

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

1. PURPOSE OF THE PLANNING BRIEF

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

2. PLANNING CONTEXT

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

LTSBPC (Plan 7)

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

Retail Belt

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

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

the way towards area in the southwest.

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

Underground Shopping Street (USS)

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

3. THE SITE AND ITS SURROUNDING AREAS

The Site

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

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

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

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

The Surrounding Areas

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

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

4. PLANNING/DEVELOPMENT REQUIREMENTS

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

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

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

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

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

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

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

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

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		<ul style="list-style-type: none"> (ii) at the basement level of +1.5mPD (Plans 4b and 5), connection with LG1/F of the LTSBPC via the pedestrian opening; and (iii) at the basement level of -5.7mPD (Plans 4b and 5), connection with the USS section to the northwest via the pedestrian opening. <p>— The pedestrian passageway on G/F of the retail belt shall be open to the public on a 24-hour basis.</p>	<p>to the Station Square / Kai Tak Sports Park, retail belt and pedestrian precinct/street and the design and construction of the pedestrian openings to USS and LTSBPC.</p> <p>— LCSD will take up the design, construction, management and maintenance responsibilities of the LTSBPC and the Station Square.</p>
<u>Development Requirements</u>			
16.	Traffic and Transport Aspects	<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 	<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.

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		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.	The implementation of the measures to protect the cultural heritage should be to the satisfaction of AMO.
18.	Drainage and Sewerage Aspects	– A drainage impact assessment (DIA) and a sewerage impact assessment (SIA) should be carried out to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The DIA and SIA should be completed to the satisfaction of the Director of Drainage Services and DEP respectively, and submitted as part of the MLP submission.	
19.	Visual Aspect	– A visual impact assessment (VIA) should be carried out to examine any visual problems/issues/concerns that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. Some visual materials, such as artist's renderings, should be provided to illustrate how the proposed development may be perceived at pedestrian level. The VIA should be submitted as part of the MLP submission.	– The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Application to the Board (TPB PG-No. 41).
20.	Air Ventilation Aspect	– A quantitative air ventilation assessment (AVA) for the Site should be carried out to examine any air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. The AVA should be submitted as part of the MLP submission. – Good design features and possible air ventilation problem areas should be	– 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.

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		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 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.
21.	Green Building Design and Smart Requirements	<ul style="list-style-type: none"> BEAM Plus certification with Provisional Gold Rating or above should be achieved. Smart Water Meters: Automatic meter reading panels completed with all necessary power supply and data communication services to connect with the smart water meters provided by the Water Supplies Department (WSD) should be provided and mounted. The system will be handed over to WSD for continuous operation and maintenance. Electric Vehicle (EV) Charging: All car parking spaces should be EV charging enabling, and not less than 30% of the private car parking spaces should be provided with EV charging facilities. 	<ul style="list-style-type: none"> The developer should make reference to the smart city proposals recommended for KTD under the Developing Kowloon East into a Smart City District – Feasibility Study undertaken by the Energizing Kowloon East Office.

5. MASTER LAYOUT PLAN SUBMISSION

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

have been complied with. It should include the following information:

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

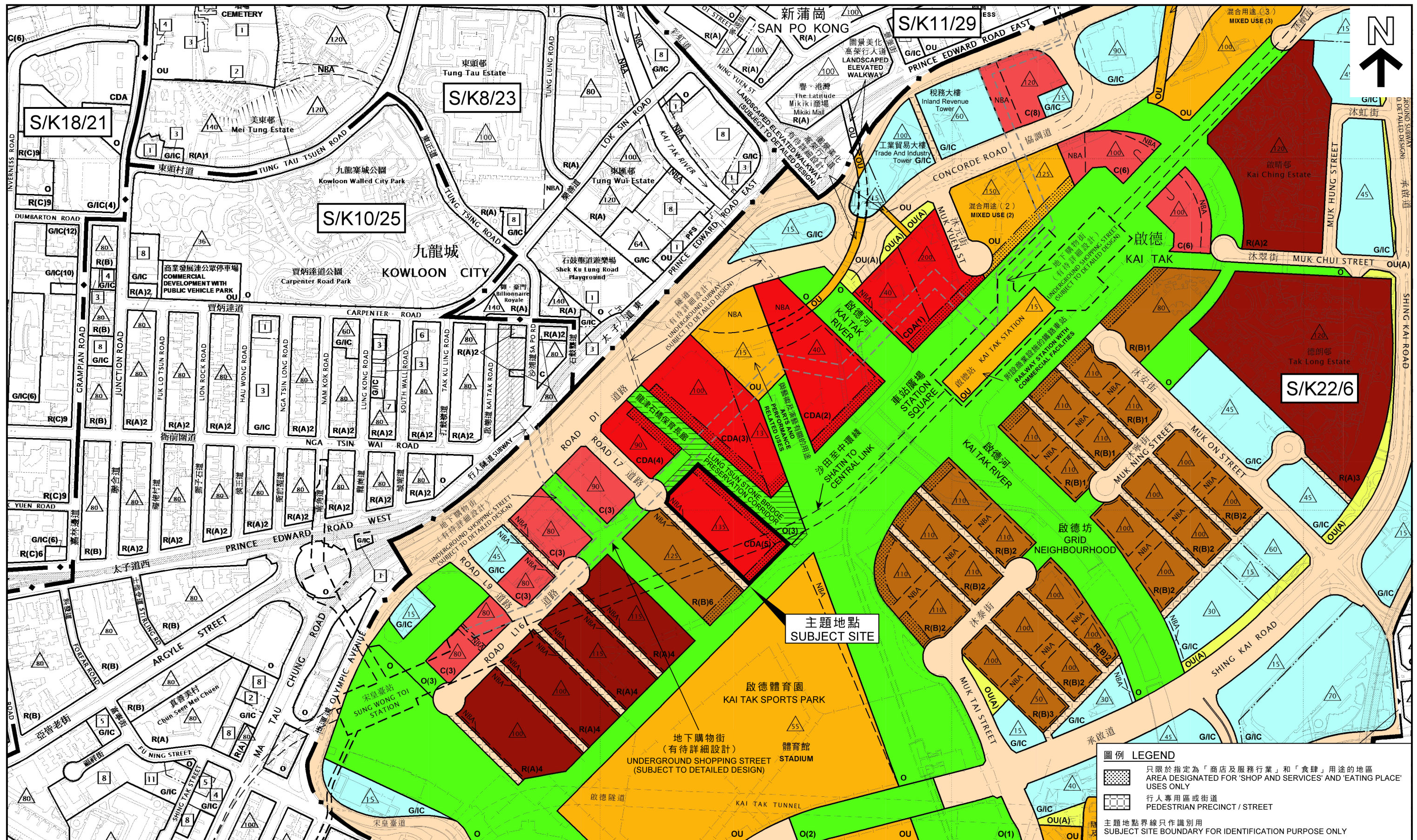
5.3 The MLP should be supported by an Explanatory Statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles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

