

**PLANNING BRIEF FOR  
THE “COMPREHENSIVE DEVELOPMENT AREA (1)” ZONE  
IN KAI TAK DEVELOPMENT**

啟德發展「綜合發展區(1)」地帶規劃大綱



規劃署  
PLANNING DEPARTMENT

二零一六年八月  
AUGUST 2016



**PLANNING BRIEF FOR THE  
“COMPREHENSIVE DEVELOPMENT AREA(1)” 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 Plans (MLPs) for the comprehensive developments of the “Comprehensive Development Area (1)” (“CDA(1)”) zone (the Site) on the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/4 (**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 central part of the Kai Tak City Centre of the Kai Tak Development (KTD), is zoned “CDA(1)” under the approved Kai Tak OZP No. S/K22/4. The “CDA(1)” zone is intended for a comprehensive office/hotel/retail development. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking into account various environmental, traffic, infrastructure and other constraints.
- 2.2 According to the Notes of the “CDA” zone, developments within the “CDA(1)” zone is subject to a maximum plot ratio (PR) of 10 and maximum building height (BH) of 40 metres above Principal Datum (mPD) and 200mPD for the western and eastern sub-zones respectively (**Plan 3**). The 200mPD sub-zone is intended for the development of an iconic commercial development while the 40mPD sub-zone is intended for lower structures with a cascading BH profile with descending BH to 15mPD towards the Kai Tak River or the curvilinear walkway to the southwest and northwest respectively. While the proposed landmark development will supplement with the curvilinear walkway and the Kai Tak River to signify the prominent gateway image in the locality, the low cascading developments at both the Site and the adjoining “CDA(2)” site to the west would engender a sense of symmetry along the Kai Tak River vista that frames a principal point of access to KTD.
- 2.3 In formulating the iconic landmark development concept, the broad urban design framework of KTD have been followed in that the BH profile reaches its maximum at the landmark tower next to the Kai Tak River and then gradates towards the Multi-purpose Sports Complex (MPSC) in the southwest (**Plan 1**).



- 2.4 Developments on the land designated 'Shops and Services' and 'Eating Place' uses along the south-eastern boundary of the Site (the retail frontage) are subject to a maximum BH of two storeys. It is envisioned that the retail frontage abutting the Station Square will enhance the vibrancy and the walking experience of the pedestrians in the area (**Plan 1**).
- 2.5 The two 5m wide NBAs along the Kai Tak River within the Site and the adjoining "CDA(2)" site will provide a wider vista along the River (**Plans 3 & 4**). A riverside walk on both sides of the river channel is planned. With the shops, cafes and eating places provided in "CDA(1)" site, a vibrant and festive public gathering place on riverside would be created.

#### Retail Belt and the Colonnade Design

- 2.6 The retail belt in the Kai Tak City Centre is to provide retail frontage so as to enhance the vibrancy and walking experience of the pedestrians in the area. To help create a more intimate ambience for the retail belt, a colonnade design concept, which comprises spacing columns at regular intervals, has been proposed (concept drawing showing the colonnade design is at **Plan 5**). As a unique building design feature, the colonnade design can help moderate wind and protect pedestrians from sun, rain and adverse weather, and bring back the old Kowloon atmosphere that Kai Tak once embraced.
- 2.7 To facilitate public circulation and to provide emergency and maintenance access to the northern part of the Station Square, the applicant shall form and designate a strip of land of 20m wide abutting the Station Square and Road L11 as NBA and be opened to the public on a 24-hour basis (**Plan 4**)<sup>1</sup>.

#### Dedicated Pedestrian Zones

- 2.8 Dedicated Pedestrian Zones (DPZs) of 4.5m wide within "Open Space" ("O") zone on areas abutting the retail belt in the Kai Tak City Centre have been designated (**Plan 4**). DPZs can serve the purposes of facilitating natural lighting, ventilation and means of escape as required under the Building (Planning) Regulations for development sites adjoining the Station Square. The DPZs would be reserved for pedestrian circulation, within which development including most building structures, continuous fencing or the like would generally not be permitted. Underground structures, landscaping and street furniture, such as hard paved walkways, lawn, trees, scrubs and seating as well as amenity features (such as covered walkways and rain shelters which do not impinge on the purpose and function of the DPZ) will generally be permitted within the DPZs.

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<sup>1</sup> For information, a corresponding 30m-wide strip of land next to the subject 20m-wide NBA within the adjoining "Other Specified Uses" and "Mixed Use(2)" ("OU(Mixed Use)(2)") site will also be designated as NBA. The two NBAs together would serve the purpose to facilitate public circulation, and to provide emergency and maintenance access to the northern part of the Station Square.



### Underground Shopping Street

- 2.9 To improve the connectivity with the surrounding districts and the pedestrian environment, the OZP indicates a comprehensive Underground Shopping Street (USS) system at the North Apron area connecting Kowloon City and San Po Kong with KTD and the Kai Tak Station of SCL (**Plan 1**). The proposed USS is about 1,500m long, comprising two sections, namely the Kowloon City (about 20m wide and 1,100m long) and San Po Kong (about 15m wide and 400m long) Sections. It is planned to be developed partly under public roads (including Concorde Road (Road D1), Prince Edward Road East and Roads L7 and L16 to the further west of the area) and public open spaces (including the Station Square, the Preservation Corridor for Lung Tsun Stone Bridge Remnants and the Kai Tak River) (**Plan 1**). Some sections of the USS will be located within development sites zoned "CDA" and "Government, Institution or Community" (G/IC) on the OZP. The section of the USS within the Site which links up the Kai Tak Station of SCL as indicated on the OZP is shown on **Plan 3**. However, to match with the access points reserved at the concourse of the Kai Tak Station at basement level, there is minor adjustment of the USS alignment at the south-eastern portion as compared with that shown on the OZP (**Plan 4**). The adjusted alignment should be broadly followed for development and implementation. Minor adjustment to the alignment can be considered at the s.16 planning application stage. Pedestrian access from the USS shall be provided at ground level in order to connect to the proposed riverside walk along the Kai Tak River.

### Public Transport Terminus

- 2.10 A public transport terminus (PTT) with a GFA of not less than 3,800m<sup>2</sup> shall be provided at the ground level of the Site.

## **3. THE SITE AND ITS SURROUNDING AREAS**

### The Site

- 3.1 The Site is bounded by Concorde Road (Road D1) and Road L11 to the immediate north and east respectively, and served by the Kai Tak Station of SCL situating to its south-east. Three "OU" annotated "Amenity" sites which are intended primarily for the provision of landscaping and planting to enhance the environment are situated along the north-western boundary of the Site.

### The Surrounding Areas

- 3.2 The surrounding areas comprise a mixture of land uses. A belt of "G/IC" sites, which are mainly for Government office developments including the newly completed Trade and Industry Tower, is situated to the north of the Site. A site zoned "OU(Mixed Use)(2)" is situated to the east. The Kai Tak River and "CDA(2)" zone for commercial development are located to its west. The large open space to the south-east of the Site, i.e. the Station Square, will circumscribe the future Kai Tak Station and associated



commercial facilities within the area zoned "OU" annotated "Railway Station with Commercial Facilities" (Plans 1 to 3). Further south-east across the Station is the main residential clusters of the Kai Tak City Centre, i.e. the Grid Neighbourhood.

#### Landscaped Elevated Walkway

- 3.3 A curvilinear landscaped elevated walkway is proposed at the north-west of the Site connecting San Po Kong, 1/F landscaped deck of the Trade and Industry Tower and eventually the large platform of the "OU(Arts and Performance Related Uses)" zone (Plan 4). Another landscaped elevated walkway is planned to connect the proposed landmark tower of the Site with the said curvilinear walkway across Concorde Road (Road D1) and shall be constructed, managed and maintained by the applicant (Plan 4). The landmark tower, together with the curvilinear walkway and the Kai Tak River will shape a strong image at the locality.

