For discussion on 11 May 2021

TFKT/03/2021

Technical Study on the Lai Yip Street Site in Kowloon East

PURPOSE

This paper is to brief Members on the recommendations including the proposed land uses, development parameters of the Technical Study on the Lai Yip Street Site in Kowloon East (the Study).

BACKGROUND

2. As promulgated in the 2017 Policy Agenda, a review would be undertaken on the future use of a site at Lai Yip Street near the Kwun Tong harbourfront, which includes studying the possibility of providing space for arts, cultural and creative industries (ACC) uses. To take forward this initiative, the Study commenced in March 2019.

STUDY AREA

- 3. The Study Area with an area of about 2 500 m², is located within Kwun Tong Business Area (KTBA) and is bounded by Wai Yip Street to the northeast, Lai Yip Street to the southeast, Hoi Bun Road to the southwest and a commercial development to the immediate northwest (**Plan 1**). The Study Area is currently occupied by a cooked food hawker bazaar (CFHB), a refuse collection point (RCP), a public toilet, a sitting-out area and public road with a left-turn flare lane from Lai Yip Street to Wai Yip Street (**Plan 2**).
- 4. The Food and Environmental Hygiene Department (FEHD) has expressed their intention to close the CFHB and agreed to relocate the existing RCP to a site at Tai Yip Street and a nearby space beneath the Kai Fuk Road Flyover, Kowloon Bay (inset at **Plan 1**). A public toilet is available at Kwun Tong Promenade (about 160 m from the Study Area), thus reprovisioning of the existing public toilet is not required. As it is observed that the existing Lai Yip Street Sitting-out Area is highly underutlilized and considering the proximity of the Kwun Tong Promenade and the Hoi Bun Road Park (to be completed in Q2 2021) located less than 100m from the Site which will also serve as another major open space in the area, Leisure and Cultural Services Department (LCSD) and

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Planning Department agreed reprovisioning of the sitting-out area is not necessary. The left-turn flare lane from Lai Yip Street to Wai Yip Street is proposed to be removed under a separate study, i.e. "Proposed Pedestrian Environment Improvement Works in Kwun Tong Business Area – Ngau Tau Kok Portion – Investigation", to improve pedestrian connectivity in the area while the left-turn traffic movement will be maintained.

PLANNING OBJECTIVES AND DESIGN PRINCIPLES

- 5. The key planning objectives of the Study are to propose suitable land uses, and to explore the optimal development potential for the Study Area in order to foster the transformation of Kowloon East (KE) into another Core Business District (CBD2) of Hong Kong and be complementary to the adjoining areas to create synergy. Being located at an important connector between MTR Ngau Tau Kok Station and the promenade, the proposed development should aim to bring vibrancy to the area and at the same time enhance the pedestrian environment through street improvement/greening and introduction of elements of interest.
- 6. The key design principles are as follows:
 - to exhibit the planning and design principles of CBD2 which focus on connectivity, branding, design and diversity;
 - to provide office space and uses that are complementary to CBD2 and for generating socio-economic benefits including employment opportunities to the neighbouring communities;
 - to explore the opportunity for incorporation of ACC uses (including related co-working spaces) and hotel use;
 - to promote street vibrancy by activating building frontages with various uses such as shops and to maximize greening where possible; and
 - to respect and be compatible with the existing urban fabric in terms of building height, building permeability, vista of waterfront and pedestrian connectivity.
- 7. In addition, due consideration has been given to the Harbour

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Planning Guidelines for Victoria Harbour and Its Harbourfront Areas (HPGs) including the Harbour Planning Principles in the formulation of the development proposal. Key relevant aspects are highlighted below:

(a) Sustainable Development

In the formulation of development proposal, existing and future economic, social and environmental needs of the members of the community have been duly taken into account with an appropriate balance. Green building principles would be encouraged in the development and BEAM Plus accreditation of Gold rating or above would be a mandatory requirement for the commercial development.

(b) Integrated Planning

To promote vibrancy and diversity and create synergy with the commercial developments in the district as well as to enhance public enjoyment, a mix of land uses including office, retail and F&B uses are proposed in the development proposal, which could integrate and synergize with the land uses of the vicinity.

(c) Urban Design and Landscaping

The proposed building height and development intensity have been carefully considered to be commensurate with the harbourfront setting. Vehicular access has been arranged to facilitate provision of an active retail frontage along Hoi Bun Road facing the promenade. Greening opportunities along Lai Yip Street and at the podium level will be optimized.

