The background image shows a city street scene. In the foreground, a monorail train is visible on an elevated track. The street is lined with buildings, including a prominent orange building. The sky is clear and blue. The overall scene is brightly lit, suggesting a sunny day.

Planning and Engineering Study for
the Development at

Kowloon Bay Action Area of Kowloon East

– Feasibility Study

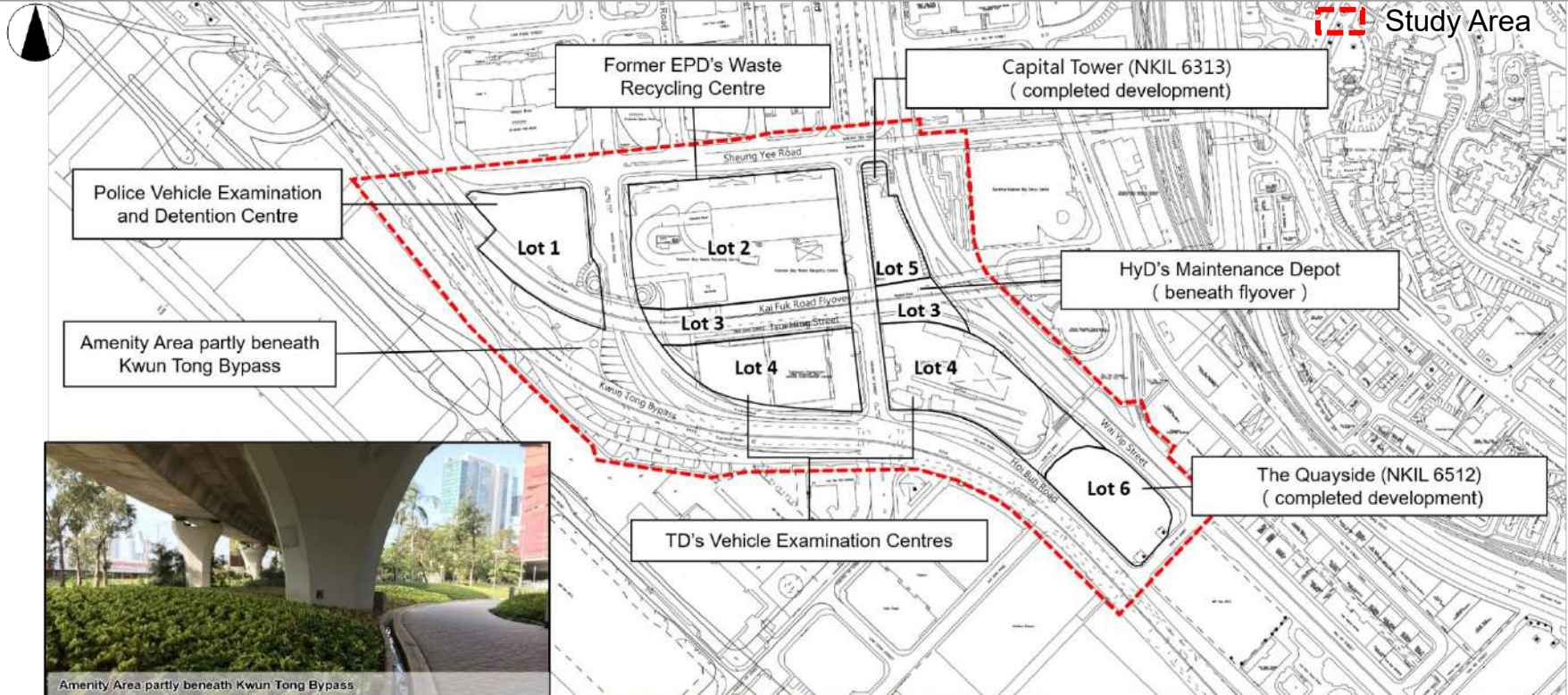
**Recommended Outline Development Plan
and Proposed Amendments to the
Approved Ngau Tau Kok and Kowloon Bay
Outline Zoning Plan**

**Task Force on Kai Tak
Harbourfront Development
of the Harbourfront Commission**

28 September 2021



- RODP formulated on basis of public views on PODP and findings of technical assessments



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

KBAA is positioned to become a commercial/office hub of Kowloon East

- ✓ To cater for territorial needs and generating public benefits
- ✓ To make efficient use of land resources
- ✓ To promote smart city and green neighbourhood
- ✓ To deliver quality urban design and integrate with surrounding urban context with place-making strategy
- ✓ To enhance pedestrian network
- ✓ To ensure implementability



Harbour Planning Principles Achieved:

- ✓ **Preserving Victoria Harbour**
 - No reclamation
- ✓ **Stakeholder Engagement**
 - Incorporated public comments in RODP
 - Consultation of RODP with stakeholders
- ✓ **Sustainable Development and Integrated Planning**
 - Mixed land use
 - Compatible with existing urban fabric
 - Better efficiency for achieving sustainable development
- ✓ **Vibrant and Accessible Harbour**
 - Enhance pedestrian connectivity and the walking environment within an integrated open space network
 - Promote multi-level pedestrian network for public to reach the waterfront from the hinterland



Major Comments and Suggestions Received:

To **ensure proper implementation** of the proposed site design, building height, public open space within private development, and the elevated connections

To **review the land use mix** and to provide more floor space for non-government organizations

To explore improvement works to the existing traffic, pedestrian networks and provision of sufficient parking spaces and loading/unloading bays so as **not to worsen the traffic** of the surrounding area

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 Organic Resources Recovery Centre

