

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

**MPC Paper No. 11/22**

**For Consideration by**  
**the Metro Planning Committee on 14.10.2022**

**CONSIDERATION OF THE DRAFT PLANNING BRIEF**  
**FOR THE “COMPREHENSIVE DEVELOPMENT AREA (4)” ZONE**  
**IN KAI TAK DEVELOPMENT**

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**1. Purpose**

This paper is to seek Members’ view and endorsement of the draft Planning Brief (PB) at **Appendix I** for providing guidance for future development at the “Comprehensive Development Area (4)” (“CDA(4)”) zone (the Site) on the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7.

**2. Background**

2.1 The Site is located in the Kai Tak City Centre area of the Kai Tak Development (KTD) abutting the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC) to its northeast (**Plan 1** of **Appendix I**). In 2020, the Government commenced the Study on Further Review of Land Use in KTD (the Review Study) to explore the feasibility of converting several commercial sites in KTD for private residential use, including the Site in the former north apron area. The Review Study has been completed and the subject “CDA(4)” site is considered suitable and technically feasible for conversion from commercial to residential use with corresponding adjustments to plot ratio (PR) and maximum building height (BH) restriction. Recommendations under the Review Study were agreed by the Metro Planning Committee (the Committee) of the Town Planning Board (the Board) and incorporated in the draft Kai Tak OZP No. S/K22/7 gazetted on 10.12.2021.

2.2 To ensure the Site will be implemented in harmony with the LTSBPC and be compatible with the adjoining developments in terms of scale and design layout following the urban design framework of Kai Tak, a draft PB for the Site has been prepared to provide guidance for preparation of the Master Layout Plan (MLP) submission of the “CDA(4)” zone for approval by the Board.

**3. The Site and its Surrounding Areas**

3.1 The Site, with an area of about 0.63 ha, is located at the western portion of the Kai Tak City Centre area and accessible from Olympic Avenue and Muk Lai Street. It is bounded by an area zoned “Open Space (3)” (“O(3)”) intended for the LTSBPC to its northeast and southeast, Muk Lai Street to its southwest and Olympic Avenue to its northwest (**Plans 1** and **2** of **Appendix I**). The Site, together with the “Residential (Group A)6” (“R(A)6”) site to its southwest on the other side of Muk Lai Street, will form a single lot for land sale purpose <sup>[1]</sup>.

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<sup>1</sup> The MLP to be submitted to the Board shall only cover the Site which is zoned “CDA(4)”.

- 3.2 The surrounding areas comprise a mix of commercial, residential, open space and other specified uses (**Plan 1 of Appendix I**). The “CDA(3)” and “CDA(5)” sites to the northeast and southeast of the Site on the two sides of the LTSBPC are intended for commercial and residential developments respectively, with the latter being a public housing development to be implemented by the Hong Kong Housing Society. The “CDA(2)” zone located to the further northeast is also planned for commercial development which will be developed together with the adjoining “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” and “O” site located to the immediate south-east adjoining the “CDA(2)” and “CDA(3)” sites. The “CDA(1)” located on the other side of the Kai Tak River is intended for commercial development. These “CDA” sites are subject to separate PBs <sup>[2]</sup>.
- 3.3 The large public open space (POS) at Station Square, located to the northeast of the Site will circumscribe the Kai Tak Station and associated commercial facilities. To the east of the Site across Station Square is the main residential cluster of Kai Tak City Centre, i.e. the Grid Neighbourhood.
- 3.4 To the southwest are sites zoned “R(A)6” and “Residential (Group A)5” (“R(A)5”) which are intended for private housing developments. To the southwest of the “CDA(5)” site are sites zoned “Residential (Group A)4” (“R(A)4”) and “Residential (Group B)6” (“R(B)6”) which are intended for public housing development by the Hong Kong Housing Authority.
- 3.5 Kai Tak Sports Park is located to the further south in the area zoned mainly “OU” annotated “Stadium” (“OU(Stadium)”).

