

**PLANNING BRIEF FOR THE
“COMPREHENSIVE DEVELOPMENT AREA (4)” 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 (4)” (“CDA(4)”) 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 northeast, is zoned “CDA(4)” on the draft Kai Tak OZP No. S/K22/7 (**Plan 1**). The development of the Site shall respect the historical and heritage significance of the locality including Lung Tsun Stone Bridge (LTSB). The “CDA(4)” zone is intended for residential development with a low-rise retail block (retail belt) fronting the LTSBPC 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(4)” zone is subject to a maximum plot ratio (PR) of 7.5, a maximum site coverage (SC) of 65% (excluding basement(s)) and a maximum building height (BH) of 125 metres above Principal Datum (mPD). The planning intention of the “CDA(4)” 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 Development on the strip of land designated ‘Shops and Services’ and ‘Eating Place’ uses only (i.e. the retail belt) along the north-eastern boundary is 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 land sale site covering the Site and the “Residential (Group A)6” (“R(A)6”) site to its southwest (that will form a single site for land sale purpose), details of which are subject to review of relevant departments and 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 north-eastern 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 LTSB, parts of the former Kowloon City Pier, parts of the excavated 1924 seawall and 1933 causeway. The LTSBPC is generally a 30m-wide and 320m-long rectilinear space comprising three general levels (viz. LG2/F (finished floor level (FFL) at -2.5mPD), LG1/F (FFL at +1.5mPD to +2.2mPD) and G/F (FFL at +6.0mPD))¹ with linked walkways, linked bridges and resting and viewing spaces for visitors to appreciate the LTSB remnants. There is a wider area at its south-eastern entrance to allow a more open view and better design flexibility and integration with the adjoining Station Square to the east. It also includes a strip of at-grade POS to the southeast of the Site connecting with Muk Lai Street to accommodate some ancillary facilities of LTSBPC.
- 2.6 Open staircases, ramps and lifts will be provided along 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 north-eastern boundary within the development at G/F and LG1/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 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

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

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, the façade fronting the LTSBPC should adopt a cantilever design (**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. The covered pedestrian passageway 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 passes through 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, part of an area zoned “O(3)”² to the southeast of the Site as well as the area shown as ‘Road’ to the southwest of the Site (**Plans 4b and 5**). This section of the USS (with general FFL of -5.7mPD³) to incorporate retail use and an unobstructed pedestrian passage shall connect with another USS section within the adjacent “R(A)6” zone (also to be delivered by the developer of the Site) at its south-western end and with the LTSBPC at its north-eastern end. For enhancing walkability, barrier-free vertical pedestrian facilities (lift and 2-way escalators⁴) shall be provided to connect the USS with LG1/F of the LTSBPC (FFL at +1.5mPD) via the 24-hour pedestrian walkway within the Site so that the USS could link up with the USS section on the other side of the LTSBPC via LTSBPC. 24-hour barrier-free vertical pedestrian facilities (lift and 2-way escalators⁴) shall also be provided to connect the USS level with G/F of the Site via the 24-hour pedestrian walkway within the Site to facilitate public access to the

² For the strip of at-grade POS between the Site and the “CDA(5)” site (intended for public housing development by the Hong Kong Housing Society), the portion closer to the Site will be designed and constructed by the developer and handed over to the Government for management and maintenance upon completion; while the remaining portion closer to the “CDA(5)” site will be delivered under the LTSBPC project by the Government.

³ The indicated general FFL of the USS is subject to detailed design.

⁴ For energy saving, the 2-way escalators of the vertical pedestrian facilities at the Site can be mandated to be open for public use during 7:00 – 23:00 daily.

adjoining POS and public road at ground level. A barrier-free underground pedestrian link (at FFL of the USS) shall also be provided to connect the USS with the lot boundary of the “CDA(5)” site to the southeast to facilitate residents of the “CDA(5)” site to access the USS.

3. THE SITE AND ITS SURROUNDING AREAS

The Site

- 3.1 The Site, with an area of about 0.63 ha, is located at the western portion of the Kai Tak City Centre area and accessible from Olympic Avenue and Muk Lai Street. It is bounded by an area zoned “O(3)” intended for the LTSBPC to its northeast and southeast, Muk Lai Street to its southwest and Olympic Avenue to its northwest.
- 3.2 The Site together with the “R(A)6” site to its southwest on the other side of Muk Lai Street will form a single lot for land sale purpose. However, the MLP to be submitted to the Board under section 4A(2) of the Ordinance shall only cover the Site which is zoned “CDA(4)”, for ensuring that the disposition and design of the future development in the Site would be in harmony with the LTSBPC.

