

# **Task Force on Kai Tak Harbourfront Development**

---

For discussion  
on 28 September 2021

TFKT/05/2021

## **Planning and Engineering Study for the Development at Kowloon Bay Action Area – Feasibility Study**

### **Recommended Outline Development Plan and Proposed Amendments to the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan**

#### **PURPOSE**

This Paper is to seek Members' views on the Recommended Outline Development Plan (RODP) formulated under the Planning and Engineering Study for the development at Kowloon Bay Action Area (KBAA) of Kowloon East (KE) – Feasibility Study (the Study), and the proposed amendments to the approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/30.

#### **BACKGROUND**

2. The Study was commissioned by the Energizing Kowloon East Office, Development Bureau. Taking into consideration the public views and aspirations received during the consultation of the Preliminary Outline Development Plan (PODP) and the further findings of various technical assessments and sensitivity tests, a RODP has been formulated.

#### **STUDY AREA**

3. The Study Area has an area of about 17 hectares (ha) and is bounded by Sheung Yee Road to the north, Wai Yip Street to the east and Kwun Tong Bypass to the south and west. After excluding roads/pavements and amenity areas, it has a gross developable land area of about 7 ha and comprises six development sites, namely Lots 1 to 6 (**Plan 1**). Lot 1 is currently occupied by the Hong Kong Police Force's Kowloon Bay Police Vehicle Detention

# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

and Examination Centre (PVDEC). Lot 2 is currently vacant<sup>1</sup>. Part of the area underneath the Flyover, i.e. Lot 3, is currently occupied by the Highways Department (HyD)'s maintenance depot. Lot 4 is occupied by Transport Department (TD)'s two former vehicle examination centres (VECs) currently under demolition<sup>2</sup>. Lots 5 and 6 (i.e. NKIL 6313 and 6512) were sold for commercial/office developments which were completed in 2019.

## **VISION AND PLANNING PRINCIPLES**

4. KBAA is positioned to become a commercial/office hub of KE. To realize this vision, the following key planning principles have been adopted for the formulation of the RODP:

- (a) to cater for territorial needs and generating public benefits;
- (b) to make efficient use of land resources;
- (c) to promote smart city and green neighbourhood;
- (d) to deliver quality urban design and integrate with surrounding urban context with place-making strategy;
- (e) to enhance pedestrian network; and
- (f) to ensure implementability.

5. In addition, the following Harbour Planning Principles have been taken into account in the formulation of the RODP:

### **(a) *Preserving Victoria Harbour***

The proposal will align with the intention to protect and preserve Victoria Harbour for Hong Kong people and visitors as a special public asset. The KBAA development would not involve any reclamation in the harbour.

### **(b) *Stakeholder Engagement***

---

<sup>1</sup> The former waste recycling centre of Environmental Protection Department (EPD) was demolished in January 2021, and has been replaced by the Organic Resources Recovery Centre (ORRC) Phase 1 in Siu Ho Wan which has already been in operation.

<sup>2</sup> The new VEC at Sai Tso Wan Road, Tsing Yi, where the two VECs have been relocated to, has commenced operation.

The stakeholder engagement on the PODP for KBAA has been summarized in paragraph 6 below. Comments of the stakeholders have suitably incorporated in formulation of the RODP. The Kwun Tong District Council (KTDC) was also consulted on 9 September 2021.

## **(c) *Sustainable Development and integrated planning***

Mixed uses are proposed for KBAA, including commercial development, an integrated open space, pedestrian network and, subject to detailed study by EPD, an ORRC. It has been ascertained in the technical assessments that the proposed land uses and intensity would be compatible with the existing urban fabric. The proposed development has given due consideration to increase resources efficiency in future developments to achieve sustainable development.

## **(d) *Vibrant and Accessible Harbour***

An integrated open space and pedestrian network is proposed to enhance pedestrian connectivity and the walking environment in the locality. In future, the public would be able to reach the waterfront from the hinterland through the multi-level pedestrian network in KBAA.

## **COMMENTS RECEIVED ON THE PODP**

6. The major comments and suggestions received on the PODP during public consultation are summarized as follow:

- to ensure proper implementation of the proposed site design, building height, public open space within private development (POSPD), and the elevated connections, etc.;

# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

- to review the land use mix and to provide more floor space for non-government organizations;
- to explore improvement works to the existing traffic and pedestrian networks in the vicinity of KBAA and public transport services and provision of sufficient parking spaces and loading/unloading bays so as not to worsen the traffic of the surrounding area; and
- to strengthen the connectivity of KBAA to its surrounding areas, including Kai Tak Development and the waterfront promenade.
- to suitably address the potential environmental impact induced by the proposed ORRC (previously referred to as “Integrated Waste Handling Facility”).

7. Comments of the Task Force on the PODP and the responses are summarized in **Appendix I**.

## **MAJOR REVISIONS**

8. In comparison with the PODP, the following major revisions have been made in the process of formulating the RODP:

### ***Development Intensity***

9. Under the principle of optimizing land utilization and balancing the infrastructural constraints (in particular the local road network capacity), and by making reference to the development intensity of the developments in Kwun Tong and Kowloon Bay Business Areas, it is proposed to increase the total gross floor area (GFA) from 499 300 m<sup>2</sup> under PODP to 533 580 m<sup>2</sup> (i.e. increased by 34 280 m<sup>2</sup>).

### ***Public Transport Facilities***

# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

10. A green transport hub with a total area of 4 000 m<sup>2</sup> was proposed under the PODP for provision of public transport services. To further promote green transportation, the area for the green transport hub has been increased to 5 000 m<sup>2</sup> in the RODP for provision of charging facilities for electric vehicles. The green transport hub will adopt a peripheral saw-tooth design. In addition, it is also proposed to provide air-conditioned passenger waiting area, display panels providing real-time information, staff restroom and toilet facilities in the green transport hub.

## **RECOMMENDED OUTLINE DEVELOPMENT PLAN (Plan 2)**

### ***Proposed Land Use Zonings***

11. The RODP envisions KBAA to become a hub primarily for commercial uses providing office, hotel, retail and other ancillary facilities, open space and public transport facilities. The section of Cheung Yip Street within KBAA is proposed to be closed and pedestrianized to create a vibrant streetscape. It would remain as government land while underground development beneath the section between the eastern and western portions of Lot 4 would be allowed. The existing government sites and roads within the Study Area are rationalized into the following proposed land use zonings:

- (a) “Commercial” (“C”) - This zone covers Lots 2 and 4 (with a plot ratio of 12 and a total GFA of 405 600 m<sup>2</sup>) and is intended primarily for commercial uses including office, hotel, retail, food and beverage (F&B), and entertainment facilities. Planning flexibility is given to allow arts, cultural or creative (ACC) uses as well as technology related uses at the two sites. Urban farming could also be provided at the podium level of the commercial developments to promote green living. Approximately 1 900 m<sup>2</sup> and 3 400 m<sup>2</sup> of POSPD would be provided at

## Task Force on Kai Tak Harbourfront Development

---

TFKT/05/2021

podium level within the “C” zones in Lots 2 and 4 respectively (**Plan 3**). A green transport hub of 5 000 m<sup>2</sup> would be provided in Lot 2.

- (b) “Other Specified Uses” annotated “Business” (“OU(B)”) - This zone covers Lots 5 and 6 (with a plot ratio of 12 and a total GFA of 127 580 m<sup>2</sup>) currently zoned “OU(B)” on the OZP. The developments on Lots 5 and 6 comprising office, retail and F&B uses were completed in 2019.
- (c) “OU” annotated “ORRC” (“OU(ORRC)”) – This zone covers the PVDEC currently zoned “Government, Institution or Community(1)” (“G/IC(1)”) on the OZP. Lot 1 is preliminarily proposed for EPD’s ORRC to accommodate food waste treatment plant and facilities for recycling and upcycling operations cum environmental/community education centre upon relocation of the existing government facility. The ORRC is anticipated to handle the organic waste generated from commercial and GIC developments in KE. It can advocate behavioural change among corporates and institutions and also create synergy with Zero Carbon Park and other green buildings and public facilities nearby to form an eco-economic hub. The ORRC would be subject to further feasibility study by EPD.
- (d) “Open Space” (“O”) – This zone covers the at-grade POSPDs of about 16 100 m<sup>2</sup> at Lots 2, 3 and 4. This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of the local community as well as the public at large. These open spaces are proposed to be implemented under the POSPD approach, with a view to achieving better synergy with the adjacent commercial/office developments.

