

**PLANNING BRIEF FOR THE SITE
COVERING THE “COMPREHENSIVE DEVELOPMENT AREA (2)”,
“OTHER SPECIFIED USES” ANNOTATED “ARTS AND PERFORMANCE
RELATED USES” AND “OPEN SPACE” ZONES
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 (2)” (“CDA(2)”) site together with the adjoining areas covering the “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” (“OU(APRU)”) and “Open Space” (“O”) zones (the Site) on the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7 (**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).
- 1.3 To achieve better scale of development and a more coherent design, the “CDA(2)” site is intended for development together with the adjoining “OU(APRU)” and “O” sites to form a single development site. While the MLP to be submitted to the Board will cover three land use zones (i.e. “CDA(2)”, “OU(APRU)” and “O”) for completeness, only the portion covering the “CDA(2)” zone is subject to planning approval of the Board and the development within the “OU(APRU)” and “O” zones will not require approval of the Board so long as they comply with the land use and development restrictions of the zones, but the broad proposals in these two zones should also be indicated in the s.16 planning application for information of the Board.

2. PLANNING CONTEXT

- 2.1 The Site, which is located in the Kai Tak City Centre area of Kai Tak Development (KTD) on the south-western side of Kai Tak River, is zoned “CDA(2)”, “OU(APRU)” and “O” on the draft Kai Tak OZP No. S/K22/7 (**Plan 1**). The “CDA(2)” zone is intended for a low-rise commercial development cascading down to the open space along Kai Tak River. 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. The “OU(APRU)” zone is intended for arts and performance related uses with a platform above for public viewing as well as outdoor performance. The “O” zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

“CDA(2)” Zone

- 2.2 According to the Notes of the OZP for the “CDA” zone, development within the “CDA(2)” zone is subject to a maximum plot ratio (PR) of 4.5, a maximum site coverage (SC) of 65% (excluding basement(s)) and a maximum building height (BH) of 40 metres above Principal Datum (mPD), with the northern part designated as non-building area (NBA). It shall adopt a cascading BH profile with descending BH from 40mPD to 15mPD towards Kai Tak River to the northeast with a section of the curvilinear landscaped elevated walkway spanning over the northern part of the “CDA(2)” zone above the NBA (**Plans 4a and 5**). The low-rise cascading developments at both the Site and the “CDA(1)” site to the northeast on the opposite side of Kai Tak River would engender a sense of symmetry along the river vista that frames a principal point of access to KTD. The two 5m wide NBAs along Kai Tak River within the “CDA(2)” zone and the opposite “CDA(1)” zone will provide a wider vista along the River. Promenades on both sides of the river channel are planned. With shops, cafes and eating places provided within the Site, a vibrant and festive public gathering place on riverside would be created.
- 2.3 Development on the strip of land designated ‘Shop and Services’ and ‘Eating Place’ uses only (i.e. the retail belt) along the south-eastern boundary of the “CDA(2)” zone is subject to a maximum BH of two storeys above ground.

“OU(APRU)” Zone

- 2.4 Within the “OU(APRU)” zone of the Site, development is subject to a maximum total gross floor area (GFA) of 11,600m² and a maximum BH of 15mPD so as to preserve the existing views along the view corridor towards the Lion Rock. A NBA is designated at the northern part of the zone. At least 60% of the total GFA in the “OU(APRU)” zone shall be used for arts and performance related uses. A platform (with finished floor level (FFL) at +15.0mPD) above the building shall be provided for public viewing as well as outdoor performance. The platform shall connect with the curvilinear landscaped elevated walkway to its east and provide access to the buildings in the adjoining “CDA(2)” and “CDA(3)” zones (**Plans 4a and 5**). Grand steps, similar to those in the Hong Kong Cultural Centre Piazza, cascading down from the platform to the public open space (POS) on the “O” zone (level at about +6mPD¹) of the Site shall be provided in the southern part of the building in the “OU(APRU)” zone to enhance connection with other areas of Kai Tak to the south such as the Station Square and the Kai Tak Sports Park. The platform and grand steps, together with the adjoining curvilinear walkway and POS within the Site, shall all be open for public access on a 24-hour basis.
- 2.5 The northern part of the “CDA(2)” zone is designated as a NBA to strengthen the character and identity of the gateway to Kai Tak marked by

¹ The level of the “O” zone is subject to detailed survey and design.

the curvilinear landscaped elevated walkway. Similarly, the NBA incorporated in the northern part of the “OU(APRU)” zone will pronounce the continuity of the curvilinear gateway marked by the elevated walkway (**Plans 4a and 5**).

“O” Zone

- 2.6 The area zoned “O” at the southern part of the Site is intended to be developed as a POS and to serve as a front yard/green corridor of surrounding buildings, as well as a potential venue for organising public events. To enhance vibrancy of the area, the design of the “O” zone shall integrate with the ground level or G/F of buildings in the adjoining “CDA(2)”, “OU(APRU)”, “CDA(3)” zones and the Station Square.

Retail Belt

- 2.7 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. To help create a more intimate ambience for the retail belt, a colonnade design concept with columns spacing at regular intervals along the site boundary of the “CDA(2)” zone facing the Station Square has been proposed (**Plans 2 and 6**). 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 passageway on G/F of the retail belt shall be open for public passage on a 24-hour basis.

Dedicated Pedestrian Zone (DPZ)

- 2.8 DPZs of 4.5m to 6m wide are designated within “O” zone on areas abutting the retail belts in Kai Tak City Centre and will be constructed under the Station Square project. DPZs are intended to facilitate natural lighting and ventilation as required under the Building (Planning) Regulations (B(P)R) for development sites adjoining open spaces of the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC) and the Station Square, and are reserved for pedestrian circulation, within which development including most building structures, continuous fence or the like would generally not be permitted. Means of escape to DPZs is subject to approval/agreement of the Building Authority, operation agent and related government departments. Underground structures, landscaping and street furniture, such as hard paved walkways, lawn, trees, scrubs and seating as well as amenity features which do not impinge on the purpose and function of the DPZ will generally be permitted within the DPZs. The DPZ along the side of the “CDA(2)” zone is of 6m wide (**Plan 4b**).

Underground Shopping Street (USS)

- 2.9 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 traverses the Site and the San Po Kong Section (about 15m wide and 400m long) further northeast.

- 2.10 A section of the USS to be delivered by the developer of the Site falls within the “CDA(2)” and “OU(APRU)” zones (**Plans 4c and 5**). This section of the USS (with general FFL at +1.5mPD²) to incorporate retail use and a public pedestrian passageway shall connect with another section of the USS in the adjoining “CDA(3)” zone at its south-western end and with the at-grade Kai Tak River promenade at its north-eastern end, so that the USS could link up with another USS section at the “CDA(1)” site via a proposed covered walkway across the river to be provided by the Government. For enhancing walkability, barrier-free vertical pedestrian facilities (staircase/lift/escalators) shall be provided to connect the USS with the Kai Tak River promenade, and with the POS and the platform of the “OU(APRU)” zone (**Plans 4a, 4b, 4c and 5**).

Curvilinear Landscaped Elevated Walkway

- 2.11 To enhance pedestrian circulation and integration with developments in the vicinity of the Site, a curvilinear landscaped elevated walkway is planned at the upstream of Kai Tak River connecting San Po Kong, the government office buildings of the Trade and Industry Tower and the proposed Inland Revenue Tower and the landmark tower in the “CDA(1)” zone, and eventually merges with the platform of the “OU(APRU)” zone (**Plan 1**). This featured walkway together with Kai Tak River and the landmark tower with distinctive design will shape a strong image at the locality. The section of the curvilinear landscaped elevated walkway spanning over the NBA of the “CDA(2)” zone, together with a vertical pedestrian facilities (staircase/lift) to the Kai Tak River promenade, shall be constructed, managed and maintained by the developer of the Site. Technical requirements, such as control drawings, for the section of curvilinear walkway to be delivered by the developer would be provided in the land sale document.

Connection with the Adjoining “CDA(3)” Zone

- 2.12 For optimising pedestrian connectivity and facilitating pedestrian access to the LTSBPC, the developer shall provide connections with the adjoining “CDA(3)” zone at the platform and G/F levels as well as at the at-grade POS of the “O” zone with no level difference (**Plans 4a, 4b and 5**).

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

3. THE SITE AND ITS SURROUNDING AREAS

The Site

- 3.1 The Site is bounded by Olympic Avenue to its northwest, Kai Tak River with promenades to its northeast, the POS of the Station Square to its southeast and the “CDA(3)” site intended for commercial development to its southwest. It is served by the Kai Tak Station of SCL situated to the further east.

The Surrounding Areas

- 3.2 The surrounding areas comprise a mix of commercial, residential, government, institution or community (GIC) and open space uses (**Plan 1**). The “CDA(1)” zone earmarked for a landmark commercial development is located to the northeast of the Site separated by Kai Tak River. A large open space to the southeast 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 further southeast of the Site across the Station Square is the main residential cluster of the Kai Tak City Centre, i.e. the Grid Neighbourhood.
- 3.3 A site zoned “Government, Institution or Community” (“G/IC”) to the north of the Site across Olympic Avenue has been developed for Kowloon City No. 1 Sewage Pumping Station and Kai Tak River Desilting Compound No. 2. A subway is proposed to be constructed by the Government to the north of the Site to link up the Kai Tak River area and the Tung Tau/San Po Kong area across Olympic Avenue and Prince Edward Road East, subject to detailed design (**Plans 1 and 2**).
- 3.4 Three “CDA” sites (i.e. “CDA(3)” for commercial use and “CDA(4)” and “CDA(5)” for residential use) are located to the southwest of the Site (**Plan 1**) while the LTSCPC is situated among these three sites. The planning intention for these “CDA” sites is for ensuring that their disposition and design would be in harmony with the LTSCPC and they are subject to separate PBs.

4. PLANNING/DEVELOPMENT REQUIREMENTS

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
1.	Site Area	<ul style="list-style-type: none"> – “CDA(2)”: about 1.97 ha – “OU(APRU)”: about 1.18 ha Development Site: about 3.15 ha – “O”: about 0.61 ha Total: about 3.76 ha 	<ul style="list-style-type: none"> – Site area subject to detailed survey.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
2.	OZP Zoning and Planning Intention	<ul style="list-style-type: none"> – “CDA(2)”: intended for low-rise comprehensive commercial development cascading down towards Kai Tak River, with a low-rise retail block fronting the Station Square. – “OU(APRU)”: primarily intended for arts and performance related uses with a platform above for public viewing as well as outdoor performance. – “O”: primarily intended for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. – A MLP shall be prepared in accordance with the format under the Town Planning Board Guidelines on Submission of MLP (TPB PG-No. 18A). 	<ul style="list-style-type: none"> – Only the portion of the MLP covering the “CDA(2)” zone is subject to the Board’s approval under the Ordinance and those covering the “OU(APRU)” and “O” zones should be indicated for information of the Board.
3.	Proposed Uses	<ul style="list-style-type: none"> – “CDA(2)”: For commercial uses, which may include retail, eating place, place of entertainment, office and hotel. ‘Shop and Services’ and ‘Eating Place’ uses shall be provided within the retail belt portion of the Site. – “OU(APRU)”: At least 60% of the total GFA shall be for arts and performance related uses. The remaining GFA could be for other uses as permitted under the OZP. – “O”: For POS. – The proposed uses in different zones of the Site should be complementary with each other. 	<ul style="list-style-type: none"> – ‘Arts and performance related uses’ shall include: <ul style="list-style-type: none"> (i) arts centre, arts gallery, cultural complex, venues for performances and theatrical entertainment, concert hall, city hall/town hall, arts studio, rehearsal room for art performance; (ii) office (related to arts and culture only) including audio-visual recording studio; and design and media production firm; (iii) shop and services (related to arts and culture only)