The Surrounding Areas

- 3.3 The surrounding areas comprise a mix of commercial, residential, open space and other specified uses (**Plan 1**). The “CDA(3)” and “CDA(5)” sites to the northeast and southeast of the Site on the two sides of the LTSBPC are intended for commercial and residential developments respectively, with the latter being a public housing development to be implemented by the Hong Kong Housing Society. The “CDA(2)” zone located to the further northeast is also planned for commercial development which will be developed together with the adjoining “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” and “O” sites. These “CDA” sites are subject to separate PBs.
- 3.4 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.
- 3.5 To the southwest of the Site across Muk Lai Street are sites zoned “R(A)6” and “Residential (Group A)5” (“R(A)5”), which are intended for private housing developments. To the southwest of the “CDA(5)” site are sites zoned “R(A)4” and “Residential (Group B)6” (“R(B)6”) which are intended for public housing development 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 0.63 ha	– Site area subject to detailed survey.
2.	OZP Zoning and Planning Intention	<ul style="list-style-type: none"> – “CDA(4)”: intended for comprehensive residential development with a low-rise retail block 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"> – Primarily for residential use with complementary commercial uses (e.g. shop and services and eating place). – ‘Shop and Services’ and ‘Eating Place’ uses shall be provided within the retail belt portion of the Site abutting the LTSBPC. – Social welfare facilities, as required by the Government, shall be provided in the land sale site covering the Site and the “R(A)6” site to its southwest. The facilities could be provided within the Site, or the “R(A)6” site, or both. The types of social welfare facilities to be provided include: <ul style="list-style-type: none"> (i) one neighbourhood elderly centre (NEC) with a minimum net operating floor area (NOFA) of 302m²; (ii) one 100-place hostel for severely mentally handicapped persons (HSMH) with a minimum NOFA of 1,381m²; (iii) one 100-place day activity centre (DAC) with a minimum NOFA of 638m²; (iv) one district support centre for persons with disabilities (DSC) with a minimum NOFA of 334m²; 	<ul style="list-style-type: none"> – The provision requirements of the social welfare facilities are subject to review of relevant departments and would be set out more specifically in the land sale document. – If social welfare facilities are provided in the Site, they should be shown on the MLP.

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		(v) one boys' home (BH) with a minimum NOFA of 1,116m ² ; and (vi) one cyber youth support team (CYST) with a minimum NOFA of 123m ² .	
4.	PR / GFA	<ul style="list-style-type: none"> – Maximum PR of 7.5 or maximum GFA of 47,250m² <ul style="list-style-type: none"> - Residential (maximum PR of 6.5 or maximum GFA of 40,950m²) - Commercial (maximum PR of 1.0 or maximum GFA of 6,300m²), which shall include PR/GFA of retail belt - Retail belt (minimum PR of 0.2 or minimum GFA of 1,260m²) (refer to Item 8 below) - Floor space for social welfare facilities, as required by the Government, are to be disregarded in calculation of maximum PR/GFA – The GFA of the public pedestrian passageway on G/F of the retail belt (Plan 6) may be disregarded in the calculation of maximum PR/GFA, subject to the approval/agreement of the Building Authority. 	<ul style="list-style-type: none"> – The maximum GFA for the “CDA(4)” zone as well as the minimum GFA for the retail belt is based on a site area of 0.63 ha which is subject to detailed survey. – Detailed comments under the Buildings Ordinance on permissible PR, SC, means of escape, emergency vehicular access, private streets and/or access roads, open space, barrier-free access and facilities, compliance with the sustainable building design guidelines, etc. will be formulated at the building plan submission stage.
5.	SC	<ul style="list-style-type: none"> – Maximum 65% (excluding basement(s)) 	
6.	BH	<ul style="list-style-type: none"> – Maximum 125mPD (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 	
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

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			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 with a minimum PR of 0.2 (i.e. a minimum GFA of 1,260m²) and not exceeding two storeys above ground and 15mPD shall be provided in the retail belt abutting the LTSBPC to accommodate ‘Shop and Services’ and ‘Eating Place’ uses. – Basement development underneath the retail belt is allowed. – The key design requirements for the retail belt are: <u>Cantilever Design fronting the LTSBPC (Plan 6)</u> <ul style="list-style-type: none"> (i) full length of retail belt 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; (iv) the shop units on G/F of the retail belt shall have frontage abutting and direct access to and from the public pedestrian passageway which is to be open on a 24-hour basis; and 	<ul style="list-style-type: none"> – To foster a visually cohesive identity, the design of retail belt shall make reference to the following guidelines promulgated by the Civil Engineering and Development Department (CEDD): <ul style="list-style-type: none"> - KTD Urban Design Guidelines and Manual; and - Kai Tak Brand Identity Manual and Public Creatives Guidelines. – 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.