Recommended Outline Development Plan



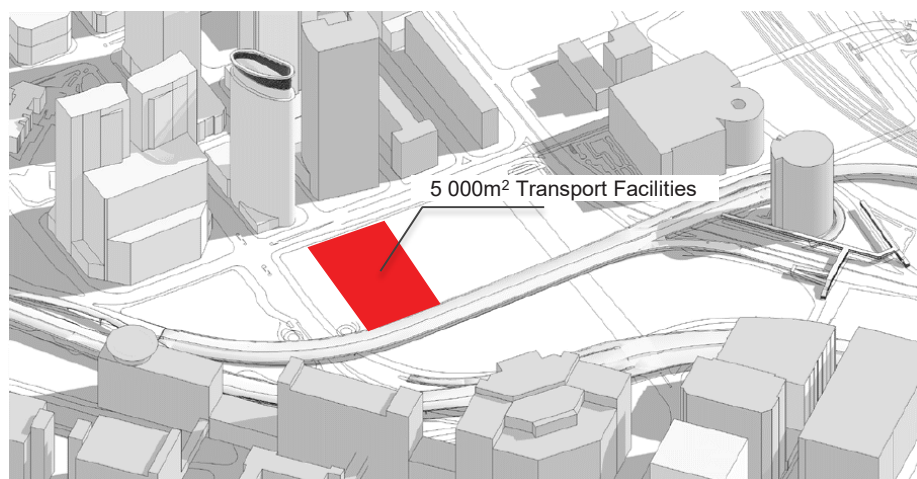
Key Development Parameters

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

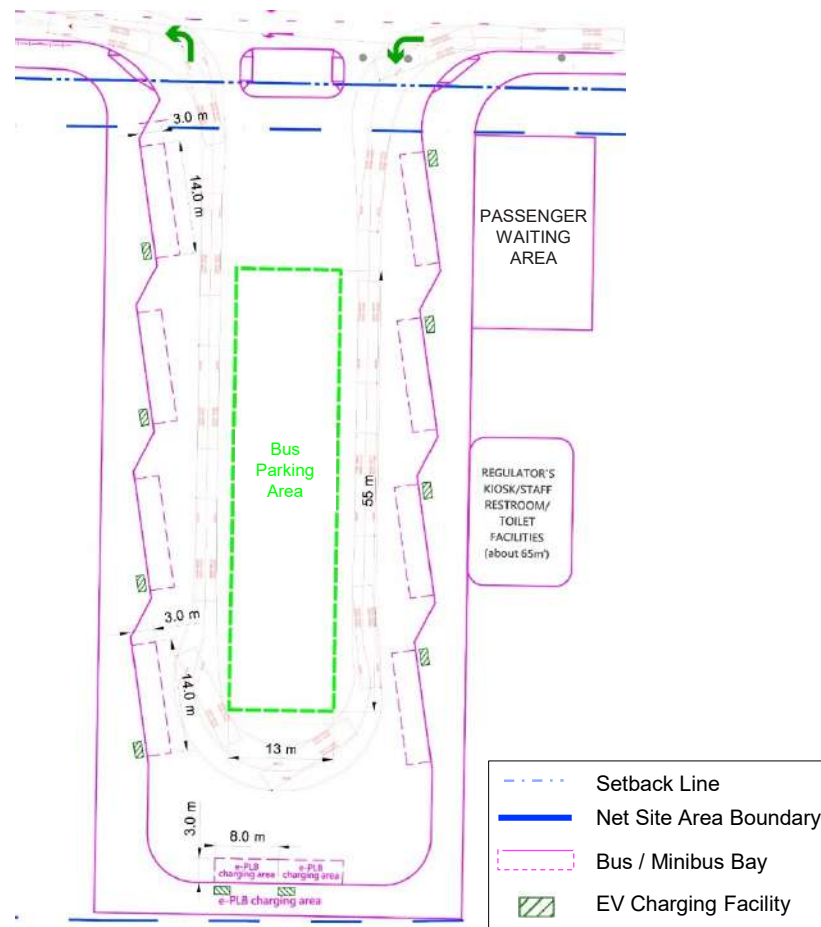
+ Site areas are subject to survey. Net Site Area excludes POSPD, amenity area and the pedestrianized area.

Consolidated the Public Transport Facilities

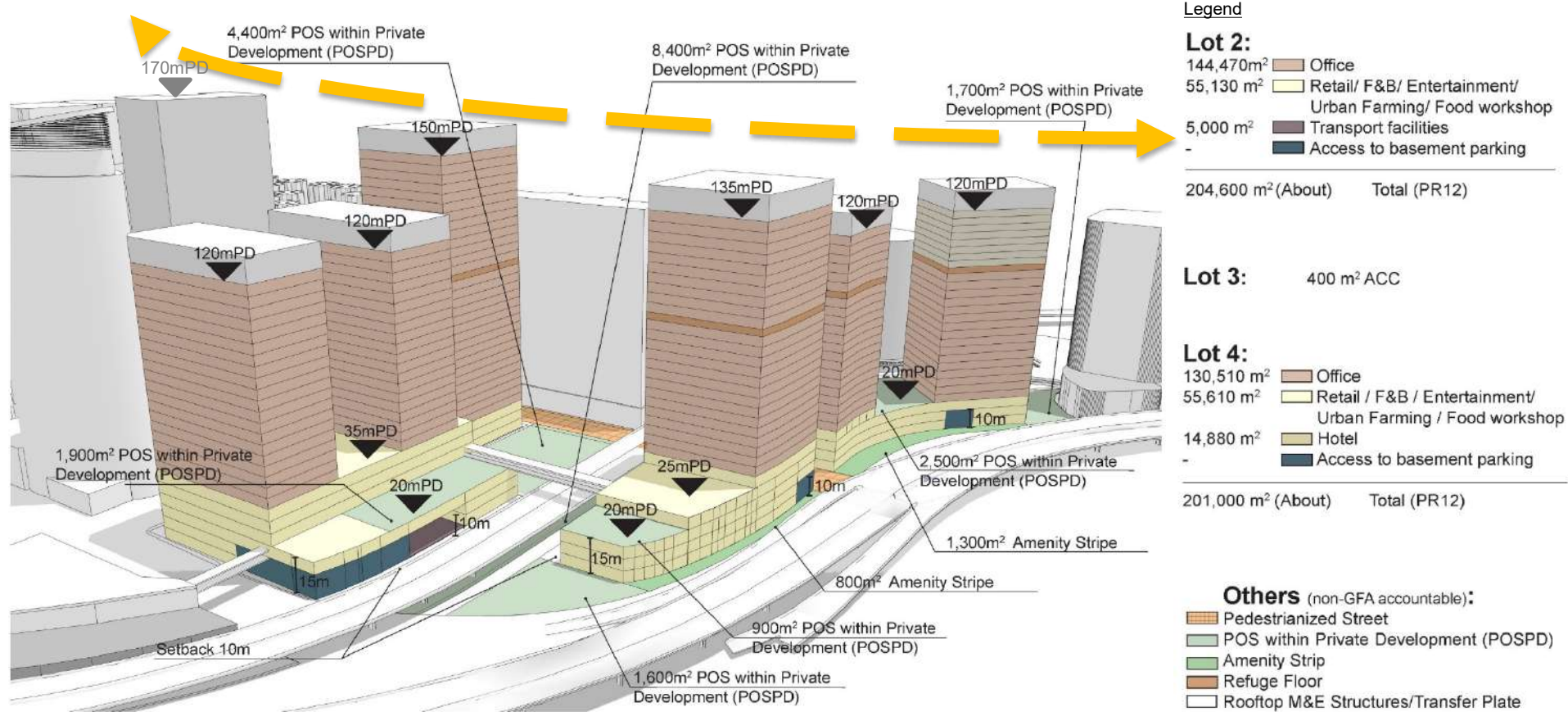
RODP: Green Transport Hub of 5 000 m² in Lot 2