#### 4. PLANNING/DEVELOPMENT REQUIREMENTS

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
1.	Site Area	About 1.77 ha	- Site area subject to detailed survey.
2.	OZP Zoning and Planning Intention	<p>- "CDA(1)" - intended for comprehensive office/hotel/retail development with lower structures cascading down towards the Kai Tak River/curvilinear walkway. This zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.</p> <p>- A MLP should be prepared in accordance with the Town Planning Board Guidelines on Submission of Master Layout Plan (TPB-PG No. 18A).</p>	
3.	Proposed Uses	<p>(i) Public Transport Terminus (PTT)</p> <p>(ii) Commercial uses including office, retail, eating place and hotel</p>	



	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
4.	Maximum Plot Ratio (PR)	10	<ul style="list-style-type: none"> <li>- 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.</li> </ul>
5.	Maximum GFA	Not exceeding 177,000m <sup>2</sup> , comprising: (i) PTT: not less than 3,800m <sup>2</sup> (ii) Commercial Uses (not more than 173,200m <sup>2</sup> ): <ul style="list-style-type: none"> <li>- Hotel (maximum GFA of 15,000m<sup>2</sup>)</li> <li>- Office and Retail (a minimum PR of 0.1 (i.e. a minimum GFA of 1,770m<sup>2</sup> for retail frontage (refer to item 8 below))</li> </ul>	
6.	Maximum Site Coverage (SC) under OZP	65% (excluding basement(s))	
7.	Maximum Building Height (BH)	(i) BH sub-zone to the west: 40mPD (ii) BH sub-zone to the east: 200mPD (iii) On land designated 'Shop and Services' and 'Eating Place' uses: not exceeding two storeys and 15mPD	<ul style="list-style-type: none"> <li>- The cascading low-rise structures in the 40mPD sub-zone should descend from 40mPD to 15mPD towards the Kai Tak River or the curvilinear walkway.</li> </ul>
<b>Planning Requirements</b>			
8.	Retail Frontage	<ul style="list-style-type: none"> <li>- Buildings not exceeding two storeys shall be provided at the south-eastern boundary of the Site to accommodate 'Shops and Services' and 'Eating Place' uses.</li> <li>- A retail frontage with a minimum PR of 0.1 (i.e. a minimum GFA of 1,770m<sup>2</sup>) and minimum length of 100m as shown on <b>Plan 5</b> shall be provided to guarantee retail provision.</li> <li>- For the implementation of colonnade design, there is a building setback requirement of 3.6m from the site boundary with a clear headroom of</li> </ul>	



	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>4.2m for the G/F frontage of the retail block to the Station Square. Details of the key requirements of the colonnade design are shown at the concept drawing at <b>Plan 5</b> and are summarized as follows:</p> <p>(i) a colonnade shall be a covered, unobstructed space at the ground level within the lot boundary with support for building or structures at equal spacing along the full length of the colonnade abutting the lot boundary fronting the Station Square;</p> <p>(ii) support for building or structures of the colonnade with a height of one or two storeys shall be provided at equal spacing with centre-to-centre distance between 6m and 9m along the full length of the building façade abutting the lot boundary fronting the Station Square;</p> <p>(iii) the width and depth of individual support for building or structures of the colonnade (including finishes) shall have a dimension of a minimum 600mm and a maximum 600mm respectively against the lot boundary; and</p> <p>(iv) a covered and unobstructed area at the ground level shall be provided with a clear width of 3m along the full length of the building façade with a clear headroom of 4.2m</p>	
9.	Underground Shopping Street	Provision of public passageway at the basement level in the development as part of the USS system across the Site (about 20m wide and a clear width of not less	To match with the access points reserved at the concourse of the Kai Tak Station at basement level, there is minor



	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>than 8m wide for public circulation) as mentioned in paragraph 2.9 above.</p> <p>— The USS should connect with the SCL Kai Tak Station via the station entrance at basement level and the passageway of USS should be opened to the public on a 24-hour basis (<b>Plan 4</b>).</p> <p>— Pedestrian access from the USS shall be provided at ground level in order to connect to the designated location crossing Kai Tak River.</p> <p>— Retail GFA should be provided adjoining the USS at the same finished floor level of USS so that the total retail GFA at such level shall not be less than 4,000m<sup>2</sup>.</p> <p>— The applicant shall construct, manage and maintain the USS section falling within the Site together with the section connecting with the Kai Tak Station falling within the "Open Space" ("O") zone (i.e. the whole USS section coloured blue on <b>Plan 4</b>). The applicant shall also construct, manage and maintain an underground public walkway with a width of not less than 6m underneath the southern tip of Road L11 for connecting with the adjoining "OU(Mixed Use)(2)" site.</p>	<p>adjustment of the USS alignment at the south-eastern portion as compared with that shown on the OZP (<b>Plan 4</b>). The adjusted alignment should be broadly followed for development and implementation. Minor adjustment to the alignment can be considered at the s.16 planning application stage.</p> <p>— The 6m-wide underground public walkway is intended to connect the USS of the Site and the USS under the adjoining "OU(Mixed Use)(2)" site for pedestrian circulation across the two sites.</p>
10.	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 be compatible and congruous with the surrounding developments and settings,</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 the Hong Kong Planning Standards and</p>



<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
	<p>with emphasis on achieving a harmony design with the curvilinear landscaped elevated walkway and the Kai Tak River which are vital components in shaping a strong image;</p> <p>(ii) create a focal point via a distinctive design of a landmark tower which would highlight its significance as a gateway into Kai Tak City Centre. The design, disposition and massing of the landmark tower should avoid imposing significant adverse impacts on visual quality and air ventilation of the area;</p> <p>(iii) adopt a cascading BH profile with descending BH towards the Kai Tak River/curvilinear walkway;</p> <p>(iv) provide visual and ventilation corridors to enhance visual and air permeability, and preserve the existing air paths;</p> <p>(v) adopt podium-free design as podium-free development is advocated in Kai Tak area;</p> <p>(vi) maximize at-grade public spaces;</p> <p>(vii) improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level; and</p> <p>(viii) the BH restriction is mainly intended to impose control on development at main roof level. However, to avoid excessive utility and architectural features on roof top of the landmark tower,</p>	<p>Guidelines (HKPSG) Chapter 11 Urban Design Guidelines.</p>



	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>roof-top structure design and height should be included in the MLP submission for the consideration and approval by the Board.</p>	
11.	NBA	<p>As stipulated on the OZP, a 5m wide NBA along the Kai Tak River shall be preserved to provide a wide vista along the River. Landscaping, street furniture and underground structures will be permitted within the NBA.</p> <p>The applicant shall form a NBA with 20m wide at the eastern part of the Site (<b>Plan 4</b>) to facilitate public circulation and to provide emergency and maintenance access to the northern part of the Station Square as mentioned in paragraph 2.7. This NBA shall be opened to the public on a 24-hour basis. Landscaping, street furniture and other structures that would not impinge on the use of the subject area as maintenance/emergency access and for public circulation would be allowed within this NBA.</p>	
12.	Landscape and Tree Preservation	<p>A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission, and with the incorporation of the following landscaping requirements:</p> <p>(i) create a comprehensive landscaping proposal to integrate the developments with the surrounding environment, especially the Station Square, the SCL Kai Tak Station, the Kai Tak River and the curvilinear landscaped elevated walkway, to soften the building mass;</p> <p>(ii) every possible effort should be made to preserve the existing trees, if any, on the site and</p>	<p>Reference should be made to the requirements and procedures as stipulated in Development Bureau Technical Circular (Works) No. 10/2013: Tree Preservation.</p>



Item	Particulars	Remarks
	<p>minimize the adverse impact to them during the work period;</p> <p>(iii) a greening ratio of 30% of the total site area, including a minimum of 20% at-grade greening of the total site area and 20% roof level greening of the total roof area. The landscaped elevated walkway as mentioned in paragraph 3.3 shall be subject to a minimum greening ratio of 15% which shall not be counted towards the overall greening ratio of 30% as mentioned above; and</p> <p>(iv) provide at-grade amenity treatment (e.g. high quality streetscape with roadside trees and street furniture) to create friendly environment and create a strong sense of place.</p> <p>The LMP should illustrate:</p> <p>(i) conceptual and detailed 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 Station Square and SCL Kai Tak Station, Kai Tak River and the curvilinear landscaped elevated walkway; and</p> <p>(iv) layout, location and landscape design of open spaces including pedestrian circulation in relation to adjoining developments and areas.</p>	



