

Draft Planning Brief for the  
“Comprehensive Development Area (1)” Zone  
in Kai Tak Development

Purpose

The purpose of this paper is to invite views from Members of the Wong Tai Sin District Council (WTSDC) on the draft Planning Brief (PB) for the “Comprehensive Development Area(1)” (“CDA(1)”) zone in Kai Tak Development (KTD) (**Appendix I**).

Background

2. On 10 June 2016, the Metro Planning Committee (MPC) of the Town Planning Board (the Board) agreed that the draft PB was suitable for consultation with the Kowloon City and Wong Tai Sin District Councils.

The Site and Its Surrounding Areas

3. The Site, with an area of about 1.77ha, is located in the North Apron area of KTD and zoned “CDA(1)” under the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/4 (**Plan 1** of **Appendix I**). The Site falls within the central part of the Kai Tak City Centre and commands a convenient location with the Kai Tak Station of the Shatin to Central Link (SCL) located to its south-east. The Site is bounded by Concorde Road (Road D1) and Road L11 to the immediate north and east respectively (**Plans 3 & 4** of **Appendix I**).

4. The surrounding areas comprise a mixture of land uses. A belt of “Government, Institution or Community” (“G/IC”) sites is situated to the north of the Site. A site zoned “Other Specified Uses” annotated “Mixed Use(2)” (“OU(Mixed Use)(2)”) is situated to the east. To the west of the Site is the Kai Tak River and the “CDA(2)” site for commercial development. Situated to the north-west is a proposed curvilinear landscaped elevated walkway which links San Po Kong, the 1/F landscaped deck of the Trade and Industry (TI) Tower and the “CDA(2)” site (**Plans 3 & 4**). The large open space to the south-east of the Site is the proposed Station Square (**Plans 1 to 3**).

## Planning Intention and Development Restrictions

5. The “CDA(1)” zone is intended for a comprehensive office/hotel/retail development, with lower structures of a cascading building height (BH) profile descending towards to the Kai Tak River/the curvilinear walkway. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of the development, taking into account various environmental, traffic, infrastructure and other constraints.

6. According to the Notes of the “CDA” zone, developments within the “CDA(1)” zone is subject to a maximum a maximum plot ratio (PR) of 10, with maximum building height (BH) of 200 metres above Principal Datum (mPD) and 40mPD for the eastern and western sub-zones respectively. The eastern subzone is intended for the development of a landmark commercial development while the western sub-zone is intended for lower structures with a cascading BH profile descending towards to the Kai Tak River or the curvilinear walkway (**Plan 3**). While the proposed landmark development will supplement with the curvilinear walkway and the Kai Tak River to signify the prominent gateway image in the locality, the low cascading developments at both the Site and the adjoining “CDA(2)” site to the west would engender a sense of symmetry along the Kai Tak River vista framing a principle point of access to KTD (**Plan 3**).

## Draft Planning Brief

7. Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant applying for permission to develop on land designated “CDA” shall prepare a Master Layout Plan (MLP) for the approval of the Board.

8. The applicant should prepare the MLP in accordance with the planning intention for the “CDA(1)” zone, the development restrictions stipulated under the OZP, the urban design concept and development requirements. The general planning principles and development requirements of the “CDA(1)” zone that have been incorporated within the draft PB. The major development requirements are summarized below:

### ***Development Requirements***

9. The maximum gross floor area (GFA) of the development is 177,000m<sup>2</sup>, subject to a maximum plot ratio (PR) of 10. To achieve an appropriate land use mix, a maximum GFA of 15,000m<sup>2</sup> for the development of a hotel is stipulated and the remaining commercial GFA shall be for office/retail uses. A Public Transport Terminus (PTT) with a GFA of not less than 3,800m<sup>2</sup> should also be provided. The maximum site coverage of the developments as stipulated on the OZP is 65%.

### ***Urban Design Requirements***

10. The urban design considerations include creating a focal point via a distinctive design for the landmark tower, adopting a cascading BH profile towards the Kai Tak River/curvilinear walkway and implementing a podium-free design with provisions of visual and ventilation corridors, and a high greening ratio as required in Kai Tak Development.

11. A landscape master plan and an urban design proposal should be submitted as part of the MLP submission.

### ***Retail Belt and Colonnade Design***

12. On the land designated as 'Shops and Services' and 'Eating Place' uses along the south-eastern boundary of the Site, buildings not exceeding 2 storeys to accommodate the designated uses shall be provided.