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

ATTACHMENTS

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

**PLANNING DEPARTMENT
DECEMBER 2020**



位置圖 LOCATION PLAN

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

SCALE 1:5 000 比例尺
METRES 100 0 100 200 300 400 METRES

本摘要圖於2020年11月19日擬備，所根據的資料為：
於2020年3月3日核准的分區計劃大綱圖編號S/K8/23，
於2019年7月5日展示的分區計劃大綱圖編號S/K10/25，
於2016年12月6日核准的分區計劃大綱圖編號S/K11/29，
於2017年12月5日核准的分區計劃大綱圖編號S/K18/21，
以及於2018年5月15日核准的分區計劃大綱圖編號S/K22/6

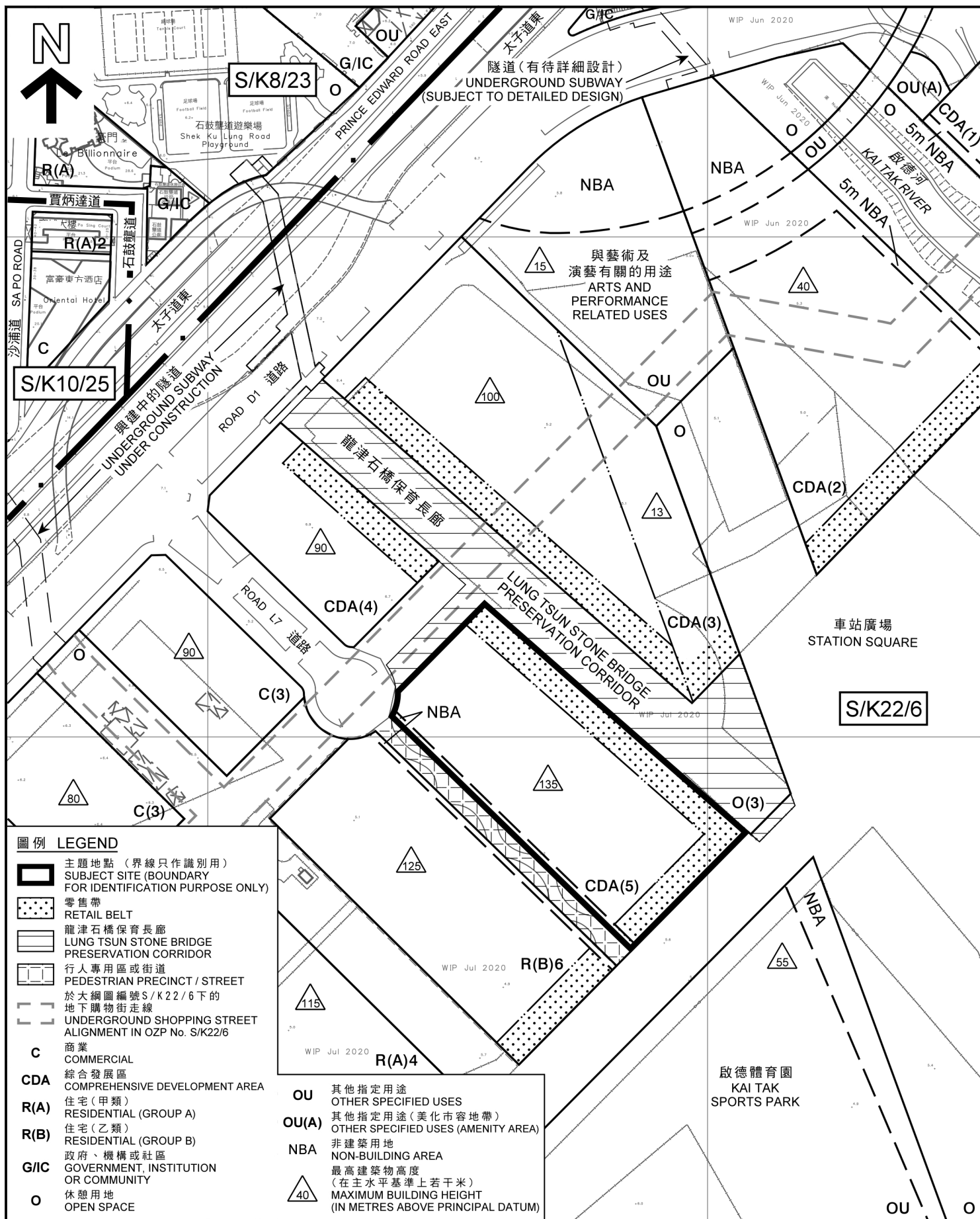
EXTRACT PLAN PREPARED ON 19.11.2020
BASED ON OUTLINE ZONING PLANS No.
S/K8/23 APPROVED ON 3.3.2020, S/K10/25 EXHIBITED ON 5.7.2019,
S/K11/29 APPROVED ON 6.12.2016, S/K18/21 APPROVED ON 5.12.2017
AND S/K22/6 APPROVED ON 15.5.2018

