

**Comparison of the Major Planning and Development Requirements
in the Endorsed Planning Brief and the Application**

	Planning Brief	Application	Difference
Site Area	about 1.77 ha (i.e. 17,700 m ²) (subject to detailed survey)	19,044 m ² (the net development site area under “CDA(1)” zoning is 17,767 m ² , the remaining 1,277 m ² is mainly for development of USS underground))	+67 m ² (due to setting out of site boundary at land sale stage)
PR	max. 10	10	-
GFA	not exceeding 177,000 m ² , comprising: (i) PTT: not less than 3,800 m ² (ii) Commercial Uses (not more than 173,200 m ² : • Hotel (max. 15,000 m ²) • Office and Retail (a min. GFA of 1,770 m ² for retail frontage)	177,670 m ² (due to slight increase in site area upon setting out) (i) PTT: 3,800 m ² (ii) Total Commercial GFA of 173,870 m ² • Hotel: 5,500 m ² • Office: 103,338 m ² • Retail: 65,032 m ² (including 1,777 m ² for retail frontage)	+670 m ² - +670 m ²
SC	max. 65% (excluding basement(s))	not exceeding 65% (excluding basements)	-
BH	<ul style="list-style-type: none"> BH sub-zone to the west: 40mPD BH sub-zone to the east: 200mPD On land designated ‘Shop and Services’ and ‘Eating Place’ uses: not exceeding two storeys and 15mPD 	<ul style="list-style-type: none"> Western part of the Main Block: 40mPD (main roof level) Eastern part of the Main Block: 200mPD (main roof level) Retail frontage: 2 storeys and 15mPD (main roof level) 	-
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 min. PR of 0.1 (i.e. min. GFA of 1,770 m²) and min. length of 100m For colonnade design, a building setback requirement of 3.6m from the site boundary with a clear headroom of 4.2m 	<ul style="list-style-type: none"> Two-storey retail frontage as required is provided The retail frontage will have a GFA of about 1,777 m² and a length of about 100m (Drawings A-1 and A-3) Same has been provided 	- - -

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	for the G/F frontage of the retail block to the Station Square		
USS	<ul style="list-style-type: none"> • Provision of public passageway at basement level as part of the USS system across the Site (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 4,000 m² • 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 “O” zone, and an UPW 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 	<ul style="list-style-type: none"> • Public passageway as required has been provided at B1/F of the development (Drawing A-2) • Retail GFA as required has been provided • The USS and UPW as required have been provided 	- - -
Urban Design	<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 • Maximize at-grade public spaces 	<ul style="list-style-type: none"> • A landmark tower of 200mPD is proposed at the northern corner of the Site to be the focal point of the development and KTD • A cascading design is proposed at the western corner of the low-rise retail portion of the Main Block with BH reducing towards Kai Tak River and the curvilinear walkway • Multiple recesses in the façade of the Main Block and the low-rise retail podium are proposed to break down the scale of the retail podium (Drawings A-1 and A-17) • A wide at-grade public space is proposed along the western boundary of the Site abutting Kai Tak River (Drawing A-3) 	- - - -

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NBA	<ul style="list-style-type: none"> A 5m wide NBA as stipulated on the OZP along the Kai Tak River shall be preserved to provide a wide vista along the River A NBA with 20m wide at the eastern part of the Site to facilitate public circulation and to provide emergency and maintenance access to the northern part of the Station Square. The NBA shall be opened to the public on a 24-hour basis 	<ul style="list-style-type: none"> Building setback varying from about 13m to 20m from the western boundary is provided to create a wide public space adjacent to the Kai Tak River promenade, allowing a wider vista along Kai Tak River Same has been provided 	- -
Greening Ratios	<ul style="list-style-type: none"> Overall: 30% of the site area At-grade: min. 20% of the site area Roof level: min. 20% of the total roof area Landscaped elevated walkway: min. 15% (shall not be counted towards the overall greening ratio of 30%) 	<ul style="list-style-type: none"> Overall: 33.66% of "CDA(1)" area Primary zone (15m vertical zone from street level): 20.46% of the site area; at-grade: 7.85% of the site area Roof level: 21.68% of the total roof area Landscaped elevated walkway: 16.77% 	- See Remark (1) - -
Public Transport Facilities	<ul style="list-style-type: none"> A PTT should be provided at the ground level. The GFA of the PTT, which is not less than 3,800 m², is accountable for GFA calculation The requirements of the PTT are as follows: <ul style="list-style-type: none"> (i) 2 bus lanes of double-width (ii) 1 GMB and/or taxi lane of double-width 	<ul style="list-style-type: none"> A PTT of 3,800 m² is provided at the ground level and is taken into account in GFA calculation 2 bus lanes(bays) and 1 GMB lane of double-width as required have been provided 	- -
Car Parking and L/UL Facilities	<ul style="list-style-type: none"> Basement car park is advocated for development in Kai Tak area Ancillary parking spaces and L/UL facilities should be provided in accordance with the Hong Kong Planning Standards and Guidelines and subject to the TIA to be carried out by the applicant to the satisfaction of 	<ul style="list-style-type: none"> Car parking and L/UL facilities will be provided at the basement floors: <ul style="list-style-type: none"> (i) private car parking spaces: 859 (on B3/F and B4/F) (ii) motorcycle parking spaces: 86 (on B3/F and B4/F) (iii) L/UL bays: 130 (on B2/F) (iv) lay-bys: 9 (on B1/F) 	-