13. The retail belt abutting the Station Square is intended to enhance the vibrancy and walking experience of the pedestrians in the area. To help create a more intimate ambience for the retail belt, a colonnade design concept has been proposed (**Plan 5**). As a unique building design feature, the colonnade design can also help moderate wind and protect pedestrians from sun, rain and adverse weather, and bring back the old Kowloon atmosphere that Kai Tak once embraced. The detailed design requirements for the colonnade design are at **Plan 5**.

### ***Underground Shopping Street***

14. To improve connectivity with the surrounding districts and enhance the pedestrian environment, a comprehensive Underground Shopping Street (USS) system connecting Kowloon City and San Po Kong with KTD and the Kai Tak Station of SCL is planned and its alignment is indicated on the OZP (**Plan 1**). The concerned USS is about 20m wide with a clear width of not less than 8m for public circulation.

15. The USS section should connect with the SCL Kai Tak Station via the station entrance at basement level (**Plan 4**). The applicant shall construct, manage and maintain the USS section falling within the Site together with the section connecting with the Kai Tak Station falling within the area zoned “Open Space” (**Plan 4**). An underground public walkway under Road L11 should also be provided to connect the USS at the Site with the USS at the adjoining “OU(Mixed Use)(2)” site.

### ***Public Transport Facilities***

16. A PTT should be provided at the ground level of the Site. The PTT facilities are subject to the satisfaction of the Commission for Transport (C for T), Director of Highways and other relevant departments. The GFA of the PTT should not be less than 3,800m<sup>2</sup>.

### ***Pedestrian Facilities/Connectivity***

17. The applicant shall construct, manage and maintain the landscaped elevated walkway across Concorde Road (Road D1) which is planned to connect the 1/F landscaped deck of the TI Tower (**Plan 4**).

18. Covered pedestrian connections between the landmark tower, the cascading low-rise structures, the landscaped elevated walkway, the riverside walk of the Kai Tak River, the SCL Kai Tak station, the Station Square, the PTT on ground level and the adjoining developments shall be provided. The applicant should address and indicate clearly in the MLP submission.

### ***Other Requirements***

19. Upon the submission of the MLP, technical assessments including environmental assessment and various impact assessments on traffic, drainage, sewerage, visual and air ventilation aspects should be carried out by the applicant to examine any possible problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them.

### **Advice Sought**

20. Members of the WTSDC are invited to express views on the draft PB. Views collected together with the revised PB incorporating the relevant comments, where appropriate, will be submitted to the MPC for further consideration.

## Attachments

Appendix I      Draft PB for the “Comprehensive Development Area (1)” zone in Kai Tak Development

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

PLANNING DEPARTMENT  
JUNE 2016

Ref: HAD WTSDC 13-5/5/53 Pt.44

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

啟德發展「綜合發展區 ( 1 )」地帶規劃大綱



規劃署  
PLANNING DEPARTMENT

二零一六年七月  
JULY 2016

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

**1. PURPOSE OF THE PLANNING BRIEF**

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

**2. PLANNING CONTEXT**

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

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

#### Retail Belt and the Colonnade Design

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

#### Dedicated Pedestrian Zones

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

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



### Underground Shopping Street

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

### Public Transport Terminus

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

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

### The Site

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

### The Surrounding Areas

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

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

#### Landscaped Elevated Walkway

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

#### **4. PLANNING/DEVELOPMENT REQUIREMENTS**

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

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

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>4.2m for the G/F frontage of the retail block to the Station Square. Details of the key requirements of the colonnade design are shown at the concept drawing at <b>Plan 5</b> and are summarized as follows:</p> <ul style="list-style-type: none"> <li>(i) a colonnade shall be a covered, unobstructed space at the ground level within the lot boundary with support for building or structures at equal spacing along the full length of the colonnade abutting the lot boundary fronting the Station Square;</li> <li>(ii) support for building or structures of the colonnade with a height of one or two storeys shall be provided at equal spacing with centre-to-centre distance between 6m and 9m along the full length of the building façade abutting the lot boundary fronting the Station Square;</li> <li>(iii) the width and depth of individual support for building or structures of the colonnade (including finishes) shall have a dimension of a minimum 600mm and a maximum 600mm respectively against the lot boundary; and</li> <li>(iv) a covered and unobstructed area at the ground level shall be provided with a clear width of 3m along the full length of the building façade with a clear headroom of 4.2m</li> </ul>	
9.	Underground Shopping Street	– Provision of public passageway at the basement level in the development as part of the USS system across the Site (about 20m wide and a clear width of not less	– To match with the access points reserved at the concourse of the Kai Tak Station at basement level, there is minor

