

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

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For discussion  
on 1 June 2016

TFKT/06/2016

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

### **Preliminary Outline Development Plan**

#### **PURPOSE**

This Paper is to invite Members' views and comments on the Preliminary Outline Development Plan (PODP) formulated under the Planning and Engineering Study for the Development at Kowloon Bay Action Area (KBAA) of Kowloon East (KE) – Feasibility Study (the Study).

#### **BACKGROUND**

2. It was first announced in the 2011-12 Policy Address that the Government would adopt a visionary, coordinated and integrated approach to transform KE, including the Kai Tak Development (KTD), Kowloon Bay Business Area (KBBA) and Kwun Tong Business Area (KTBA), into another core business district (CBD2) to sustain Hong Kong's economic development. One of the key initiatives is to release the development potential of the government sites in KE. In his Policy Address of 2013, the Chief Executive mentioned that in order to expedite the plan, the Government was considering relocating the existing government facilities in the two action areas of KE, with KBAA being one of them. The Study was commissioned in August 2014 to formulate a Recommended Outline Development Plan (RODP) and implementation strategy for KBAA.

#### **STUDY AREA**

3. The Study Area has an area of about 17 hectares (ha) and is

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bounded by Sheung Yee Road in the north, Wai Yip Street in the east and Kwun Tong Bypass in the south and west. After excluding roads, pavements, sitting-out areas and amenity areas, it has a gross developable land area of about 7 ha which is divided into six development sites, namely Lots 1 to 6 (**Plan 1**). Lot 1 is currently occupied by the Kowloon Bay Police Vehicle Detention and Examination Centre of the Hong Kong Police Force. Lots 2 and 4, which are occupied by a waste recycling centre of the Environmental Protection Department and two vehicle examination centres of the Transport Department respectively, are bisected by Kai Fuk Road flyover (Lot 3). Part of the area underneath the flyover is being used as a maintenance depot by the Highways Department. Lots 5 and 6 (i.e. NKIL 6313 and 6512) were sold in 2015 for commercial/office development.

## **VISION AND KEY PLANNING PRINCIPLES**

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

- (a) to cater for territorial needs and generate 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.

## **PRELIMINARY OUTLINE DEVELOPMENT PLAN**

### ***Land Use Mix and Development Intensity***

5. The PODP is to enable KBAA to become a commercial/ office hub. In addition to office, hotel, retail and other ancillary facilities,

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other proposed elements include cultural, creative and tech (CC&T) uses to provide floor spaces for tech start-ups and creative industries; urban farming, food workshop and public open spaces. An Integrated Waste Handling Facility (IWHF) is proposed at Lot 1 to demonstrate the concept of environmentally-friendly waste handling for a wider area in KE. Besides, spaces are reserved for possible development of an Environmentally Friendly Linkage System (EFLS) depot and a station for the purpose of assessing the maximum development bulk for Lot 4<sup>1</sup>.

6. Having regard to the aforesaid key planning principles, infrastructure constraints and the plot ratio for the business and commercial sites in Kwun Tung and Kowloon Bay, the proposed development parameters, land use budget and layout for the various lots in KBAA are formulated as shown in **Table 1**, **Table 2** and **Plan 2** respectively.

**Table 1: Development Parameters**

<b>Lot</b>	<b>Net Site Area (m<sup>2</sup>) (about)</b>	<b>GFA (m<sup>2</sup>) (about)</b>	<b>Plot Ratio</b>
1	9,800	subject to feasibility study & detailed design	–
2	15,700	188,000	12.0
3*	7,600	2,700	0.4
4@	22,000	181,000	11.0
5	3,800	45,500	12.0
6	6,800	82,100	12.0
<b>TOTAL (excluding Lot 1)</b>	<b>65,700</b>	560,300 (including EFLS)	–
		<b>499,300</b> <b>(excluding EFLS)</b>	–

\* The GFA of Lot 3 refers to space underneath Kai Fuk Road flyover only.

@ The GFA of Lot 4 includes the floor space of landscaped deck (about 1,000 m<sup>2</sup>) between Lots 2 and 4, and the floor space reserved for EFLS (about 61,000 m<sup>2</sup>).

<sup>1</sup> The “Detailed Feasibility Study (DFS) for Environmentally Friendly Linkage System for Kowloon East” is being undertaken by the Civil Engineering and Development Department (CEDD). This study will provide an in-depth evaluation on the most suitable green public transport mode(s) for the proposed EFLS and formulate a well-planned integrated multi-modal linkage system to enhance the connectivity of KE.