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		<p>(v) 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 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 14 below) for the consideration and approval by the Board.</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 – Allocation of Space for Quality Greening on Roads
10.	<p>Connections with LTSBPC (Plans 4a, 4b 5 and 6)</p>	<p>– A pedestrian opening, with a minimum clear width of 9m and a minimum clear height of 3m and opened onto the public pedestrian passageway of the retail belt, shall be provided at the north-eastern site boundary at the G/F level for connection with G/F of the LTSBPC (FFL at +6.0mPD) without any level difference. A permeable and welcoming entrance space shall be designed within the Site at the opening for ensuring an attractive interface</p>	<p>– 24-hour passage by the public through LTSBPC to the Site at designated connection points shall be allowed. The applicant should liaise and agree with relevant government departments, including the Leisure and Cultural Services Department (LCSD),</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>between the LTSBPC and the Site.</p> <ul style="list-style-type: none"> – A pedestrian opening, with a minimum clear width of 4m and a minimum clear height of 2.5m, shall be provided at the north-eastern site boundary at basement level for connection with LG1/F of the LTSBPC (FFL at +1.5mPD) without any level difference. – A pedestrian opening shall be provided within USS for connection with LG1/F of the LTSBPC (FFL at +1.5mPD) (refer to Item 11 below) 	<p>on the design and construction of the pedestrian openings to the LTSBPC.</p> <ul style="list-style-type: none"> – Detailed locations of the pedestrian openings will be provided in the land sale document.
11.	USS (Plans 4b and 5)	<ul style="list-style-type: none"> – Provision of retail use and a 24-hour barrier-free unobstructed public pedestrian passage at the underground level of land within the Site, area zoned “O(3)” to the southeast of the Site and the area shown as ‘Road’ to the southwest of the Site (shown pink on Plan 4b) as part of the USS system (overall width of the USS of about 20m in general, with a minimum clear width of 8m and a minimum clear height of 3m for the unobstructed pedestrian passage). This section of the USS predominantly within the “CDA(4)” zone shall be constructed, managed and maintained by the developer, and shall be provided at a general FFL of –5.7mPD. – This USS section shall continue with the next USS section within the “R(A)6” site to its southwest (which is also to be delivered by the developer as part and parcel of the same land sale site). – 24-hour barrier-free vertical pedestrian facilities (lift and 2-way escalators) and a pedestrian opening, with a minimum clear width of 8m and a minimum clear height of 2.5m, shall be provided at the north-eastern end of the USS section to link up the USS (FFL at –5.7mPD) with LG1/F of the LTSBPC (FFL at 	<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. – The structures of the USS and the POS atop (located between the Site and the “CDA(5)” site) should be independent and separate.

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		<p>+1.5mPD) via the 24-hour pedestrian walkway within the Site, so as to allow the continuation of the USS north-eastwards to the other side of the LTSBPC via LTSBPC.</p> <ul style="list-style-type: none"> 24-hour barrier-free vertical pedestrian facilities (lift and 2-way escalators) shall be provided at the south-western end of the USS section to link up the USS (FFL at -5.7mPD) with G/F of the Site (FFL at +6.0mPD) via the 24-hour pedestrian walkway within the Site, so as to allow pedestrian connectivity between the USS and the adjoining POS and public road at ground level. A 24-hour barrier-free underground pedestrian link, with a minimum clear width of 4m, shall be provided at the same FFL of the USS (i.e. at -5.7mPD) to link up the USS with the lot boundary of the "CDA(5)" site to the southeast to facilitate residents of the "CDA(5)" site to access the USS. Additional retail floor space shall be provided within the "CDA(4)" zone adjoining the same FFL of the USS so that the total retail GFA at such level would not be less than 4,000m². 	
12.	POS (Plans 4a and 5)	<ul style="list-style-type: none"> A strip of POS, with an area of about 1,100m², abutting the south-eastern boundary of the Site at G/F adjoining the LTSBPC shall be designed and constructed by the developer and handed over to the Government for management and maintenance upon completion. The developer should observe the opening hour of the POS, which is intended to open to the public on a 24-hour basis subject to government arrangement. The POS shall have a minimum site coverage of greenery of 30%. 	<ul style="list-style-type: none"> The design of the POS shall make reference to the Public Open Space in Private Developments Design and Management Guidelines promulgated by DEVB and the design of the LTSBPC for a smooth interfacing of space.

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13.	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 as respecting the cultural and heritage character of the LTSBPC; (ii) provide appropriate design responses to the LTSBPC by modulation of built form and/or manipulation of BHs, and integration with the ambience of the surrounding public spaces; (iii) arrange disposition of building in a way to promote visual and air permeability; (iv) adopt façade design that responds to the ambience of the LTSBPC in the lower levels of the commercial block(s); (v) maximise at-grade public spaces; and (vi) improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level, with due consideration to the design of the LTSBPC. – All boundary walls and fences fronting pedestrian streets and open space shall be designed to achieve visual and physical porosity of not less than 50% 	<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 should be made to the following guidelines promulgated by CEDD: <ul style="list-style-type: none"> - KTD Urban Design Guidelines and Manual; and - Kai Tak Brand Identity Manual and Public Creatives Guidelines.

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		of the surface area across their entire length per linear metre from 1 metre above the general formation level of adjacent pedestrian street, footpaths or land.	
14.	Landscape Design Considerations	<p>– A Landscape Master Plan (LMP) for the Site shall be prepared and submitted as part of the MLP submission, and with incorporation of the following landscaping requirements:</p> <p>(i) create a comprehensive landscaping proposal to integrate the development with the surrounding environment, especially the LTSBPC, to soften the building mass;</p> <p>(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;</p> <p>(iii) achieve a minimum site coverage of greenery of 30% of the site area of the “CDA(4)” zone, 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. The minimum site coverage of greenery of 30% of the POS in the “O” zone (refer to Item 12 above) shall not be counted towards the overall site coverage of greenery of 30% for the “CDA(4)” zone as mentioned above;</p> <p>(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</p>	<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 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 LMP for the “O(3)” zone would be jointly vetted by the Harbour Office and the Greening, Landscape and Tree Management Section of DEVB, the Architectural Services Department, CEDD and PlanD.</p>