	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
13.	Public Transport Facilities	<ul style="list-style-type: none"> <li>- A PTT should be provided at the ground level to the satisfaction of the Commissioner for Transport (C for T), Director of Highways and other concerned Government Departments. The GFA of the PTT, which is not less than 3,800m<sup>2</sup>, is accountable for GFA calculation. The requirements of the PTT are as follows: <ul style="list-style-type: none"> <li>(a) 2 bus lanes of double-width, and</li> <li>(b) 1 GMB and/or Taxi lane of double-width</li> </ul> </li> <li>- The design and provision of the PTT facilities are subject to the agreement of the C for T, Director of Highways and relevant departments. The PTT should be incorporated as part of the MLP submission.</li> <li>- At least two opposite sides of the PTT shall be fully opened to outdoors without major obstructions to enable natural lighting and ventilation. Otherwise, prior written approval by the Director of Highways should be sought.</li> </ul>	
14.	Car Parking and Loading/ Unloading Provision and Vehicular Access	<ul style="list-style-type: none"> <li>- Basement car park is advocated for developments in Kai Tak area.</li> <li>- Ancillary parking spaces and loading/unloading facilities (to be provided at basement level) and vehicular access should 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 C for T.</li> </ul>	
15.	Pedestrian Facilities/ Connectivity	<ul style="list-style-type: none"> <li>- The applicant shall construct, manage and maintain the landscaped elevated walkway as mentioned in paragraph 3.3 (<b>Plan 4</b>). A 24-hour barrier-free public access should be provided at the proposed landscaped</li> </ul>	<ul style="list-style-type: none"> <li>- The applicant should liaise and agree with relevant Government departments on the design and construction of the proposed</li> </ul>



	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>elevated walkway for connection to the ground level of the Site.</p> <ul style="list-style-type: none"> <li>- A Dedicated Pedestrian Zone (DPZ) of 4.5m wide within "O" zone on areas abutting the retail frontage has been designated (<b>Plan 4</b>). DPZ can serve the purposes of facilitating natural lighting, ventilation and means of escape as required under the Building (Planning) Regulations (details see paragraph 2.8 above)</li> <li>- Covered pedestrian connections between the landmark tower, the cascading low-rise structures, the curvilinear landscaped elevated walkway, the riverside walk of the Kai Tak River, the SCL Kai Tak station, the Station Square, the PTT on ground level and the adjoining developments shall be provided, and should be addressed and indicated clearly in the MLP. The Site should be connected with its surrounding developments via the landscaped elevated walkway, the USS/underground public walkway (Item 9 above) and at-grade pedestrian crossing/connections as appropriate, and such pedestrian facilities shall be opened to the public on a 24-hour basis and barrier-free access should be provided.</li> </ul>	<p>landscaped elevated walkway.</p> <ul style="list-style-type: none"> <li>- Leisure and Cultural Services Department (LCSD) will take up the design, implementation (including construction) and management responsibilities of the Station Square including the DPZ. However, in view of the development programme of the Station Square fronting the Site, the applicant may be requested to form and pave the DPZ to the Government's satisfaction and hand over the DPZ to the Government upon demand.</li> <li>- All the proposed pedestrian connection facilities should be included in the pedestrian connectivity study of the TIA.</li> </ul>
<b><u>Development Requirements</u></b>			
16.	Traffic and Transport Aspects	<ul style="list-style-type: none"> <li>- 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.</li> <li>- The TIA should be completed to the</li> </ul>	



	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>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 Director of Highways.</p>	
17.	Environment Aspect	<p>— An environmental assessment (EA) should be carried out by the applicant to examine any possible environmental problems that may be caused to or by the proposed development during and after construction 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.</p>	
18.	Drainage and Sewerage Aspects	<p>— A drainage impact assessment (DIA) and sewerage impact assessment (SIA) should be carried out by the applicant 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 the DEP respectively, and submitted as part of the MLP submission.</p>	
19.	Visual Aspect	<p>— 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. The VIA should be submitted as part of the MLP submission.</p>	<p>— 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).</p>



	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
20.	Air Ventilation Aspect	<p>A quantitative AVA 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.</p> <p>Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the Site and to the nearby areas.</p>	<p>The quantitative AVA should be conducted in accordance with Joint Housing, Planning and Lands Bureau and Environmental, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessment or its latest version.</p>

## 5. MASTER LAYOUT PLAN SUBMISSION

5.1 The MLP should be prepared in accordance with 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(1)" zone of the Kai Tak OZP and demonstrate clearly that the requirements stated in Explanatory Statement (ES) 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 gross floor area for various uses, total number of hotel rooms and room size, where applicable;
- (iii) the details and extent of public transport and parking facilities, and open space to be provided within the area;
- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
- (v) the LMP and urban design proposals 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.



construction and the proposed mitigation measures to tackle them;

- (viii) a VIA and quantitative AVA 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 a SIA 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, types of PTT facilities, and open space facilities.

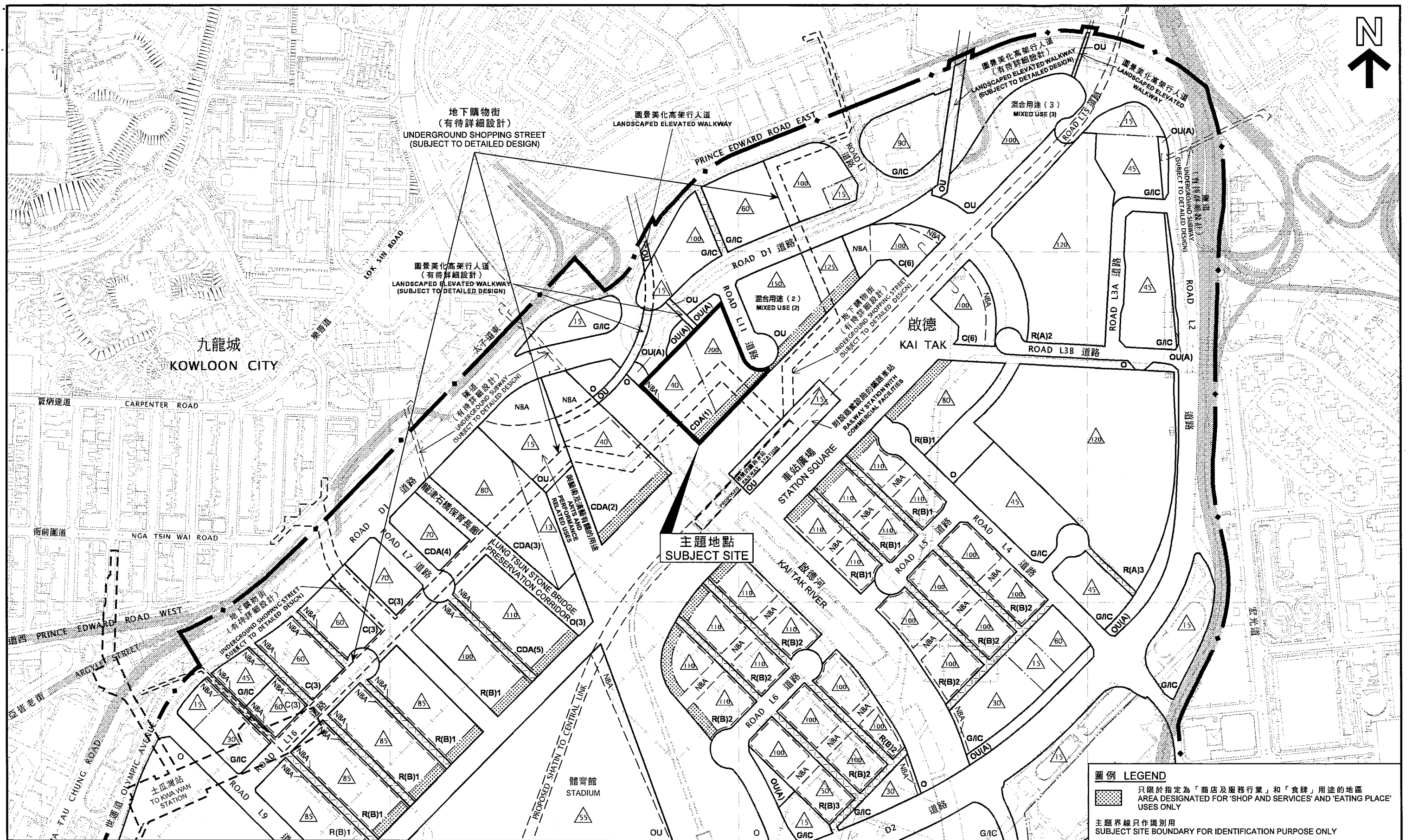
5.4 A copy of MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Ordinance.