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**Table 2: Land Use Budget**

<b>Uses</b>	<b>GFA (m<sup>2</sup>)</b>	<b>%</b>
Office	287,500	57.6%
Retail / Food & Beverage / Entertainment	117,200	23.5%
Hotel	74,400	14.9%
SME Business Showcase Space and Support Centre	2,000	0.4%
CC&T Use / Urban Farming / Food Workshop	14,200	2.8%
Transport Facility (excluding EFLS)	4,000	0.8%
<b>TOTAL</b>	<b>499,300</b>	<b>100.0%</b>

7. Broad technical assessments have been carried out under the Study. The development intensity and land use mix proposed in the PODP are feasible with suitable mitigation measures in terms of traffic, landscape, air ventilation and environmental aspects, etc.

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

8. The proposed land use zonings for the various lots under the PODP are broadly set out below:

- (a) Lot 1: to be rezoned as “Other Specified Uses” annotated “Integrated Waste Handling Facility” (“OU(IWHF)”) to reflect the planning intention. The existing building height (BH) restriction of 40mPD would be maintained.
- (b) Lot 2: to be rezoned as “Commercial” with a BH restriction of 150mPD and non-building area (NBA) requirement.
- (c) Lot 3 (space beneath the flyover): to be rezoned as “OU (Cultural and Creative Uses)”.
- (d) Lot 4: to be rezoned as “OU (Commercial Development cum EFLS Depot and Station)” with a BH restriction of 135mPD and building gap requirements, subject to the recommendation

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under the DFS for EFLS.

- (e) At-grade POSs: to be rezoned as “Open Space”.

## ***Urban Design and Building Height Profile***

9. The Preliminary Master Urban Design Plan and indicative massing are shown on **Plans 3** and **4**. The building bulk of developments under the PODP with a stepped BH profile from 150mPD on the west to 120mPD on the east would be similar to the adjacent commercial developments. Building gaps at both Lots 2 and 4 and a BH restriction of 50mPD on the middle portion of Lot 2 are proposed. Together with an NBA that aligns with the Green Spine in Kowloon Bay, this would improve visual permeability at Lot 2 as well as the adjoining high density developments. For Lot 4, a BH restriction of 50mPD is proposed to contain the bulk of the EFLS depot while allowing the building towers above the depot to have a varying BH profile ranging from 120mPD to 135mPD. The visual effect at street level would be improved by building gaps, setbacks and vertical greening.

## ***Open Space and Pedestrian Network***

10. The proposed open space and pedestrian network is shown on **Plan 5**. The open spaces in KBAA are intended to provide public spaces, activity nodes, green amenity and visual relief within the locality, and connect with the existing and planned open spaces in KBAA. The public open space (POS) provision amounts to 12,600 m<sup>2</sup> in area to serve the future working population and visitors of KBAA.

**Table 3: Distribution and Area of Open Space**

<b>Location</b>		<b>Area (m<sup>2</sup>)</b>
Lot 2	at-grade	4,200
Between Lots 2 and 4	on landscaped deck	1,200
Lot 4	on podium	5,500
Between Lots 4 and 6	at-grade	1,700
<b>TOTAL</b>		<b>12,600</b>

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11. At street level, a central plaza is proposed at Lot 2, integrating with the CC use beneath the flyover to form a key activity node in KBAA. Besides, a section of Cheung Yip Street between Lot 2 and Lot 5 is proposed to be pedestrianised and landscaped. Another POS between Lots 4 and 6 at Hoi Bun Road is planned as a local green node leading to the waterfront.

12. At podium level, a podium park in form of POS in private development (POSPD) above the EFLS depot is proposed. This park is near the central plaza to facilitate better linkage where vertical greening could be introduced to enhance the visual linkage while mitigating the visual impact of the depot. A landscaped deck of about 35m wide providing retail facilities is also proposed over Kai Fuk Road flyover between Lot 2 and Lot 4, which would form as an extension of the POSPD on the podium of Lot 4 and seamlessly integrate with the rooftop greenery of the low-rise building on the podium of Lot 2.

13. Pedestrians would be connected at multi-levels within and beyond KBAA. A number of new pedestrian corridors linking to various transport and activity nodes including the nearby MTR stations, proposed EFLS stations, future hospitals in Kai Tak, KTD and Kwun Tong Promenade are proposed. Detailed recommendations of the pedestrian corridors would be formulated at the next stage of the Study.