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>than 8m wide for public circulation) as mentioned in paragraph 2.9 above.</p> <ul style="list-style-type: none"> <li>– The USS should connect with the SCL Kai Tak Station via the station entrance at basement level and the passageway of USS should be opened to the public on a 24-hour basis (<b>Plan 4</b>).</li> <li>– Pedestrian access from the USS shall be provided at ground level in order to connect to the designated location crossing Kai Tak River.</li> <li>– Retail GFA should be provided adjoining the USS at the same finished floor level of USS so that the total retail GFA at such level shall not be less than 4,000m<sup>2</sup>.</li> <li>– The applicant shall construct, manage and maintain the USS section falling within the Site together with the section connecting with the Kai Tak Station falling within the “Open Space” (“O”) zone (i.e. the whole USS section coloured blue on <b>Plan 4</b>). The applicant shall also construct, manage and maintain an underground public walkway with a width of not less than 6m underneath the southern tip of Road L11 for connecting with the adjoining “OU(Mixed Use)(2)” site.</li> </ul>	<p>adjustment of the USS alignment at the south-eastern portion as compared with that shown on the OZP (<b>Plan 4</b>). The adjusted alignment should be broadly followed for development and implementation. Minor adjustment to the alignment can be considered at the s.16 planning application stage</p> <p>– The 6m-wide underground public walkway is intended to connect the USS of the Site and the USS under the adjoining “OU(Mixed Use)(2)” site for pedestrian circulation across the two sites.</p>
10.	Urban Design Considerations	<ul style="list-style-type: none"> <li>– An urban design proposal should be prepared and submitted as part of the MLP submission.</li> <li>– The MLP should take into account the following urban design considerations, where appropriate: <ul style="list-style-type: none"> <li>(i) ensure the development be compatible and congruous with the surrounding developments and settings,</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>– Due regard should be given to the Board’s Harbour Vision Statement and the Harbour Planning Principles and Harbour Planning Guidelines promulgated by the Harbourfront Commission, and the Hong Kong Planning Standards and</li> </ul>

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

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>roof-top structure design and height should be included in the MLP submission for the consideration and approval by the Board.</p>	
11.	NBA	<ul style="list-style-type: none"> <li>– As stipulated on the OZP, a 5m wide NBA along the Kai Tak River shall be preserved to provide a wide vista along the River. Landscaping, street furniture and underground structures will be permitted within the NBA.</li> <li>– The applicant shall form a NBA with 20m wide at the eastern part of the Site (<b>Plan 4</b>) to facilitate public circulation and to provide emergency and maintenance access to the northern part of the Station Square as mentioned in paragraph 2.7. This NBA shall be opened to the public on a 24-hour basis. Landscaping, street furniture and other structures that would not impinge on the use of the subject area as maintenance/emergency access and for public circulation would be allowed within this NBA.</li> </ul>	
12.	Landscape and Tree Preservation	<ul style="list-style-type: none"> <li>– A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission, and with the incorporation of the following landscaping requirements: <ul style="list-style-type: none"> <li>(i) create a comprehensive landscaping proposal to integrate the developments with the surrounding environment, especially the Station Square, the SCL Kai Tak Station, the Kai Tak River and the curvilinear landscaped elevated walkway, to soften the building mass;</li> <li>(ii) every possible effort should be made to preserve the existing trees, if any, on the site and</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>– Reference should be made to the requirements and procedures as stipulated in Development Bureau Technical Circular (Works) No. 10/2013: Tree Preservation.</li> </ul>