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		<p>(v) 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 LTSBPC; 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>	
15.	Car Parking and Loading/ Unloading Provision and Vehicular Access	<p>– Vehicular access from Muk Lai Street and 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>	
16.	Pedestrian Facilities/ Connectivity (Plans 4a, 4b and 5)	<p>– The Site shall provide convenient pedestrian connections both internally and with its surrounding areas/ developments, including but not limited to:</p> <p>(i) at the G/F level (+6.0mPD) (Plans 4a and 5), connections with:</p> <ul style="list-style-type: none"> - G/F of the LTSBPC via the pedestrian opening; - the POS; and - the pedestrian passageway on G/F of the retail belt; 	<p>– All the proposed pedestrian connection facilities should be included in the pedestrian connectivity study of the TIA.</p> <p>– The applicant shall liaise and agree with relevant government departments, including CEDD and LCSD, on the design and</p>

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		<p>(ii) at the basement level of +1.5mPD (Plans 4b and 5), connection with LG1/F of the LTSBPC via the pedestrian openings (including one from the USS); and</p> <p>(iii) at the basement level of –5.7mPD (Plans 4b and 5), connections with:</p> <ul style="list-style-type: none"> - the next USS section to the southwest abutting the “R(A)” site; and - the “CDA(5)” site via the underground pedestrian link. <p>– For vertical pedestrian connection of different levels,</p> <p>(i) lift and 2-way escalators to connect the USS (–5.7mPD) with LG1/F of the LTSBPC (+1.5mPD) via the 24-hour pedestrian walkway (Plans 4a, 4b and 5); and</p> <p>(ii) lift and 2-way escalators to connect the USS (–5.7mPD) with G/F of the Site (+6.0mPD) at the south-western end of the USS section to the adjoining POS and public road at ground level via the 24-hour pedestrian walkway shall be provided. (Plans 4b and 5)</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 unobstructed pedestrian passage on G/F of the retail belt; - the pedestrian passageway of the USS (together with its vertical connections with LG1/F of the LTSBPC and G/F of the Site); - the 24-hour pedestrian walkway within the Site; and - the underground pedestrian link of the USS to the “CDA(5)” site. 	<p>construction of the pedestrian openings to USS and LTSBPC.</p> <p>– Architectural Services Department will take up the design and construction of the LTSBPC and the Station Square, and LCSD will take up the management and maintenance responsibilities of the LTSBPC and the Station Square.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
<u>Development Requirements</u>			
17.	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. 	
18.	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.
19.	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.	
20.	Visual Aspect	<ul style="list-style-type: none"> 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. 	<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. 41).
21.	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.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
22.	Green Building Design and Smart Requirements	<ul style="list-style-type: none"> – BEAM Plus certification with Provisional Gold Rating or above should be achieved. – Smart Water Meters: Automatic meter reading panels completed with all necessary power supply and data communication services to connect with the smart water meters provided by the Water Supplies Department (WSD) should be provided and mounted. The system will be handed over to WSD for continuous operation and maintenance. – Electric Vehicle (EV) Charging: All ancillary 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 Information System: 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"> – 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(4)” 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.

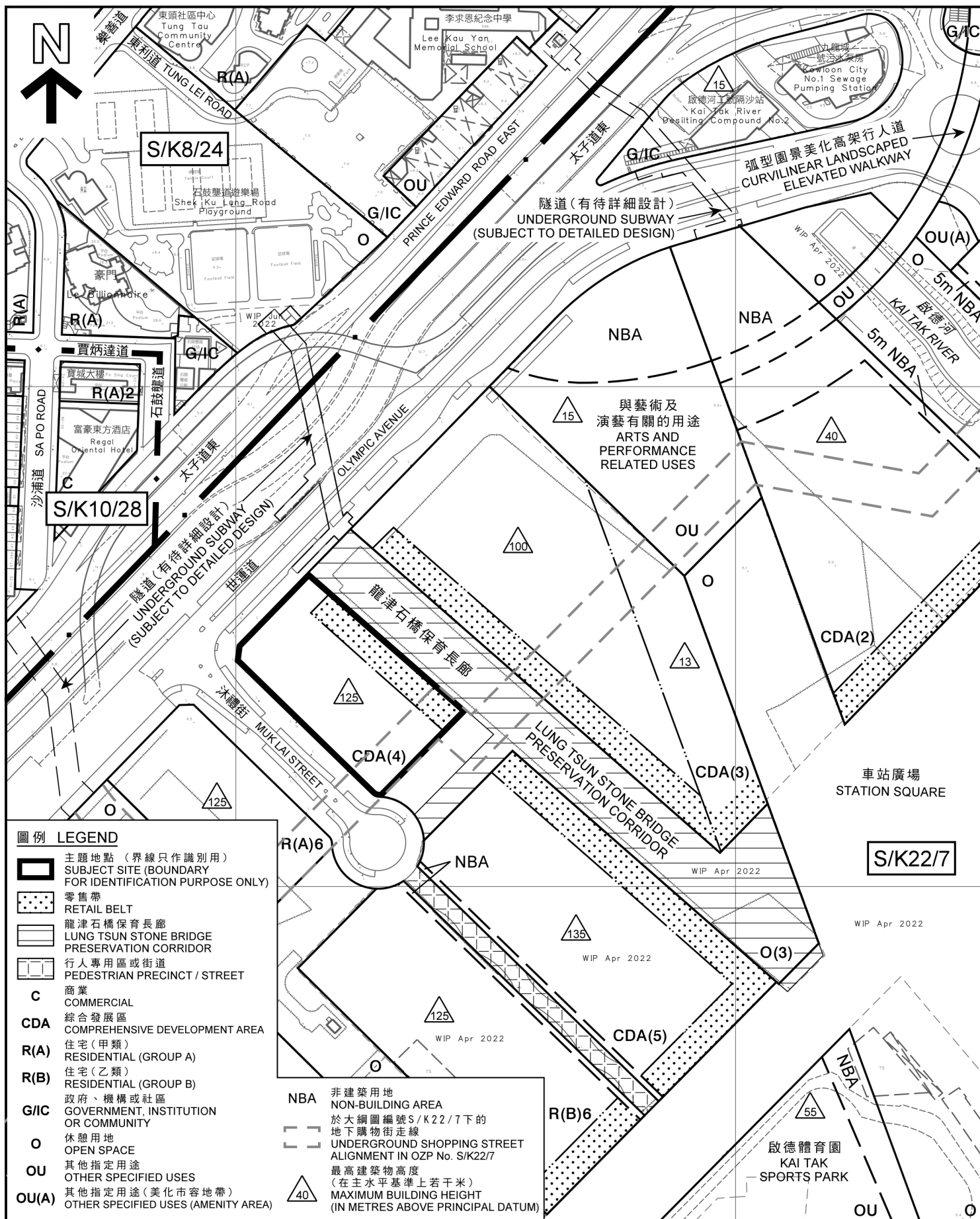
5.4 A copy of MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Ordinance.