For the POSPD at Lot 3 beneath Kai Fuk Road Flyover, indoor space for ACC uses would be allowed. A maximum

## Task Force on Kai Tak Harbourfront Development

---

TFKT/05/2021

building height (BH) of 9 mPD (with an absolute height of 4 m)<sup>3</sup> together with a maximum permitted built-over area of about 400 m<sup>2</sup> is proposed. The existing Tsui Hing Street and Hung Yip Street will be closed for the proposed POSPD at Lot 3 and Lot 4 respectively.

- (e) “Amenity Area” - The amenity area to the south of Lot 1 was improved in 2019. It provides pedestrian linkage to the hospital cluster in Kai Tak, and a new landscaped elevated walkway will be constructed by CEDD to link up with the New Acute Hospital to enhance connectivity. Two other strips of amenity area are proposed to the south of Lot 4 to allow provision of roadside planting and visual buffer to enhance the environment and to preserve existing trees on site.

12. The proposed key development parameters, master layout and the indicative massing are in **Table 1**, **Plan 2** and **Plan 3** respectively. Various technical assessments have been conducted to ascertain the technical feasibility of the proposed development. With the implementation of appropriate mitigation measures, the proposed development intensity and land uses would not cause insurmountable problem on traffic, landscape, air ventilation and environmental aspects to the locality.

---

<sup>3</sup> The BH restriction has taken account of the headroom of about 6 m beneath the flyover and the need to allow a minimum of 2 m clear headroom below the flyover soffit for maintenance purpose.

# Task Force on Kai Tak Harbourfront Development

TFKT/05/2021

**Table 1: Key Development Parameters**

<b>Lot</b>	<b>Net Site Area<sup>+</sup> (m<sup>2</sup>) (about)</b>	<b>GFA and Land Use Mix (m<sup>2</sup>) (about)</b>	<b>Plot Ratio (about)</b>	<b>Building Height Restriction (metre above principal datum (mPD))</b>
1	9 500	Subject to Technical Feasibility Study	N/A	To be determined
2	17 000	204 600 <i>Office: 144 470</i> <i>Retail/F&amp;B/Entertainment: 55 130</i> <i>Green Transport Hub: 5000</i>	12.0	35, 120 & 150
3	8 400	ACC: 400	N/A	9
4	16 750	201 000 <i>Office:130 510</i> <i>Hotel: 14 880</i> <i>Retail/F&amp;B/Entertainment: 55 610</i>	12.0	120 & 135
5	3 800	45 540 (Existing) <i>Office: 42 000</i> <i>Retail/F&amp;B/Entertainment: 3 540</i>	12.0	120
6	6 800	82 040 (Existing) <i>Office: 74 100</i> <i>R/F&amp;B/E: 7 940</i>	12.0	100
Total (excluding Lots 1 and 3)	<b>44 350</b>	<b>533 180</b>	12.0	-

<sup>+</sup> Site areas are subject to survey. Net Site Area excludes POSPD, amenity area and the pedestrianized area.

## URBAN DESIGN CONSIDERATIONS AND REQUIREMENTS

13. The Master Urban Design Plan (MUDP) is shown on **Plan 4**. The MUDP is formulated to provide an overall design framework to



# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

guide the future developments. The key features include stepped BH profile; accessible and sizeable open spaces and pedestrian circulation; and provision of breezeways and view corridors. Various urban design control parameters have been incorporated into the RODP.

## ***Proposed Massing, BH, NBAs and Setbacks***

14. KBAA is located at a transition area between the high-rise developments in Kowloon Bay and the lower, bulkier warehouses in Ngau Tau Kok. The BH profile in KBAA should respect and be compatible with the surroundings including the harbourfront, and the buildings should be positioned to follow the existing urban fabric for better air ventilation and visual permeability and to allow the provision of public open spaces at key locations. Rational building disposition should be adopted to respect the ridgelines and to avoid obstruction of the prominent visual and landscape resources.

15. To create a compatible BH profile with the surrounding context of the skyline of KE, which is descending from the hinterland to the promenade, a stepped BH profile for the KBAA development should be adopted. A notional scheme has been formulated to demonstrate the feasibility for proposed developments in KBAA. Based on the notional scheme (**Plan 3**), the proposed BH ranging from 35 mPD to 150 mPD at Lot 2 would be visually embedded in the existing building envelope of neighbouring taller buildings<sup>4</sup>. For the building blocks on the western portion of Lot 4, the BH would rise from the podium at the west at 20 mPD to the highest level at 135 mPD in the western portion and step down to 120 mPD in the eastern portion.

16. For continuation with the Green Spine in Kowloon Bay along Wang Mau Street to the north of the site, which serves as a local air path and a visual corridor, a 15 m wide NBA is proposed

---

<sup>4</sup> The BH of Manhattan Place is at 173 mPD, and Enterprise Square III and V at 163 mPD and 170 mPD respectively.

## **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

for Lot 2 (**Plan 2**). To further enhance openness and visual permeability without compromising the BH profile, the middle portion of Lot 2 is designated at a lower BH of 35 mPD to align with Wang Tai Road to the north (**Plan 2**). In addition to the NBA, setback areas at ground level with respective widths of 6 m and 10 m are proposed along the northern and southern boundary of Lot 2 away from Sheung Yee Road and Kai Fuk Road Flyover respectively to enhance the walking environment on ground level (**Plan 2**). Setback areas<sup>5</sup> at ground level with a width of 10 m are also proposed in the northern part of Lot 4 to allow sufficient width for emergency vehicular access to the developments (**Plan 2**). To facilitate wind penetration from the south-west to the Study Area and to Wang Tai Road, an open design of the at-grade green transport hub with a clear headroom of at least 10 m is proposed. The wind corridor at the pedestrianized Cheung Yip Street separating the building mass between Lots 2 and 5 is proposed to be widened to 25 m to facilitate air ventilation and to provide improved accessibility to the surrounding developments (**Plan 2**).

### ***Walking Environment and Open Space Network***

17. To promote walkability and connectivity, a comprehensive multi-level pedestrian network is planned for KBAA to connect the green transport hub and activity nodes, including the nearby MTR station, Kai Tak hospital cluster, Kai Tak Development and Promenade, with a number of pedestrian walkways. Details of the pedestrian network are shown on **Plan 5**. In addition, Cheung Yip Street would be designated as a 24-hour pedestrianized area in order to form a comprehensive pedestrian network within KBAA. When necessary, Cheung Yip Street could also serve as emergency vehicular access.

18. The multi-level open spaces within the developments of KBAA are intended to provide activity nodes, green amenity and visual relief within the locality, and connect with the existing and planned open spaces in the Kowloon Bay area. The public open

---

<sup>5</sup> Underground developments and elevated walkways are permitted in the setback areas.

## **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

space provision amounts to 21 400 m<sup>2</sup> and their locations are shown on **Plan 3** and **Plan 5**. Four thematic open space nodes and landscape features are proposed to enhance the spatial quality for the future commercial developments and to create an open space network with diverse uses for the working population and visitors of KBAA and the general public. The POSPDs are intended to be finished with high quality materials with a grid of trees to provide shading during the hot summer days. With the provision of vertical linkages to facilitate pedestrian movement between different levels, the open spaces would form a three-dimensional network for creation of a quality public realm. To ensure design coherence, the Landscape Master Plans required under lease would be vetted by a design review panel, similar to the arrangement adopted for some other land sale sites in KE.

