

**CONSIDERATION OF THE DRAFT PLANNING BRIEFS
FOR THE “COMPREHENSIVE DEVELOPMENT AREA (2)” (“CDA(2)”), “OTHER
SPECIFIED USES” (“OU”) ANNOTATED “ARTS AND PERFORMANCE RELATED
USES” (“OU(APRU)”), “OPEN SPACE” (“O”)
AND “CDA(3)” ZONES IN KAI TAK DEVELOPMENT**

1. Purpose

- 1.1 This paper is to seek Members’ view and endorsement of two draft Planning Briefs (PBs) for providing guidance for future development at the “Comprehensive Development Area (2)” (“CDA(2)”), “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” (“OU(APRU)”) and “Open Space” (“O”) zones ^[1]; (**Appendix Ia**) and “CDA(3)” zone (**Appendix Ib**) (the Sites) on the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7.

2. Background

- 2.1 The Sites, namely “CDA(2)”, “OU(APRU)” and “O” (covered by the same PB) and “CDA(3)” are located in the Kai Tak City Centre area of Kai Tak Development (KTD)(**Plan 1**). The “CDA(2)” and “CDA(3)” zones together with the “CDA(1)” zone intended for commercial uses form part of the commercial node ^[2] in the Kai Tak City Centre.
- 2.2 To ensure the Sites will be implemented in harmony with the open spaces along the Kai Tak River and/or the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC) (i.e. a POS for in-situ preservation of the remnants of the LTSB), as well as be compatible with the adjoining developments in terms of scale and design layout following the urban design framework of Kai Tak, the draft PB for the “CDA(2)” “OU(APRU)” and “O” zones and that for “CDA(3)” zone have been prepared to provide guidance for preparation of the Master Layout Plan (MLP) submission on the “CDA(2)” ^[3] and “CDA(3)” zones for approval by the Town Planning Board (the Board).

¹ The “CDA(2)”, “OU(APRU)” and “O” zones are covered by the same PB.

² The commercial node in Kai Tak City Centre mainly comprises of “CDA(1)”, “CDA(2)” and “CDA(3)” zones.

³ While the MLP to be submitted to the Board will cover three land use zones (i.e. “CDA(2)”, “OU(APRU)” and “O”) for completeness, only the portion covering the “CDA(2)” zone is subject to planning approval of the Board and the development within the “OU(APRU)” and “O” zones will not require approval of the Board so long as they comply with the land use and development restrictions of the zones, but the broad proposals in these two zones should also be indicated in the s.16 planning application for information of the Board.

3. The Sites and their Surrounding Areas

- 3.1 The “CDA(2)” site has an area of about 1.97ha is intended to be developed together with the adjoining “OU(APRU)” and “O” sites to form a single development site which have a total area of about 3.76ha (**Plan 2 of Appendix Ia**). The “CDA(3)” site has an area of about 1.98ha (**Plan 2 of Appendix Ib**). The Sites are bounded by POS at Kai Tak River, Station Square and LTSBPC which are zoned “O”/ “O(3)”. The Sites are accessible via Olympic Avenue located to the north-west.
- 3.2 The surrounding areas comprise a mix of commercial, residential, open space and other specified uses (**Plan 1**). Three other sites are zoned “CDA” in the Kai Tak City Centre, including “CDA(4)” and “CDA(5)” located on the opposite side of the LTSBPC intended for residential development, and the “CDA(1)” located on the other side of the Kai Tak River intended for commercial development. These “CDA” sites are subject to separate PBs ^[4].
- 3.3 The large POS at Station Square, located to the southeast of the Sites will circumscribe the Kai Tak Station and associated commercial facilities. To the east and southeast of the Sites 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 “Residential (Group A) 5)” (“R(A)5”) and “R(A)6” which are intended for private housing development, as well as sites zoned “R(A)4” and “R(B)6” which are for public housing development by the Hong Kong Housing Authority.
- 3.5 Kai Tak Sports Park is located to the south in the area zoned mainly “OU(Stadium)”.

