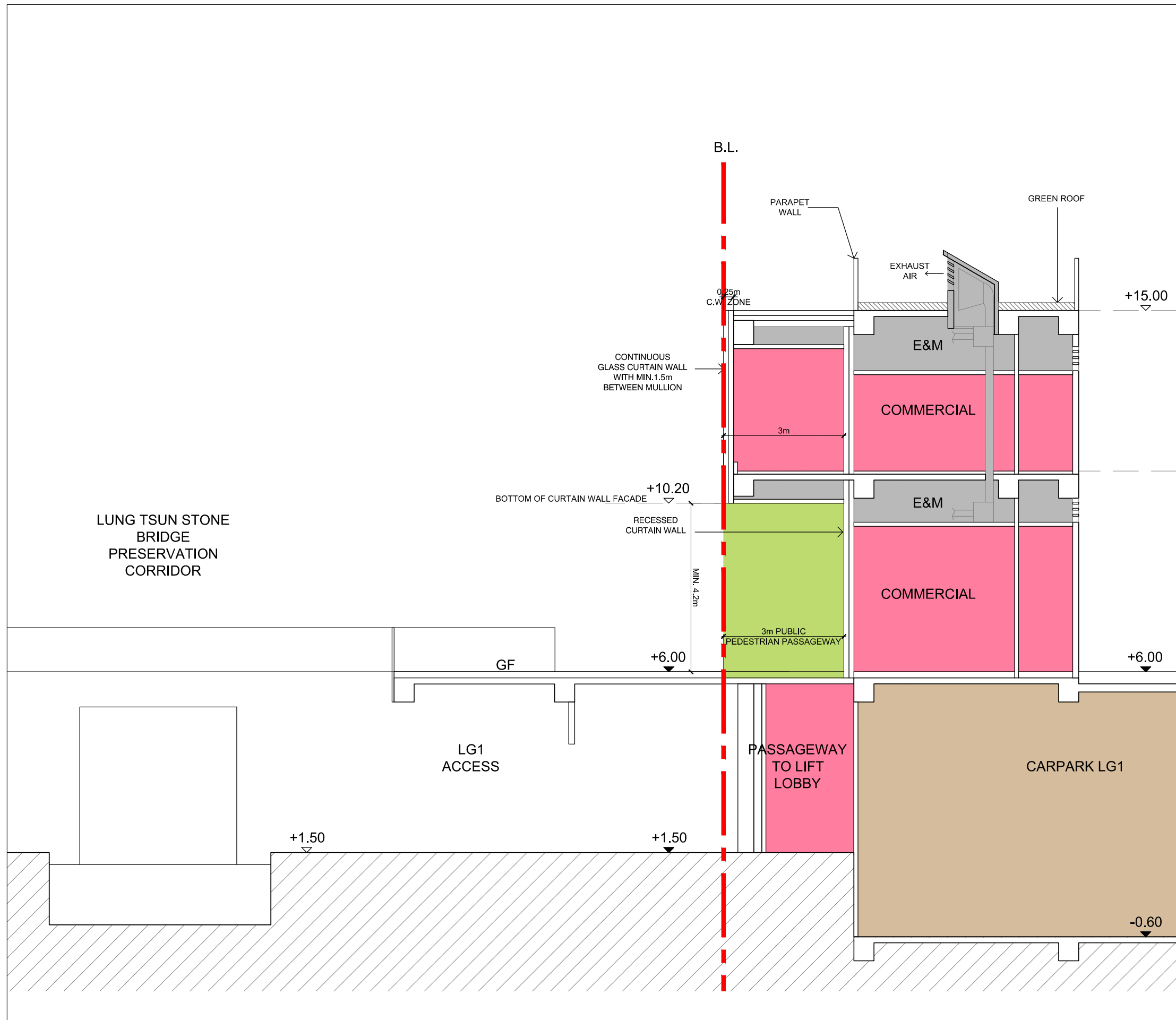
**TYPICAL SECTION BB**

**PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1**  
1:800 (A3)

申請編號 Application No. :           A / K22 / 30            
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**KEY PLAN**  
1:3000