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



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

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>elevated walkway for connection to the ground level of the Site.</p> <ul style="list-style-type: none"> <li>– A Dedicated Pedestrian Zone (DPZ) of 4.5m wide within “O” zone on areas abutting the retail frontage has been designated (<b>Plan 4</b>). DPZ can serve the purposes of facilitating natural lighting, ventilation and means of escape as required under the Building (Planning) Regulations (details see paragraph 2.8 above)</li> <li>– Covered pedestrian connections between the landmark tower, the cascading low-rise structures, the curvilinear landscaped elevated walkway, the riverside walk of the Kai Tak River, the SCL Kai Tak station, the Station Square, the PTT on ground level and the adjoining developments shall be provided, and should be addressed and indicated clearly in the MLP. The Site should be connected with its surrounding developments via the landscaped elevated walkway, the USS/underground public walkway (Item 9 above) and at-grade pedestrian crossing/connections as appropriate, and such pedestrian facilities shall be opened to the public on a 24-hour basis and barrier-free access should be provided.</li> </ul>	<p>landscaped elevated walkway.</p> <ul style="list-style-type: none"> <li>– Leisure and Cultural Services Department (LCSD) will take up the design, implementation (including construction) and management responsibilities of the Station Square including the DPZ. However, in view of the development programme of the Station Square fronting the Site, the applicant may be requested to form and pave the DPZ to the Government’s satisfaction and hand over the DPZ to the Government upon demand.</li> <li>– All the proposed pedestrian connection facilities should be included in the pedestrian connectivity study of the TIA.</li> </ul>
<b><u>Development Requirements</u></b>			
16.	Traffic and Transport Aspects	<ul style="list-style-type: none"> <li>– A TIA should be carried out to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement.</li> <li>– The TIA should be completed to the</li> </ul>	

	<b><u>Item</u></b>	<b><u>Particulars</u></b>	<b><u>Remarks</u></b>
		<p>satisfaction of C for T, and submitted as part of the MLP submission.</p> <p>– Any road/junction improvement measures/works proposed in the TIA should be funded, designed and implemented by the applicant to the satisfaction of C for T and Director of Highways.</p>	
17.	Environment Aspect	<p>– An environmental assessment (EA) should be carried out by the applicant to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them. The EA should be completed to the satisfaction of the Director of Environmental Protection (DEP), and submitted as part of the MLP submission.</p>	
18.	Drainage and Sewerage Aspects	<p>– A drainage impact assessment (DIA) and sewerage impact assessment (SIA) should be carried out by the applicant to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The DIA and SIA should be completed to the satisfaction of the Director of Drainage Services and the DEP respectively, and submitted as part of the MLP submission.</p>	
19.	Visual Aspect	<p>– A visual impact assessment (VIA) should be carried out to examine any visual problems/issues/concerns that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. The VIA should be submitted as part of the MLP submission.</p>	<p>– The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Application to the Board (TPB PG-No. 41).</p>

	<b><u>Item</u></b>	<b><u>Particulars</u></b>	<b><u>Remarks</u></b>
20.	Air Ventilation Aspect	<ul style="list-style-type: none"> <li>– A quantitative AVA should be carried out to examine any air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. The AVA should be submitted as part of the MLP submission.</li> <li>– Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the Site and to the nearby areas.</li> </ul>	<ul style="list-style-type: none"> <li>– The quantitative AVA should be conducted in accordance with Joint Housing, Planning and Lands Bureau and Environmental, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessment or its latest version.</li> </ul>

## **5. MASTER LAYOUT PLAN SUBMISSION**

5.1 The MLP should be prepared in accordance with the Town Planning Board Guidelines for Submission of MLP under Section 4A(2) of the Town Planning Ordinance (TPB-PG No. 18A) and submitted to the Board for approval under the Ordinance.

5.2 The MLP should contain all the information as required under the Notes for the “CDA(1)” zone of the Kai Tak OZP and demonstrate clearly that the requirements stated in Explanatory Statement (ES) of the OZP and this PB have been complied with. It should include the following information:

- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
- (ii) the proposed total site area and gross floor area for various uses, total number of hotel rooms and room size, where applicable;
- (iii) the details and extent of public transport and parking facilities, and open space to be provided within the area;
- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
- (v) the LMP and urban design proposals within the area;
- (vi) programmes of development in detail;
- (vii) an EA report to examine any possible environmental problems that may be caused to or by the proposed development during and after

construction and the proposed mitigation measures to tackle them;

- (viii) a VIA and quantitative AVA to examine any visual and air ventilation problems/issues/concerns that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a DIA and a SIA to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (x) a TIA report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
- (xi) such other information as may be required by the Board.