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
SEPTEMBER 2022**



本摘要圖於2022年8月23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 23.8.2022
BASED ON SURVEY SHEETS No.
11-NE-11A, B, C & D

平面圖 SITE PLAN

啟德發展區「綜合發展區(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE
IN KAI TAK DEVELOPMENT

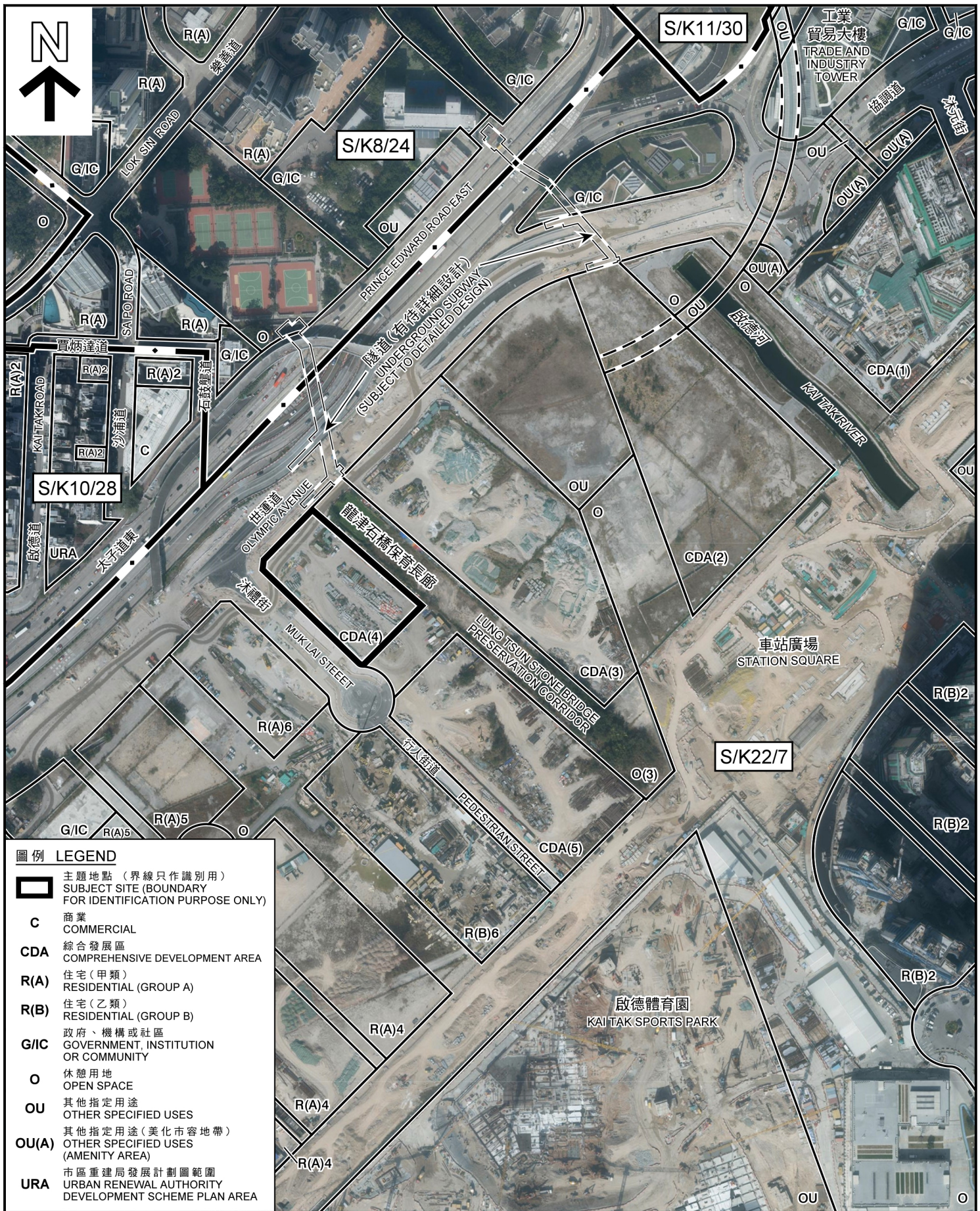
SCALE 1 : 2 500 比例尺
米 50 0 50 100 米
METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/22/62