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
1



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

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

平面圖 SITE PLAN

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

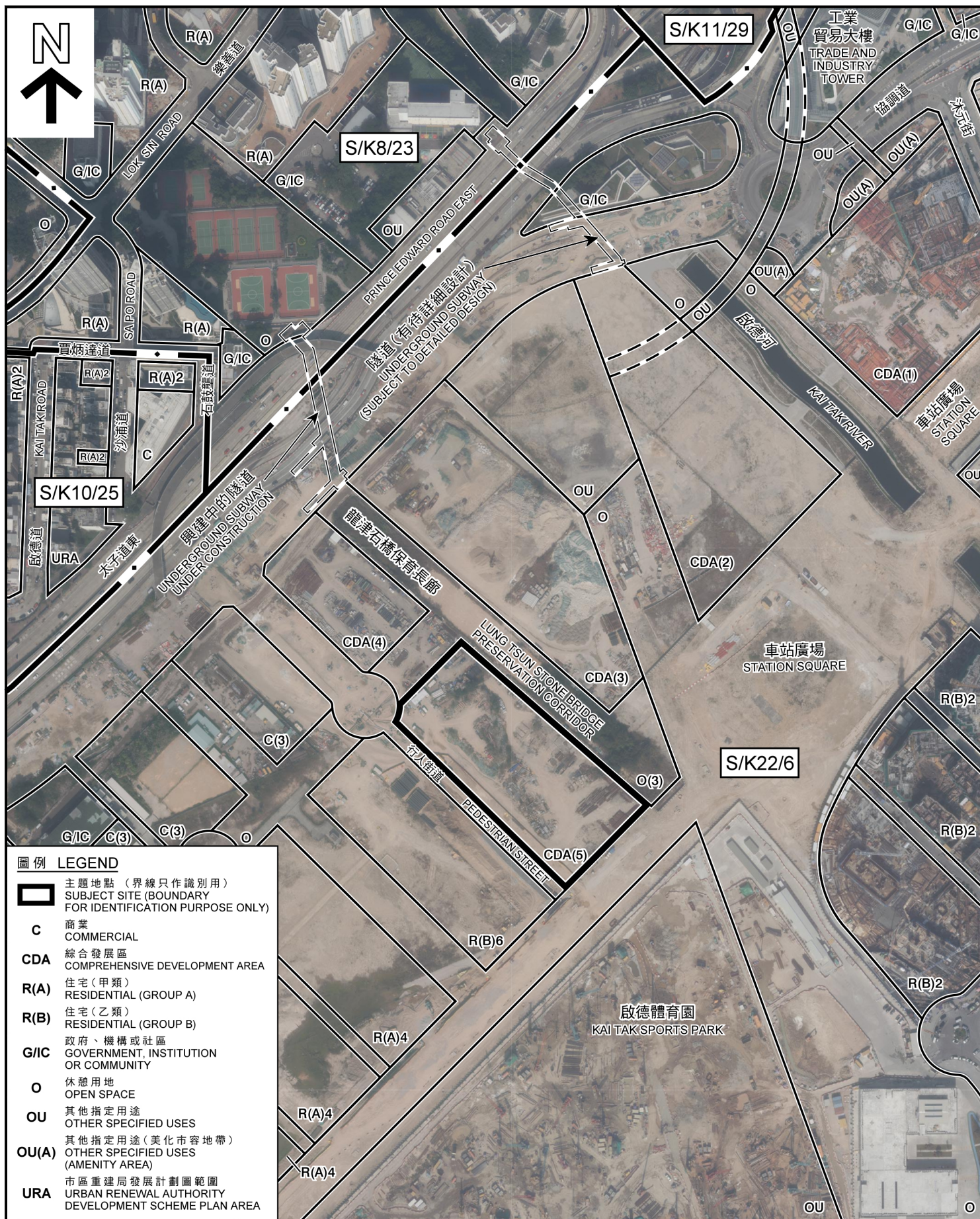
SCALE 1 : 2 500 比例尺
米 50 0 50 100 米
METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/20/51