## 6. ATTACHMENTS

Plan 1	Location Plan
Plan 2	Aerial Photo
Plan 3	Site Plan
Plan 4	Development Concept Plan
Plan 5	Colonnade Concept Drawing for Retail Belt

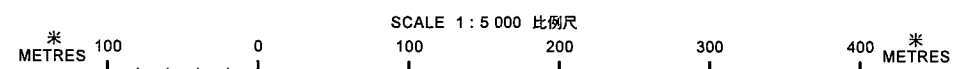
**PLANNING DEPARTMENT  
AUGUST 2016**





位置圖 LOCATION PLAN

啟德「綜合發展區(1)」規劃大綱  
PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (1)" IN KAI TAK



本摘要圖於2016年6月1日擬備，  
所根據的資料為於2012年9月4日  
核准的分區計劃大綱圖編號S/K22/4  
EXTRACT PLAN PREPARED ON 1.6.2016  
BASED ON OUTLINE ZONING PLAN No.  
S/K22/4 APPROVED ON 4.9.2012

圖例 LEGEND  
只限於指定為「商店及服務行業」和「食肆」用途的地區  
AREA DESIGNATED FOR 'SHOP AND SERVICES' AND 'EATING PLACE'  
USES ONLY  
主題界線只作識別用  
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/16/42

圖 PLAN  
1





#### 圖例 LEGEND

- 主體地點 (界線只作識別用)**  
SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
- C** 商業  
COMMERCIAL
- CDA** 綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA
- R(A)** 住宅(甲類)  
RESIDENTIAL (GROUP A)
- R(B)** 住宅(乙類)  
RESIDENTIAL (GROUP B)
- R(E)** 住宅(戊類)  
RESIDENTIAL (GROUP E)
- G/C** 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
- O** 休憩用地  
OPEN SPACE
- OU** 其他指定用途  
OTHER SPECIFIED USES
- OU(A)** 其他指定用途(美化市容地帶)  
OTHER SPECIFIED USES (AMENITY AREA)
- U** 未決定用途  
UNDETERMINED

本圖於2016年4月15日擬備，  
所根據的資料為地政總署於  
2015年4月14日拍得的  
航攝照片編號CS58717

PLAN PREPARED ON 15.4.2016  
BASED ON AERIAL PHOTO No.  
CS58717 TAKEN ON 14.4.2015  
BY LANDS DEPARTMENT

#### 航攝照片 AERIAL PHOTO

啟德「綜合發展區(1)」規劃大綱  
PLANNING BRIEF FOR THE  
"COMPREHENSIVE DEVELOPMENT AREA (1)" IN KAI TAK

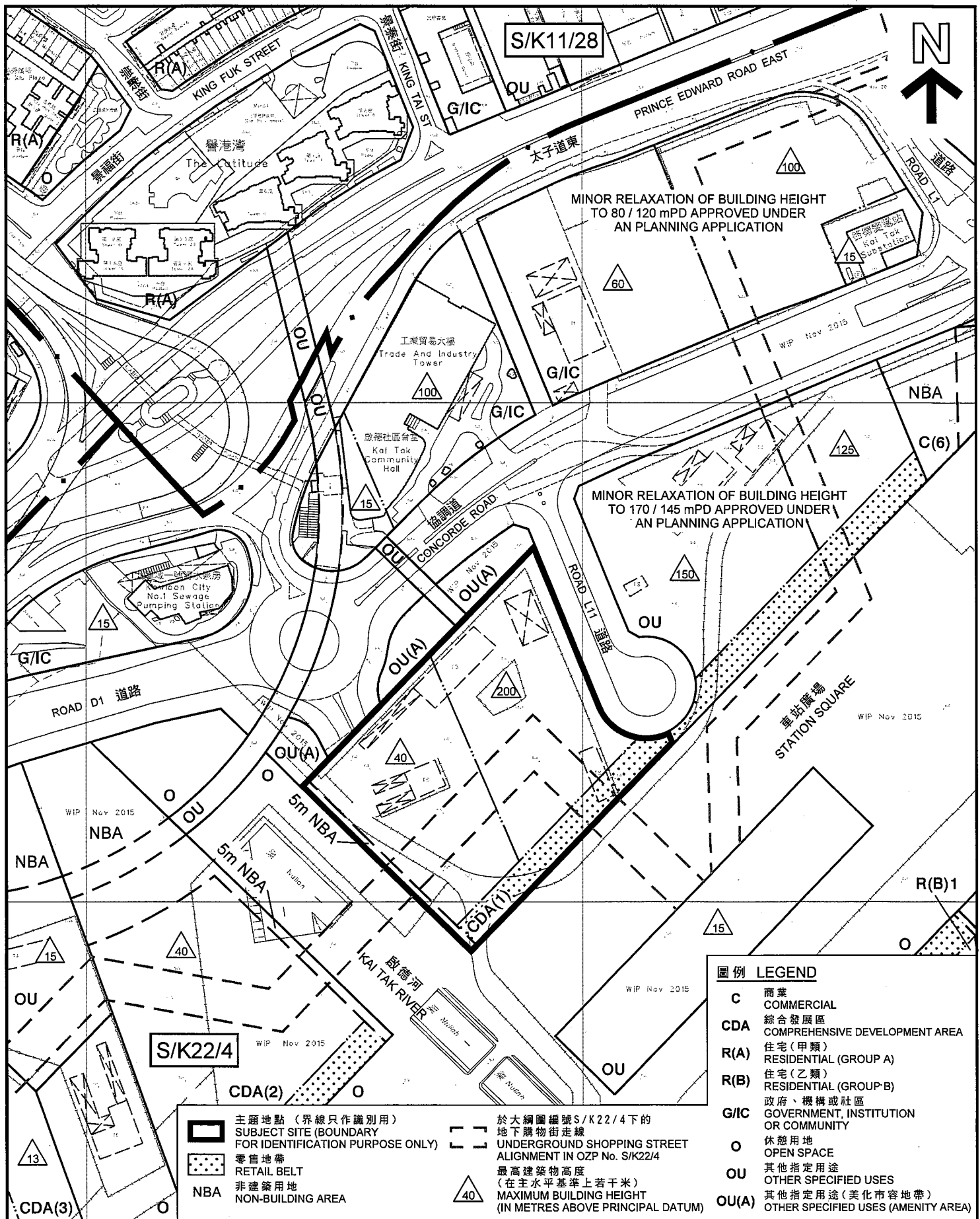
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/16/42

圖 PLAN  
2





### 平面圖 SITE PLAN

啟德「綜合發展區(1)」規劃大綱  
PLANNING BRIEF FOR THE  
"COMPREHENSIVE DEVELOPMENT AREA (1)" IN KAI TAK

本摘要圖於2016年4月15日擬備，  
所根據的資料為測量圖編號  
11-NE-6C、D、11A和B  
EXTRACT PLAN PREPARED ON 15.4.2016  
BASED ON SURVEY SHEETS No.  
11-NE-6C, D, 11A & B