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
			<p>including photographic studio and small-scale printing, publishing and allied industries;</p> <p>(iv) school and training centre (related to arts and culture only);</p> <p>(v) private club (related to arts and culture only); and</p> <p>(vi) facilities of appropriate scale which are directly related and ancillary to (i) to (v) above.</p> <p>For the avoidance of doubt, cinema and movie theatre are not regarded as ‘arts and performance related uses’ but ‘Place of Entertainment’.</p>
4.	PR / GFA	<p>– “CDA(2)”: maximum PR of 4.5 or maximum GFA of 88,650m²</p> <ul style="list-style-type: none"> - hotel (maximum GFA of 19,946m²) - retail belt (minimum PR of 0.1 or minimum GFA of 1,970m²) (refer to Item 7 below) <p>– “OU(APRU)”: maximum GFA of 11,600m²</p> <ul style="list-style-type: none"> - at least 60% of the total GFA shall be for arts and performance related uses <p>– The GFA of the public pedestrian passageway 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.</p>	<p>– The maximum GFA for the “CDA(2)” zone as well as the minimum GFA for the retail belt is based on a site area of 1.97 ha which is subject to detailed survey.</p> <p>– The planning application should demonstrate that the proposed uses and GFA, PR and SC of the proposed development in the respective portion of the Site will comply with the relevant controls and development</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
5.	SC	<ul style="list-style-type: none"> – “CDA(2)”: maximum 65% (excluding basement(s)) – “OU(APRU)”: not subject to SC restriction under the OZP 	<p>restrictions for the corresponding zones (i.e. “CDA(2)”, “OU(APRU)” and “O”) as stipulated on the OZP.</p> <ul style="list-style-type: none"> – 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.
6.	BH	<ul style="list-style-type: none"> – “CDA(2)”: maximum 40mPD (except for land designated NBA at the northern part and along the north-eastern boundary of the zone) <ul style="list-style-type: none"> - on land designated ‘Shop and Services’ and ‘Eating Place’ uses (i.e. retail belt): not exceeding two storeys above ground and 15mPD – “OU(APRU)”: maximum 15mPD (except for land designated NBA at the northern part of the zone) 	<ul style="list-style-type: none"> – Development within the “CDA(2)” zone should be designed in a cascading form descending from 40mPD to 15mPD towards Kai Tak River.
Planning Requirements			
7.	Retail Belt	<ul style="list-style-type: none"> – Building with a minimum PR of 0.1 (i.e. a minimum GFA of 1,970m²) and not exceeding two storeys above ground and 15mPD shall be provided in the retail belt of the “CDA(2)” zone to accommodate ‘Shop and Services’ and ‘Eating Place’ uses. – Basement development underneath the retail belt is allowed. 	<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

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>– The key design requirements for the retail belt are:</p> <p><u>Colonnade Design fronting the Station Square (Plan 6)</u></p> <p>(i) a minimum frontage length of 100m fronting the Station Square shall be provided with colonnade;</p> <p>(ii) a building setback of 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 with centre-to-centre distance between 6m and 9m along the full length of the building façade abutting the site boundary;</p> <p>(iv) the individual support for building or structures of the colonnade (including finishes) shall have a minimum width of 600mm and a maximum depth of 600mm against the site boundary;</p> <p>(v) the shop units on G/F of the retail belt shall have frontage abutting and with direct access to and from the public pedestrian passageway, which is to be open on a 24-hour basis; and</p> <p>(vi) based on individual design merits, moderate variations to the design elements of the retail belt may be considered.</p>	<p>Guidelines and Manual for the Private Non-Domestic Sites; and</p> <p>- Kai Tak Brand Identity Manual and Public Creatives Guidelines.</p>
8.	USS (Plans 4c and 5)	<p>– Provision of retail use and a 24-hour barrier-free public pedestrian passageway at the basement level in the development as part of the USS system</p>	<p>– The applicant should liaise and agree with relevant government departments, including</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>across the Site (overall width of the USS of about 20m, with a minimum clear width of 8m and a minimum clear height of 3m for the pedestrian passageway). This section of the USS within the Site shall be constructed, managed and maintained by the developer, and shall be provided at a general FFL of +1.5mPD.</p> <p>— An access point shall be reserved at the south-western end of the USS for connection with the next USS section at the adjoining “CDA(3)” site.</p> <p>— 24-hour barrier-free vertical pedestrian facilities (staircase/lift/escalators) shall be provided:</p> <p>(i) at the north-eastern end of the USS in the “CDA(2)” zone to link up the USS with the at-grade Kai Tak River promenade (level at about +6mPD); and</p> <p>(ii) at the south-western end of the USS in the “OU(APRU)” zone to link up the USS with the at-grade POS (level at about +6mPD) and the platform of the “OU(APRU)” zone (FFL at +15.0mPD).</p> <p>— Additional retail floorspace shall be provided adjoining the same FFL of the USS so that the total retail GFA at such level in each of the “CDA(2)” and “OU(APRU)” zones would not be less than 4,000m² (i.e. a minimum total retail GFA of 8,000m² shall be provided for the Site at the USS level).</p>	<p>CEDD, on the design and construction of the USS.</p> <p>— The applicant should liaise with the Police on provision of communication facilities and closed-circuit television (CCTV) signal in the USS.</p> <p>— Detailed alignment of the USS section will be provided in the land sale document.</p> <p>— A covered walkway will be provided by the Government to connect the USS section of the Site with the USS section at the “CDA(1)” site across Kai Tak River.</p>
9.	POS (Plans 4b and 5)	<p>— Provision of an at-grade POS in the area zoned “O”. The POS shall be designed, constructed, managed and maintained by the developer, and open to the public on a 24-hour basis.</p> <p>— The POS shall integrate with the ground floor of buildings in the</p>	<p>— The design and management of the POS shall make reference to the Public Open Space in Private Developments Design and Management Guidelines promulgated</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		adjoining “CDA(2)”, “OU(APRU)” and “CDA(3)” zones and the Station Square and shall have a minimum site coverage of greenery of 40%, half of which for tree planting as far as possible.	by the Development Bureau (DEVB).
10.	Urban Design Considerations	<ul style="list-style-type: none"> – An urban design proposal should be prepared and submitted as part of the MLP submission. – The MLP should take into account the following urban design considerations, where appropriate: <ul style="list-style-type: none"> (i) ensure the development be compatible and congruous with the surrounding developments and settings, with emphasis on achieving a harmony design with the curvilinear landscaped elevated walkway and Kai Tak River which are vital components in shaping a strong image; (ii) enable a seamless transition between the curvilinear landscaped elevated walkway and the public viewing platform above the “OU(APRU)” zone, with grand steps (similar to those in the Hong Kong Cultural Centre Piazza) cascading down from the platform to the “O” zone; (iii) unify the POS in the “O” zone, the Station Square and the grand steps into an integrated public space. The POS should be a potential venue for holding public events, and its design should complement the featured grand steps to its north; (iv) the building in the “OU(APRU)” zone should pronounce the continuity of the curvilinear gateway marked by the elevated 	<ul style="list-style-type: none"> – 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). – Reference shall be made to the following guidelines promulgated by CEDD: <ul style="list-style-type: none"> - KTD Urban Design Guidelines and Manual for the Private Non-Domestic Sites; and - Kai Tak Brand Identity Manual and Public Creatives Guidelines. – For the layout design of the “CDA(1)” site, reference could be made to the set of approved MLP for the site which is available for public inspection in the Land Registry and the Planning Enquiry Counters of the Planning Department.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>walkway;</p> <p>(v) adopt a cascading BH profile for the building in the “CDA(2)” zone with descending BH towards Kai Tak River. The built form should relate well to the low block at the “CDA(1)” site on the other side of Kai Tak River as far as possible to achieve a sense of balance in the composition and denote the curvilinear walkway as a gateway into Kai Tak City Centre;</p> <p>(vi) provide visual and ventilation corridors to enhance visual and air permeability, and preserve the existing air paths;</p> <p>(vii) maximise at-grade public spaces; and</p> <p>(viii) 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 Station Square and the Kai Tak River promenade.</p>	
11.	NBA (Plans 4a, 4b and 5)	<p>— A 5m wide NBA at the “CDA(2)” zone along Kai Tak River is stipulated on the OZP. It shall be preserved to provide a wider vista along the river. Further building setback from the NBA for enhancing the river vista should be explored. Landscaping, street furniture, underground structures and pedestrian facilities will be permitted within the NBA.</p> <p>— The NBAs at the northern part of the Site are intended to strengthen the character and identity of the gateway to Kai Tak marked by the curvilinear landscaped elevated walkway. In addition to landscaping, street</p>	<p>— A small portion of the NBA at the eastern corner of the Site will be designated as Drainage Reserve area (Plan 2).</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		furniture, underground structures and pedestrian facilities, the curvilinear landscaped elevated walkway and its associated structures are the only permitted structures to be erected within these NBAs. The landscaping design of the NBAs should be included as part of the Landscape Master Plan (refer to Item 12 below) for the consideration and approval by the Board.	
12.	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 the 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 Station Square, Kai Tak River and the curvilinear landscaped elevated walkway, 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 total site area in respect of the “CDA(2)” and “OU(APRU)” zones, 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) the section of the curvilinear landscaped elevated walkway within the “CDA(2)” zone shall 	<p>Reference shall be made to the following guidelines:</p> <ul style="list-style-type: none"> - DEVB Technical Circular (Works) No. 4/2020 – Tree Preservation; - KTD Urban Design Guidelines and Manual for the Private Non-Domestic Sites 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. <p>The provision of landscape planting for the curvilinear landscaped elevated walkway should follow the requirements in DEVB Technical Circular (Works) No. 1/2018 – Soft</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>be subject to a minimum site coverage of greenery of 15%;</p> <p>(v) the POS in the “O” zone shall be subject to a minimum site coverage of greenery of 40%;</p> <p>(vi) 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</p> <p>(vii) properly landscape the uncovered areas of the Site to enhance greening quality.</p> <p>– The LMP shall 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, Kai Tak River and the curvilinear landscaped elevated walkway; 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>	<p>Landscape Provisions for Highway Structures.</p> <p>– The design of the “O” zone shall be included in the MLP submission to the Board for information.</p> <p>– The LMP for the “O” zone would be jointly vetted by the Harbour Office and the Greening, Landscape and Tree Management Section of DEVB, the Architectural Services Department (ArchSD), CEDD and PlanD.</p> <p>– The overall site coverage of greenery provided for the “CDA(2)” and “OU(APRU)” zones shall exclude the greenery for the curvilinear landscaped elevated walkway and the POS.</p>
13.	Car Parking and Loading/ Unloading Provision and Vehicular Access	<p>– Ancillary parking spaces and loading/unloading facilities (to be provided at basement level) and vehicular access shall be provided in accordance with the HKPSG and subject to the traffic impact assessment</p>	<p>– The ancillary parking spaces for the Site can be provided within the “CDA(2)” zone, or the “OU(APRU)” zone, or both.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		(TIA) to be carried out by the applicant to the satisfaction of the Commissioner for Transport (C for T).	
14.	Pedestrian Facilities/ Connectivity (Plans 4a, 4b, 4c 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 platform level of the “OU(APRU)” zone (+15.0mPD) (Plans 4a and 5), connections with:</p> <ul style="list-style-type: none"> - the curvilinear landscaped elevated walkway; - the building in the “CDA(2)” zone; - the building in the adjoining “CDA(3)” zone; and - the POS via the grand steps; <p>(ii) at the G/F level (+6.0mPD) (Plans 4b and 5), connections with:</p> <ul style="list-style-type: none"> - the POS; - the NBAs; - the Kai Tak River promenade; - the Station Square / Kai Tai Sports Park; - the pedestrian passageway on G/F of the retail belt; and - the building in the adjoining “CDA(3)” zone; and <p>(iii) at the USS level (+1.5mPD) (Plans 4c and 5), connection(s) with:</p> <ul style="list-style-type: none"> - the USS section in the adjoining “CDA(3)” zone; and - the proposed subway to the Tung Tau/San Po Kong area (subject to agreement with Government). <p>For vertical pedestrian connection of different levels, the following facilities shall be provided:</p> <p>(i) staircase/lift to connect the curvilinear landscaped elevated</p>	<p>All the proposed pedestrian connection facilities should be included in the pedestrian connectivity study of the TIA.</p> <p>A subway for connecting the area north of the Site with the Tung Tau/San Po Kong area across Olympic Avenue and Prince Edward Road East is shown on the OZP. The developer shall observe any requirement as may be made by the Government for possible connection of the Site with the subway.</p> <p>The applicant shall liaise and agree with relevant government departments, including CEDD and ArchSD, on the design and construction of the proposed curvilinear landscaped elevated walkway and possible connection with the subway.</p> <p>Detailed locations of the pedestrian openings to the adjoining “CDA(3)” zone will be provided in the land sale document.</p> <p>The Leisure and</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>walkway with the Kai Tak River promenade;</p> <p>(ii) staircase/lift/escalators to connect the USS with the Kai Tak River promenade; and</p> <p>(iii) staircase/lift/escalators to connect the USS with the at-grade POS and the platform of the “OU(APRU)” zone.</p> <p>— Two pedestrian openings, each with a minimum clear width of 4m and a minimum clear height of 3m, shall be provided at the south-western site boundary at the G/F (+6.0mPD) and platform (+15.0mPD) levels for connection with building in the adjoining “CDA(3)” zone at the respective floor levels.</p> <p>— The following facilities of the Site shall be open to the public on a 24-hour basis:</p> <ul style="list-style-type: none"> - the curvilinear landscaped elevated walkway (together with its vertical connection with the Kai Tak River promenade); - the platform in the “OU(APRU)” zone; - the grand steps; - the POS; - the pedestrian passageway on G/F of the retail belt; and - the pedestrian passageway of the USS (together with its vertical connections with the Kai Tak River promenade and with the POS and platform). 	<p>Cultural Services Department (LCSD) will take up the design, construction, management and maintenance responsibilities of the Station Square.</p>
<u>Development Requirements</u>			
15.	Traffic and Transport Aspects	<p>— A TIA for the Site 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</p>	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>requirements and methodology of the TIA are agreed with C for T before its commencement.</p> <ul style="list-style-type: none"> — The TIA should be completed to the satisfaction of C for T, and submitted as part of the MLP submission. — 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. 	
16.	Environmental Aspect	<ul style="list-style-type: none"> — An environmental assessment (EA) for the Site should be carried out to address any possible environmental problems that may be caused to or by the proposed development during construction and 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. 	
17.	Drainage and Sewerage Aspects	<ul style="list-style-type: none"> — A drainage impact assessment (DIA) and a sewerage impact assessment (SIA) for the Site 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. 	
18.	Visual Aspect	<ul style="list-style-type: none"> — A visual impact assessment (VIA) for the Site 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 	<ul style="list-style-type: none"> — 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.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>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.</p>	<p>41).</p>
19.	Air Ventilation Aspect	<ul style="list-style-type: none"> – 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 minimize the possible adverse air ventilation impacts within the Site and on the nearby areas. 	<ul style="list-style-type: none"> – 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 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.
20.	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 	<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.