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

14. The transport facility at Lot 2 is proposed to be a green transport hub to provide public transport services such as more environmentally friendly buses. An elevated ingress/egress on Kai Fuk Road flyover to Lot 2 is proposed to cater for the additional traffic load generated by KBAA developments. Besides, a separate access from Kai Fuk Road flyover to Lot 1 is proposed for IWHF. The proposed transport and traffic arrangements are shown on **Plan 6**.

15. More than 1,680 parking spaces for private cars and 230 loading/unloading (L/UL) bays for goods vehicles would be provided for

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the whole KBAA while due effort would be made in the planning and design process to minimise pedestrian-vehicular conflicts for a more walkable environment. The underground vehicle parks of Lots 2 and 4 would be connected underneath the POS and Lot 3 as a common vehicle park to reduce the circulation traffic at-grade. The above transport and traffic arrangements would be further investigated in details.

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

16. KBAA would adopt the sustainable development concept and integrate smart city elements in respect of refuse collection and handling, information dissemination, traffic management, building design and facilities management, and greening.

17. Capitalising on its close proximity to adjacent new developments, the preliminarily proposed IWHF at Lot 1 would handle local waste for the sustainable use of resources within the locality while reducing vehicle emissions and carbon footprint produced from waste transportation. The IWHF would comprise a Food Waste Treatment Plant with a treatment capacity of 100 tonnes per day (tpd) covering “Commercial”, “OU(Business)” and “Government, Institution or Community” developments in KE, and a municipal solid waste collection point with a handling capacity of 50 tpd to serve the proposed automatic refuse collection system (ARCS) for collecting recyclables and non-recyclables from Lots 2 and 4 in KBAA.

18. Specific requirements at building level including higher greening ratio, BEAM Plus Gold rating or above, smart water meters, electric vehicle charging facilities, and sharing of real-time parking availability information would be stipulated into lease conditions for Lots 2 and 4 in future. Other possibilities including smart display and visualization, applications for life-enriching experiences, grey water reuse and rain water harvesting system could be introduced in the buildings and public spaces of KBAA.

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## **WAY FORWARD**

19. In light of the feedback obtained from the consultation exercise on the PODP, further technical assessments would be conducted for formulating the RODP for KBAA.

## **ADVICE SOUGHT**

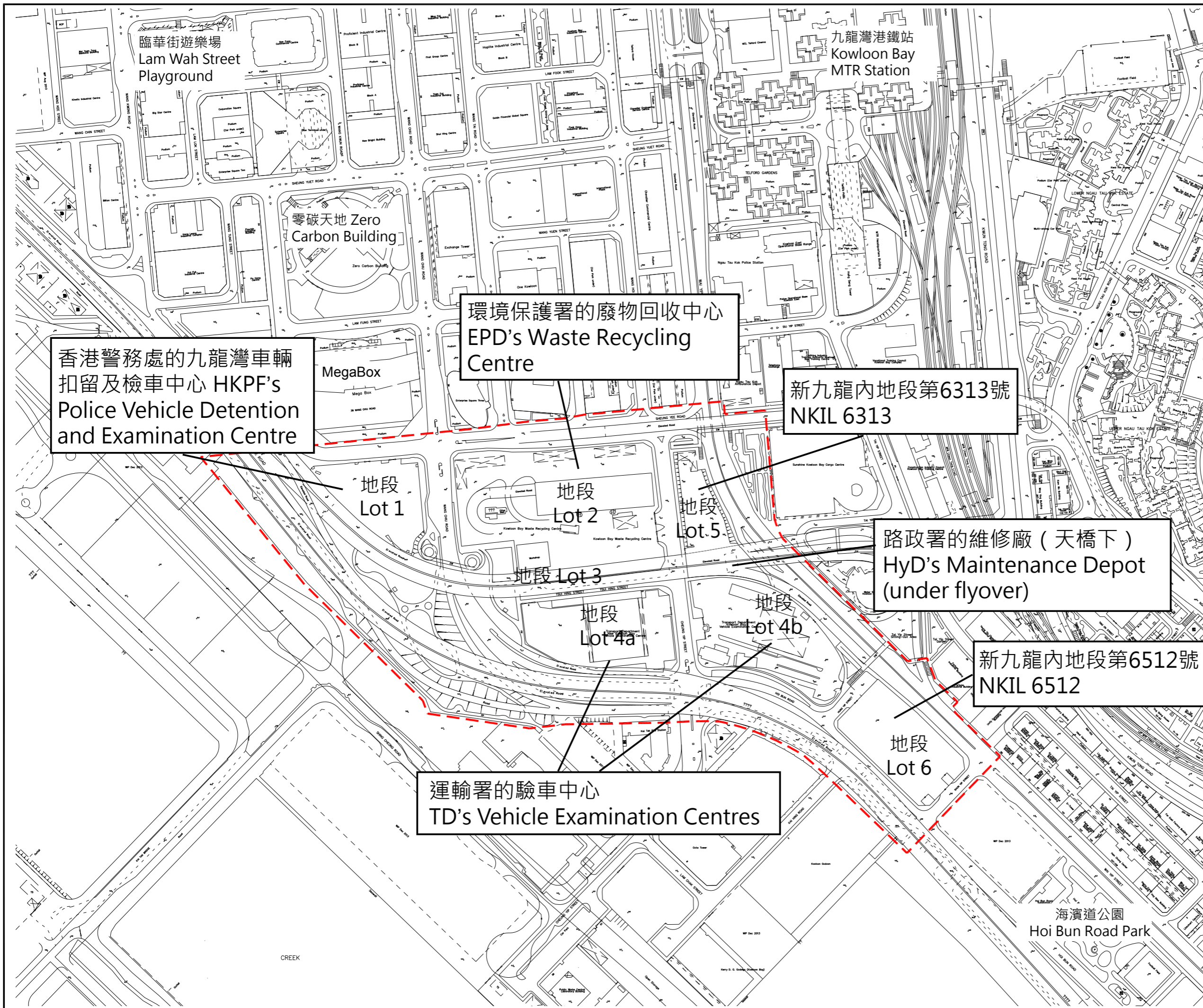
20. Members are welcomed to provide comments on the PODP for KBAA.