SCALE 1 : 2 500 比例尺  
米 50 0 50 100 米  
METRES

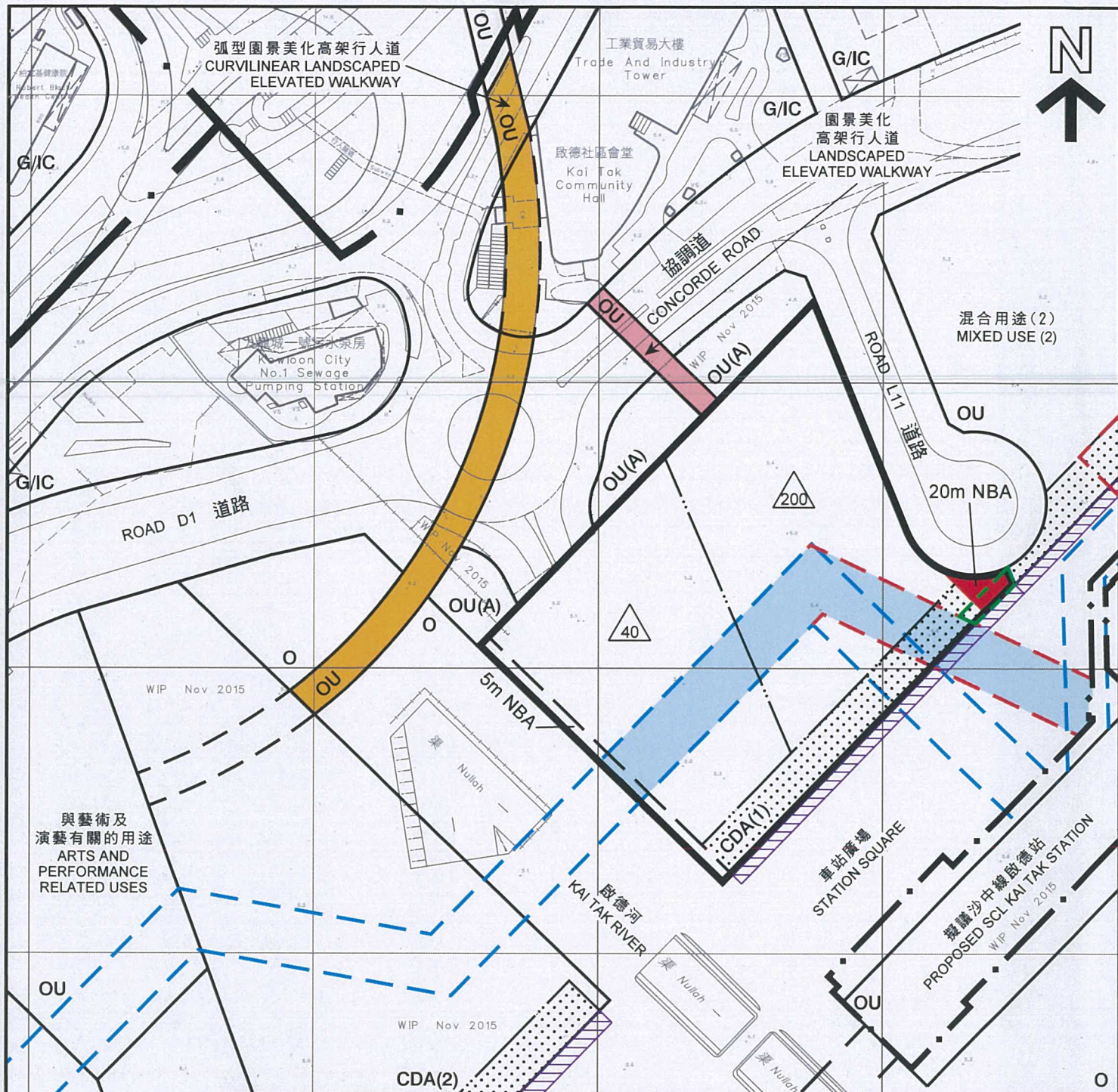
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/16/42

圖 PLAN  
3





#### 圖例 LEGEND

- 主體地點 (界線只作識別用)  
SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
- 零售地帶  
RETAIL BELT
- 6米闊地下行人路  
6m WIDE UNDERGROUND PUBLIC WALKWAY
- NBA  
非建築用地  
NON-BUILDING AREA
- 20米非建築用地  
20m NON-BUILDING AREA
- 園景美化高架行人道  
LANDSCAPED ELEVATED WALKWAY
- 弧型園景美化高架行人道  
CURVILINEAR LANDSCAPED ELEVATED WALKWAY

- 行人專用區  
DEDICATED PEDESTRIAN ZONE
- 於大綱圖編號S/K22/4下的  
地下購物街走線  
ALIGNMENT IN OZP No. S/K22/4
- 擬議對地下購物街走線的輕微改動  
PROPOSED MINOR ADJUSTMENT TO UNDERGROUND SHOPPING STREET
- 發展商須興建、管理及維修之  
地下購物街分段  
SECTION TO BE CONSTRUCTED, MANAGED AND MAINTAINED BY DEVELOPER
- 沙中線啟德站界線  
BOUNDARY OF SCL KAI TAK STATION

- CDA 綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA
- G/IC 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地  
OPEN SPACE
- OU 其他指定用途  
OTHER SPECIFIED USES
- OU(A) 其他指定用途(美化市容地帶)  
OTHER SPECIFIED USES (AMENITY AREA)
- 最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

#### 發展概念圖 DEVELOPMENT CONCEPT PLAN

啟德「綜合發展區(1)」規劃大綱  
PLANNING BRIEF FOR THE  
"COMPREHENSIVE DEVELOPMENT AREA (1)" IN KAI TAK

SCALE 1:2 000 比例尺  
米 METRES 40 0 40 80 米 METRES

規劃署  
PLANNING  
DEPARTMENT

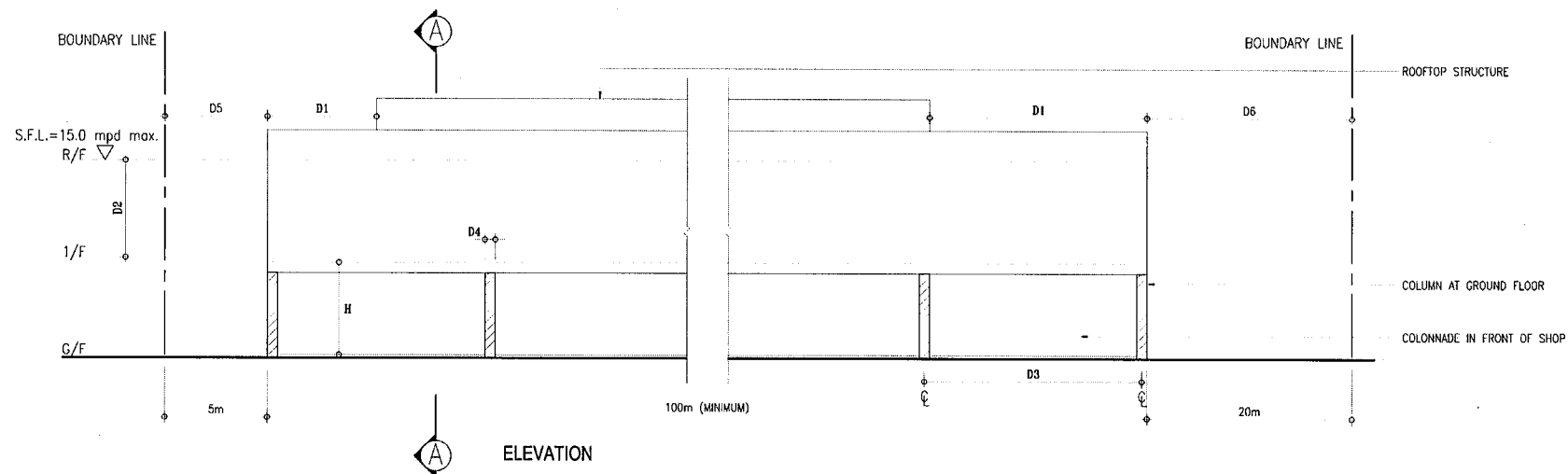


參考編號  
REFERENCE No.  
M/K22/16/42

圖 PLAN  
4

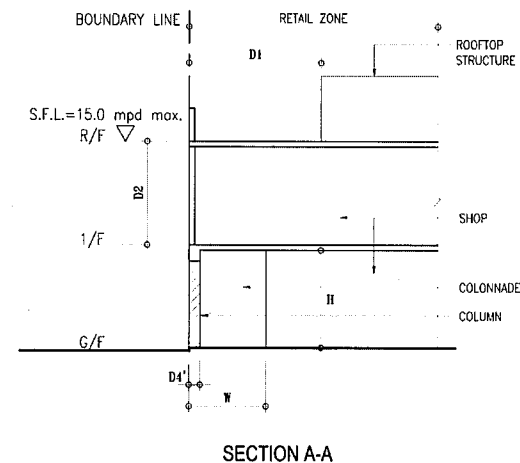
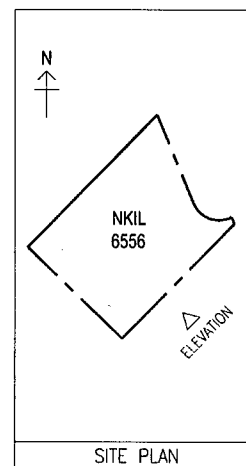
本摘要圖於2016年6月1日擬備，  
所根據的資料為測量圖編號  
11-NE-11A和B  
EXTRACT PLAN PREPARED ON 1.6.2016  
BASED ON SURVEY SHEETS No.  
11-NE-11A & B





#### NOTES

1. H MINIMUM 4,200mm CLEAR HEADROOM.
2. W 3.6 m WIDE SETBACK.
3. D1 MINIMUM 3,500mm SETBACK OF ROOFTOP STRUCTURE FROM RETAIL BUILDING LINES.
4. D2 MINIMUM 4,000mm FLOOR TO FLOOR HEIGHT AT 1/F.
5. D3 COLUMN AT REGULAR INTERVAL BETWEEN 6,000mm MINIMUM AND 9,000mm MAXIMUM.
6. D4 COLUMN WIDTH WITH DIMENSION AT 600mm MINIMUM.
7. D4' COLUMN DEPTH WITH DIMENSION AT 600mm MAXIMUM.
8. EXTERNAL FINISHES OF COLUMNS SHALL USE NATURAL STONE (WHICH INCLUDES GRANITE, SANDSTONE, AND SLATES), OR EARTHY MATERIALS (WHICH INCLUDE BRICKS, TERRACOTTA MADE OF CLAY), OR SUSTAINABLE TIMBERS (WHICH INCLUDE BAMBOO).
9. COLOUR OF MATERIALS FOR EXTERNAL FINISHES OF COLUMNS SHALL BE IN EARTHY OR WOODY TONES AS FOUND IN NATURE SUCH AS THE COLOUR OF DIFFERENT WOOD, STONES, BRICKS, CLAY, BAMBOO, ETC.
10. D5 5m NON-BUILDING AREA FROM BOUNDARY LINE.
11. D6 20m NON-BUILDING AREA FROM BOUNDARY LINE.



