

**DRAFT DEVELOPMENT BRIEF FOR
THE “OTHER SPECIFIED USES” ANNOTATED
“TOURISM RELATED USES TO INCLUDE COMMERCIAL, HOTEL AND
ENTERTAINMENT” ZONE
ON THE KAI TAK OUTLINE ZONING PLAN**

1. Purpose

This paper is to seek Members’ endorsement on the draft Development Brief (DB) at **Appendix I** for the “Other Specified Uses” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” (“OU(TRU)”) zone (the Site) at the Kai Tak Runway Tip (KTRT) on the approved Kai Tak Outline Zoning Plan No. S/K22/6 (the OZP).

2. Background

2.1 On 10.1.2020, the Town Planning Board (the Board) considered the recommendations of the Planning and Urban Design Review for Developments at KTRT – Feasibility Study (the Study) (TPB Paper No. 10617), including the planning parameters, key design features and major requirements to be set out in the DB. An extract of the minutes of meeting is at **Appendix II**. Members generally supported the proposed Tourism Node (TN) development and expressed views on various aspects including connectivity, facilities in KTRT, synergy with the Kai Tak Cruise Terminal (KTCT), design of public open space and implementation arrangements, etc.

2.2 The relevant committees of the Kwun Tong, Kowloon City and Wong Tai Sin District Councils, the Land Development Advisory Committee and the Task Force on Kai Tak Harbourfront Development of Harbourfront Commission were consulted between March and September 2020. Members’ views and other comments received during the consultation which are relevant to the TN site have been suitably incorporated into the requirements set out in the draft DB.

3. The Site and Its Surroundings

The Site, with an area of about 5.93 hectares (ha), is a piece of government land located at the south-eastern part of KTRT. It is bounded by KTCT to the southwest, the existing Kai Tak Runway Park (KTRP) Phase 1 and the proposed KTRP Phase 2 to the southeast, northeast and northwest respectively, and a sewage pumping station and an electricity substation serving the developments on KTRT to the east (**Plan 1 of Appendix I**). A number of sites zoned for commercial and residential uses are located to the further northwest of the Site. It is endowed with the picturesque Victoria Harbour view with hills in Kowloon East and Hong Kong Island East as natural backdrop. The Site is accessible via Shing Fung Road.

4. Planning Intention

- 4.1 The “OU(TRU)” zone is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery. According to the Notes of the OZP, development within the zone is subject to a maximum total gross floor area (GFA) of 229 400 m² and a maximum building height (BH) of 100 mPD. A minimum building setback of 45 m from the zoning boundary abutting the adjacent “OU” annotated “Cruise Terminal to include Commercial Development and Landscaped Deck Above” zone should be provided (**Annex 1 to Appendix I**).
- 4.2 A building or structure incorporating the public observation gallery with design merits may be submitted to the Board for consideration on relaxation of the BH restriction. Besides, minor relaxation of the GFA and BH restrictions may also be considered by the Board based on the individual merits of a development or redevelopment proposal while minor relaxation of the building setback may be considered under exceptional circumstances.

5. Draft DB

- 5.1 According to the Notes of the OZP, all uses on land designated “OU(TRU)” require planning permission, and the applicant shall prepare a layout plan including various technical assessments for consideration by the Board.
- 5.2 The draft DB at **Appendix I** sets out the broad planning parameters and development requirements for the Site as well as the recommended design controls and guidelines to facilitate the future developer to prepare a layout plan submission for the approval of the Board. The Information Statement attached to the land sale conditions for the Site will alert prospective developer(s) to refer to the DB when preparing the planning application and layout plan submission.
- 5.3 As mentioned in paragraph 2 above, the major views expressed by Members and other consultation bodies in respect of the Site including level of office space provision at KTRT, traffic impact arising from the TN development, design of the public transport interchange (PTI), design control and implementation mechanism have been taken into account in preparing the DB. Relevant controls on the proportion of hotel and entertainment and leisure (E&L) uses (in turn limiting the office space provision), provision of public transport facilities, parking and loading/unloading facilities and pedestrian connections within the Site, design considerations, landscape/greening requirements, and other requirements of layout plan submission are set out below:
- (a) **Development Parameters and Setback Requirement**
Developments within the “OU(TRU)” zone are subject to a maximum BH of 100mPD and a maximum GFA of 229 400 m² as stipulated on the OZP. To allow flexibility for the developer in determining the development mix while maintaining a reasonable control on the proportion of hotel and E&L uses having regard to the planning intention for the zone, it is proposed to stipulate a requirement of 15% to 20% of the total GFA each for hotel use and for E&L uses (including a public observation gallery with a minimum GFA of 2 000 m²). The remaining GFA will be for other commercial uses and public