### ***Transport and Traffic Arrangements***

19. The commercial developments at Lots 2 and 4 shall provide ancillary parking and loading/unloading facilities in accordance with the Hong Kong Planning Standards and Guidelines, i.e. over 1 500 ancillary car parking spaces, 189 ancillary loading/unloading bays, 17 taxi or private car lay-bys, one single deck coach lay-by and about 124 motor-cycle parking spaces. It is proposed to release part of the ancillary loading/unloading bays for shared use as public parking facilities at night-time for the optimal use of resources.

20. A Traffic and Transport Impact Assessment has been conducted to assess the potential traffic impact of the proposed development on the local road network. To alleviate the existing traffic congestion and to meet the traffic demand generated by the KBAA development, a number of improvement schemes including road widening and revision to method of control are proposed at the following critical junctions to enhance their performances (please refer to **Plan 6** on the location of the junctions):

- Hoi Bun Road / Shun Yip Street (J4)

## **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

- Wang Chiu Road / Sheung Yee Road (J6)
- Sheung Yuet Road / Wang Chiu Road (J9)
- Lam Hing Street / Wang Chiu Road (J10)
- Kai Cheung Road / Wang Chiu Road (J11)

21. To facilitate the proposed pedestrianization of Cheung Yip Street, a junction improvement scheme is proposed at Hoi Bun Road / Cheung Yip Street (J5) by optimizing lane arrangements and road markings. The improvement works will be implemented in tandem with the development of Lot 4.

### ***Smart City and Green Neighbourhood***

22. To facilitate the development of smart city and green neighbourhood in KE, relevant standard requirements including green building design (i.e. to achieve BEAM Plus Provisional Gold or above rating) and higher greening ratio [i.e. an overall minimum greening requirement of 30% (except Lot 3 due to site constraints)], provision of smart water metering system, electric vehicle charging infrastructure, automatic waste collection system and real-time parking availability information would be stipulated in the land sale conditions for Lots 2 and 4. Subject to further study, the ORRC proposed in Lot 1 can provide a facility to handle organic waste generated from the locality.

## **IMPLEMENTATION ARRANGEMENT AND WAY FORWARD**

23. Demolition of the superstructures on Lot 4 is being carried out following the relocation of the two existing VECs to Sai Tso Wan Road, Tsing Yi. HyD's temporary maintenance depot at the eastern part of Lot 3 would be vacated before land sale. Regarding the PVDEC in Lot 1, relevant departments will continue to formulate the relocation arrangement to facilitate permanent development at the site.

24. Lots 2 and 4 will be disposed of by way of land sale. The

# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

future developers of Lots 2 and 4 will be responsible to construct respective public facilities including POSPDs, elevated walkways and the green transport hub. The future developers would also be required to manage and maintain the footbridges, the POSPDs<sup>6</sup> and the Cheung Yip Street pedestrianized area within KBAA.

25. Taking into account the recommendations of the Study including the RODP for KBAA, the proposed amendments to the OZP have been prepared to facilitate subsequent land disposal, except the amendment for Lot 1 which shall be subject to further feasibility study on the proposed ORRC by EPD. In the meantime, Civil Engineering and Development Department and HyD will prepare for implementation of the proposed road improvement measures.

## **PROPOSED AMENDMENTS TO THE OZP RELATING TO KBAA**

26. To take forward the RODP of the Study (**Plan 2**), rezoning of Lots 2 to 4 of KBAA within the Ngau Tau Kok and Kowloon Bay Planning Scheme Area is required. The proposed amendments to the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30<sup>7</sup> relating to KBAA (**Plans 7 to 9**) mainly involve the following three sites within KBAA:

- (a) Lot 2 currently falling within an area zoned “Other Specified Uses” annotated “Refuse Transfer Station” (“OU(RTS)”) and shown as ‘Road’;
- (b) Lot 4 currently falling within an area zoned “Government, Institution or Community (1)” (“G/IC(1)”) and shown as ‘Road’; and
- (c) Lot 3 currently falling within an area zoned “G/IC(1)”, “OU(RTS)” and shown as ‘Road’.

---

<sup>6</sup> The POSPD at Lot 3 will be constructed, managed and maintained by the developer of Lot 4.

<sup>7</sup> This round of OZP amendments also include the rezoning of the Yip On Factory Estate to “Residential (Group A)” (“R(A)”) zone for public housing development, which falls outside the boundary of the area of responsibility of the Harbourfront Commission Task Force.

# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

27. Lots 5 and 6 for commercial developments have already been completed, and the current “OU(B)” zones will be retained. Lot 1 for the proposed ORRC, which is still subject to further feasibility study by EPD, is not included in this round of OZP amendments.

## Amendment Item A1 – Proposed Commercial Development (total area of 2.1ha)

28. Lot 2 is proposed to be rezoned to “Commercial (1)” (“C(1)”) (**Item A1**) for office, retail, F&B and entertainment uses, with stipulation of a maximum GFA of 204 600 m<sup>2</sup>, and maximum building heights (BHs) of 35mPD for the middle portion<sup>8</sup>, 120mPD for the western portion and 150mPD for the eastern portion. A public transport interchange (PTI) as required by the Government (i.e. the green transport hub as stated in paragraph 16 above) shall be provided. A POSPD of not less than 6 300m<sup>2</sup>, of which not less than 4 400m<sup>2</sup> is at-grade at the southeastern corner of the “C(1)” zone abutting Cheung Yip Street and Kai Fuk Road Flyover, shall be provided. The above development restrictions are proposed to be stipulated on the OZP and its Notes. The NBA and setbacks requirements as stipulated on the RODP (as stated in paragraph 16 above) are proposed to be stated in the Explanatory Statement of the OZP and the future land lease as appropriate.

## Amendment Item A2 – Proposed Commercial Development (total area of 2.9ha)

29. Lots 4 and 3 are proposed to be rezoned to “Commercial (2)” (“C(2)”) (**Item A2**) for office, hotel, retail, F&B and entertainment uses, with stipulation of a maximum GFA of 201 400 m<sup>2</sup> (including a maximum GFA of 400m<sup>2</sup> for ACC uses at Lot 3), and maximum BHs of 135mPD for the western portion and 120mPD for the eastern portion. A POSPD of not less than 11 800m<sup>2</sup>, of which not less than 8 400m<sup>2</sup> is at-grade at the northern portion of the “C(2)”

---

<sup>8</sup> The middle portion of 35mPD aims to align with Wang Tai Road for visual mitigation and air ventilation purposes.

## **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

zone underneath Kai Fuk Road Flyover, shall be provided. The above development restrictions are proposed to be stipulated on the OZP and its Notes. The NBA, setbacks, amenity area and the GFA of ACC uses requirements as stipulated on the RODP (as stated in paragraphs 11 and 16 above) are proposed to be stated in the Explanatory Statement of the OZP and the future land lease as appropriate.

### Amendment Items B1 and B2 – POSPDs (total area of 0.3ha)

30. Two pieces of land to the immediate west and east of proposed “C(2)” site are proposed to be rezoned from “G/IC(1)”, “OU(B)” and areas shown as ‘Road’ to “Open Space” (“O”) (**Items B1 and B2**) for at-grade POSPD development.

### Amendment Items C1 to C3 – Minor Boundary Adjustment (total area of 0.3ha)

31. To take forward the said development proposals, several strips of land of 0.3ha are proposed to be rezoned to areas shown as ‘Road’ (**Items C1 to C3**) in order to rationalise the zoning boundaries.

## **PROPOSED AMENDMENTS TO THE OZP NOTES AND EXPLANATORY STATEMENT**

32. For the purpose of the proposed amendment items above, the Notes of the OZP will be amended accordingly. Opportunity is taken to incorporate other technical amendments into the Notes as well. The Explanatory Statement of the OZP will also be updated to reflect the latest condition and planning circumstances of the Ngau Tau Kok and Kowloon Bay Planning Scheme Area.

## **ADVICE SOUGHT**

33. We welcome views and comments from Members on the

# **Task Force on Kai Tak Harbourfront Development**

---

TFKT/05/2021

RODP for KBAA and the proposed amendments to the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30.

