

METRO PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

MPC Paper No. 4/20

**For Consideration by
the Metro Planning Committee on 4.12.2020**

**CONSIDERATION OF THE DRAFT PLANNING BRIEF
FOR THE “COMPREHENSIVE DEVELOPMENT AREA (5)” ZONE
IN KAI TAK DEVELOPMENT**

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1. Purpose

This paper is to seek Members’ view and endorsement of the draft Planning Brief (PB) at **Appendix I** for providing guidance for future development at the “Comprehensive Development Area (5)” (“CDA(5)”) zone (the Site) on the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/6.

2. Background

2.1 The Site is located in the Kai Tak City Centre area of Kai Tak Development (KTD) abutting the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC) to its northeast (**Plan 1 of Appendix I**). In June 2018, under the Government’s initiatives on housing, the Site was allocated for public housing development to be implemented by the Hong Kong Housing Society (HKHS). HKHS plans to develop subsidised sale flats at the Site.

2.2 To ensure that the Site will be implemented in harmony with the LTSBPC and be compatible with the adjoining developments in terms of scale and design layout following the urban design framework of Kai Tak, a draft PB for the Site has been prepared to provide guidance for preparation of the Master Layout Plan (MLP) submission on the “CDA(5)” zone for approval by the Town Planning Board (the Board).

3. The Site and its Surrounding Areas

3.1 The Site, with an area of about 1.38 ha, is located at the western part of Kai Tak City Centre and accessible from Road L7 (**Plan 2 of Appendix I**). It is bounded by an area zoned “Open Space (3)” (“O(3)”) intended for the open space of the LTSBPC to its northwest and northeast, an area zoned “O” intended for the open space of the Station Square to its southeast, and a 10m-wide pedestrian street serving as a green link and breezeway to its southwest (**Plan 3 of Appendix I**).

3.2 The surrounding areas comprise a mix of commercial, residential, open space and other specified uses (**Plan 1 of Appendix I**). Four other sites are zoned “CDA” in the Kai Tak City Centre, “CDA(3)” and “CDA(4)” are on the two sides of the LTSBPC and “CDA(1)” and “CDA(2)” are on the two sides of Kai Tak River. These “CDA” sites are subject to separate PBs ^[1].

¹ The PB for “CDA(1)” was endorsed by the Metro Planning Committee (the Committee) on 26.8.2016. The PBs for “CDA(2)” to “CDA(4)” will be under separate submission(s) to the Committee.

- 3.3 A large open space to the northeast of the Site, i.e. the Station Square, will circumscribe the Kai Tak Station and associated commercial facilities. To the east of the Site across the Station Square is the main residential cluster of Kai Tak City Centre, i.e. the Grid Neighbourhood.
- 3.4 To the southwest are sites zoned “Residential (Group A) 4” and “Residential (Group B) 6” which are intended for public housing development by the Hong Kong Housing Authority.
- 3.5 Kai Tak Sports Park is located to the south in the area zoned mainly “Other Specified Uses” (“OU”) annotated “Stadium”.

4. Planning Intention

- 4.1 The “CDA” 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.
- 4.2 The “CDA(5)” zone is intended for residential development with low-rise retail block(s) fronting the LTSBPC and the open space of the Station Square. According to the Notes of the “CDA” zone, developments within the “CDA(5)” zone is subject to a maximum plot ratio (PR) of 6.8, a maximum building height (BH) of 135 metres above Principal Datum (mPD) and a maximum site coverage (SC) (excluding basement(s)) of 40%. A 3m-wide non-building area (NBA) is designated within the Site along its south-western boundary that abuts the pedestrian precinct/street for enhancing penetration of prevailing wind. On land designated ‘Shop and Services’ and ‘Eating Place’ uses along the northeast and southeast boundaries of the Site (i.e. the retail belt), buildings not exceeding 2 storeys to accommodate the designated uses shall be provided (**Plan 1 of Appendix I**).

5. Land Aspect

The Site is government land to be granted to HKHS for public housing development. It is currently occupied by the Civil Engineering and Development Department (CEDD) and the Highway Department (HyD) as temporary works areas. The Shatin-Central Link (SCL) alignment traverses the southern portion of the Site.

6. The Draft PB

- 6.1 Pursuant to section 4A(2) of the Town Planning Ordinance and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a MLP together with technical assessments for the approval of the Board.
- 6.2 The draft PB at **Appendix I** sets out the broad planning parameters and development requirements to facilitate the preparation of the MLP for the approval of the Board. The PB is prepared in accordance with the planning intention for the “CDA(5)” zone, the development restrictions stipulated on the OZP, the urban design concept and development requirements for the Site.

- 6.3 The major development parameters and planning requirements as set out in the draft PB (mainly paragraph 4 and **Plans 4a** and **4b** of **Appendix I**) are summarized as follows:

Item	Particulars
<i>Major Development Parameters</i>	
Site Area	about 1.38ha
Proposed Uses	primarily for residential use, with ‘Shop and Services’ and ‘Eating Place’ uses to be provided in the retail belt
PR	max. PR of 6.8 - residential (max. PR of 6.5) - retail belt (min. PR of 0.3)
SC	max. 40% (excluding basement(s))
BH	- “CDA(5)”: max. 135mPD (except for land designated NBA) - retail belt: not exceeding two storeys above ground and 15mPD
Disposition of Buildings	shall be arranged in such a way to avoid any visual intrusion that may affect the ambience of the LTSBPC
<i>Planning Requirements</i>	
Retail Belt	<ul style="list-style-type: none"> - buildings not exceeding two storeys at the north-eastern and south-eastern boundaries of the Site to accommodate ‘Shop and Services’ and ‘Eating Place’ uses - provision of a covered unobstructed public pedestrian passageway along the G/F frontage <p><u>Cantilever Design fronting the LTSBPC</u></p> <ul style="list-style-type: none"> - min. PR of 0.2 - the cantilever design shall make reference to the control drawing on Plan 6a of Appendix I <p><u>Colonnade Design fronting the Station Square</u></p> <ul style="list-style-type: none"> - min. PR of 0.1 - the colonnade design shall make reference to the control drawing on Plan 6b of Appendix I
Connections with LTSBPC	- provision of two pedestrian openings at the north-eastern site boundary for connection with G/F and LG1/F of the LTSBPC
Connection with the Underground Shopping Street (USS)	- provision of a pedestrian opening at the north-western site boundary for linking up the Site with the USS

Item	Particulars
Urban Design Considerations	<ul style="list-style-type: none"> - ensure the development be compatible and congruous with the surrounding developments and settings, with harmony and continuity of design with the LTSBPC and the Station Square - arrange disposition of building to promote visual and air permeability - adopt façade design that responds to the ambience of the LTSBPC in the lower levels of the residential block(s) - maximise at-grade public spaces - improve streetscape and amenity with due consideration to the design of the LTSBPC, the Station Square and the adjoining pedestrian precinct/street
Landscape Design Considerations	<ul style="list-style-type: none"> - create a comprehensive landscaping proposal to integrate the development with the surrounding environment, especially the LTSBPC - achieve a min. site coverage of greenery of 30% of the site area - provide at-grade amenity treatment to create a pedestrian/elderly/disabled friendly environment and create a strong sense of place - properly landscape the uncovered areas of the Site to enhance greening quality
Car Parking and Loading/Unloading Provision and Vehicular Access	<ul style="list-style-type: none"> - basement car park - ancillary parking spaces and loading/unloading facilities shall be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) and subject to the Traffic Impact Assessment (TIA) - vehicular ingress/egress from Road D7 (Plan 4a of Appendix I)
Pedestrian Facilities/ Connectivity	<ul style="list-style-type: none"> - the Site shall provide convenient pedestrian connections both internally and with its surrounding areas/developments, including connections with the LTSBPC, the Station Square, Kai Tak Sports Park, the pedestrian precinct/street and the USS at the G/F and basement levels - the pedestrian passageway on G/F of the retail belt shall be open to the public on a 24-hour basis
Other Technical Requirements	<p>the following technical assessments should be submitted as part of the MLP submission:</p> <ul style="list-style-type: none"> - Urban Design Proposal - Landscape Master Plan - Traffic Impact Assessment - Environmental Assessment - Drainage Impact Assessment - Sewerage Impact Assessment - Visual Impact Assessment - Quantitative Air Ventilation Assessment

7. Consultation

7.1 The following government bureaux/departments have been consulted and their comments have been incorporated into the draft PB where appropriate:

- (a) Secretary for Development (Energizing Kowloon East Office);
- (b) Secretary for Development (Commissioner for Heritage's Office);
- (c) Secretary for Development (Antiquities and Monuments Office);
- (d) Secretary for Home Affairs;
- (e) District Lands Officer/Kowloon East, Lands Department;
- (f) Project Manager (East), CEDD;
- (g) Director of Leisure and Cultural Services;
- (h) Chief Architect/2, Chief Project Manager 303 and Chief Architect/Central Management Division 2, Architectural Services Department;
- (i) Commissioner for Transport;
- (j) Director of Environmental Protection; and
- (k) Chief Town Planner/Urban Design & Landscape, Planning Department.

7.2 The following bureaux/departments have no objection to or no comment to the draft PB:

- (a) Secretary for Development (Planning Unit);
- (b) Secretary for Development (Lands Unit);
- (c) Secretary for Development (Works Branch);
- (d) Secretary for Development (Harbour Office);
- (e) Chief Highway Engineer/Kowloon, HyD;
- (f) Chief Engineer/Railway Development 1-3, Railway Development Office, HyD;
- (g) Chief Building Surveyor/ Kowloon, Building Department;
- (h) Chief Engineer/Mainland South, Drainage Services Department;
- (i) Chief Engineer/ Construction, Water Supplies Department;
- (j) Director of Fire Services;
- (k) Director of Electrical and Mechanical Services;
- (l) Director of Housing;
- (m) Director of Social Welfare;
- (n) Director of Food and Environmental Hygiene;
- (o) Head of Geotechnical Engineering Office, CEDD;
- (p) Commissioner of Police;
- (q) District Officer (Wong Tai Sin), Home Affairs Department; and
- (r) District Officer (Kowloon City), Home Affairs Department.

8. Consultation on the draft PB

8.1 Housing and Development Planning Committee (HDPC) of the Kowloon City District Council (KCDC) and the Task Force on Kai Tak Harbourfront Development (KTTF) of the Harbourfront Commission (HC) were consulted on the draft PB for the Site in September and October 2020 respectively. Extract of the minutes of the HDPC meeting is at **Appendix II** and comments received from KTTF are at **Appendix III** for Members' reference.

HDPC of KCDC

- 8.2 HDPC of KCDC generally has no adverse comments on the draft PB, and raised the following views:

Development Intensity

- 8.2.1 Enquire whether the maximum PR for the Site could be increased for better land utilization.

Transport Facilities

- 8.2.2 Adequate parking spaces should be provided as places such as Kai Tak Sports Park and the LTSBPC in the vicinity may attract visitors.

Pedestrian Connectivity

- 8.2.3 Enquiry on the design of the LTSBPC and the availability of pedestrian crossings that would connect the walkways on the two sides of the LTSBPC.