<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
	<p>and maintenance.</p> <ul style="list-style-type: none"> – 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. – Parking Availability Information: Real-time parking availability data of short-term parking spaces should be provided for public use. The data should include the number of vacant parking spaces by types of vehicles, headroom and EV charging spaces available for public use. 	

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 (in respect of the portion zoned “CDA(2)” only) under the Ordinance. The proposals for the “OU(APRU)” and “O” zones should also be included in the submission for information of the Board.

5.2 The MLP should contain all the information as required under the Notes for the “CDA(2)” 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:

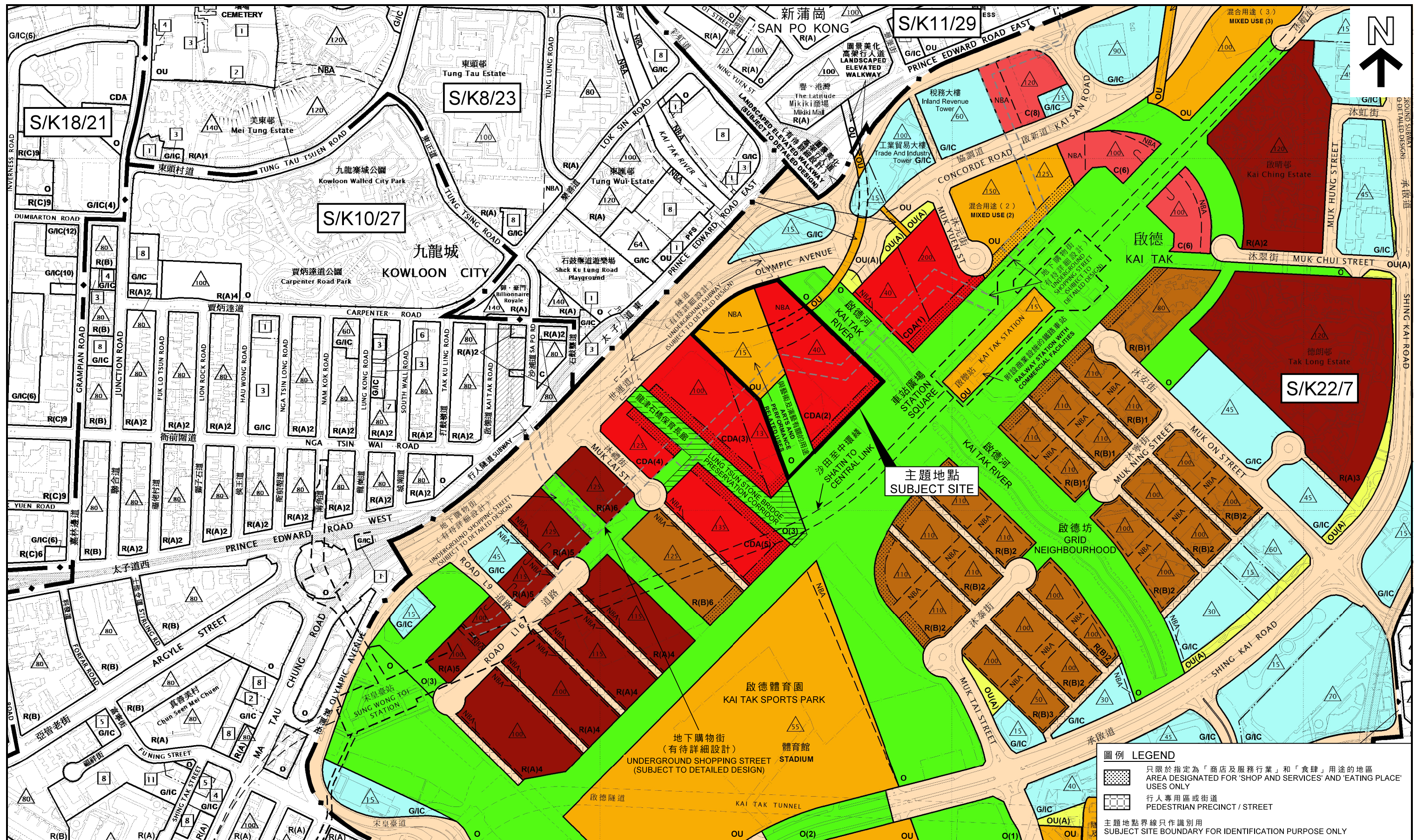
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
- (ii) the proposed total site area and GFA for various uses, total number of hotel rooms and room size, where applicable;
- (iii) the details and extent of parking facilities 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 landscape 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 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.

6. ATTACHMENTS

Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Aerial Photo
Plans 4a to 4c	Development Concept Plans
Plan 5	Conceptual Illustration of Pedestrian Connectivity
Plan 6	Control Drawing for Retail Belt

**PLANNING DEPARTMENT
JANUARY 2022**



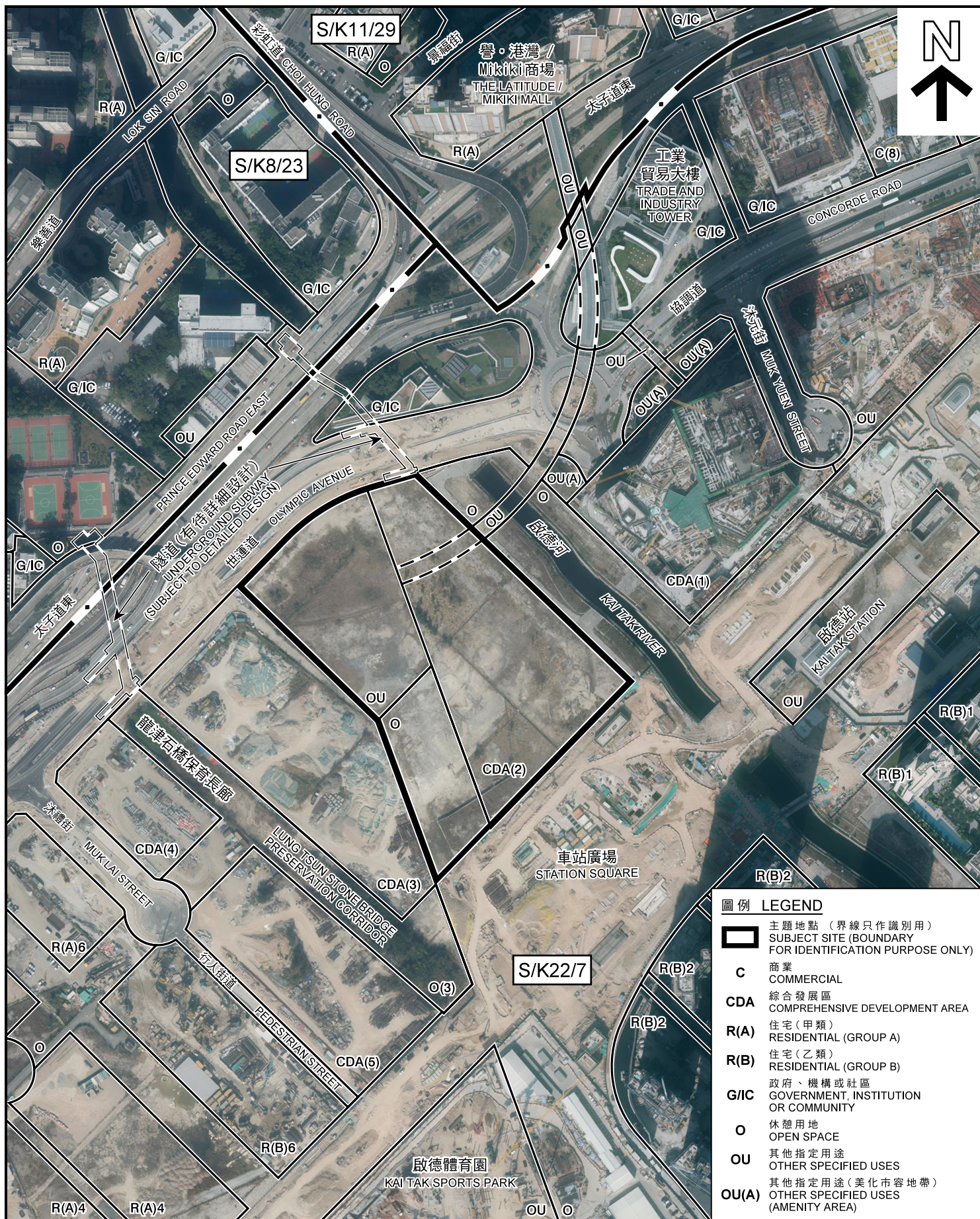
本摘要圖於2021年12月17日擬備，所根據的資料為：
於2020年3月3日核准的分區計劃大綱圖編號S/K8/23，
於2021年5月21日展示的分區計劃大綱圖編號S/K10/27，
於2016年12月6日核准的分區計劃大綱圖編號S/K11/29，
於2017年12月5日核准的分區計劃大綱圖編號S/K18/21，
以及於2021年12月10日展示的分區計劃大綱圖編號S/K22/7
EXTRACT PLAN PREPARED ON 17.12.2021
BASED ON OUTLINE ZONING PLANS No.
S/K8/23 APPROVED ON 3.3.2020, S/K10/27 EXHIBITED ON 21.5.2021,
S/K11/29 APPROVED ON 6.12.2016, S/K18/21 APPROVED ON 5.12.2017
AND S/K22/7 EXHIBITED ON 10.12.2021

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/191

圖 PLAN
1



圖例 LEGEND

- 主題地點 (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)
- 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)

本圖於2021年12月17日擬備，
所根據的資料為地政總署於
2020年12月7日拍得的航攝照片編號
E116989C、E116991C、
E117248C及E117250C
PLAN PREPARED ON 17.12.2021
BASED ON AERIAL PHOTOS No.
E116989C, E116991C
E117248C AND E117250C
TAKEN ON 7.12.2020
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

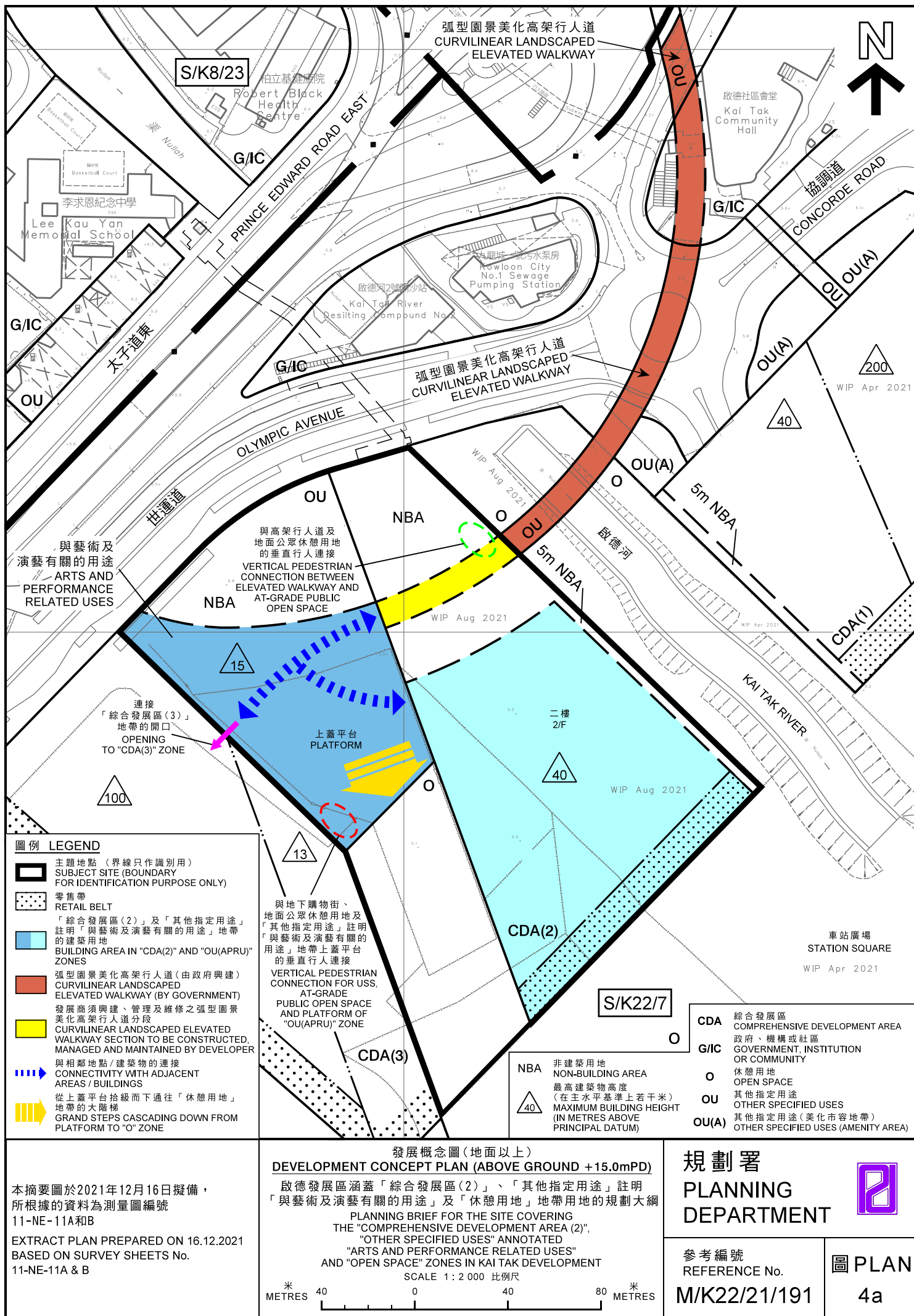
啟德發展區涵蓋「綜合發展區(2)」、
「其他指定用途」註明「與藝術及演藝有關的用途」
及「休憩用地」地帶用地的規劃大綱
PLANNING BRIEF FOR THE SITE COVERING
THE "COMPREHENSIVE DEVELOPMENT AREA (2)",
"OTHER SPECIFIED USES" ANNOTATED
"ARTS AND PERFORMANCE RELATED USES"
AND "OPEN SPACE" ZONES IN KAI TAK DEVELOPMENT