transport facilities. The required public transport facilities include an at-grade PTI of about 5 050 m², a reserve area of PTI of about 2 400 m² (as PTI Extension Area) for possible extension in future, and basement public vehicle park. Before the PTI Extension Area is called upon by the Government to serve the said purpose, the developer may put it to other suitable uses during the interim period subject to approval by the relevant authorities. Minor relaxation of the GFA and BH restrictions based on individual merits, and relaxation of the BH for a building or structure incorporating the public observation gallery with design merits may be considered by the Board. A minimum building setback of 45 m from the zoning boundary abutting the “OU(TRU)” zone should be provided in accordance with the relevant requirement stipulated on the OZP, and minor relaxation of the building setback requirement may be considered by the Board under exceptional circumstances.

(b) Public Open Space in Private Development (POSPD)

The building setback area (about 16 000 m²) is required to be developed into a public open space under the POSPD approach. Internal meandering water channel(s) with a minimum total length of 250 m and covering not less than 30% of the setback area should be provided. The water channel(s) with stepped-down water edge and soft landscape edge should be visually connected with the Entry Plaza to the immediate north of the Site and extend towards the ‘River Valley’ and its adjoining area in KTRP Phase 2A to form a visually connected key water feature (**Plan 3 of Appendix I**).

(c) Urban Design Requirements

A number of urban design considerations are proposed to create the Site as a unique and holistic destination. Considerations include creating landmark development with BH variation which would accentuate an uplift townscape at KTRT, promoting pedestrian movement and access to the greenery while maintaining visual links with the surrounding environment, minimizing podium coverage, provision of multi-level open spaces with various design themes for public enjoyment, and permeable and accessible design of the proposed PTI. A landscape and urban design proposal should be submitted as part of the layout plan submission to demonstrate that the proposed development has taken into account the above urban design considerations. The urban design control and guidelines for the Site are shown on **Plan 5 of Appendix I**.

(d) Landscape and Greening Requirements

An overall greening ratio of 30% of the total site area should be achieved, including greening at the pedestrian zone for at least 20% of the site area and roof greening for at least 20% of the total roof area. For the POSPD within the Site, a minimum greenery coverage of 25% should be provided in the 45 m setback area (excluding emergency vehicular access). The developer should maximize tree planting opportunity and preserve the existing trees on site as far as possible. At-grade amenity treatment and buffer planting should be provided to create a friendly environment and a strong sense of place. The design of the open spaces should be in harmony with the adjacent KTRP Phases 2A and 2B to be developed by the Government, and the ‘River Valley’ to be developed as POSPD by the developer. A Landscape Master Plan (LMP) covering the 45 m setback area, River Valley and its adjoining open space should be submitted as part of the layout plan submission and

planning application to ensure a holistic and quality design of the TN development as a landmark and its compatibility and integration with the public open spaces in KTRT.