## **Attachments**

- Plan 1** Study Area
- Plan 2** Preliminary Outline Development Plan
- Plan 3** Preliminary Master Urban Design Plan
- Plan 4** Indicative Massing
- Plan 5** Open Space and Pedestrian Network
- Plan 6** Proposed Transport and Traffic Arrangements

**Energizing Kowloon East Office  
Development Bureau  
May 2016**





Legend  
 研究範圍 Study Area

香港警務處的九龍灣車輛扣留及檢車中心 HKPF's Police Vehicle Detention and Examination Centre

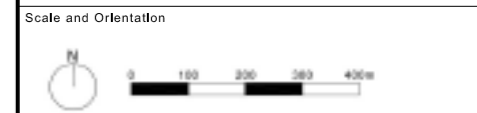
環境保護署的廢物回收中心 EPD's Waste Recycling Centre

新九龍內地段第6313號 NKIL 6313

路政署的維修廠 (天橋下) HyD's Maintenance Depot (under flyover)

新九龍內地段第6512號 NKIL 6512

運輸署的驗車中心 TD's Vehicle Examination Centres



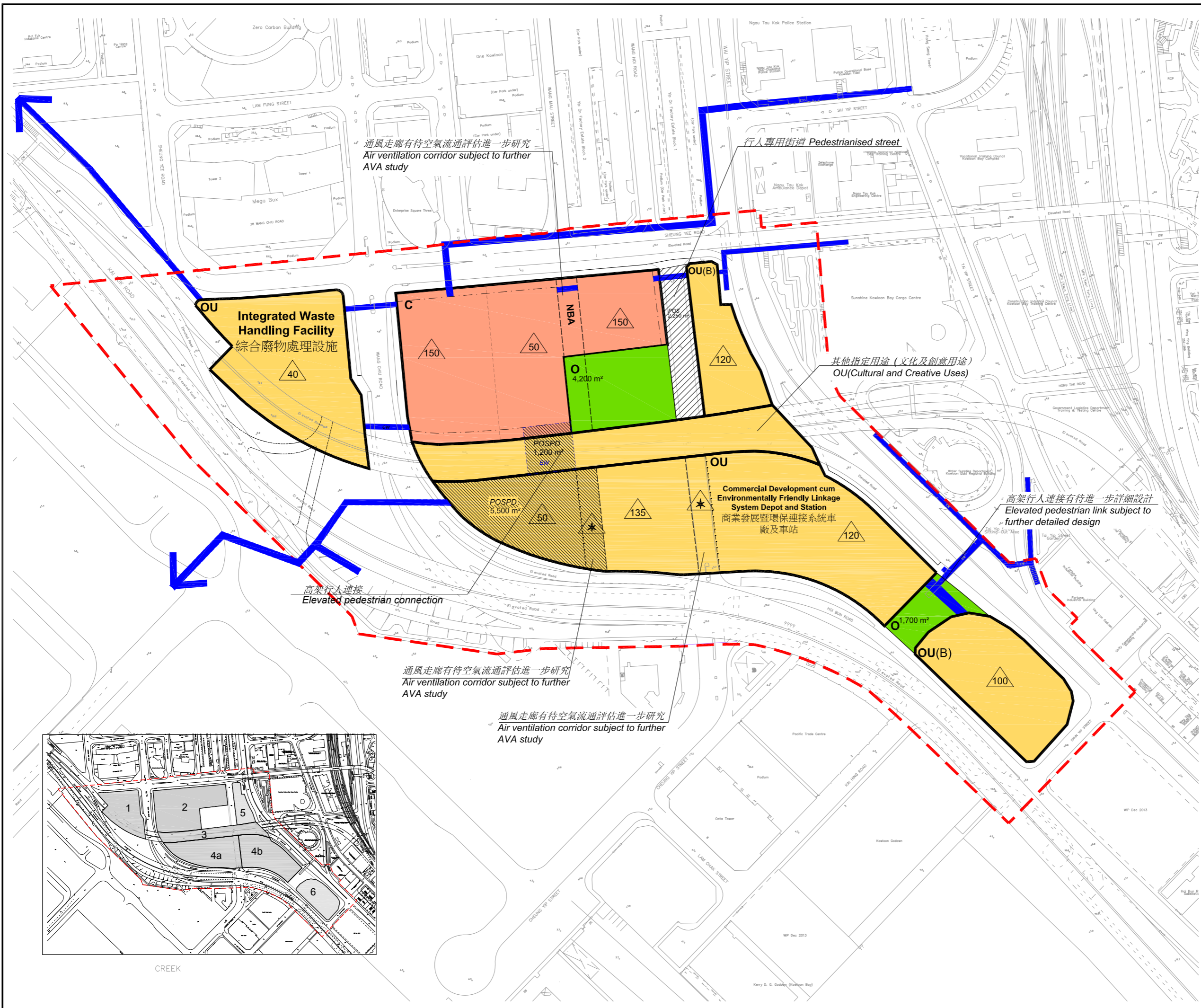
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Figure No.	Drawing Title
	研究範圍 Study Area

Job Title  
 合約編號CE 4/2014 (TP)  
 九龍灣行動區發展規劃及工程可行性研究  
 Agreement No. CE 4/2014 (TP)  
 Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East - Feasibility Study

**ARUP**

**圖 PLAN 1**



- Legend**
- 研究範圍 Study Area
  - 建議地段界線 Proposed Lot Boundary
  - 其他指定用途 Other Specified Uses
  - 商業用途 Commercial use
  - 休憩用地 Open Space
  - 行人專用街道 Pedestrianised Street
  - 高架行人路/行人連接 Elevated Walkway/ Pedestrian Connection
  - 私人發展公眾休憩空間(高架) Public Open Space within Private Development (Elevated)
  - NBA 非建築用地 Non-Building Area  