	Planning Brief	Application	Difference
	the Commissioner for Transport		
Pedestrian Facilities/ Connectivity	<ul style="list-style-type: none"> The applicant shall construct, manage and maintain a landscaped elevated walkway across Concorde Road A Dedicated Pedestrian Zone (DPZ) of 4.5m wide within O” zone on areas abutting the retail frontage has been designated. The applicant may be requested to form and pave the DPZ to the Government’s satisfaction The Site should be connected with its surrounding developments via the landscaped elevated walkway, the USS/UPW 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 	<ul style="list-style-type: none"> A landscaped elevated walkway across Concorde Road will be constructed, managed and maintained by the applicant. A 24-hour barrier-free public access will be provided at the proposed landscaped elevated walkway for connection to the ground level of the Site A DPZ of 4.5m wide within O” zone on areas abutting the retail frontage will be paved and maintained by the applicant The proposed development will be connected with surrounding pedestrian circulation areas through the USS and UPW on B1/F, the building accesses on G/F and the landscaped elevated walkway across Concorde Road on 2/F 	- - -

Remark:

(1) While only 7.85% of the site area is proposed with at-grade greening in the current scheme which is below the PB’s requirement (i.e. a minimum of 20%), the applicant has attempted to achieve a total greenery area of more than 20% (i.e. 20.46%) of the site area at the primary zone of the Site as per the Sustainable Building Design Guidelines (PNAP APP-152).

Detailed Comments from Government Department

Comments of the District Lands Officer/Kowloon East, Lands Department (LandsD)

- (a) Under Special Condition (S.C.) (47) of the Conditions of Sale, the right of vehicular ingress and egress to and from the Lot is at Concorde Road as per location shown at the MLP or at such other points as may be approved by LandsD.
- (b) The proposed vehicular access point at Muk Yuen Street, if solely used for emergency vehicles, will not be regarded as additional vehicular access. Should this proposed EVA arrangement be approved by the Board, details of the proposed EVA would be considered in accordance with the lease provision at the building plan submission stage. However, there is no guarantee that the EVA proposal would be approved. If the proposal is approved, it might be subject to such terms and conditions as considered appropriate.
- (c) Under S.C. (42)(a)(i)(I)(B) of the Conditions, the USS shall be provided at +1.0mPD within the Edged Blue Area other than the Pink Circled Black Area of the Lot or at such other levels as may be approved by LandsD. The MLP indicates that the floor level of the USS is at -0.425mPD. The applicant has submitted an application for approval under lease to adjust the floor level of the USS from +1.0mPD to -0.425mPD and processing is underway. However, there is no guarantee that the application would be approved. If the application is eventually approved, it will be subject to such terms and conditions, including payment of premium (if any) and administration fee, as considered appropriate by LandsD.
- (d) Under S.C. (61)(a)(i) of the Conditions, no building, structure, etc. shall be erected or constructed on, over, above, under, below or within the Drainage Reserve (DR) Area. Notwithstanding this, with the prior written consent of LandsD under Special Condition (61)(a)(ii) of the Conditions and subject to such terms and conditions as may be imposed, (i) landscape features, (ii) a basement floor or floors, (iii) part of the Internal Pedestrian Link; and (iv) part of the USS may be erected or permitted to be erected on the DR Area. It is noted from the applicant's clarification in Appendix Ib that no building and structure are to be erected within the DR Area other than those structures as may be permitted under Special Condition (61)(a)(ii) of the Conditions. LandsD would consider such proposal further under the building plan stage. However, there is no guarantee that such consent would be granted and if granted it might be subject to such terms and conditions as considered appropriate.
- (e) It is noted that roof top structures exceed the height limit of 200mPD and 40mPD respectively under S.C. (18)(a)(v) of the Conditions. LandsD would consider such proposals further under the building plan stage. However, there is no guarantee that the proposals would be approved. If the proposals are approved, it might be subject to such terms and conditions as considered appropriate.