- 8.2.4 Suggest to provide travellers along the USS in view of its considerable length.

Timely Provision of Supporting Facilities

- 8.2.5 Supporting transport and social welfare facilities should be provided in advance for use and enjoyment of the residents.
- 8.2.6 Feasibility of incorporating more social welfare facilities should be explored.

KTTF of HC

- 8.3 The following comments are received from KTTF of HC:

Outdoor Uses

- 8.3.1 The extent to which the PB permit, enable and promote outdoor seating served by food and beverage (F&B) and retail, and their locations.

Transport Facilities

- 8.3.2 A TIA report (including internal transport facilities) should be submitted by the developer for the Transport Department (TD)'s approval.

9. Responses to Comments

HDPC of KCDC and KTTF of HC have no in-principle objection to the draft PB for the Site and have not proposed specific amendments to the draft PB. The responses to the specific views are as follows.

Development Intensity

- 9.1 The planning of KTD has gone through rounds of studies and public consultations. The Government commenced the Review Study of KTD (the Review) in 2013 to explore the feasibility of increasing the development intensity and enhancing the land use proposals of KTD. The Review was completed in 2016, recommending optimization of the development potential of individual sites within the planned transport and infrastructure capacity (including increasing the maximum domestic PR for residential sites to 6.5 in general), and rezoning of suitable sites to residential use for increasing housing supply.

Transport Facilities

- 9.2 The parking facilities to be provided in the adjacent Kai Tak Sports Park and commercial developments would be available for public use. As part of the MLP submission to the Board, the developer would be required to submit a TIA (which should include the proposed internal transport facilities in accordance with the HKPSG) to the satisfaction of TD.

Pedestrian Connectivity

- 9.3 Although the Government has no current plan to install travellers along the USS, barrier-free access facilities (e.g. lift and escalators) would be provided at specific locations of the USS for convenient vertical connection to places along the USS.
- 9.4 Link bridges at G/F and LG1/F would be available for connecting the walkways on the two sides of the LTSBPC. There would also be openings at specific locations from the adjoining “CDA” sites to connect with the LTSBPC and the USS.

Timely Provision of Supporting Facilities

- 9.5 Views on the importance of timely provision of supporting facilities are noted. In general, the provision of transport and social welfare facilities, if required under lease, would be provided upon completion of the development projects.
- 9.6 Reference have been made to the provision standards of the HKPSG and comments from the Social Welfare Department when incorporating social welfare facilities, if any, in the development sites. In KTD, requirement for social welfare facilities for child care, elderly and rehabilitation services had been incorporated in a number of development sites.

Outdoor Uses

- 9.7 There will be open-air spaces within the development sites which could be used as outdoor seating/activities areas. The possible locations of outdoor seating areas for F&B or outdoor retail areas could be the at-grade landscape gardens or the landscape terraces/platforms of buildings.

10. Decision Sought

Members are invited to consider and endorse the draft PB at **Appendix I**.

11. Attachments

Appendix I	Draft PB for the “CDA(5)” zone in Kai Tak Development
- Plan 1	Location Plan
- Plan 2	Site Plan
- Plan 3	Aerial Photo
- Plans 4a and 4b	Development Concept Plans
- Plan 5	Conceptual Illustration of Pedestrian Connectivity
- Plans 6a and 6b	Control Drawings for Retail Belt
- Plan 7	Artist’s Impression of LTSBPC
Appendix II	Extract of the minutes of the HDPC meeting of KCDC held on 15.9.2020
Appendix III	Comments from KTTF of HC on the draft PB

**PLANNING DEPARTMENT
DECEMBER 2020**

**PLANNING BRIEF FOR THE
“COMPREHENSIVE DEVELOPMENT AREA (5)” ZONE
IN KAI TAK DEVELOPMENT**

1. PURPOSE OF THE PLANNING BRIEF

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plan (MLP) for comprehensive development of the “Comprehensive Development Area (5)” (“CDA(5)”) zone (the Site) on the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/6 (**Plans 1 and 2**).
- 1.2 Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a MLP for the approval of the Town Planning Board (the Board).

2. PLANNING CONTEXT

- 2.1 The Site, which is located in the Kai Tak City Centre area of Kai Tak Development (KTD) abutting the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC) to its northeast, is zoned “CDA(5)” on the approved Kai Tak OZP No. S/K22/6 (**Plan 1**). The “CDA(5)” zone is intended for residential development with low-rise retail block(s) (retail belt) fronting the LTSBPC and the open space of the Station Square to help foster a lively atmosphere. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of environmental, traffic, infrastructure and other constraints.
- 2.2 According to the Notes of the OZP for the “CDA” zone, development within the “CDA(5)” zone is subject to a maximum plot ratio (PR) of 6.8, a maximum site coverage (SC) of 40% (excluding basement(s)) and a maximum building height (BH) of 135 metres above Principal Datum (mPD). A 3m-wide non-building area (NBA) is designated within the Site along its south-western boundary that abuts the pedestrian precinct/street for enhancing penetration of prevailing wind. The planning intention of the “CDA(5)” zoning for the Site is to ensure that the disposition and design of the future development would be in harmony with the LTSBPC.
- 2.3 Developments on the strip of land designated ‘Shop and Services’ and ‘Eating Place’ uses only (i.e. the retail belt) along the north-eastern and south-eastern boundaries are subject to a maximum BH of two storeys above ground.

LTSBPC (Plan 7)

- 2.4 The Site abuts an area zoned “Open Space (3)” (“O(3)”) along its north-eastern and north-western boundaries (**Plan 2**), which will be developed as a public open space with a preservation corridor (i.e. the LTSBPC) intended for in-situ preservation of the remnants of the Lung Tsun Stone Bridge (LTSB), parts of the former Kowloon City Pier, parts of the excavated 1924 seawall and 1933 causeway. The LTSBPC is generally a 30m-wide and 320m-long rectilinear space comprising three general levels (viz. LG2/F (finished floor level (FFL) at –2.5mPD), LG1/F (FFL at +1.5mPD to +2.2mPD) and G/F (FFL at +6.0mPD))¹ with linked walkways, linked bridges and resting and viewing spaces for visitors to appreciate the LTSB remnants. There is a wider area at its south-eastern entrance to allow a more open view and better design flexibility and integration with the adjoining Station Square to the east. It also includes a strip of at-grade POS to the northwest of the Site connecting with Road L7 to accommodate some ancillary facilities of LTSBPC.
- 2.5 Open staircases, ramps and a lift will be provided at the two ends of the LTSBPC to facilitate visitors from the inland across Prince Edward Road East and the Station Square to access to LG1/F and G/F of the preservation corridor where the main circulation and viewing areas are located. Besides serving as a preservation corridor for public appreciation of the remnants, the LTSBPC will act as a green and heritage connector to the surroundings and provide strong linkages and connectivity within the neighbourhood.
- 2.6 In order to ensure that the future development in the Site would be compatible and congruous with the surrounding developments and settings, in particular with emphasis on achieving a harmonious design with the LTSBPC, special design considerations have to be taken in the urban design, landscape design, pedestrian connection, structural design, architectural design and building services coordination aspects.
- 2.7 To achieve a seamless integration and to enhance the pedestrian connectivity of the Site with the LTSBPC, pedestrian access openings should be provided along the north-eastern boundary within the development at G/F and LG1/F levels (**Plans 4a, 4b and 5**).

Retail Belt

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

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

the way towards area in the southwest.

- 2.9 To help create a more intimate ambience for the retail belt that is responsive to the design of the LTSBPC and coherent with the design of the Station Square area, both cantilever and colonnade design concepts have been proposed at the Site. The façade fronting the LTSBPC should adopt a cantilever design (**Plan 6a**) without any supporting structures along the site boundary to maximise visual openness. This design concept is proposed at facades along both sides of the LTSBPC to promote synergy and enhance the vista of the LTSBPC. For the façade fronting the Station Square, a colonnade design (**Plan 6b**) with columns spacing at regular intervals along the site boundary should be adopted. This design concept, which is coherent with the retail belts surrounding the Station Square to the further northeast, seeks to extend the vibrant town square environment to this portion of Kai Tak City Centre. The colonnade design can help moderate wind and protect pedestrians from sun, rain and adverse weather, and bring the old Kowloon atmosphere to KTD. The covered pedestrian passageways on G/F of the retail belt shall be open for public passage on a 24-hour basis.

Underground Shopping Street (USS)

- 2.10 To improve connectivity with the surrounding districts and the pedestrian environment, the OZP indicates a comprehensive USS system at the Kai Tak City Centre area connecting Kowloon City and San Po Kong with KTD and the Kai Tak Station and Sung Wong Toi Station of the Shatin to Central Link (SCL) (**Plan 1**). The proposed USS of about 1,500m long comprises two sections, namely the Kowloon City Section (about 20m wide and 1,100m long) which abuts the Site and the San Po Kong Section (about 15m wide and 400m long) further northeast.
- 2.11 A section of the USS falls within an area zoned “O(3)” to the northwest of the Site. This section of the USS (with general FFL at -5.7mPD^2) to incorporate retail use and a public pedestrian passageway will connect with another USS section off the adjacent “Commercial (3)” (“C(3)”) zone at its south-western end and with the LTSBPC at its north-eastern end. A pedestrian access opening should be provided at the north-western boundary of the Site at FFL of -5.7mPD to connect with the USS so as to facilitate residents of the Site to access the USS (**Plans 4b and 5**).

3. THE SITE AND ITS SURROUNDING AREAS

The Site

- 3.1 The Site, with an area of about 1.38 ha, is located at the western portion of the Kai Tak City Centre area and accessible from Road L7. It is bounded

² The indicated general FFL of the USS is subject to detailed design.

by an area zoned “O(3)” intended for the LTSBPC to its northwest and northeast, the open space of the Station Square to its southeast, and a 10m-wide pedestrian street serving as a green link and breezeway to its southwest.

- 3.2 As the SCL alignment traverses the southern portion of the Site (**Plans 4a and 4b**), construction of high-rise residential blocks and basement car park is restricted above the railway tunnel. Nevertheless, it is envisaged that the provision of a continuous low-rise building in the retail belt above the railway tunnel is technically feasible.
- 3.3 The Site was originally planned as a private housing site. In June 2018, under the Government’s initiatives on housing, the Site was allocated for public housing development to be implemented by the Hong Kong Housing Society.

The Surrounding Areas

- 3.4 The surrounding areas comprise a mix of commercial, residential, open space and other specified uses (**Plan 1**). The “CDA(3)” and “CDA(4)” sites to the northeast and northwest of the Site on the two sides of the LTSBPC are intended for commercial developments. The “CDA(2)” zone located to the further northeast is also planned for commercial development which will be developed together with the adjoining “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” and “Open Space” sites. These “CDA” sites are subject to separate PBs.
- 3.5 A large open space to the northeast of the Site, i.e. the Station Square, will circumscribe the Kai Tak Station and associated commercial facilities within the area zoned “OU” annotated “Railway Station with Commercial Facilities”. To the east of the Site across the Station Square is the main residential cluster of Kai Tak City Centre, i.e. the Grid Neighbourhood.
- 3.6 To the southwest are sites zoned “Residential (Group A) 4” and “Residential (Group B) 6” which are intended for public housing development by the Hong Kong Housing Authority.
- 3.7 To the west across Road L7 are sites zoned “Commercial (3)” (“C(3)”)³. Kai Tak Sports Park is located to the south in the area zoned mainly “OU” annotated “Stadium”.