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

航攝照片 AERIAL PHOTO

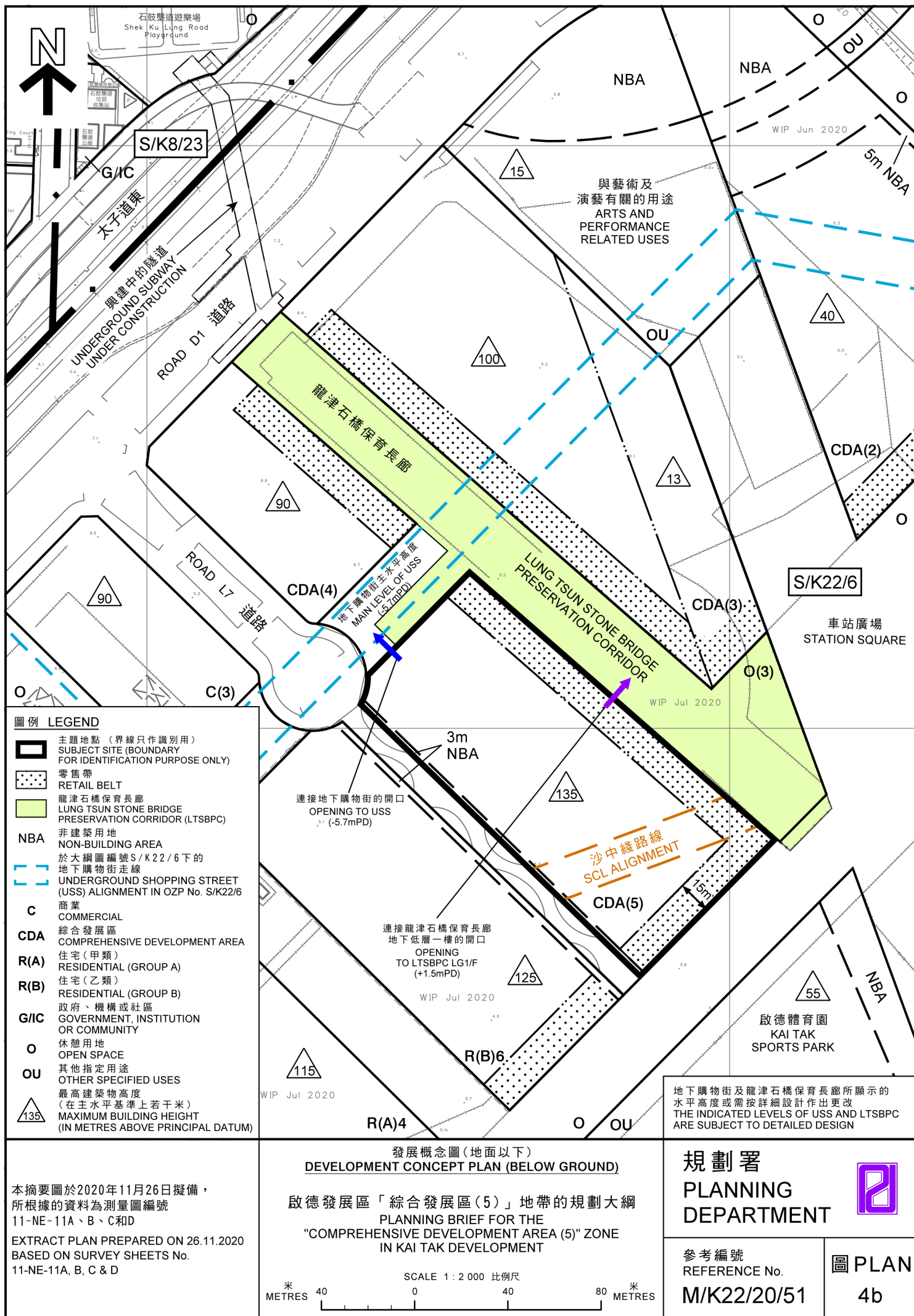
啟德發展區「綜合發展區(5)」地帶的規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (5)" ZONE
IN KAI TAK DEVELOPMENT

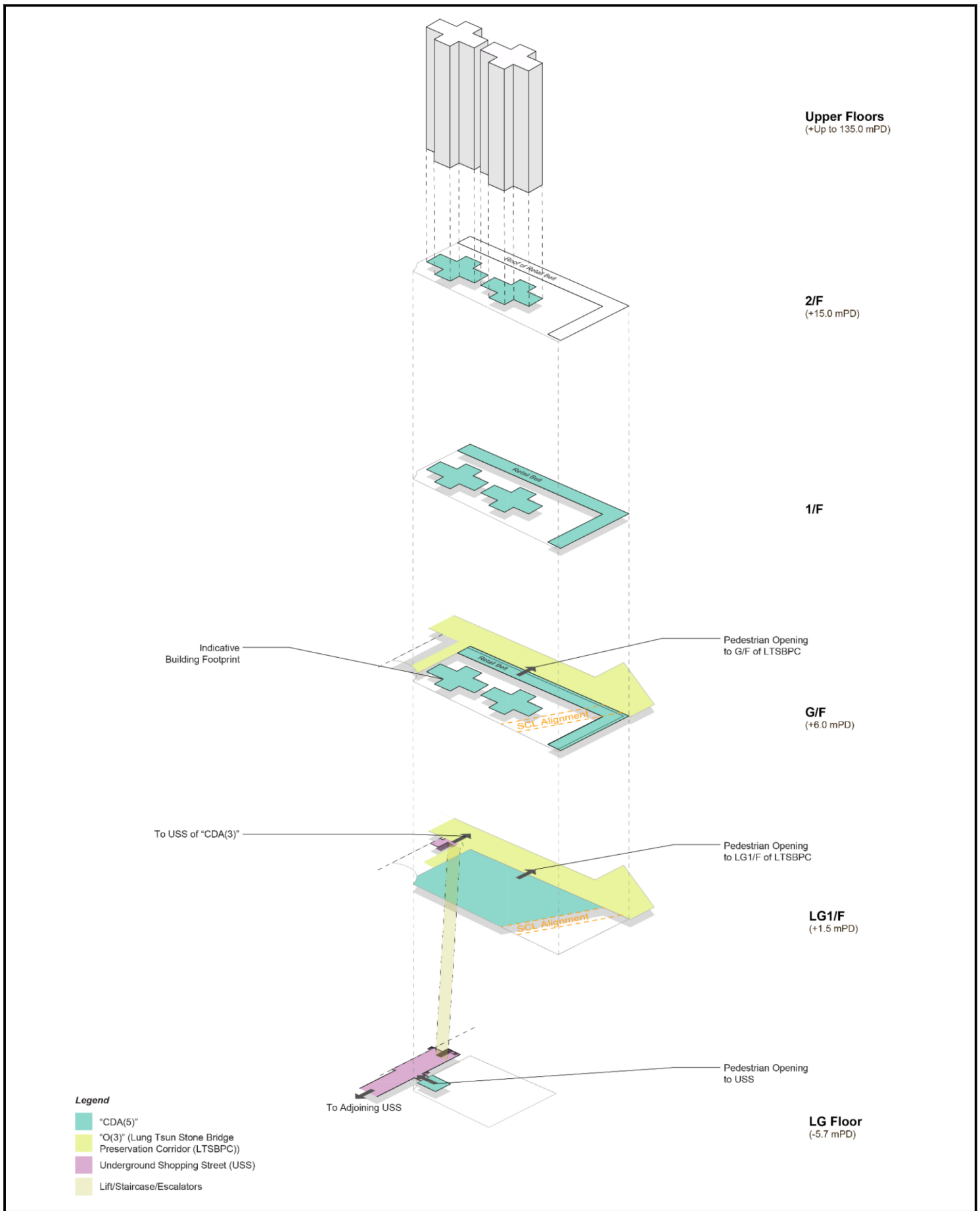
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/20/51