Recommended Advisory Clauses

- (a) the approved Master Layout Plan (MLP), together with the set of approval conditions, would be certified by the Chairman of the Town Planning Board and deposited in the Land Registry in accordance with section 4(A)(3) of the Ordinance. Efforts should be made to incorporate the relevant approval conditions into a revised MLP for deposition in the Land Registry as soon as practicable;
- (b) the approval of the application does not imply that the proposed building design elements could fulfil the requirements under the Sustainable Building Design Guidelines and the relevant requirements under the lease, and that the proposed gross floor area (GFA) concession for the proposed development will be approved/granted by the Building Authority. The applicant should approach the Buildings Department and the Lands Department direct to obtain the necessary approval. If the building design elements and the GFA concession are not approved/granted by the Building Authority and the Lands Authority and major changes to the current scheme are required, a fresh planning application to the Board may be required;
- (c) to note the comments of the Energising Kowloon East Office (EKEO) that the applicant is encouraged to liaise with the Architectural Services Department (ArchSD) to ensure better design coordination with that of Kai Tak River and the Station Square and to consider appropriate design and/or restrictions to the EVA to promote pedestrian permeability and better integrate the landscape area to the southwest of the development and the future open space along Kai Tak River. The applicant is encouraged to consult EKEO in exploring the possibility of implementing smart initiatives in the proposed development where appropriate. Besides, as the proposed development seeks to create an iconic landmark for the Kai Tak area, green building initiatives should be included where appropriate;
- (d) to note the comments of the District Lands Officer/Kowloon East, Lands Department (LandsD), that:
 - (i) the proposed vehicular access point at Muk Yuen Street, if solely used for emergency vehicles, will not be regarded as additional vehicular access. Details of the proposed EVA would be considered in accordance with the lease provision at the building plan submission stage. However, there is no guarantee that the EVA proposal would be approved. If the proposal is approved, it might be subject to such terms and conditions as considered appropriate.
 - (ii) there is no guarantee that the application for adjustment of the floor level of the USS from +1.0mPD to -0.425mPD under lease, which is under processing, would be approved. If the application is eventually approved, it will be subject to such terms and conditions, including payment of premium (if any) and administration fee, as considered appropriate by LandsD;
 - (iii) under Special Condition (S.C.) (61)(a)(i) of the Conditions of Sale (the Conditions), no building, structure, etc. shall be erected or constructed on, over, above, under, below or within the Drainage Reserve Area. Notwithstanding this, with the prior written consent of LandsD under S.C. (61)(a)(ii) of the Conditions and subject to such terms and conditions as may be imposed, (i) landscape features, (ii) a basement floor or floors, (iii) part of the Internal Pedestrian Link; and (iv) part of the Underground

Shopping Street may be erected or permitted to be erected on the Drainage Reserve Area. LandsD would consider such proposal further under the building plan stage. However, there is no guarantee that such consent would be granted and if granted it might be subject to such terms and conditions as considered appropriate;

- (iv) roof top structures exceed the height limit of 200mPD and 40mPD respectively under S.C. (18)(a)(v) of the Conditions. LandsD would consider such proposals further under the building plan stage. However, there is no guarantee that the proposals would be approved. If the proposals are approved, it might be subject to such terms and conditions as considered appropriate; and
 - (v) the detailed development design in the form of building plans submission, the landscape plan submission, and the tree preservation and removal proposal would be processed separately by LandsD in accordance with the lease conditions in the capacity of a landlord;
- (e) to note the comments of the Chief Building Surveyor/Kowloon, Buildings Department (BD), that all building works are subject to compliance with the Buildings Ordinance. Application for hotel concessions under Building (Planning) Regulation 23A will be considered upon formal submission of building plans subject to compliance with criteria under PNAP APP-40. The proposed site coverage of 65% would exceed the 60% limit under the Building (Planning) Regulation and the applicant's attention should be drawn to this issue. His comments on the building proposal of the proposed development will be formulated in the building plans submission stage;
- (f) to note the comments of the Director of Fire Services that fire services requirements regarding hotel premises would be imposed upon receipt of formal application via Licensing Authority. The applicant should observe the requirements of EVA as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011 which is administered by BD;
- (g) to note the comments of the Chief Officer (Licensing Authority), Home Affairs Department that the applicant should submit a copy of the occupation permit for the proposed hotel when making an application under the Hotel and Guesthouse Accommodation Ordinance (HAGAO), Cap. 349 and that the licensing requirements will be formulated after inspections by our Building Safety Unit and Fire Safety Team upon receipt of application under HAGAO; and
- (h) to note the comments of the Director of Electrical and Mechanical Services that in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organising and supervising any activity near the underground cable or overhead line under the mentioned application shall approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. The Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation should be observed when carrying out works in the vicinity of the electricity supply lines.