METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

MPC Paper No. 3/20

For Consideration by
Metro Planning Committee on 9.10.2020

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

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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 m^2 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 m^2 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 m^2). 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 m^2, a reserve area of PTI of about 2 400 m^2 (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 m^2) 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) <u>'River Valley' and the Adjoining Open Space</u>
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 m^2) 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 m^2 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. <u>Advice Sought</u>

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	

ENERGIZING KOWLOON EAST OFFICE
AND PLANNING DEPARTMENT

OCTOBER 2020

DRAFT **Appendix I**

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 OF THE BRIEF

1.1 The purpose of the Brief is to set out the broad planning parameters and development requirements to facilitate the preparation of a layout plan for the proposed development in the "Other Specified Uses" annotated "Tourism Related Uses to include Commercial, Hotel and Entertainment" zone (the "OU(TRU)" zone) on the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/6 (**Plan 1**).

2. PLANNING CONTEXT

2.1 The "OU(TRU)" zone (the Site) is located at the south-eastern part of the Kai Tak Runway Tip (KTRT), adjoining the Kai Tak Cruise Terminal (KTCT) to the southwest, and Kai Tak Runway Park (KTRP) to the southeast, northeast and northwest respectively (**Plan 1**). As set out in the Notes of the OZP, the Site is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery. Development within this zone is subject to a maximum total gross floor area (GFA) of 229 400 m^2 and a maximum building height (BH) of 100 mPD. This development should incorporate a public observatory gallery to enable the general public to view this part of Victoria Harbour as well as the Kai Tak Development (KTD) and its surrounding areas. A building or structure incorporating the public observation gallery with design merits could be submitted to the Town Planning Board (the Board) for consideration of relaxation of the BH restriction. The overall development scheme for the Site will be assessed as part of the layout plan submission to the Board for planning permission. To allow design flexibility, minor relaxation of the GFA and BH restriction as stipulated on the OZP may be considered by the Board. A minimum building setback of 45 m from the zoning boundary abutting the "OU" annotated "Cruise Terminal to include Commercial Development and Landscaped Deck Above" zone should be provided (**Plan 2**). This building setback area should become an important visual corridor along KTRT and an outdoor destination adjoining KTRP, contributing to the overall vibrancy of the overall TN and KTRT developments.

2.2 In 2013, the "Kai Tak Fantasy" (KTF) competition was launched and the winning scheme,

"Healthy Lift-off", was selected. Its overall concept is sustainable "Healthy City", advocating both outdoor/indoor integration and recreation uses within the open spaces. Taking account of the winning scheme and other excellent design and concepts of the shortlisted entries of the competition, two planning and engineering studies are being undertaken to further develop the KTF project (viz. the "Planning and Urban Design Review for Developments at Kai Tak Runway Tip – Feasibility Study" and the "Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study"[1]). The KTF project will be implemented in phases to bring more vibrancy and diversity to Kowloon East.

3. THE SITE AND ITS SURROUNDING AREAS

The Site

3.1 The Site, with an area of about 5.93 hectares (ha), is bounded by KTCT to the southwest, 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 at KTRT to the east (**Plan 1**). 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.

3.2 The Site is accessed from Shing Fung Road which leads to Shing Cheong Road and Cheung Yip Street in Kowloon Bay.

The Surroundings

KTRP and Kwun Tong Typhoon Shelter

3.3 KTRP is zoned "Open Space" ("O") and intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. It will provide an area for accommodating facilities of aviation-related theme to resemble its unique aviation heritage, with an unobstructed view to Lei Yue Mun. Phase 1 of KTRP, with an interim design, was opened to the public in June 2014. Phase 2 of KTRP and other parts of the "O" zone at KTRT is intended for public recreation and leisure uses including a waterfront promenade. Furthermore, a cycle track forming part of the future cycle track network in KTD is planned on a shared use basis with pedestrian walkway within KTRP to form a continuous

[1] The Executive Summaries of the two studies, upon completion, will be made available on the Energizing Kowloon East Office's website.

green connector within the landscape design framework of KTD.

3.4 Part of KTRP Phase 2 adjoining the Site (**Plan 3**) will be developed in form of a Public Open Space in Private Development (POSPD). It will cover an area of about 15 200 m^2, comprising a land area of about 12 000 m^2 and a water body of about 3 200 m^2.[2]

3.5 Kwun Tong Typhoon Shelter (KTTS) is a water body to the further northeast of the Site. In addition to functioning as a typhoon shelter, it is envisioned for co-use with water-based sports and recreation activities to bring vibrancy and vitality to the area.

Cruise Terminal and Government Flying Service (GFS) Forward Base

3.6 Adjoining the Site is KTCT, which is zoned "Other Specified Uses (Cruise Terminal to include Commercial Development with Landscaped Deck Above)". KTCT is a three-storey building with iconic architectural design. It was opened in 2013 and can accommodate two mega cruise ships. To support its operation, ancillary facilities including retail shops, restaurants and car parking spaces are provided. Above the terminal is KTCT Park which is the largest rooftop garden in Hong Kong with an area of 23 000 m^2. The transportation area on ground level is used as a transport hub serving KTCT as well as other large-scale events held in the KTRT area.

3.7 The planned use of the site zoned "Other Specified Uses (Heliport)" as a cross-boundary heliport was established back in 2007. The site will in future be co-used as a Forward Base of GFS Kai Tak Division (GFS KTD). The site will initially be accessible via the emergency vehicular access (EVA) along KTCT in the 45m setback area when the GFS KTD is commissioned for use in 2021. An alternative route for GFS KTD's authorized vehicular access through the ground transportation area inside KTCT and a section of EVA in KTRP should be made available upon expiry of the existing tenancy of KTCT in 2023.

Commercial and Residential Sites at Runway Precinct

3.8 A number of sites are zoned for commercial and residential uses in the Runway Precinct to the further northwest of the Site (**Plan 1**).

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[2] The water body will sit on a "River Valley". The developer of the Site will be responsible for the design, construction, management, operation and maintenance of the River Valley and the facilities in the POSPD, including a utility building incorporating a water treatment plant and a facility building for rental, shower and changing facilities for water sports and food and beverage (F&B). An alfresco dining area of about 300 m^2 is proposed in the outdoor area adjoining the facility building. Entertainment uses such as 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. The urban design control and guidelines for this POSPD are set out in **Annex 2**. Planning permission for the F&B facilities within the proposed POSPD will be required and could be applied for together with the development on the Site by the developer in one go.

Public Transport Facilities and Connectivity (**Plan 4**)

Public Transport Interchange

3.9 A public transport interchange (PTI) adopting saw-tooth design to accommodate bus and green minibus (GMB) bays is planned on the ground level of the TN development. In addition, a bus layby is planned to be located along Shing Fung Road near the Entry Plaza. Together with the existing bus stops within KTCT and other public transport facilities such as the Kai Tak Runway Park Pier and taxi stand at the basement level of the TN development, convenient public access to various destinations in KTRT will be provided. A reserve area of about 2 400 m^2 for PTI extension is planned for the provision of more bus bays/bus stacking area and/or other public transport facilities as necessary in the longer term. Flexibility is allowed for alternative uses initiated by the developer subject to approval of the relevant authorities, and approval if given shall be subject to such terms and conditions including payment of premium as the Government imposes. The design of the PTI should be contemporary and compatible with the TN development and the waterfront setting. It should be opened on at least two sides for better accessibility as well as air and visual permeability. Continuous walls, blank facades and louvers should be avoided to allow an accessible and permeable frontage.

*Pedestrian Connections (**Plan 4**)*

3.10 To enhance pedestrian connectivity, at-grade connections are proposed across the 45m setback area with proposed water channel(s). In addition to at-grade pedestrian connections, a number of elevated footbridge connections are planned. Along Shing Fung Road, a landscaped deck with access points to the planned Metro Park, waterfront promenade and the commercial and residential developments along the Runway Precinct was completed in December 2019. The future development at the Site will be connected to the landscaped deck. In addition, two openings for footbridge connections to the TN development are reserved at Level 1 and the roof garden of KTCT. These footbridges will be provided as part of the development of the Site.

Cycle Track Network

3.11 A 13-km cycle track network on a shared-use basis with pedestrian walkways has been planned for KTD under the "Cycle Track Network in Kai Tak Development – Feasibility Study". It will link up the major attractions in KTD including the Station Square, Kai Tak Sports Park, other public open spaces in the area, and the Site.

4. DEVELOPMENT REQUIREMENTS

4.1 The development requirements for the Site are set out below and shown on the "Urban Design Control and Guidelines for TN Development" (**Plan 5**) to provide guidance to the developer on the design concepts recommended under the "Planning and Urban Design Review for Developments at Kai Tak Runway Tip – Feasibility Study".