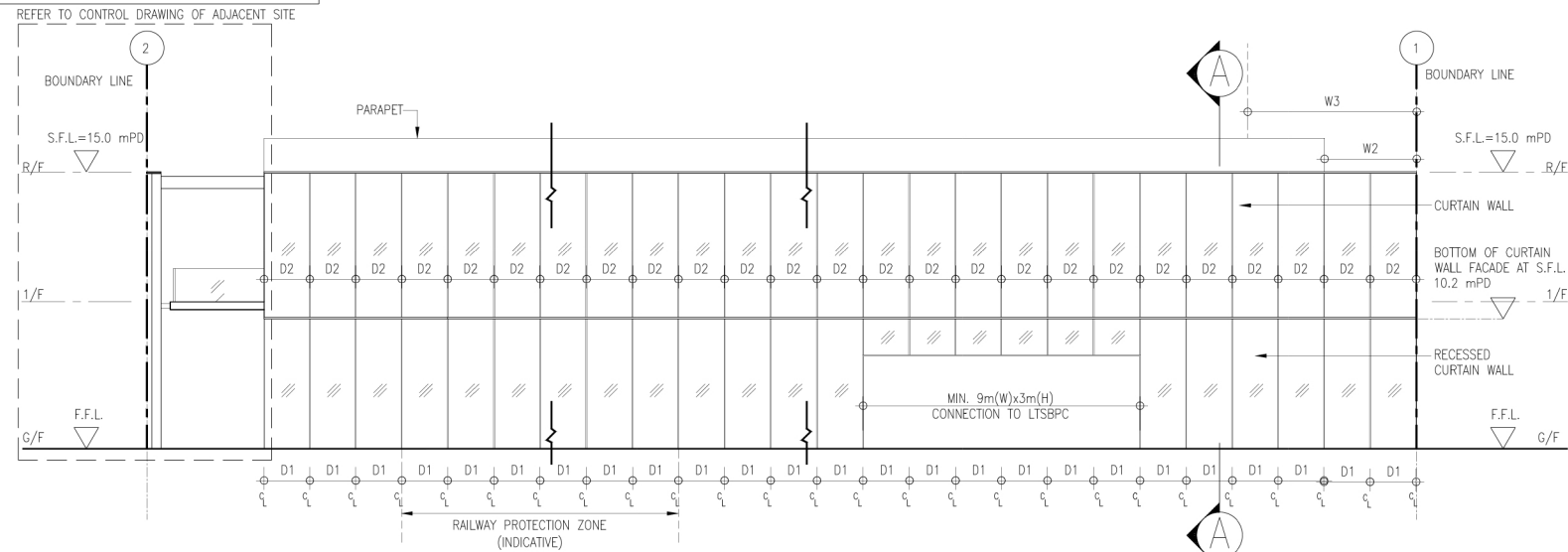
圖 PLAN
3



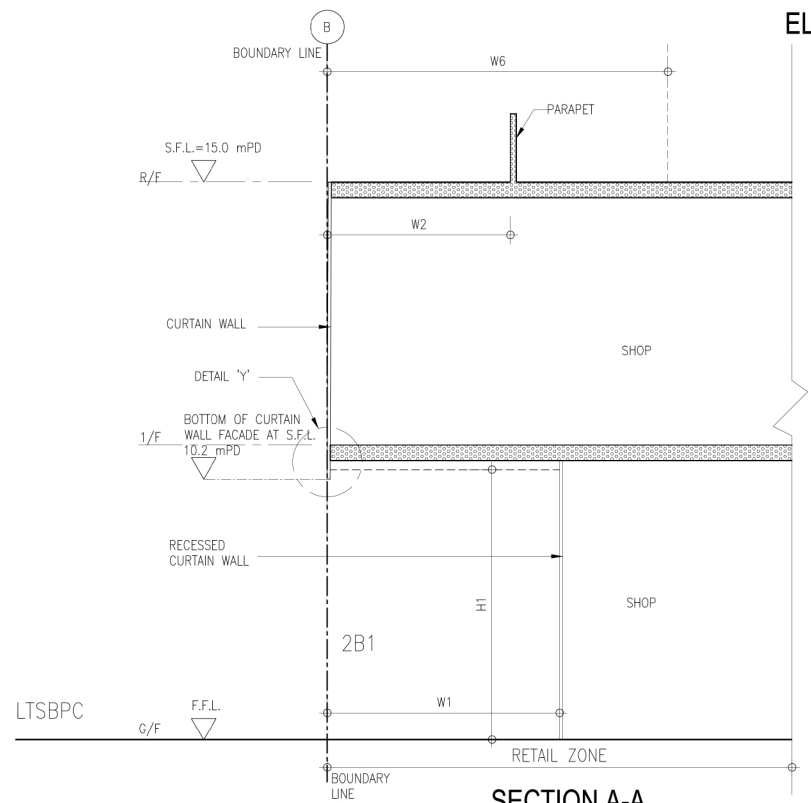


<p>本圖於2020年11月19日擬備 PLAN PREPARED ON 19.11.2020</p>	<p>行人連接概念圖 CONCEPTUAL ILLUSTRATION OF PEDESTRIAN CONNECTIVITY</p> <p>啟德發展區「綜合發展區(5)」地帶的規劃大綱 PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA (5)" ZONE IN KAI TAK DEVELOPMENT</p>	<p>規劃署 