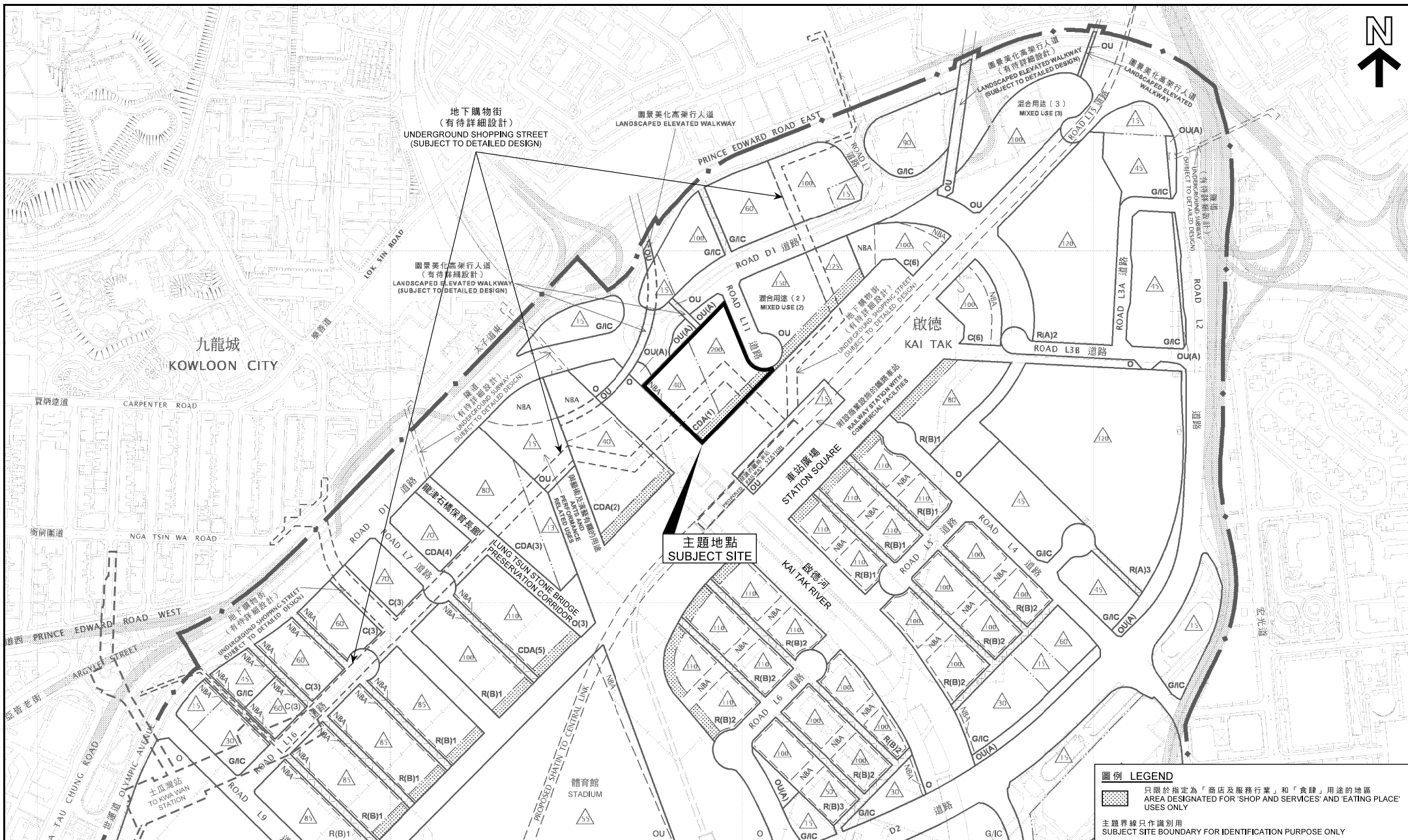
5.3 The MLP should be supported by an Explanatory Statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles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

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

## **6. ATTACHMENTS**

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

**PLANNING DEPARTMENT  
JULY 2016**



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

METRES 100 0 100 200 300 400 METRES



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)
- R(E)** 住宅(戊類)  
RESIDENTIAL (GROUP E)
- 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)
- U** 未決定用途  
UNDETERMINED