- Charging facilities for electric buses/minibuses
- Interactive panels for public transport information
- Air-conditioned passenger waiting area and associated staff facilities

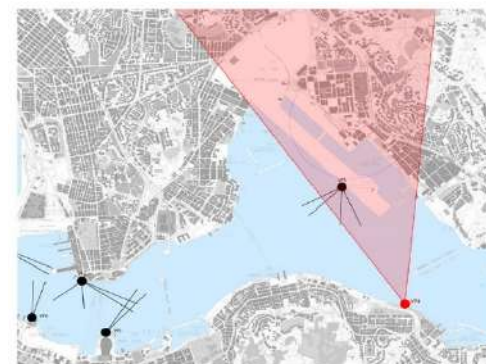


Indicative Building Disposition and Massing

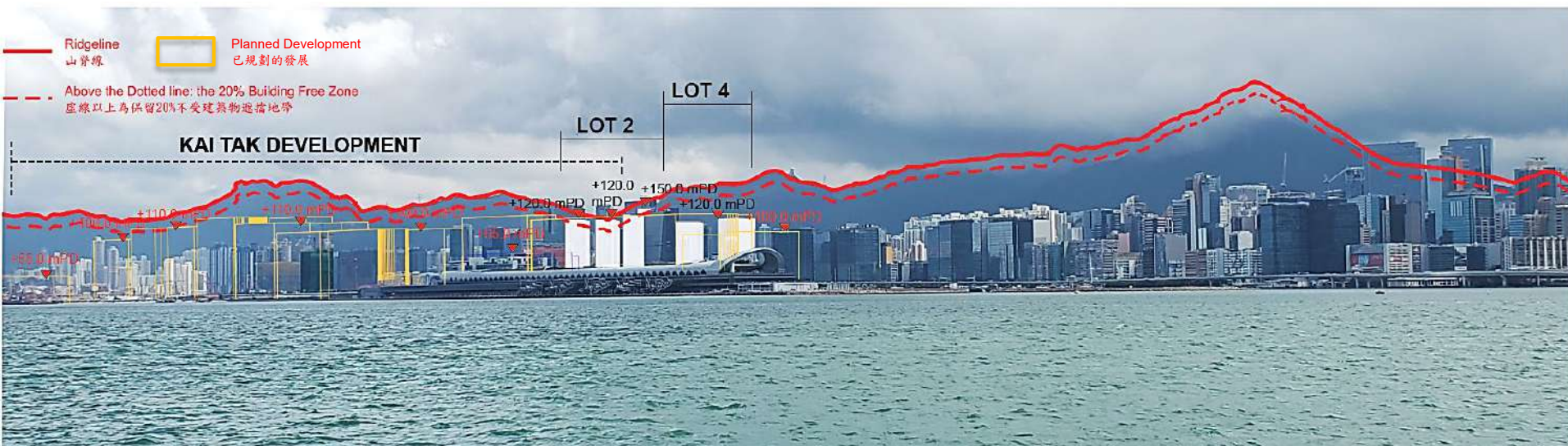


- ✓ A **stepped building height profile** descending from hinterland towards the waterfront
- ✓ **Visually embedded** in the existing building envelope of neighboring taller buildings to be compatible with the surrounding context

- **Careful Building Disposition**
 - ✓ Respect the **ridgelines** of KE
 - ✓ Avoid obstructing prominent visual and landscape resources