圖 PLAN
2



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)
- URA** 市區重建局發展計劃範圍
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA

本圖於2022年7月18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 18.7.2022
BASED ON AERIAL PHOTOS No.
E116736C AND E117250C
TAKEN ON 7.12.2020
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

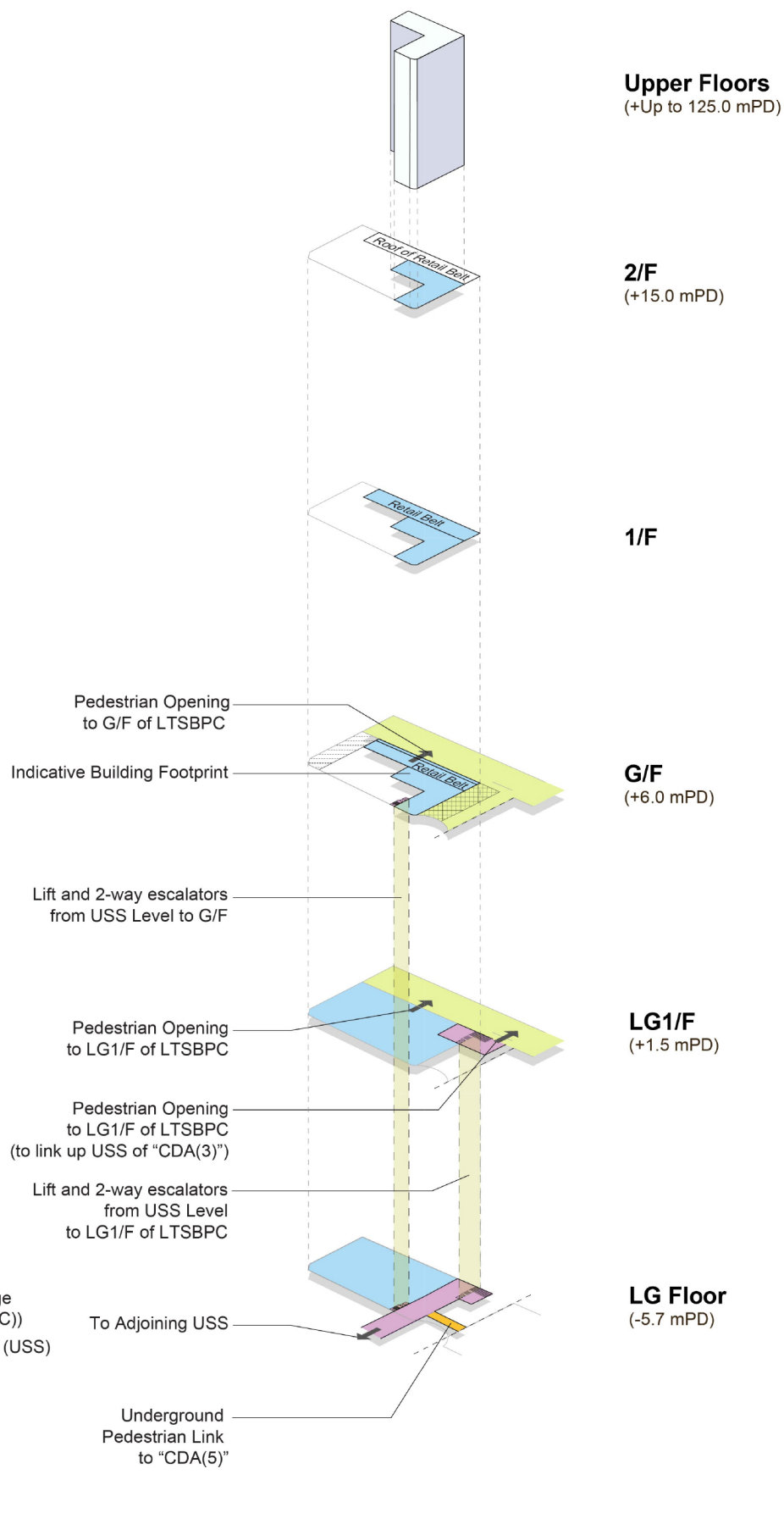
啟德發展區「綜合發展區(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE
IN KAI TAK DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/22/62

圖 PLAN
3



本圖於2022年6月13日擬備
PLAN PREPARED ON 13.6.2022

行人連接概念圖
CONCEPTUAL ILLUSTRATION OF PEDESTRIAN CONNECTIVITY

啟德發展區「綜合發展區(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE
IN KAI TAK DEVELOPMENT