主水平基準上5米至18米以及50米以上建築物之間的空隙  
限制 Building Gap between 5mPD to 18mPD and above 50mPD
  - 最高建築物高度(在主水平基準上若干米) Maximum Building Height (In Meters Above Principal Datum)
  - 建築物高度管制區界線 Building Height Control Zone Boundary
  - 建築物後移線 Setback Line

Scale and Orientation

Drawn MG	Date 18/03/16
Checked	Approved

Figure No.	Drawing Title
	初步發展大綱圖 Preliminary Outline Development Plan

Job Title

合約編號 CE 4/2014 (TP)  
九龍灣行動區發展規劃及工程可行性研究

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**圖 PLAN 2**



臨華街遊樂場  
Lam Wah Street Playground

Apron Corner

Kwun Tong

海濱道公園  
Hoi Bun Road Park

- Legend**
- 研究範圍 Study Area
  - ▬▬▬▬ 綠色走廊延伸 Green Spine Extension
  - 地面休憩用地 At grade public space
  - 高架休憩用地 Elevated public space
  - 高架室外城市耕種 / 食物工作坊 Elevated outdoor urban farm/ workshop space
  - 行人路線 (地面) Pedestrian routing (at grade)
  - 行人路線 (高架行人路) Pedestrian routing (elevated walkway)
  - 建議地段界線 Proposed Lot Boundary
  - 建築物高度管制區界線 Building Height Control Zone Boundary
  - △ 165 最高建築物高度 (在主水平基準上) 米 Maximum Building Height (mPD)
  - ⑤ 地盤平整水平 Site formation level
  - ↔ 通風走廊 Air ventilation corridor
  - ▲ 垂直連接的示意位置 Indicative location of vertical access point
  - ⌄ 垂直連接: 樓梯 Vertical Connection: Staircase
  - ⌄ 垂直連接: 扶手電梯 Vertical Connection: Escalator
  - ⌄ 垂直連接: 電梯 Vertical Connection: Elevator
  - 環保連接系統車站示意位置 Indicative location of EFLS station