本圖於2016年8月19日擬備  
PLAN PREPARED ON 19.8.2016

### 零售地帶柱廊概念圖 COLONNADE CONCEPT DRAWING FOR RETAIL BELT

啟德「綜合發展區(1)」規劃大綱  
PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (1)" IN KAI TAK

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/16/42

圖 PLAN  
5



**Comparison of the Major Planning and Development Requirements  
in the Endorsed Planning Brief and the Application**

	<b>Planning Brief</b>	<b>Application</b>	<b>Difference</b>
<b>Site Area</b>	about 1.77 ha (i.e. 17,700 m <sup>2</sup> ) (subject to detailed survey)	19,044 m <sup>2</sup> (the net development site area under “CDA(1)” zoning is 17,767 m <sup>2</sup> , the remaining 1,277 m <sup>2</sup> is mainly for development of USS underground))	+67 m <sup>2</sup> (due to setting out of site boundary at land sale stage)
<b>PR</b>	max. 10	10	-
<b>GFA</b>	not exceeding 177,000 m <sup>2</sup> , comprising:  (i) PTT: not less than 3,800 m <sup>2</sup>  (ii) Commercial Uses (not more than 173,200 m <sup>2</sup> : • Hotel (max. 15,000 m <sup>2</sup> ) • Office and Retail (a min. GFA of 1,770 m <sup>2</sup> for retail frontage)	177,670 m <sup>2</sup> (due to slight increase in site area upon setting out)  (i) PTT: 3,800 m <sup>2</sup>  (ii) Total Commercial GFA of 173,870 m <sup>2</sup> • Office: 108,838 m <sup>2</sup> • Retail: 65,032 m <sup>2</sup> (including 1,777 m <sup>2</sup> for retail frontage)	+670 m <sup>2</sup>  -  +670 m <sup>2</sup>
<b>SC</b>	max. 65% (excluding basement(s))	not exceeding 65% (excluding basements)	-
<b>BH</b>	<ul style="list-style-type: none"> <li>BH sub-zone to the west: 40mPD</li> <li>BH sub-zone to the east: 200mPD</li> <li>On land designated ‘Shop and Services’ and ‘Eating Place’ uses: not exceeding two storeys and 15mPD</li> </ul>	<ul style="list-style-type: none"> <li>Western part of the main block: 40mPD (main roof level)</li> <li>Eastern part of the main block: 200mPD (main roof level)</li> <li>Retail frontage: 2 storeys and 15mPD (main roof level)</li> </ul> [see <b>Plan A-4</b> ]	-
<b>Retail Frontage</b>	<ul style="list-style-type: none"> <li>Buildings not exceeding two storeys shall be provided at the south-eastern boundary of the Site to accommodate ‘Shops and Services’ and ‘Eating Place’ uses</li> <li>A retail frontage with a min. PR of 0.1 (i.e. min. GFA of 1,770 m<sup>2</sup>) and min. length of 100m</li> <li>For colonnade design, a building setback requirement of 3.6m from the site boundary with a clear headroom of 4.2m for the G/F frontage of the retail block to the Station Square</li> </ul>	<ul style="list-style-type: none"> <li>Two-storey retail frontage as required is provided</li> <li>The retail frontage will have a GFA of about 1,777 m<sup>2</sup> and a length of about 108m (<b>Drawings A-1 and A-20</b>)</li> <li>Same has been provided</li> </ul>	-  -  -



	Planning Brief	Application	Difference
USS	<ul style="list-style-type: none"> <li>Provision of public passageway at basement level as part of the USS system across the Site (about 20m wide and a clear width of not less than 8m wide for public circulation).</li> <li>Retail GFA should be provided adjoining the USS at the same floor level of USS so that the total retail GFA at such level shall not be less than 4,000 m<sup>2</sup></li> <li>The applicant shall construct, manage and maintain the USS section falling within the Site together with the section connecting with the Kai Tak Station falling within the “O” zone, and an UPW with a width of not less than 6m underneath the southern tip of Road L11 for connecting with the adjoining “OU(Mixed Use)(2)” site</li> </ul>	<ul style="list-style-type: none"> <li>Public passageway as required has been provided at B1/F of the development (<b>Drawing A-3</b>)</li> <li>Retail GFA as required has been provided</li> <li>The USS and UPW as required have been provided</li> </ul>	<p>-</p> <p>-</p> <p>-</p>
Urban Design	<ul style="list-style-type: none"> <li>Create a focal point via a distinctive design of a landmark tower</li> <li>Adopt a cascading BH profile with descending BH towards the Kai Tak River/curvilinear walkway</li> <li>Adopt podium-free design as advocated in Kai Tak area</li> <li>Maximize at-grade public spaces</li> </ul>	<ul style="list-style-type: none"> <li>A landmark tower of 200mPD is proposed at the northern corner of the Site to be the focal point of the development and KTD</li> <li>A cascading design is proposed at the western corner of the low-rise retail portion of the main block with BH reducing towards the Kai Tak River and the curvilinear walkway</li> <li>Multiple recesses in the façade of the low-rise retail portion are proposed to break down the scale of the retail block (<b>Drawing A-32</b>)</li> <li>A max. 20m wide at-grade public space is proposed along the south-western boundary of the site abutting the Kai Tak River (<b>Drawing A-31</b>)</li> </ul>	<p>-</p> <p>-</p> <p>-</p> <p>-</p>
NBA	<ul style="list-style-type: none"> <li>A 5m wide NBA as stipulated on the OZP along the Kai Tak River shall be preserved to provide a wide vista along the River</li> </ul>	<ul style="list-style-type: none"> <li>A max. 20m setback from the south-western boundary will be provided to create a 20m wide public space adjacent to the Kai Tak River promenade, allowing a wider vista along Kai Tak River.</li> </ul>	<p>+ max. 15m setback</p>