#### **4. Planning Intention**

- 4.1 The “CDA” 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.
- 4.2 The “CDA(4)” zone is intended for comprehensive residential development with a low-rise retail block fronting the LTSBPC. This zoning is to ensure the disposition and design of the development would be in harmony with the LTSBPC. According to the Notes for the “CDA” zone, development within the “CDA(4)” zone is subject to a maximum PR of 7.5, a maximum site coverage (SC) of 65% (excluding basement(s)) and a maximum BH of 125mPD. On land designated ‘Shop and Services’ and ‘Eating Place’ uses along the northeast boundary of the Site (i.e. the retail belt), buildings not exceeding 2 storeys to accommodate the designated uses shall be provided (**Plan 2 of Appendix I**).

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<sup>2</sup> The PBs for “CDA(1)” zone and “CDA(5)” zone were endorsed by the Committee on 26.8.2016 and 4.12.2020 respectively. The MLP submissions on the “CDA(1)” zone were approved by the Committee on 15.6.2018 (under application No. A/K22/20) and 19.7.2019 (under application No. A/K22/24). Development at the “CDA(1)” site (i.e. New Kowloon Inland Lot No. 6556) has been completed with Occupation Permit issued by the Building Authority on 31.8.2022. The MLP submission on “CDA(5)” zone was approved by the Committee on 25.6.2021 (under application No. A/K22/30) and the “CDA(5)” site is currently under construction. The PBs for “CDA(2)” and “CDA(3)” zones were endorsed by the Committee on 14.1.2022. The “CDA(2)” and “CDA(3)” sites will be disposed through land sale.

## 5. Land Aspect

The Site is on Government land. It is currently occupied by Civil Engineering and Development Department (CEDD) as temporary works area.

## 6. The Draft PB

6.1 Pursuant to section 4A(2) of the Town Planning Ordinance and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a MLP together with technical assessments for the approval of the Board.

6.2 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. The PB is prepared in accordance with the planning intention for the “CDA(4)” zone, the development restrictions stipulated on the OZP, the urban design concept and development requirements for the Site.

6.3 Some key design concepts are highlighted below :

- (a) The Site abuts the LTSPBC. Development within the Site should be compatible and congruous with the surrounding developments and settings, in particular with emphasis on achieving a harmonious design with the LTSPBC. The Site is intended for residential development with low-rise retail block(s) fronting the LTSPBC. The retail block(s) should adopt a cantilever design, which can maximise visual openness, to create a more intimate ambience that is responsive to the design of the LTSPBC (**Plans 4a and 6 of Appendix I**). A 15m-wide townscape setback from Olympic Avenue is designated within the Site for respecting the visual context and heritage significance of the LTSPBC (**Plan 4a of Appendix I**). Several types of social welfare facilities, as required by Government, shall be provided.
- (b) 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 as well as the Kai Tak and Sung Wong Toi Stations of Tuen Ma Line (TML). The proposed USS will traverse the Site, part of an area zoned “O(3)”<sup>[3]</sup> to the southeast of the Site as well as the area shown as ‘Road’ to the southwest of the Site at the basement level (**Plan 1 of Appendix I**). Retail use and 24-hour public pedestrian passageway shall be provided in the USS. For enhancing walkability, barrier-free vertical pedestrian facilities shall also be provided to connect the USS (with finished floor level (FFL) at -5.7mPD)<sup>[4]</sup> with the LG1/F of

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<sup>3</sup> For the strip of at-grade POS between the Site and the “CDA(5)” site to its southeast (intended for public housing development by the Hong Kong Housing Society), the portion closer to the Site will be designed and constructed by the developer and handed over to the Government for management and maintenance upon completion (**Plan 4a of Appendix I**). The remaining portion of area zoned “O(3)” closer to the “CDA(5)” site will be delivered under the LTSPBC project by the Government (**Plan 4a of Appendix I**).

<sup>4</sup> The indicated general FFL of the USS is subject to detailed design.

the LTSBPC (FFL at +1.5mPD) and the G/F of the Site (FFL at +6.0mPD) (**Plans 4a, 4b and 5 of Appendix I**). To facilitate residents of the “CDA(5)” site to access the USS, a barrier-free underground pedestrian link should be provided (**Plans 4b of Appendix I**).