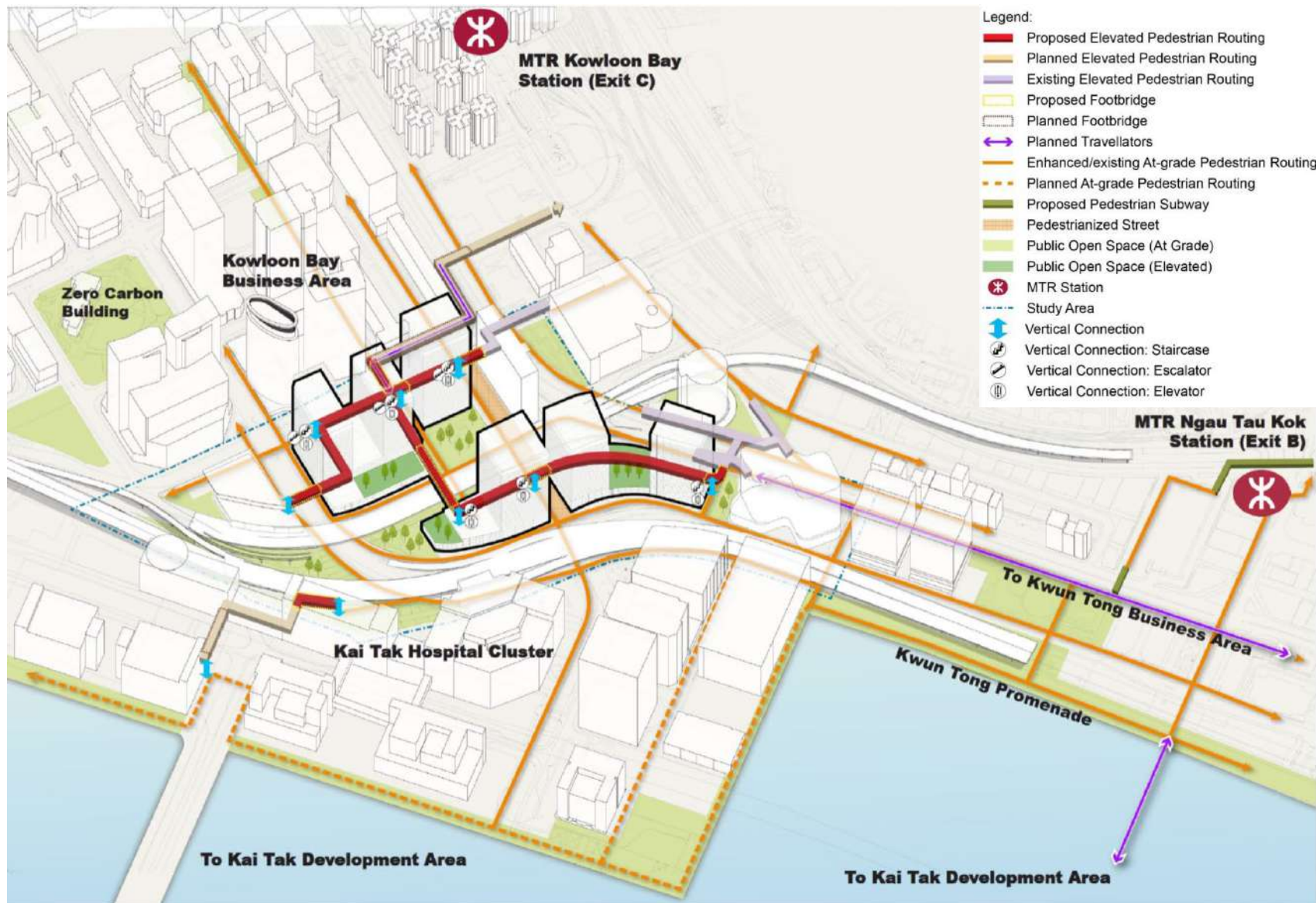
Designated VP4 (HKPSG)



Source: Based on the Viewpoint 4 Quarry Bay Park, Quarry Bay from Chapter 11: Urban Design Guidelines of Hong Kong Planning Standards and Guidelines (PlanD, 2006)

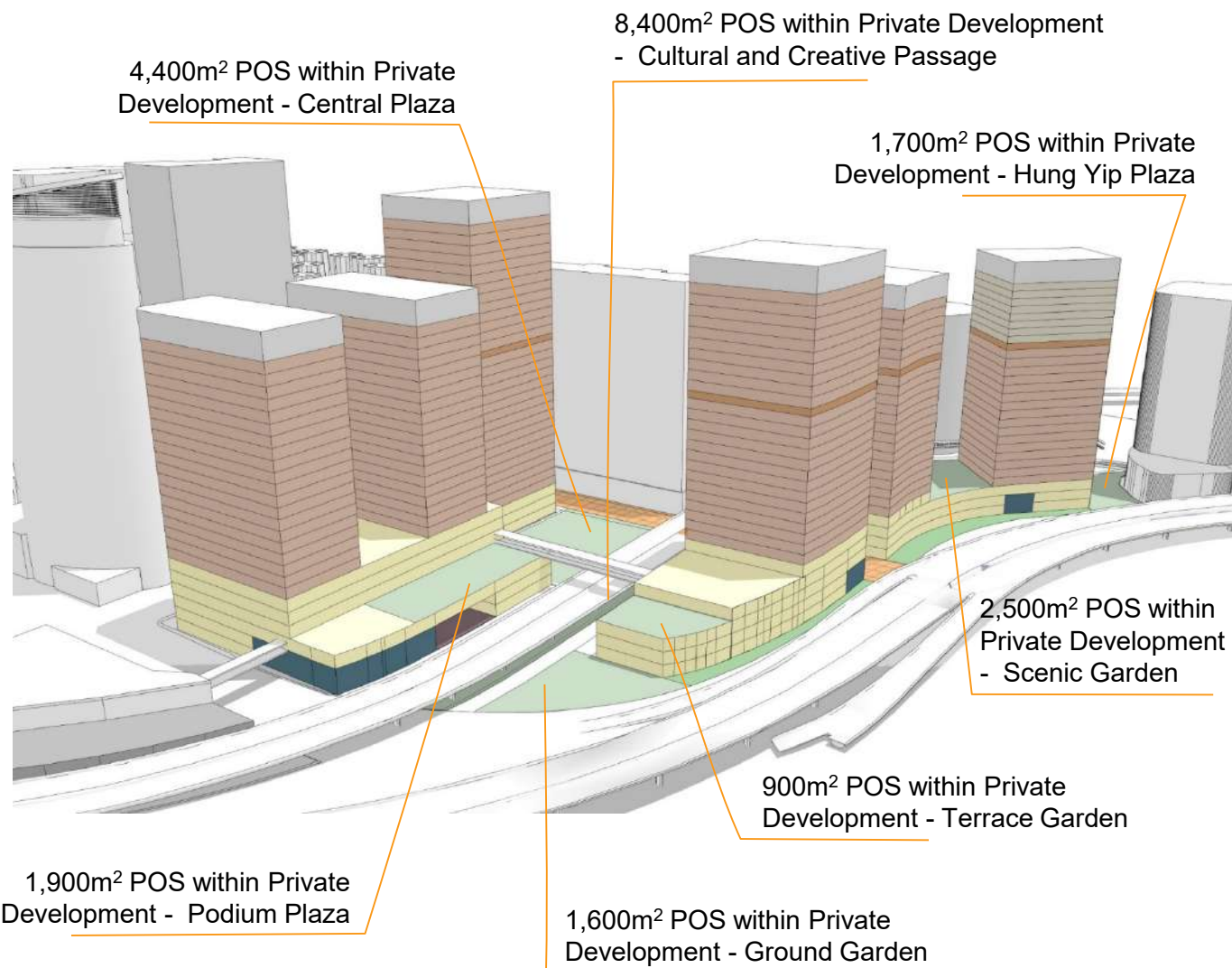
Walking Environment and Open Space Network