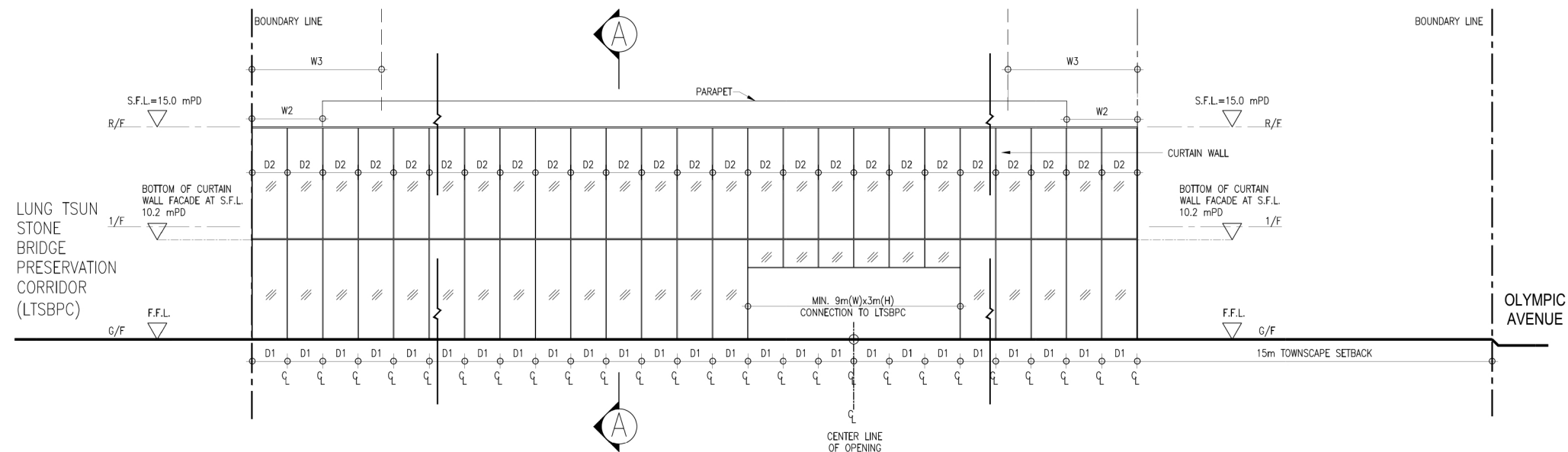
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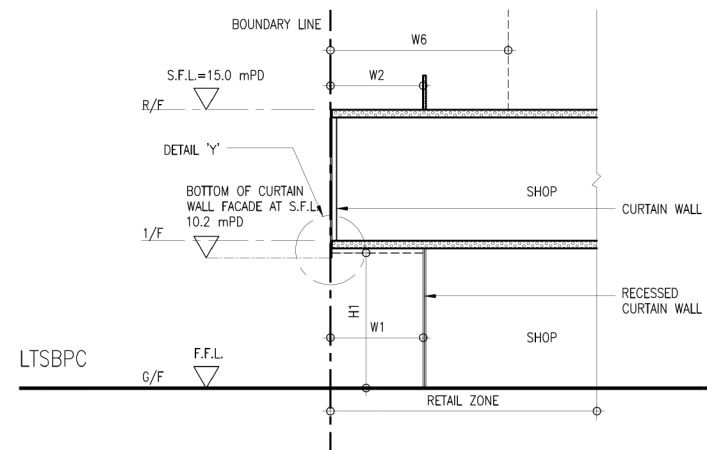
參考編號
REFERENCE No.
M/K22/22/62

圖 PLAN
5

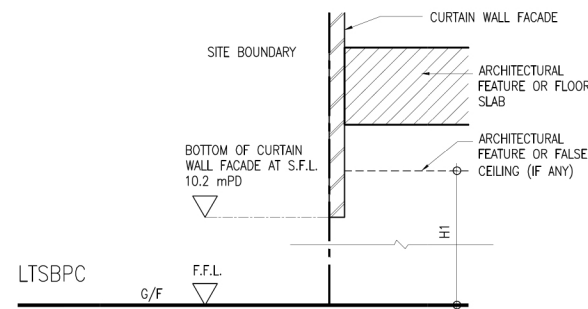
CONTROL DRAWING FOR CDA (4)



ELEVATION 1

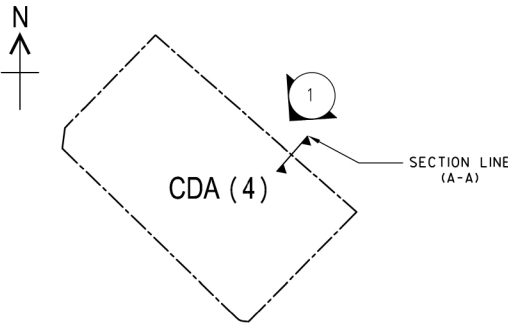


SECTION A-A



DETAIL 'Y'

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



KEY PLAN

本圖於2022年6月13日擬備
PLAN PREPARED ON 13.6.2022

於「綜合發展區(4)」的零售帶懸臂概念圖
CANTILEVER CONCEPT DRAWING FOR RETAIL BELT AT "COMPREHENSIVE DEVELOPMENT AREA (4)"

