

**METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

MPC Paper No. 12/16

**For Consideration by
the Metro Planning Committee on 26.8.2016**

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

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

1. Purpose

This paper is to:

- (a) report to the Metro Planning Committee (the Committee) the results of the consultation with the Kowloon City District Council (KCDC), Wong Tai Sin District Council (WTSDC) and the Task Force on Kai Tak Harbourfront Developments (the Task Force) of the Harbourfront Commission (HC) on the draft planning brief (PB) for the “Comprehensive Development Area(1)” (“CDA(1)”) zone (the Site) in Kai Tak Development (KTD); and
- (b) seek Members’ endorsement of the draft PB at **Appendix I** for providing guidance for future developments at the “CDA(1)” zone.

2. Background

2.1 On 10.6.2016, the Committee considered that the draft PB for the “CDA(1)” zone was suitable for consultation with the KCDC, WTSDC and the Task Force. A copy of the relevant MPC Paper No. 7/16 and the minutes of the meeting are at **Appendices II** and **III** respectively. During the Committee’s deliberation, Members made some suggestions regarding the Underground Shopping Street (USS) and Station Square (i.e. major open space in KTD), and the suggestions have been relayed to the Kai Tak Office of the Civil Engineering and Development Department (CEDD) in taking forward the relevant proposals.

2.2 The major development parameters and planning requirements as set out in the draft PB are summarized as follows:

| <u>Item</u> | <u>Particulars</u> |
|--|--|
| <u>Major Development Parameters</u> | |
| Site area | About 1.77 ha |
| Proposed Uses | (i) Public Transport Terminus (PTT) (ii) Commercial uses including office, retail, eating place and hotel |

| <u>Item</u> | <u>Particulars</u> |
|------------------------------|--|
| Maximum Plot Ratio (PR) | 10 |
| Maximum GFA | Not exceeding 177,000m ² , comprising: (i) PTT: not less than 3,800m ² (ii) Commercial Uses (not more than 173,200m ²): - Hotel (maximum 15,000m ²) (iii) Office and Retail (a minimum PR of 0.1 (i.e. a minimum GFA of 1,770m ² for retail frontage)) |
| Maximum Site Coverage (SC) | 65% (excluding basement(s)) |
| Maximum Building Height (BH) | (i) 40mPD for western part (ii) 200mPD for eastern part (iii) Retail belt : not exceeding two storeys and 15mPD |
| <u>Planning Requirements</u> | |
| Retail Frontage | <ul style="list-style-type: none"> - Buildings not exceeding two storeys at the south-eastern boundary of the Site to accommodate 'Shops and Services' and 'Eating Place' uses. - A retail frontage with a minimum PR of 0.1 and minimum length of 100m as shown on Plan 5 of Appendix I. - For colonnade design, there is a building setback requirement of 3.6m from the site boundary with a clear headroom of 4.2m for the G/F frontage of the retail block to the Station Square. |
| Underground Shopping Street | <ul style="list-style-type: none"> - Provision of public passageway at basement level as part of the USS system (about 20m wide and a clear width of not less than 8m wide for public circulation). - Retail GFA should be provided adjoining the USS at the same floor level of USS so that the total retail GFA at such level shall not be less than 4,000m². - 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 section coloured blue on Plan 4 of Appendix I), and 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. |
| Urban Design Considerations | <ul style="list-style-type: none"> - create a focal point via a distinctive design of a landmark tower; - adopt a cascading BH profile with descending BH towards the Kai Tak River/curvilinear walkway; - adopt podium-free design as advocated in Kai Tak area. |

| <u>Item</u> | <u>Particulars</u> |
|------------------------------------|---|
| NBA | <ul style="list-style-type: none"> - a 5m wide NBA along the Kai Tak River to provide a wide vista along the River. - a NBA with 20m wide at the eastern part (Plan 4) to facilitate public circulation and to provide emergency and maintenance access to the northern part of the Station Square |
| Parking Provision | <ul style="list-style-type: none"> - Basement car park - Ancillary parking spaces and loading/unloading facilities should be provided in accordance with the HKPSG and subject to the traffic impact assessment (TIA). |
| Pedestrian Facilities/Connectivity | <ul style="list-style-type: none"> - The applicant shall construct, manage and maintain a landscaped elevated walkway (Plan 4). - A Dedicated Pedestrian Zone (DPZ) of 4.5m wide within "O" zone on areas abutting the retail frontage (Plan 4). - The Site should be connected with its surrounding developments via the landscaped elevated walkway, the USS/underground public walkway and at-grade pedestrian crossing/connections as appropriate, and such pedestrian facilities shall be opened to the public on a 24-hour basis with barrier-free access. |

2.3 As required under the Notes of the OZP, a Master Layout Plan (MLP) together with a series of technical assessments will have to be submitted to the Town Planning Board (the Board) for consideration.

2.4 The Housing and Infrastructure Committee (HIC) of KCDC, the WTSDC and the Task Force were consulted on the draft PB on 23.6.2016, 5.7.2016 and 13.7.2016 respectively. The views received and responses of the concerned departments are stated below. Extracted minutes of HIC of KCDC and WTSDC meetings are at **Appendices IV** and **V** respectively for Members' reference. The Task Force considered the draft PB at an informal meeting without minutes.

3. Views on the Draft PB

HIC of KCDC

3.1 HIC generally has no adverse comments to the draft PB, and raised the following major comments:

USS

(a) Kai Tak is a precious new urban development area and adequate supporting facilities should be provided to ensure an integrated and

comprehensive development. As it is a trend to develop USS in other countries like Japan, the proposed USS is supported. In view of the inadequacy of land resources in Hong Kong, there is query on whether the scale of USS could be increased.

- (b) The USS should be provided with shops and air-conditioning. There should be an open shopping arcade at the basement level with highly accessible passageway to link up shops in different sites.

Colonnade Design

- (c) Despite its design merits, the colonnade design may take up a lot of floor space, resulting in a waste of scarce land resources, and attract wanderers, leading to management issue. The G/F passageway under the colonnade should be designated for public use to avoid abuse by developer for commercial use, and such area should be utilized for other effective uses such as social welfare facilities.
- (d) The incorporation of detailed design requirement in the land sale conditions may affect the design flexibility of the proposed development.

Social Welfare Facilities

- (e) There is a need to identify a suitable site in KTD for developing an integrated family service centre to serve the locals, including the residents of Kai Ching and Tak Long Estates. Suitable floor space should be reserved in the subject development for the required community facilities like the said centre and library. If a site for such purpose can be identified, a concrete implementation programme should be provided.

Mix of Uses

- (f) To avoid concentration of pharmacies and shops for luxury goods, it should be explored if the lease condition can require that a certain percentage of retail GFA be allocated for small shops or shops with local characteristic.

Traffic and Pedestrian Connectivity

- (g) Since there is an acute shortage in parking spaces in KTD particularly after taking back of open-air temporary carpark sites for permanent development, it is proposed to provide monthly rental car parking spaces in the proposed development to serve the needs of local residents.
- (h) The proposed elevated landscaped walkways and subways as stated in the PB may not be user friendly to the elderly and disabled. There is query on whether sufficient at-grade crossings and public transport facilities would be provided to serve the residents of Kai Ching and Tak Long Estates.
- (i) There is query on the progress of the proposed Environmentally Friendly Linkage System (EFLS) serving the KTD and its adjoining areas. The locals should be consulted on the alignment and station locations.

WTSDC

- 3.2 WTSDC generally has no adverse comments on the draft PB, with the following comments:

USS

- (a) The connection of the old districts in Kowloon City/San Po Kong and KTD by USS is supported as it facilitates the development of small business and pedestrian movement. There is query on whether the two sections of USS leading to San Po Kong and Kowloon City are connected. Barrier-free and convenient pedestrian facilities, such as travelator, should be provided within the USS to facilitate the movement of the elderly/disabled and encourage wider use by the public.
- (b) There are queries on whether the developer is required to construct, maintain and manage the USS and on opening hours of the USS. If it is not open on a 24-hours basis, it would be inconvenient to the public.

Task Force

- 3.3 While having no in-principle objection to the draft PB, the Task Force raised the following comments:

Urban Design

- (a) The demarcation line of the BH restrictions of 200mPD and 40mPD on the OZP for the eastern and western parts of the Site runs from in the north-east (NE) to south-west (SW) direction. There is query on the urban design justifications for the alignment.
- (b) There is a need to provide 3D drawings to facilitate the visualizing of the proposed design concepts and understanding of the development/design requirements.

Mix of Uses

- (c) There is doubt on the need to cap the maximum GFA for hotel use in the proposed development.

Traffic and Pedestrian Connectivity

- (d) The proposed Road 11 is of an odd configuration and realignment may achieve better land utilization. The addition of access points connecting the curvilinear landscaped elevated walkway to the north of the Site with nearby roads would enhance connectivity.
- (e) There is enquiry on whether the PTT is covered and the purpose of designation of the DPZ in the “O” zone abutting the Site.

4. Responses to Comments

- 4.1 The responses of the Planning Department and concerned departments are stated

below.