³ The “CDA(4)” site together with the nearest “C(3)” site to its southwest will form a single lot for land sale purpose.

4. PLANNING/DEVELOPMENT REQUIREMENTS

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
1.	Site Area	About 1.38 ha	– Site area subject to detailed survey.
2.	OZP Zoning and Planning Intention	<ul style="list-style-type: none"> – “CDA(5)”: intended for comprehensive residential development with low-rise retail block(s) fronting the LTSBPC and the Station Square. This zoning is to ensure the disposition and design of the development would be in harmony with the LTSBPC. – A MLP shall be prepared in accordance with the format under the Town Planning Board Guidelines on Submission of MLP (TPB PG-No. 18A). 	
3.	Proposed Uses	<ul style="list-style-type: none"> – Primarily for residential use. – ‘Shop and Services’ and ‘Eating Place’ uses shall be provided within the retail belt portion of the Site. 	
4.	PR / GFA	<ul style="list-style-type: none"> – Maximum PR of 6.8 or maximum GFA of 93,840m² <ul style="list-style-type: none"> - Residential (maximum PR of 6.5 or maximum GFA of 89,700m²) - Retail belt (minimum PR of 0.2 or minimum GFA of 2,760m² fronting the LTSBPC, and minimum PR of 0.1 or minimum GFA of 1,380m² fronting the Station Square) (refer to Item 8 below) – The GFA of the public pedestrian passageways on G/F of the retail belt may be disregarded in the calculation of maximum PR/GFA, subject to approval/agreement of the Building Authority. 	<ul style="list-style-type: none"> – The maximum GFA for the “CDA(5)” zone as well as the minimum GFA for the retail belt is based on a site area of 1.38 ha which is subject to detailed survey. – Detailed comments under the Buildings Ordinance on permissible PR, SC, emergency vehicular access, private streets and/or access roads, open space, barrier-free access and facilities, compliance with the sustainable building design guidelines, etc. will be formulated at the building plan submission stage.
5.	SC	<ul style="list-style-type: none"> – Maximum 40% (excluding basement(s)) 	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
6.	BH	<ul style="list-style-type: none"> Maximum 135mPD (except for land designated NBA) On land designated 'Shop and Services' and 'Eating Place' uses only (i.e. retail belt): not exceeding two storeys above ground and 15mPD 	
7.	Disposition of Buildings	Disposition of buildings shall be arranged in such a way to avoid any visual intrusion that may affect the ambience of the LTSBPC.	<ul style="list-style-type: none"> To complement the terraced design form and intended ambience of the LTSBPC, the building mass should respond to the scale of the heritage features and be broken up and diversified by modulation of building form and façade. Visual connection should be maximised between the LTSBPC and the upper level uses.
Planning Requirements			
8.	Retail Belt	<ul style="list-style-type: none"> Building(s) with a minimum total PR of 0.3 (i.e. a minimum GFA of 4,140m²) and not exceeding two storeys above ground and 15mPD shall be provided in the retail belt to accommodate 'Shop and Services' and 'Eating Place' uses. Basement development underneath the retail belt is allowed. The SCL alignment traverses the southern portion of the Site. A continuous low-rise building should be provided in the retail belt as far as possible. If the building cannot be erected above the SCL alignment at the corner area due to technical constraints, the applicant should alternatively provide a continuous architectural façade complementary with the geometry of the retail belt built form. 	<ul style="list-style-type: none"> To foster a visually cohesive identity, the design of retail belt shall make reference to the following guidelines promulgated by the Civil Engineering and Development Department (CEDD): <ul style="list-style-type: none"> - KTD Urban Design Guidelines and Manual for the Private Domestic Sites (other than Grid Neighbourhood); and - Kai Tak Brand Identity Manual and Public Creatives Guidelines.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>– The key design requirements for the retail belt are:</p> <p>(a) <u>Cantilever Design fronting the LTSBPC (Plan 6a)</u></p> <p>(i) a minimum PR of 0.2 (i.e. a minimum GFA of 2,760m²) and full length of retail belt fronting the LTSBPC shall be provided with cantilever;</p> <p>(ii) a building setback of 3m from the site boundary abutting the LTSBPC with a minimum clear headroom of 4.2m at the G/F frontage for a covered unobstructed public pedestrian passageway; and</p> <p>(iii) the shopfront on G/F and 1/F shall adopt open/transparent façade design as far as possible.</p> <p>(b) <u>Colonnade Design fronting the Station Square (Plan 6b)</u></p> <p>(i) a minimum PR of 0.1 (i.e. a minimum GFA of 1,380m²) and a minimum 90% of the frontage length fronting the Station Square shall be provided with colonnade;</p> <p>(ii) a building setback of 3m to 3.6m from the site boundary abutting the Station Square with a minimum clear headroom of 4.2m at the G/F frontage for a covered unobstructed public pedestrian passageway;</p> <p>(iii) support for building or structure of the colonnade with a height of two storeys shall be provided at equal spacing</p>	<p>– The applicant should observe the Air Pollution Control Ordinance and take appropriate measures to minimise oily fume and odour emissions and prevent causing any objectionable odour noticeable at any sensitive receptor in the vicinity or creating other forms of pollution.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>with centre-to-centre distance between 3m and 4.5m along the full length of the building façade abutting the site boundary; and</p> <p>(iv) the individual support for building or structures of the colonnade (including finishes) shall have a maximum width of 280mm and a maximum depth of 500mm against the site boundary.</p> <p>(c) The shop units on G/F of the retail belt shall have frontage abutting and direct access to and from the public pedestrian passageways which are to be open on a 24-hour basis.</p> <p>(d) Based on individual design merits, moderate variations to the design elements of the retail belt may be considered.</p> <p>— Any kitchen exhaust from the ‘Eating Place’ uses, exhaust from all air conditioning and mechanical ventilation systems and toilets shall not emit directly onto the pedestrian walkways and remnants of the LTSBPC.</p>	
9.	Connections with LTSBPC (Plans 4a, 4b and 5)	<p>— A pedestrian opening, with a minimum clear width of 9m and a minimum clear height of 3m and opened onto the public pedestrian passageway of the retail belt, shall be provided at the north-eastern site boundary at the G/F level for connection with G/F of the LTSBPC (FFL at +6.0mPD) without any level difference. A permeable and welcoming entrance space shall be designed within the Site at the opening for ensuring an attractive interface between the LTSBPC and the Site.</p> <p>— A pedestrian opening, with a minimum</p>	<p>— 24-hour passage by the public through LTSBPC to the Site at designated connection points shall be allowed. The applicant should liaise and agree with relevant government departments, including the Leisure and Cultural Services Department (LCSD), on the design and construction of the pedestrian openings to</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		clear width of 4m and a minimum clear height of 2.5m, shall be provided at the north-eastern site boundary at basement level for connection with LG1/F of the LTSBPC (FFL at +1.5mPD) without any level difference.	<p>the LTSBPC.</p> <p>– Detailed locations of the pedestrian openings are subject to agreement by relevant government departments.</p>
10.	Connection with USS (Plans 4b and 5)	<p>– A pedestrian opening, with a minimum clear width of 4m and a minimum clear height of 3m, shall be provided at the north-western site boundary at the same FFL of the USS (i.e. at –5.7mPD) without any level difference for linking up the Site with the USS to facilitate residents' access to the USS.</p>	<p>– The public pedestrian passageway in the USS will be open on a 24-hour basis. The applicant should liaise and agree with relevant government departments, including CEDD, on the design and construction of the opening to the USS.</p> <p>– Detailed location of the pedestrian opening is subject to agreement by relevant government departments.</p>
11.	Urban Design Considerations	<p>– An urban design proposal should be prepared and submitted as part of the MLP submission.</p> <p>– The MLP should take into account the following urban design considerations, where appropriate:</p> <p>(i) ensure the development, especially within the low-rise retail belt area, be compatible and congruous with the surrounding developments and settings, with emphasis on achieving harmony and continuity of design with the LTSBPC;</p> <p>(ii) provide appropriate design responses to the LTSBPC and the Station Square by modulation of built form and/or manipulation of BHs, and integration with the</p>	<p>– Due regard should be given to the Board's Harbour Vision Statement and the Harbour Planning Principles and Harbour Planning Guidelines promulgated by the Harbourfront Commission, and Chapter 11 (Urban Design Guidelines) of the Hong Kong Planning Standards and Guidelines (HKPSG).</p> <p>– Reference should be made to the following guidelines promulgated by CEDD:</p> <p>– KTD Urban Design Guidelines and</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>ambience of the surrounding public spaces;</p> <p>(iii) arrange disposition of building in a way to promote visual and air permeability;</p> <p>(iv) adopt façade design that responds to the ambience of the LTSBPC in the lower levels of the residential block(s);</p> <p>(v) maximise at-grade public spaces; and</p> <p>(vi) improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level, with due consideration to the design of the LTSBPC, the Station Square and the adjoining pedestrian precinct/street.</p> <p>– All boundary walls and fences fronting pedestrian streets and open space shall be designed to achieve visual and physical porosity of not less than 50% of the surface area across their entire length per linear metre from 1 metre above the general formation level of adjacent pedestrian street, footpaths or land.</p>	<p>Manual for the Private Domestic Sites (other than Grid Neighbourhood); and</p> <p>- Kai Tak Brand Identity Manual and Public Creatives Guidelines.</p>
12.	NBA (Plans 4a and 5)	<p>– A 3m-wide NBA abutting the south-western boundary of the Site fronting the 10m-wide pedestrian street is stipulated on the OZP. The pedestrian street is intended to echo with the existing urban fabric in Kowloon City to the further northwest and for better air ventilation, and the NBA is intended for pedestrian convenience and flexible use of the outdoor space. Landscaping, street furniture, boundary walls/fences, underground structures and pedestrian facilities will be permitted within the NBA. The landscaping design of the</p>	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		NBA should be included as part of the Landscape Master Plan (refer to Item 13 below) for the consideration and approval by the Board.	
13.	Landscape Design Considerations	<p>A Landscape Master Plan (LMP) for the Site shall be prepared and submitted as part of the MLP submission, and with incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> (i) create a comprehensive landscaping proposal to integrate the development with the surrounding environment, especially the LTSBPC, to soften the building mass; (ii) every possible effort shall be made to preserve the existing trees, if any, on the Site and minimise the adverse impact on them during the works period; (iii) achieve a minimum site coverage of greenery of 30% of the site area, including a minimum greening at the pedestrian zone (i.e. the 15m vertical zone from the ground level) of 20% of the site area and a minimum roof greening of 20% of the total roof area; (iv) provide at-grade amenity treatment (e.g. high quality streetscape with roadside trees and street furniture) to create a pedestrian/elderly/disabled friendly environment and create a strong sense of place; and (v) properly landscape the uncovered areas of the Site to enhance greening quality. <p>The LMP shall illustrate:</p> <ul style="list-style-type: none"> (i) conceptual and detailed 	<p>Reference shall be made to the following guidelines:</p> <ul style="list-style-type: none"> - Development Bureau Technical Circular (Works) No. 4/2020 – Tree Preservation; - KTD Urban Design Guidelines and Manual for the Private Domestic Sites (other than Grid Neighbourhood) promulgated by CEDD; - Chapter 4 (Recreation, Open Space and Greening) of HKPSG; and - PNAP APP-152 (Sustainable Building Design Guidelines) promulgated by the Buildings Department (BD) for calculation of greenery areas.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>landscape proposals including hard and soft landscape;</p> <p>(ii) other amenities, street furniture and facilities to be provided;</p> <p>(iii) the relationship of the development with the surroundings, especially the LTSBPC and the Station Square; and</p> <p>(iv) pedestrian/elderly/disabled friendly environment layout, location and landscape design of open spaces including pedestrian circulation in relation to adjoining developments and areas.</p>	
14.	Car Parking and Loading/ Unloading Provision and Vehicular Access (Plan 4a)	<p>– Vehicular access from Road D7 and ancillary parking spaces and loading/unloading facilities (to be provided at basement level) and shall be provided in accordance with the HKPSG and subject to the traffic impact assessment (TIA) to be carried out by the applicant to the satisfaction of the Commissioner for Transport (C for T).</p>	<p>– With strong planning/ design justifications, loading/unloading facilities may be allowed at the G/F level.</p>
15.	Pedestrian Facilities/ Connectivity (Plans 4a, 4b and 5)	<p>– The Site shall provide convenient pedestrian connections both internally and with its surrounding areas/ developments, including but not limited to:</p> <p>(i) at the G/F level (+6.0mPD) (Plans 4a and 5), connections with:</p> <ul style="list-style-type: none"> - G/F of the LTSBPC via the pedestrian opening; - the Station Square / Kai Tak Sports Park; - the pedestrian passageways on G/F of the retail belt; and - the pedestrian precinct/street to the southwest; <p>(ii) at the basement level of +1.5mPD</p>	<p>– All the proposed pedestrian connection facilities should be included in the pedestrian connectivity study of the TIA.</p> <p>– The applicant shall liaise and agree with relevant government bureau/departments, including the Home Affairs Bureau, CEDD and LCSD, on the location and extent of pedestrian connections to the Station Square / Kai Tak Sports Park,</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>(Plans 4b and 5), connection with LG1/F of the LTSBPC via the pedestrian opening; and</p> <p>(iii) at the basement level of –5.7mPD (Plans 4b and 5), connection with the USS section to the northwest via the pedestrian opening.</p> <p>– The pedestrian passageway on G/F of the retail belt shall be open to the public on a 24-hour basis.</p>	<p>retail belt and pedestrian precinct/street and the design and construction of the pedestrian openings to USS and LTSBPC.</p> <p>– LCSD will take up the design, construction, management and maintenance responsibilities of the LTSBPC and the Station Square.</p>
<u>Development Requirements</u>			
16.	Traffic and Transport Aspects	<p>– A TIA should be carried out to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement.</p> <p>– The TIA should be completed to the satisfaction of C for T, and submitted as part of the MLP submission.</p> <p>– Any road/junction improvement measures/works proposed in the TIA should be funded, designed and implemented by the applicant to the satisfaction of C for T and the Director of Highways.</p>	
17.	Environmental Aspect	<p>– An environmental assessment (EA) should be carried out to address any possible environmental problems such as impact on cultural heritage particularly the remnants of the LTSB, parts of the former Kowloon City Pier, parts of the excavated 1924 seawall and 1933 causeway preserved in-situ within the LTSBPC that may be caused to or by the proposed development during site investigation, construction and</p>	<p>– The applicant is required to consult and seek agreement and endorsement from the Antiquities and Monuments Office (AMO) on the cultural heritage issues mentioned in the EA. The implementation of the measures to protect</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		operational phases and the proposed mitigation measures to tackle them. The EA should be completed to the satisfaction of the Director of Environmental Protection (DEP), and submitted as part of the MLP submission.	the cultural heritage should be to the satisfaction of AMO.
18.	Drainage and Sewerage Aspects	– A drainage impact assessment (DIA) and a sewerage impact assessment (SIA) should be carried out to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The DIA and SIA should be completed to the satisfaction of the Director of Drainage Services and DEP respectively, and submitted as part of the MLP submission.	
19.	Visual Aspect	– A visual impact assessment (VIA) should be carried out to examine any visual problems/issues/concerns that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. Some visual materials, such as artist's renderings, should be provided to illustrate how the proposed development may be perceived at pedestrian level. The VIA should be submitted as part of the MLP submission.	– The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Application to the Board (TPB PG-No. 41).
20.	Air Ventilation Aspect	– A quantitative air ventilation assessment (AVA) for the Site should be carried out to examine any air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. The AVA should be submitted as part of the MLP submission. – Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to	– The quantitative AVA should be conducted in accordance with the Joint Housing, Planning and Lands Bureau and Environmental, Transport and Works Bureau Technical Circular No. 1/06 on AVA or its latest version. – The applicant should make reference to the