	Item	**Particulars**	**Remarks**
A. Site Information			
1.	Site Area	About 5.93 ha	Site area subject to verification upon setting out of site boundary.
2.	Location	At the south-eastern part of the KTRT of KTD	**Plan 1**
3.	OZP Zoning and Planning Intention	– "OU(TRU)" – The zone is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery. – A layout plan should be prepared in accordance with the Notes of the OZP.	In order to ensure proper planning control and comprehensive development of the Site, the relevant uses are included in Column 2 of the Notes of the OZP (**Annex 1**) and planning permission from the Board is required. An applicant for planning permission for development should prepare a layout plan with supporting technical assessments and any other documents for consideration by the Board. Details of information to be included are set out in the Notes and the Explanatory Statement (ES) of the OZP.
4.	General Site Context	The Site is now vacant and was part of the runway of the former Kai Tak International Airport.	
5.	Surrounding Land Uses	KTCT and KTRP Phase 1 and proposed KTRP Phase 2 are located to the immediate southwest, southeast and	

	Item	**Particulars**	**Remarks**
		northeast of the Site respectively. A number of sites zoned for commercial and residential uses are located to the further northwest of the Site. An electricity sub-station and a sewage pumping station are located to the immediate east of the Site.	
B. Major Development Parameters			
6.	Proposed Uses	– commercial facilities including retail and eating place; – hotel; – entertainment and leisure (E&L); – public observation gallery; and – office	– The public observation gallery should enable the general public to view this part of Victoria Harbour, the Kai Tak site and the surrounding areas. – E&L uses include 'Place of Entertainment' and 'Place of Recreation, Sports or Culture' uses as defined in the "Revised Definitions of Terms/Broad Use Terms Used in Statutory Plans" adopted by the Board.
7.	Maximum Gross Floor Area (GFA)	Not exceeding 229 400 m^2 and subject to the following additional control: – E&L uses: 15% to 20% of the total GFA (i.e. 34 410 to 45 880 m^2), including a public observation gallery with a minimum GFA of 2 000 m^2; – Hotel: 15% to 20% of the total GFA (i.e. 34 410 to 45 880 m^2); and – Public transport facilities: including an at-grade PTI (about 5 050 m^2 and a reserve area of about 2 400 m^2 for possible extension in future) and basement public transport facilities.	To allow design flexibility, minor relaxation of the GFA restriction of 229 400 m^2 as stipulated in the Notes of the OZP may be considered by the Board on application under section 16 of the Town Planning Ordinance (the Ordinance). For details of public transport facilities to be provided, refer to item 16 below. As the reserve area for the PTI is accountable for GFA calculation, the concerned area may be put to other

	Item	**Particulars**	**Remarks**
			suitable interim uses by the developer subject to approval by the relevant authorities.
8.	Maximum Building Height (BH)	100 mPD (with BH variation)	To allow design flexibility, minor relaxation of the BH restriction as stipulated on the OZP may be considered by the Board on application under section 16 of the Ordinance. A building or structure incorporating the public observation gallery with design merits could be submitted to the Board for consideration of relaxation of the BH restriction. The BH restriction is mainly intended to impose control on development at main roof level. Due regard should be given to the Hong Kong Observatory (HKO)'s requirements regarding the maximum BH of the TN development, which ascend linearly from about 80 mPD at the south-eastern part of the TN site to about 150 mPD at the north-western part of the TN site, in order to maintain Class 3 wind exposure classification of the World Meteorological Organization for the existing automatic weather station at KTRP (i.e. maximum BH being about 10 mPD plus one-fifth of its distance from SE1 station) (**Plan 2**).

	Item	**Particulars**	**Remarks**
9.	Maximum Site Coverage (SC)	No restriction on SC under the OZP.	Not exceeding that stipulated in the Building (Planning) Regulations (B(P)R).
C. Planning Requirements			
10.	Setback and POSPD Requirements	To maintain the vista at the landscaped deck of the Central Boulevard towards Lei Yue Mun, a minimum building setback of 45 m from the zoning boundary abutting the "OU" annotated "Cruise Terminal to include Commercial Development with Landscaped Deck Above" zone should be provided. The area, including the EVA serving KTCT, is to be provided in the form of a POSPD (about 16 000 m^2) open to the public 24 hours. Internal water channel(s) should be provided in the 45 m setback area.	**Plan 3** Under exceptional circumstances, minor relaxation of the building setback restriction may be considered by the Board on application under section 16 of the Ordinance. Refer to design requirements for internal water channel(s) under item 11(f) below.
11.	Urban Design Considerations	An urban design proposal should be submitted as part of the layout plan submission incorporating the following urban design considerations, where appropriate: <u>Overall Design</u> (a) create a people-oriented and eco-friendly environment for healthy living and leisure experience; (b) provide a creative solution to ensure that the presence and continued operation of the existing sewage pumping station and electricity substation would not undermine the attractiveness of TN; (c) provide special design features such as atrium or piazza design to create focal points, and intersection of pedestrian routes with diversity of activities, functions and design;	**Plan 5** Due regard should be given to: – the Board's Harbour Vision Statement; – Harbour Planning Principles and Harbour Planning Guidelines adopted by the Harbourfront Commission; – Kai Tak Development Urban Design Guidelines and Manual; – Design Guidelines for Kai Tak Promenade; – the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG); – Sustainable Building

	Item	**Particulars**	**Remarks**
		(d) improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level with retail/active frontage at ground level facing public open space, pedestrian connections and the POSPD in the 45m setback area; (e) avoid barriers (e.g. balustrade/railing/planter wall, etc.) and encourage pedestrian movement as well as access to the greenery areas (e.g. lawns within public space) as far as practical; <u>POSPD</u> (f) provision of at-grade POSPD within the 45 m setback area (area of about 16 000 m^2) with meandering profile and visually connected water channel(s) which may be formed by different sections with at-grade pedestrian connections provided across the channel (minimum total length of 250 m, covering not less than 30% of the 45 m setback area, and depth ranging from 300 mm to 500 mm), with stepped-down water edge and soft landscape edge linking up various nodes and open spaces, visually connected with the water feature proposed at the Entry Plaza and extending towards the River Valley in KTRP Phase 2A to preserve the vista along the setback area and to recreate the flight take-off experience; (g) an at-grade public landscaped corridor of not less than 25 m in width should be provided through a central location of the TN development to provide visual and	Design (SBD) Guidelines promulgated in the Practice Note for Authorized Persons, Registered Engineers APP-152; and – Hong Kong Green Building Council Guidebook on Urban Microclimate Study.

	Item	**Particulars**	**Remarks**
		physical connection between KTRP Phase 2B and the 45 m setback area. Not less than 30% of the landscaped corridor shall be covered using transparent/ translucent materials for weather protection; (h) multi-level open spaces with various design themes should be provided within the TN development to promote integration of indoor and outdoor spaces for public enjoyment; (i) maximize at-grade public spaces; (j) adopt "Public Creatives" through the creation of a visual identity using attractive wayfinding design, graphic images, colours, street furniture elements, activities, etc. to create places of interest within and near the development; <u>On Built Form</u> (k) minimize the extent of podium coverage as far as possible to enhance air ventilation and view corridor in the street environment; (l) the design of podium, including variation of façade articulation, or the extent of building footprint should promote visual permeability, pedestrian-scaled, visually pleasing/interesting and with generous and interlinked landscaped areas/treatment that relate well with the overall design of the at-grade open space; (m) the development should be compatible and congruous with the commercial and residential developments at the Runway	

	Item	**Particulars**	**Remarks**
		Precinct, KTCT and the surrounding setting; respecting the waterfront setting and the architectural built form of KTCT; and promoting public access and visual permeability to the surrounding open spaces; while creating a landmark development which would accentuate an uplift townscape at KTRT; (n) BH variation within the Site to harmonize with the building profile of KTCT and multi-level terrace garden; and (o) the design of the PTI should be contemporary and compatible with the TN development and the waterfront setting. It should be opened on at least two sides for better accessibility as well as air and visual permeability. Continuous walls, blank facades and louvers should be avoided to allow an accessible and permeable frontage. Columns and plant room facilities within the PTI should be minimized as far as possible.	
12.	Landscape and Greening Aspects	A landscape master plan (LMP) should be submitted as part of the layout plan submission, incorporating the following landscaping requirements: (a) a comprehensive landscaping proposal should be created to integrate the developments with the surroundings, especially KTCT and KTRP, to soften the building mass; (b) visually connected internal water channel(s), riverscape, with meandering profile, various water features, minimum accumulated	Reference should be made to: – the requirements and procedures as stipulated in Development Bureau Technical Circular (Works) (DEVB TC(W)) No. 7/2015: Tree Preservation; – DEVB TC(W) No. 1/2018: Soft Landscape Provisions for Highway Structures;

	Item	**Particulars**	**Remarks**
		length of 250 m, covering not less than 30% area (subject to a 50% reduction factor in calculating greenery area) of the POSPD, with stepped-down water edge and soft landscaped edge should be provided in the 45m setback area linking up various nodes and open spaces, visually connected with the water feature proposed at the Entry Plaza and extending into Runway Park Phase 2A as the "River Valley". In addition to the water channel(s)/features, a minimum greenery coverage of 25% should be provided in the non-EVA portion of the 45m setback area; (c) every possible effort should be made to maximize tree planting opportunity and preserve the existing trees, if any, on the Site and minimize the adverse impact to them during the work period; (d) an overall greening ratio of 30% of the total site area, including greening at pedestrian zone for at least 20% of the site area and roof greening for at least 20% of the total roof area; and (e) provide at-grade amenity treatment (e.g. high quality streetscape with roadside trees and street furniture) and buffer planting at the interface between PTI and its surrounding pedestrian walkways/open spaces to create a friendly environment and a strong sense of place. The LMP should illustrate: (a) conceptual and detailed landscape proposals including hard and soft	– Street Tree Selection Guide; – Kai Tak Development Urban Design Guidelines and Manual; – Chapter 4 "Recreation, Open Space and Greening" of HKPSG; – Public Open Space in Private Development Design and Management Guidelines; and – PNAP App-152 "Sustainable Design Guidelines" on the calculation of greening ratio/countable greenery areas.