USS

- 4.2 The general support to the proposed USS is noted. The proposed USS is intended to enhance the connectivity between the hinterland and KTD as well as provide a pleasant and attractive walking environment for pedestrians. It has a total length of 1,500m connecting the Kai Tak and To Kwa Wan Stations of the Shatin to Central Link in KTD with San Po Kong and Kowloon City. The two sections leading to Kowloon City (20m wide and 1,100m long) and San Po Kong (15m wide and 400m long) are well connected. The proposed scale is considered appropriate.
- 4.3 Within the USS, a 8m wide public passageway would be provided with shops on the remaining area and proper supporting facilities including air-conditioning and barrier-free access facilities for the elderly and disabled. Ample access points and connections between the basement and ground levels at different nodes along the USS would be provided to ensure the walkability of the USS. Subject to the detailed design, the provision of travelator could be considered at suitable sections.
- 4.4 As stipulated in the PB, the developer is required to construct, maintain and manage the USS within the Site, and a retail GFA of not less than 4,000m² should be provided at the USS and basement level of the development so as to create a critical mass for a vibrant and attractive shopping environment.

Colonnade Design

- 4.5 The retail belt with colonnade design has only a width of about 15m, and the G/F passageway under the colonnade is about 3.6m wide. It is of reasonable scale without taking up substantial floor area. It would enhance the vibrancy and walking experience of the pedestrians along the Station Square, protect the pedestrians from sun, rain and adverse weather, and bring back the old Kowloon atmosphere.
- 4.6 While basic design parameters like the width, depth and headroom of the G/F passageway will be set out in the lease conditions to ensure design consistency among different sections of the retail belt, there is still flexibility for the future developer to come up with their own design within the broad framework set out in the OZP and lease.
- 4.7 The future developer of the Site will be responsible for managing and maintaining the colonnade. To avoid abuse, it will be set out in the lease conditions that the G/F passageway under the colonnade is dedicated for public use, and any non-compliance will be subject to enforcement action under lease.

Social Welfare Facilities

- 4.8 The subject “CDA” site is intended for commercial development. Adequate “G/IC” sites have been earmarked on the Kai Tak OZP for the provision of the required community facilities, such as indoor sports centre, library and social welfare facilities. A “G/IC” site to the south of Kai Ching and Tak Long Estates has been reserved for provision of social welfare facilities including the

requested integrated family service centre and library. The Social Welfare Department would follow up with the implementation of the proposal and inform the DC when there is a concrete development programme.

Mix of Uses

- 4.9 The Site is intended for a landmark commercial building with a variety of uses to achieve greater vibrancy with office, retail, eating place and hotel uses. A number of hotel sites have been reserved in KTD. To achieve a reasonable balance, it is proposed that hotel use at the Site should be of a moderate scale with a GFA not exceeding 15,000m².
- 4.10 Regarding the request for reserving certain amount of retail GFA to small shops and shops with local characteristic, it is considered that flexibility should be left to the developer in deciding the appropriate mix of retail uses with reference to marketing condition and commercial viability.

Traffic and Pedestrian Connectivity

- 4.11 Adequate ancillary parking facilities would be provided in the proposed “CDA” development in accordance with the requirements of the HKPSG and the findings of the TIA.
- 4.12 Suitable barrier-free access facilities for the elderly and disabled will be included in the proposed elevated walkways and subways connecting to the proposed development. At-grade connections will be provided to enhance the connectivity between Kai Ching and Tak Long Estates with the surrounding areas. As stipulated in the PB, a PTT would be provided in the development to provide the required public transport facilities for the area. To optimize land utilization, the proposed PTT will be covered.
- 4.13 The DPZs are mainly designated within the “O” zone in Station Square and intended to serve the purposes of natural lighting, ventilation and means of escape as required under the Building (Planning) Regulations for the adjoining development sites.
- 4.14 The comments on the proposed Road 11 and access points for the curvilinear landscaped elevated walkway to the north of the Site have been conveyed to concerned departments for consideration.
- 4.15 CEDD is conducting a detailed feasibility study for the proposed EFLS to examine the appropriate transport mode and alignment. Public consultation will be conducted in the study process.

Urban Design

- 4.16 There will be a wider use of 3D drawings and illustrations to facilitate the visualizing of the design concepts and requirements of the proposal. For example, control drawings for the colonnade design will be included in the lease conditions for easy reference.
- 4.17 In order to provide a wider vista along the Kai Tak river, the developments on the two sides of the river are subject to a lower BH restriction of 40mPD,

including the western part of the Site. The demarcation line of the BH restriction for the Site is in alignment with the NE to SW running visual corridor between the open space/grid neighbourhood in the south and the hinterland and the Lion Rock in the north.

5. Planning Department's Views

- 5.1 KCDC, WTSDC and Task Force have no in-principle objection to the draft PB and have not raised specific amendments to the draft PB. No amendment to the draft PB is considered necessary. Members are invited to take note of their views and responses of concerned departments in paragraph 4 above.
- 5.2 Subject to the endorsement by the Committee, the PB will provide guidance for the future development and serve as a reference for the preparation of MLP for the Site.

6. Decision Sought

Members are invited to:

- (a) note the views of the KCDC, WTSDC and the Task Force as summarized in paragraph 4 above; and
- (b) endorse the draft PB at **Appendix I**.

7. Attachments

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|---------------------|--|
| Appendix I | Draft PB for the “CDA(1)” zone in Kai Tak Development <ul style="list-style-type: none">– 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 |
| Appendix II | MPC Paper No. 7/16 (Main paper only and the draft PB not attached) |
| Appendix III | Extract of the Minutes of the Committee’s meeting held on 10.6.2016 |
| Appendix IV | Extract of the draft Minutes of the meeting of HIC KCDC held on 23.6.2016 |
| Appendix V | Extract of the draft Minutes of the meeting of WTSDC held on 5.7.2016 |

PLANNING BRIEF FOR
THE "COMPREHENSIVE DEVELOPMENT AREA (1)" ZONE
IN KAI TAK DEVELOPMENT

啟德發展「綜合發展區(1)」地帶規劃大綱



規劃署
PLANNING DEPARTMENT

二零一六年八月
AUGUST 2016

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

1. PURPOSE OF THE PLANNING BRIEF

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

2. PLANNING CONTEXT

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

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

Retail Belt and the Colonnade Design

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

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.

¹ 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 3,800m² shall be provided at the ground level of the Site.

3. THE SITE AND ITS SURROUNDING AREAS

The Site

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

The Surrounding Areas

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

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

Landscaped Elevated Walkway

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

4. PLANNING/DEVELOPMENT REQUIREMENTS

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

| | <u>Item</u> | <u>Particulars</u> | <u>Remarks</u> |
|------------------------------|--------------------------------------|--|--|
| 4. | Maximum Plot Ratio (PR) | 10 | 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. | Maximum GFA | Not exceeding 177,000m ² , comprising: (i) PTT: not less than 3,800m ² (ii) Commercial Uses (not more than 173,200m ²): - Hotel (maximum GFA of 15,000m ²) - Office and Retail (a minimum PR of 0.1 (i.e. a minimum GFA of 1,770m ² for retail frontage (refer to item 8 below)) | |
| 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 | 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. |
| Planning Requirements | | | |
| 8. | Retail Frontage | <ul style="list-style-type: none"> - 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. - A retail frontage with a minimum PR of 0.1 (i.e. a minimum GFA of 1,770m²) and minimum length of 100m as shown on Plan 5 shall be provided to guarantee retail provision. - For the implementation of colonnade design, there is a building setback requirement of 3.6m from the site boundary with a clear headroom of | |

| | <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 Plan 5 and are summarized as follows:</p> <ul style="list-style-type: none"> (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; (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; (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 (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 | |
| 9. | Underground Shopping Street | Provision of public passageway at the basement level in the development as part of the USS system across the Site (about 20m wide and a clear width of not less | To match with the access points reserved at the concourse of the Kai Tak Station at basement level, there is minor |

| | <u>Item</u> | <u>Particulars</u> | <u>Remarks</u> |
|-----|-----------------------------|---|--|
| | | <p>than 8m wide for public circulation) as mentioned in paragraph 2.9 above.</p> <p>— The USS should connect with the SCL Kai Tak Station via the station entrance at basement level and the passageway of USS should be opened to the public on a 24-hour basis (Plan 4).</p> <p>— Pedestrian access from the USS shall be provided at ground level in order to connect to the designated location crossing Kai Tak River.</p> <p>— Retail GFA should be provided adjoining the USS at the same finished floor level of USS so that the total retail GFA at such level shall not be less than 4,000m².</p> <p>— The applicant shall construct, manage and maintain the USS section falling within the Site together with the section connecting with the Kai Tak Station falling within the "Open Space" ("O") zone (i.e. the whole USS section coloured blue on Plan 4). The applicant shall also construct, manage and maintain an underground public walkway with a width of not less than 6m underneath the southern tip of Road L11 for connecting with the adjoining "OU(Mixed Use)(2)" site.</p> | <p>adjustment of the USS alignment at the south-eastern portion as compared with that shown on the OZP (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.</p> <p>— The 6m-wide underground public walkway is intended to connect the USS of the Site and the USS under the adjoining "OU(Mixed Use)(2)" site for pedestrian circulation across the two sites.</p> |
| 10. | Urban Design Considerations | <p>— An urban design proposal should be prepared and submitted as part of the MLP submission.</p> <p>— The MLP should take into account the following urban design considerations, where appropriate:</p> <p>(i) ensure the development be compatible and congruous with the surrounding developments and settings,</p> | <p>— Due regard should be given to the Board's Harbour Vision Statement and the Harbour Planning Principles and Harbour Planning Guidelines promulgated by the Harbourfront Commission, and the Hong Kong Planning Standards and</p> |