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		minimize the possible adverse air ventilation impacts within the Site and on the nearby areas.	design improvement and ventilation mitigation measures as identified in the AVA conducted under the Review Study of KTD (2016), including building separation, building disposition alignment with the prevailing wind directions and BH variations, where practicable.
21.	Green Building Design and Smart Requirements	<ul style="list-style-type: none"> – BEAM Plus certification with Provisional Gold Rating or above should be achieved. – Smart Water Meters: Automatic meter reading panels completed with all necessary power supply and data communication services to connect with the smart water meters provided by the Water Supplies Department (WSD) should be provided and mounted. The system will be handed over to WSD for continuous operation and maintenance. – Electric Vehicle (EV) Charging: All car parking spaces should be EV charging enabling, and not less than 30% of the private car parking spaces should be provided with EV charging facilities. 	<ul style="list-style-type: none"> – The developer should make reference to the smart city proposals recommended for KTD under the Developing Kowloon East into a Smart City District – Feasibility Study undertaken by the Energizing Kowloon East Office.

5. MASTER LAYOUT PLAN SUBMISSION

- 5.1 The MLP should be prepared in accordance with the format under the Town Planning Board Guidelines for Submission of MLP under Section 4A(2) of the Town Planning Ordinance (TPB PG-No. 18A) and submitted to the Board for approval under the Ordinance.
- 5.2 The MLP should contain all the information as required under the Notes for the “CDA(5)” zone of the Kai Tak OZP and demonstrate clearly that the requirements stated in Explanatory Statement of the OZP and this PB have been complied with. It should include the following information:

- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
- (ii) the proposed total site area and GFA for various uses, total number of flats and flat size, where applicable;
- (iii) the details and extent of parking facilities and open space to be provided within the area;
- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
- (v) the urban design proposal and landscape master plan and within the area;
- (vi) programmes of development in detail;
- (vii) an EA report to examine any possible environmental problems that may be caused to or by the proposed development during and after site investigation, construction and the proposed mitigation measures to tackle them;
- (viii) a VIA and quantitative AVA report to examine any visual and air ventilation problems/issues/concerns that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a DIA and SIA report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (x) a TIA report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
- (xi) such other information as may be required by the Board.

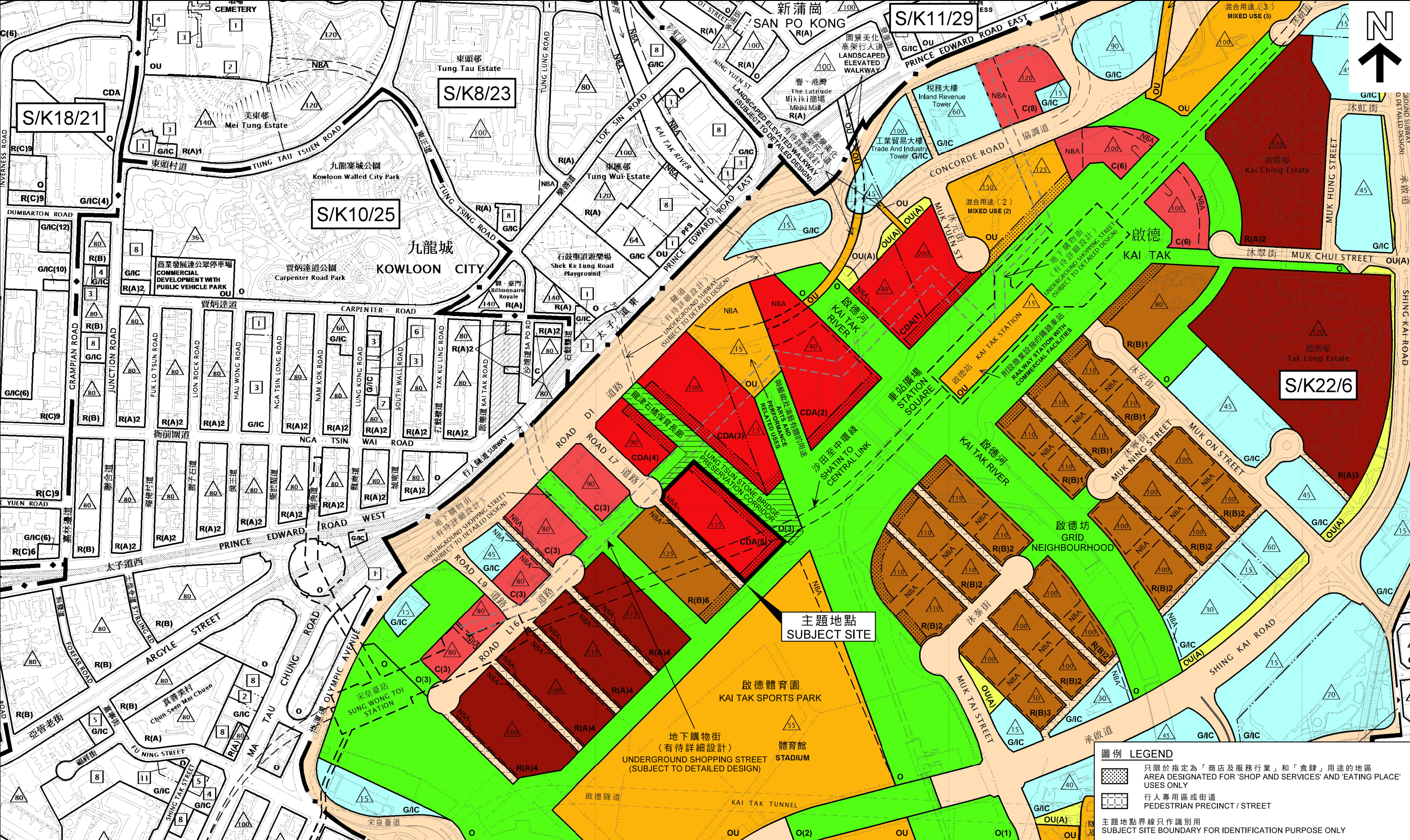
5.3 The MLP should be supported by an Explanatory Statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, and open space facilities.