(d) Accessible Harbour

The overall pedestrian network has been considered, with enhancement of existing at-grade crossings and new footbridges proposed to improve connectivity to the waterfront and overall walkability.

(e) Stakeholder Engagement

We have consulted the Kwun Tong and Kowloon Bay Business Area Committee in March 2021 and members generally supported the study recommendations.

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DEVELOPMENT PROPOSAL

Recommended Land Use Mix

- 8. The development proposal formulated is to enable the Study Area to become a node primarily for commercial use providing typical CBD elements including office, retail and food & beverage ('F&B') uses. These proposed uses are consistent with the land uses of the vicinity. Flexibility for incorporation of ACC uses (including related co-working spaces) into the development proposal is also recommended to promote vibrancy and diversity.
- 9. The option of incorporating 'Hotel' use has also been studied and it is concluded that hotel can also be a feasible alternative to office use. Flexibility for incorporation of hotel use into the development proposal is recommended.

Proposed Development Parameters

- 10. The developable area (the Site) within the Study Area will be about 1 910 m². The proposed development parameters of the Site are shown in **Table 1**.
- 11. In line with adjacent waterfront development sites, a building height restriction of 100 mPD is proposed for the Site. A maximum plot ratio of 12 is proposed for the development, of which a maximum of 19 320 m² (about 84%) will be office or hotel, and a minimum of 3 600 m² (about 16%) will be retail/F&B/ACC uses. Ancillary parking and loading/unloading facilities will be provided as agreed with Transport Department.

Table 1: Proposed Development Parameters

Site Area (approx.)	1 910 m ² (Subject to detailed survey)
Plot Ratio	12
Building Height Restriction	100 mPD
Total GFA (approx.)	22 920 m ²
GFA Distribution (approx.)	
- Office/hotel	19 320 m ² (Max.)
- Retail/F&B/ACC	3 600 m ² (Min.)

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12. A Visual Appraisal (VA) was conducted and the related photomontages and street-level perspectives of the proposed development are shown on **Plans 3** to **5**. The VA concluded that the proposed development with a maximum building height of 100 mPD is compatible with the character of the area, and would unlikely result in significant adverse visual impact.

Proposed Vehicular Access

13. Vehicular access to the Site is proposed to be made through Lai Yip Street while the egress is proposed to be at Wai Yip Street (**Plan 6**).

Pedestrian Connectivity

- 14. Lai Yip Street is one of the major north-south running pedestrian corridors in KTBA connecting the hinterland with Kwun Tong Promenade. Commuters from MTR Ngau Tau Kok Station and bus stops on Kwun Tong Road would generally walk along Lai Yip Street (mainly on the eastern footpath) to the Kwun Tong waterfront and adjacent office/commercial developments. With the proposed pedestrian subway across Lai Yip Street at the Kwun Tong Road/Lai Yip Street junction and removal of the flare lane at Wai Yip Street/Lai Yip Street junction, connectivity from MTR Ngau Tau Kok Station to the Site would be significantly improved. Linkage to the former Kai Tak runway, and to the Kowloon Bay and Kwun Tong Action Areas will also be enhanced by proposed walkway systems 1 under "multi-modal" the Environmentally Friendly Linkage System (MMEFLS). The proposed development provides an opportunity for a more efficient connection between the two proposed walkway systems.
- 15. The removal of the existing RCP would also provide an opportunity for straightening the existing staggered pedestrian crossing at Lai Yip Street/Hoi Bun Road junction (**Plan 6**).
- 16. Moreover, the proposed development also allowed provision of wider footpaths on all three sides. Along Hoi Bun Road, the site line as indicated in the Adopted Kwun Tong (Western Part) Outline Development Plan No. D/K14A/2 (ODP) (**Plan 2**) has been adopted. Within the Site, a ground-level building setback of 1 m along Lai Yip

¹ These include the proposed pedestrian cum cyclist bridge across the Kwun Tong Typhoon Shelter and the proposed elevated walkway with travellators along Wai Yip Street.

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Street with a minimum clear headroom of 5 m is proposed for providing a wider public passage and space for amenity while another aboveground setback along Wai Yip Street with widths ranging from about 2.1 m to 3.1 m is proposed for aligning with the adjacent NEO's building line (**Plan 7**). The above-mentioned two setback areas within the lot boundary are intended to be open to the public around the clock while covered walkways of reasonable widths within the proposed setback areas could be exempted from GFA calculation.