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

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

| <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 | <p>- 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 3,800m², is accountable for GFA calculation. The requirements of the PTT are as follows:</p> <p>(a) 2 bus lanes of double-width, and (b) 1 GMB and/or Taxi lane of double-width</p> <p>- 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.</p> <p>- 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.</p> | |
| 14. | Car Parking and Loading/ Unloading Provision and Vehicular Access | <p>- Basement car park is advocated for developments in Kai Tak area.</p> <p>- 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.</p> | |
| 15. | Pedestrian Facilities/ Connectivity | <p>- The applicant shall construct, manage and maintain the landscaped elevated walkway as mentioned in paragraph 3.3 (Plan 4). A 24-hour barrier-free public access should be provided at the proposed landscaped</p> | <p>- The applicant should liaise and agree with relevant Government departments on the design and construction of the proposed</p> |

| <u>Item</u> | <u>Particulars</u> | <u>Remarks</u> |
|--|---|--|
| | <p>elevated walkway for connection to the ground level of the Site.</p> <p>- A Dedicated Pedestrian Zone (DPZ) of 4.5m wide within "O" zone on areas abutting the retail frontage has been designated (Plan 4). 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)</p> <p>- 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.</p> | <p>landscaped elevated walkway.</p> <p>- 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.</p> <p>- All the proposed pedestrian connection facilities should be included in the pedestrian connectivity study of the TIA.</p> |
| <u>Development Requirements</u> | | |
| 16. | <p>Traffic and Transport Aspects</p> <p>- 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.</p> <p>- The TIA should be completed to the</p> | |

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

| | <u>Item</u> | <u>Particulars</u> | <u>Remarks</u> |
|-----|------------------------|---|--|
| 20. | Air Ventilation Aspect | <p>A quantitative AVA should be carried out to examine any air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. The AVA should be submitted as part of the MLP submission.</p> <p>Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the Site and to the nearby areas.</p> | <p>The quantitative AVA should be conducted in accordance with Joint Housing, Planning and Lands Bureau and Environmental, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessment or its latest version.</p> |

5. MASTER LAYOUT PLAN SUBMISSION

- 5.1 The MLP should be prepared in accordance with the Town Planning Board Guidelines for Submission of MLP under Section 4A(2) of the Town Planning Ordinance (TPB-PG No. 18A) and submitted to the Board for approval under the Ordinance.
- 5.2 The MLP should contain all the information as required under the Notes for the "CDA(1)" zone of the Kai Tak OZP and demonstrate clearly that the requirements stated in Explanatory Statement (ES) of the OZP and this PB have been complied with. It should include the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses, total number of hotel rooms and room size, where applicable;
 - (iii) the details and extent of public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the LMP and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an EA report to examine any possible environmental problems that may be caused to or by the proposed development during and after.

construction and the proposed mitigation measures to tackle them;

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

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

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

6. ATTACHMENTS

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

**PLANNING DEPARTMENT
AUGUST 2016**



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

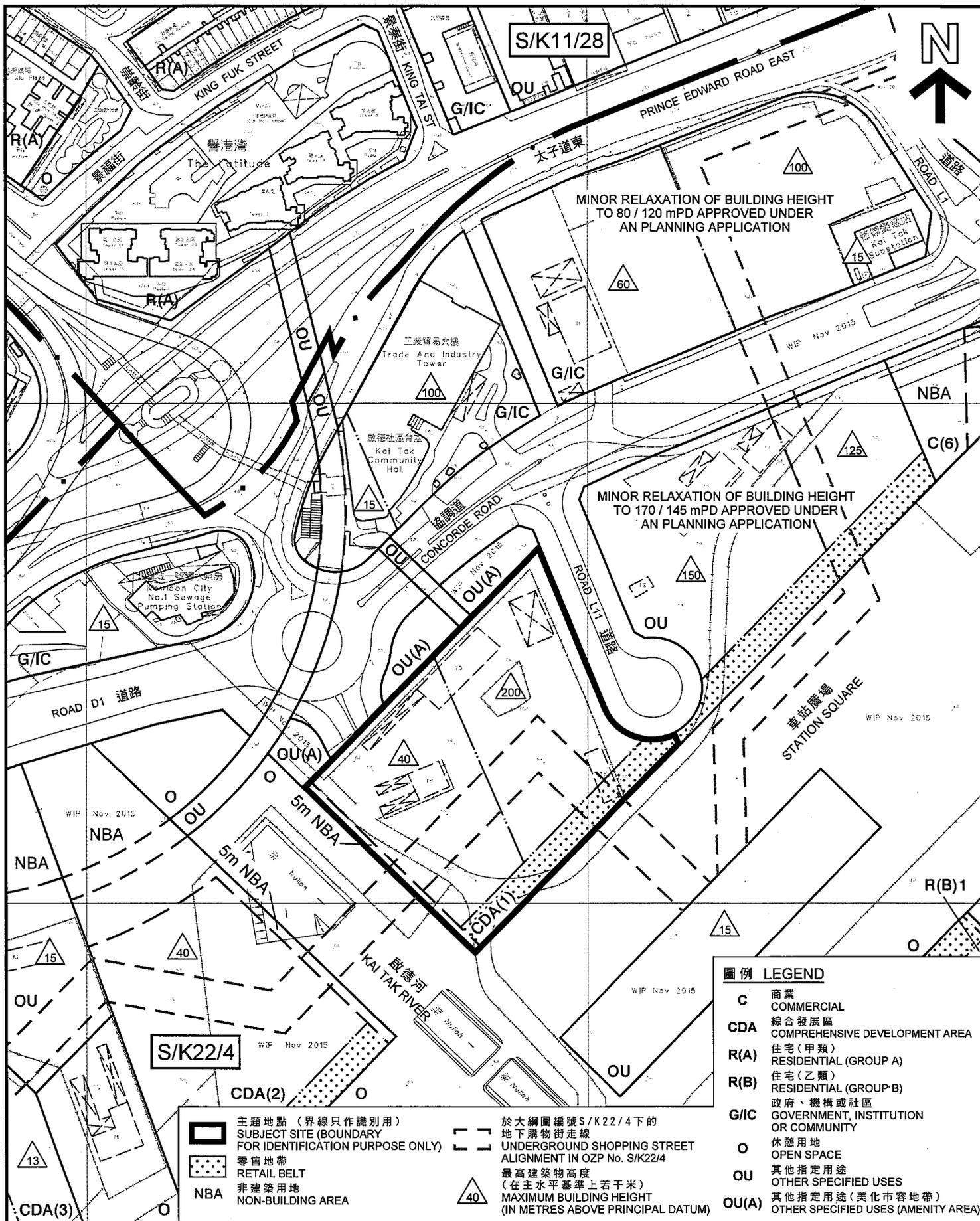
啟德「綜合發展區(1)」規劃大綱
PLANNING BRIEF FOR THE
"COMPREHENSIVE DEVELOPMENT AREA (1)" IN KAI TAK

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/42

圖 PLAN
2

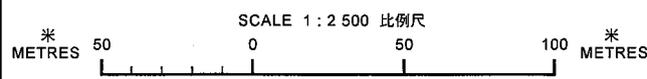


| 圖例 LEGEND | |
|-----------|---|
| C | 商業 COMMERCIAL |
| CDA | 綜合發展區 COMPREHENSIVE DEVELOPMENT AREA |
| R(A) | 住宅(甲類) RESIDENTIAL (GROUP A) |
| R(B) | 住宅(乙類) RESIDENTIAL (GROUP-B) |
| G/IC | 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY |
| O | 休憩用地 OPEN SPACE |
| OU | 其他指定用途 OTHER SPECIFIED USES |
| OU(A) | 其他指定用途(美化市容地帶) OTHER SPECIFIED USES (AMENITY AREA) |

| | | | |
|-----|---|--|---|
| | 主題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY) | | 於大綱圖編號S/K22/4下的 地下購物街走線 UNDERGROUND SHOPPING STREET ALIGNMENT IN OZP No. S/K22/4 |
| | 零售地帶 RETAIL BELT | | 最高建築物高度 (在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) |
| NBA | 非建築用地 NON-BUILDING AREA | | |