34. Members' views together with the comments from KTDC, and the proposed OZP amendments will be submitted together for consideration of the Metro Planning Committee (MPC) of the Town Planning Board. Should the MPC agree that the proposed amendments to the approved OZP be suitable for exhibition, they will be published under the section 5 of Town Planning Ordinance for two months for public inspection.

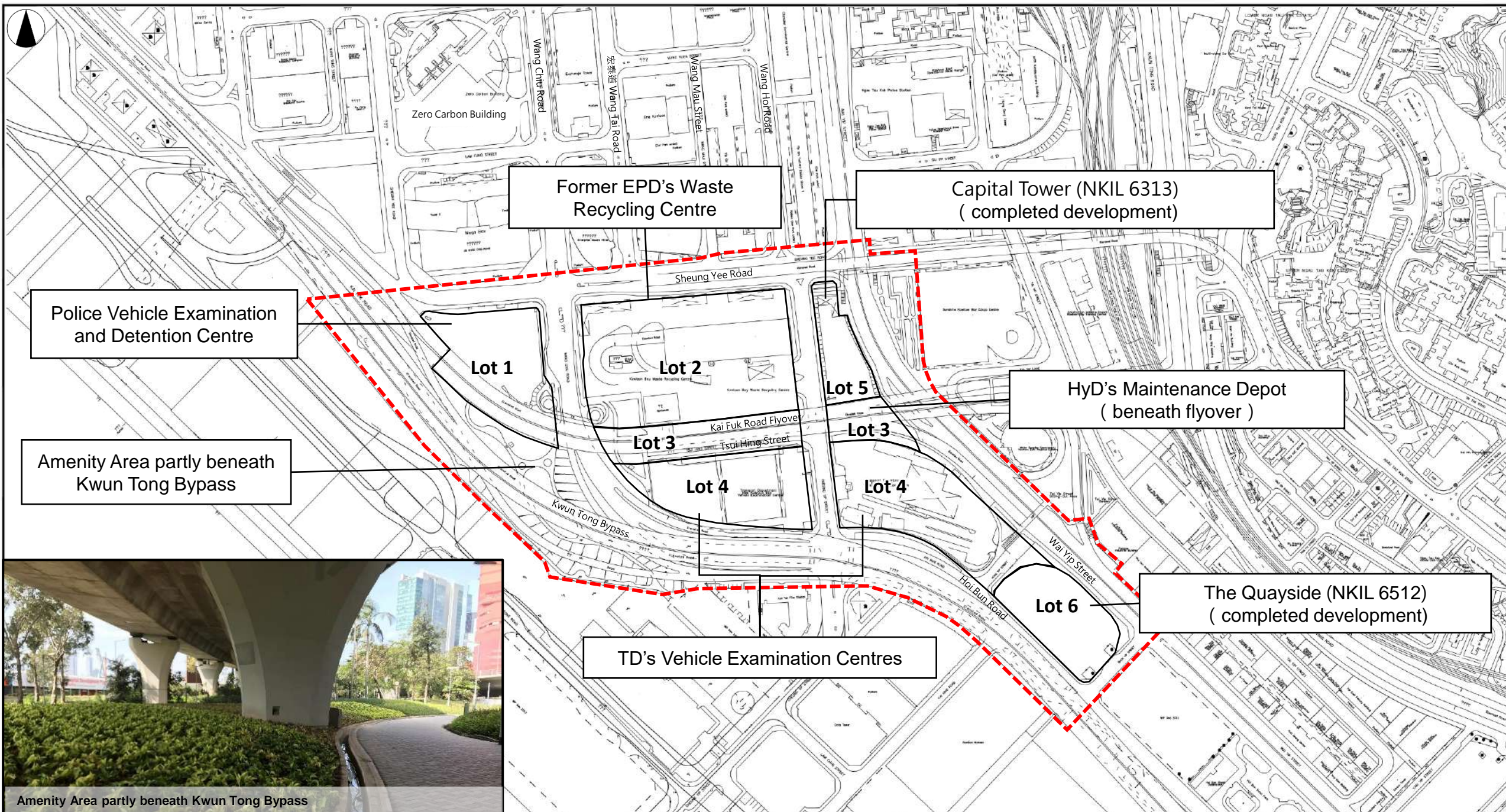
## **Attachments**

<b>Plan 1</b>	Study Area
<b>Plan 2</b>	Recommended Outline Development Plan
<b>Plan 3</b>	Indicative Massing
<b>Plan 4</b>	Master Urban Design Plan
<b>Plan 5</b>	Open Space and Pedestrian Network Plan
<b>Plan 6</b>	Location of Junctions with Proposed Improvement Works
<b>Plan 7</b>	Proposed Amendments to the OZP – Site Plan
<b>Plan 8</b>	Proposed Amendments to the OZP – Aerial Photo
<b>Plan 9</b>	Proposed Amendments to the OZP – Site Photos

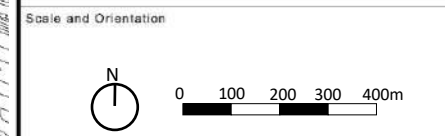
**Appendix I** Summary of KTTF's comments on the PODP

**Energizing Kowloon East Office  
Development Bureau  
Planning Department  
September 2021**





Legend  
 Study Area



Amenity Area partly beneath Kwun Tong Bypass



Lot 1 – Police Vehicle Examination and Detention Centre



Lot 2 – Former EPD's Waste Recycling Centre



Lot 3 – HyD's Maintenance Depot beneath flyover



Lot 4 – TD's Vehicle Examination Centre



Lot 4 – TD's Vehicle Examination Centre



Lot 5 – Capital Tower



Lot 6 – The Quayside

Drawn	Date
LL	14 April 2020
Checked	Approved
LL	WL

Agreement No. CE 4/2014 (TP) Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East - Feasibility Study

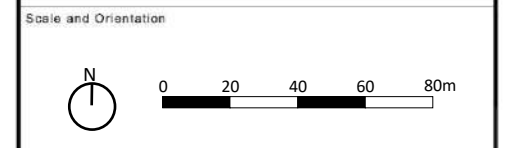
**ARUP**

Study Area

Plan 1



- Legend**
- Study Area
  - Other Specified Uses
  - Commercial
  - Local Open Space (LO)  
Regional Open Space (DO)
  - Amenity Area
  - Elevated Walkway
  - Pedestrianized Street
  - Non-Building Area
  - Maximum Building Height  
(in Meters above Principal Datum)
  - Proposed Site Formation Level  
(in Meters above Principal Datum)
  - Building Height Control Zone Boundary
  - Setback Line