Smart and Green Requirements

17. In line with the standard requirements for new land sale sites in KE, green building design (i.e. BEAM Plus Provisional Gold or above rating) and a higher greening ratio (i.e. an overall minimum greening requirement of 30% of the site area and specifically a minimum of 10% to be provided at the pedestrian zone), provision of smart water metering system, electric vehicle charging infrastructure, and real-time parking availability information would be included in the lease conditions.

IMPLEMENTATION ARRANGEMENTS

Public Works

18. The Site is proposed to be disposed of through land sale and will be available upon relocation of the RCP. The proposed junction modification at Wai Yip Street/Lai Yip Street and straightening of the existing staggered pedestrian crossing at Lai Yip Street will be implemented by Highways Department under minor works.

Works by the Developer

19. The developer is required to provide connection points at the first floor of the proposed development to link up with the elevated walkway along Wai Yip Street and to the pedestrian cum cyclist bridge across Kwun Tong Typhoon Shelter with 24-hour public passageway and associated barrier-free facilities leading to the ground level. Roadside amenity planting at public footpaths along Hoi Bun Road, Wai Yip Street and Lai Yip Street will also be provided by the future developer.

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WAY FORWARD

20. The finalized study recommendations would be passed to the Planning Department for amendment to the relevant Outline Zoning Plan.

ADVICE SOUGHT

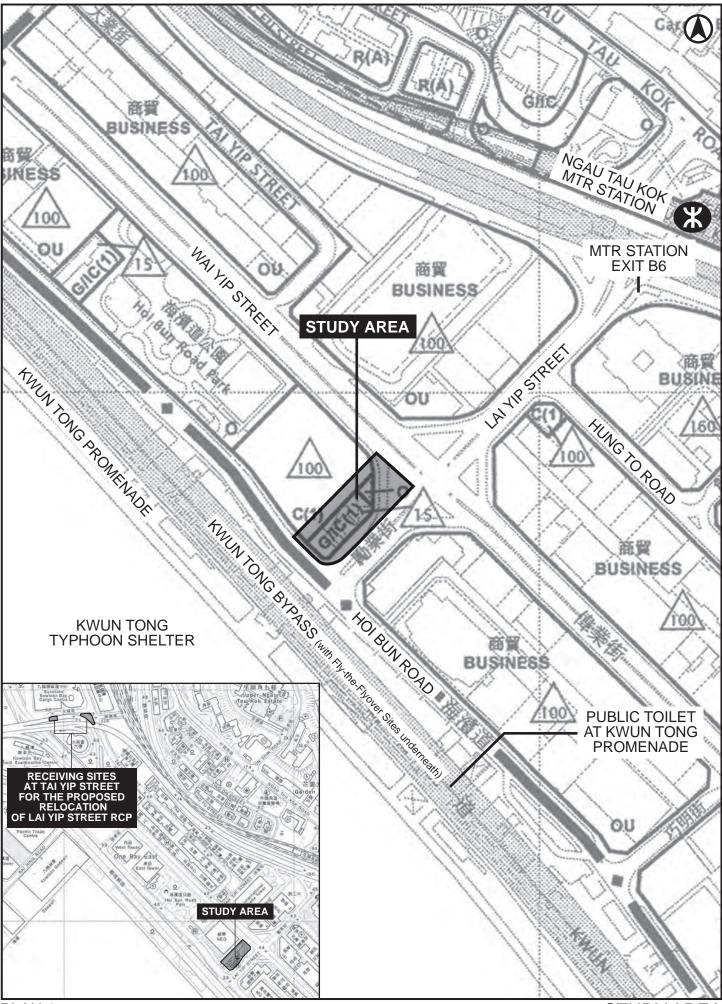
21. Members are invited to offer views on the recommendations of the Study.