	Item	**Particulars**	**Remarks**
		landscape; (b) adoption of vegetation diversity where practicable and the "Right Tree Right Place" planting principle for plant species selection in the soft landscape design; (c) provision of other amenities and facilities including street furniture, seating and shelters; (d) the relationship of the development with the surroundings, especially KTCT and KTRP; and (e) the layout, location and landscape design of open spaces including pedestrian circulation in relation to the adjoining developments and areas.	
13.	Integration with Adjacent Open Spaces	While the open space abutting the northeast of the development adjoining KTRP Phase 2B would be developed by the Government, the design of the development and the POSPD within the 45 m setback area and the River Valley and its adjoining area to be undertaken by the developer should harmonize with the adjacent open spaces.	The Landscape Master Plan (LMP) of Runway Tip Open Space is shown on **Plan 3**. In designing the POSPD, within the 45 m setback area and the River Valley and its adjoining area, the developer should take into consideration the urban design control and design guidelines of the POSPD as set out in **Annex 2** and **Plan 5** and the design of adjacent open spaces (KTRP Phases 2A and 2B) to ensure design coherency and compatibility. The LMP of the POSPD should be submitted for comments by relevant government departments including the Architectural Services Department (ArchSD) and

	Item	**Particulars**	**Remarks**
			close liaison should be maintained with ArchSD during the design and construction stage of the POSPD.
14.	Transport Facilities	The following public transport facilities should be provided on the ground level of the development (the at-grade PTI): – 4 bus bays (13 m in length) and 6 stacking bays (13 m in length); – 2 GMB bays (8 m in length) and 3 stacking bays (8 m in length); and – Smart PTI provisions including display panels for estimated time of arrivals, interactive panels for public transport information, charging facilities for electric vehicles and a passenger waiting area. The following facilities should be provided at the basement level of the development: – 1 general vehicle layby (minimum 40 m in length x 7.3 m in width); – 1 taxi stand (minimum 30 m in length x 3 m in width); and – coach lane(s) (with minimum width of 7.3 m and sufficient length to accommodate 15 coach pickup/setdown spaces).	The developer should design, construct, manage and maintain the at-grade PTI (including its extension area) to the satisfaction of the Commissioner for Transport (C for T), the Director of Highways (D of Hy) and other relevant government departments. The developer should construct and take up the management and maintenance responsibilities for the basement transport facilities. The PTI (including its extension area) and public transport facilities are accountable for GFA calculation. The developer may apply to the Board for minor relaxation of the GFA restriction for the basement public vehicle park.
15.	Green Building Design and Smart Requirements	The development should comply with the following requirements: (a) achieve BEAM Plus certification with Provisional Gold Rating or above; (b) Smart Water Meters: provide and mount automatic meter reading panels completed with all necessary power supply and data	The developer should also make reference to other smart city initiatives/proposals recommended for KTD under the "Developing Kowloon East into a Smart City District – Feasibility Study" undertaken by the Energizing Kowloon East

	Item	**Particulars**	**Remarks**
		communication services to connect the smart water meters provided by the Water Supplies Department (WSD). The system will be handed over to WSD for continuous operation and maintenance; (c) Electric Vehicle (EV) Charging: all car parking spaces should be EV charging enabling, and not less than 30% of the private car parking spaces should provide EV charging facilities; and (d) Parking Availability Information: provide for public use real-time parking availability data of short-term parking spaces. The data should include the number of vacant parking spaces by types of vehicles, headroom and EV charging spaces available for public use.	Office.
16.	Vehicle Parking and Loading/ Unloading (L/UL) Provision and Vehicular Access	Vehicle parking and L/UL facilities to be provided at the basement level according to the following standards: (a) E&L: mid-range parking standard for retail use in HKPSG for private cars, and low-end requirement for retail use for goods vehicle L/UL bays; (b) Hotel: high-end standard of HKPSG requirements for private car parking; high-end standard of HKPSG requirements for goods vehicle L/UL bays; and coach lane provision according to HKPSG requirements depending on the proposed number of rooms; (c) Commercial facilities: high-end standard of HKPSG requirements for private car parking and low-end	– A dedicated underpass (Road L14) from Shing Fung Road providing direct vehicular access to the basement level of the Site will be provided. – The provision of all kinds of vehicle parking and L/UL facilities within the Site should be to the satisfaction of C for T. – The developer is required to provide a right of way to the KTCT and GFS KTD for vehicular access, including construction access and EVA within the 45 m setback area.

	Item	**Particulars**	**Remarks**
		standard of HKPSG requirements for goods vehicle L/UL bays; (d) 38 public coach parking spaces and 15 coach pick-up/set-down spaces; (e) 100 designated public car parking spaces for private cars; (f) Motorcycle parking: 8% of car parking spaces; and (g) 100 to 120 ancillary bicycle parking spaces. – EVA and authorized vehicular access on the ground level should be provided to the satisfaction of relevant government departments. – Provide an access road connecting to the planned Road L14 underpass. – Provide a separate access road connecting the basement to the at-grade EVA within the Site.	– 50% of the goods vehicles L/UL bays will be shared for night-time public coach parking. The dimensions of these L/UL bays should cater for coach parking.
17.	Pedestrian Facilities and Connectivity	Adequate direct, unobstructed barrier-free public access with aged friendly design passageways and elevated connections should be provided within the TN development to allow smooth pedestrian movement between the landscaped deck, KTCT, PTI, Kai Tak Runway Park Pier and other open spaces in KTRT such as KTRP Phase 2. Legible and well-designed pedestrian wayfinding system should be provided to cater for people of different mobility needs. The applicant should construct, manage and maintain the following facilities: (a) one footbridge connecting with the landscaped deck at the Runway Precinct;	– The applicant should liaise and agree with the relevant government departments on the design and construction of the footbridges with aesthetic consideration. The footbridges should be in harmony with the TN development, the POSPD in the 45m setback area and respect the vista of Lei Yue Mun. – All the proposed pedestrian connection facilities should be included in the pedestrian connectivity

	Item	**Particulars**	**Remarks**
		(b) one covered footbridge connecting with KTCT on 1/F; (c) one uncovered footbridge connected with the roof garden at KTCT; and (d) 24-hour public passageways with barrier-free access facilities between the POSPDs, the landscaped deck, PTI and the adjoining open spaces.	study of the traffic impact assessment (TIA). – 24-hour barrier-free public access should be provided for all the public passageways, footbridges and connections. – The applicant should also consider the provision of elevated connection(s) across the at-grade public landscaped corridor to connect the podium(s) of the TN development at the level(s) of the landscaped deck and/or the footbridge connections to KTCT as set out in the design guidelines on **Plan 5**. For the avoidance of doubt, the covered part(s) of elevated connection(s) across the landscaped corridor is exempted from GFA calculation.
D. Other Technical Requirements			
18.	Traffic and Transport Aspect	– 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. – The TIA should be completed to the satisfaction of C for T and submitted as part of the layout plan submission for the consideration of the Board. – Any improvement measures/works proposed in the TIA should be funded, designed and implemented by the applicant to the satisfaction of C for T	Provision of pedestrian facilities and transport facilities provision for the Site should also be included in the TIA.

	Item	**Particulars**	**Remarks**
		and the D of Hy.	
19.	Environmental Aspect	An environmental assessment (EA) report should be carried out by the applicant to examine any possible environmental problem 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 layout plan submission.	The fresh air intake shall be provided below 40m above ground for the TN development based on the recommendations in the approved Schedule 3 Environmental Impact Assessment report for KTD. The location of the fresh air intake would be refined subject to the findings in the EA to be carried out by the applicant.
20.	Visual Aspect	A visual impact assessment (VIA) should be carried out as part of the layout plan submission to examine any visual problems/issues/concerns that may be caused to or by the proposed development to the surrounding areas and the proposed mitigation measures to tackle them. The VIA should be submitted as part of the layout plan submission.	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).
21.	Air Ventilation Aspect	A quantitative air ventilation assessment (AVA) should be carried out to examine any air ventilation problems that may be caused to or by the proposed development and the ventilation performance of the future development scheme. The AVA should be submitted as part of the layout plan submission. Mitigation measures should be incorporated to minimize the potential impacts to the surrounding wind environment.	The quantitative AVA should be conducted in accordance with the 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. The baseline scheme to be adopted for the AVA should be agreed by relevant authorities.
22.	Drainage and Sewerage Aspect	A drainage impact assessment (DIA) and a sewerage impact assessment (SIA) should be carried out by the applicant to	Reference should be made to the Stormwater Drainage Manual.