4. Planning Intentions

- 4.1 The “CDA” zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of environmental, traffic, infrastructure and other constraints.
- 4.2 The “CDA(2)” zone is intended for a low-rise commercial development cascading down to the open space along the Kai Tak River. According to the Notes for the “CDA” zone, development within the “CDA(2)” zone is subject to a maximum plot ratio (PR) of 4.5, a maximum site coverage (SC) of 65% (excluding basement(s)) and a maximum BH of 40mPD, with the northern part designated as non-building area (NBA). It shall adopt a cascading BH profile with descending BH from 40mPD to 15mPD towards Kai Tak River to the northeast with a section of the curvilinear landscaped elevated walkway spanning over the northern part of the “CDA(2)” zone above the NBA (**Plans 4a and 5 of Appendix Ia**). The two 5m wide NBAs along Kai Tak River within the

⁴ The PBs for “CDA(1)” zone and “CDA(5)” zone were endorsed by 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) and the “CDA(1)” site is currently under construction. The MLP submission on “CDA(5)” zone was approved by the Committee on 25.6.2021 (under application No. A/K22/30). The PB for “CDA(4)” zone will be under separate submission to the Committee.

“CDA(2)” zone and the opposite “CDA(1)” zone will provide a wider vista along the River. On land designated ‘Shop and Services’ and ‘Eating Place’ uses along the south-eastern boundary of the “CDA(2)” zone (i.e. the retail belt), buildings not exceeding 2 storeys to accommodate the designated uses shall be provided.

- 4.3 The “OU(APRU)” zone adjoining the “CDA(2)” site is intended primarily for arts and performance related uses with a platform above for public viewing as well as outdoor performance. According to the Notes for the “OU(APRU)” zone, development is subject to a maximum total gross floor area (GFA) of 11,600m² and a maximum BH of 15mPD so as to preserve the existing views along the view corridor towards the Lion Rock. A NBA is designated at the northern part of the zone. At least 60% of the total GFA in the “OU(APRU)” zone shall be used for arts and performance related uses. A platform above the building shall be provided for public enjoyment and shall allow connection to the curvilinear landscaped elevated walkway to its east and provide access to the buildings in the adjoining “CDA(2)” and “CDA(3)” zones (**Plans 4a and 5 of Appendix Ia**). Grand Steps cascading down to the “O” zone leading to the southern entrance of the LTSBPC and the Kai Tak Sports Park shall be provided.
- 4.4 The “O” zone to the southern of the “CDA(2)” site is intended to be developed as a POS and to serve as a front yard/green corridor of surrounding buildings, as well as a potential venue for organising public events. To enhance vibrancy of the area, the design of the “O” zone shall integrate with the ground level of buildings in the adjoining “CDA(2)”, “OU(APRU)”, “CDA(3)” zones and the Station Square.
- 4.5 The “CDA(3)” zone is intended for commercial development with low-rise retail block(s) fronting the LTSBPC and the open space of the Station Square. According to the Notes of the OZP for the “CDA” zone, development within the “CDA(3)” zone is subject to a maximum PR of 6.6 and a maximum SC of 65% (excluding basement(s)). In order to provide a more open view towards Kowloon City and the Lion Rock, the eastern portion of the “CDA(3)” site is subject to a lower maximum BH of 13mPD while the remaining portion is subject to a maximum BH of 100mPD. On land designated ‘Shop and Services’ and ‘Eating Place’ uses along the along the south-western and south-eastern boundaries of the “CDA(3)” zone (i.e. the retail belt), buildings not exceeding 2 storeys to accommodate the designated uses shall be provided.

5. Land Aspect

The Sites are Government land. The “CDA(2)” site (together with the adjoining “OU(APRU)” site) and the “CDA(3)” sites will be disposed through land sale. The site covering the “CDA(2)”, “OU(APRU)” and “O” zones is ~~currently~~ **predominantly** vacant.—~~The with a portion of the “CDA(2)” site and “CDA(3)” site is~~ currently occupied by the Civil Engineering and Development Department (CEDD) as temporary works areas.