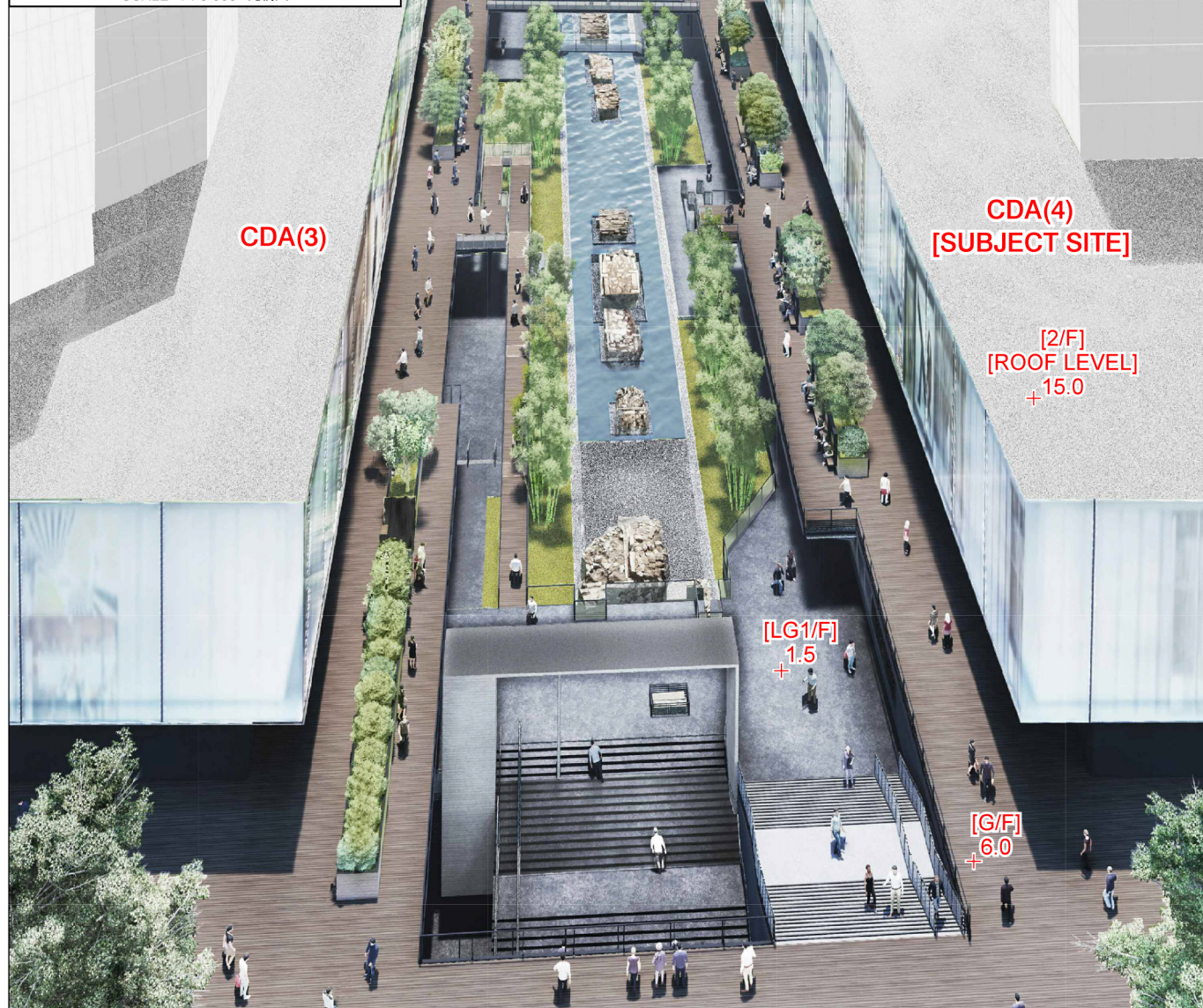
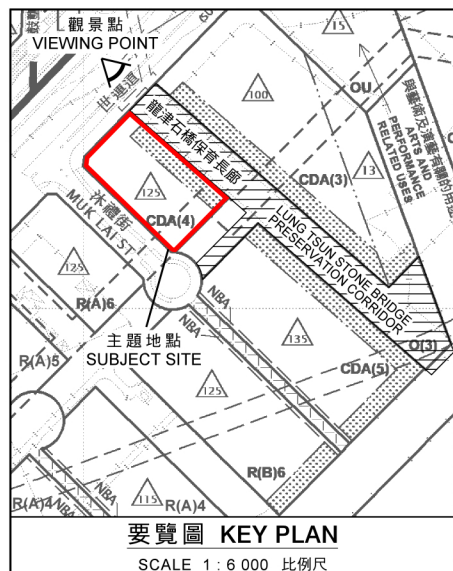
啟德發展區「綜合發展區(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE IN KAI TAK DEVELOPMENT

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/22/62

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2022年6月13日擬備
PLAN PREPARED ON 13.6.2022

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(4)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (4)" ZONE
IN KAI TAK DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



參考編號
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M/K22/22/62

圖 PLAN
7