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

ATTACHMENTS

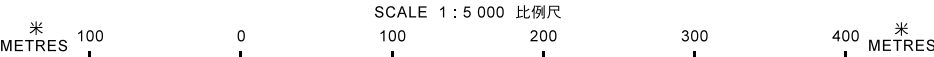
Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Aerial Photo
Plans 4a and 4b	Development Concept Plans
Plan 5	Conceptual Illustration of Pedestrian Connectivity
Plans 6a and 6b	Control Drawings for Retail Belt
Plan 7	Artist's Impression of LTSBPC

**PLANNING DEPARTMENT
DECEMBER 2020**



位置圖 LOCATION PLAN

啟德發展區「綜合發展區(5)」地帶的規劃大綱
PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (5)" ZONE IN KAI TAK DEVELOPMENT



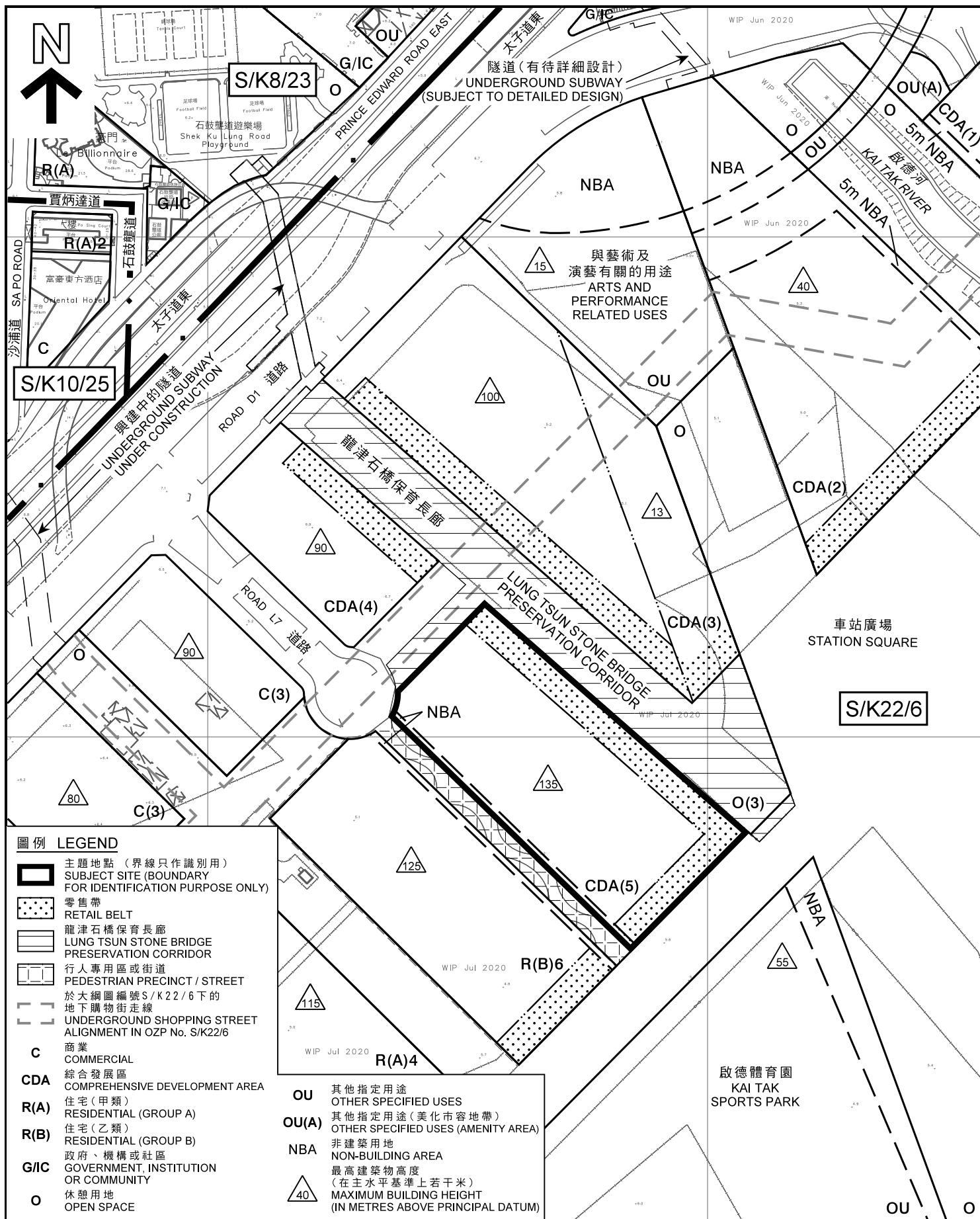
規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
1

本摘要圖於2020年11月19日擬備，所根據的資料為：
於2020年3月3日核准的分區計劃大綱圖編號S/K8/23，
於2019年7月5日展示的分區計劃大綱圖編號S/K10/25，
於2016年12月6日核准的分區計劃大綱圖編號S/K11/29，
於2017年12月5日核准的分區計劃大綱圖編號S/K18/21，
以及於2018年5月15日核准的分區計劃大綱圖編號S/K22/6
EXTRACT PLAN PREPARED ON 19.11.2020
BASED ON OUTLINE ZONING PLANS No.
S/K8/23 APPROVED ON 3.3.2020, S/K10/25 EXHIBITED ON 5.7.2019,
S/K11/29 APPROVED ON 6.12.2016, S/K18/21 APPROVED ON 5.12.2017
AND S/K22/6 APPROVED ON 15.5.2018



本摘要圖於2020年11月20日擬備，
所根據的資料為測量圖編號
11-NE-11A、B、C和D

EXTRACT PLAN PREPARED ON 20.11.2020
BASED ON SURVEY SHEETS No.
11-NE-11A, B, C & D

平面圖 SITE PLAN

啟德發展區「綜合發展區(5)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (5)" ZONE
IN KAI TAK DEVELOPMENT

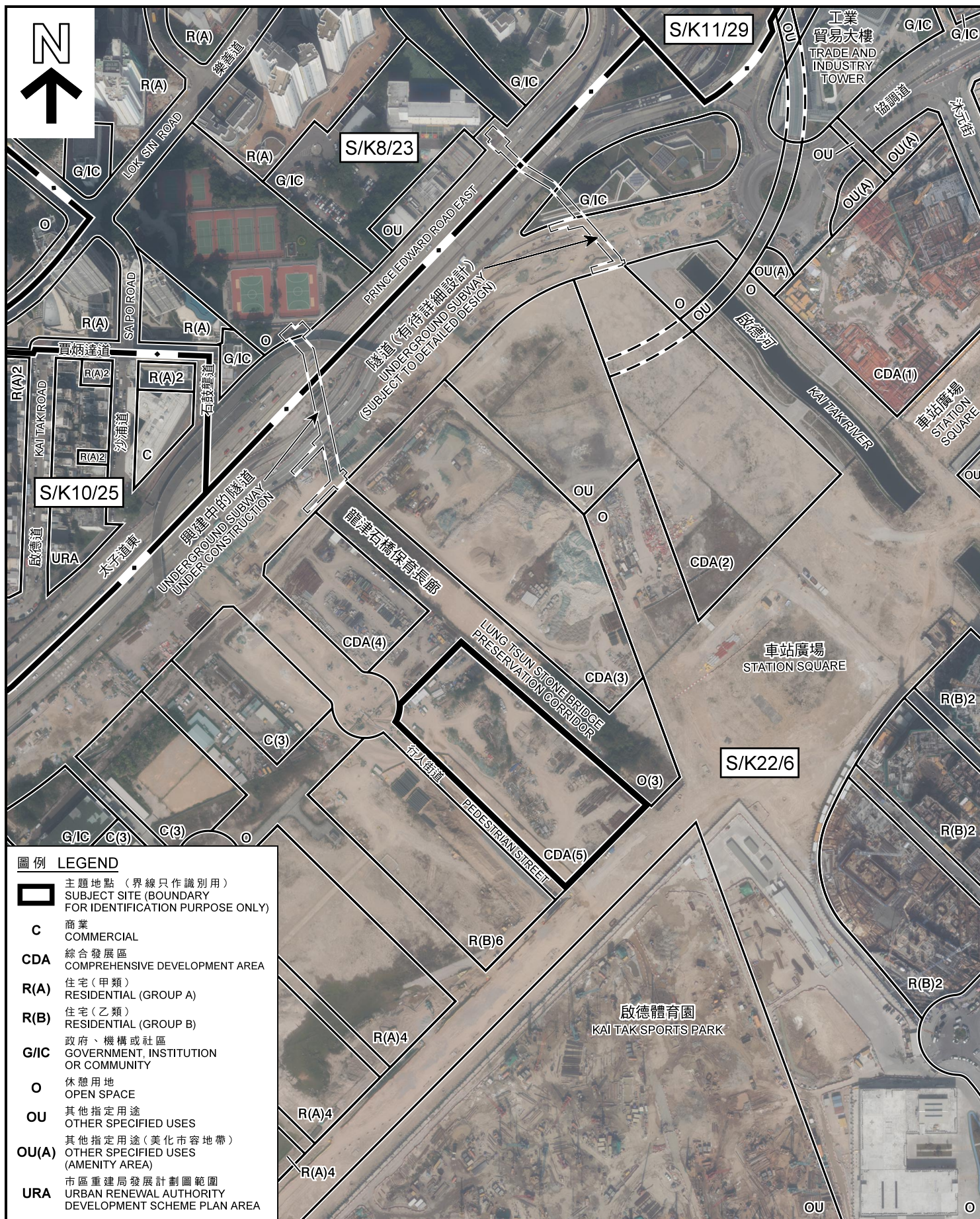
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規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
2



本圖於2020年11月20日擬備，
所根據的資料為地政總署於
2019年11月15日拍得的
航攝照片編號E079446C及E079447C
PLAN PREPARED ON 20.11.2020
BASED ON AERIAL PHOTOS No.
E079446C AND E079447C
TAKEN ON 15.11.2019
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