(e) Transport Facilities

To provide comprehensive public transport services, an at-grade smart PTI with bus bays and minibus bays should be provided to the satisfaction of the Commissioner of Transport, the Director of Highways and other relevant government departments. Smart PTI provisions including display panels for estimated time of arrivals, interactive panels for public transport information, charging facilities for electric vehicles (EVs) including buses and minibuses, and an indoor passenger waiting area should be provided. Other public transport facilities including general vehicle layby, taxi stand and coach lane(s) for 15 pick-up/set-down spaces should be provided at the basement level of the Site. Moreover, 100 public car parking spaces for private cars and 38 public coach parking spaces should also be provided to serve the KTRT area. The aforementioned 15 coach pick-up/set-down spaces can also be utilized for public coach parking. For the ancillary parking and loading/unloading (L/UL) requirements, high-end parking standard of the Hong Kong Planning Standards and Guidelines (HKPSG) should be adopted for commercial facilities (including office and retail) and hotel uses, while mid-range parking standard should be adopted for E&L uses. Low-end L/UL standard of HKPSG should be adopted for commercial facilities, hotel and E&L uses. Provision of 100 to 120 ancillary bicycle parking spaces will also be required for the Site.

(f) Pedestrian Connections

Adequate, direct, unobstructed barrier-free access (BFA) facilities with age-friendly design passageways and elevated connections should be provided within the Site, including footbridges and passageways connecting the POSPD, landscaped deck, PTI and adjoining open spaces (**Plan 4 of Appendix I**). The developer is required to construct, manage and maintain the proposed footbridges connecting with the landscaped deck at the Kai Tak Runway Precinct and 1/F and the roof garden of KTCT respectively. Barrier-free 24-hour public passageways within the TN development should be provided for connection with all the footbridges. All the proposed pedestrian connection facilities should be included in the Traffic Impact Assessment as part of the layout plan submission.

(g) Green Building Design and Smart Requirements

The use of the district cooling system in Kai Tak and other forms of renewable energy would be required for the Site. The future development should achieve BEAM Plus certification with Provisional Gold Rating or above, and provide automatic meter reading panels to be connected with the smart water meters provided by the Water Supplies Department. All car parking spaces should be electric vehicle (EV) charging enabling, and not less than 30% of the private car parking spaces should provide EV charging facilities. The development is also required to provide real-time parking availability data of short-term parking spaces for public use.

(h) Technical Requirements

Traffic Impact Assessment, Environmental Assessment, landscape and urban design proposal, Visual Impact Assessment, Quantitative Air Ventilation

Assessment, Drainage Impact Assessment and Sewerage Impact Assessment should be submitted as part of the layout plan submission.

(i) ‘River Valley’ and the Adjoining Open Space

For Members’ information, the developer of the Site would be responsible for the design, construction, management, operation and maintenance of the ‘River Valley’ and the adjoining open space (totaling about 15 200 m²) to the immediate southeast of the Site. That area is intended to include water recreation use under the POSPD approach, and will include a facility building for rental, shower and changing facilities for water sports and food and beverage (F&B) as well as a utility building incorporating a water treatment plant. An alfresco dining area of about 300 m² is proposed in the outdoor area adjoining the facility building. Riverside functions/parties, pop-up events such as mini-concerts and other performances, and water-themed festivals, etc. could take place there to bring more vibrancy. Planning permission for the F&B facilities within the POSPD will be required and could be applied for together with the development on the Site by the developer in one go. A greenery coverage of not less than 50% of the total site area of this POSPD should be provided. Planting areas and half of the water area could be counted as greenery area. An Urban Design Control and Guidelines for this POSPD is attached to the draft DB for reference (**Annex 2 to Appendix I**), and relevant Technical Schedules and control drawings would be attached to the land sale documents for the Site.

6. Advice Sought

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

ATTACHMENTS

Appendix I	Draft DB for the “OU(TRU)” Zone at Kai Tak Runway Tip
Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	LMP of Runway Tip Open Space
Plan 4	Circulation Diagram
Plan 5	Urban Design Control and Guidelines for TN Development
Annex 1	Relevant extracts of the Notes for the “OU(TRU)” zone
Annex 2	Urban Design Control and Guidelines for the POSPD adjoining the TN Site

Appendix II	Extract of the Minutes of the TPB Meeting held on 10.1.2020
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**ENERGIZING KOWLOON EAST OFFICE
AND PLANNING DEPARTMENT**

OCTOBER 2020