6.4 The major development parameters and planning requirements as set out in the draft PB for the “CDA(4)” zone (mainly para. 4 and **Plans 4a, 4b and 5 of Appendix I**) are summarized as follows:

<b>Item</b>	<b>Particulars</b>
<i>Major Development Parameters</i>	
Site Area	About 0.63 ha
Proposed Uses	<ul style="list-style-type: none"> <li>• Primarily for residential use</li> <li>• ‘Shop and Services’ and ‘Eating Place’ uses to be provided in the retail belt</li> <li>• Social welfare facilities, as required by the Government, shall be provided <sup>[5]</sup></li> </ul>
PR / GFA	Maximum PR of 7.5 <ul style="list-style-type: none"> <li>• Residential (maximum PR of 6.5 or maximum GFA of 40,950m<sup>2</sup>)</li> <li>• Commercial (maximum PR of 1.0 or maximum GFA of 6,300m<sup>2</sup>), which shall include PR/GFA of retail belt (minimum PR of 0.2 or minimum GFA of 1,260m<sup>2</sup>)</li> <li>• Floor space for social welfare facilities, as required by the Government, are to be disregarded in calculation of maximum PR/GFA</li> </ul>
SC	Maximum 65% (excluding basement(s))
BH	<ul style="list-style-type: none"> <li>• Maximum 125mPD (except for land designated townscape setback)</li> <li>• Retail belt not exceeding two storeys above ground and 15mPD</li> </ul>
Disposition of Buildings	Shall be arranged in such a way to avoid any visual intrusion that may affect the ambience of the LTSBPC
<i>Planning Requirements</i>	
Retail Belt	<ul style="list-style-type: none"> <li>• Buildings not exceeding two storeys at the north-eastern boundary of the Site to accommodate ‘Shop and Services’ and ‘Eating Place’ uses</li> <li>• Provision of a covered unobstructed public pedestrian passageway along the G/F frontage</li> <li>• Cantilever design fronting the LTSBPC shall make reference to the control drawing on <b>Plan 6 of Appendix I</b></li> </ul>

<sup>5</sup> Social welfare facilities, as required by Government, shall be provided in the land sale site covering the subject “CDA(4)” site and the “R(A)6” site to its southwest across Muk Lai Street. The facilities could be provided within the “CDA(4)” site or the “R(A)6” site or both. The types of social welfare facilities include one neighbourhood elderly centre, one 100-place hostel for severely mentally handicapped persons, one 100-place day activity centre, one district support centre for persons with disabilities, one boys’ home and one cyber youth support team.

Item	Particulars
Townscape Setback	A 15m-wide full-height townscape setback within the Site along its north-western boundary that abuts Olympic Avenue for respecting the visual context and heritage significance of the LTSBPC
Connections with LTSBPC	<ul style="list-style-type: none"> <li>• Provision of one pedestrian opening at the north-eastern site boundary for connection with G/F of the LTSBPC (FFL at +6.0mPD)</li> <li>• Provision of one pedestrian opening at the north-eastern site boundary for connection with LG1/F of the LTSBPC (FFL at +1.5mPD)</li> <li>• Provision of one pedestrian opening at the north-eastern end within the USS for connection with LG1/F of the LTSBPC (FFL at +1.5mPD)</li> </ul>
USS	<ul style="list-style-type: none"> <li>• Provision of unobstructed public passage at basement level as part of the USS system (about 20m wide in general, a clear width of not less than 8m wide and a clear height of not less than 3m for public circulation)</li> <li>• Retail GFA should be provided adjoining the USS at the same floor level of USS so that the total retail GFA at such level within the “CDA(4)” site shall not be less than 4,000m<sup>2</sup></li> <li>• The applicant shall construct, manage and maintain the USS section falling within the Site (i.e. the whole section coloured pink on <b>Plan 4b</b> of <b>Appendix I</b>), and also the next USS section within the “R(A)6” site to its southwest<sup>[6]</sup></li> <li>• 24-hour barrier-free vertical pedestrian facilities (lift and 2-way escalators) shall be provided: <ul style="list-style-type: none"> <li>(i) USS (FFL at -5.7mPD) with LG1/F of the LTSBPC (FFL at +1.5mPD)</li> <li>(ii) USS (FFL at -5.7mPD) with G/F of the Site (FFL at +6.0mPD)</li> </ul> </li> <li>• Provision of one pedestrian opening at the north-eastern end of the USS section to link up the USS with LG1/F of the LTSBPC (FFL at +1.5mPD)</li> <li>• 24-hour barrier-free underground pedestrian link (minimum clear width of 4m) shall be provided to link up the USS (FFL at -5.7mPD) with the lot boundary of the “CDA(5)” site (i.e. the whole section coloured orange on <b>Plan 4b</b> of <b>Appendix I</b>)</li> </ul>
Public Open Space (POS)	The applicant shall design and construct the POS abutting the south-eastern boundary of the Site and hand over to the Government for management and maintenance upon completion
Urban Design Considerations	<ul style="list-style-type: none"> <li>• Be compatible and congruous with the surrounding developments and settings, with harmony and continuity of design as well as respecting the cultural and heritage character of the LTSBPC</li> <li>• Provide appropriate design responses to the LTSBPC</li> <li>• Arrange disposition of building to promote visual and air permeability</li> </ul>