平面圖 SITE PLAN

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



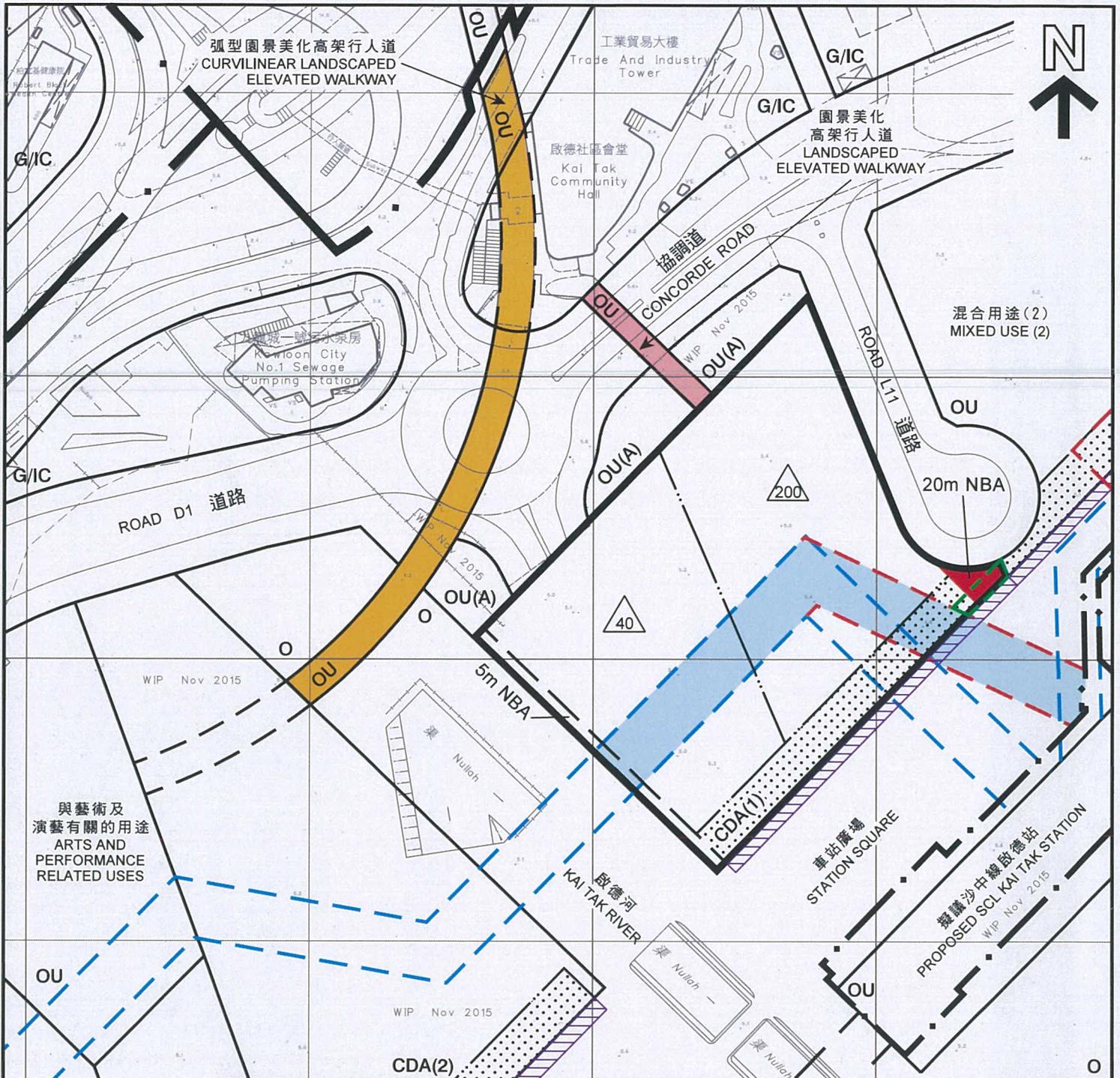
本摘要圖於2016年4月15日擬備，
所根據的資料為測量圖編號
11-NE-6C、D、11A和B
EXTRACT PLAN PREPARED ON 15.4.2016
BASED ON SURVEY SHEETS No.
11-NE-6C, D, 11A & B

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/42

圖 PLAN
3

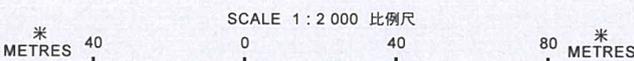


圖例 LEGEND

- | | | |
|--|--|--|
| <p> 主題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)</p> <p> 零售地帶 RETAIL BELT</p> <p> 6米闊地下行人路 6m WIDE UNDERGROUND PUBLIC WALKWAY</p> <p>NBA 非建築用地 NON-BUILDING AREA</p> <p> 20米非建築用地 20m NON-BUILDING AREA</p> <p> 園景美化高架行人道 LANDSCAPED ELEVATED WALKWAY</p> <p> 弧型園景美化高架行人道 CURVILINEAR LANDSCAPED ELEVATED WALKWAY</p> | <p> 行人專用地带 DEDICATED PEDESTRIAN ZONE</p> <p> 於大綱圖編號S/K22/4下的 地下購物街走線 UNDERGROUND SHOPPING STREET ALIGNMENT IN OZP No. S/K22/4</p> <p> 擬議對地下購物街走線的輕微改動 PROPOSED MINOR ADJUSTMENT TO UNDERGROUND SHOPPING STREET ALIGNMENT</p> <p> 發展商須興建、管理及維修之 地下購物街分段 UNDERGROUND SHOPPING STREET SECTION TO BE CONSTRUCTED, MANAGED AND MAINTAINED BY DEVELOPER</p> <p> 沙中線啟德站界線 BOUNDARY OF SCL KAI TAK STATION</p> | <p>CDA 綜合發展區 COMPREHENSIVE DEVELOPMENT AREA</p> <p>G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY</p> <p> 休憩用地 OPEN SPACE</p> <p>OU 其他指定用途 OTHER SPECIFIED USES</p> <p>OU(A) 其他指定用途(美化市容地带) OTHER SPECIFIED USES (AMENITY AREA)</p> <p> 最高建築物高度 (在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)</p> |
|--|--|--|

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



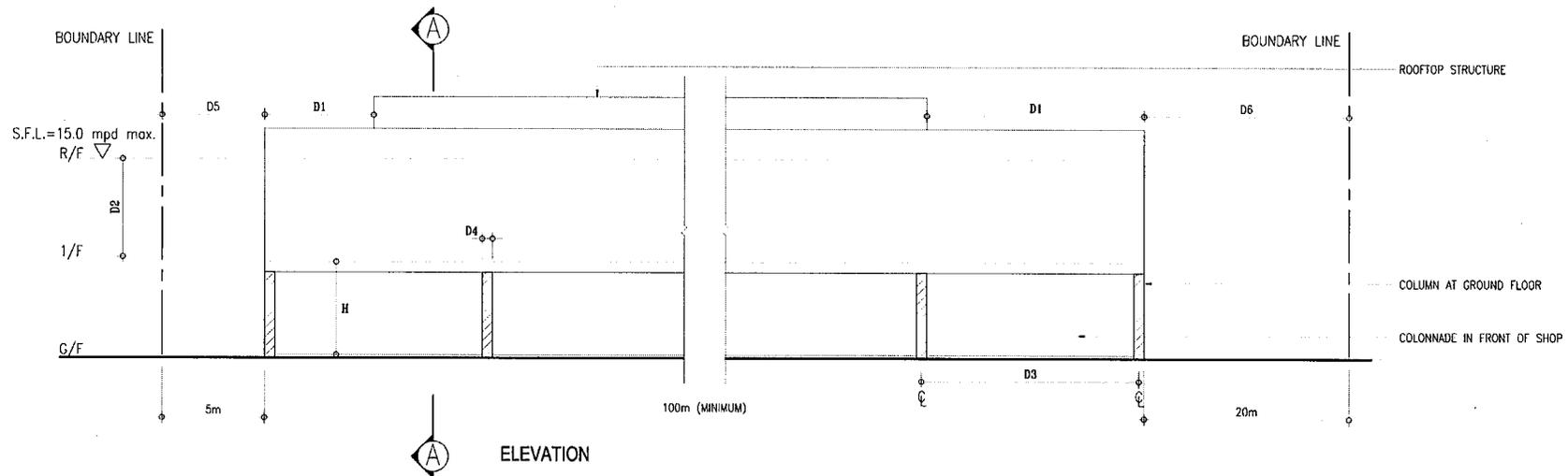
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/42

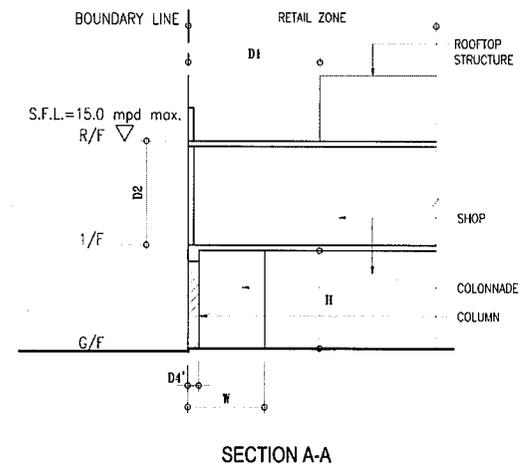
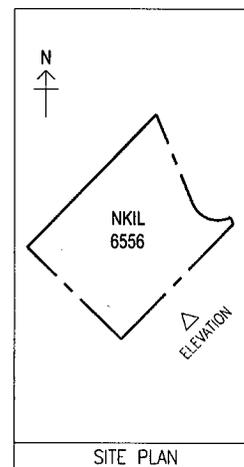
圖 PLAN
4

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



NOTES

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



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

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

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K22/16/42

圖 PLAN

5

**METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

MPC Paper No. 7/16

For Consideration by
the Metro Planning Committee on 10.6.2016

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

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

1. Purpose

This paper is to seek:

- (a) views of the Metro Planning Committee (the Committee) on the draft planning brief (PB) for the “Comprehensive Development Area (1)” (“CDA(1)”) zone (the Site) on the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/4; and
- (b) the Committee’s agreement that the draft PB at **Appendix I** is suitable for consultation with the Kowloon City District Council (KCDC), Wong Tai Sin District Council (WTSDC) and the Task Force on Kai Tak Harbourfront Development (the Task Force) of the Harbourfront Commission (HC).