**LEGEND**

- Application Site Boundary
- Commercial
- Carpark
- E&M
- Public Pedestrian Passageways

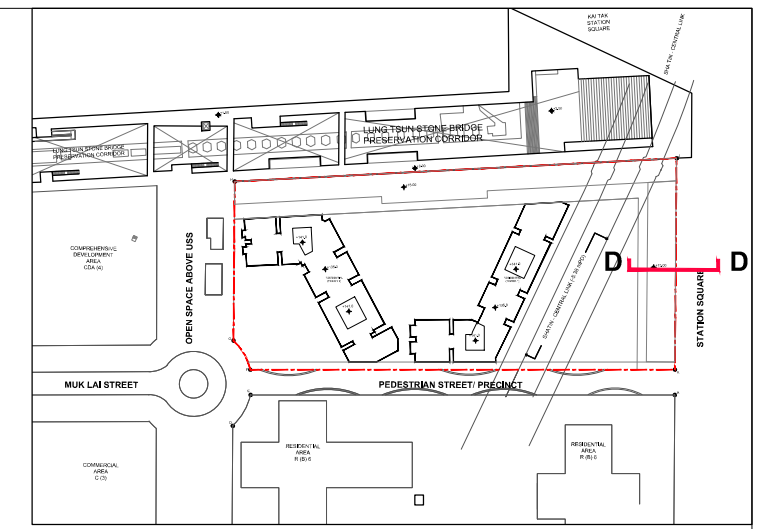
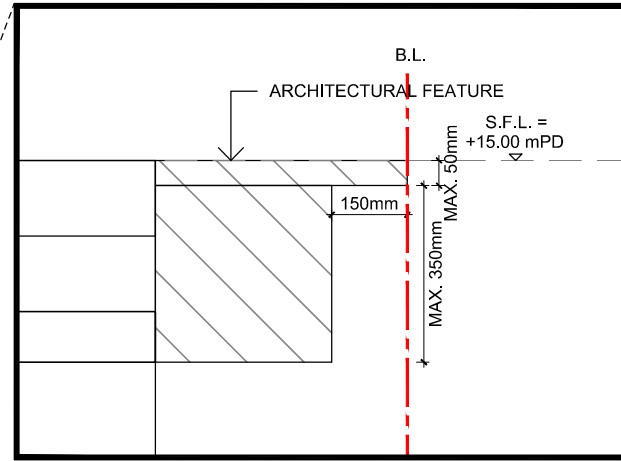