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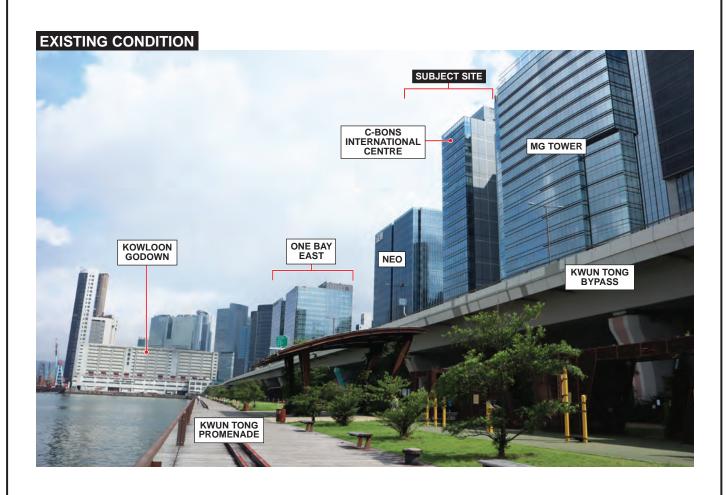
ATTACHMENTS

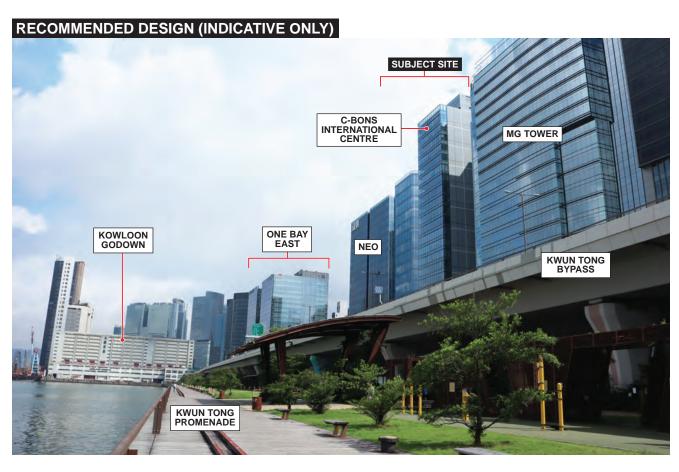
Plan 1	Study Area	
Plan 2	Existing Uses of the Site and Proposed Lot Boundary	
Plan 3	Photomontage viewing from Kwun Tong Promenade	
Plan 4	Photomontage viewing from Kai Tak Runway Park Pier	
Plan 5	Street-level perspectives from Hoi Bun Road and Lai Yip	
	Street	
Plan 6	Proposed Vehicular Access and Pedestrian Facilities	
	Improvement Works	
Plan 7	Proposed Building Setbacks	

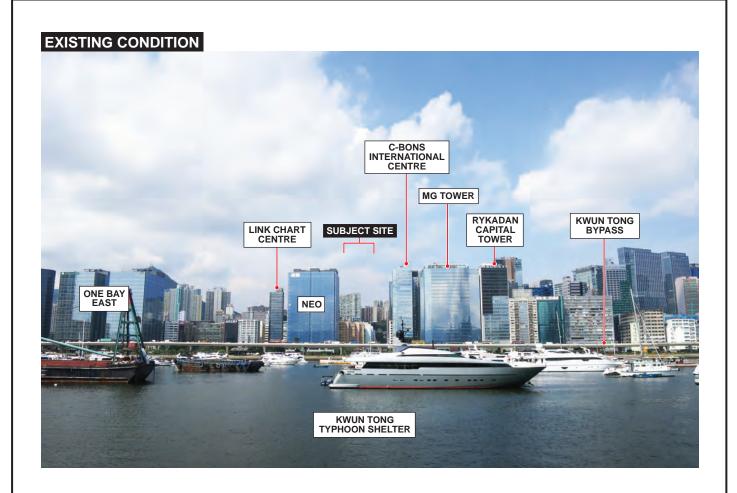
Energizing Kowloon East Office Development Bureau May 2021