	Item	Particulars	Remarks
		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 layout plan submission.	The Site falls within the Harbour Area Treatment Scheme (HATS) Sewage Tunnel Protection Area. All proposed works within the HATS Sewage Tunnel Protection Area should comply with the requirements in the Environment, Transport and Works Bureau Technical Circular (Works) No. 28/2003 or the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers No. APP-62 issued by the Buildings Department.
E. Consultation			
23.	Consultation	The developer/applicant should consult the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission on its proposal for the Site before/during the planning application stage. Relevant interfacing parties including, but not limited to, KTCT, GFS KTD and HKO should be consulted during the planning application and implementation stages.	

5. LAYOUT PLAN SUBMISSION

The layout plan should contain all the information as required under the Notes for the "OU(TRU)" zone and demonstrate clearly that the requirements stated in ES of the OZP and this Brief 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 GFA for various uses, total number of hotel rooms and room size;

(iii) the details and extent of any recreational, public transport and parking facilities, open space and public observation gallery to be provided within the area;

(iv) the alignment, widths and levels of any roads proposed to be constructed within the area;

(v) the landscape and urban design proposals within the area;

(vi) the pedestrian circulation plan;

(vii) programmes of development in detail;

(viii) an EA report, including but not limiting to a VIA and AVA, to examine any possible environmental, visual and air ventilation problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;

(ix) a DIA and SIA report 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 to examine any possible traffic impacts 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.

ATTACHMENTS

Plan 1 Location Plan

Plan 2 Site Plan

Plan 3 LMP of Runway Tip Open Space

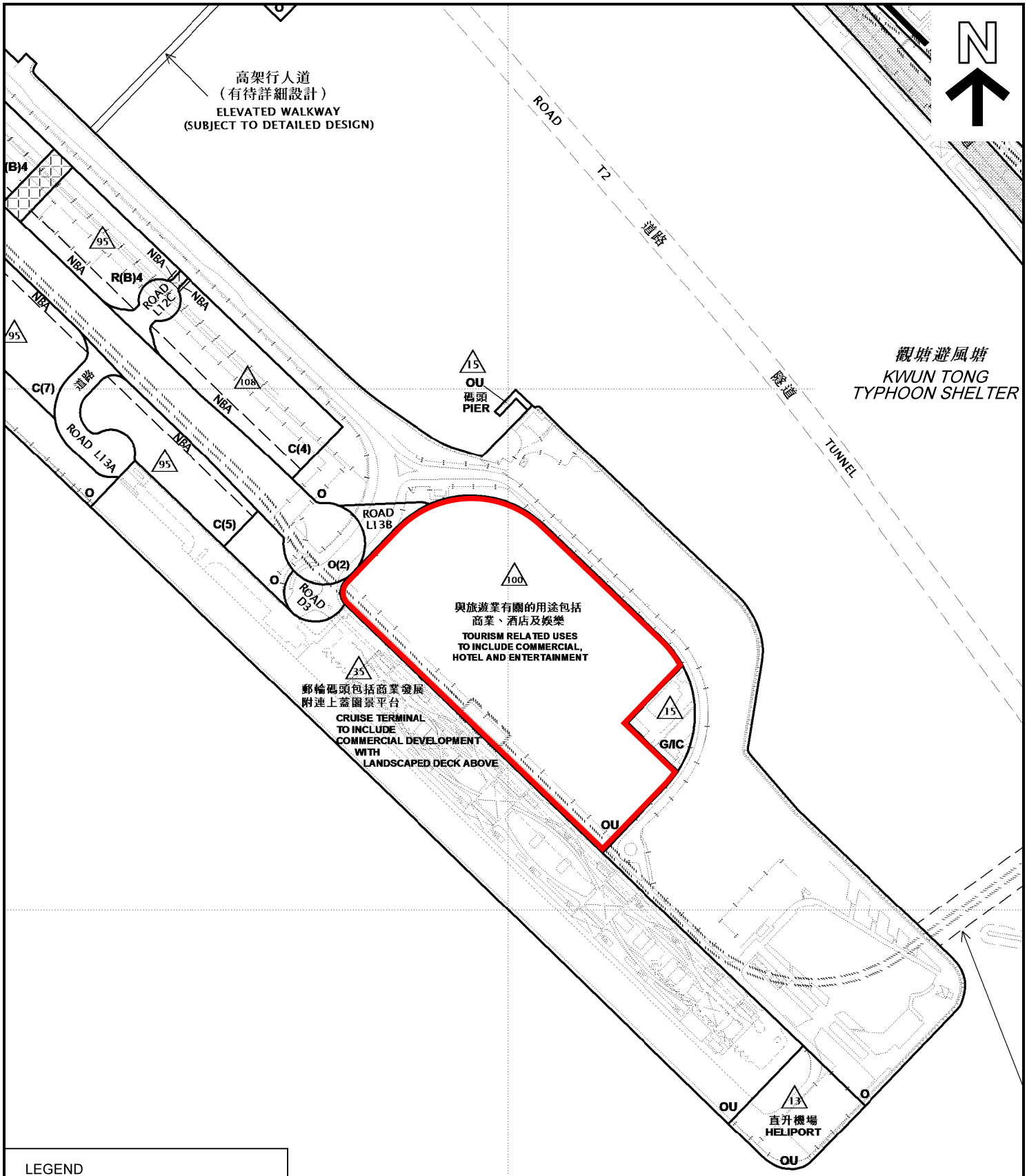
Plan 4 Circulation Diagram

Plan 5 Urban Design Control and Guidelines for TN Development

Annex 1 Extract of the Notes for the "OU(TRU)" zone

Annex 2 Urban Design Control and Guidelines for the POSPD adjoining the TN Site

Energizing Kowloon East Office
and Planning Department
October 2020



LEGEND

TOURISM NODE

BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2020年9月4日擬備，
所根據的資料為於2018年5月15日
核准的分區計劃大綱圖編號S/K22/6

EXTRACT PLAN PREPARED ON 4.9.2020
BASED ON OUTLINE ZONING PLAN No.
S/K22/6 APPROVED ON 15.5.2018

位置圖 LOCATION PLAN

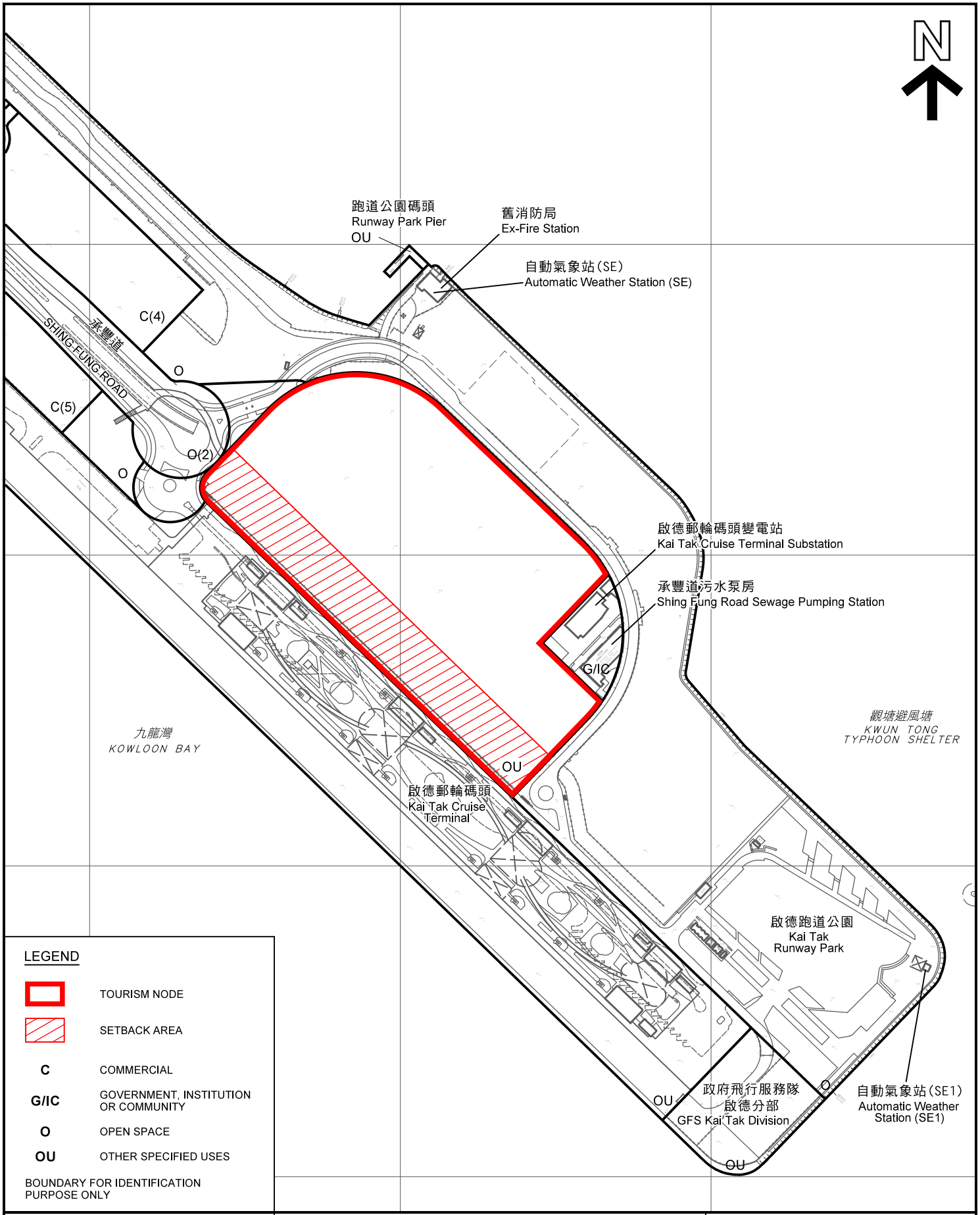
SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 米 METRES