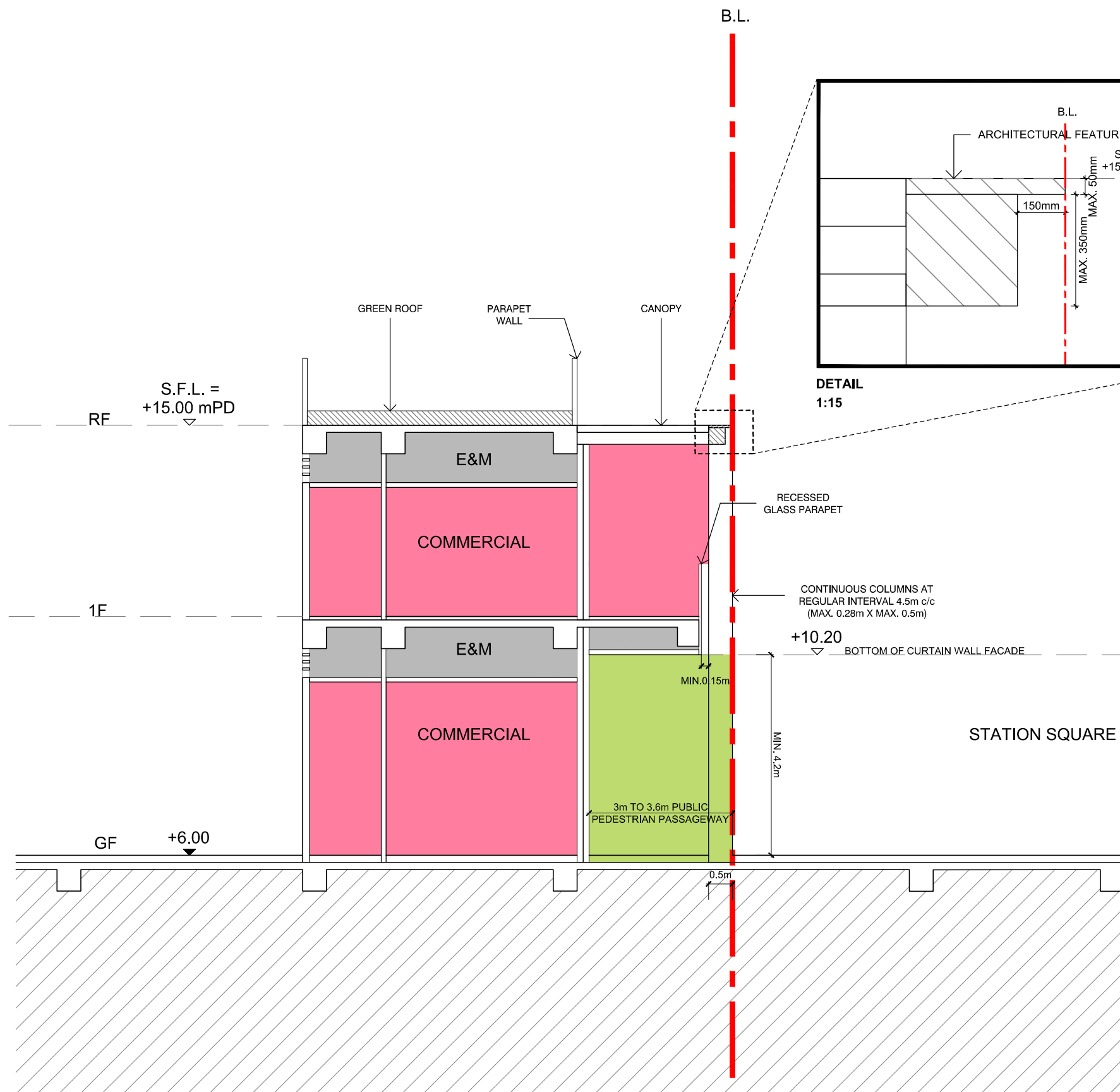
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**TYPICAL SECTION CC**  
**PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1**  
**1:100(A3)**