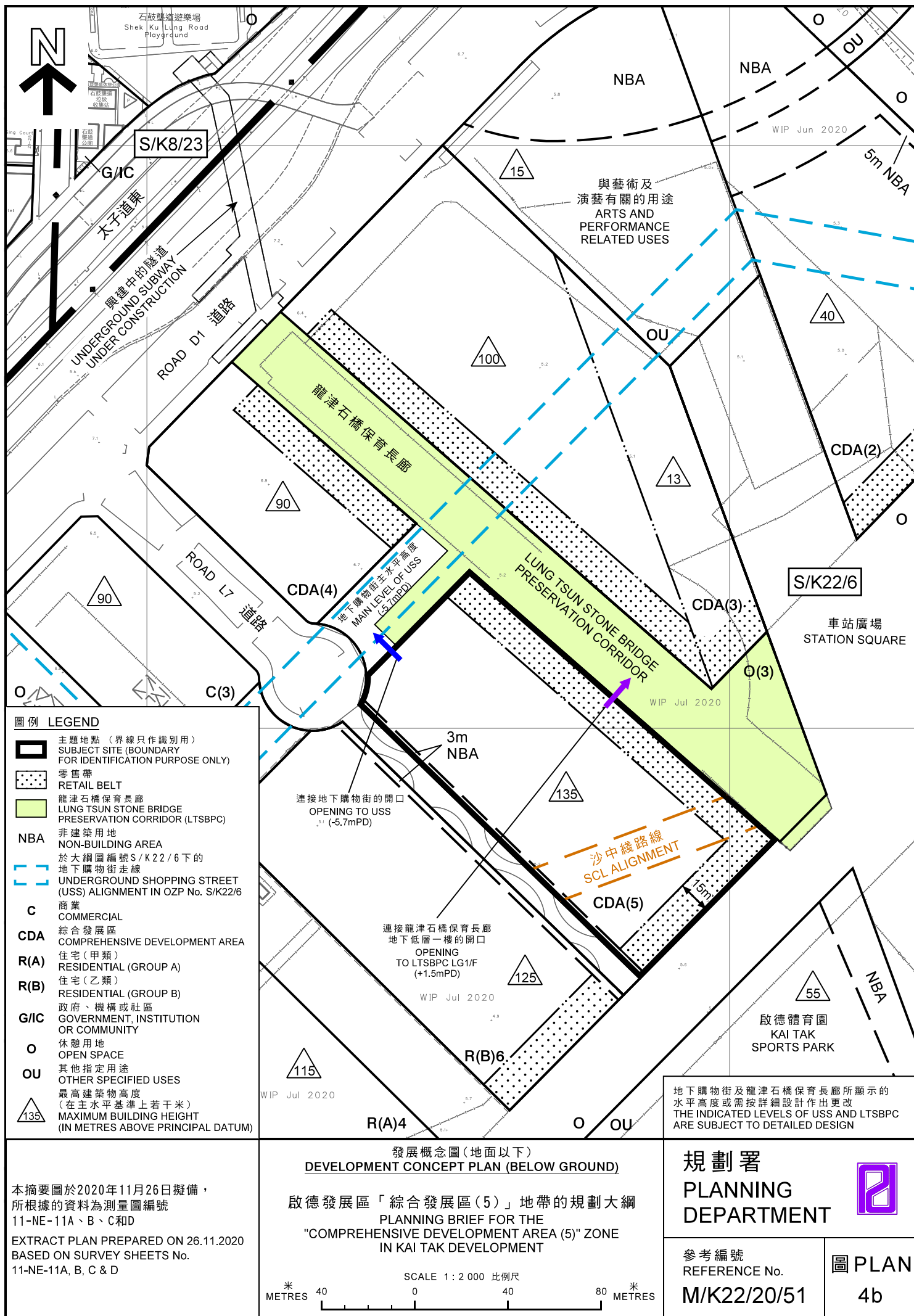
啟德發展區「綜合發展區(5)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (5)" ZONE
IN KAI TAK DEVELOPMENT

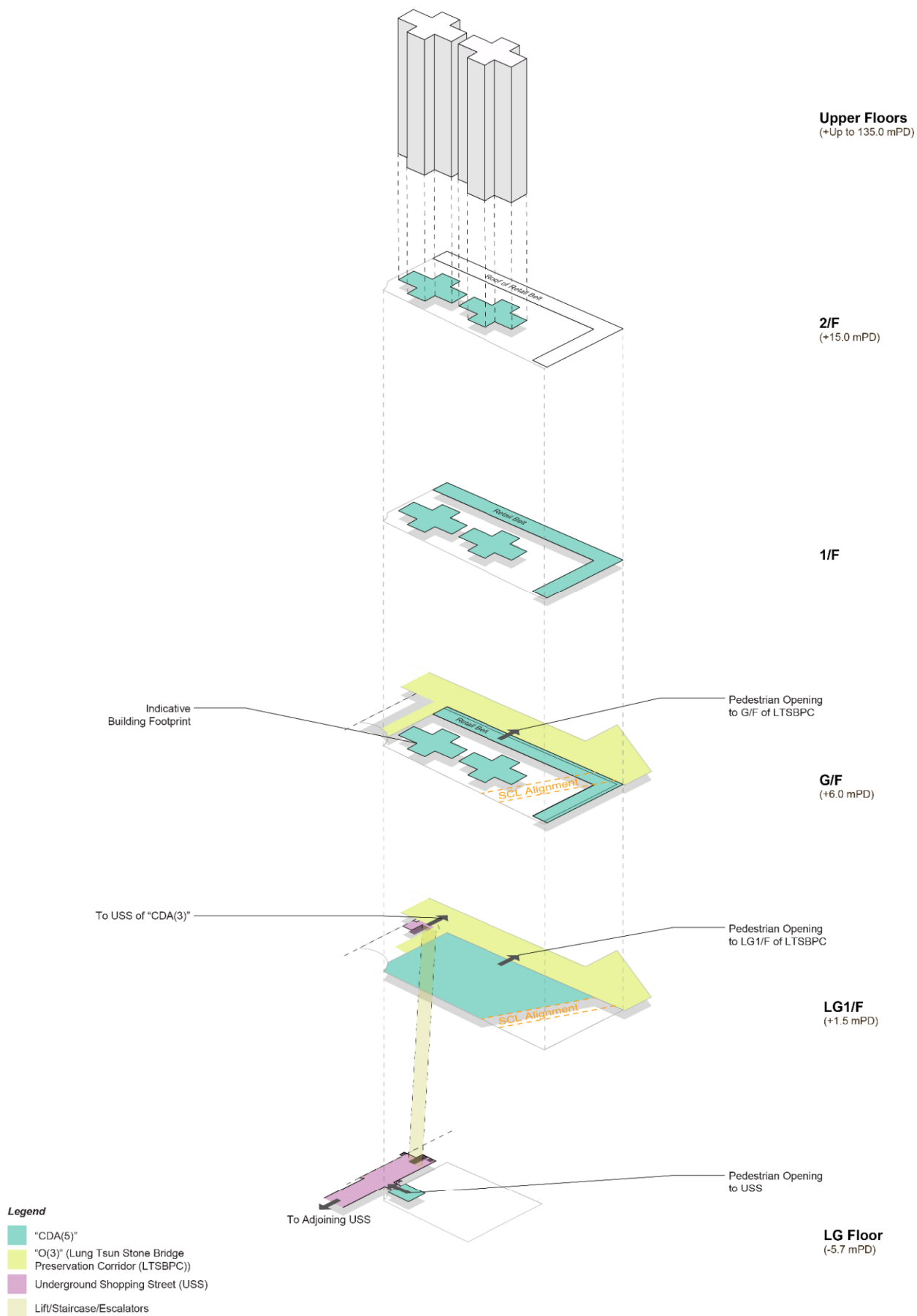
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參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
3





本圖於2020年11月19日擬備
PLAN PREPARED ON 19.11.2020

行人連接概念圖
CONCEPTUAL ILLUSTRATION OF PEDESTRIAN CONNECTIVITY

啟德發展區「綜合發展區(5)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (5)" ZONE
IN KAI TAK DEVELOPMENT

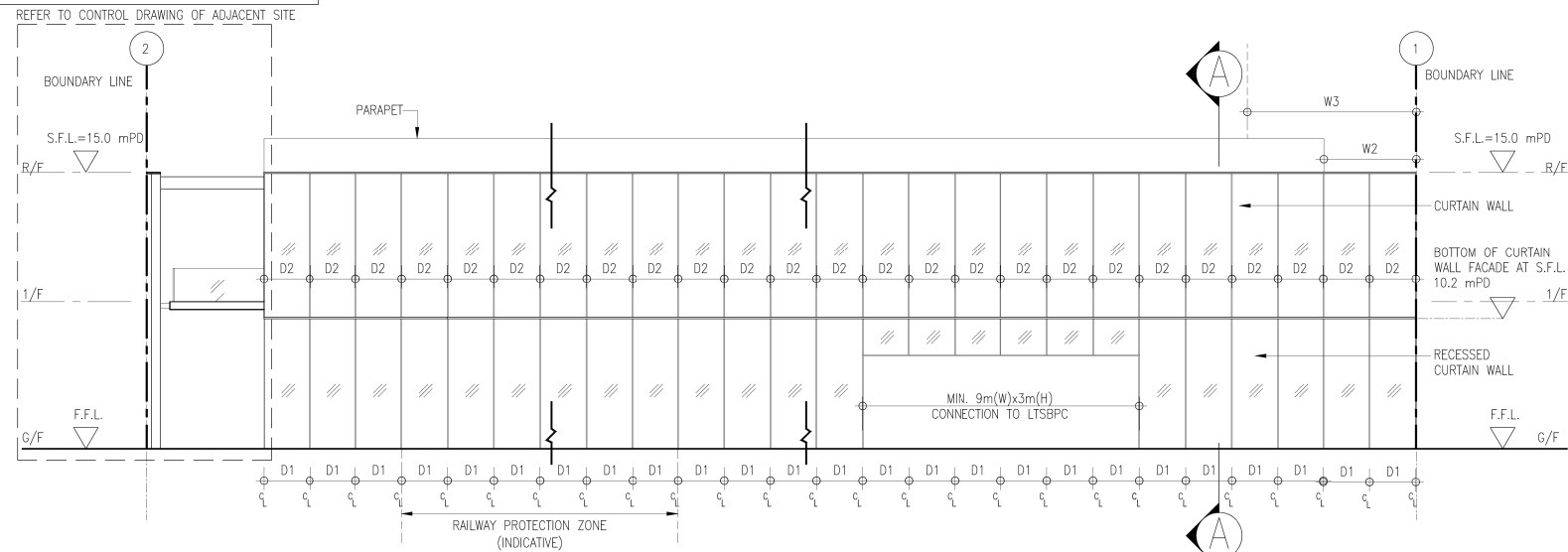
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PLANNING
DEPARTMENT