	Planning Brief	Application	Difference
	<ul style="list-style-type: none"> <li>A NBA with 20m wide at the eastern part of the Site to facilitate public circulation and to provide emergency and maintenance access to the northern part of the Station Square. The NBA shall be opened to the public on a 24-hour basis</li> </ul>	<ul style="list-style-type: none"> <li>Same has been provided</li> </ul>	-
<b>Greening Ratios</b>	<ul style="list-style-type: none"> <li>Overall: 30% of the site area</li> <li>At-grade: min. 20% of the site area</li> <li>Roof level: min. 20% of the total roof area</li> <li>Landscaped elevated walkway: min. 15% (shall not be counted towards the overall greening ratio of 30%)</li> </ul>	<ul style="list-style-type: none"> <li>Overall: 33.6% of "CDA(1)" area</li> <li>Primary zone (15m vertical zone from street level): 20.4%, at-grade: 7.9%</li> <li>Roof level: 21.7%</li> <li>Landscaped elevated walkway: 15.1%</li> </ul>	<p>-</p> <p>greening ratio at primary zone can achieve 20%</p> <p>-</p> <p>-</p>
<b>Public Transport Facilities</b>	<ul style="list-style-type: none"> <li>A PTT should be provided at the ground level. The GFA of the PTT, which is not less than 3,800 m<sup>2</sup>, is accountable for GFA calculation</li> <li>The requirements of the PTT are as follows:               <ul style="list-style-type: none"> <li>(i) 2 bus lanes of double-width</li> <li>(ii) 1 GMB and/or taxi lane of double-width</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>A PTT of 3,800 m<sup>2</sup> is provided at the ground level and is taken into account in GFA calculation</li> <li>2 bus lanes and 1 GMB lane as required have been provided</li> </ul>	<p>-</p> <p>-</p>
<b>Car Parking and L/UL Facilities</b>	<ul style="list-style-type: none"> <li>Basement car park is advocated for development in Kai Tak area</li> <li>Ancillary parking spaces and L/UL facilities should be provided in accordance with the Hong Kong Planning Standards and Guidelines and subject to the TIA to be carried out by the applicant to the satisfaction of the Commissioner for Transport</li> </ul>	<ul style="list-style-type: none"> <li>Car parking and L/UL facilities will be provided at the basement floors:               <ul style="list-style-type: none"> <li>(i) private car parking spaces: 896 (on B3/F and B4/F)</li> <li>(ii) motorcycle parking spaces: 90 (on B3/F and B4/F)</li> <li>(iii) L/UL bays: 137 (on B2/F)</li> <li>(iv) lay-bys: 6 (on B1/F)</li> </ul> </li> </ul>	-
<b>Pedestrian Facilities/ Connectivity</b>	<ul style="list-style-type: none"> <li>The applicant shall construct, manage and maintain a landscaped elevated walkway across Concorde Road</li> </ul>	<ul style="list-style-type: none"> <li>A landscaped elevated walkway across Concorde Road will be constructed, managed and maintained by the applicant. A 24-hour barrier-free public access will be provided within the development for connecting the landscaped elevated walkway to the ground level of the Site</li> </ul>	-



	Planning Brief	Application	Difference
	<ul style="list-style-type: none"> <li>• A Dedicated Pedestrian Zone (DPZ) of 4.5m wide within O'' zone on areas abutting the retail frontage has been designated. The applicant may be requested to form and pave the DPZ to the Government's satisfaction</li> <li>• The Site should be connected with its surrounding developments via the landscaped elevated walkway, the USS/UPW and at-grade pedestrian crossing/connections as appropriate, and such pedestrian facilities shall be opened to the public on a 24-hour basis with barrier-free access</li> </ul>	<ul style="list-style-type: none"> <li>• A DPZ of 4.5m wide within O'' zone on areas abutting the retail frontage will be paved and maintained by the applicant</li> <li>• The proposed development will be connected with surrounding pedestrian circulation areas through the USS and UPW on B1/F, the building accesses on G/F and the landscaped elevated walkway across Concorde Road on 1/F</li> </ul>	<p>-</p> <p>-</p>



**Detailed Comments from Government Departments**

**1. Traffic and Public Transport Terminus/Interchange (PTT/PTI)**

Comments of the Commissioner for Transport:

(a) **Comments of Figures in the Traffic Impact Assessment (TIA)**

**Figure R01**

- (i) The “N” direction indication is still not seen.
- (ii) The development-egress traffic “Give Way” to PTI-ingress traffic near the PTI entrance is still not shown.

**Figures 2.6. IR, 2.6.1.2R, 2.6.1.3R (swept-paths in FI(4); not included in FI(5))**

- (i) The Responses to Comments (R-to-C) refers. The swept-path plots are essential in the general design of the PTI layout. The mis-matches (the dimensions of maneuvering and stationary vehicle spaces) on the above figures raise uncertainty on the accuracy of the plots and thus the validity of the PTI layout design.
- (ii) The comments for FI(4) are yet to be fully or satisfactorily responded:
  - the widths of proposed spaces reserved for buses/minibuses are narrower than the actual widths of buses/minibuses, compared with the swept-path plots. The plots may not be true demonstrations of the maneuvering of the by-passing traffic;
  - the plots cannot illustrate that buses/minibuses can line up at the full length of the stands;
  - the dimensions (width and length) of the buses and minibuses are to be given; and
  - the plots warrant appropriate ‘scales’ instead of “N.T.S.”.

**Figures 3.2.1R1, 3.2.2R1**

- (i) By the title of Fig 3.2.1R1 (Ingress Vehicular Route of the Development Traffic), all ingress routes are to be shown unless otherwise specified.
- (ii) He cannot concur that Shing Kai Road is not one of the main access routes in view of the immediate catchment areas, among others. The applicant should substantiate his argument should it is not taken as a main ingress route.

**Figures 3.5.1R1, 3.5.2R1**

The R-to-C clarifies that the thick line indicates the Prince Edward Road East (PERE) westbound (WB). There are conflicts at the “T-junction” where said PERE (WB) meets an unnamed road leading to the roundabout at Sze Mei Street/Luk Hop Street.

**Figures 3.6.1R**

The R-to-C “noted” the “roundabout” at Concorde Road is now of a “spiral type”. However, FI(5) does not include the replacement page of the Figure. The revision is unknown.



**Figures 3.6.2R**

The traffic aids at Concorde Road, east of the roundabout still show obsolete traffic aids.

- (b) PTI Layout
  - (i) The design of the PTI should demonstrate natural air flow on the three sides of the PTI with details to illustrate the natural air flow.
  - (ii) Figure R01 shows a large space below the stands of the PTI. It is not sure if the PTI design could be further enhanced with this space.
  - (iii) The PTI boundary shown in Figure R01R should be subject to comments and/or adjustment on the subsequent detailed design.
- (c) Others
  - (i) Tables R01 and R02 are found having been used for the timetables for bus/minibus services at the Concordia Plaza PTI and the Festival Walk PTI respectively in the R-to-C enclosed in FI(4). Apparently the same tables are used for the estimation of PTI trips and validation in FI(5). The applicant should double-check.
  - (ii) The responses indicate that the provision of the Environmentally Friendly Linkage System (EFLS) in late 2023 (occupation intake)/2027 (design year of the development TIA) is remote; and the said development TIA has included the EFLS. It is difficult to appreciate the conclusion of the development TIA; the resulting traffic impacts are dubious.

**2. Environment**

Comments of the Director of Environmental Protection:

For the submitted sewerage impact assessment:

- (i) Appendix B, Sheet 3A, the corresponding pipes for the Total Average Dry Weather Flow ( $3179.46\text{m}^3/\text{d}$ ) from Sites “1F2(1b)+1F1+1F3” is incorrect. The applicant should amend.
- (ii) The Inflow ( $0.0868\text{m}^3/\text{s}$ ) adopted for the sewer pipe between manholes FTM-1b and FMH4075684 from the InfoWorks Model provided does not tally with the 40/60% split. The applicant should amend the Model and send him the amended one for evaluation.
- (iii) Table 2C (Freeboard for downstream sewer) should be amended after the Model amendment as stated in point 2 above.

**3. Landscape**

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department:

- (a) It is noted that some locations are still predominantly hard paved only to serve as circulation space with limited soft landscape, amenity treatment or recreational provisions. Hence, these areas should not be countable towards open space



standards under HKPSG Chapter 4. For example, the area of 20m NBA at street level with limited landscape treatment and the narrow corridor-like deck area at +32.0 level where no recreational facilities is observed from Fig. LMP001 Rev. C. These areas shall not be taken as countable open space provisions as suggested on Fig. LF001 Rev. C and Fig. LF002 Rev. C. The applicant is reminded that only those accessible, functional and usable “Landscape Areas” with active and/or passive recreational facilities would be countable towards the open space standard of provision.

- (b) Compliance with the requirement in the Planning Brief by providing a “*minimum of 20% at-grade greening of the total site area*” is still not fully demonstrated. A clear illustration on the summation of greenery areas, in particular “at-grade greening” is still not provided. Rather, the figure on greening ratio provided is misleading. For example, vertical greening and roof greening (at level +15.0), which should not be countable as at-grade greening, are summated into one figure. If the site coverage of greenery is to be based on the definitions/criteria as per the Sustainable Building Design Guidelines (APP-152), the computation of greenery areas/greening provisions at grade level shall be separately shown/illustrated for clarity. The applicant shall be reminded that all relevant contents presented in the text, tables and drawings shall be consistent. On the other hand, it is noted that there is still opportunities for some more at-grade greening on street level for the extensive hard paved area.
- (c) For quality-based public landscaped areas, the applicant shall consider to incorporate the ‘Best Practices Sections’ of Building Department’s Design Manual – Barrier Free Access (DMBFA). In addition, other relevant guidelines and design recommendations shall be followed:
  - (i) additional design recommendations for building a more comfortable, healthy and safe built-environment for the elderly and elderly with frailty, Chapter 6 of DMBFA refers; and
  - (ii) best practices and guidelines on Universal Accessibility promulgated by the Architectural Services Department (ArchSD).