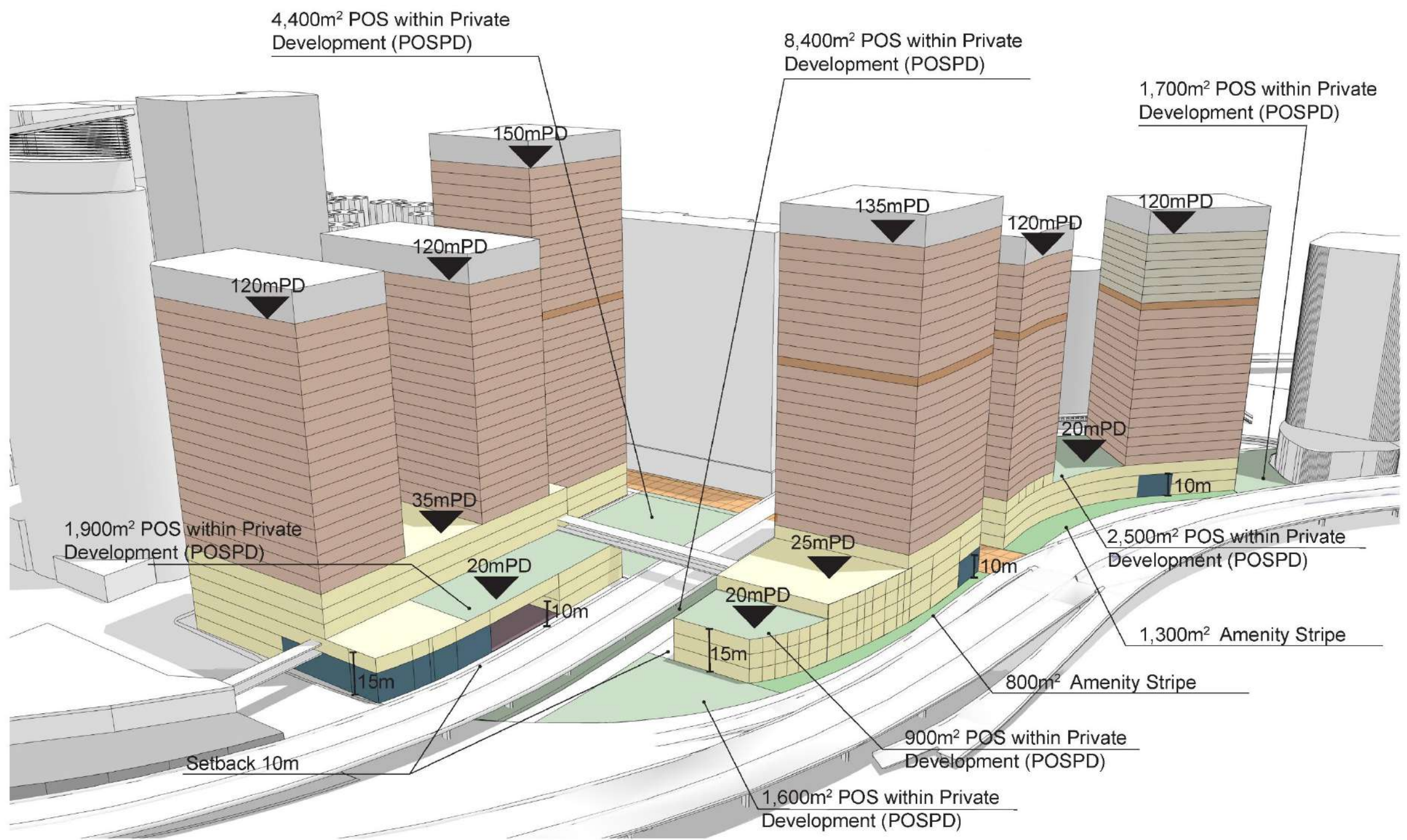
Drawn JL	Date 15 June 2021
Checked LL	Approved WL

Agreement No. CE 4/2014 (TP) Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East - Feasibility Study

ARUP

Recommended Outline Development Plan

Plan 2



- Lot 2:**
- 144,470m<sup>2</sup> Office
  - 55,130 m<sup>2</sup> Retail/ F&B/ Entertainment/ Urban Farming/ Food workshop
  - 5,000 m<sup>2</sup> Transport facilities
  - Access to basement parking

204,600 m<sup>2</sup> (About) Total (PR12)

**Lot 3:** 400 m<sup>2</sup> ACC

- Lot 4:**
- 130,510 m<sup>2</sup> Office
  - 55,610 m<sup>2</sup> Retail / F&B / Entertainment/ Urban Farming / Food workshop
  - 14,880 m<sup>2</sup> Hotel
  - Access to basement parking

201,000 m<sup>2</sup> (About) Total (PR12)

- Others** (non-GFA accountable):
- Pedestrianized Street
  - POS within Private Development (POSPD)
  - Amenity Strip
  - Refuge Floor
  - Rooftop M&E Structures/Transfer Plate

Legend

Scale and Orientation

Drawn	Date
JL	24 April 2021
Checked	Approved
LL	WL

Agreement No. CE 4/2014 (TP) Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East - Feasibility Study

**ARUP**

Indicative Massing

Plan 3



**Legend**

- - - Study Area
- Connection to Green Spine
- Public Open Space
- At Grade POSPD
- Elevated POSPD
- Amenity Area
- Pedestrian Routing (At Grade)
- Pedestrian Routing (Elevated Walkway)
- 150 Maximum Building Height (mPD)
- Air Ventilation Corridor/Air Path
- Visual Corridor
- ⬆ Vertical Connection: Staircase
- ⬆ Vertical Connection: Escalator
- ⬆ Vertical Connection: Elevator
- ☀ Open Space Nodes
- △ Pedestrian Gateways

**Scale and Orientation**

N

0 20 40 60 80m

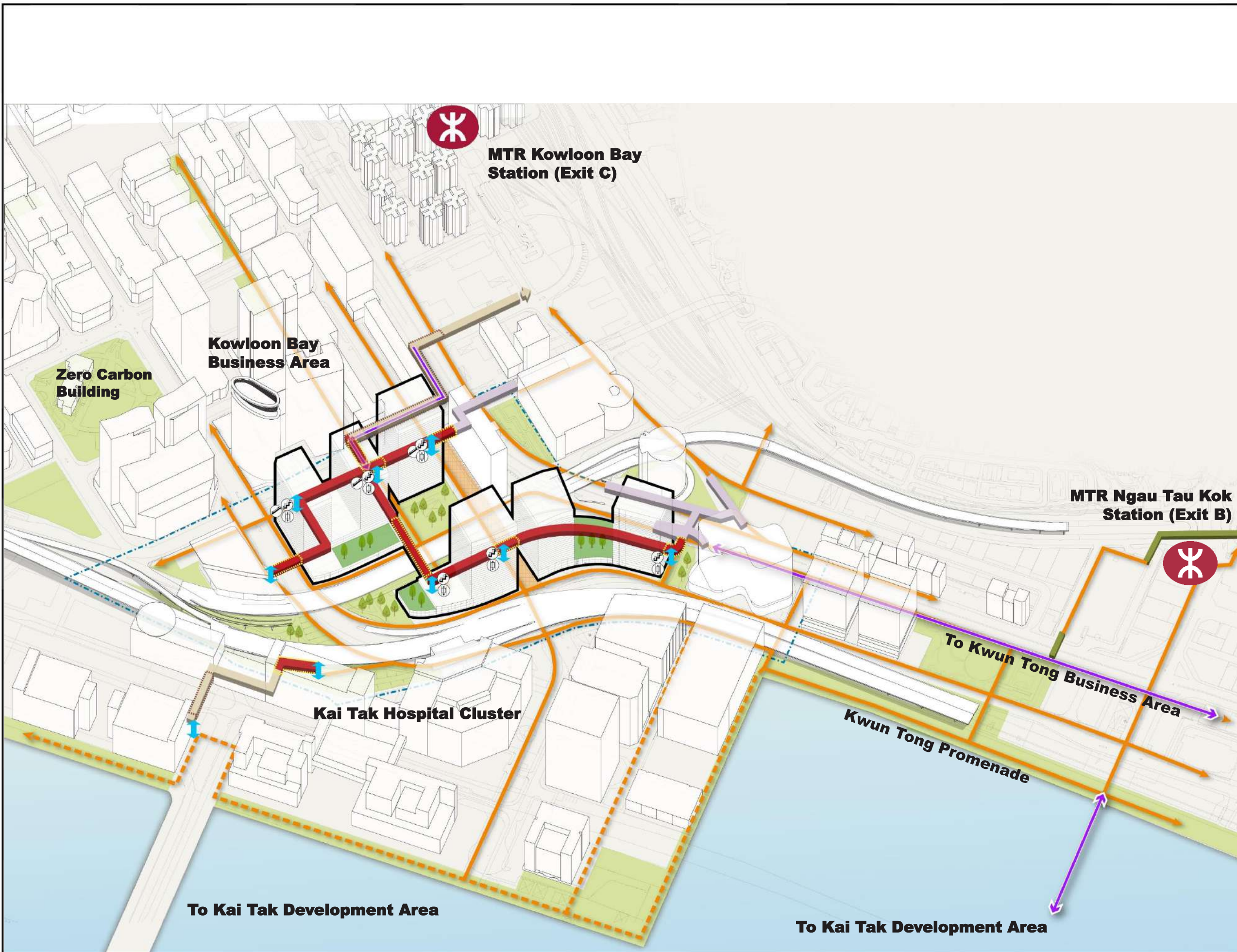
Drawn JL	Date 24 April 2021
Checked LL	Approved WL