6. The Draft PBs

- 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 PBs at **Appendices Ia and Ib** set out the broad planning parameters and development requirements to facilitate the preparation of the MLP for the approval of the Board. The PBs are prepared in accordance with the planning intention for the “CDA(2)” and “CDA(3)” zones, the development restrictions stipulated on the OZP, the urban design concept and development requirements for the Sites.

6.3 Some of the key design concepts are highlighted below :

- (a) To achieve better scale of development and a more coherent design, the “CDA(2)” site shall be developed together with the adjoining “OU(APRU)” and “O” sites to form a single development site (**Plan 2 of Appendix Ia**). The “CDA(2)” site, intended for low-rise commercial development will have a BH profile cascading down to the POS along Kai Tak River. The cascading low-rise developments at both the “CDA(2)” site and “CDA(1)”^[5] site located to the north-east across the Kai Tak River would engender a sense of symmetry along the river vista that frames a principal point of access to KTD. The adjoining “OU(APRU)” site, for low-rise development is intended for arts and performance related uses with a platform above for public viewing as well as outdoor performance. Low-rise retail block/retail belt abutting Station Square is also proposed^[6].
- (b) The “CDA(3)” site abuts the LTSPBC, development within the “CDA(3)” 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 “CDA(3)” site is intended for commercial development with low-rise retail block(s)/retail belt fronting the LTSPBC and the POS of Station Square (**Plan 2 of Appendix Ib**). Several types of social welfare facilities, as required by Government shall be provided in the site (**Table of para. 4 of Appendix Ib**).
- (c) To enhance pedestrian circulation and integration with the surrounding areas, a curvilinear landscaped elevated walkway is planned at the upstream of Kai Tak River connecting San Po Kong with KTD, which will merge with the platform on top of the building in the “OU(APRU)” site^[7] (**Plan 4a of Appendix Ia**). Grand steps cascading down from the platform of the “OU(APRU)” site to the “O” site located to the immediate south-east (i.e.

⁵ The “CDA(1)” site, earmarked for a landmark commercial development is subject to a maximum PR of 10 and maximum BH of 40mPD and 200mPD for the western and eastern portions respectively. The eastern portion/200mPD sub-zone is intended for development of an iconic commercial development while the western portion/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.

⁶ DPZs of 4.5m to 6m wide are designated within “O” zone on areas abutting the retail belts in Kai Tak City Centre and will be constructed under the Station Square project. The DPZ along the side of the “CDA(2)” zone is of 6m wide (**Plan 4b of Appendix Ia**)

⁷ The landscaped elevated walkway and the platform on top of the “OU(APRU)” site are proposed at +15mPD

at-grade POS^[8] adjoining the “CDA(2)” and “CDA(3)” sites) shall be provided for connecting the curvilinear elevated walkway/the outdoor performance platform at roof of the “OU((APRU)” with “O” zone to the south (such as the Station Square and Kai Tak Sports Park) (**Plan 4b of Appendix Ia**). For optimising connectivity, pedestrian passageways/ connection at various levels should be provided in the “CDA(2)”, “OU(APRU)” and “CDA(3)” sites by the applicants for convenient connections with the surrounding areas and developments including the LTSBPC, the POS adjoining “CDA(2)” and “CDA(3)” zones, the non-building areas (NBAs) north of the “OU(APRU)” and “CDA(2)” zone ^[9] and the Kai Tak River promenade (**Plans 4a and 4b of Appendix Ia**)(**Plan 4a of Appendix Ib**).

- (d) 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, which traverses the “CDA(2)”, “OU(APRU)” and “CDA(3)” sites, should be provided at the same basement level (**Plan 1**). Retail use and 24-hour public pedestrian passageway shall be provided in the USS. Barrier-free vertical pedestrian facilities shall also be provided to link up the USS with the riverside walk along the Kai Tak River, the at-grade POS adjoining the “CDA(2)” and “CDA(3)” zones, the platform of the “OU(APRU)” zone and the LTSBPC (**Plans 4c of Appendix Ia**)(**Plan 4b of Appendix Ib**).