PLANNING DEPARTMENT</p> <p>參考編號 REFERENCE No. M/K22/20/51</p> <p>圖 PLAN 5</p>	
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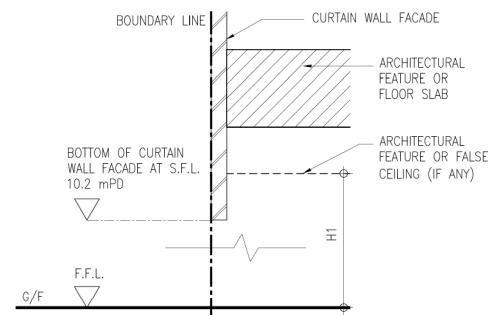
PREFERED OPTION



ELEVATION 1



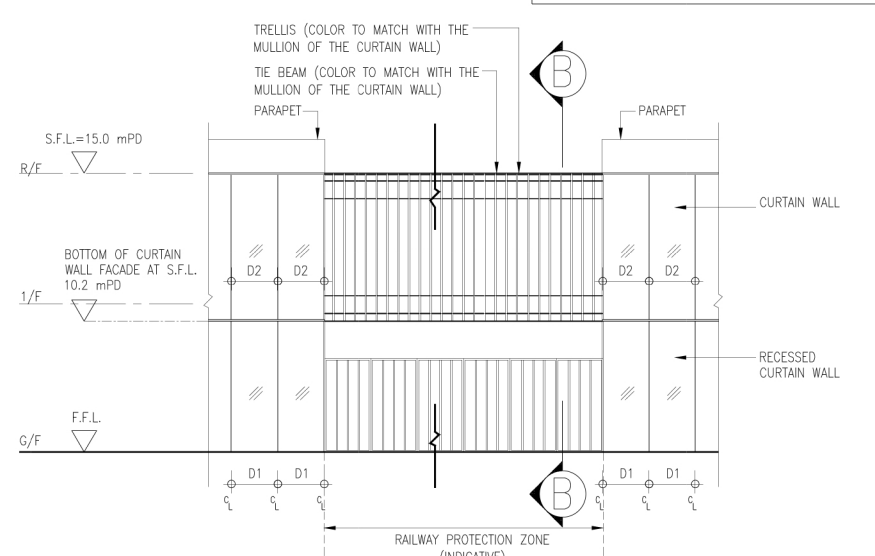
SECTION A-A



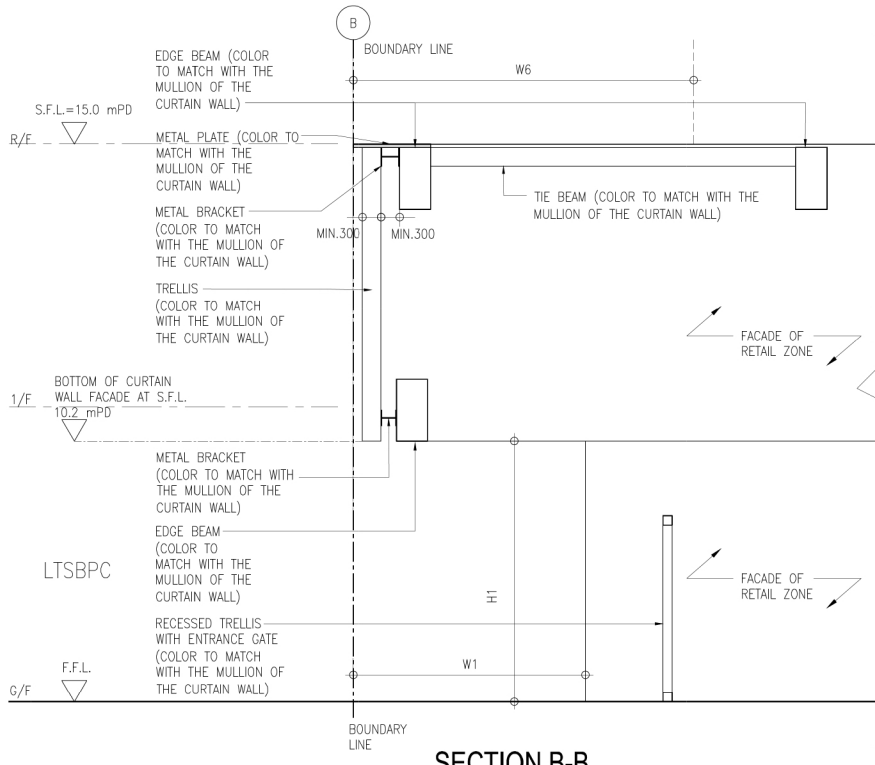
DETAIL 'Y'

CONTROL DRAWING FOR CDA (5)