Agreement No. CE 4/2014 (TP) Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East - Feasibility Study

ARUP

Master Urban Design Plan

Plan 4



- Legend:**
- Proposed Elevated Pedestrian Routing
  - Planned Elevated Pedestrian Routing
  - Existing Elevated Pedestrian Routing
  - Proposed Footbridge
  - Planned Footbridge
  - ↔ Planned Travellers
  - Enhanced/existing At-grade Pedestrian Routing
  - - - Planned At-grade Pedestrian Routing
  - Proposed Pedestrian Subway
  - Pedestrianized Street
  - Public Open Space (At Grade)
  - Public Open Space (Elevated)
  - ✳ MTR Station
  - Study Area
  - ↑ Vertical Connection
  - ⬆ Vertical Connection: Staircase
  - ⬆ Vertical Connection: Escalator
  - ⬆ Vertical Connection: Elevator

Scale and Orientation

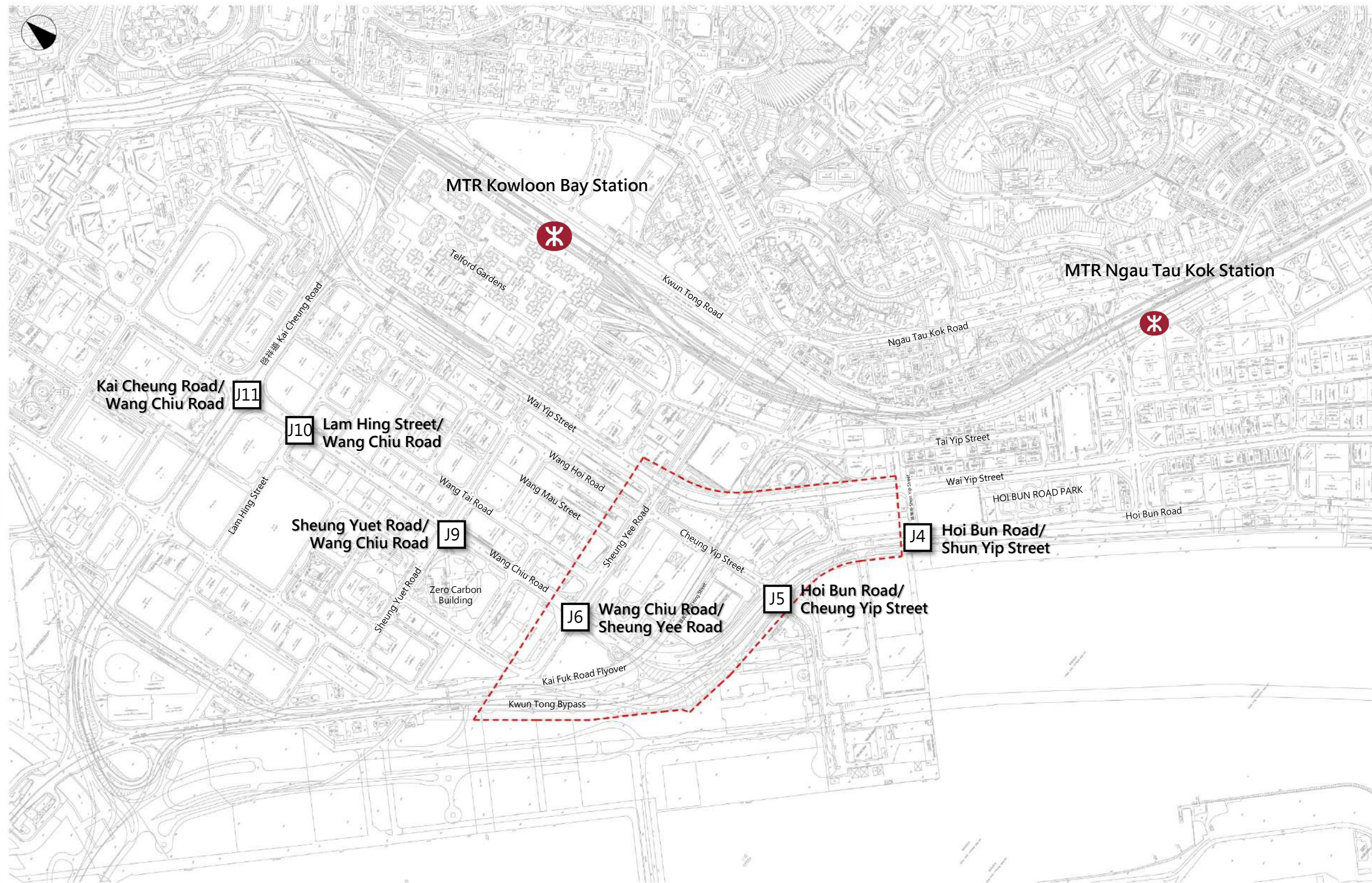
Drawn	Date
JL	13 Sep 2021
Checked	Approved
LL	WL

Open Space and Pedestrian Network

Agreement No. CE 4/2014 (TP) Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East - Feasibility Study



\*Pedestrian routings shown on the plan are for indicative purpose only



- Legend
- Study Area
  - Junction Improvement Works

Scale and Orientation

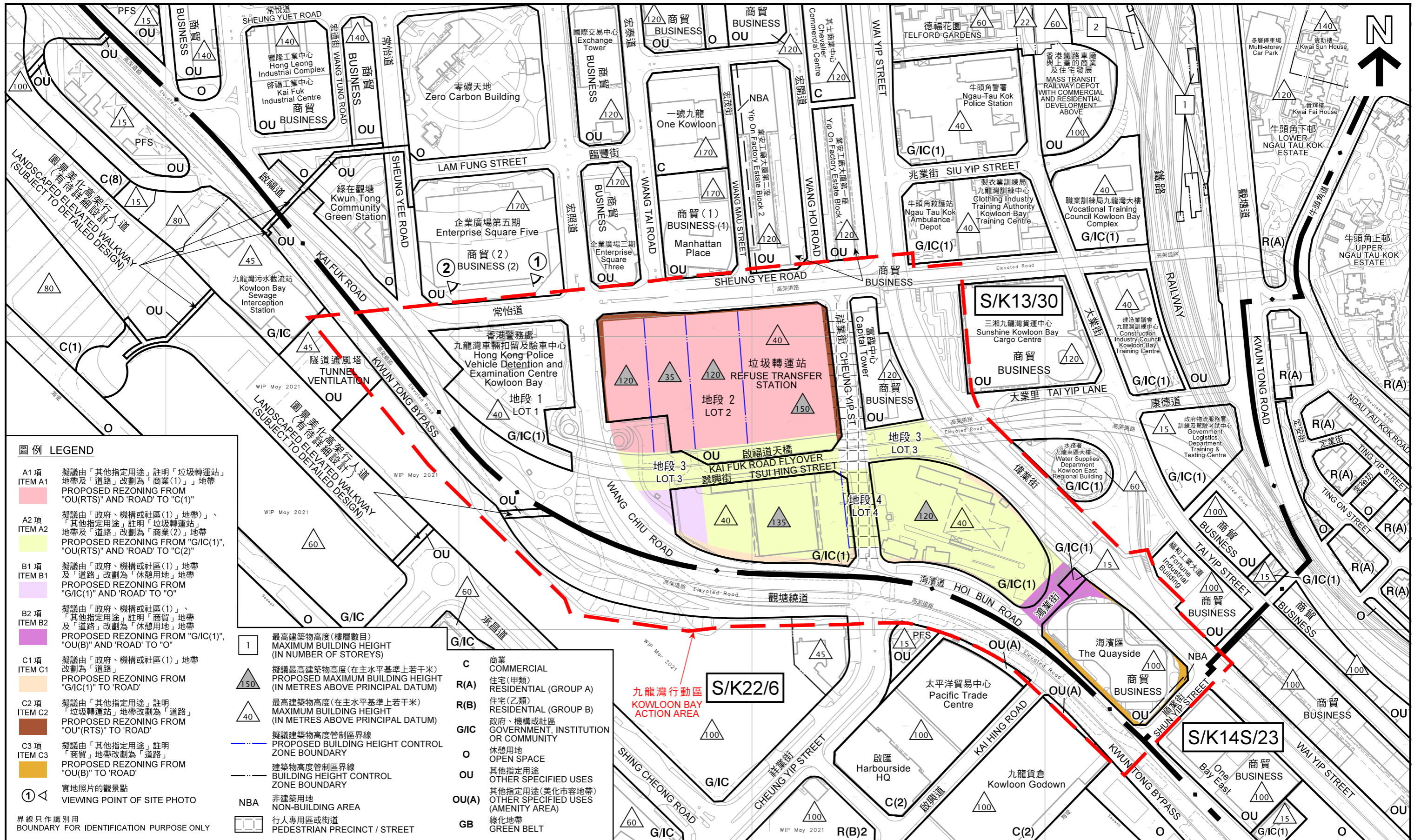
Drawn	Date
JL	14 June 2021
Checked	Approved
LL	WL