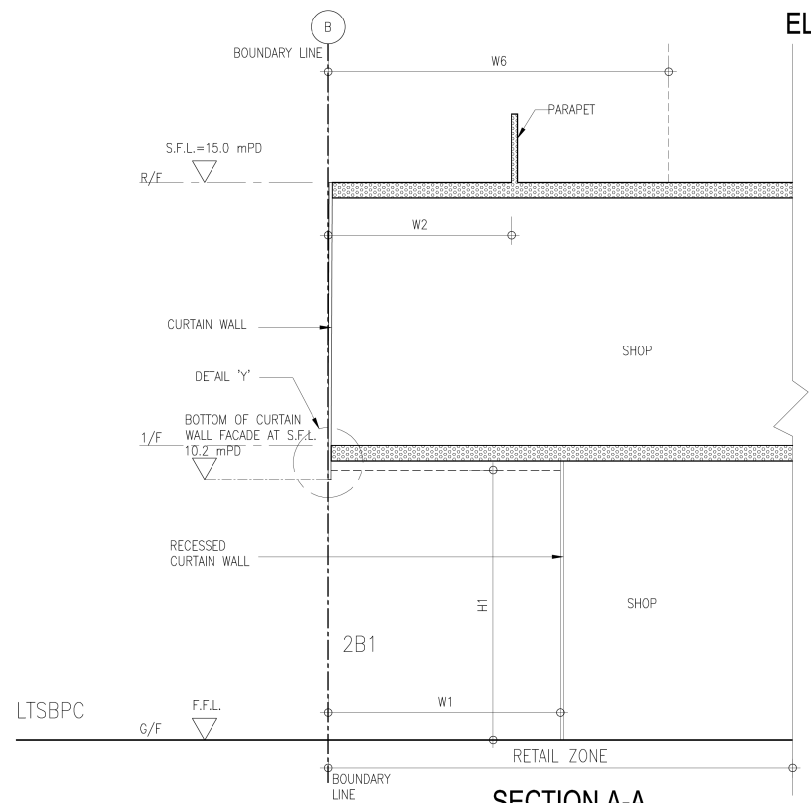
參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
5

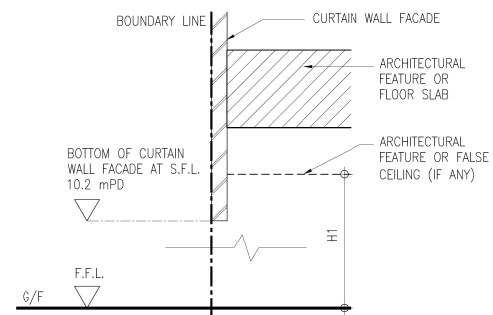
PREFERED OPTION



ELEVATION 1



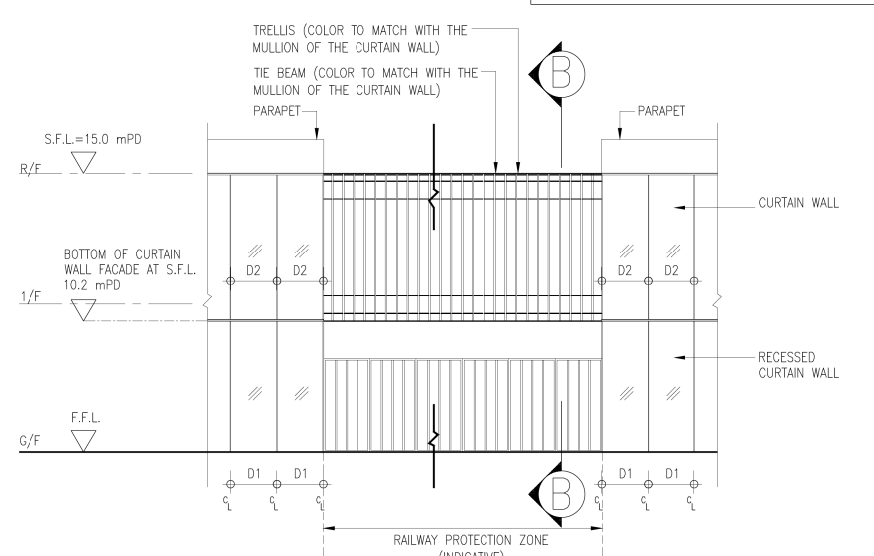
SECTION A-A



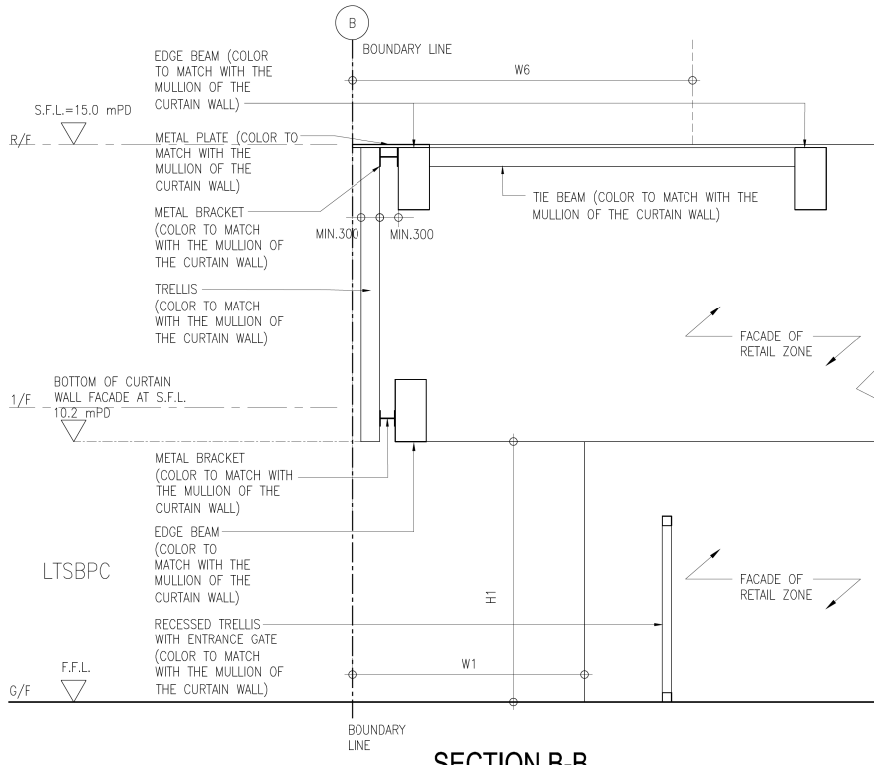
DETAIL 'Y'

CONTROL DRAWING FOR CDA (5)

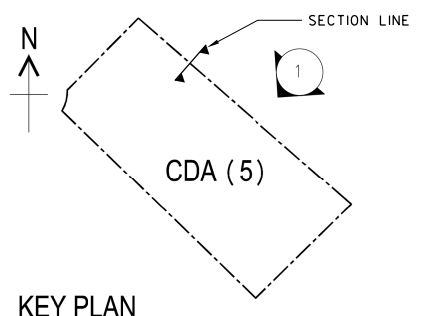
ALTERNATIVE OPTION



PART ELEVATION 1



SECTION B-B



KEY PLAN

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

於「綜合發展區(5)」的零售帶懸臂概念圖
CANTILEVER CONCEPT DRAWING FOR RETAIL BELT AT "COMPREHENSIVE DEVELOPMENT AREA (5)"

啟德發展區「綜合發展區(5)」地帶的規劃大綱
PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (5)" ZONE IN KAI TAK DEVELOPMENT

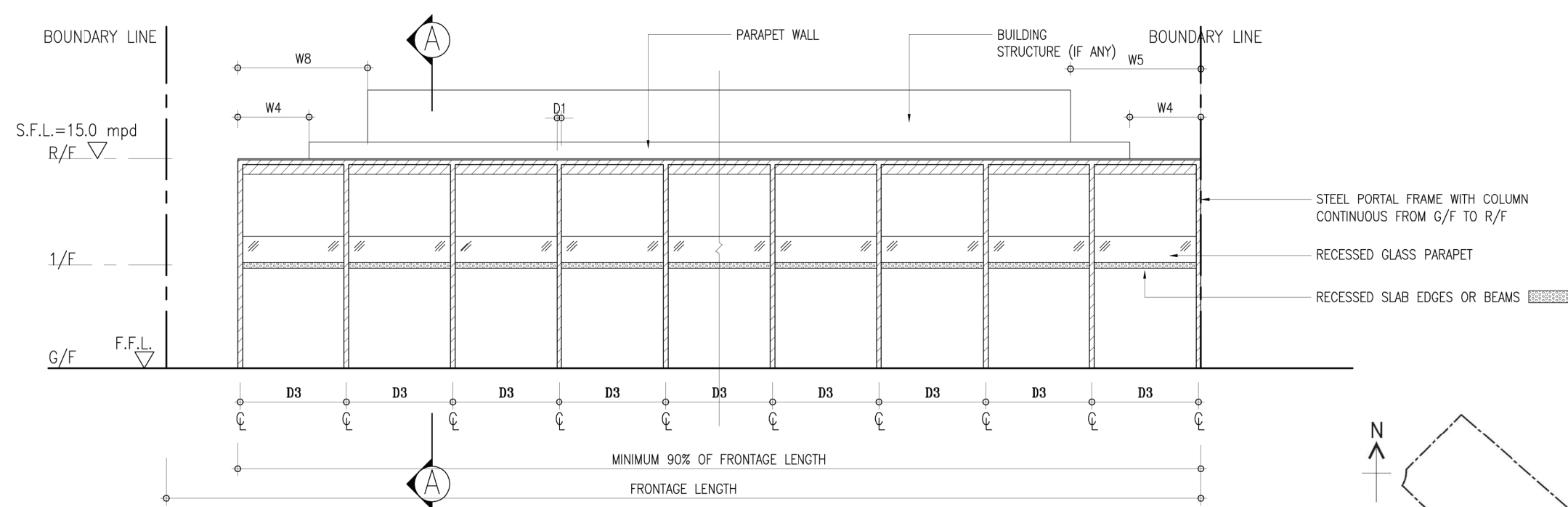
本圖於2020年11月26日擬備
PLAN PREPARED ON 26.11.2020