Comprehensive Pedestrian Network



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

- Multi-level Open Space Provision**

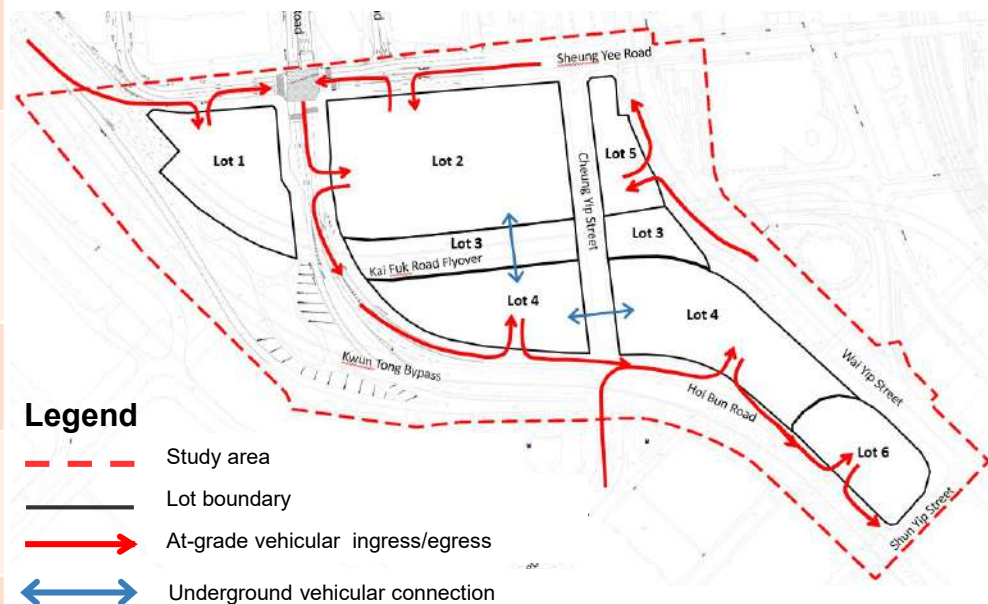


Open Space Provision	Area (m ²)
Central Plaza (at-grade)	4,400
Podium Plaza (elevated)	1,900
Cultural and Creative Passage (at-grade)	8,400
Ground Garden (at-grade)	1,600
Terrace Garden (elevated)	900
Scenic Garden (elevated)	2,500
Hung Yip Plaza (at-grade)	1,700
Total	21,400

Proposed Parking Facilities

Type	Proposed Provision
Private Car Parking Spaces	1 537 to 1 630 nos.* (+ 658 nos. provided at Lots 5 & 6)
Loading and Unloading (L/UL) Bays @#	123 nos. light goods vehicles (LGV) & 66 nos. heavy goods vehicles (HGV) ** (+ 47 nos. LGV and 25 nos. HGV provided at Lots 5 & 6)
Taxi/Private Car Lay-bys	17 nos.
Single Deck Tours Bus Lay-by	1 nos.
Motor-cycle Parking Spaces	124 nos. *** (+ 67 nos. provided at Lots 5 & 6)