Agreement No. CE 4/2014 (TP) Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East - Feasibility Study



Location Plan of Junctions with Proposed Improvement Works

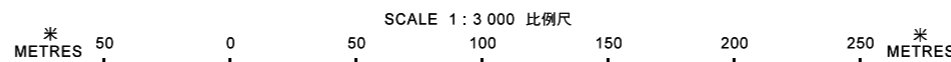
Plan 6



- 圖例 LEGEND**
- A1 項**  
ITEM A1  
擬議由「其他指定用途」註明「垃圾轉運站」地帶及「道路」改劃為「商業(1)」地帶  
PROPOSED REZONING FROM "OU(RTS)" AND "ROAD" TO "C(1)"
  - A2 項**  
ITEM A2  
擬議由「政府、機構或社區(1)地帶」、「其他指定用途」註明「垃圾轉運站」地帶及「道路」改劃為「商業(2)」地帶  
PROPOSED REZONING FROM "G/IC(1)", "OU(RTS)" AND "ROAD" TO "C(2)"
  - B1 項**  
ITEM B1  
擬議由「政府、機構或社區(1)地帶及「道路」改劃為「休憩用地」地帶  
PROPOSED REZONING FROM "G/IC(1)" AND "ROAD" TO "O"
  - B2 項**  
ITEM B2  
擬議由「政府、機構或社區(1)」、「其他指定用途」註明「商業」地帶及「道路」改劃為「休憩用地」地帶  
PROPOSED REZONING FROM "G/IC(1)", "OU(B)" AND "ROAD" TO "O"
  - C1 項**  
ITEM C1  
擬議由「政府、機構或社區(1)地帶改劃為「道路」  
PROPOSED REZONING FROM "G/IC(1)" TO "ROAD"
  - C2 項**  
ITEM C2  
擬議由「其他指定用途」註明「垃圾轉運站」地帶改劃為「道路」  
PROPOSED REZONING FROM "OU"(RTS)" TO "ROAD"
  - C3 項**  
ITEM C3  
擬議由「其他指定用途」註明「商業」地帶改劃為「道路」  
PROPOSED REZONING FROM "OU(B)" TO "ROAD"
  - 1**  
實地照片的觀景點  
VIEWING POINT OF SITE PHOTO
  - 界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY
  - 1**  
最高建築物高度(樓層數目)  
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
  - 150**  
擬議最高建築物高度(在主水平基準上若干米)  
PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
  - 40**  
最高建築物高度(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
  - 擬議建築物高度管制區界線  
PROPOSED BUILDING HEIGHT CONTROL ZONE BOUNDARY
  - 建築物高度管制區界線  
BUILDING HEIGHT CONTROL ZONE BOUNDARY
  - NBA**  
非建築用地  
NON-BUILDING AREA
  - 行人專用區或街道  
PEDESTRIAN PRECINCT / STREET
  - C**  
商業  
COMMERCIAL
  - R(A)**  
住宅(甲類)  
RESIDENTIAL (GROUP A)
  - R(B)**  
住宅(乙類)  
RESIDENTIAL (GROUP B)
  - G/IC**  
政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
  - O**  
休憩用地  
OPEN SPACE
  - OU**  
其他指定用途  
OTHER SPECIFIED USES
  - OU(A)**  
其他指定用途(美化市容地帶)  
OTHER SPECIFIED USES (AMENITY AREA)
  - GB**  
綠化地帶  
GREEN BELT

**平面圖 SITE PLAN**

牛頭角及九龍灣分區計劃大綱核准圖編號S/K 13/30有關九龍灣行動區的擬議修訂  
(A1、A2、B1、B2、C1、C2和C3項)  
PROPOSED AMENDMENTS TO THE APPROVED NGAU TAU KOK & KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/30 RELATING TO KOWLOON BAY ACTION AREA (ITEMS A1, A2, B1, B2, C1, C2 AND C3)