6.4 The major development parameters and planning requirements as set out in the draft PBs for the site covering “CDA(2)”, “OU(APRU)” and “O” zones (mainly para. 4 and **Plans 4a to 4c of Appendix Ia**), and the “CDA(3)” site (mainly para. 4 and **Plans 4a and 4b of Appendix Ib**) are summarized as follows:

Item	Particulars	
	The site covering “CDA(2)”, “OU(APRU)” and “O” zones (Appendix Ia)	The “CDA(3)” site (Appendix Ib)
<i>Major Development Parameters</i>		
Site Area	“CDA(2)”: about 1.97 ha “OU(APRU)”: about 1.18 ha - Development Site: about 3.15 ha “O”: about 0.61 ha - Total: about 3.76 ha	About 1.98 ha

⁸ The subject “O” site is proposed to be implemented by developer and handed back to government upon completion.

⁹ The northern part of the “CDA(2)” zone is designated as a NBA to strengthen the character and identity of the gateway to Kai Tak marked by the curvilinear landscaped elevated walkway. Similarly, the NBA incorporated in the northern part of the “OU(APRU)” zone will pronounce the continuity of the curvilinear gateway marked by the elevated walkway.

Item	Particulars	
	The site covering “CDA(2)”, “OU(APRU)” and “O” zones (Appendix Ia)	The “CDA(3)” site (Appendix Ib)
Proposed Uses	<p>“CDA(2)”:</p> <ul style="list-style-type: none"> - Primarily for commercial use which may include retail, eating place, place of entertainment, office and hotel - ‘Shop and Services’ and ‘Eating Place’ uses to be provided in the retail belt <p>“OU(APRU)” : at least 60% of the total GFA shall be for arts and performance related uses</p> <p>“O”: POS</p>	<ul style="list-style-type: none"> - Primarily for commercial use, which may include retail, eating place, place of entertainment, office and hotel - ‘Shop and Services’ and ‘Eating Place’ uses to be provided in the retail belt - Social welfare facilities, as required by the Government shall be provided ^[10] (Table of para. 4 of Appendix Ib)
PR / GFA	<p>“CDA(2)” : Maximum PR of 4.5</p> <ul style="list-style-type: none"> - Hotel (Maximum GFA of 19,946m²) - Retail belt (Minimum PR of 0.1 or minimum GFA of 1,970m²) <p>“OU(APRU)” : Maximum GFA of 11,600m²</p> <ul style="list-style-type: none"> - At least 60% of the total GFA shall be for arts and performance related uses ^[11] 	<p>Maximum PR of 6.6</p> <ul style="list-style-type: none"> - Retail belt (Minimum PR of 0.2 or minimum GFA of 3,960m²) - Social welfare facilities which are PR/GFA accountable, to take up about 10% of the maximum GFA
SC	Maximum 65% (excluding basement(s)) for “CDA(2)”	Maximum 65% (excluding basement(s))
BH	<ul style="list-style-type: none"> - “CDA(2)” : Maximum 40mPD (except for land designated NBA) - Retail belt: not exceeding two storeys above ground and 15mPD - “OU(APRU)” : Maximum 15mPD (except for land designated NBA) 	<ul style="list-style-type: none"> - “CDA(3)” : Maximum 13mPD for the eastern part and maximum 100mPD for the remaining area (except for land designated townscape setback) - Retail belt: not exceeding two storeys above ground and 15mPD (except for the side facing the Station Square which is subject to a maximum BH of 13mPD)

¹⁰ Social welfare facilities, as required by Government shall be provided in the “CDA(3)” site which include one 200-place residential care home for the elderly cum 30-place day care unit for the elderly; one 50-place hostel for severely physically handicapped persons; one 50-place hostel for moderately mentally handicapped persons; one 120-place integrated vocational rehabilitation services centre; one 30-place supported hostel for mentally/physically handicapped persons; three office bases of on-site pre-school rehabilitation services (each serving 125 children); one counselling centre for psychotropic substance abusers; one school social work office; and one specialised co-parenting support centre.