Scale and Orientation

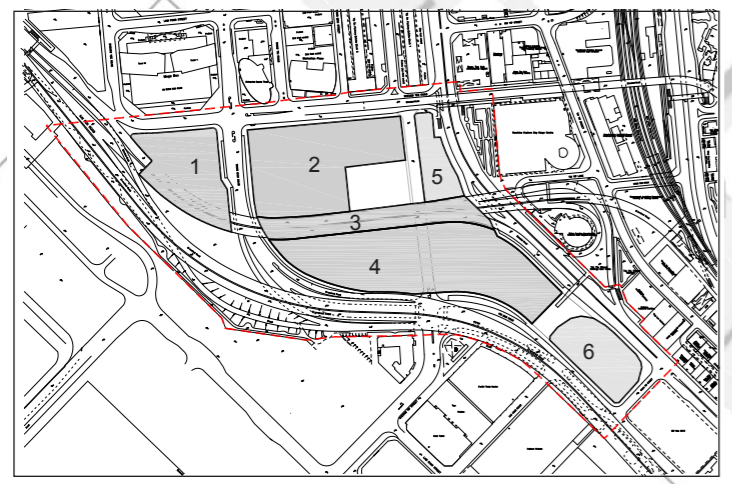
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Figure No.	Drawing Title
	初步城市設計圖 Preliminary Master Urban Design Plan

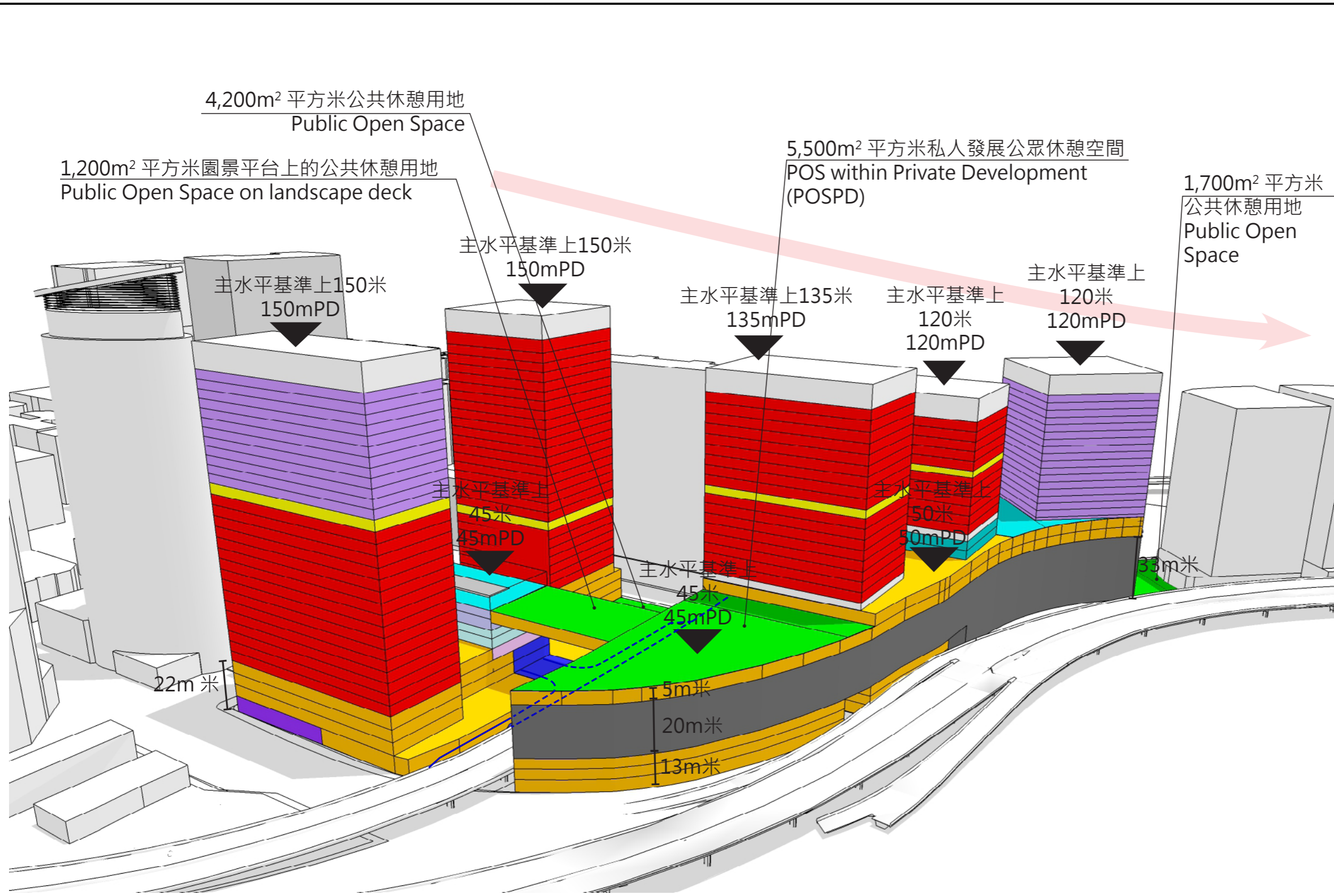
Job Title  
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圖 PLAN 3