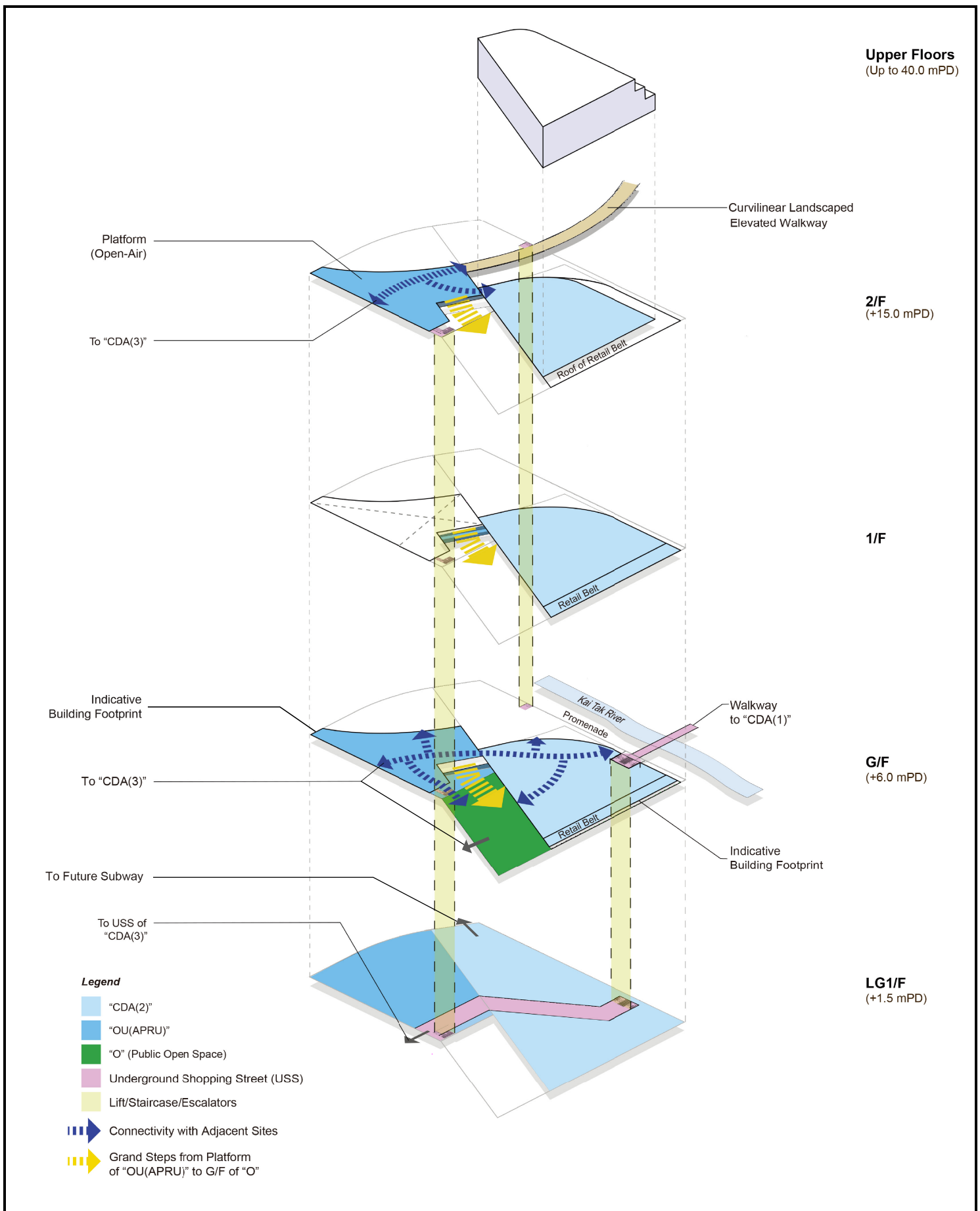
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/191

圖 PLAN
3





本圖於2021年12月16日擬備
PLAN PREPARED ON 16.12.2021

行人連接概念圖
CONCEPTUAL ILLUSTRATION OF PEDESTRIAN CONNECTIVITY

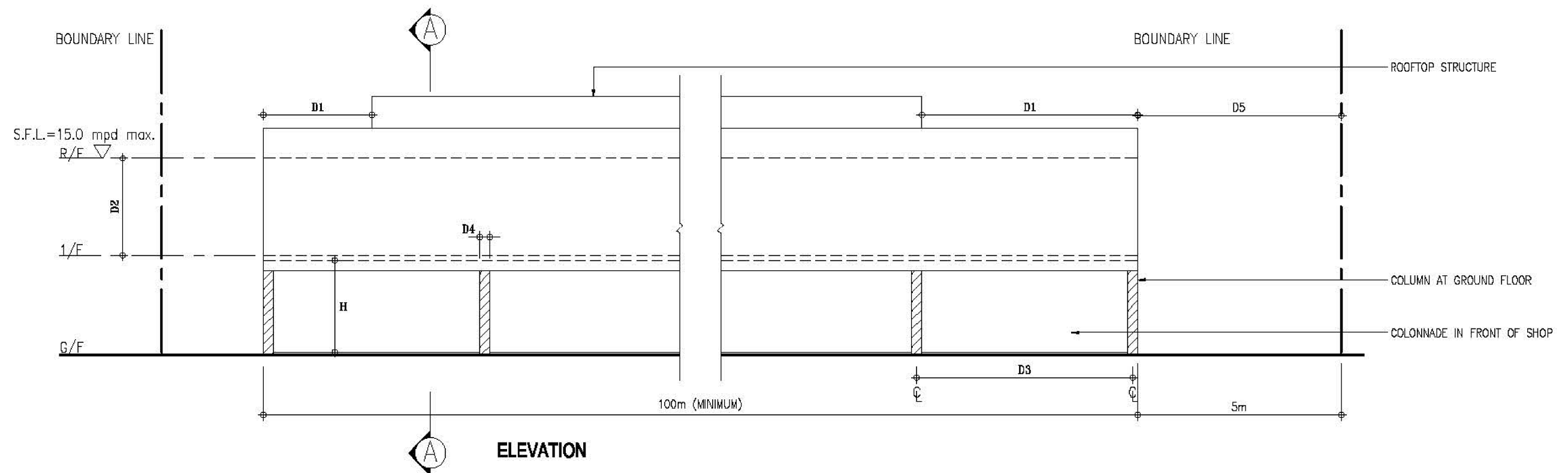
啟德發展區涵蓋「綜合發展區(2)」、
「其他指定用途」註明「與藝術及演藝有關的用途」
及「休憩用地」地帶用地的規劃大綱
PLANNING BRIEF FOR THE SITE COVERING
THE "COMPREHENSIVE DEVELOPMENT AREA (2)",
"OTHER SPECIFIED USES" ANNOTATED
"ARTS AND PERFORMANCE RELATED USES"
AND "OPEN SPACE" ZONES IN KAI TAK DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



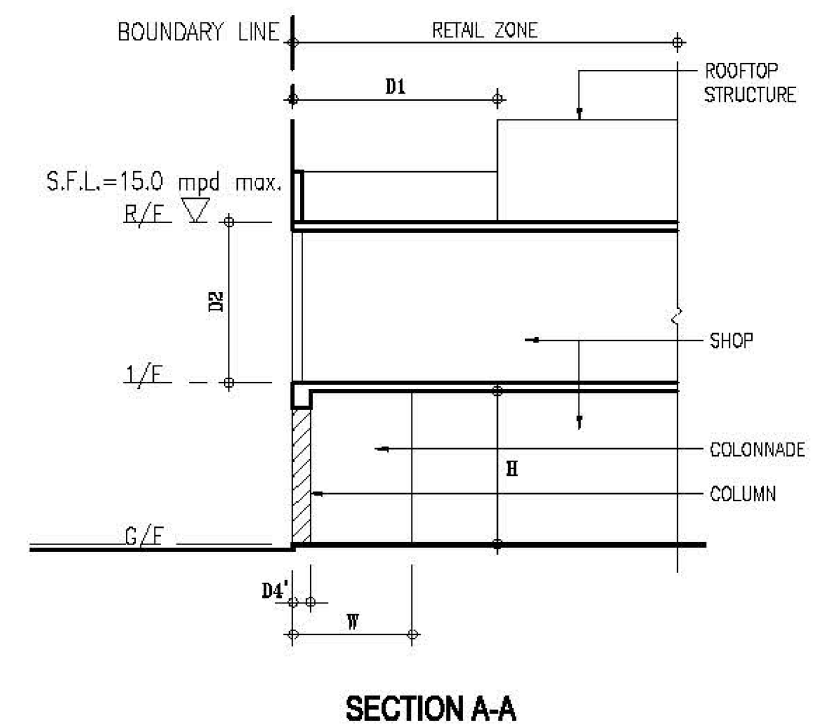
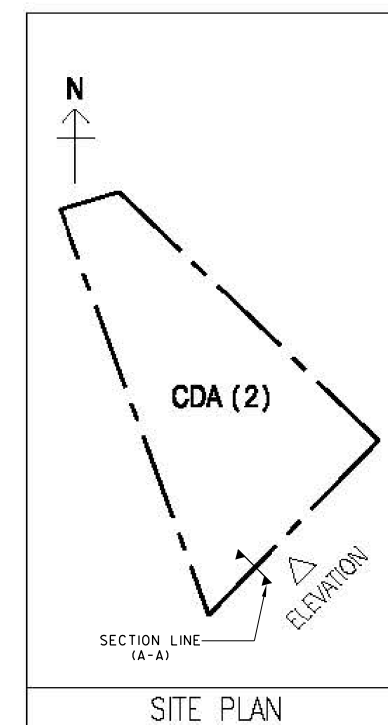
參考編號
REFERENCE No.
M/K22/21/191

圖 PLAN
5



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.



於「綜合發展區(2)」的零售帶柱廊概念圖 COLONNADE CONCEPT DRAWING FOR RETAIL BELT AT "COMPREHENSIVE DEVELOPMENT AREA (2)"

啟德發展區涵蓋「綜合發展區(2)」、「其他指定用途」註明
「與藝術及演藝有關的用途」及「休憩用地」地帶用地的規劃大綱
PLANNING BRIEF FOR THE SITE COVERING THE "COMPREHENSIVE DEVELOPMENT AREA (2)",
"OTHER SPECIFIED USES" ANNOTATED "ARTS AND PERFORMANCE RELATED USES"
AND "OPEN SPACE" ZONES IN KAI TAK DEVELOPMENT

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/191

圖 PLAN
6

本圖於2021年12月20日擬備
PLAN PREPARED ON 20.12.2021

**PLANNING BRIEF FOR THE
“COMPREHENSIVE DEVELOPMENT AREA (3)” 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 (3)” (“CDA(3)”) zone (the Site) on the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7 (**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 southwest, is zoned “CDA(3)” on the draft Kai Tak OZP No. S/K22/7 (**Plan 1**). The “CDA(3)” zone is intended for commercial 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(3)” zone is subject to a maximum plot ratio (PR) of 6.6 and a maximum site coverage (SC) of 65% (excluding basement(s)). In order to provide a more open view towards Kowloon City and the Lion Rock, the eastern portion of the Site is subject to a lower maximum building height (BH) of 13 metres above Principal Datum (mPD) while the remaining portion is subject to a maximum BH of 100mPD. The planning intention of the “CDA(3)” 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 ‘Shops and Services’ and ‘Eating Place’ uses only (i.e. the retail belt) along the south-western and south-eastern boundaries are subject to a maximum BH of two storeys above ground.
- 2.4 As required by the Government, several types of social welfare facilities shall be provided in the Site, details of which would be set out more

specifically in the land sale document.