規劃署
PLANNING DEPARTMENT

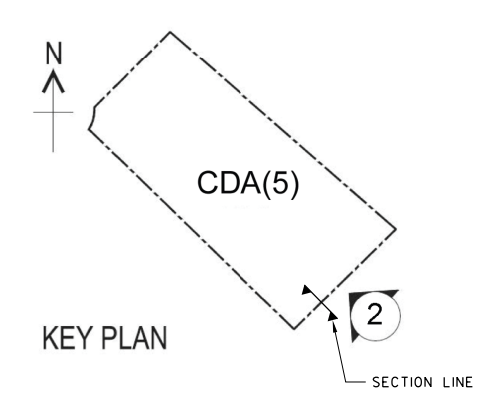


參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
6a

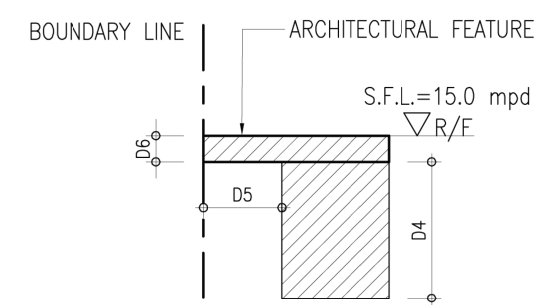


ELEVATION 2

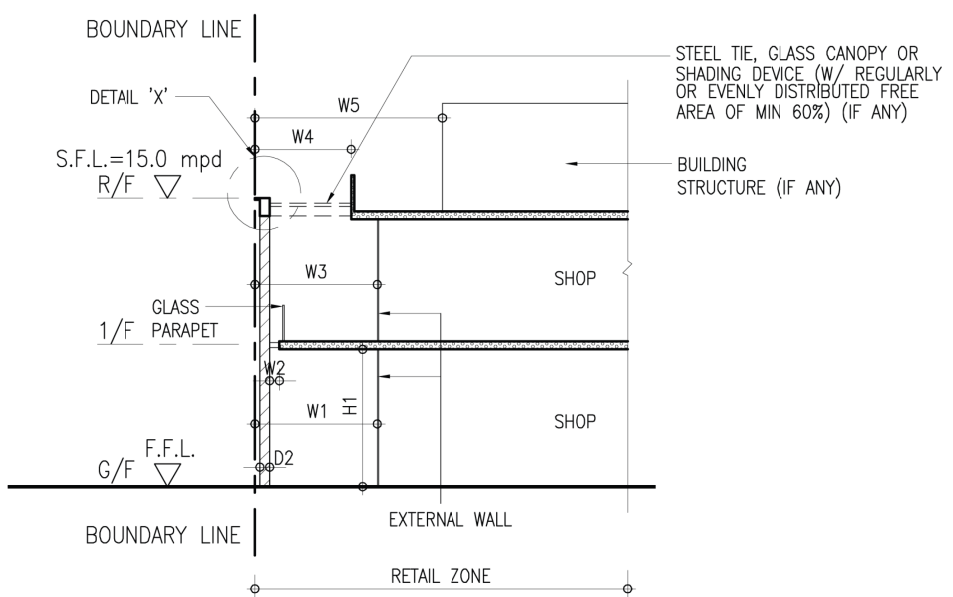


NOTES

1. H1 MIN. 4200mm CLEAR HEADROOM
2. W1 3000mm TO 3600mm SETBACK
3. W2 MIN. 150mm SETBACK
4. W3 3000mm TO 3600mm SETBACK
5. W4 MIN. 3000mm SETBACK
6. W5 MIN.15000mm SETBACK.
7. W8 MIN. 5500mm SETBACK.
8. D1 RECTANGLE, SQUARE OR H-PROFILE STEEL COLUMN W/ WIDTH AT 280mm MAX. INCLUDING FINISHES
9. D2 RECTANGLE, SQUARE OR H-PROFILE STEEL COLUMN W/ DEPTH AT 500mm MAX. INCLUDING FINISHES
10. D3 CONTINUOUS COLUMNS AT REGULAR INTERVAL BETWEEN 3000mm to 4500mm c/c
11. D4 RECTANGLE, SQUARE OR H-PROFILE STEEL BEAM W/ DEPTH AT 350mm MAX. INCLUDING FINISHES
12. D5 150mm SETBACK
13. D6 MAX. 50mm THK.
14. PARAPET AT 1/F SHALL BE GLASS MATERIAL W/ NECESSARY SUPPORTING ELEMENTS. COLOUR OF ARCHITECTURAL STEEL FRAME SHALL BE IN DARK GREY TONES. COLOUR OF EXTERNAL FINISHES OF RETAIL BELT STRUCTURE SHALL BE IN EARTHY OR GREY TONES.



DETAIL 'X'



SECTION A-A

於「綜合發展區(5)」的零售帶柱廊概念圖
COLONNADE CONCEPT DRAWING FOR RETAIL BELT AT "COMPREHENSIVE DEVELOPMENT AREA (5)"

啟德發展區「綜合發展區(5)」地帶的規劃大綱
PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (5)" ZONE IN KAI TAK DEVELOPMENT

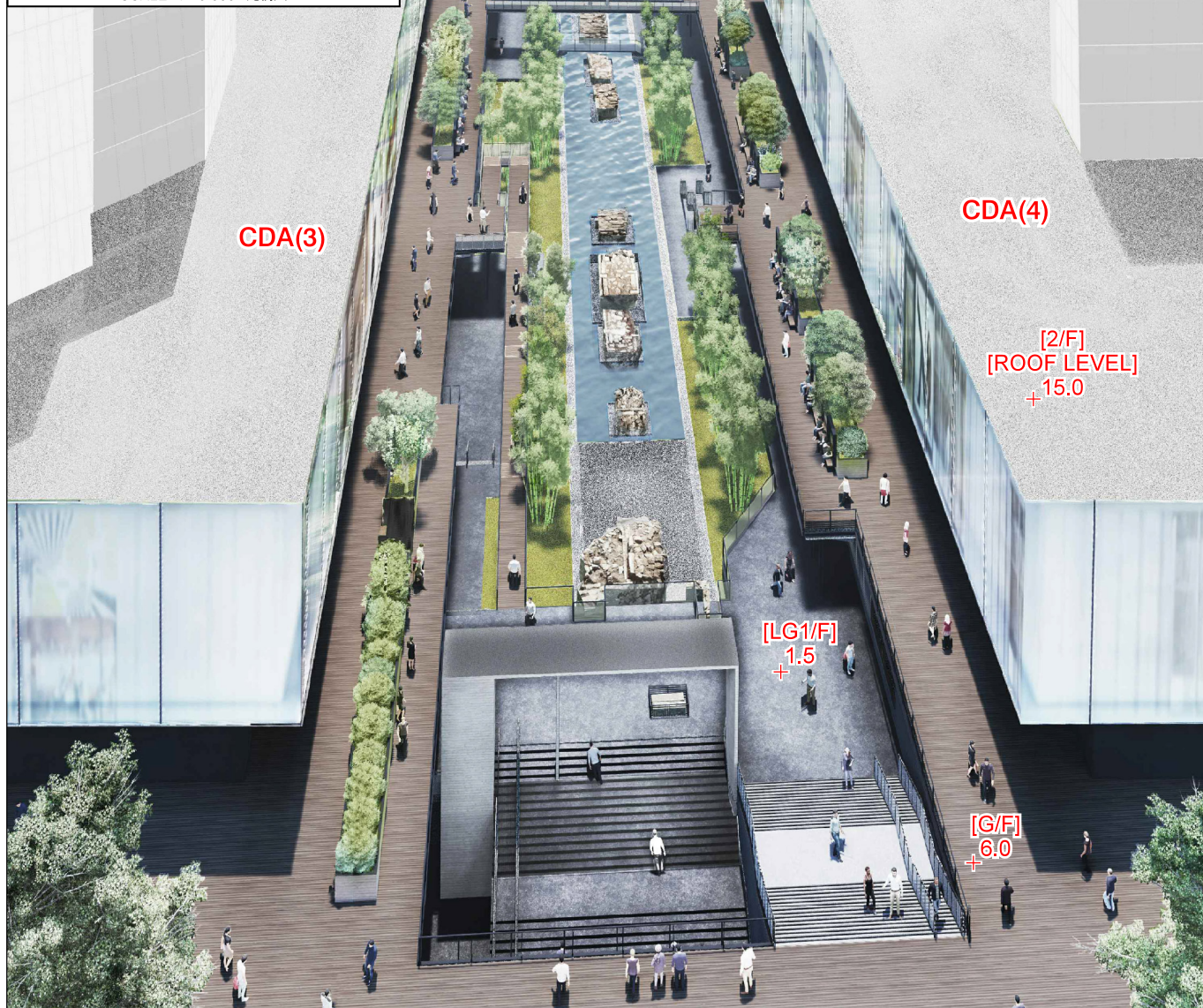
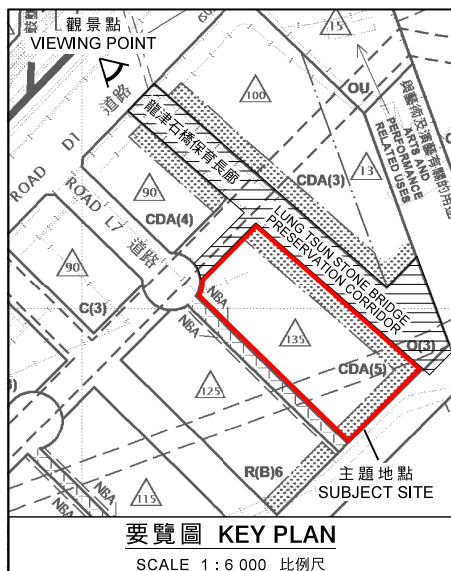
本圖於2020年11月26日擬備
PLAN PREPARED ON 26.11.2020

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
6b



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

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

本圖於2020年11月26日擬備
PLAN PREPARED ON 26.11.2020

藝術家印象下的龍津石橋保育長廊(從道路D1觀看)
ARTIST'S IMPRESSION OF LUNG TSUN STONE BRIDGE
PRESERVATION CORRIDOR (VIEWED FROM ROAD D1)

啟德發展區「綜合發展區(5)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (5)" ZONE
IN KAI TAK DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
7

九龍城區議會轄下
房屋及發展規劃委員會第四次會議

日期： 2020 年 9 月 15 日(星期二)
時間： 下午 2 時 30 分
地點： 九龍城民政事務處會議室

出席者：

主席： 黎廣偉議員

副主席： 黃永傑議員

委員： 周熙雯議員

梁婉婷議員 (於下午 5 時 30 分離席)

潘國華議員,JP (於下午 5 時 44 分離席)

李軒朗議員 (於下午 5 時 27 分離席)

郭天立議員 (於下午 2 時 44 分出席)

林德成議員

任國棟議員 (於下午 2 時 38 分出席)

李慧琮議員,SBS,JP (於下午 3 時 00 分出席)

(於下午 5 時 53 分離席)

楊振宇議員

曾健超議員

蕭亮聲議員

麥瑞淇議員

馮文韜議員

何華漢議員 (於下午 5 時 30 分離席)

關家倫議員

馬希鵬議員

吳寶強議員,MH (於下午 2 時 43 分出席)

(於下午 5 時 53 分離席)

何顯明議員,BBS,MH

左滙雄議員,MH (於下午 2 時 38 分出席)

(於下午 5 時 23 分離席)

張景勛議員 (於下午 5 時 53 分離席)

楊永杰議員 (於下午 5 時 30 分離席)

鄭葆賢議員 (於下午 2 時 39 分出席)

秘書：趙大偉先生 九龍城民政事務處一級行政主任(區議會)

列席者：

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

應邀出席者：

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

開會辭

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

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

通過上次會議記錄

~~3. 主席宣布第三次會議的會議記錄無須修訂，並獲委員會一致通過。~~

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

(房屋及發展規劃委員會文件第40/20號)

4. 規劃署九龍規劃專員鄭韻瑩女士介紹文件，重點如下：

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

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

5. 規劃署高級城市規劃師/九龍3李建基先生補充，重點如下：

「綜合發展區(2)」

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

「綜合發展區(3)」、「綜合發展區(4)」及「綜合發展區(5)」

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

零售帶

- (vi) 在啟德發展區沿車站廣場及龍津石橋保育長廊的發展用地，均劃

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

地下購物街

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

龍津石橋保育長廊

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

行人連接

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

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

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

15. 規劃署鄭韻瑩女士回應，重點如下：

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

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

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

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

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

(xii) 由於是次諮詢涉及四份規劃大綱，因此內容較多及技術性。

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

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

~~過渡性房屋計劃—啟德沐安街項目~~

~~(房屋及發展規劃委員會文件第41/20號)~~

17. 運輸及房屋局項目總監1陳立銘先生作出簡介，重點如下：

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

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

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

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