Proposed Vehicular Access



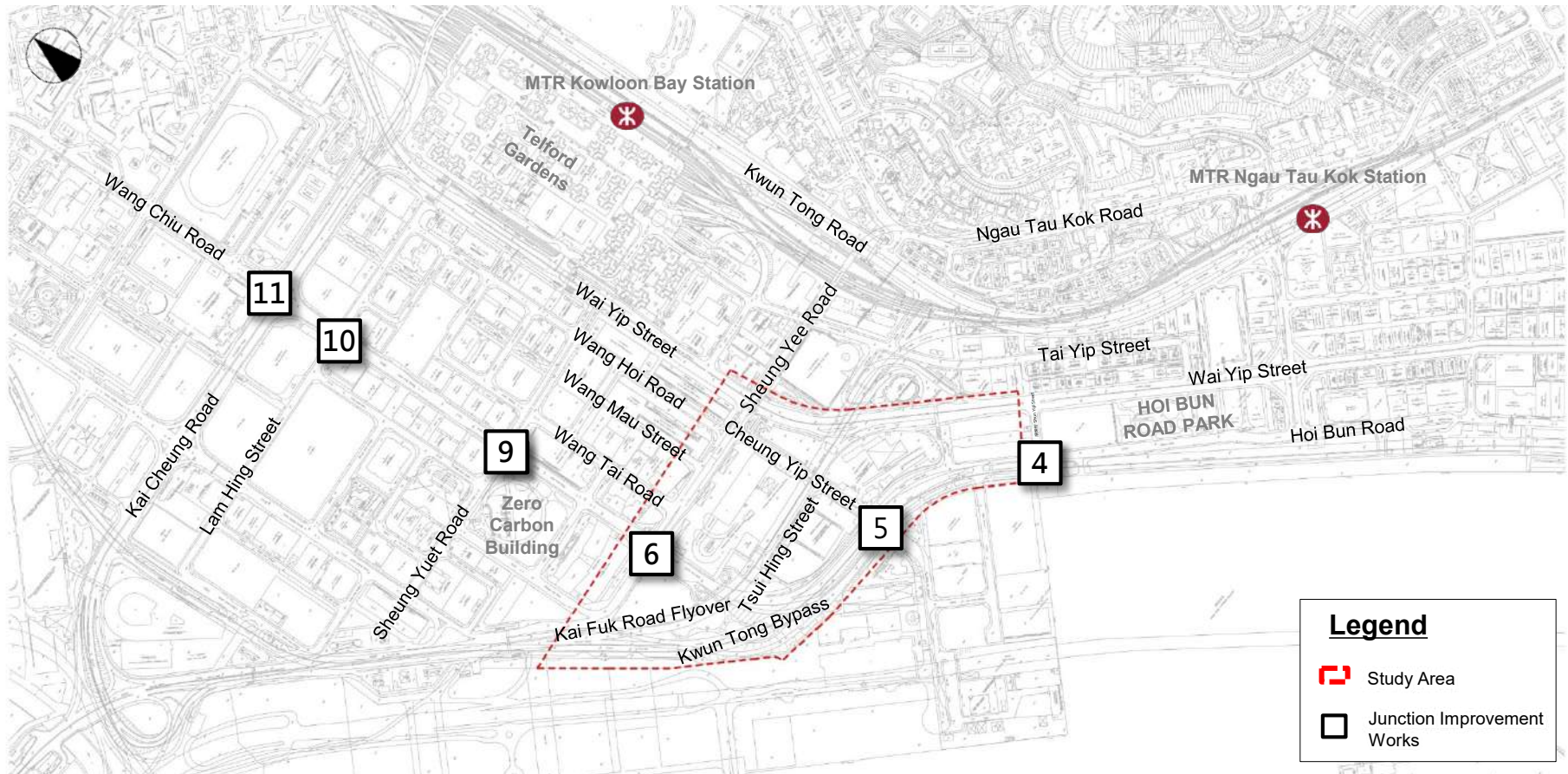
Remark:

- @ Split between LGV/HGV is 65%/35% based on HKPSG.
- # 75% of the L/UL bays is proposed to be shared for public use (except hotel due to its operational reason) at nighttime.
- * Office (including ACC and Tech Uses) – lower end to lower end + 20%; Retail (including R/F&B/E) – upper end; Hotel – upper end of HKPSG requirements.
- ** Lower end of HKPSG requirements.
- *** Mid-range of HKPSG requirements.

Transport and Traffic Arrangements

Improvement works proposed for 6 critical junctions

- | | | |
|--|--|--|
| 4 Hoi Bun Road/
Shun Yip Street | 5 Hoi Bun Road/
Cheung Yip Street | 6 Wang Chiu Road/
Sheung Yee Road |
| 9 Sheung Yuet Road/
Wang Chiu Road | 10 Lam Hing Street/
Wang Chiu Road | 11 Kai Cheung Road/
Wang Chiu Road |



Smart and Green Initiatives

Requirements for New Land Sale Sites in KE

- Green Building Design
 - **BEAM Plus** accreditation of **Gold or above** rating
 - **30% greening ratio**
 - Installation of **smart water meters**
- **EV charging** facilities
- Sharing of **real-time parking vacancy information**