LTSBPC (Plan 7)

- 2.5 The Site abuts an area zoned “Open Space (3)” (“O(3)”) along its south-western and south-eastern boundaries (**Plan 2**), which will be developed as a public open space (POS) 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 further southwest of the Site, between “CDA(4)” and “CDA(5)” connecting with Muk Lai Street to accommodate some ancillary facilities of the LTSBPC.
- 2.6 Open staircases, ramps and lifts will be provided along 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.
- 2.7 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.
- 2.8 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 south-western and south-eastern boundaries within the development at G/F, LG1/F and LG2/F levels (**Plans 4a, 4b and 5**).

Retail Belt

- 2.9 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

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

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 the way towards area in the southwest.

- 2.10 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 south-western façade fronting the LTSBPC should adopt a cantilever design (Elevation 1 in **Plan 6**) 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 south-eastern façade fronting the LTSBPC, a colonnade design (Elevation 2 in **Plan 6**) 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.

Townscape Setback

- 2.11 A 15m-wide townscape setback is designated within the Site along its north-western boundary that abuts Olympic Avenue for respecting the visual context and heritage significance of the LTSBPC.

Underground Shopping Street (USS)

- 2.12 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 traverses the Site and the San Po Kong Section (about 15m wide and 400m long) further northeast.
- 2.13 A section of the USS to be delivered by the developer falls within the Site (**Plans 4b and 5**). This section of the USS (with general FFL of +1.5mPD²) to incorporate retail use and a public pedestrian passageway shall connect with another section of the USS in the adjoining “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” (“OU(APRU)”) zone at its north-eastern end and with the LTSBPC at its south-western end, so that the USS could link up with the USS section on the other side of the LTSBPC.

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

Connection with the Adjoining “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” (“OU(APRU)”) Zone and At-grade POS

- 2.14 To enhance pedestrian circulation and integration with the surrounding areas, a curvilinear landscaped elevated walkway is planned at the upstream of Kai Tak River connecting San Po Kong, the government office buildings of the Trade and Industry Tower and the proposed Inland Revenue Tower and the landmark tower in the “CDA(1)” zone, and eventually merges with the platform (FFL at +15.0mPD) on top of the building in the adjoining “OU(APRU)” zone (**Plan 1**). For optimising pedestrian connectivity and facilitating pedestrian access to the LTSBPC, the developer shall provide connections with the adjoining “OU(APRU)” zone at the platform and G/F levels as well as connections with the at-grade POS of the “O” zone to its immediate east and the LTSBPC to its immediate southwest with no level difference (**Plans 4a and 5**).

3. THE SITE AND ITS SURROUNDING AREAS

The Site

- 3.1 The Site, with an area of about 1.98 ha, is located at the western portion of the Kai Tak City Centre area and accessible from Olympic Avenue. It is bounded by an area zoned “O(3)” intended for the LTSBPC to its southwest and southeast, an area zoned “O” to its east, the site zoned “OU(APRU)” to its northeast and Olympic Avenue to its northwest.

The Surrounding Areas

- 3.2 The surrounding areas comprise a mix of commercial, residential, open space and other specified uses (**Plan 1**). The “CDA(2)” zone located to the northeast of the Site is planned for commercial development which will be developed together with the adjoining “OU(APRU)” and “O” sites. The “CDA(4)” and “CDA(5)” sites to the southwest on the other side of the LTSBPC are intended for residential developments, with the latter being a public housing development to be implemented by the Hong Kong Housing Society. These “CDA” sites are subject to separate PBs.
- 3.3 A large open space to the further 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.

- 3.4 To the southwest of the “CDA(4)” site across Muk Lai Street are sites zoned “Residential (Group A) 5” and “Residential (Group A) 6” which are intended for private residential development ³. To the southwest of the “CDA(5)” site are sites zoned “Residential (Group A) 4” and “Residential (Group B) 6” which are intended for public housing developments by the Hong Kong Housing Authority. Kai Tak Sports Park is located to the further south in the area zoned mainly “OU” annotated “Stadium”.

4. PLANNING/DEVELOPMENT REQUIREMENTS

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
1.	Site Area	About 1.98 ha	– Site area subject to detailed survey.
2.	OZP Zoning and Planning Intention	<ul style="list-style-type: none"> – “CDA(3)”: intended for comprehensive commercial development with low-rise retail block(s) fronting the LTSBPC. 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"> – For commercial uses, which may include retail, eating place, place of entertainment, office and hotel. – ‘Shop and Services’ and ‘Eating Place’ uses shall be provided within the retail belt portion of the Site. – Social welfare facilities, as required by the Government, shall be provided in the Site. The types of social welfare facilities to be provided in the Site include: <ul style="list-style-type: none"> (i) one 200-place residential care home for the elderly (RCHE) cum 30-place day care unit for the elderly (DCU) with a 	– The provision requirements of social welfare facilities would be set out more specifically in the land sale document.

³ The “CDA(4)” site together with the nearest “Residential (Group A) 6” site to its southwest will form a single lot for land sale purpose. The three “Residential (Group A) 5” sites to the further southwest of the “CDA(4)” site will form another single lot for land sale purpose.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>minimum net operating floor area (NOFA) of 2,565m²;</p> <p>(ii) one 50-place hostel for severely physically handicapped persons (HSPH) with a minimum NOFA of 695m²;</p> <p>(iii) one 50-place hostel for moderately mentally handicapped persons (HMMH) with a minimum NOFA of 617m²;</p> <p>(iv) one 120-place integrated vocational rehabilitation services centre (IVRSC) with a minimum NOFA of 653m²;</p> <p>(v) one 30-place supported hostel for mentally/physically handicapped persons (SHOS(MPH)) with a minimum NOFA of 355m²;</p> <p>(vi) three office bases of on-site pre-school rehabilitation services (OPRS) (each serving 125 children) with a total minimum NOFA of 588m²;</p> <p>(vii) one counselling centre for psychotropic substance abusers (CCPSA) with a minimum NOFA of 214m²;</p> <p>(viii) one school social work (SSW) office with a minimum NOFA of 95m²; and</p> <p>(ix) one specialised co-parenting support centre (SCSC) with a minimum NOFA of 255m².</p>	
4.	PR / GFA	<p>Maximum PR of 6.6 or maximum GFA of 130,680m²</p> <ul style="list-style-type: none"> - Retail belt (minimum PR of 0.2 or minimum GFA of 3,960m²) (refer to Item 8 below) - Social welfare facilities (PR/GFA accountable, to take up about 10% of the maximum GFA (subject to detailed design)) <p>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 the approval/agreement of the Building</p>	<p>The maximum GFA for the “CDA(3)” zone as well as the minimum GFA for the retail belt is based on a site area of 1.98 ha which is subject to detailed survey.</p> <p>Detailed comments under the Buildings Ordinance on permissible PR, SC, emergency vehicular</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		Authority.	
5.	SC	<ul style="list-style-type: none"> Maximum 65% (excluding basement(s)) 	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.
6.	BH	<ul style="list-style-type: none"> Maximum 13mPD for the eastern portion and maximum 100mPD for the remaining area of the Site (except for land designated townscape setback on Plan 4a) On land designated 'Shop and Services' and 'Eating Place' uses only (i.e. retail belt): not exceeding two storeys above ground and 15mPD (except for the side facing the Station Square which is subject to a maximum BH of 13mPD as stipulated on the OZP) 	
7.	Disposition of Buildings	<ul style="list-style-type: none"> 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 PR of 0.2 (i.e. a minimum GFA of 3,960m²) and not exceeding two storeys above ground and 15mPD shall be provided in the retail belt to accommodate 'Shop 	<ul style="list-style-type: none"> To foster a visually cohesive identity, the design of retail belt shall make reference to the following

Item		Particulars	Remarks
		<p>and Services' and 'Eating Place' uses.</p> <ul style="list-style-type: none"> – Basement development underneath the retail belt is allowed. – The key design requirements for the retail belt are: <ul style="list-style-type: none"> (a) <u>Cantilever Design along south-western boundary fronting the LTSBPC</u> (Elevation 1 on Plan 6) <ul style="list-style-type: none"> (i) full length of retail belt along south-western boundary fronting the LTSBPC shall be provided with cantilever; (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; (iii) the shopfront on G/F and 1/F shall adopt open/transparent façade design as far as possible; and (b) <u>Colonnade Design along south-eastern boundary fronting the LTSBPC</u> (Elevation 2 on Plan 6) <ul style="list-style-type: none"> (i) a minimum 90% of the frontage length along south-eastern boundary fronting the LTSBPC shall be provided with colonnade; (ii) a building setback of 3m to 3.6m from the south-eastern 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; 	<p>guidelines promulgated by the Civil Engineering and Development Department (CEDD):</p> <ul style="list-style-type: none"> - KTD Urban Design Guidelines and Manual for the Private Non-Domestic Sites; and - Kai Tak Brand Identity Manual and Public Creatives Guidelines. <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>(iii) support for building or structure of the colonnade with a height up to 13mPD shall be provided at equal spacing 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.	<p>Townscape Setback (Plans 4a and 5)</p>	<p>— A 15m-wide full-height townscape setback is designated within the Site along its north-western boundary that abuts Olympic Avenue for respecting the visual context and heritage significance of the LTSBPC.</p> <p>— Underground structures, planting and street furniture (such as hard paved walkway, lawn, trees, scrubs and seating) will generally be permitted</p>	<p>— The design of the townscape setback shall make reference to the design of the LTSBPC for a smooth interfacing of space and the following guideline:</p> <ul style="list-style-type: none"> - Development Bureau (DEVB) Technical Circular (Works) No. 2/2012

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>within the townscape setback. Structures such as covered walkways and rain shelters will also be permitted generally provided that they do not impinge the purpose or function of the townscape setback nor create adverse visual impact. The landscaping design of the townscape setback should be included as part of the Landscape Master Plan (refer to Item 13 below) for the consideration and approval by the Board.</p>	<p>– Allocation of Space for Quality Greening on Roads</p>
10.	Connections with LTSBPC (Plans 4a, 4b and 5)	<ul style="list-style-type: none"> – Two pedestrian openings, each with a minimum clear width of 9m and a minimum clear height of 3m and opened onto the public pedestrian passageways of the retail belt, shall be provided at the south-western and south-eastern site boundaries respectively 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. – Two pedestrian openings, each with a minimum clear width of 4m and a minimum clear height of 2.5m, shall be provided at the south-western site boundary at basement level for connection with LG1/F of the LTSBPC (FFL at +1.5mPD) without any level difference. – A pedestrian opening, with a minimum clear width of 4m and a minimum clear height of 2.5m, shall be provided at the western corner of the Site at basement level for connection with LG2/F of the LTSBPC (FFL at –2.5mPD) leading to the planned subway under Olympic Avenue/Prince Edward Road East without any level difference. 	<ul style="list-style-type: none"> – 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 the LTSBPC. – Detailed locations of the pedestrian openings will be provided in the land sale document.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
11.	USS (Plans 4b and 5)	<ul style="list-style-type: none"> – Provision of retail use and a 24-hour barrier-free public pedestrian passageway at the basement level in the development as part of the USS system across the Site (overall width of the USS of about 20m, with a minimum clear width of 8m and a minimum clear height of 3m for the pedestrian passageway). This section of the USS within the Site shall be constructed, managed and maintained by the developer, and shall be provided at a general FFL of +1.5mPD. – An access point shall be reserved at the north-eastern end of the USS for connection with the next USS section at the adjoining “OU(APRU)” site. – A pedestrian opening with a minimum clear width of 8m and a minimum clear height of 2.5m shall be provided at the south-western end of the USS section to link up the USS with LG1/F of the LTSBPC (FFL at +1.5mPD), so as to allow the continuation of the USS south-westwards to the other side of the LTSBPC. – Additional retail floorspace shall be provided adjoining the same FFL of the USS so that the total retail GFA at such level would not be less than 4,000m². 	<ul style="list-style-type: none"> – The applicant should liaise and agree with relevant government departments, including CEDD and LCSD, on the design and construction of the USS (including its pedestrian opening to the LTSBPC). – The applicant should liaise with the Police on provision of communication facilities and closed-circuit television (CCTV) signal in the USS. – Detailed alignment of the USS section and location of the pedestrian opening will be provided in the land sale document.
12.	Urban Design Considerations	<ul style="list-style-type: none"> – An urban design proposal should be prepared and submitted as part of the MLP submission. – The MLP should take into account the following urban design considerations, where appropriate: <ul style="list-style-type: none"> (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 as well 	<ul style="list-style-type: none"> – 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).