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/K22/20/27

圖 PLAN
1



LEGEND

	TOURISM NODE
	SETBACK AREA
C	COMMERCIAL
G/IC	GOVERNMENT, INSTITUTION OR COMMUNITY
O	OPEN SPACE
OU	OTHER SPECIFIED USES

BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

平面圖 SITE PLAN

本摘要圖於2020年9月28日擬備，
所根據的資料為測量圖編號
11-NE-22A、B和D

EXTRACT PLAN PREPARED ON 28.9.2020
BASED ON SURVEY SHEETS No.
11-NE-22A, B & D

SCALE 1 : 4 000 比例尺

米 METRES 80 0 80 160 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K22/20/27

圖 PLAN
2

0 50 100 200m

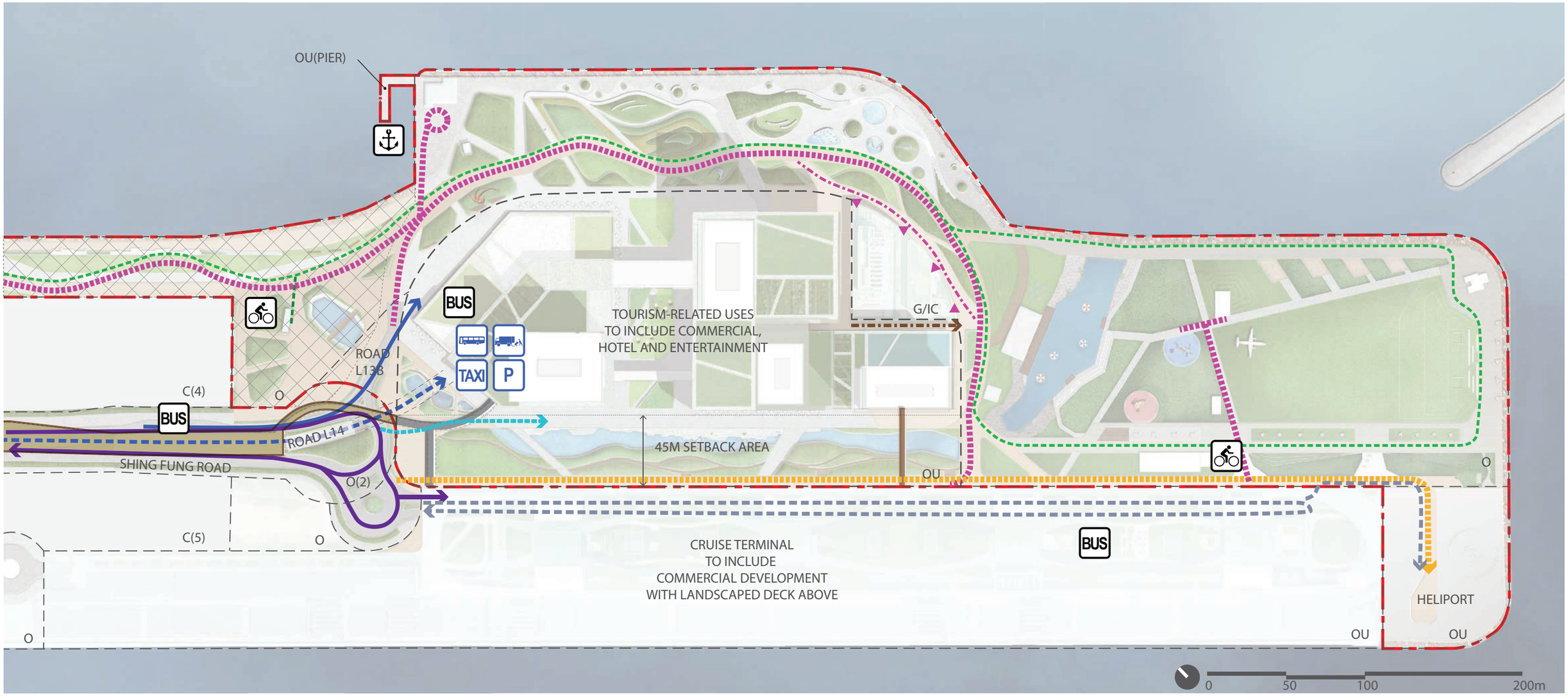
Legend

- "OU(TRU)" Zone covering Tourism Node
- Kai Tak Runway Park (KTRP) Phase 1
- KTRP Phase 2A
- KTRP Phase 2B
- River Valley (RV)
- POSPD including the Water Recreation Facility

*(subject to design refinement)

Landscape Master Plan of Runway Tip Open Space

PLAN 3



LEGEND

- Study Area
- OZP Zoning Boundary
- Runway Waterfront Promenade and Entry Plaza
- Landscaped Deck along Shing Fung Road
- Existing Access Points for Sewage Pumping Station and Electricity Substation
- Existing Ferry Pier
- Planned / Existing Bus Stop/ Proposed Sawtooth PTI
- Proposed Bike Rental Facilities
- Proposed Basement Level Transport Facilities

Vehicular Circulation

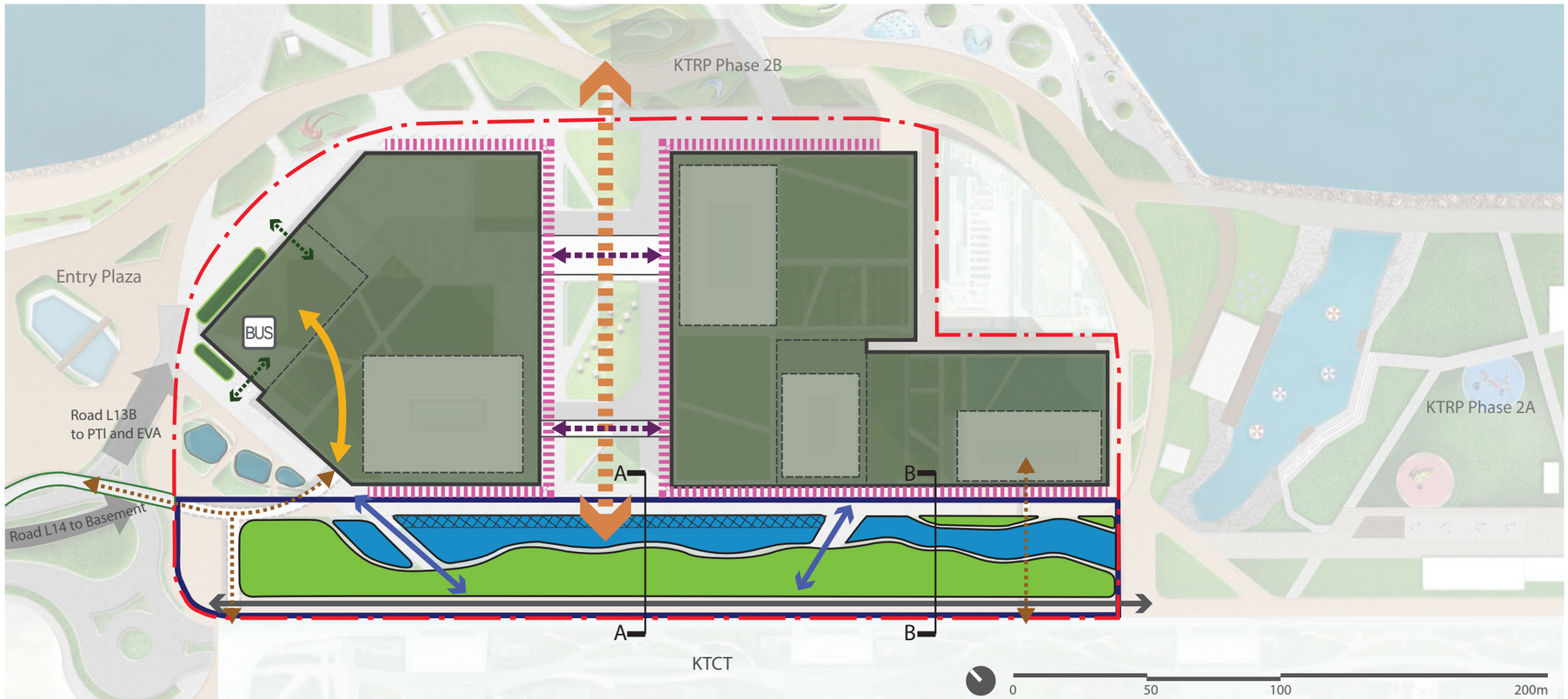
- Vehicular Access to Proposed PTI in TN Development / Proposed EVA Access to Future TN Development
- Proposed EVA Access
- Planned Basement Vehicular Access via Road L14 (Underpass)
- Proposed Ramp from Basement Level for Emergency Purpose
- Proposed Alternative Authorized Vehicular Access to GFS KTD / Future Cross-boundary Heliport (should be available after 2023)
- Shing Fung Road Major Vehicular Access
- Proposed EVA and Authorized Vehicular Access
- Existing EVA and Authorized Vehicular Access for KTCT and to GFS KTD / Future Cross-boundary Heliport (when GFS KTD Commission in 2021)