Recommendations in KBAA

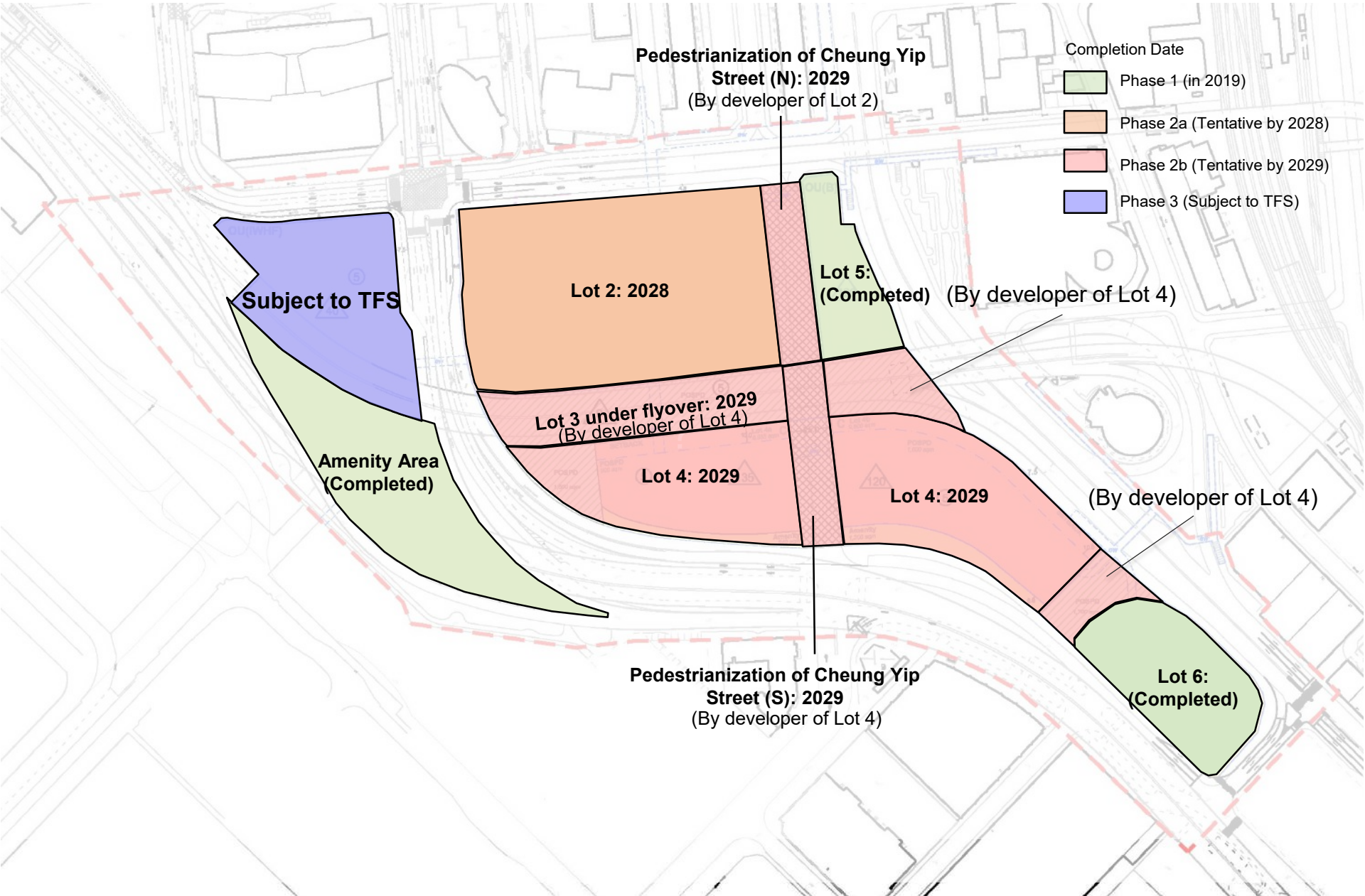
- **Automatic refuse collection system** (ARCS)
- **Smart PTI** (Green Transport Hub)
 - **Real-time display** for estimated time of arrival
 - **Interactive panels** for public transport information
 - **Charging facilities** for EVs
 - Passenger **waiting area**

Provision of POSPD and Footbridges

- with **connections to POS and Green Transport Hub**
- **21 400 m² of POSPD** in total



Implementation Arrangement



OZP Amendments

- Amendments to OZP (except Lot 1 subject to further feasibility study on the proposed ORRC by EPD)

Junction Improvement

- CEDD and HyD will prepare for implementation of the proposed junction improvement measures


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

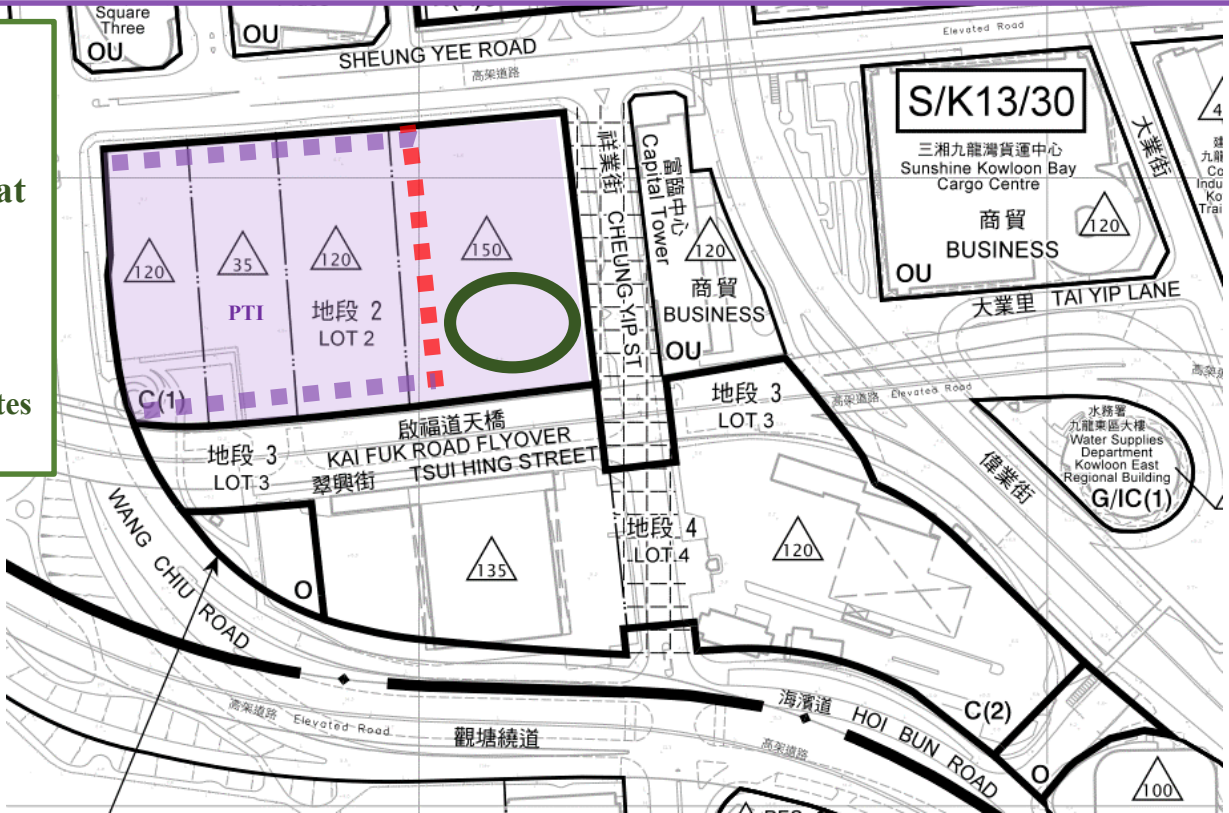
OZP Amendment Item – Lot 2



Lot 2: Rezoning from “Other Specified Uses” annotated “Refuse Transfer Station” (“OU(Refuse Transfer Station)”) and ‘Road’ to “Commercial (1)” (Area: about 2.1 ha)