¹¹ Examples of ‘Arts and performance related uses’ include arts centre, arts gallery, cultural complex, venues for performances and theatrical entertainment, office (related to arts and culture only) including audio-visual recording studio, and design and media production firm, school and training centre (related to arts and culture only), etc.

Item	Particulars	
	The site covering “CDA(2)”, “OU(APRU)” and “O” zones (Appendix Ia)	The “CDA(3)” site (Appendix Ib)
Disposition of Buildings	N/A	Shall be arranged in such a way to avoid any visual intrusion that may affect the ambience of the LTSBPC
Planning Requirements		
Retail Belt	<ul style="list-style-type: none"> - Buildings not exceeding two storeys at the south-eastern boundary of the Site to accommodate ‘Shop and Services’ and ‘Eating Place’ uses - Minimum PR of 0.1 - Provision of a covered unobstructed public pedestrian passageway along the G/F frontage <p><u>Colonnade Design fronting the Station Square</u></p> <ul style="list-style-type: none"> - Colonnade design fronting the Station Square shall make reference to the control drawing on Plan 6 of Appendix Ia 	<ul style="list-style-type: none"> - Buildings not exceeding two storeys at the south-eastern and south-western boundaries of the Site to accommodate ‘Shop and Services’ and ‘Eating Place’ uses - Minimum PR of 0.2 - Provision of a covered unobstructed public pedestrian passageway along the G/F frontage <p><u>Cantilever Design fronting the LTSBPC</u></p> <ul style="list-style-type: none"> - Cantilever design shall make reference to the control drawing on Plan 6 of Appendix Ib <p><u>Colonnade Design fronting the Station Square</u></p> <ul style="list-style-type: none"> - Colonnade design shall make reference to the control drawing on Plan 6 of Appendix Ib
Non Building Area (NBA)/ Townscape Setback	Explore further building setback from the NBA for enhancing the river vista	A 15m-wide full-height townscape setback is designated within the Site along its north-western boundary that abuts Olympic Avenue for respecting the visual context and heritage significance of the LTSBPC
Connections with LTSBPC	N/A	<ul style="list-style-type: none"> - Provision of two pedestrian openings at the south-western and south-eastern site boundaries for connection with G/F of the LTSBPC - Provision of three pedestrian openings along the south-western site boundary for connection with LG1/F of the LTSBPC - Provision of one pedestrian opening at the western corner of the Site for connection with LG2/F of the LTSBPC leading to the planned subway

Item	Particulars	
	The site covering “CDA(2)”, “OU(APRU)” and “O” zones (Appendix Ia)	The “CDA(3)” site (Appendix Ib)
Connections with “OU(APRU)”		- Provision of two pedestrian openings along the north-eastern site boundary for connection with the G/F level and roof of the “OU(APRU)” zone
Connection with Kai Tak River	- Provision of one pedestrian opening along the north-eastern site boundary of “CDA(2)” zone for connection to the at-grade level of Kai Tak River	N/A
USS	<ul style="list-style-type: none"> - Provision of public passageway at basement level as part of the USS system (about 20m wide, a clear width of not less than 8m wide and a clear height of not less than 3m for public circulation) - Retail GFA should be provided adjoining the USS at the same floor level of USS so that in each of the “CDA(2)” and “OU(APRU)” zones would not be less than 4,000m² retail GFA (the total retail GFA at such level shall not be less than 8,000m²) - The applicant shall construct, manage and maintain the USS section falling within the Site (i.e. the whole section coloured pink on Plan 4c of Appendix Ia) - An access point shall be reserved at the south-western end of the USS for connection with the next USS section at the adjoining “CDA(3)” site - 24-hour barrier-free vertical pedestrian facilities (staircase/lift/escalators) shall be provided 	<ul style="list-style-type: none"> - Provision of public passageway at basement level as part of the USS system (about 20m wide, a clear width of not less than 8m wide and a clear height of not less than 3m 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 (i.e. the whole section coloured pink on Plan 4b of Appendix Ib) - An access point shall be reserved at the north-eastern end of the USS for connection with the next USS section at the adjoining “OU(APRU)” site - Connection to 24-hour barrier-free vertical pedestrian facilities (staircase/lift/escalators) at LTSBPC shall be provided - Provision of a pedestrian opening at the south-western end of the USS section to link up the USS with LG1/F of the LTSBPC
POS	<ul style="list-style-type: none"> - The applicant shall design, construct, manage and maintain the at-grade POS and open to the public on a 24-hour basis - Integrate with the G/F of adjoining “CDA(2)”, “OU(APRU)” and “CDA(3)” zones and the Station Square 	N/A
Urban Design Considerations	- Be compatible and congruous with the surrounding developments and settings,	- Be compatible and congruous with the surrounding developments and