CREEK



- Legend**
- 辦公室 Office
  - 零售/餐飲/娛樂 Retail / F&B / Entertainment
  - 酒店 Hotel
  - 科技初創共用工作空間 IT Startup Co-working Space
  - 文化及創意 Cultural and Creative
  - 中小企業務展示空間和中小企業支援中心 SME Business Showcase Space & SME Support Centre
  - 交通設施 Transport Facilities
  - 城市耕種 / 食物工作坊 (室內) Urban Farm / Workshop (indoor)
  - 城市耕種 / 天台綠化 (室外) Urban Farm / Roof-top Greening (outdoor)
  - 環保連接系統車廠 EFLS Depot
  - 公共休憩用地 Public Open Space
  - 避火層 Refuge Floor
  - 轉換層 Transfer Plate
  - 天台機電設施層 Rooftop M&E Structures
  - 連接高架車輛通道與地下停車場的車輛斜道 Vehicular Ramp from Elevated Vehicular Access to Underground Carpark
  - 高架車輛通道 Elevated Vehicular Access

Scale and Orientation

Drawn MG	Date 24/03/16
Checked	Approved

Figure No.	Drawing Title 建築物體積示意圖 Indicative Massing
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Job Title  
合約編號CE 4/2014 (TP)  
九龍灣行動區發展規劃及工程可行性研究  
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圖 PLAN 4