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

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

## 航攝照片 AERIAL PHOTO

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

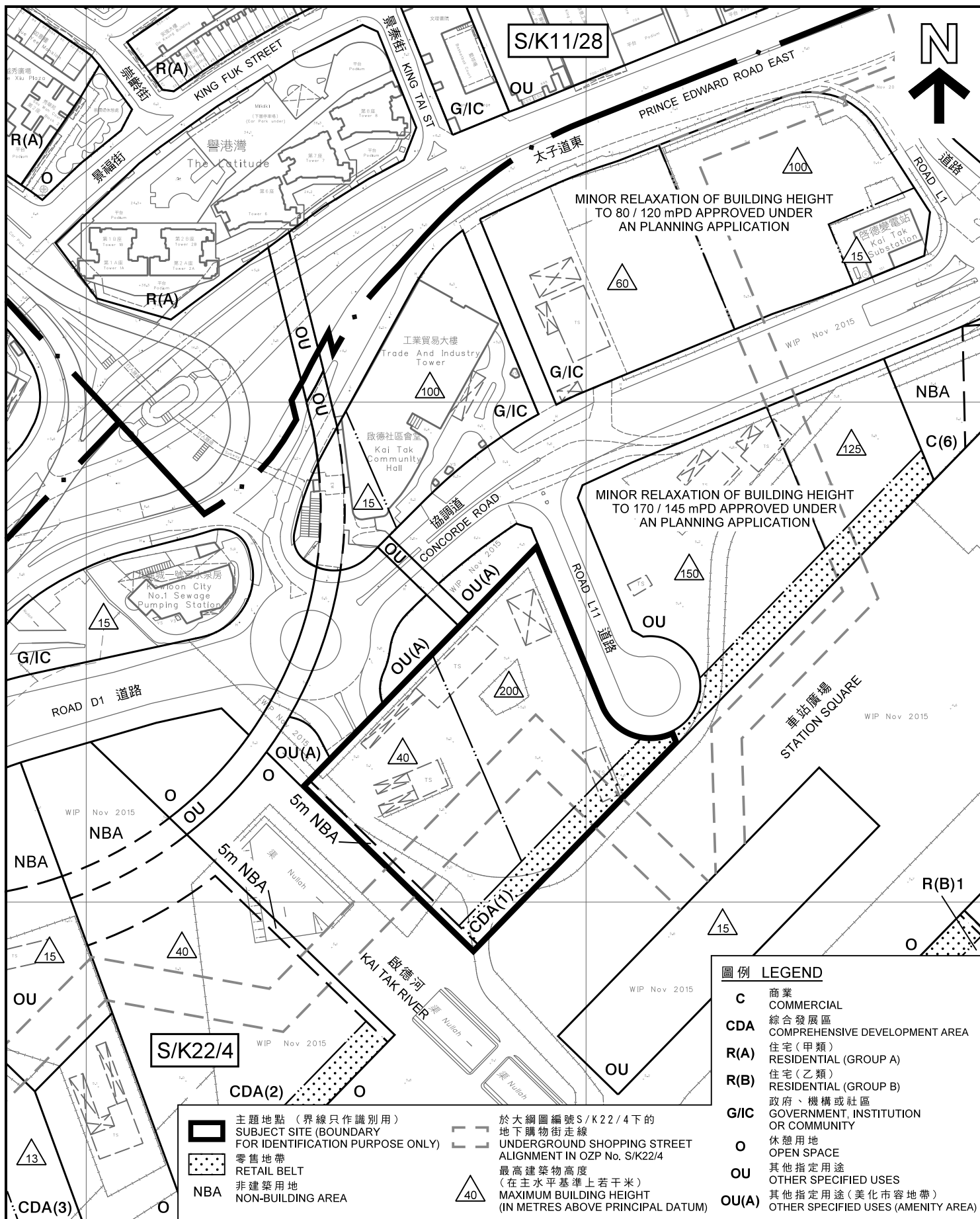
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/16/42