Item	Particulars	
	The site covering “CDA(2)”, “OU(APRU)” and “O” zones (Appendix Ia)	The “CDA(3)” site (Appendix Ib)
	<p>with emphasis on achieving a harmony design with the curvilinear landscaped elevated walkway and Kai Tak River which are vital components in shaping a strong image</p> <ul style="list-style-type: none"> - Enable a seamless transition between the curvilinear landscaped elevated walkway and the public viewing platform above the “OU(APRU)” zone, with grand steps cascading down from the platform to the “O” zone - Unify the POS in the “O” zone, the Station Square and the grand steps into an integrated public space and be a potential venue for holding public events - Building in the “OU(APRU)” zone should pronounce the continuity of the curvilinear gateway - Adopt a cascading BH profile for the building in the “CDA(2)” zone with descending BH towards Kai Tak River with built form relate well to the low block at the “CDA(1)” site on the other side of Kai Tak River to achieve a sense of balance in the composition and denote the curvilinear walkway as a gateway into Kai Tak City Centre; - Provide visual and ventilation corridors to enhance visual and air permeability, and preserve the existing air paths - Maximise at-grade public spaces - Improve streetscape and amenity with due consideration to the design of the Station Square and the Kai Tak River promenade 	<p>settings, with harmony and continuity of design as well as respecting the cultural and heritage character of the LTSBPC</p> <ul style="list-style-type: none"> - Provide appropriate design responses to the LTSBPC and the Station Square - Adopt distinctive design at the south-eastern portion of the Site to respond to the entrance design of the LTSBPC - Arrange disposition of building to promote visual and air permeability - Adopt façade design that responds to the ambience of the LTSBPC in the lower levels of the commercial block(s) - Avoid a hard and abrupt frontage against the adjoining “OU(APRU)” site - Maximise at-grade public spaces - Improve streetscape and amenity with due consideration to the design of the LTSBPC, the Station Square and the adjoining pedestrian precinct/street
Landscape Design Considerations	<ul style="list-style-type: none"> - Comprehensive landscaping proposal to integrate the development with the surrounding environment, especially the Station Square, Kai Tak River and the curvilinear landscaped elevated walkway - Minimum site coverage of greenery of 30% of the total site area in respect of the “CDA(2)” and “OU(APRU)” zones - Minimum site coverage of greenery of 15% for the section of the curvilinear 	<ul style="list-style-type: none"> - Comprehensive landscaping proposal to integrate the development with the surrounding environment, especially the LTSBPC, the Station Square and the “O” site to the immediate east - Minimum site coverage of greenery of 30% of the site area - At-grade amenity treatment to create a pedestrian/elderly/disabled