Pedestrian Circulation

- Proposed Footbridge Connection to Reserved Opening at KTCT 1/F and Landscaped Deck
- Proposed Footbridge Connection to Reserved Opening at KTCT Roof Garden
- Proposed Shared-use Cycle Track

Circulation Diagram

PLAN 4



LEGEND

- TN Site
- Landscaped Deck along Shing Fund Road
- BUS — At-grade PTI

Urban Design Control

- POSPD at 45m Setback Area (min. 16 000 m² in area)
  - Meandering Artificial Internal Water Channel(s)
  - Stepped-down Water Edge (non-slippery finish)
  - Ecological Greening Area
- Maintain 6m (W) KTCT EVA (to be shared with GFS KTD Authorized Vehicular Access)
- 24-hour At-grade Connections between TN and KTCT EVA
- Public Passageway
- Public Access between PTI and Open Space
- Elevated Pedestrian Connections

Section A - Hardscape (Stepped-down Water Edge) Treatment

Soft Landscaped Edge	Internal Water Channel(s)	Stepped-down Water Edge	Shared Surface (TN EVA / Authorized Vehicular Access)

Section B - Softscape Treatment

Soft Landscaped Edge	Internal Water Channel(s)	Undulating Waterscape	Shared Surface (TN EVA / Authorized Vehicular Access)

Design Guidelines

- Variation in Facade Articulation
- Multi-level Open Spaces
- Water Features to be visually connected with the Internal Water Channel / Features at 45m setback area and the Water Features at Entry Plaza
- Retail / Active Frontage at ground level facing open spaces (min. 60% of total length)
- Buffer Planting along PTI
- Landscaped Corridor Connecting POSPD and KTRP Phase 2B (min. 25m(W) and min. 30% area covered)
- Not less than 6m (W) Elevated Connections across Landscaped Corridor

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Tourism Related Uses to include Commercial, Hotel and Entertainment" only	
	Broadcasting, Television and/or Film Studio Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat (Staff Quarters only) Government Refuse Collection Point Government Use Hotel Library Market Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Vehicle Park (excluding container vehicle) Public Convenience Public Transport Terminus or Station Public Utility Installation Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Religious Institution School Shop and Services Showroom Social Welfare Facility Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Tourism Related Uses to include Commercial, Hotel and Entertainment" only (Cont'd)

Remarks

(1) An applicant for planning permission for development or use on land designated "Other Specified Uses" annotated "Tourism Related Uses to include Commercial, Hotel and Entertainment" shall prepare a layout plan and any other documents showing the following information for consideration of the Town Planning Board:

(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 flats and flat size, where applicable;

(iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, open space and public observation gallery to be provided within the area;

(iv) the alignment, widths and levels of any roads proposed to be constructed within the area;

(v) the landscape and urban design proposals within the area;

(vi) programmes of development in detail;

(vii) an environmental assessment report, including but not limiting to a visual impact assessment and air ventilation assessment, to examine any possible environmental, visual and air ventilation 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 drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(ix) a traffic impact assessment report to examine any possible traffic impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and

(x) such other information as may be required by the Town Planning Board.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Tourism Related Uses to include Commercial, Hotel and Entertainment" only (Cont'd)

Remarks (Cont'd)

(2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum total gross floor area of 229,400m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.

(3) Notwithstanding paragraph (2) above, a building or structure with a public observation gallery exceeding the maximum building height restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(4) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses are ancillary and directly related to the development or redevelopment, or any floor space that is constructed or intended for use solely as railway station or Government uses, as required by the Government, may be disregarded.

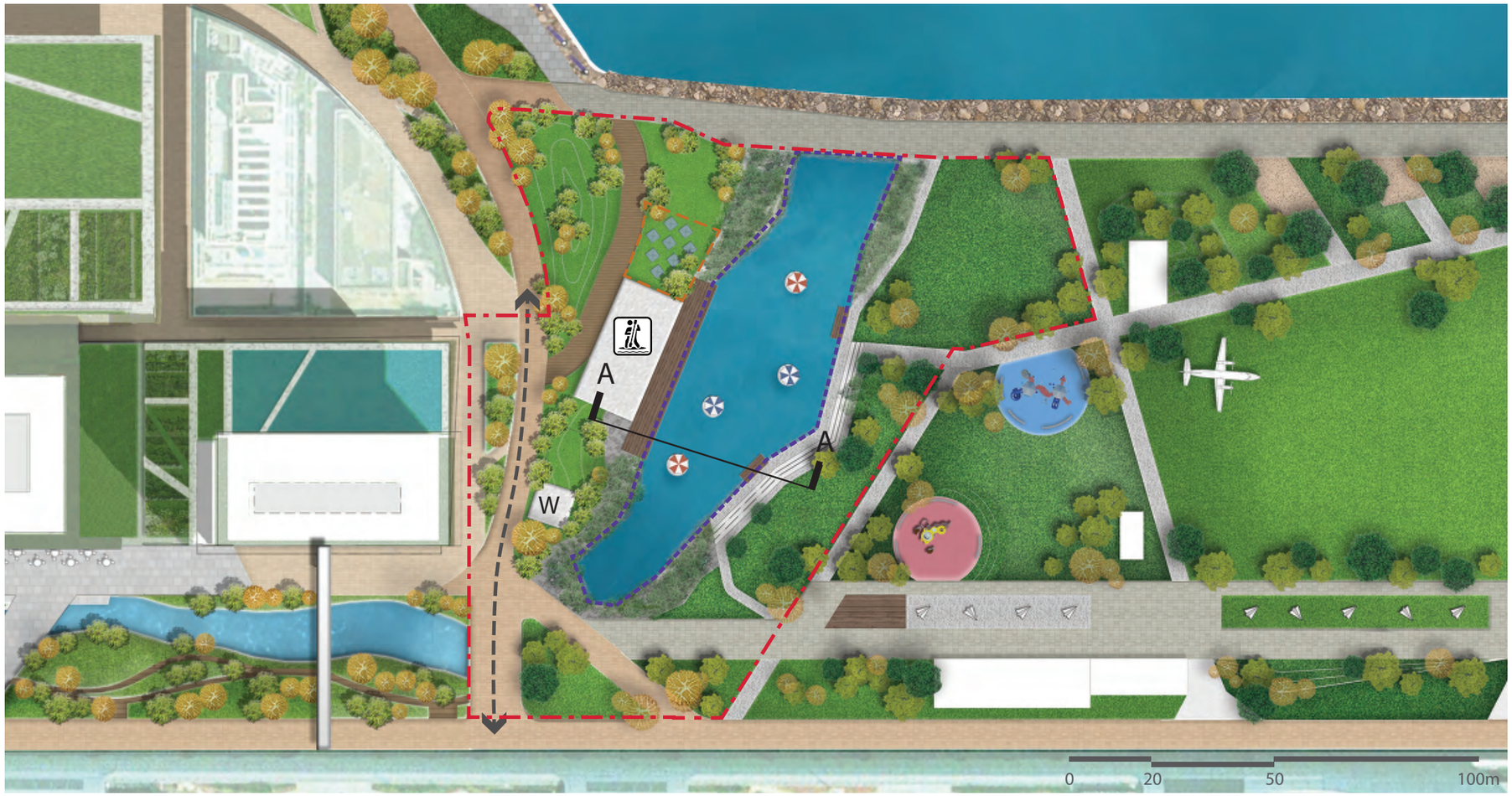
(5) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as public transport facilities as required by the Government shall be included for calculation.

(6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(7) A minimum building setback of 45m from the zoning boundary abutting the "OU" annotated "Cruise Terminal to include Commercial Development and Landscaped Deck Above" zone shall be provided.