圖 PLAN  
2





本摘要圖於2016年4月15日擬備，  
所根據的資料為測量圖編號  
11-NE-6C、D、11A和B

EXTRACT PLAN PREPARED ON 15.4.2016  
BASED ON SURVEY SHEETS No.  
11-NE-6C, D, 11A & B

## 平面圖 SITE PLAN

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

SCALE 1:2 500 比例尺

米 50 0 50 100 米  
METRES

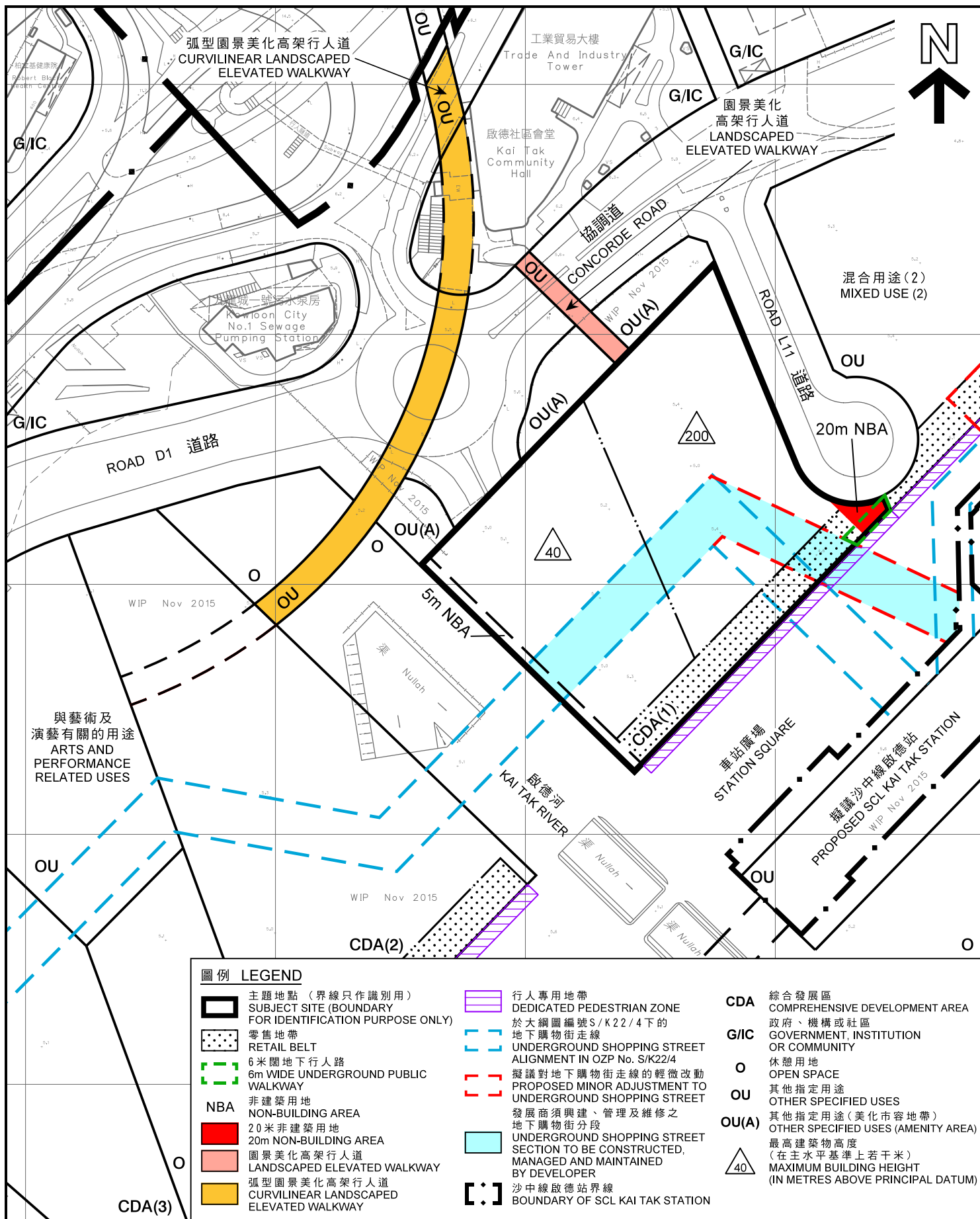
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PLANNING  
DEPARTMENT