Item	Particulars	
	The site covering “CDA(2)”, “OU(APRU)” and “O” zones (Appendix Ia)	The “CDA(3)” site (Appendix Ib)
	landscaped elevated walkway within the “CDA(2)” zone - Minimum site coverage of greenery of 40% for the POS in the “O” zone - At-grade amenity treatment to create a pedestrian/elderly/disabled friendly environment and create a strong sense of place - Properly landscape the uncovered areas of the Site to enhance greening quality	friendly environment and create a strong sense of place - Properly landscape the uncovered areas of the Site to enhance greening quality
Car Parking and Loading/ Unloading Provision and Vehicular Access	- Basement car park - 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 - Vehicular ingress/egress from Olympic Avenue (Plan 4b of Appendix Ia) (Plan 4a of Appendix Ib)	
Pedestrian Facilities/ Connectivity	- Provide convenient pedestrian connections both internally and with its surrounding areas/developments, including connections with the curvilinear landscaped elevated walkway, the adjoining “CDA(3)” site, the Kai Tak River promenade, the Station Square, Kai Tak Sports Park, the USS and the proposed subway to the Tung Tau/San Po Kong area - Curvilinear landscaped elevated walkway, platform in the “OU(APRU)” zone, the grand steps, the POS, the pedestrian passageway of the USS and on G/F of the retail belt shall be open to the public on a 24-hour basis	- Provide convenient pedestrian connections both internally and with its surrounding areas/developments, including connections with the “OU(APRU)” zone, the LTSBPC, the Station Square, the Kai Tak Sports Park , the townscape setback, the POS adjoining the “OU(APRU)” zone, the pedestrian passageways on the G/F of the retail belt, the USS and the planned subway - Pedestrian passageways of the USS and on G/F of the retail belt shall be open to the public on a 24-hour basis
Other Technical Requirements	Following technical assessments should be submitted as part of the MLP submission: - Urban Design Proposal - Landscape Master Plan - Traffic Impact Assessment - Environmental Assessment - Drainage Impact Assessment - Sewerage Impact Assessment - Visual Impact Assessment - Quantitative Air Ventilation Assessment	

7. Consultation

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

- (a) Secretary for Development (Energizing Kowloon East Office);
- (b) Secretary for Development (Harbour Office);
- (c) Chief Architect/2, Chief Project Manager 303 and Chief Architect/Central Management Division 2, Architectural Services Department;
- (d) Chief Engineer/Mainland South, Drainage Services Department;
- (e) Commissioner for Transport;
- (f) District Lands Officer/Kowloon East, Lands Department;
- (g) Director of Leisure and Cultural Services;
- (h) Director of Social Welfare; and
- (i) Project Manager (East), CEDD

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

- (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) Secretary for Commerce and Economic Development (Communications and Creative Industries Branch);
- (g) Secretary for Commerce and Economic Development (Tourism Commission);
- (h) Secretary for Home Affairs;
- (i) Chief Highway Engineer/Kowloon, HyD;
- (j) Chief Engineer/Railway Development 1-3, Railway Development Office, HyD;
- (k) Chief Building Surveyor/Kowloon, Building Department;
- (l) Chief Town Planner/Urban Design & Landscape, Planning Department;
- (m) Chief Engineer/Construction, Water Supplies Department;
- (n) Director of Environmental Protection;
- (o) Director of Fire Services;
- (p) Director of Electrical and Mechanical Services;
- (q) Director of Housing;
- (r) Director of Food and Environmental Hygiene;
- (s) Head of Geotechnical Engineering Office, CEDD;
- (t) Commissioner of Police;
- (u) District Officer (Wong Tai Sin), Home Affairs Department; and
- (v) District Officer (Kowloon City), Home Affairs Department

8. Consultation on the draft PBs

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 PBs for the Sites in September and October 2020 respectively. Extract

of the minutes of the HDPC meeting is at **Appendix II** and comments received from KTTF are at **Appendix III** for Members' reference.

HDPC of KCDC

- 8.2 HDPC of KCDC generally has no adverse comments on the draft PBs, and raised the following views:

Development Intensity

- (a) Enquire whether the maximum PR for the "CDA(4)" and "CDA(5)" sites could be increased for better land utilization.

Transport Facilities

- (b) Adequate parking spaces should be provided as places such as Kai Tak Sports Park and the LTSBPC in the vicinity may attract visitors.

Pedestrian Connectivity

- (c) Enquiry on the design of the LTSBPC and the availability of pedestrian crossings that would connect the walkways on the two sides of the LTSBPC.
- (d) Suggest to provide travellers along the USS in view of its considerable length.