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>as respecting the cultural and heritage character of 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 ambience of the surrounding public spaces;</p> <p>(iii) adopt distinctive design at the south-eastern portion of the Site to respond to the entrance design of the LTSBPC;</p> <p>(iv) arrange disposition of building in a way to promote visual and air permeability;</p> <p>(v) adopt façade design that responds to the ambience of the LTSBPC in the lower levels of the commercial block(s);</p> <p>(vi) provide an active and attractive frontage to activate the adjoining open space to the east of the Site;</p> <p>(vii) avoid a hard and abrupt frontage against the adjoining “OU(APRU)” site;</p> <p>(viii) maximise at-grade public spaces; and</p> <p>(ix) 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 “O” site to the immediate east.</p>	<p>– Reference should be made to the following guidelines promulgated by CEDD:</p> <ul style="list-style-type: none"> - KTD Urban Design Guidelines and Manual for the Private Non-Domestic Sites; and - Kai Tak Brand Identity Manual and Public Creatives Guidelines.
13.	Landscape Design Considerations	– A Landscape Master Plan (LMP) for the Site shall be prepared and submitted as part of the MLP	– Reference shall be made to the following guidelines:

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>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 and the Station Square and the “O” site to the immediate east, 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 landscape proposals including hard and soft landscape; (ii) other amenities, street furniture and facilities to be provided; 	<ul style="list-style-type: none"> - DEVB Technical Circular (Works) No. 4/2020 – Tree Preservation; - KTD Urban Design Guidelines and Manual for the Private Non-Domestic Sites 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>(iii) the relationship of the development with the surroundings, especially the LTSBPC, the Station Square and the “O” site to the immediate east; 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	<p>– Ancillary parking spaces and loading/unloading facilities (to be provided at basement level) and vehicular access 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>	
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 level of +15.0mPD (Plans 4a and 5), connection with the platform of the “OU(APRU)” zone;</p> <p>(ii) 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 openings; - the Station Square / Kai Tak Sports Park; - the townscape setback; - the POS adjoining the “OU(APRU)” zone; - the pedestrian passageways on G/F of the retail belt; and - the building in the adjoining “OU(APRU)” zone; 	<p>– All the proposed pedestrian connection facilities should be included in the pedestrian connectivity study of the TIA.</p> <p>– A subway for connecting the LTSBPC with the Kowloon City area across Olympic Avenue and Prince Edward Road East is shown on the OZP. The developer shall observe any requirement as may be made by the Government to facilitate the construction/operation of the subway.</p> <p>– The applicant shall liaise and agree with relevant government</p>

Item	Particulars	Remarks
	<p>(iii) at the USS level (+1.5mPD) (Plans 4b and 5), connections with:</p> <ul style="list-style-type: none"> - the USS section in the adjoining “OU(APRU)” zone; and - LG1/F of the LTSBPC (+1.5mPD) via the pedestrian openings (including one from the USS); and <p>(iv) at the basement level of –2.5mPD (Plans 4b and 5), connection with LG2/F of the LTSBPC (–2.5mPD) and the subway to the Kowloon City area via the pedestrian opening.</p> <ul style="list-style-type: none"> – For vertical pedestrian connection of different levels, staircase/lift/escalators to connect the floors at +6.0mPD (G/F) and +15.0mPD (leading to the platform of the “OU(APRU)” zone) levels shall be provided. – Two pedestrian openings, each with a minimum clear width of 4m and a minimum clear height of 3m, shall be provided at the north-eastern site boundary at the G/F (+6.0mPD) and platform (+15.0mPD) levels for connection with building in the adjoining “OU(APRU)” zone at the respective floor levels. – A pedestrian opening, with a minimum clear width of 4m and a minimum clear height of 3m, shall be provided at the eastern site boundary at the G/F (+6.0mPD) level for connection with the adjoining POS. – The following facilities of the Site shall be open to the public on a 24-hour basis: <ul style="list-style-type: none"> - the pedestrian passageways on G/F of the retail belt; and - the pedestrian passageway of the USS. 	<p>departments, including CEDD and LCSD, on the design and construction of the pedestrian openings to USS and LTSBPC.</p> <ul style="list-style-type: none"> – Detailed locations of the pedestrian openings to the adjoining “OU(APRU)” zone and POS will be provided in the land sale document. – LCSD will take up the design, construction, management and maintenance responsibilities of the LTSBPC and the Station Square.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
<u>Development Requirements</u>			
16.	Traffic and Transport Aspects	<ul style="list-style-type: none"> – 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. – The TIA should be completed to the satisfaction of C for T, and submitted as part of the MLP submission. – 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. 	
17.	Environmental Aspect	<ul style="list-style-type: none"> – 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 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. 	<ul style="list-style-type: none"> – 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 the cultural heritage should be to the satisfaction of AMO.
18.	Drainage and Sewerage Aspects	<ul style="list-style-type: none"> – 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 	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		completed to the satisfaction of the Director of Drainage Services and DEP respectively, and submitted as part of the MLP submission.	
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. 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.</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>
20.	Air Ventilation Aspect	<p>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.</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 on the nearby areas.</p>	<p>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.</p> <p>The applicant should make reference to the 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.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
21.	Green Building Design and Smart Requirements	<ul style="list-style-type: none"> <li data-bbox="507 271 1070 383">– BEAM Plus certification with Provisional Gold Rating or above should be achieved. <li data-bbox="507 421 1070 786">– 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. <li data-bbox="507 824 1070 1010">– 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. <li data-bbox="507 1048 1070 1355">– Parking Availability Information: Real-time parking availability data of short-term parking spaces should be provided for public use. The data should include the number of vacant parking spaces by types of vehicles, headroom and EV charging spaces available for public use. 	<ul style="list-style-type: none"> <li data-bbox="1070 271 1434 674">– 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(3)” 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 landscape 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 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.

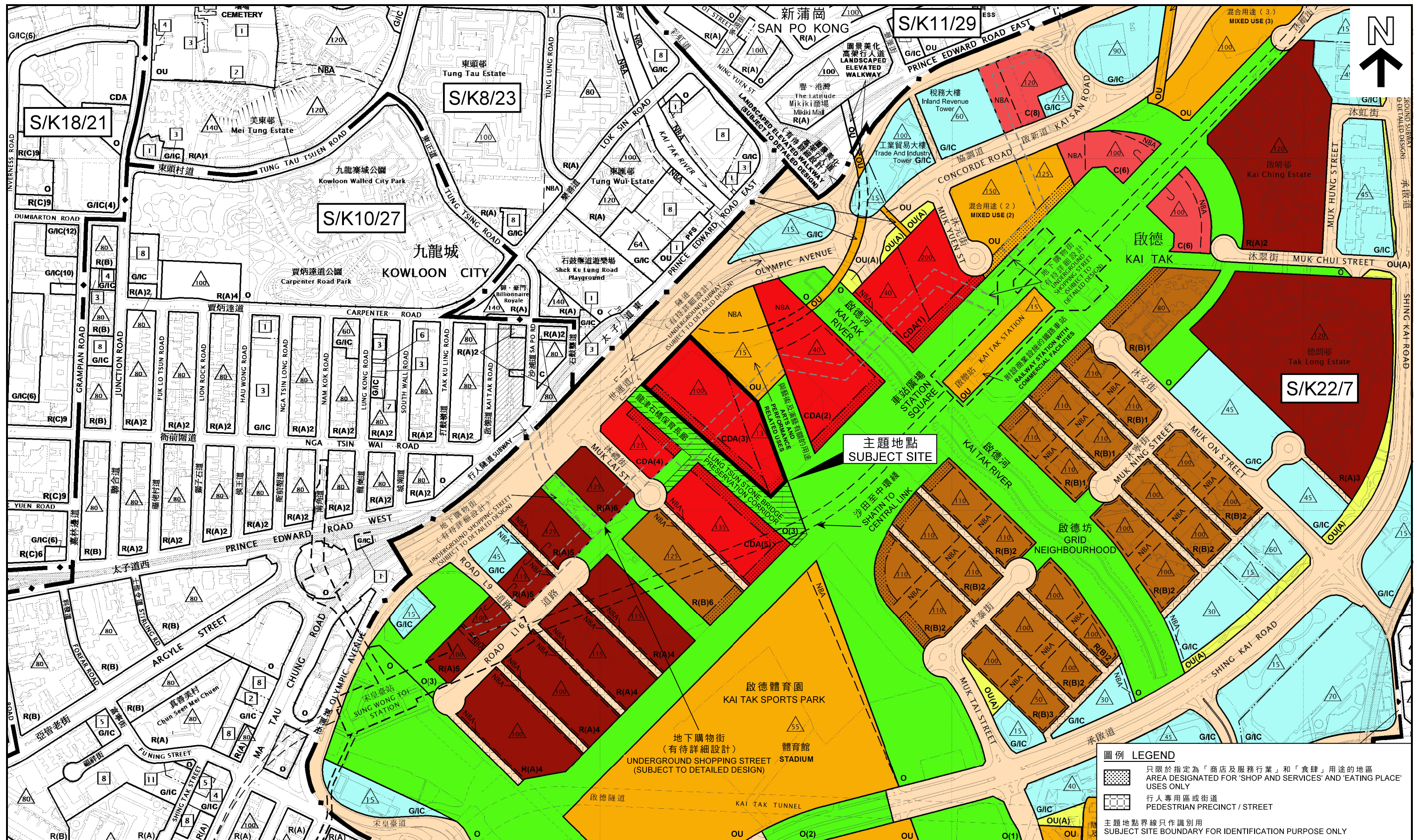
6. ATTACHMENTS

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
Plan 6	Control Drawing for Retail Belt

Plan 7

Artist's Impression of LTSBPC

**PLANNING DEPARTMENT
JANUARY 2022**



本摘要圖於2021年12月17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2021年5月21日展示的分區計劃大綱圖編號S/K10/27，
 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2021年12月10日展示的分區計劃大綱圖編號S/K22/7

EXTRACT PLAN PREPARED ON 17.12.2021
 BASED ON OUTLINE ZONING PLANS No.
 S/K8/23 APPROVED ON 3.3.2020, S/K10/27 EXHIBITED ON 21.5.2021,
 S/K11/29 APPROVED ON 6.12.2016, S/K18/21 APPROVED ON 5.12.2017
 AND S/K22/7 EXHIBITED ON 10.12.2021

規劃署
PLANNING DEPARTMENT

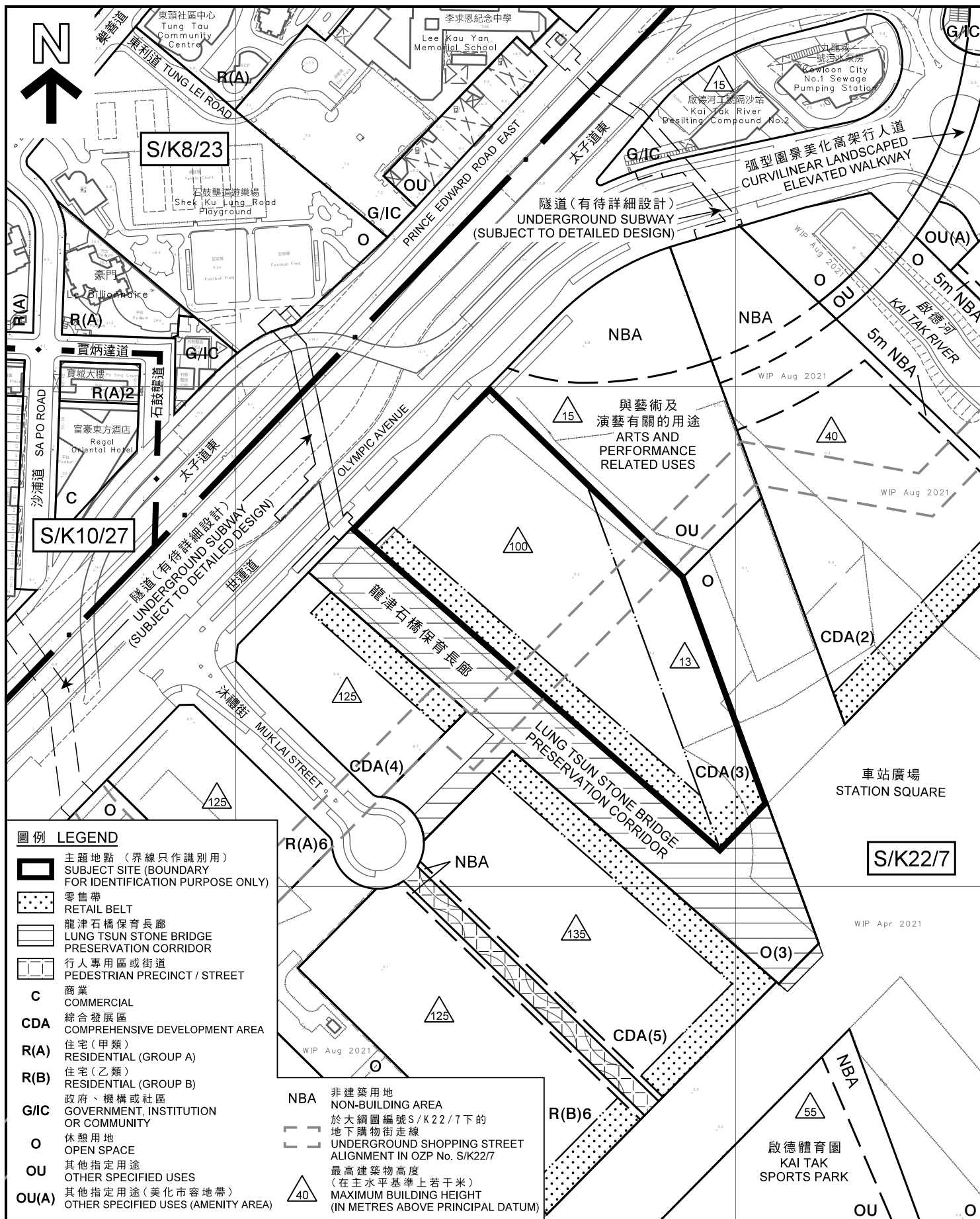


參考編號
REFERENCE No.