參考編號  
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M/K22/16/42

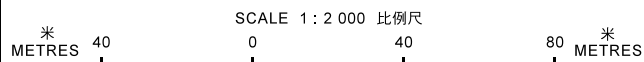
圖 PLAN  
3





# 發展概念圖 DEVELOPMENT CONCEPT PLAN

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



規劃署  
PLANNING  
DEPARTMENT

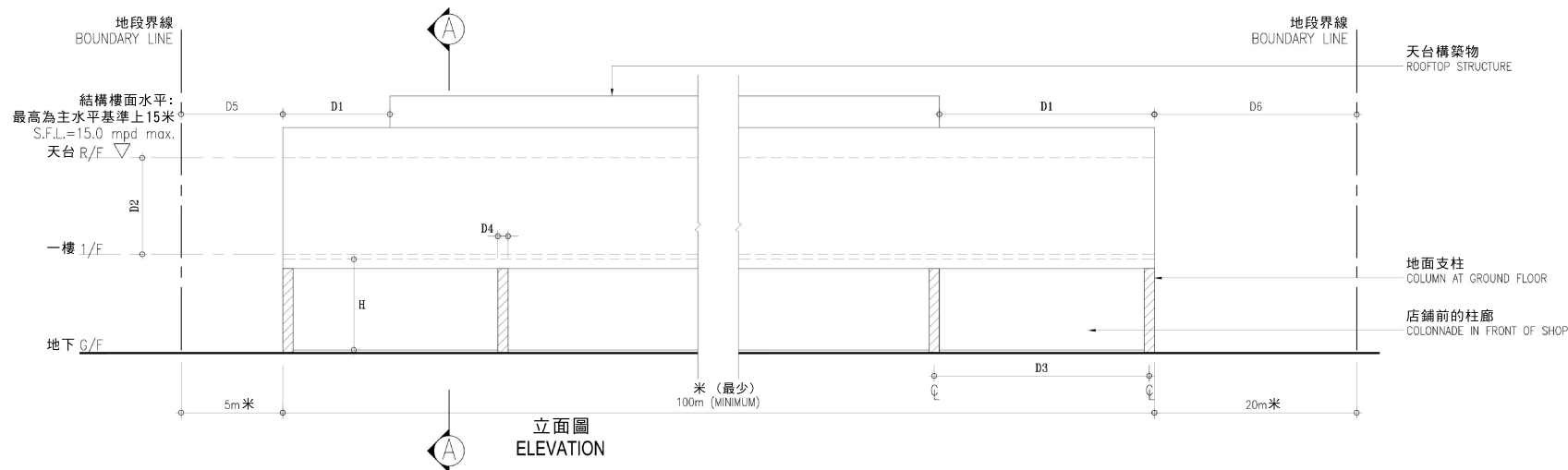


參考編號  
REFERENCE No.  
M/K22/16/42

圖 PLAN  
4

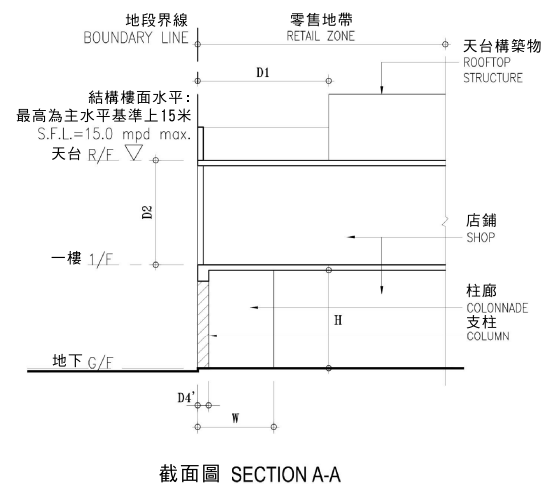
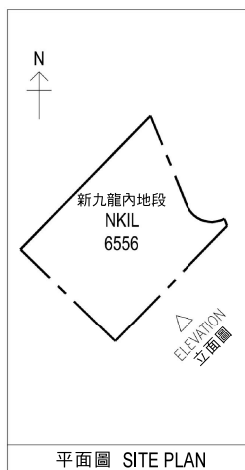
本摘要圖於2016年6月1日擬備，  
所根據的資料為測量圖編號  
11-NE-11A和B

EXTRACT PLAN PREPARED ON 1.6.2016  
BASED ON SURVEY SHEETS No.  
11-NE-11A & B



#### 註釋 NOTES

- H 淨空高度最少為4.2米  
MINIMUM 4,200mm CLEAR HEADROOM.
- W 3.6米隨後移  
3.6 m WIDE SETBACK.
- D1 天台構築物由建築物界線後移最少3.5米  
MINIMUM 3,500mm SETBACK OF ROOFTOP STRUCTURE FROM RETAIL BUILDING LINES.
- D2 一樓的樓層高度最少為4米  
MINIMUM 4,000mm FLOOR TO FLOOR HEIGHT AT 1/F.
- D3 支柱的均勻間距距離為最少6米至最多9米  
COLUMN AT REGULAR INTERVAL BETWEEN 6,000mm MINIMUM AND 9,000mm MAXIMUM.
- D4 支柱的闊度為最少0.6米  
COLUMN WIDTH WITH DIMENSION AT 600mm MINIMUM.
- D4' 支柱的深度為最多0.6米  
COLUMN DEPTH WITH DIMENSION AT 600mm MAXIMUM.
- 支柱的外部飾面須使用天然石料(包括花崗岩、沙岩及葉岩)，或土質物料(包括磚、泥質陶瓦)，或可持續木材(包括竹)  
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).
- 支柱的外部飾面顏色須為天然土質或木質色調，包括各種木材、石、磚、泥及竹等的顏色  
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.
- D5 由地界線延伸的5米非建築物用地  
5m NON-BUILDING AREA FROM BOUNDARY LINE.
- D6 由地界線延伸的20米非建築物用地  
20m NON-BUILDING AREA FROM BOUNDARY LINE.



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

本圖於2016年6月21日擬備  
PLAN PREPARED ON 21.6.2016

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

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/16/42

圖 PLAN  
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