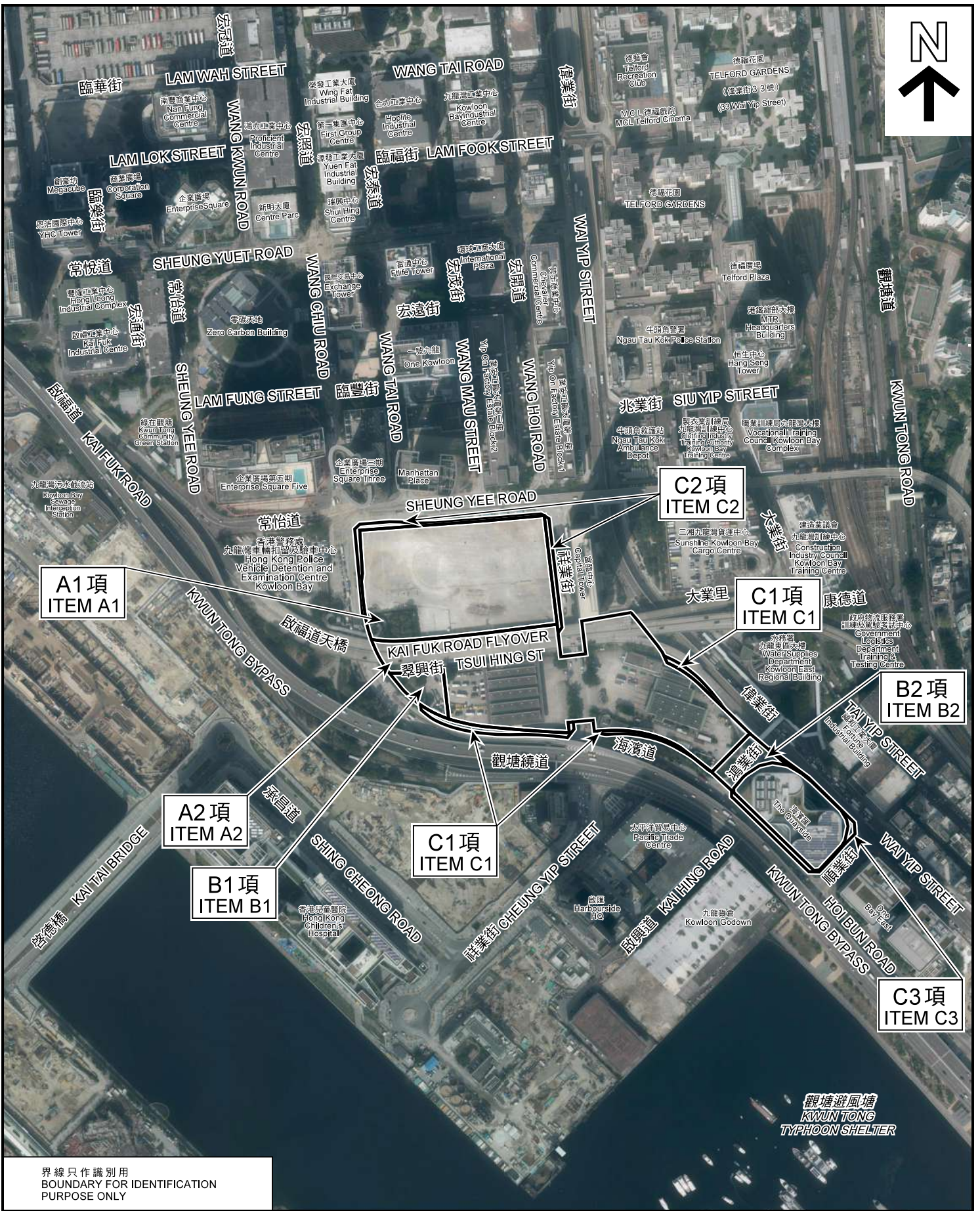


規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K13/21/135

圖 PLAN  
7



界線只作識別用  
BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY

本圖於2021年9月21日擬備，  
所根據的資料為地政總署於  
2020年12月7日拍得的航攝照片編號  
E116279C、E116281C、E116282C、  
E117750C、E117751C和E117753C  
PLAN PREPARED ON 21.9.2021  
BASED ON AERIAL PHOTOS No.  
E116279C, E116281C, E116282C,  
E117750C, E117751C & E117753C  
TAKEN ON 7.12.2020 BY  
LANDS DEPARTMENT

### 航攝照片 AERIAL PHOTO

牛頭角及九龍灣分區計劃大綱核准圖  
編號S/K13/30有關九龍灣行動區的擬議修訂  
(A1、A2、B1、B2、C1、C2和C3項)  
PROPOSED AMENDMENTS TO THE APPROVED NGAU TAU KOK  
& KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/30  
RELATING TO KOWLOON BAY ACTION AREA  
(ITEMS A1, A2, B1, B2, C1, C2 AND C3)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K13/21/135

圖 PLAN  
8

觀塘避風塘  
KWUN TONG  
TYPHOON SHELTER





界線只作識別用  
BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY

本圖於2021年9月21日擬備，  
所根據的資料為攝於  
2021年8月19日的實地照片  
PLAN PREPARED ON 21.9.2021  
BASED ON SITE PHOTOS  
TAKEN ON 19.8.2021

### 實地照片 SITE PHOTOS

牛頭角及九龍灣分區計劃大綱核准圖  
編號S/K13/30有關九龍灣行動區的擬議修訂  
(A1、A2、B1和C2項)  
PROPOSED AMENDMENTS TO THE APPROVED NGAU TAU KOK  
& KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/30  
RELATING TO KOWLOON BAY ACTION AREA  
(ITEMS A1, A2, B1 AND C2)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K13/21/135

圖 PLAN  
9

**Summary of KTTF's comments on the PODP**

<b>Major views</b>	<b>Response/Consideration in RODP</b>
<p><u>Land uses and development density</u></p> <ul style="list-style-type: none"> <li>● The development density and critical mass for commercial activities could be increased to attract more activities and enrich vibrancy in the area.</li> </ul>	<ul style="list-style-type: none"> <li>● The proposed total gross floor area (GFA) of KBAA is increased from 499 300 m<sup>2</sup> under PODP to 533 580 m<sup>2</sup> under RODP.</li> </ul>
<ul style="list-style-type: none"> <li>● An alternative scheme without the EFLS should be prepared.</li> </ul>	<ul style="list-style-type: none"> <li>● The RODP has been revised taking into account the proposed “multi-modal” EFLS in Kowloon East. It is no longer required to reserve spaces for provision of rail-based EFLS facilities.</li> </ul>
<ul style="list-style-type: none"> <li>● The proposed Small and Medium-sized Enterprise (SME) Business Showcase could be run by a professional team and to be used as a support centre.</li> </ul>	<ul style="list-style-type: none"> <li>● Planning flexibility has been allowed for relevant uses (including their mode of operation) within the commercial sites.</li> </ul>
<p><u>Urban Design</u></p> <ul style="list-style-type: none"> <li>● Exceptions could be granted for the proposed terraced design and height restriction in order to create some vista for the city and landmarks within KBAA.</li> </ul>	<ul style="list-style-type: none"> <li>● The building height restrictions within KBAA would range from 35 mPD to 150 mPD, with sufficient flexibility for diverse building designs. In addition, the future developer can apply for relaxation of building height restrictions under the Town Planning Ordinance.</li> </ul>

## Appendix I

<ul style="list-style-type: none"> <li>● The overall greening ratio of 40% within KBAA would impose more constraints and difficulties in the implementation of the development projects.</li> </ul>	<ul style="list-style-type: none"> <li>● An overall minimum greening requirement of 30% is adopted (except Lot 3 due to site constraints).</li> </ul>
<ul style="list-style-type: none"> <li>● The roof loading of the proposed urban farming activities would have to be carefully assessed.</li> </ul>	<ul style="list-style-type: none"> <li>● Noted.</li> </ul>
<p><u>Traffic and Transport</u></p> <ul style="list-style-type: none"> <li>● To provide more centralised underground carpark and drop off areas</li> </ul>	<ul style="list-style-type: none"> <li>● The carparks and loading/unloading areas are proposed at basement levels and flexibility has been allowed for the future developers of Lots 2 and 4 to connect the respective underground carparks to reduce at-grade traffic as far as possible.</li> </ul>
<ul style="list-style-type: none"> <li>● The issue of public transport must be addressed in view of the increase in working population.</li> </ul>	<ul style="list-style-type: none"> <li>● A green transport hub of 5 000 m<sup>2</sup> is proposed for provision of public transport services. Please refer to para. 10 of the KTTF paper for details. Moreover, convenient access to the Kowloon Bay MTR Station will be provided via new footbridges/travellators. Please refer to para. 17 and Plan 5 of the KTTF paper for details.</li> </ul>
<ul style="list-style-type: none"> <li>● The existing and foreseeable</li> </ul>	<ul style="list-style-type: none"> <li>● Traffic improvement schemes</li> </ul>

<p>traffic issues should be addressed.</p>	<p>have been proposed for several critical junctions in the vicinity of the development sites. Please refer to para. 20 of the KTTF paper for details.</p> <ul style="list-style-type: none"> <li>●</li> </ul>
<p><u>Pedestrian connectivity</u></p> <ul style="list-style-type: none"> <li>● The connectivity between KBAA and the harbourfront should be enhanced. The redevelopment of old industrial buildings along Kai Hing Road should be considered under the Study.</li> </ul>	<ul style="list-style-type: none"> <li>● A comprehensive multi-level pedestrian network is planned for KBAA with a number of pedestrian walkways. Please refer to para. 16 and 17 and Plan 5 of the KTTF paper for details.</li> </ul>
<ul style="list-style-type: none"> <li>● Alternative green transport modes for connection to be made between KBAA and Kowloon Bay MTR Station should be explored.</li> </ul>	
<ul style="list-style-type: none"> <li>● More landscaped decks to connect different segments of KBAA to enhance the pedestrian connectivity and walkability.</li> </ul>	
<p><u>Proposed organic resources recovery centre (ORRC) (previously referred to as “Integrated Waste Handling Facility”)</u></p> <ul style="list-style-type: none"> <li>● The ORRC should serve local residents and community more directly and in a more integrated manner.</li> </ul>	<ul style="list-style-type: none"> <li>● Under the conceptual layout of the ORRC, there would be an education centre, community farming and upcycling facilities within the</li> </ul>

## Appendix I

<ul style="list-style-type: none"><li>● Concern on the location of the ORRC and the actual implementation of food waste separation, collection and transportation.</li></ul>	<p>ORRC. The ORRC will be subject to a Technical Feasibility Study by EPD.</p>
<p><u>Smart City</u></p> <ul style="list-style-type: none"><li>● An overall plan indicating the applicability of smart city elements within the area in greater detail.</li></ul>	<ul style="list-style-type: none"><li>● For the proposed smart city initiatives, please refer to para. 22 of the KTTF paper. Relevant smart initiatives will be recommended for incorporation in the lease conditions.</li></ul>