2. The Site and Its Surroundings

- 2.1 The Site, with an area of about 1.77ha, is located in the North Apron area of the Kai Tak Development (KTD) and zoned “CDA(1)” under the OZP (**Plans 1 to 3 in Appendix I**). It 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. Bounded by Concorde Road (Road D1) and Road L11 to the immediate north and east respectively, the Site adjoins Kai Tak River to the west. Three “Other Specified Uses” (“OU”) annotated “Amenity” (“OU(A)”) 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.
- 2.2 The surrounding areas comprise a mixture of land uses. A belt of “Government, Institution or Community” (“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” annotated “Mixed Use(2)” (“OU(Mixed Use)(2)”) is situated to the east. The large open space to the south-east of the Site, i.e. the proposed Station Square, will circumscribe the future Kai Tak Station and the associated commercial facilities within the area zoned “OU” annotated “Railway Station with Commercial Facilities” (**Plans 1 to 3**). Further south-east across the Kai Tak Station is the main residential clusters of the Kai Tak City Centre, i.e. the Grid Neighbourhood. A proposed curvilinear landscaped elevated walkway,

which links the Kai Tak City Centre with San Po Kong across Prince Edward Road East (PERE) to the north is situated to the north-west of the Site.

3. Planning Intention

- 3.1 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.
- 3.2 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 a maximum building height (BH) of 40 metres above Principal Datum (mPD) and 200mPD for the western and eastern sub-zones respectively (**Plans 1 & 3**). The 200mPD sub-zone is intended for the development of a landmark 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.
- 3.3 On the land designated ‘Shops and Services’ and ‘Eating Place’ uses along the south-eastern boundary of the Site (i.e. the retail frontage), buildings not exceeding 2 storeys to accommodate the designated uses shall be provided (**Plan 3**). It is envisioned that the retail frontage abutting the Station Square will enhance the vibrancy and the walking experience of pedestrians in the area.
- 3.4 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.

4. Land Aspect

The “CDA(1)” zone is Government land to be disposed through land sale. A major portion of the Site is allocated to the Railway Development Office, Highways Department and is currently occupied by the Mass Transit Railway Corporation Limited (MTRCL) as temporary work site of the SCL.

5. **Draft PB**

- 5.1 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 Master Layout Plan (MLP) for the approval of the Town Planning Board (the Board).
- 5.2 The draft PB at **Appendix I** sets out the broad planning parameters and development requirements to facilitate the preparation of the MLP for the approval of the Board by the future applicant. The MLP is prepared in accordance with the planning intention for the “CDA(1)” zone, the development restrictions stipulated on the OZP, the urban design concept and development requirements for the Site. The planning requirements for the Site are set out and illustrated in paragraph 4 and **Plan 4** in **Appendix I**. The requirements of the PB are highlighted below.

Development Parameters

- 5.3 Developments within the “CDA(1)” zone are subject to a maximum PR of 10 with the intention for comprehensive commercial development. To achieve an appropriate land use mix, it is proposed to stipulate a maximum GFA of 15,000m² for development of a hotel with a moderate scale and the remaining GFA for office/retail uses. The provision of a Public Transport Terminus (PTT) with a GFA of not less than 3,800m² at the Site is also required. The maximum site coverage of the developments as stipulated on the OZP is 65%.

Urban Design Requirements

- 5.4 A number of urban design considerations are proposed to shape the prominent gateway image of the Site and to create a vista linking the existing communities in the hinterland and the KTD.
- 5.5 The urban design considerations include creating a focal point via a distinctive design for the landmark tower, adopting a cascading BH profile with descending BH towards the Kai Tak River/curvilinear walkway and implementing a podium-free design with provisions of visual and ventilation corridors, and a high 30% greening ratio with quality greening. An urban design proposal should be submitted as part of the MLP submission.

Retail Belt and Colonnade

- 5.6 The retail belt in the Kai Tak City Centre refers to the belt of retail frontage of the sites abutting the Station Square/Multi-purpose Sports Complex (MPSC) (**Plan 1**). The intention of the retail belt is 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. 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. Detailed design requirements for the colonnade is at item 8 of paragraph 4 of **Appendix I** and conceptual drawing of the Retail Belt with colonnade design adopted is at **Plan 5**.

Underground Shopping Street

- 5.7 To improve the connectivity with the surrounding districts and 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 proposed (**Plan 1**). The proposed USS passes through the Site and the alignment is indicated on the OZP (**Plan 3**). Future development in the Site shall provide public passageway at the basement level as part of the USS system and the passageway shall be open to the public on a 24-hour basis. According to the Notes of the OZP, 'Shop and Services', 'Eating Place' and 'Government Use' are always permitted in area shown as 'USS'.
- 5.8 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 of the Site as compared with that shown on the OZP (**Plan 4**). The applicant/future developer of the "CDA(1)" zone 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 USS section coloured blue on **Plan 4**). An underground public walkway with a width of not less than 6m should also be provided to connect the USS at the Site with the USS at the adjoining "OU(Mixed Use)(2)" site for pedestrian circulation across the two sites. To ensure a critical mass for commercial viability and a more attractive walking environment, 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 4,000m². Other details of the USS are stated in item 9 of paragraph 4 of **Appendix I**.

Dedicated Pedestrian Zones

- 5.9 Dedicated Pedestrian Zones (DPZs) of 4.5m wide within "O" zone on areas abutting the retail belt in the Kai Tak City Centre have been designated (including the strip of land abutting the retail frontage of the Site, see **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. 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.

Landscaped Elevated Walkway

- 5.10 The curvilinear landscaped elevated walkway as mentioned in paragraph 2.2 above connects San Po Kong, the 1/F landscaped deck of the Trade and Industry Tower and eventually the large platform of the "OU(Arts and

Performance Related Uses)” zone (**Plans 1 to 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.

Visual and Air Ventilation Requirements

- 5.11 A 5m wide NBA is designated at the south-western boundary of the Site on the OZP. This NBA, together with the 5m wide NBA at the adjoining “CDA(2)” site, will provide a wider vista along the Kai Tak River (**Plans 3 & 4**).
- 5.12 Visual Impact Assessment (VIA) and Air Ventilation Assessment (AVA) should be carried out to examine any visual and air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them. The VIA and AVA should be submitted as part of the MLP submission.

Open Space and Landscape Requirements

- 5.13 A Landscape Master Plan should be prepared and submitted as part of the MLP submission. 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, should be provided. The landscaped elevated walkway to be constructed by the applicant as mentioned in paragraph 5.10 above shall be subject to a minimum greening ratio of 15% which shall not be counted towards the aforesaid overall greening ratio of 30%.

Traffic and Transport Requirements

- 5.14 A PTT with a GFA of not less than 3,800m² with 2 bus lanes of double-width and 1 GMB and/or taxi lane of double-width shall be provided at the ground level of the Site to the satisfaction of the Commissioner for Transport (C for T), Director of Highways and other relevant departments.
- 5.15 A Traffic Impact Assessment (TIA) should be carried out to the satisfaction of the C for T and submitted as part of the MLP submission. Adequate transport infrastructures (including the landscaped elevated walkway, the USS/underground public walkway and other at-grade pedestrian crossing/connections as appropriate) should be provided to improve the connectivity and pedestrian accessibility of the Site with the surrounding developments. Ancillary parking spaces and loading/unloading facilities should be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) and are subject to the TIA to be carried out. Any road/junction improvement measures/works proposed in the TIA should be funded, designed and implemented by the applicant.
- 5.16 Covered pedestrian connection with adjoining developments should be addressed and indicated clearly in the MLP, particularly the connection with the SCL Kai Tak Station/the adjoining “OU(Mixed Use)(2)” site via the

USS/underground public walkway respectively and the landscaped elevated walkway across Concorde Road.

Environmental and Infrastructure Requirements

- 5.17 An Environmental Assessment (EA) should be carried out 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.
- 5.18 A Sewerage Impact Assessment (SIA) and a Drainage Impact Assessment (DIA) should be carried out by the applicant to examine any possible sewerage and drainage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The SIA and DIA should be completed to the satisfaction of the DEP and the Director of Drainage Services respectively, and submitted as part of the MLP submission.

6. Consultation

6.1 The following Government bureaux/departments have been consulted and their comments have been incorporated into the above paragraphs and the draft PB, where appropriate:

- (a) Secretary for Development (Lands Unit);
- (b) Secretary for Development (Energizing Kowloon East Office);
- (c) District Lands Officer/Kowloon East, Lands Department;
- (d) Chief Building Surveyor/Kowloon, Buildings Department;
- (e) Chief Highways Engineer/Kowloon, Highways Department;
- (f) Chief Engineer/ Special Duties, Railway Development Office, Highways Department;
- (g) Chief Architect/ Central Management Division 2, Architectural Services Department;
- (h) Director of Leisure and Cultural Services, and
- (i) Chief Town Planner/ Urban Design & Landscape, Planning Department (Landscape Unit).