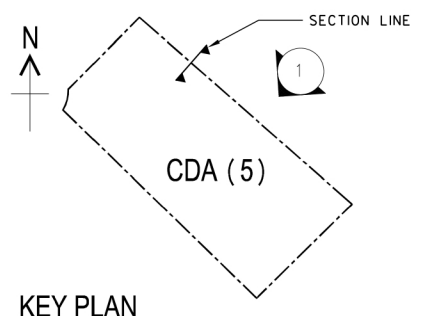
ALTERNATIVE OPTION



PART ELEVATION 1



SECTION B-B



KEY PLAN

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

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

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

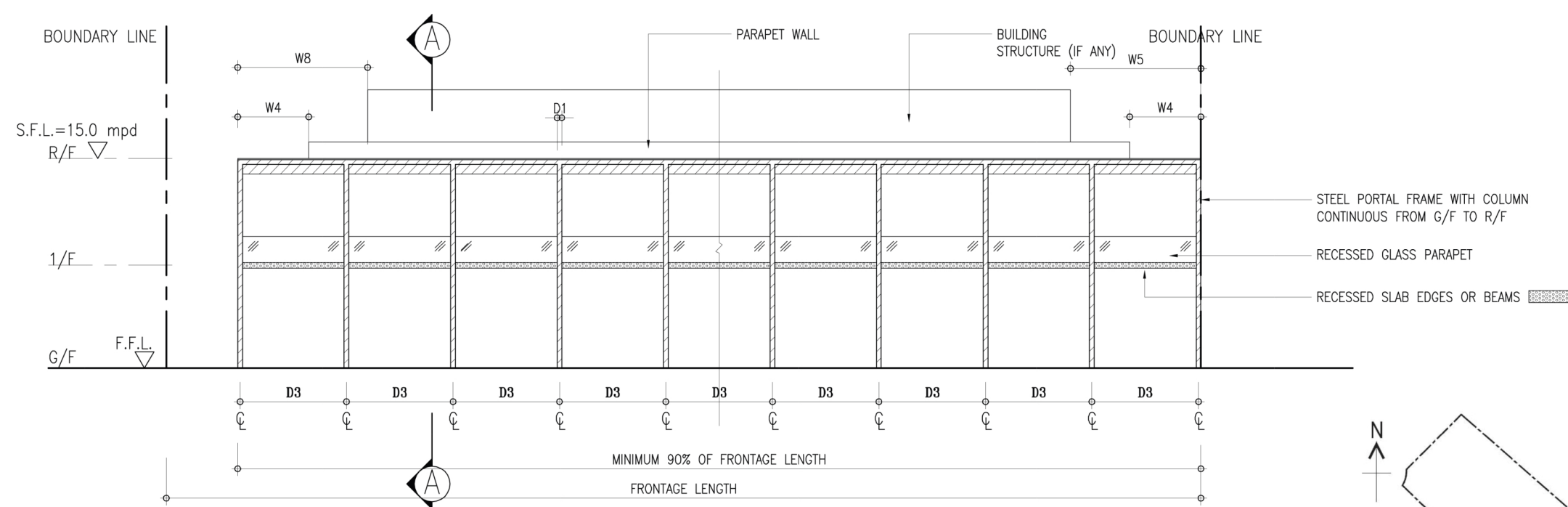
本圖於2020年11月26日擬備
PLAN PREPARED ON 26.11.2020

規劃署
PLANNING DEPARTMENT

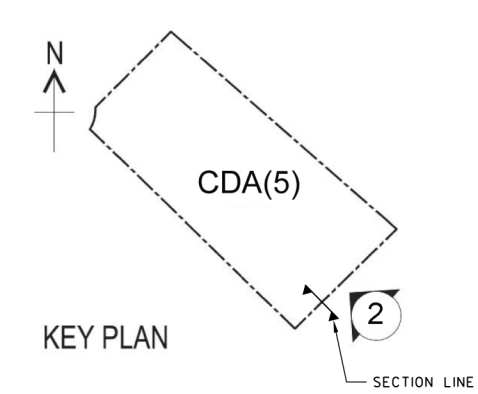


參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
6a

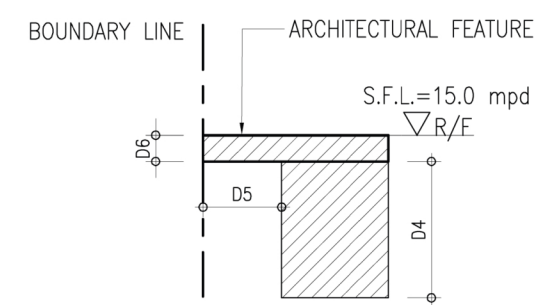


ELEVATION 2

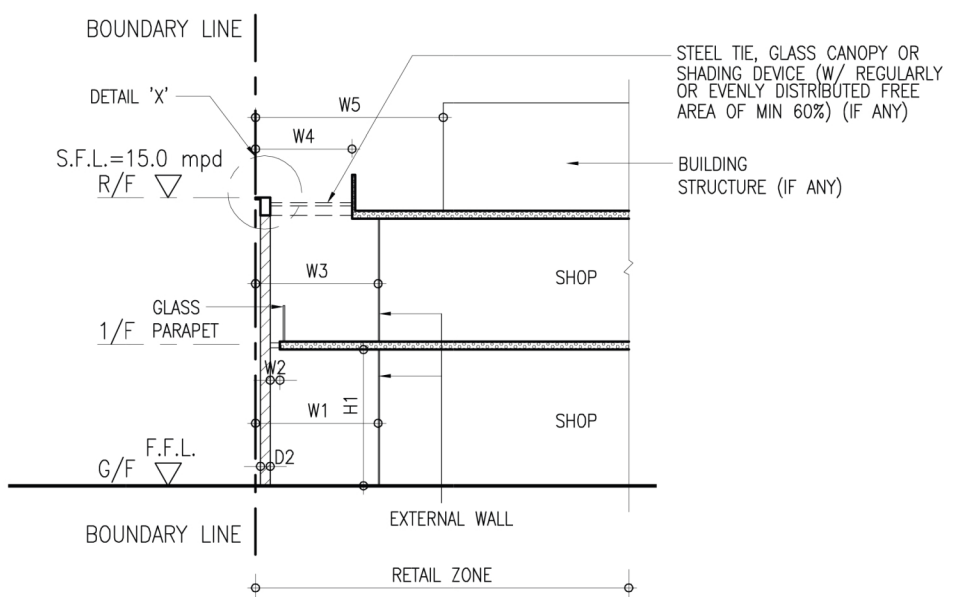


NOTES

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



DETAIL 'X'