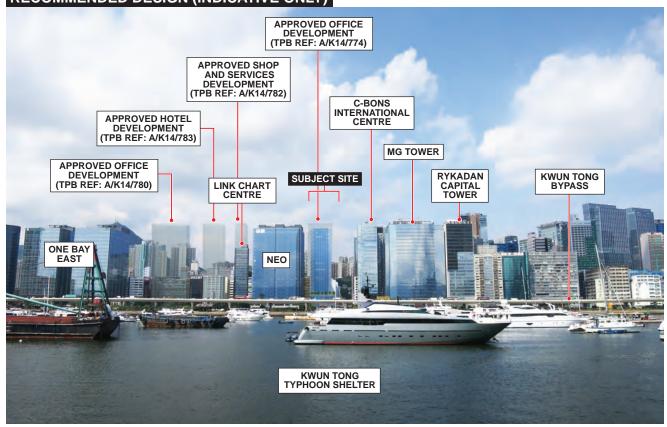






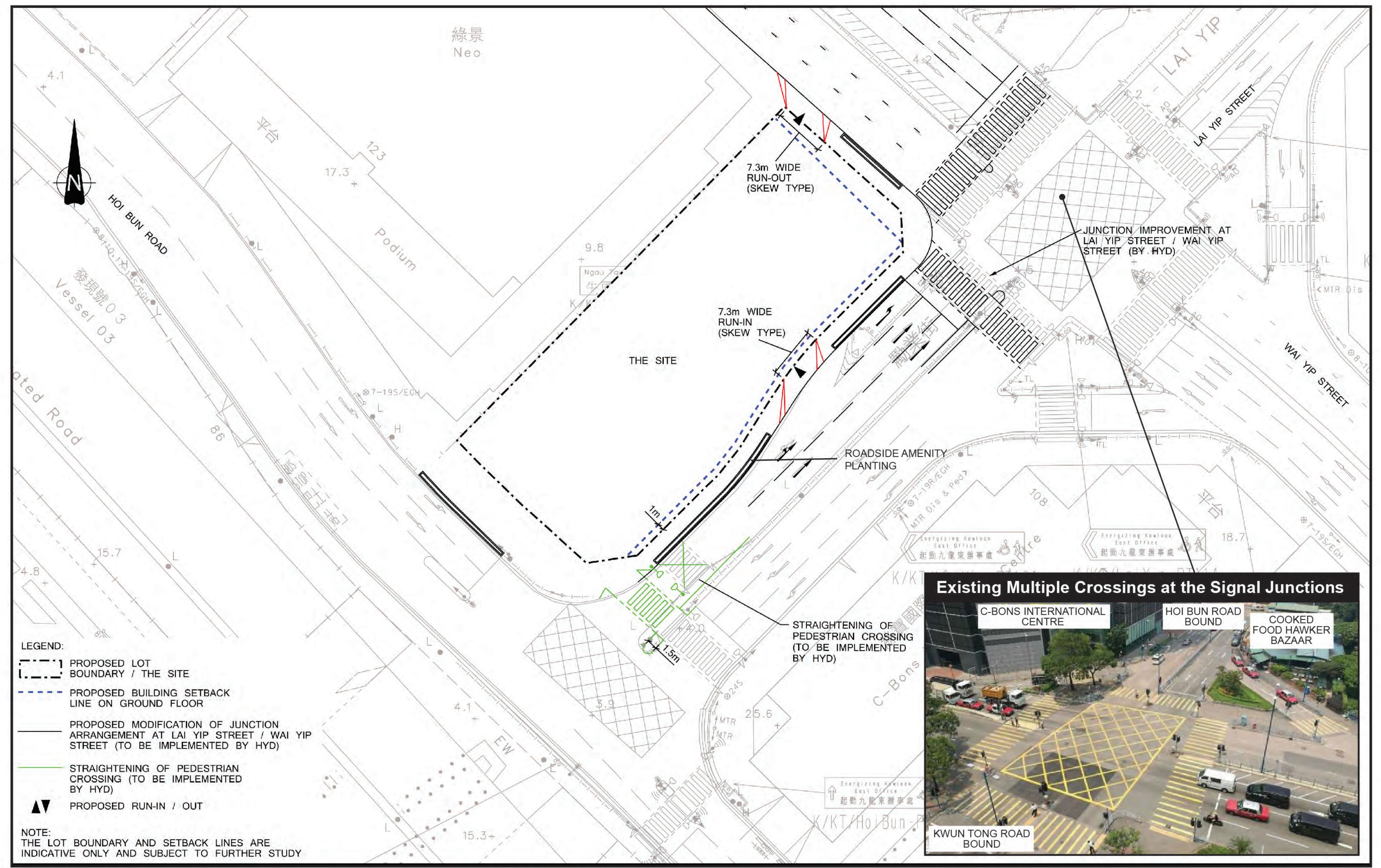


RECOMMENDED DESIGN (INDICATIVE ONLY)









PLAN 6

PROPOSED VEHICULAR ACCESS AND PEDESTRIAN FACILITIES IMPROVEMENT WORKS