6.2 The following Government bureaux/departments have no comments on the draft PB:

- (a) Secretary for Development (Works Branch);
- (b) Secretary for Development (Planning Unit);
- (c) Secretary for Development (Harbour Unit);
- (d) Secretary for Home Affairs;
- (e) Project Manager/Kowloon, Civil Engineering and Development Department;
- (f) Commissioner for Transport;

- (g) Director of Housing;
- (h) Director of Environmental Protection;
- (i) District Officer (Kowloon City), Home Affairs Department;
- (j) District Officer (Wong Tai Sin), Home Affairs Department;
- (k) District Officer (Kwun Tong), Home Affairs Department;
- (l) Head of Geotechnical Office, Civil Engineering and Development Department;
- (m) Chief Engineer 2/ Major Works, Major Works Project Management Office, Highways Department;
- (n) Chief Architect/2, Architectural Services Department;
- (o) Chief Engineer/Construction, Water Supplies Department;
- (p) Chief Engineer/ Mainland South, Drainage Services Department;
- (q) Director of Fire Services;
- (r) Director of Electrical and Mechanical Services;
- (s) Director of Social Welfare;
- (t) Commissioner of Police;
- (u) Government Property Administrator;
- (v) Commissioner of Inland Revenue; and
- (w) Chief Town Planner/ Urban Design & Landscape, Planning Department (Urban Design Unit).

7. Way Forward

Subject to Committee's endorsement, PlanD will consult the KCDC, WTSDC and the Task Force of the HC on the draft PB. The views collected together with the revised PB incorporating the relevant comments, where appropriate, will be submitted to the Committee for further consideration and endorsement.

8. Advice Sought

Members are invited to consider the draft PB at **Appendix I**, and agree that the draft PB is suitable for consultation with the KCDC, WTSDC and the Task Force of the HC.

9. Attachments

- Appendix I** Draft PB for the "CDA(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

TOWN PLANNING BOARD

**Minutes of 559th Meeting of the
Metro Planning Committee held at 9:00 a.m. on 10.6.2016**

Present

Director of Planning
Mr K. K. Ling

Chairman

Dr Wilton W.T. Fok

Mr Sunny L.K. Ho

Mr Dominic K.K. Lam

Mr Stephen H. B. Yau

Mr Frankie W.C. Yeung

Dr Lawrence W. C. Poon

Mr K. K. Cheung

Ms Sandy H. Y. Wong

Mr Franklin Yu

Assistant Commissioner for Transport (Urban),
Transport Department
Mr W.L. Tang

Chief Engineer (Works), Home Affairs Department
Mr Martin W.C. Kwan

Assistant Director (Environmental Assessment),
Environmental Protection Department
Mr Ken Y.K. Wong

Assistant Director (Regional 1), Lands Department
Mr Vincent K.L. Pang

Deputy Director of Planning/District
Mr Raymond K.W. Lee

Secretary

Absent with Apologies

Mr Lincoln L.H. Huang

Vice-chairman

Mr Patrick H.T. Lau

Mr Wilson Y.W. Fung

Mr Thomas O.S. Ho

Mr T.Y. Ip

Professor T.S. Liu

In Attendance

Chief Town Planner/Town Planning Board
Ms Lily Y.M. Yam

Chief Town Planner/Town Planning Board
Mr Louis K.H. Kau

Town Planner/Town Planning Board
Mr Eric C.Y. Chiu

~~exhibition) and its Notes at Attachment III are suitable for exhibition under section 5 of the Ordinance; and~~

- (b) adopt the revised ES at Attachment IV for the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23A as an expression of the planning intentions and objectives of the TPB for various land use zonings of the OZP and agree that the revised ES is suitable for publication together with the OZP.

[The Chairman thanked Mr Tom C.K. Yip, DPO/K, and Ms Y.S. Joyce So, STP/K, for their attendance to answer Members' enquiries. They left the meeting at this point.]

[Mr Stephen C.Y. Chan, Senior Town Planner/Kowloon (STP/K), was invited to the meeting at this point.]

~~[Mr K.K. Cheung and Mr Martin W.C. Kwan arrived to join the meeting at this point.]~~

Agenda Item 4

[Open Meeting]

Draft Planning Brief for the "Comprehensive Development Area(1)" zone in Kai Tak Development

(MPC Paper No.7/16)

Presentation and Question Sessions

12. With the aid of a PowerPoint presentation, Mr Stephen C.Y. Chan, STP/K, presented the draft planning brief (PB) as detailed in the Paper and covered the following main points :

Background

- (a) the draft PB covered a site, with an area of about 1.77ha, located in the

North Apron area of the Kai Tak Development (KTD) and zoned "Comprehensive Development Area (1)" ("CDA(1)") on the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/4. The site was in the central part of the Kai Tak City Centre and commanded a convenient location with the Kai Tak Station of the Shatin to Central Link (SCL) located to its south-east and adjoined Kai Tak River to the west;

- (b) the site was a piece of Government land to be disposed through land sale. A major portion of the site was allocated to the Railway Development Office, Highways Department and was occupied by the Mass Transit Railway Corporation Limited as temporary works site of SCL;

Development Restrictions on the OZP

- (c) developments within the site which was zoned "CDA(1)" was subject to a maximum plot ratio (PR) of 10 and a maximum building height (BH) of 40 mPD and 200mPD for the western and eastern sub-zones respectively. The 200mPD sub-zone was intended for a landmark commercial development while the 40mPD sub-zone was 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;

Planning Intention

- (d) the "CDA(1)" zone was intended for a comprehensive office/hotel/retail development. The zoning was 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;

Urban Design Requirements

- (e) a prominent gateway image of the site and a vista linking the existing communities in the hinterland and KTD should be created. The landmark

tower should have a distinctive design with the lower structures adopting a cascading BH profile descending towards Kai Tak River or the curvilinear walkway. Podium-free design with a high overall greening ratio of 30% with quality greening was also required;

Retail Belt and Colonnade

- (f) the retail belt in the Kai Tak City Centre, i.e. the belt of retail frontage of the sites abutting the Station Square/Multi-purpose Sports Complex, should adopt a colonnade design concept. The colonnade design could help moderate wind and protect pedestrians from adverse weather as well as bring back the old Kowloon atmosphere that Kai Tak once embraced;

Underground Shopping Street

- (g) to improve the connectivity with the surrounding districts and 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 was proposed. A public passageway at the basement level of the site would be provided as part of the USS system and the passageway should be opened to the public on a 24-hour basis;

Dedicated Pedestrian Zones

- (h) Dedicated Pedestrian Zones (DPZs) of 4.5m wide within "Open Space" zone on areas abutting the retail belt in the Kai Tak City Centre had been designated. The future applicant might be requested to form and pave DPZ to the Government's satisfaction and hand over DPZ to the Government upon demand;

Landscaped Elevated Walkway

- (i) a curvilinear landscaped elevated walkway connecting San Po Kong, the 1/F landscaped deck of the Trade and Industry Tower and the large

platform of the "Other Specified Uses" annotated "Arts and Performance Related Uses" zone to the southwest would be provided. Another landscaped elevated walkway was planned to connect the proposed landmark tower of the site with the above curvilinear walkway across Concorde Road (Road D1);

Visual and Air Ventilation Requirements

- (j) a 5m wide non-building area was designated at the south-western boundary of the site on the OZP. Visual Impact Assessment and Air Ventilation Assessment should be conducted;

Open Space and Landscape Requirements

- (k) 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, was required. The landscaped elevated walkway to be constructed by the applicant should be subjected to a minimum greening ratio of 15% which should not be counted towards the aforesaid overall greening ratio of 30%;

Traffic and Transport Requirements

- (l) apart from providing a public transport terminus with a GFA of not less than 3,800m², a Traffic Impact Assessment was required to be conducted. Adequate transport infrastructures (including the landscaped elevated walkway, the USS/underground public walkway and other at-grade pedestrian crossing/connections as appropriate) would be provided to improve connectivity and pedestrian accessibility;

Environmental and Infrastructure Requirements

- (m) requirements for submission of Environmental Assessment, Sewerage Impact Assessment and Drainage Impact Assessment had been

incorporated; and

Way Forward

- (n) subject to the Committee's endorsement, the Planning Department (PlanD) would consult the Kowloon City District Council (KCDC), Wong Tai Sin District Council (WTSDC) and the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission (the Task Force) on the draft PB. The views collected together with the revised PB incorporating the relevant comments, where appropriate, would be submitted to the Committee for further consideration and endorsement.

BH Profile

13. A Member asked whether the BHR of 200mPD for the landmark building was compatible with the surrounding developments and whether it would result in a "toothpick" building at the site. By making reference to the OZP on the visualiser, Mr Stephen C.Y. Chan, STP/K, elaborated on the general land uses, urban design consideration and BH profile of the surrounding areas. He further said that the current BHR of 200mPD for the landmark building as stipulated on the OZP was intended to create a focal point for the Kai Tak area where the BH profile reached its maximum at the development and then gradated towards the surrounding areas. The Chairman supplemented that given the site was of a considerable size, the future development would unlikely result in a "toothpick" building usually seen in very small development sites.

Design and Implementation of the USS

14. A Member suggested that not only retail uses but other uses such as art galleries and community uses should be incorporated into the USS to create point of interests (POI) for pedestrians and to better integrate with the local community. Another Member considered that to avoid the USS being operated solely on commercial considerations such that the USS would be able to incorporate community-oriented uses, suitable agreements would have to be made between the Government and the respective developers.