<sup>6</sup> The USS section within the “R(A)6” site is also to be delivered by the developer as part and parcel of the same land sale site.

Item	Particulars
	<ul style="list-style-type: none"> <li>• Adopt façade design that responds to the ambience of the LTSBPC in the lower levels of the commercial block(s)</li> <li>• Maximise at-grade public spaces</li> <li>• Improve streetscape and amenity with due consideration to the design of the LTSBPC</li> </ul>
Landscape Design Considerations	<ul style="list-style-type: none"> <li>• Comprehensive landscaping proposal to integrate the development with the surrounding environment, especially the LTSBPC</li> <li>• Minimum site coverage of greenery of 30% of the site area of the “CDA(4)” zone</li> <li>• Minimum site coverage of greenery of 30% for the POS</li> <li>• At-grade amenity treatment to create a pedestrian/elderly/disabled friendly environment and create a strong sense of place</li> <li>• Properly landscape the uncovered areas of the Site to enhance greening quality</li> </ul>
Car Parking and Loading/ Unloading Provision and Vehicular Access	<ul style="list-style-type: none"> <li>• Basement car park</li> <li>• Ancillary parking spaces and loading/unloading facilities shall be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) and subject to the Traffic Impact Assessment</li> <li>• Vehicular ingress/egress from Muk Lai Street (<b>Plan 4a of Appendix I</b>)</li> </ul>
Pedestrian Facilities/ Connectivity	<ul style="list-style-type: none"> <li>• Provide convenient pedestrian connections both internally and with its surrounding areas/developments, including connections with the LTSBPC, the POS, the pedestrian passageway on G/F of the retail belt, the USS and the underground pedestrian link to “CDA(5)” site</li> <li>• Pedestrian passageway of USS (together with its vertical connections with LG1/F of LTSBPC and G/F of the Site), unobstructed pedestrian passage on G/F of the retail belt, and underground pedestrian link of the USS to “CDA(5)” site, shall be open to the public on a 24-hour basis</li> </ul>
Other Technical Requirements	<p>Following technical assessments should be submitted as part of the MLP submission:</p> <ul style="list-style-type: none"> <li>• Urban Design Proposal</li> <li>• Landscape Master Plan</li> <li>• Traffic Impact Assessment</li> <li>• Environmental Assessment</li> <li>• Drainage Impact Assessment</li> <li>• Sewerage Impact Assessment</li> <li>• Visual Impact Assessment</li> <li>• Quantitative Air Ventilation Assessment</li> </ul>

## 7. Departmental Consultation

7.1 The following government bureaux/departments have been consulted and their comments have been incorporated into the draft PB where appropriate:

- (a) Secretary for Development (Harbour Office);
- (b) Secretary for Development (Energizing Kowloon East Office);
- (c) Chief Estate Surveyor/Land Supply Section, Lands Department (LandsD);
- (d) District Lands Officer/Kowloon East, LandsD;
- (e) Commissioner for Transport;
- (f) Project Manager (East), CEDD;
- (g) Director of Social Welfare;
- (h) Director of Leisure and Cultural Services;
- (i) Director of Fire Services;
- (j) Chief Project Manager 303, Architectural Services Department (ArchSD);
- (k) Chief Architect/Central Management Division 2, ArchSD;
- (l) Chief Building Surveyor/Kowloon, Building Department; and
- (m) Chief Town Planner/Urban Design & Landscape, Planning Department (PlanD).