SECTION A-A

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

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

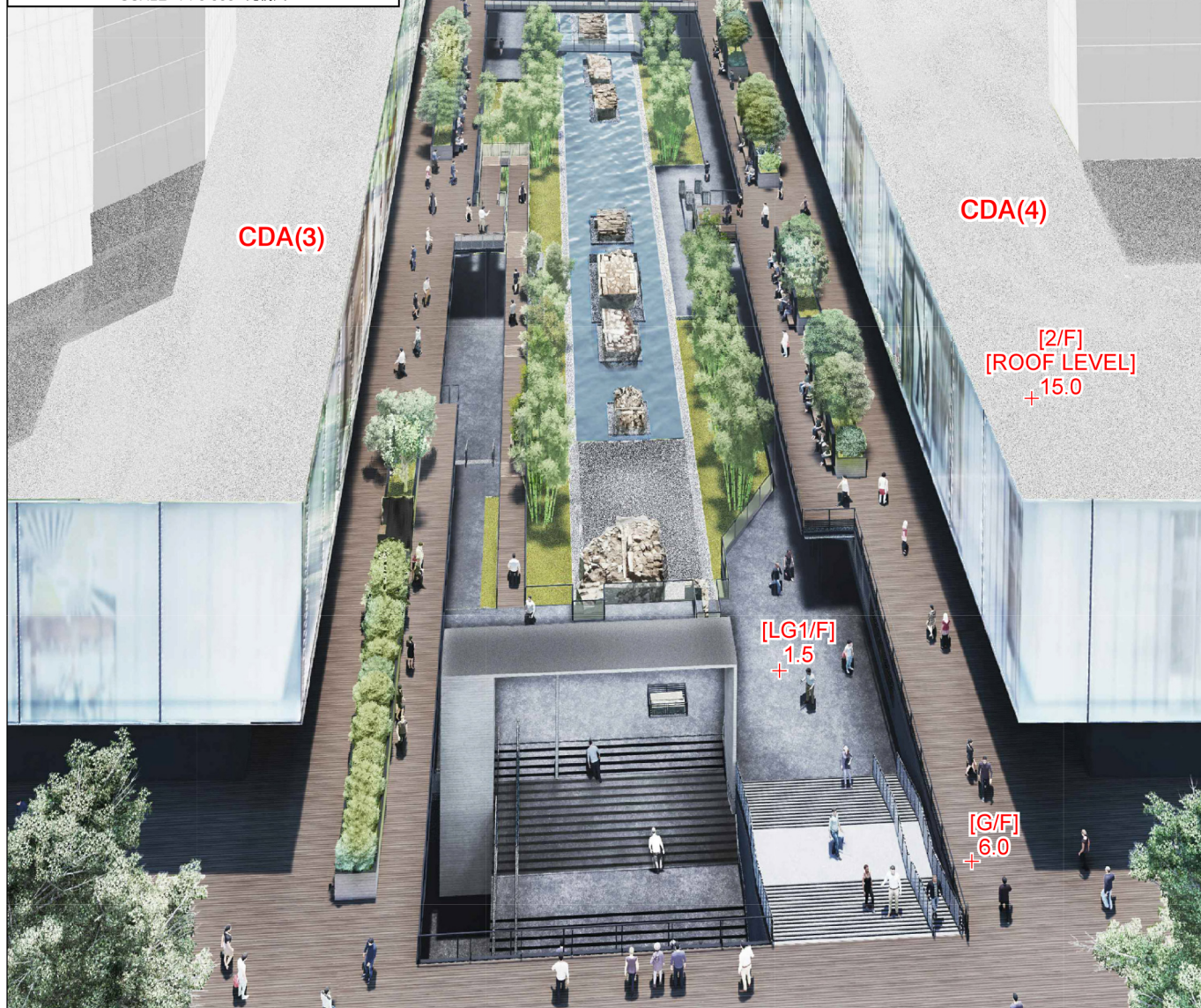
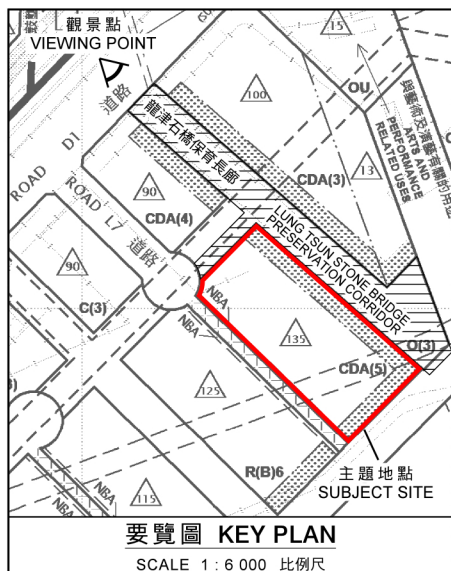
本圖於2020年11月26日擬備
PLAN PREPARED ON 26.11.2020

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
6b



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

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

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

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

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

規劃署
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參考編號
REFERENCE No.
M/K22/20/51

圖 PLAN
7