15. A Member said that the USS was some 1,500m in length and would pass through quite a number of sites in the Kai Tak area. It might be more promising if it was constructed and managed collectively by a single party. If sections of the USS were completed by different developers of individual sites at different times, the USS might become fragmented and unable to achieve its intended purpose as a well-connected 24-hour public passageway with integrated design linking up different parts of the Kai Tak area. Sufficient entry points and POI should be provided at different nodes along the USS. In response, the Chairman said that a detailed consultancy study had been conducted to assess the technical, engineering and financial feasibility of USS development so as to explore the recommended implementation approach. The USS would pass through a number of POI including the Lung Tsun Stone Bridge and the Kai Tak River and sufficient vertical connections with the ground level would be provided along the USS. The current thinking of the Government was to require the future developers of the concerned sites to construct, manage and maintain the section of USS within/adjoining the sites by the incorporation of appropriate sales conditions in the leases. The development of the USS would be technically complicated given the presence of all the existing/planned infrastructures and utilities underground intersecting with some of the USS sections. Notwithstanding, the USS would be implemented in the early stages of KTD. Developers of the relevant sites in KTD would have to construct the USS in accordance with the technical and development requirements stipulated on the control drawings to the satisfaction of the Government.

Land Uses Around the Station Square

16. A Member suggested that there might be scope to plan for more comprehensive developments immediately adjacent to the Station Square. Public open spaces should also be provided along the Kai Tak River. In response, the Chairman said that according to the current land use concept, comprehensive/commercial developments would concentrate to the north of the Station Square, whereas the area to the southeast, i.e. the Grid Neighbourhood, was mainly planned for residential development.

17. The Chairman said that as the implementation of the KTD would be led by the Kai Tak Office (KTO) of Civil Engineering and Development Department in close liaison with the Energizing Kowloon East Office (EKEO) and PlanD, Members' comments and suggestions regarding the USS and Station Square could be conveyed to them for reference.

九龍城區議會轄下

房屋及基礎建設委員會第 4 次會議記錄

日期： 2016 年 6 月 23 日(星期四)

時間： 下午 2 時 30 分

地點： 九龍城民政事務處會議室

出席者：

主席： 何顯明議員, MH

副主席： 吳奮金議員

委員： 鄺葆賢議員

梁婉婷議員

左滙雄議員 (於下午 3 時 22 分出席)

鄭利明議員 (於下午 5 時 19 分離席)

勞超傑議員 (於下午 2 時 53 分出席)

林德成議員 (於下午 3 時 00 分出席)

林博議員 (於下午 3 時 03 分出席)

余志榮議員 (於下午 3 時 00 分出席)

楊振宇議員 (於下午 5 時 28 分離席)

何華漢議員

楊永杰議員

關浩洋議員

張仁康議員, MH (於下午 5 時 27 分離席)

黎廣偉議員

李慧琼議員, JP (於下午 2 時 52 分出席) (於下午 4 時 53 分離席)

蕭亮聲議員 (於下午 5 時 00 分離席)

邵天虹議員

吳寶強議員 (於下午 3 時 15 分出席) (於下午 4 時 08 分離席)

潘國華議員

秘書： 葉偉剛先生 九龍城民政事務處一級行政主任(區議會)

缺席者： 陸勁光議員

列席者：

| | |
|-------|-----------------------|
| 莊丹娜女士 | 九龍城民政事務助理專員 |
| 黃鑑強先生 | 九龍城民政事務處高級聯絡主任(大廈管理) |
| 鄭韻瑩女士 | 規劃署高級城市規劃師/九龍 2 |
| 鐘 榮先生 | 房屋署署理高級物業服務經理(西九龍及港島) |
| 嚴婉玲女士 | 屋宇署高級屋宇測量師/E3 |

應邀出席者：

| | | |
|-------------|-------------------------|--|
| 議程二 | 葉子季先生 陳宗恩先生 | 規劃署九龍規劃專員 規劃署高級城市規劃師/九龍 3 |
| 議程三及 議程六 | 關以輝先生 殷倩華女士 譚建強先生 | 市區重建局規劃及設計助理總經理 市區重建局社區發展高級經理 市區重建局收購及遷置高級經理 |
| 議程四至 議程五 | 殷倩華女士 關美寶女士 吳寶珊女士 | 市區重建局社區發展高級經理 市區重建局規劃及設計高級經理 市區重建局收購及遷置高級經理 |
| 議程七 | 陳美蓮女士 李志昌先生 | 香港房屋協會高級經理(社區關係及專業發展) 香港房屋協會高級經理(物業策劃及發展) |
| 議程八 | 馮建成先生 | 差餉物業估價署高級物業估價測量師 |
| 議程十 | 鐘 榮先生 | 房屋署署理高級物業服務經理(西九龍及港島) |
| 議程十一 | 鄧家柱先生 鐘天龍先生 | 地政總署署理高級產業測量師/鐵路發展/ 總處 3(鐵路發展組/總辦事處) 地政總署產業測量師/鐵路發展/總處 2 (鐵路發展組/總辦事處) |
| 議程十二 | 周淑儀女士 | 屋宇署屋宇測量師/E1-5 |

* * *

開會辭

房屋及基礎建設委員會(下文簡稱「房建會」)主席歡迎各委員及部門代表出席會議，並請各位備悉鄺葆賢議員已加入房建會，及丁建華議員要則通知暫時退出房建會。此外，秘書處在會議前接獲通知，陸勁光議員今天因事未能出席會議，而房屋署嚴家豪先生由於另有公務，將由鐘榮先生暫代出席本次會議。

2. 在開始商討議程前，主席請委員留意申報利益的責任。《九龍城區議會會議常規》(下文簡稱「《會議常規》」)已列明申報利益制度，若稍後討論的事項與委員的物業業權、職業或投資等個人利益有所衝突，便須在討論前申報，以便他考慮是否須要請有關委員於討論或表決時避席。此外，根據《會議常規》，委員會舉行會議的法定人數為委員數目的一半。由於房建會有 22 名委員，如在會議期間在座委員人數不足 11 名，主席會立即中止討論。

通過上次會議記錄

~~3. 第二次會議記錄無須修訂，獲委員會一致通過。~~

啟德發展區「綜合發展區(1)」地帶草擬規劃大綱

(九龍城房建會文件第 45/16 號)

4. 規劃署九龍規劃專員葉子季先生介紹文件第 45/16 號。

5. 何華漢議員提出以下意見：(一) 過往曾多次強烈要求於啟德新區增設社區服務中心，他垂詢署方是否已於「綜合發展區(1)」預留地點讓社署設置家庭服務中心，並希望積極落實設置有關設施的時間表；(二) 「綜合發展區(1)」的設計是否會有連接啟晴邨及德朗邨的設施；(三) 由於啟德新區嚴重缺乏車位，希望於擬建的地庫停車場增設月租車位，供居民使用；以及(四) 垂詢將何時會重啟早前建議輕軌的諮詢及該項目的進度。

6. 鄭利明議員表示贊同「零售地帶」的構思，惟認為擬建的「柱廊設計」不但浪費土地資源，而且亦會帶來露宿者及管理等問題，建議將有關土地改作興建社區服務

中心。此外，「柱廊設計」的佔地面積廣闊，他垂詢上述行人道是否明確作通道用途，及署方如何確保發展商不會濫用公共空間。

7. 主席就規劃大綱提出以下的查詢：(一) 有關土地以拍賣方式出售，署方是否會將高架行人道等設計規限加設於賣地條款內；若屬實，會否使設計失去彈性；(二) 圖則上的「地下購物街」是否會設有店舖及相應的空氣調節設備；(三)「地下購物街」是否能以地庫作開放式經營，並以四通八達的地下通道連接各商店；以及(四) 他不確定高架行人道是否適用於啟德廣場，建議給予發展商較高的自由度進行設計。

8. 楊永杰議員表示希望規劃署於「綜合發展區(1)」內增設社署緊急支援服務及圖書館等社區福利服務設施。

9. 李慧琼議員提出以下意見：(一) 希望署方汲取啟德郵輪碼頭的經驗，完善相關的配套措施，避免浪費珍貴的土地資源；(二) 由於缺乏土地，地下街是未來的發展趨勢，香港在這方面的發展已較其他先進城市落後，她非常贊同「地下購物街」的設計，並查詢能否進一步擴充地下街規模，盡量利用空間；(三)「綜合發展區(1)」地帶主要為商業用地，賣地條款內能否規定預留一定百分比的土地予小型及本土特色商店經營，以免有關商舖過度集中經營藥房及售賣奢侈品；(四) 區內缺乏停車場用地，「綜合發展區(1)」用地的設計將如何考慮停車位的安排；以及(五) 回顧過往的發展規劃，建築物密度相對較低，署方會否考慮未來增加建築物密度，以紓緩土地不足的情況。

10. 梁婉婷議員表示規劃大綱主要以行人天橋作連接，惟行人天橋並不適合長者及傷建人士使用，故垂詢署方是否有足夠公共交通工具供啟晴邨居民進入啟德新區。

11. 規劃署葉子季先生作出綜合回應，重點如下：

— 啟德發展區已預留土地提供社區設施，圖則上的「政府、機構或社區」土地將用作室內體育館、圖書館及社會福利設施等用途。而「綜合發展區(1)」地帶則主要劃作商業用地。雖然啟德發展區內各用地的發展時間表並不相同，但署方仍希望社區設施的提供能配合住宅及商業用地的發展時間表。署方會繼續與社會福利署跟進提供所需的社區設施，並根據既定的程序，盡快落實有關設施的發展時間表。