#### **4. Open Space Integration**

Comments of the Chief Project Manager 303, Architectural Services Department:

- (a) The applicant should ensure consistency in the entire submission, including all drawings and figures, that the official name “Station Square at Kai Tak” is being used instead of “Kai Tak Station Square” or “Kai Tak Square”.
- (b) Revised Landscape Master Plan and Tree Preservation Proposal, paragraph 3.2.16(g) – Due to design development, the ground finish of Station Square at Kai Tak is paver block. For better integration with Station Square, the applicant is suggested to pave the retail frontage also with paver block instead of artificial granite. He is willing to meet the applicant/developer for further discussion and coordination.



- (c) Revised Landscape Master Plan and Tree Preservation Proposal, Drawings No. LMP001, LMP002, LMP003 & MLP006 and Drawing No. Illustration 3 – The layout of Station Square as shown in the drawings do not match with the drawings attached to the PWSC Paper for Station Square. The applicant should review and update the landscape layout accordingly.
- (d) Environmental Assessment Report, Table 3.5, Table 4.4 and Table 4.5 – The Management Office at Station Square is a single storey building with building height above ground of 4.5m. The applicant should update the tables accordingly.
- (e) Drawings No. Illustration 1, Illustration 3 and Illustration 4 – The applicant should clarify whether the footbridges across Kai Tak River as shown in the drawings are proposed to be implemented by the developer of the captioned project. There is no existing or planned footbridge at the locations as indicated in the above drawings to be implemented under Station Square project.
- (f) The applicant should provide the new scheme as mentioned in the last paragraph of the responses-to-comments table submitted on 23.4.2018 for his further review.



**Recommended Advisory Clauses**

- (a) the approved Master Layout Plan (MLP), together with the set of approval conditions, would be certified by the Chairman of the Town Planning Board and deposited in the Land Registry in accordance with section 4(A)(3) of the Ordinance. Efforts should be made to incorporate the relevant approval conditions into a revised MLP for deposition in the Land Registry as soon as practicable;
- (b) the approval of the application does not imply that the proposed building design elements could fulfil the requirements under the Sustainable Building Design Guidelines and the relevant requirements under the lease, and that the proposed gross floor area (GFA) concession for the proposed development will be approved/granted by the Building Authority. The applicant should approach the Buildings Department and the Lands Department direct to obtain the necessary approval. If the building design elements and the GFA concession are not approved/granted by the Building Authority and the Lands Authority and major changes to the current scheme are required, a fresh planning application to the Board may be required;
- (c) to note the comments of the Energising Kowloon East Office (EKEO) that the applicant is encouraged to liaise with the Architectural Services Department (ArchSD) to ensure better design coordination with that of Kai Tak River and the Station Square and to consult EKEO in exploring the possibility of implementing smart initiatives in the proposed development where appropriate. Besides, as the proposed development seeks to create an iconic landmark for the Kai Tak area, green building initiatives should be included where appropriate;
- (d) to note the comments of the District Lands Officer/Kowloon East, Lands Department (LandsD), that:
  - (i) the application for the provision of an additional vehicular access point at Muk Yuen Street would be processed in accordance with the lease provision. However, there is no guarantee that the application would be approved. If the application is eventually approved, it will be subject to such terms and conditions, including payment of premium (if any) and administration fee, as considered appropriate by LandsD;
  - (ii) part of the proposed development encroaches upon the Drainage Reserve Area of the Lot. Under Special Condition (S.C.) (61) of the Conditions of Sales No. 20306 (the Conditions), no building, structure, etc. shall be erected or constructed within the Drainage Reserve Area of the Lot except with the prior written consent of LandsD. The proposed rooftop structures would also exceed the height limit of 200mPD and 40mPD respectively under S.C. (18)(a)(v) of the Conditions. LandsD would consider such proposals further under the building plan stage. However, there is no guarantee that the proposals would be approved. If the proposals are approved, it might be subject to such terms and conditions as considered appropriate;
  - (iii) the detailed development design in the form of building plans submission, landscape plan submission and tree preservation and removal proposal will be processed separately by LandsD in accordance with the lease conditions in the capacity of a landlord;



- (iv) details of the proposed additional access at Muk Yuen Street would be considered in accordance with the lease provision at the building plan submission stage. However, there is no guarantee that the emergency vehicular access (EVA) proposal would be approved. If the proposal is approved, it might be subject to such terms and conditions as considered appropriate; and
- (v) for the public transport terminus (PTT) provision and the maintenance and management arrangement for the common areas of the development, the applicant is required to observe the respective requirements as set out under the lease conditions. Detailed checking of the PTT design will be considered during the building plan stage. Details of maintenance and management arrangement will be considered during the Deed of Mutual Covenants and the Management Agreement submission stage;
- (e) to note the comments of the Chief Building Surveyor/Kowloon, Buildings Department (BD), that all building works are subject to compliance with the Buildings Ordinance (BO). Detailed comments under BO can only be provided at the building plan submission stage. An Authorized Person should be engaged to submit building plans for the Building Authority's approval. The proposed site coverage of 65% will exceed the 60% limit under the Building (Planning) Regulations. The PTT, Underground Shopping Street, covered pedestrian link and area below should be accountable for gross floor area (GFA) unless otherwise specified in the relevant town plan or planning approval for the site or exempted under BO. Regarding the landscaped elevated walkway projecting over street, exemption under BO to permit to project over street can only be considered at the building plan submission stage, subject to compliance with requirements as set out in PNAP APP-38. The EVA should be designed in accordance with Section 6 of Part D of the Code of Practice for Fire Safety in Buildings 2011. In addition, the relevant sustainable building design requirements on building separation, building set back and site coverage of greenery should be observed;
- (f) to note the comments of the Director of Fire Services that detailed fire service requirements will be formulated upon receipt of formal submission of general building plans. The proposed EVA arrangement should comply with Section 6 of Part D of the Code of Practice for Fire Safety in Building 2011 which is administered by BD;
- (g) to note the comments of the Commissioner for Transport on the submitted traffic impact assessment and the design of the PTT;
- (h) to note the comments of the Chief Highway Engineer/ Kowloon, Highways Department, that a proper ventilation system should be provided for the PTT to avoid adverse air quality;
- (i) to note the comments of the Chief Architect/Central Management Division 2, ArchSD, that the proposed Government Accommodation (i.e. the PTT) and facilities included in the development to be completed and handed over to the user departments will be subject to the applicant's detailed planning and design in accordance with the requirement from the relevant government departments, and/or in accordance with the Technical Schedule included in the land lease, and in compliance with all statutory requirements. The applicant shall liaise with the project proponent for the design requirements at the earlier stage;
- (j) to note the comments of the Director of Environmental Protection on the submitted sewerage impact assessment;



- (k) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department, that the applicant should:
  - (i) demonstrate that the provision of local open space could meet the requirements under Chapter 4 of the Hong Kong Planning Standards and Guidelines;
  - (ii) improve the disposition/layout/circulation of the relatively large structure locating at the key location directly facing the future pedestrian connection across Kai Tak River;
  - (iii) adopt further refinement to the general layout as well as other creative greening/landscaping measures to further maximise the greening effect to be visualized by pedestrians at grade level; and
  - (iv) for quality-based public landscaped areas, consider to incorporate the ‘Best Practices Sections’ of BD’s Design Manual – Barrier Free Access (DMBFA). Besides, other relevant guidelines and design recommendations shall be followed including (i) additional design recommendations for building a more comfortable, healthy and safe built-environment for the elderly and elderly with frailty (Chapter 6 of DMBFA refers) and best practices and guidelines on Universal Accessibility promulgated by ArchSD.
- (l) to note the comments of Chief Project Manager 303, ArchSD, on the interfacing of the proposed development with the Station Square project, and that alternative design measures should be explored to reduce the stagnant air zone at Station Square;
- (m) to note the comments of the Director of Leisure and Cultural Services that the business operation of retail frontage shall not affect the operation of Station Square; and
- (n) to note the comments of the Director of Electrical and Mechanical Services that in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned application shall approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. The Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation should be observed when carrying out works in the vicinity of the electricity supply lines.