7.2 The following bureaux/departments have no objection to/no comment on the draft PB:

- (a) Secretary for Development (Planning Unit);
- (b) Secretary for Development (Lands Unit);
- (c) Secretary for Development (Works Branch);
- (d) Secretary for Development (Commissioner for Heritage's Office);
- (e) Secretary for Development (Antiquities and Monuments Office);
- (f) Commissioner of Police;
- (g) Chief Engineer/Railway (Special Duty), Highways Department;
- (h) Chief Highway Engineer/Kowloon, Highways Department;
- (i) Chief Engineer/Mainland South, Drainage Services Department;
- (j) Director of Environmental Protection;
- (k) Director of Electrical and Mechanical Services;
- (l) Director of Housing;
- (m) Director of Food and Environmental Hygiene;
- (n) District Officer (Kowloon City), Home Affairs Department; and
- (o) Head of Geotechnical Engineering Office, CEDD.

## 8. Public Consultation

8.1 Housing and Development Planning Committee (HDPC) of the Kowloon City District Council (KCDC) and the Task Force on Kai Tak Harbourfront Development (KTTF) of the Harbourfront Commission (HC) were consulted on the draft PB for the subject "CDA(4)" zone<sup>[7]</sup>, together with the draft PBs for the "CDA(2)", "CDA(3)" and "CDA(5)" zones in KTD, in September and October 2020 respectively. HDPC of KCDC and KTTF of HC have no in-principle objection and have no proposed specific amendments to the draft PBs. Extract of the minutes of the HDPC meeting is at **Appendix IIa** and comments received

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<sup>7</sup> "CDA(4)" zone was intended for commercial use at the time when the HDPC of KCDC and the KTTF of HC were consulted on the draft PBs in 2020. Except for proposed changes as detailed in paragraph 2.1 above, there is no change in other planning/development requirements for the "CDA(4)" site, including design requirements for the retail belt, provision of townscape setback, provision of social welfare facilities as required by the Government, provision of USS and pedestrian facilities/connectivity, as previously set out in the draft PB in 2020.

from KTTF of HC are at **Appendix IIb** for Members' reference. Major views of HDPC and KTTF of HC and PlanD's responses are summarized at **Appendix IIc**.

8.2 On 1.11.2021 and 4.11.2021, PlanD and CEDD jointly consulted the KTTF of HC and KCDC on the findings of the Review Study and amendments to the Kai Tak OZP, of which the subject "CDA(4)" site as being part of the amendments. KCDC members generally supported the OZP amendments for provision of more housing land supply. KTTF of HC members generally had no objection to the proposed changes in land use and development parameters, including the subject "CDA(4)" site, as set out in the OZP amendments. Extract of the minutes of the KTTF of HC and KCDC meetings are at **Appendices IIIa** and **IIIb** respectively. For details of major views from members of KTTF of HC and KCDC on the overall findings of the Review Study and amendments to the Kai Tak OZP, PlanD/CEDD's responses are summarized at **Appendix IIIc**.

## 9. Decision Sought

Members are invited to consider and endorse the draft PB at **Appendix I**.

## 10. Attachments

<b>Appendix I</b>	Draft PB for the "CDA(4)" zone in Kai Tak Development with
	<b>Plan 1</b> Location Plan
	<b>Plan 2</b> Site Plan
	<b>Plan 3</b> Aerial Photo
	<b>Plans 4a and 4b</b> Development Concept Plans
	<b>Plan 5</b> Conceptual Illustration of Pedestrian Connectivity
	<b>Plan 6</b> Cantilever Concept Drawing for Retail Belt
	<b>Plan 7</b> Artist's Impression of LTSBPC
<b>Appendix IIa</b>	Extract of HDPC of KCDC meeting minutes on the draft PBs held on 15.9.2020
<b>Appendix IIb</b>	Comments from KTTF of HC on the draft PBs
<b>Appendix IIc</b>	Major Views of HDPC of KCDC and KTTF of HC on the draft PBs and Responses of PlanD
<b>Appendix IIIa</b>	Extract of KTTF of HC meeting minutes on OZP Amendments held on 1.11.2021
<b>Appendix IIIb</b>	Extract of KCDC meeting minutes on OZP Amendments held on 4.11.2021
<b>Appendix IIIc</b>	Major Views of KCDC and the KTTF of HC on OZP Amendments and Responses of PlanD/CEDD