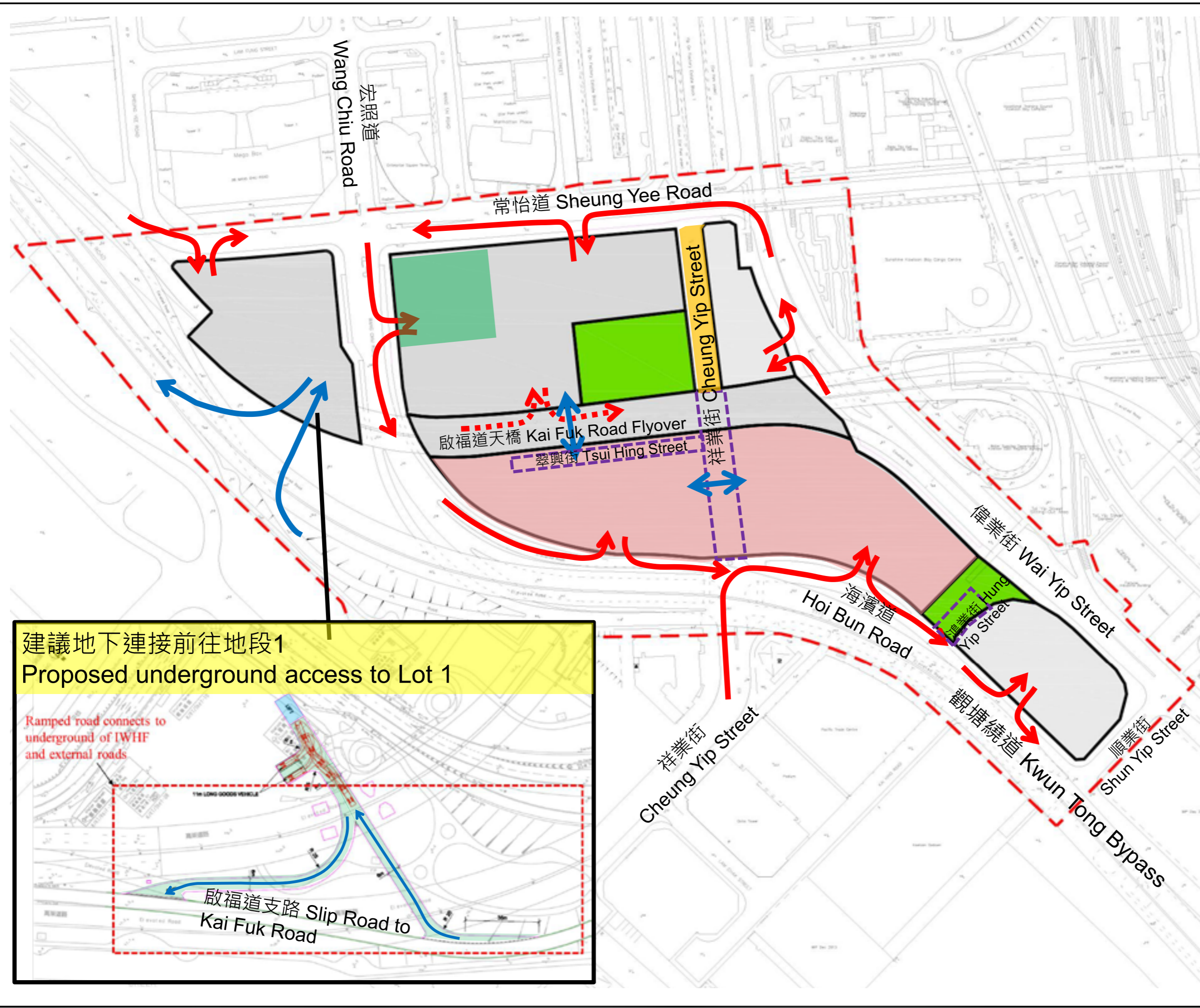


- 圖例 Legend**
- 研究範圍 Study Area
  - 現有行人天橋(公共) Existing Footbridge (Public)
  - 建議行人天橋(公共) Proposed Footbridge (Public)
  - 建議行人天橋(私人) Proposed Footbridge (Private)
  - 現有內部行人道 Existing Internal Walkway
  - 建議內部行人道 Proposed Internal Walkway
  - 現有地面行人路線 Existing At Grade Pedestrian Routing
  - 建議地面行人路線 Proposed At Grade Pedestrian Routing
  - 現有行人隧道 Existing Pedestrian Subway
  - 建議行人隧道 Proposed Pedestrian Subway
  - 九龍灣行動區與住宅區的行人連接 Pedestrian Connection between KBAA and Residential Areas
  - 九龍灣行動區與港鐵站之間的最短路線 Shortest Route between KBAA and MTR Stations
  - 九龍灣行動區鄰近與海濱的連接 Waterfront Connections in Adjacent to KBAA
  - 休憩用地(地面) Open Space (At Grade)
  - 休憩用地(高架) Open Space (Elevated)
  - 城市耕種(高架) Urban Farming (Elevated)
  - 垂直連接 Vertical Connection
  - 垂直連接:樓梯 Vertical Connection: Staircase
  - 垂直連接:扶手電梯 Vertical Connection: Escalator
  - 垂直連接:電梯 Vertical Connection: Elevator
  - 港鐵站MTR Station
  - 未來環保連接系統車站 Future EFLS Station

Scale and Orientation	
Drawn	Date 06/05/2016
Checked	Approved
Figure No.	Drawing Title 休憩用地和行人網絡 Open Space and Pedestrian Network
Job Title 合約編號CE 4/2014 (TP) 九龍灣行動區發展規劃及工程可行性研究 Agreement No. CE 4/2014 (TP)  Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East - Feasibility Study	

ARUP

\*有待詳細研究 Subject to further investigation



- Legend
- - - 研究範圍 Study Area
  - 地面出入口 At-grade Ingress/ Egress
  - · - · - 高架出入口 Elevated Ingress/ Egress
  - ↔ 地下車輛連接 Underground Vehicular Connection
  - 建議交通設施 Proposed Transport Facilities
  - 行人專用街道 Pedestrianised Street
  - 可能環保連接系統車廠暨車站 Possible EFLS Depot cum Station
  - 建議封路的現有街道 Proposed Road Closure of Existing Street
  - 休憩用地 Open Space

Scale and Orientation

Drawn	MG	Date	18/03/16
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Figure No.	Drawing Title
	建議交通及運輸安排 Proposed Transport and Traffic Arrangements

Job Title

合約編號 CE 4/2014 (TP)  
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圖 PLAN 6

建議地下連接前往地段1  
Proposed underground access to Lot 1