Timely Provision of Supporting Facilities

- (e) Supporting transport and social welfare facilities should be provided in advance for use and enjoyment of the residents.
- (f) Feasibility of incorporating more social welfare facilities should be explored.

KTTF of HC

- 8.3 The following comments are received from KTTF of HC:

Outdoor Uses

- (a) The extent to which the PB permit, enable and promote outdoor seating served by food and beverage (F&B) and retail, and their locations.

Transport Facilities

- (b) A TIA report (including internal transport facilities) should be submitted by the developer for the Transport Department (TD)'s approval.

9. Responses to Comments

HDPC of KCDC and KTTF of HC have no in-principle objection to the draft PBs for the Site and have not proposed specific amendments to the draft PBs. The responses to the specific views are as follows.

Development Intensity

- 9.1 The planning of KTD has gone through rounds of studies and public consultations. The Government commenced the Review Study of KTD (the Review) in 2013 to explore the feasibility of increasing the development intensity and enhancing the land use proposals of KTD. The Review was completed in 2016, recommending optimization of the development potential of individual sites within the planned transport and infrastructure capacity (including increasing the maximum domestic PR for residential sites to 6.5 in general), and rezoning of suitable sites to residential use for increasing housing supply.

Transport Facilities

- 9.2 The parking facilities to be provided in the adjacent Kai Tak Sports Park and commercial developments would be available for public use. As part of the MLP submission to the Board, the developer would be required to submit a TIA (which should include the proposed internal transport facilities in accordance with the HKPSG) to the satisfaction of TD.

Pedestrian Connectivity

- 9.3 Although the Government has no current plan to install travellers along the USS, barrier-free access facilities (e.g. lift and escalators) would be provided at specific locations of the USS for convenient vertical connection to places along the USS.
- 9.4 Link bridges at G/F and LG1/F would be available for connecting the walkways on the two sides of the LTSBPC. There would also be openings at specific locations from the adjoining “CDA” sites to connect with the LTSBPC and the USS.

Timely Provision of Supporting Facilities

- 9.5 Views on the importance of timely provision of supporting facilities are noted. In general, the provision of transport and social welfare facilities, if required under lease, would be provided upon completion of the development projects.
- 9.6 Reference have been made to the provision standards of the HKPSG and comments from the Social Welfare Department when incorporating social welfare facilities, if any, in the development sites. In KTD, requirement for social welfare facilities for child care, elderly and rehabilitation services had been incorporated in a number of development sites.

Outdoor Uses

- 9.7 There will be open-air spaces within the development sites which could be used as outdoor seating/activities areas. The possible locations of outdoor seating

areas for F&B or outdoor retail areas could be the at-grade landscape gardens or the landscape terraces/platforms of buildings.

10. Decision Sought

Members are invited to consider and endorse the draft PBs at **Appendices Ia and Ib**.

11. Attachments

Plan 1	Location Plan on PBs for the “CDA(2)” and “CDA(3)” zones in Kai Tak Development
Appendix Ia	Draft PB for the site covering the “CDA(2)”, “OU(APRU)” and “O” zones in Kai Tak Development <ul style="list-style-type: none">- Plan 1 Location Plan- Plan 2 Site Plan- Plan 3 Aerial Photo- Plans 4a to 4c Development Concept Plans- Plan 5 Conceptual Illustration of Pedestrian Connectivity- Plan 6 Control Drawings for Retail Belt
Appendix Ib	Draft PB for the “CDA(3)” zone in Kai Tak Development <ul style="list-style-type: none">- Plan 1 Location Plan- Plan 2 Site Plan- Plan 3 Aerial Photo- Plans 4a and 4b Development Concept Plans- Plan 5 Conceptual Illustration of Pedestrian Connectivity- Plan 6 Control Drawings for Retail Belt- Plan 7 Artist’s Impression of LTSBPC
Appendix II	Extract of the minutes of the HDPC meeting of KCDC held on 15.9.2020
Appendix III	Comments from KTTF of HC on the draft PBs

**PLANNING DEPARTMENT
JANUARY 2022**