M/K22/21/188

圖 PLAN

1



平面圖 SITE PLAN

啟德發展區「綜合發展區(3)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (3)" ZONE
IN KAI TAK DEVELOPMENT

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

規劃署
PLANNING
DEPARTMENT

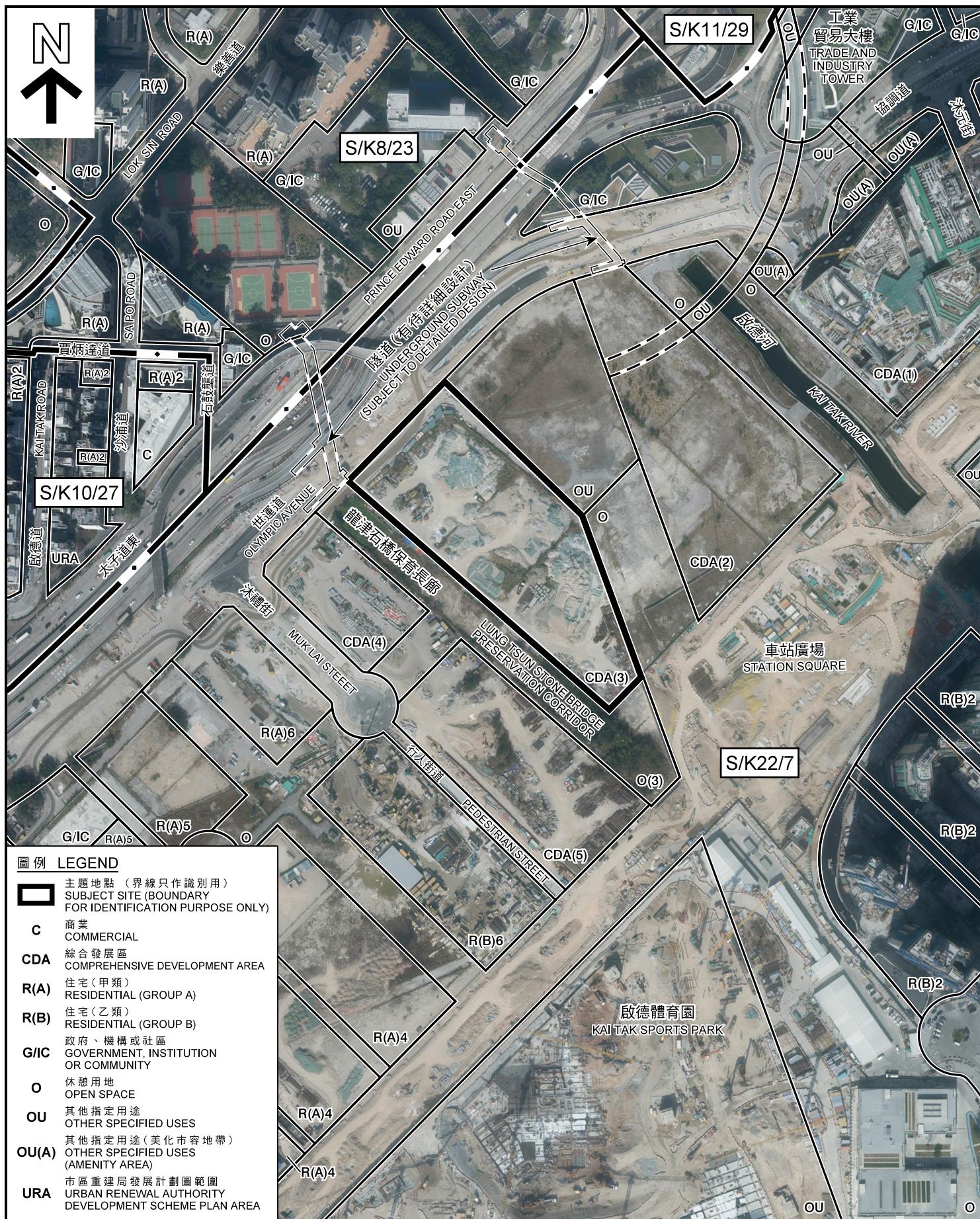


參考編號
REFERENCE No.
M/K22/21/188

圖 PLAN
2

本摘要圖於2021年12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 20.12.2021
BASED ON SURVEY SHEETS No.
11-NE-11A, B, C & D



本圖於2021年12月16日擬備，
所根據的資料為地政總署於
2020年12月7日拍得的
航攝照片編號E116736C及E117250C
PLAN PREPARED ON 16.12.2021
BASED ON AERIAL PHOTOS No.
E116736C AND E117250C
TAKEN ON 7.12.2020
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

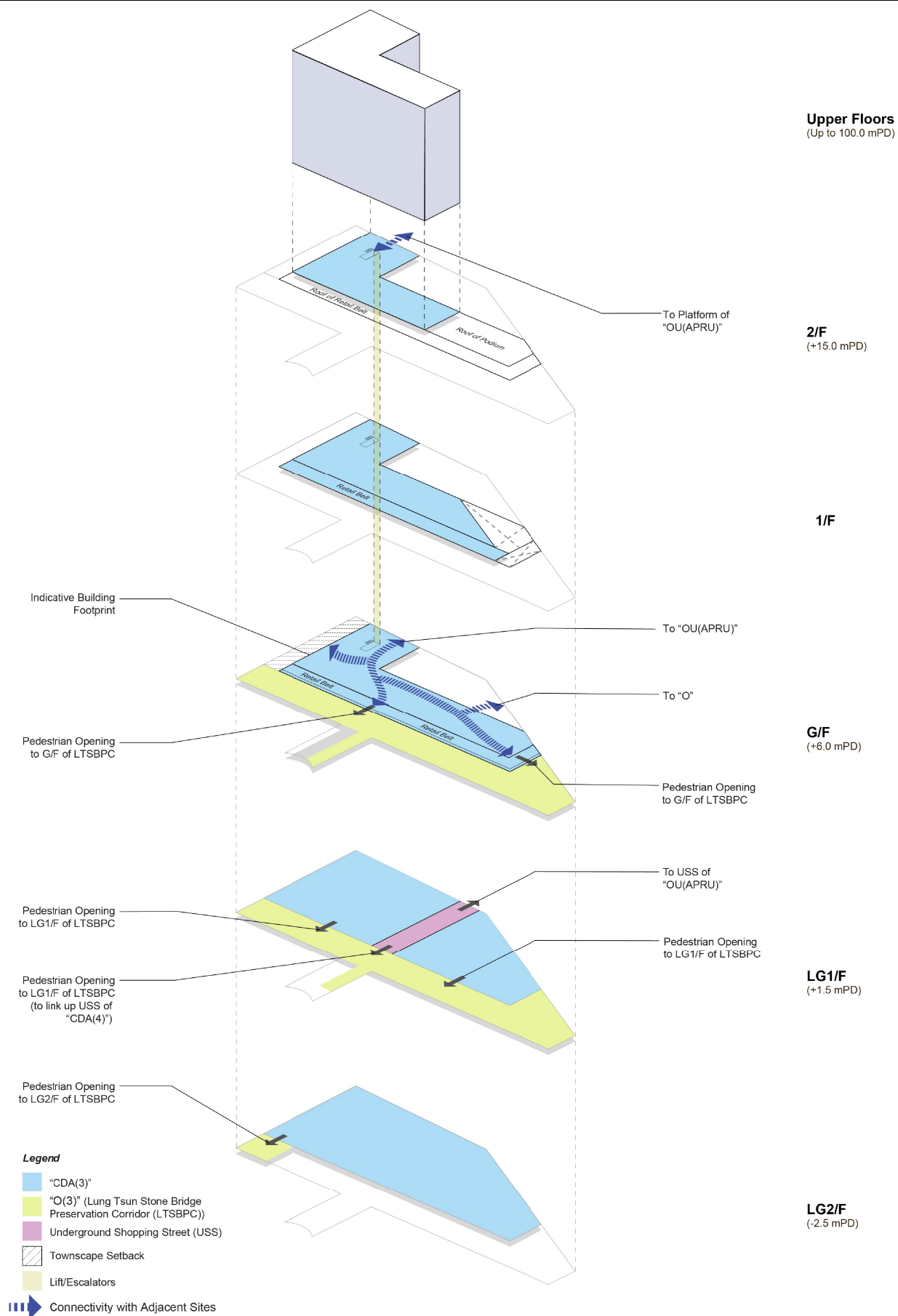
啟德發展區「綜合發展區(3)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (3)" ZONE
IN KAI TAK DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/188

圖 PLAN
3



本圖於2021年12月15日擬備
PLAN PREPARED ON 15.12.2021

行人連接概念圖
CONCEPTUAL ILLUSTRATION OF PEDESTRIAN CONNECTIVITY

啟德發展區「綜合發展區(3)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (3)" ZONE
IN KAI TAK DEVELOPMENT