(8) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the building setback restriction as stated in paragraph (7) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)



Urban Design Control

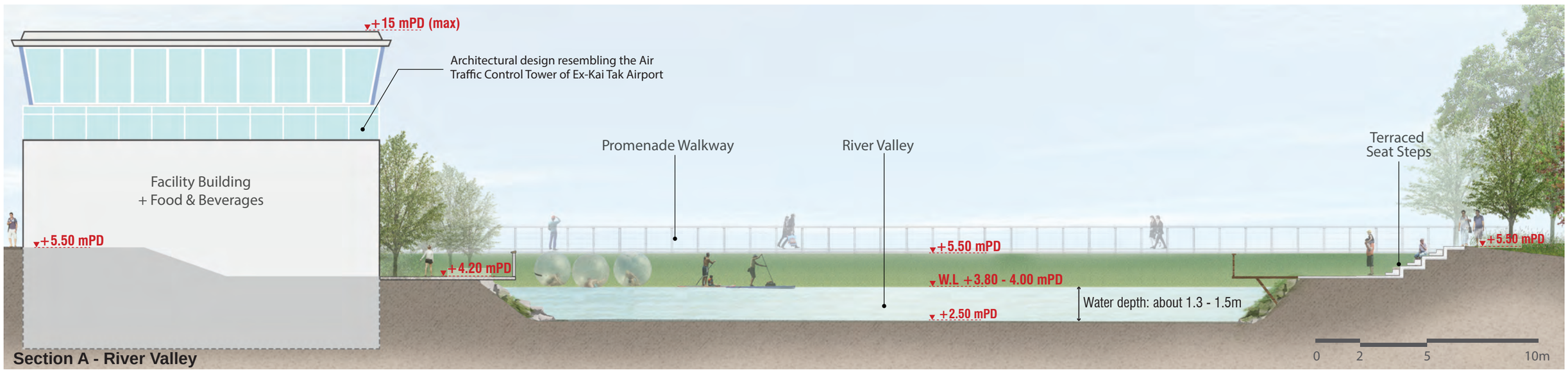
- POSPD including Facility Building and F&B (Site Area: about 15 200m²; Land Area: about 12 000m²)
- Water Area in River Valley (RV) (about 3 200m²)
- EVA within POSPD Connecting KTRP EVA and 24-hour At-grade Public Access between KTRP
- Facility Building including F&B (Max. BH: 3 storeys & 15mPD)

Design Guidelines

- Alfresco Dining Area (about 300m²)
- W — Water Treatment Plant

Photo of the Ex-Kai Tak Airport Control Tower

Aldis Lamp and Control Panel used in Ex-Kai Tak Airport Control Tower to be Exhibited on the Upper Floor of WRF



Section A - River Valley

Project:	Title:			
Agreement No. CE 73/2014 (TP) Planning and Urban Design Review for Developments at Kai Tak Runway Tip – Feasibility Study	Urban Design Control and Guidelines for the River Valley POSPD		Date: Jul 2020 Scale: As shown	Annex 2

Energizing Kowloon East Office

Agenda Item 6

[Open Meeting]

Planning and Urban Design Review for Developments at Kai Tak Runway Tip
(TPB Paper No. 10617)

[The item was conducted in Cantonese.]

35. The Secretary reported that AECOM Asia Company Limited (AECOM) was the consultant of the Planning and Urban Design Review for Developments at Kai Tak Runway Tip - Feasibility Study (the Study) and the following Members had declared interests on the item:

Prof. S.C. Wong (Vice-Chairperson)	-	personally having current business dealings with AECOM and being the traffic consultant/ engineering consultant of AECOM
Mr Ivan C.S. Fu Dr Billy C.H. Hau Mr Thomas O.S. Ho	]]]	having current business dealings with AECOM
Mr Franklin Yu	-	having past business dealings with AECOM
Mr K.K. Cheung Mr Alex T.H. Lai	]]]	their firm having past business dealings with AECOM

36. Members noted that Mr Ivan C.S. Fu had tendered apologies for being unable to attend the meeting. Since the item was only a briefing on the key recommendations of the Study, all other Members above who had declared interests could stay in the meeting and participate in the discussion.

37. The following representatives from the Energizing Kowloon East Office (EKEO) and the Consultant of the Study (the Consultant) were invited to the meeting at this point:

Ms Brenda K.Y. Au	-	Head/EKEO
Mr Edwin K.Y. Wong	-	Deputy Head/EKEO
Ms Margaret H.Y. Chan	-	Senior Place Making Manager (Planning), EKEO
Ms Carol Hui	-	Director, Urban Planning, AECOM
Ms Yoko Cheung	-	Associate Director, Urban Planning, AECOM

38. The Vice-Chairperson extended a welcome and invited the representatives from EKEO and the Consultant to brief Members on the Study. With the aid of a PowerPoint presentation, Ms Carol Hui from the Consultant briefed Members on the background to the Study, the planning objectives and design principles for the Kai Tak Runway Tip (KTRT) area, the key study recommendations including the planning and design framework, Master Layout Plan and Landscape Master Plan for KTRT, the Tourism Node (TN) development, and implementation arrangements as detailed in TPB Paper No. 10617 (the Paper).

39. As the presentation by the consultant of EKEO was completed, the Vice-Chairperson invited comments and questions from Members.

40. Some Members had the following comments and questions:

Connectivity

(a) whether an environmentally friendly linkage system (EFLS) would be provided to link up KTRT and Kwun Tong;

(b) whether there were plans to enhance accessibility to the area for visitors coming from Kwun Tong and other parts of Kowloon East or even Hong Kong Island;

(c) it might be worthwhile to explore enhancing both the physical connectivity as well as symbolic linkages with the Kwun Tong area. A holistic plan to have the design of the Kwun Tong Promenade integrated with the future design at KTRT should be pursued;

Reclamation

(d) whether reclamation would be required; and if reclamation was not a viable option, whether the design features of the winning scheme of the Kai Tak Fantasy International Ideas Competition on Urban Planning and Design (the KTF Competition) would be lost;

Facilities in KTRT

(e) noting that there were various themed open spaces proposed, whether there would be separate areas in KTRT designed specifically to meet the different needs of tourists and local residents;

(f) whether some form of shuttle service was required within KTRT to facilitate easy movement of visitors, especially for the elderly;

(g) whether sufficient supporting facilities such as toilets and shelters would be provided in KTRT. Those supporting facilities were essential to create a place that was friendly for families and the elderly, but those facilities were often neglected in large-scale developments;

(h) whether there was scope to hold large-scale sports events such as cycling, running or dragon boat competition at KTRT;

Synergy with the Kai Tak Cruise Terminal

(i) noting that there was insufficient patronage to the commercial facilities at the Cruise Terminal, whether the development of additional commercial facilities at the TN would worsen the situation;

(j) the insufficient public transportation services to the Cruise Terminal had been a problem and whether there were plans to improve the transport services in the area;

Development of the TN Site

(k) judging from the current indicative scheme, the design of the TN was similar to a typical commercial development. As such, whether there was scope to improve the design; and whether it was possible to require the prospective developer for the TN site to submit a preliminary design together with the tender so that the Government could have better control on the design and mode of operation of the future development at the TN site;

(l) besides the district cooling system (DCS) currently being operated in the Kai Tak area, the Government should strive to promote reducing the environmental footprint of the future development by using renewable energy and working towards a carbon-neutral objective for KTRT. The Government should consider requiring the future development at the TN site to be carbon-neutral apart from meeting at least the BEAM Plus Gold accreditation;

(m) besides developing buildings that had lower carbon emission, whether there were plans to promote a low-carbon lifestyle;

(n) there might be an over-provision of office space at KTRT. It appeared that more floor space should be allocated to retail or hotel use rather than office;

(o) whether it was possible to suspend the commercial development in the TN

site so that the entire KTRT could be used for recreational purpose for public enjoyment;

Design of the Public Open Space (POS)

(p) the open space should be designed to encourage people to interact with Victoria Harbour and provide access to the water body for fun. In the current scheme, the River Valley and water features in KTRT were only visually connected to the harbour. It would be more desirable to actually 'bring-in' the water from the harbour and let it run through the POS in KTRT. Also, small cruise boats could be provided for recreational or sight-seeing activities;

(q) regarding the land and water interface, whether people could get down to harbour if they so wished;

(r) whether there was scope to develop the area into an open-air museum with a unique theme so that it would be more attractive to tourists; and whether there was scope to provide additional retired aircrafts for display in the open space to strengthen the aviation theme or even allow the public to board the aircrafts;

(s) the design of the open space should be resilient to climate change and adverse weather conditions such as a tidal surge;

Implementation Arrangements

(t) how the open space in KTRT would be implemented; and whether the 45m-wide set back area would be part of the private development at the TN site;

(u) what the implementation and operation arrangement was for the public open space within private development (POSPD) at the River Valley;

Others

(v) noting that the Kai Tak area was an indispensable part of Hong Kong's

aviation history and had great significance to many people in terms of collective memory, whether there would be plans to reflect the unique history of the site as the former base of the Hong Kong Auxiliary Air Force;

(w) whether there was any special arrangement with the Kai Tak Children's Hospital to make use of KTRT for rehabilitation purposes;

(x) whether supporting facilities such as luggage storage would be provided to facilitate cruise passengers to enjoy the facilities in KTRT;

(y) iconic design could be adopted for the pumping station and electricity sub-station in KTRT so that they would blend in with the overall environment; and

(z) to reveal the aviation history of the site, further consideration could be given in urban design to echo with the concept of "take-off" and "coming home".