— 預期啟德發展區未來除了該區居民外，全港市民及遊客亦會經常使用發展區的

設施，故建議興建「園景美化高架行人道」及其他行人道連接設施，以達到良好城市設計效果。此外，「綜合發展區(1)」未來的發展商會負責興建、管理及維修有關連接地盤的高架行人道，並採取有效措施以防止露宿者聚集的問題。

- 啟德發展區經歷長時間及廣泛諮詢，規劃署綜合廣大市民的意見，採用不同城市設計的意念以規劃發展區。有關用地將以公開招標或拍賣形式出售。署方在考慮相關條款時將在發展要求及設計彈性之間取得平衡。除於賣地章程規限基本的發展參數（例如建築物高度及地積比率），發展商亦需符合署方其他對高架行人道及柱廊設計等的基本要求，但發展商仍可保留一定彈性，自行進行詳細設計。署方備悉委員會的意見。
- 擬建的「地下購物街」的闊度約20米，總長度為1.5公里，橫跨啟德城中心主要範圍並連接新蒲崗、土瓜灣、沙中線啟德站及土瓜灣站。賣地條款將訂明需預留8米闊的行人通道及於兩旁提供商舖，並會規範「地下購物街」的管理及空氣調節等相關配套。署方希望「地下購物街」能夠連接地庫作開放式經營，故規劃大綱除了要求興建「地下購物街」之外，亦要求發展商於連接地庫的位置興建總面積不少於4,000平方米的零售樓面面積，以吸引人流。
- 在行人連接方面，署方已考慮區內居民，包括啟晴邨及德朗邨居民的需要，啟德城中心區周邊將有多條行人天橋連接彩虹邨、新蒲崗及九龍城一帶。這兩條屋邨的居民亦可透過地面行人通道前往不同地區。除了在「綜合發展區(1)」用地興建一個公共交通總站，以便利長者及傷殘人士外，運輸署亦會因應區內需求為居民提供適當的公共交通配套。
- 位於「零售地帶」的「柱廊設計」深度約為3.6米，佔用面積相對不大，而賣地條款亦將訂明該處為公眾行人通道，如發展商濫用行人通道，署方可根據有關條款採取執管行動。
- 「綜合發展區(1)」地帶的規劃意向是作辦公室、酒店及零售設施，而酒店的樓面面積最高為15,000平方米。
- 「綜合發展區(1)」用地的發展商須根據《香港規劃標準與準則》的要求，為該商業發展提供車位，而該地段由於接近啟德站，相信對車位需求相對較低。然而，發展商日後仍需向城市規劃委員會提交規劃申請及進行交通影響評估，並根據評估結果決定應提供的車位數目。
- 土木工程拓展署正就「環保連接系統」進行詳細可行性研究，以建議最終採用的環保連接系統及其詳細路線。

- 一 因應社會對房屋及商業用地的殷切需求，署方及土木工程拓展署已於2014年進行初步評估，認為有空間增加啟德發展區的發展密度。署方會繼續檢討有關情況。

香港特別行政區第五屆黃大仙區議會
第五次會議記錄

日期：二零一六年七月五日(星期二)
時間：下午二時三十分
地點：九龍黃大仙龍翔道 138 號龍翔辦公大樓 6 樓
黃大仙區議會會議室

主席：

李德康先生, BBS, MH, JP

副主席：

黎榮浩先生, MH

出席者：

| | |
|--------------------|--------|
| 陳曼琪女士, MH, JP | 黃大仙區議員 |
| 陳安泰先生 | " |
| 陳偉坤先生, MH | " |
| 陳炎光先生 | " |
| 陳英先生 | " |
| 蔡子健先生 | " |
| 何漢文先生, MH | " |
| 許錦成先生 | " |
| 簡志豪先生, BBS, MH, JP | " |
| 郭秀英女士 | " |
| 林文輝先生, JP | " |
| 李東江先生 | " |
| 雷啟蓮女士 | " |
| 莫健榮先生, MH | " |
| 沈運華先生 | " |
| 施德來先生 | " |
| 譚美普女士 | " |
| 丁志威先生 | " |
| 黃逸旭先生 | " |
| 胡志健先生 | " |
| 胡志偉先生, MH | " |
| 袁國強先生 | " |

因事缺席者：

譚香文女士 黃大仙區議員

初稿

列席者：

| | | | |
|------------|---------------------------|----------|-------------------------------|
| 凌嘉勤先生, JP | 署長 | 規劃署 |) 為議程 |
| 葉子季先生 | 九龍規劃專員 | " |) 三(i) |
| 林芬佑女士 | 署理高級城市規劃師 | " |) 出席會議 |
| 陳宗恩先生 | 高級城市規劃師/九龍 3 | 規劃署 |) 為議程)) 三(ii) 出席會議 |
| 蔡馬安琪女士, JP | 黃大仙民政事務專員 | 黃大仙民政事務處 | |
| 張凱茵女士 | 署理黃大仙區指揮官 | 香港警務處 | |
| 歐偉明先生 | 署理黃大仙及西貢區 福利專員 | 社會福利署 | |
| 黃漢傑先生 | 物業管理總經理(黃大仙、 青衣、荃灣及離島) | 房屋署 | |
| 曹偉雄先生 | 高級工程師/5(九龍) | 土木工程拓展署 | |
| 蔡植生先生 | 總運輸主任/九龍 | 運輸署 | |
| 梁志輝先生 | 黃大仙區康樂事務經理 | 康樂及文化事務署 | |
| 李英強先生 | 衛生總督察 2 | 食物環境衛生署 | |
| 徐卓鋒先生 | 黃大仙民政事務助理專員 | 黃大仙民政事務處 | |
| 丁天生先生 | 高級聯絡主任 1 | " | |

初稿

彭淑華女士 高級聯絡主任 2 "

吳惠蓮女士 高級行政主任(地區管理) "

秘書：

唐慧蘭女士 署理高級行政主任 黃大仙民政事務處
(區議會)

(ii) 啟德發展區「綜合發展區(1)」地帶草擬規劃大綱

(黃大仙區議會文件第 47/2016 號)

8. 主席邀請規劃署高級城市規劃師陳宗恩先生介紹文件。

9. 陳宗恩先生以簡報輔助介紹文件。

10. 雷啟蓮議員表示作為新蒲崗的區議員，特別關注啟德發展區中的地下購物街，欣悉地下購物街將會貫通新、舊區。就介紹中提及於九龍城區及新蒲崗區將建設分別為一千一百米及四百米長的地下購物街，她查詢兩部分購物街是否貫通，以及有否預留空間設置行人運輸帶，以方便殘疾人士及長者。

11. 陳炎光議員表示知悉綜合發展區的最高建築物高度為主水平基準上二百米，查詢主水平本身的高度。

12. 施德來議員查詢地下購物街是否由發展商負責日後的管理及維修工作，以及規劃署有否在規劃大綱加入有關地下購物街開放時間的要求。他認為綜合發展區主要以地下街作連接，如地下街並非二十四小時開放，會對市民帶來不便。

初稿

13. 陳宗恩先生回應表示，九龍城區及新蒲崗區的地下購物街是全程貫通，以啟德站為中心點向外擴散，沿途經過不同發展、休憩地帶。另外，無障礙通道日漸普及，署方可在地契條款中加入有關要求，而詳細安排需待訂立賣地條款時確認。就陳炎光議員的查詢，他表示啟德發展區主水平本身的高度平均為五至六米。最後，他就施德來議員的查詢回應指，發展商須負責興建、管理及維修地下購物街，土木工程拓展署的研究也指出此安排的財務可行性較高。就地下購物街的開放時間，陳先生回應指在規劃大綱(即文件的附件一)中，已清楚列明「地下購物街須連接沙中綫啟德站的地庫層車站出入口，而地下購物街則須全日 24 小時開放供市民使用」的發展要求。

14. 李東江議員表示現時不少地下設施及露天空間之間的位置都難以界定負責的機構或部門，查詢署方會否加入條款，要求發展商負責於發展區的地鐵站出口加建上蓋設施。

15. 陳宗恩先生回應表示，署方在設計時有綜合考慮不同發展地盤與周邊的连接性，也有考慮地下設施及地面設施的连接性，務求達致全程貫通的發展。就此，署方已在規劃大綱中加入設置行人通道與有關設施的要求。

初稿

16. 主席表示地下購物街的重要之處在於促進小型商貿經濟的發展及提供通道疏通人流。他建議啟德發展區的地下購物街應參考港鐵尖沙咀站及尖東站之間的行人通道，並希望署方在地契條款中加入設立行人輔助系統的要求。他指出由新蒲崗或九龍城步行前往啟德站的路程需時約十五分鐘，雖然行人輔助系統不會顯著減少步行時間，但可以令行人(特別是長者)更舒適地步行。設計良好的行人輔助系統能夠有效連貫啟德發展區、沙中綫啟德站、新蒲崗商貿區及九龍城商貿區，吸引更多市民使用，繼而避免啟德發展區及周邊地區日後過份依賴地面交通作為接駁工具。

17. 陳宗恩先生備悉主席及各位議員的意見，並表示會向城市規劃委員會及相關部門反映有關意見。

18. 主席感謝陳宗恩先生出席是次會議。

* * *

黃大仙區議會秘書處

檔案編號：HAD WTSDC 13-5/5/53 Pt. 44

二零一六年八月