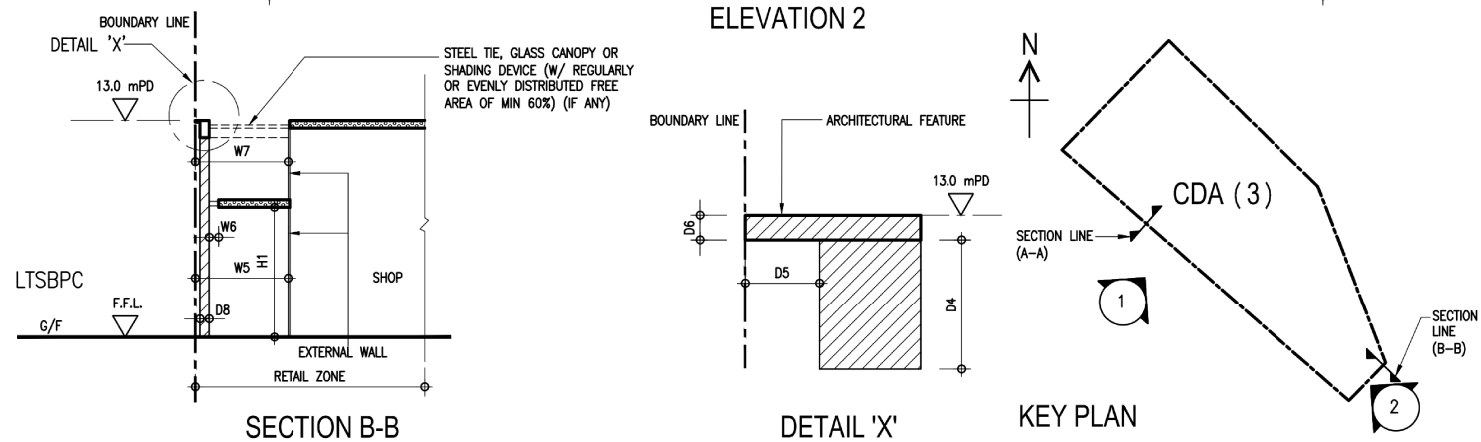
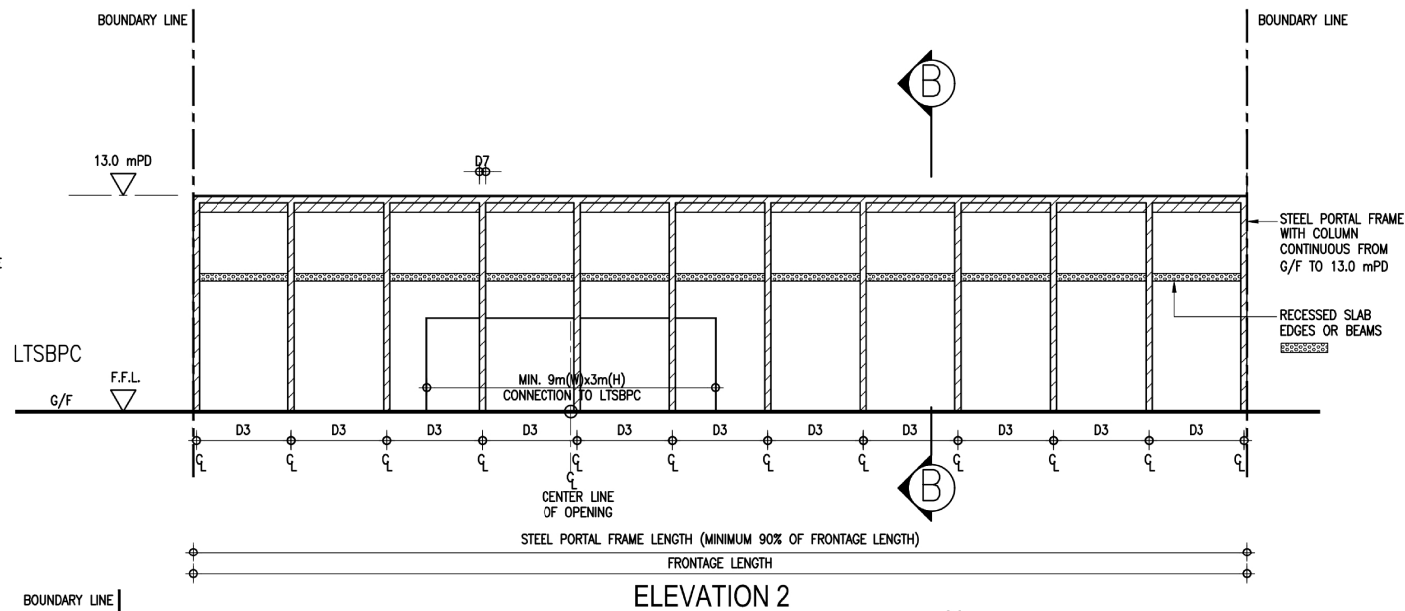
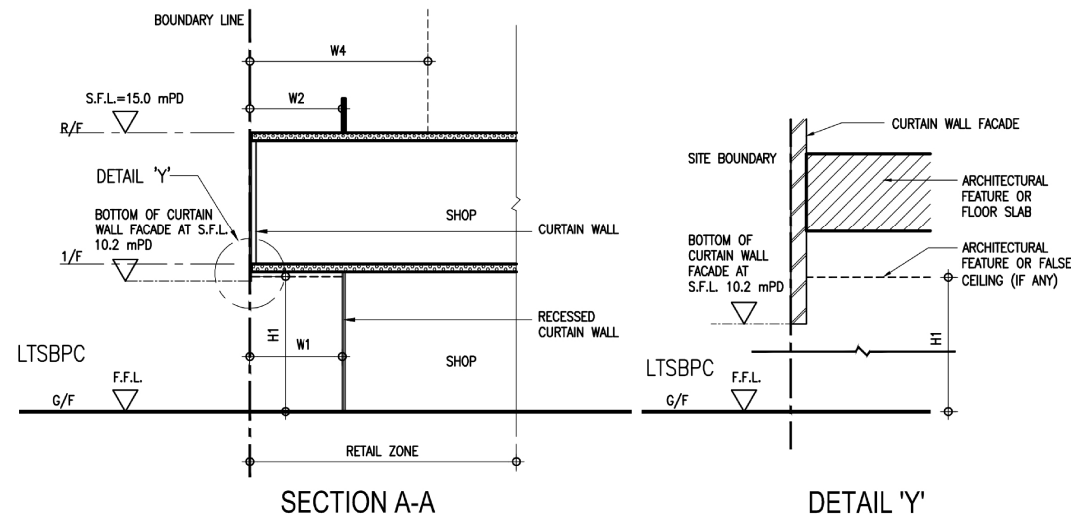
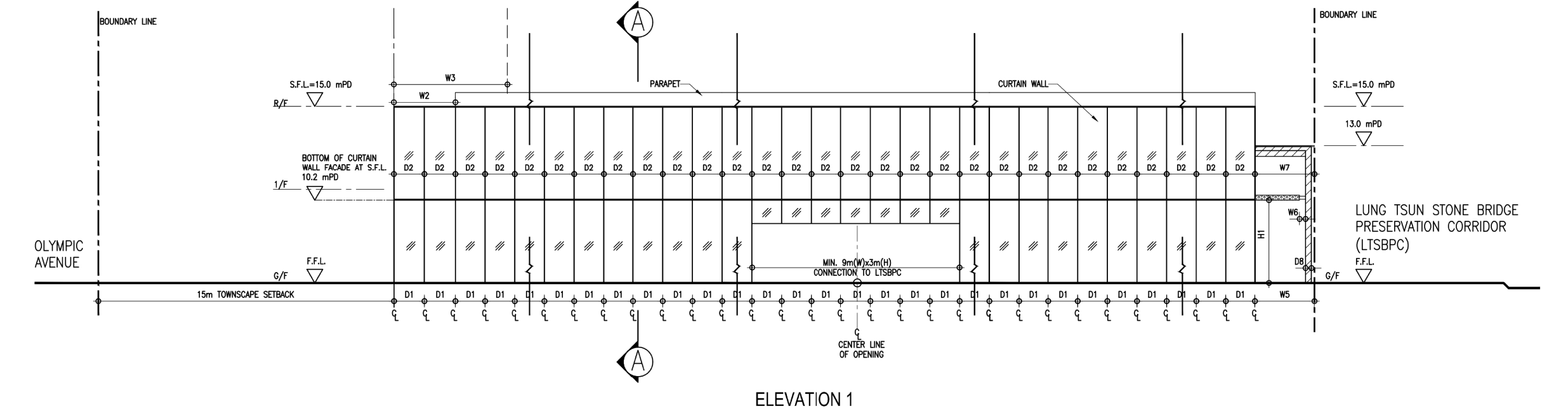
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/188

圖 PLAN
5

CONTROL DRAWING FOR CDA (3)



- NOTES:
- H1 MIN. 4200mm CLEAR HEADROOM
 - W1 MIN. 3000mm SETBACK FOR AN UNOBSTRUCTED PUBLIC PASSAGE.
 - W2 3000mm SETBACK.
 - W3 MIN. 5500mm SETBACK. NO BUILDING STRUCTURE ABOVE 15 mPD IS ALLOWED IN THIS ZONE.
 - W4 MIN. 15000mm SETBACK. NO BUILDING STRUCTURE ABOVE 15 mPD IS ALLOWED IN THIS ZONE.
 - W5 3000mm TO 3600mm SETBACK.
 - W6 MIN. 150mm SETBACK.
 - W7 3000mm TO 3600mm SETBACK.
 - D1 CONTINUOUS GLASS CURTAIN WALL. MIN. 1500mm BETWEEN MULLIONS.
 - D2 CONTINUOUS GLASS CURTAIN WALL. MIN. 1500mm BETWEEN MULLIONS.
 - D3 CONTINUOUS COLUMNS AT REGULAR INTERVAL BETWEEN 3000mm TO 4500mm C/C.
 - D4 RECTANGLE, SQUARE OR H-PROFILE STEEL BEAM W/ DEPTH AT 350mm MAX. INCLUDING FINISHES.
 - D5 150mm SETBACK
 - D6 MAX. 50mm THK.
 - D7 RECTANGLE, SQUARE OR H-PROFILE STEEL COLUMN W/ WIDTH AT 280mm MAX. INCLUDING FINISHES.
 - D8 RECTANGLE, SQUARE OR H-PROFILE STEEL COLUMN W/ DEPTH AT 500mm MAX. INCLUDING FINISHES.
 - COLOUR OF ARCHITECTURAL STEEL FRAME SHALL BE IN DARK GREY TONES. COLOUR OF EXTERNAL FINISHES OF RETAIL BELT STRUCTURE SHALL BE IN GREY TONES.

本圖於2022年1月6日擬備
PLAN PREPARED ON 6.1.2022

於「綜合發展區(3)」的零售帶懸臂及柱廊概念圖
CANTILEVER AND COLONNADE CONCEPT DRAWING FOR RETAIL BELT AT "COMPREHENSIVE DEVELOPMENT AREA (3)"

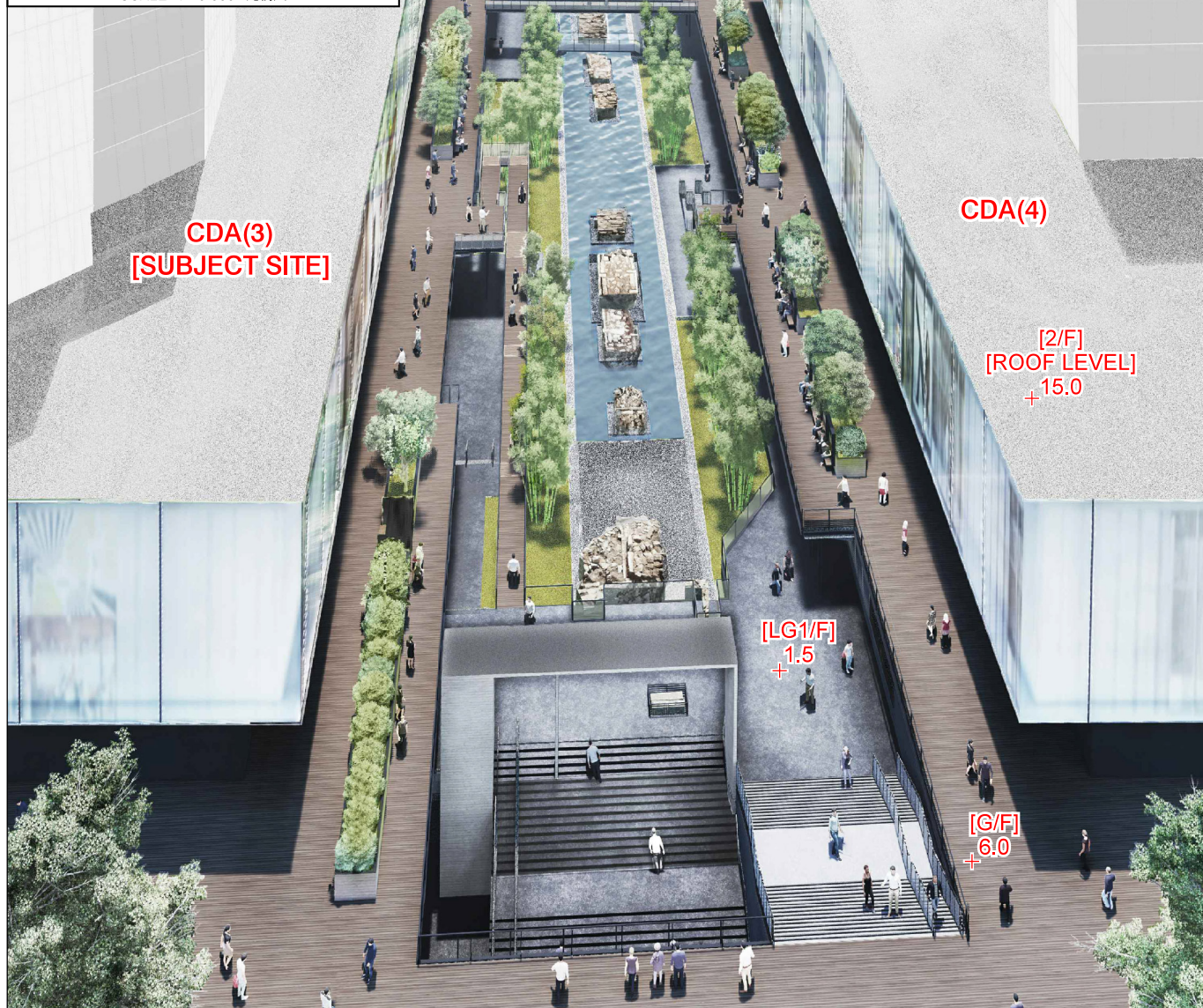
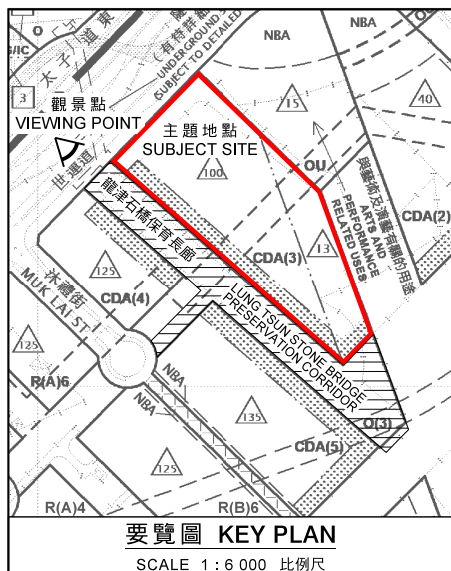
啟德發展區「綜合發展區(3)」地帶的規劃大綱
PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (3)" ZONE IN KAI TAK DEVELOPMENT

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/188

圖 PLAN
6



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2021年12月17日擬備
PLAN PREPARED ON 17.12.2021

藝術家印象下的龍津石橋保育長廊(從世運道觀看)
ARTIST'S IMPRESSION OF LUNG TSUN STONE BRIDGE
PRESERVATION CORRIDOR (VIEWED FROM OLYMPIC AVENUE)

啟德發展區「綜合發展區(3)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (3)" ZONE
IN KAI TAK DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/188

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**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