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**KEY PLAN**  
1:3000

**LEGEND**

- Application Site Boundary
- Commercial
- E&M
- Public Pedestrian Passageway

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**TYPICAL SECTION DD**  
**PROPOSED RESIDENTIAL DEVELOPMENT AT KAI TAK 2B1**  
**1:100 (A3)**

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DLN

### LEGEND (G/F)

- (A) Arrival Court
- (B) Entrance of Underground Shopping Street
- (C) Open Lawn
- (D) Loading/ Unloading Bays
- (E) Covered Walkway
- (F) Play Area
- (G) Landscape Feature
- (H) Bicycle Park Space
- Compensatory Trees
- New Trees
- Application Site Area
- Fence Wall
- Vertical Green Wall
- Vehicle Entrance / Exit
- Pedestrian Entrance / Exit
- Planting Area
- Vehicle Access
- 3m building setback for public passageway



Landscape Master Plan (G/F)

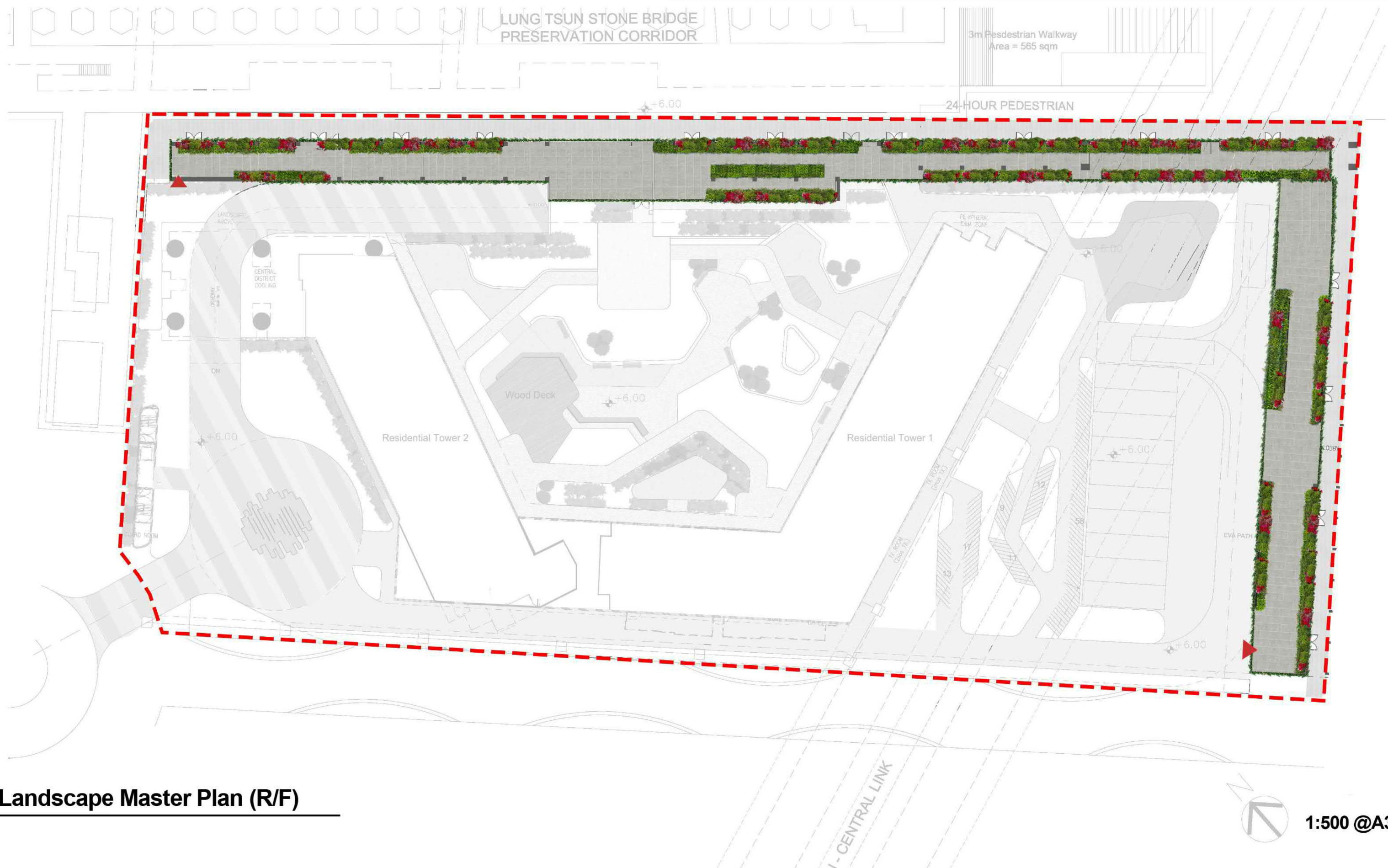
### LEGEND

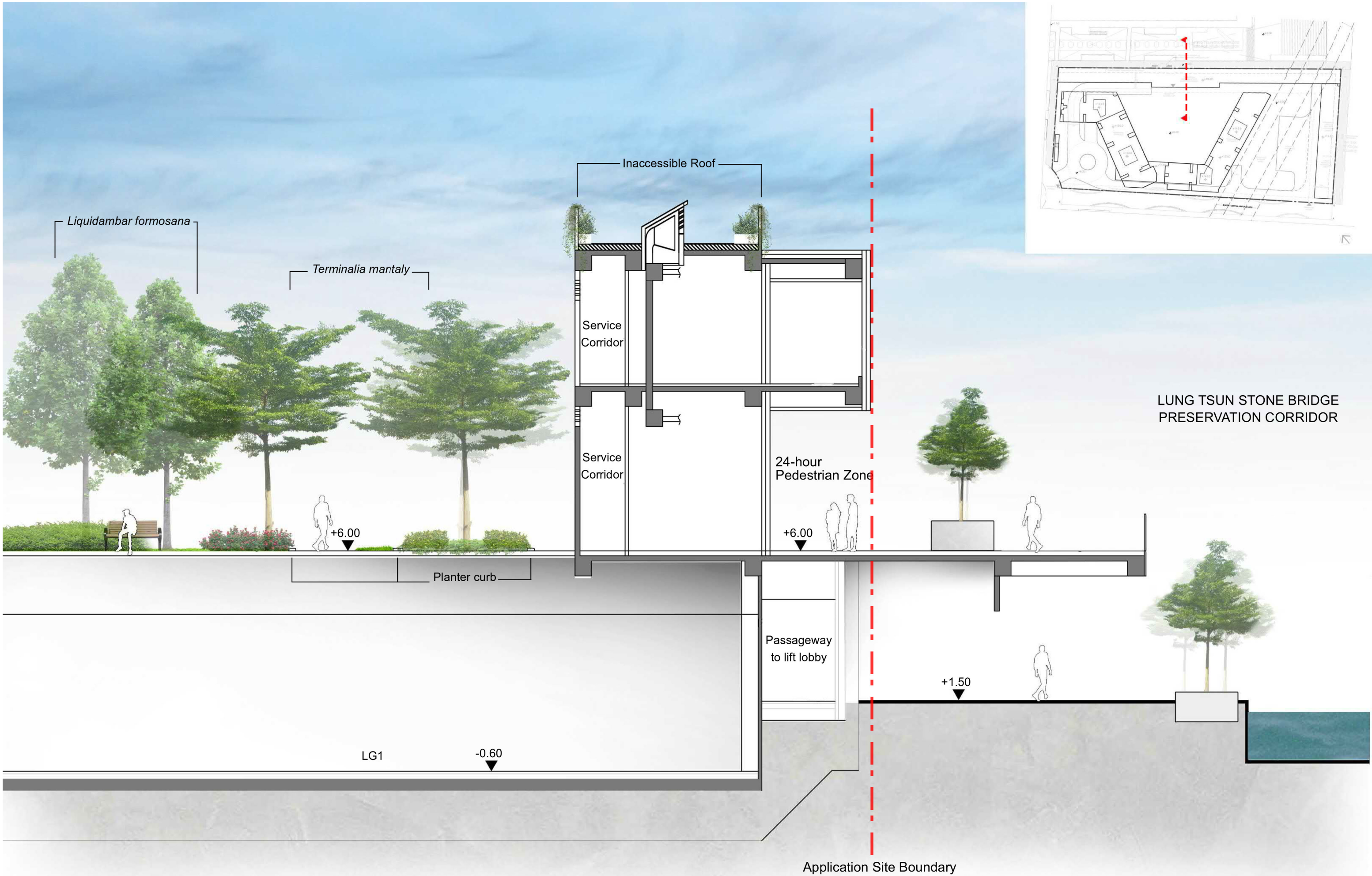
Application Site Area

Roof floor pattern

Planter / Climber

Maintenance Access





**Landscape Elevation AA**

申請編號 Application No. :           A / K22 / 30            
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與申請地點／處所有關的先前申請  
**Previous Applications Covering the Application Site/Premises**

申請編號 Application No.	擬議用途／發展 Proposed Use/Development	城市規劃委員會的決定(日期) Decision of Town Planning Board (Date)
--	沒有 Nil	--

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