41. In response, Ms Brenda K.Y. Au, Head/EKEO, and Ms Carol Hui from the Consultant, with the aid of the PowerPoint slides, made the following main points:

Connectivity

(a) the ELFS alignment shown in the winning scheme of the KTF Competition was illustrative only. A preliminary alignment of the EFLS was also shown on the relevant Outline Zoning Plan (OZP) for indicative purpose. A detailed feasibility study on the ELFS was being conducted by the Civil Engineering and Development Department to investigate the possible modes and alignments of the proposed EFLS and the implementation issues. While the outcome of the ELFS study was not yet available, sufficient flexibility was provided in the KTRT development to cater for such provision should the Government decide to proceed with the implementation of the ELFS;

(b) connectivity to KTRT was one of the most important considerations in the Study. At the moment, the Kai Tak area was served by both road-based

public transport and ferry. As the area developed, it was anticipated that the demand for public transport services would increase and provision of such service could be enhanced correspondingly to cater for the demand. Recently, the Transport Department had invited tenders for operating the "Water Taxi" licensed ferry service, which was tentatively scheduled to commence operation later in 2020;

(c) the Kwun Tong area facing KTRT and the water body in between were an integral part of KTF. EKEO had formulated proposals in a holistic manner, and the approach to enhance the connection between KTRT and Kwun Tong would be further explored under the EFLS study;

Reclamation

(d) in order to create an interesting design for the shoreline and provide additional open space, reclamation was proposed in the conceptual winning design of the KTF Competition. However, pursuant to the Protection of the Harbour Ordinance, reclamation for development of more open space for recreational purposes would unlikely meet the overriding public need test laid down by the Court of Final Appeal. As such, no reclamation was proposed in the current scheme but the design had made reference to the winning design e.g. incorporating an internal water channel to create an interesting landscape for public enjoyment and enhance land-water interface;

Facilities in KTRT

(e) one of the strategies adopted in design of the POS was to promote diversity. The goal was to create "A place for all" including locals, visitors and tourists to enjoy. The current design had adopted elements related to aviation as well as a water theme. Some commercial elements such as food and beverages (F&B) and alfresco dining would also be provided to enhance the vibrancy of the area;

(f) the KTRT area would be highly walkable and given that the facilities in KTRT would be within walking distance, there was no plan to provide internal shuttle service at the current stage. Furthermore, KTRT was mainly designed as a traffic-free area, except for emergency vehicles and bicycles, where visitors could easily stroll around;

(g) sufficient supporting facilities including seatings, toilets and shelters would be provided at suitable locations in KTRT to ensure that the development was attractive and accessible to people from all walks of life, including the elderly. The details would be further examined at the detailed design stage;

(h) the Kai Tak Runway Park (KTRP) was about 8 hectares and the TN site was about 6 hectares. A minimum overall greening ratio of 50% was proposed for KTRP to promote extensive greenery, echoing with the vision of creating KTRT as a green hub. The proposed cycle track in KTRT would integrate with the GreenWay network already planned for the Kai Tak Development Area with a total length of about 13km. There was scope for organising major sports events in KTRT in the future;

Synergy with the Kai Tak Cruise Terminal

(i) at the moment, the scale of commercial facilities in the Cruise Terminal was too small to create a critical mass. The development at the TN site was anticipated to create a synergy effect and would complement the existing commercial facilities in the Cruise Terminal;

(j) regarding the issue of insufficient public transport services, it was difficult to provide additional services when there were insufficient passengers for the time being. The situation was expected to improve with the completion of more developments along the former airport runway including KTRT. Moreover, different types of commercial uses such as retail, F&B and office would be provided in the TN development and there would be a continuous flow of visitors at different times of the day in KTRT to sustain the demand for public transport services in future;

Development of the TN Site

(k) the scheme for the TN site prepared under the Study was indicative in nature for the purpose of demonstrating the technical feasibility of the proposed development based on the development restrictions stipulated under the OZP. The final design of the TN would largely be dependent on the design approach adopted by the future developer. Notwithstanding that, as planning permission from the Board would be required for the development at the TN site, the Board could have the opportunity to scrutinise the detailed design at the planning application stage. A Development Brief to provide guidance to the future TN development would be submitted to the Board for consideration and endorsement in due course;

(l) in terms of environmental performance, the future development at the TN site would be required to achieve BEAM Plus Gold or Platinum accreditation, which was a standard requirement imposed on all other development sites in the Kai Tak Development. It was observed that developers generally strived to achieve the best rating as far as possible. The use of DCS and other forms of renewable energy would be required for the TN site;

(m) it was the objective of the KTRT development to promote a healthy city concept and low-carbon lifestyle. Given that there was an extensive cycle track network in Kai Tak, i.e. the GreenWay network, it was anticipated that a large number of visitors would use bicycles to get around the area;

(n) the study team had conducted business viability study for the TN site as well as the POSPD in recommending the current land use proposals, which would provide a diverse range of commercial facilities;

(o) the TN site had been planned for tourism related and commercial uses in accordance with the specific zoning on the OZP. If the site was not to be developed as planned but used for other purposes, amendment to the OZP would be required;

Design of the POS

(p) the study team had explored the possibility to bring-in water from the Kwun Tong Typhoon Shelter (KTTS) for water recreation activities in in the River Valley. However, the water quality in KTTS might not always meet the standard for secondary contact such as after a heavy downpour. To ensure that the River Valley could be used by the public for water recreational purposes throughout the year, the current design would not draw in water from the KTTS;

(q) visitors would be able to have access to the water directly via a spot near the River Valley as well as the Kai Tak Runway Park Pier, and there would be water access points at the two proposed water sports facilities;

(r) the scope to provide an additional retired aircrafts at KTRT for exhibition purpose would depend on the availability of such aircrafts. A balance would also need to be struck in the use of the POS as the installation of an additional aircraft large enough for the public to board would occupy much of the POS that could otherwise be used for other activities. Regarding the aviation theme, the play equipment features such as mock-up paper planes in the current proposal was only preliminary and the idea would be further developed at the detailed design stage;

(s) in proposing the site formation level for the current scheme, the Consultant had duly considered the implications of climate change and adverse weather conditions as part of the technical assessments in the Study;

Implementation Arrangements

(t) part of the POS, i.e. Phases 1, 2A and 2B, would be implemented as one public works project to be completed in phases so that the facilities could be made available for public use as soon as possible. For the POSPD including the River Valley, it would be implemented by the future developer. As F&B uses at the River Valley would require planning permission form the

Board, it was expected that the developer would submit a planning application covering both the TN site and the POSPD in the River Valley for consideration by the Board and the integration between the TN development and the POSPD could be considered holistically. The 45m set-back area demarcated within the TN site would form part of the private development in the future. The area would be used for a POSPD which would be open to the public at all times;

(u) the POSPD including the River Valley would be operated by the developer of the TN for a specified period of time. Upon expiry of that period, the Government would review the management and operation performance of the POSPD and decide the way forward including possible renewal;

Others

(v) given the unique history of the site, the facility building in KTRT that resembled the appearance of the former air traffic control tower could include the display of some remnants of the former airport, which might also form the elements of an aviation-themed restaurant. For the ex-airport fire station which would be used for water sports in the short term, given its total site area of about 3,200m^2 and a gross floor area of the structure of about 400m^2, it could be developed into a decent-sized gallery in the long run;

(w) the Kai Tak Children's Hospital had its own rehabilitation facilities and there was also a waterfront promenade immediately outside the hospital that would be more conveniently accessible to the patients;

(x) regarding the arrangements to facilitate cruise passengers to visit KTRT, it would be up to the operators of the Cruise Terminal and the TN development to make appropriate arrangements as it was mainly a matter of business operations;

(y) the sewage pumping station and electricity substation located near the end of the runway area were existing supporting facilities for the Cruise Terminal. Aesthetic screening by way of amenity planting would be provided in the

future to reduce visual intrusiveness;

(z) the suggestion of incorporating the "take-off" and "coming home" theme was noted and it would be further explored at the detailed design stage of KTRP.

42. Members generally agreed that consideration should be given to strengthening the aviation theme in the KTRT development. It was crucial that the KTRT development could create a place that would duly reflect the aviation history of the site and be attractive to the public.

43. The Vice-Chairperson remarked that Members generally supported the TN development and hoped that EKEO could duly consider the views expressed by the Members regarding the future development at the KTRT.

44. As Members had no further question, the Vice-Chairperson thanked the representatives of EKEO for attending the meeting. They left the meeting at this point.

[Mr Sunny L.K. Ho, Mr David Y.T. Lui, Mr Stephen L.H. Liu, Mr K.K. Cheung, Mr Alex T.H. Lai, Dr Lawrence K.C. Li, Mr Thomas O.S. Ho, Mr Philip S.L. Kan and Dr Jeanne C.Y. Ng left during the Q&A session.]