Restrictions on Plan / Notes:

* Max. GFA : 204,600 sq.m. * BH restrictions * Provision of Public Transport Interchange (PTI) and Public Open Space within Private Development (POSPD)

POSPD:
 ≥ 6,300 sq.m
 (≥ 4,400 sq.m at grade)

 (Stated in the Notes of the OZP)



Non-building Area

Setback

 (Stated in the Explanatory Statement of the OZP and the land lease)

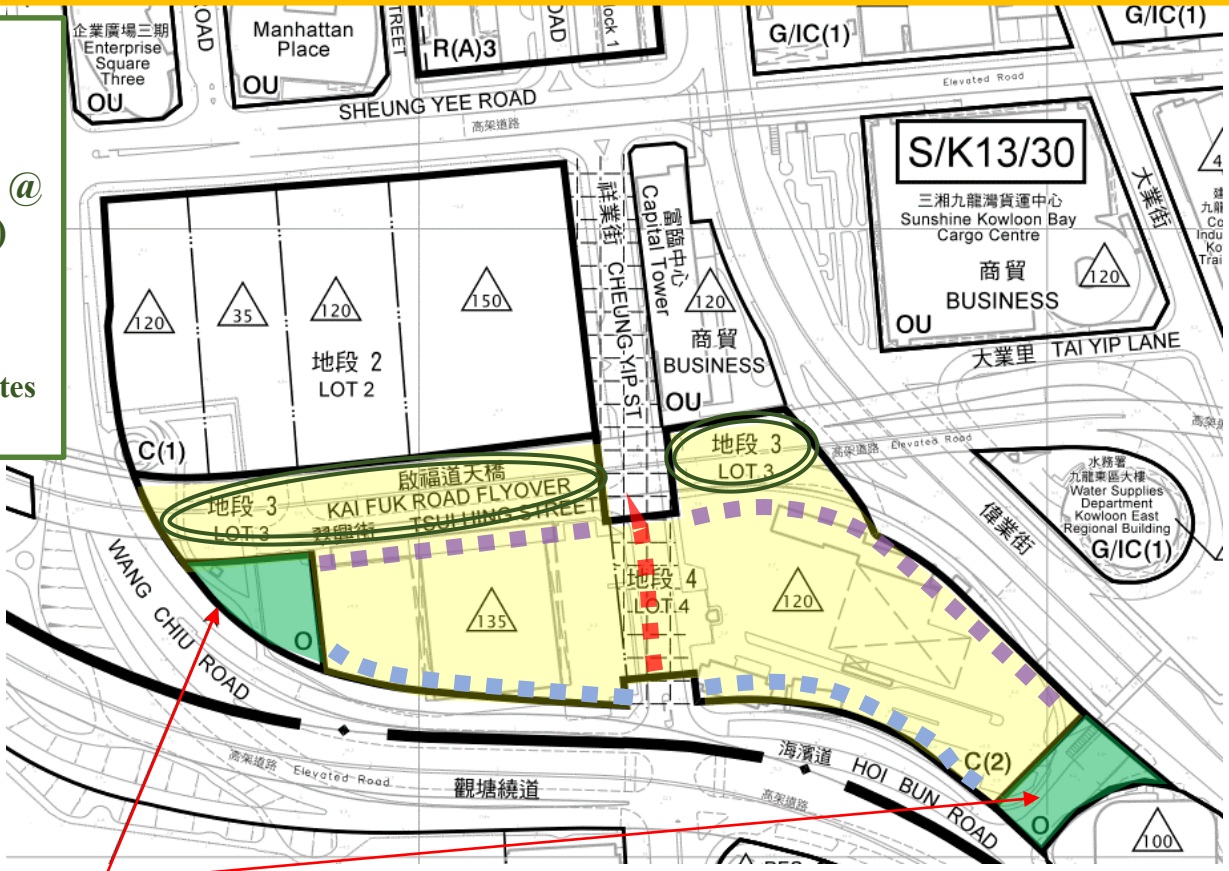
OZP Amendment Items – Lots 3 and 4 and POSPDs

Lots 3 and 4: Rezoning from “Government, Institution or Community(1)” (“G/IC(1)”), OU(Refuse Transfer Station)” and ‘Road’ to “Commercial (2)” (Area: about 2.9 ha) [including hotel use]

Restrictions on Plan / Notes:

* Max. GFA : 201,400 sq.m. * BH restrictions * Provision of POSPD

POSPDs:
 ≥ 11,800 sq.m
 (≥ 8,400 sq.m @ Lot 3 at grade)
 (Stated in the Notes of the OZP)



Non-building Area
 ■■■■
Setback
 ■■■■
Amenity Planting Area
 ■■■■
Lot 3:
Art, Cultural and Creative Industries
Uses: ~ 400 sq.m
 (Stated in the Explanatory Statement of the OZP and the land lease)

POSPDs: Rezoning from “G/IC(1)”, “OU(Business)” and ‘Road’ to “Open Space” (“O”) (Area: about 0.3ha)


OZP Amendment Items – Overall

Lot 2: Rezoning from “OU(Refuse Transfer Station)” and ‘Road’ to “Commercial (1)” (Area: about 2.1 ha)
 Restrictions on Plan / Notes:
 * Max. GFA : 204,600 sq.m. * BH restrictions * Provision of PTI and POSPD


Lots 3 and 4: Rezoning from “G/IC(1)”, OU(Refuse Transfer Station)” and ‘Road’ to “Commercial (2)” (Area: about 2.9 ha) [including hotel use]
 Restrictions on Plan / Notes:
 * Max. GFA : 201,400 sq.m. * BH restrictions * Provision of POSPD

POSPDs:

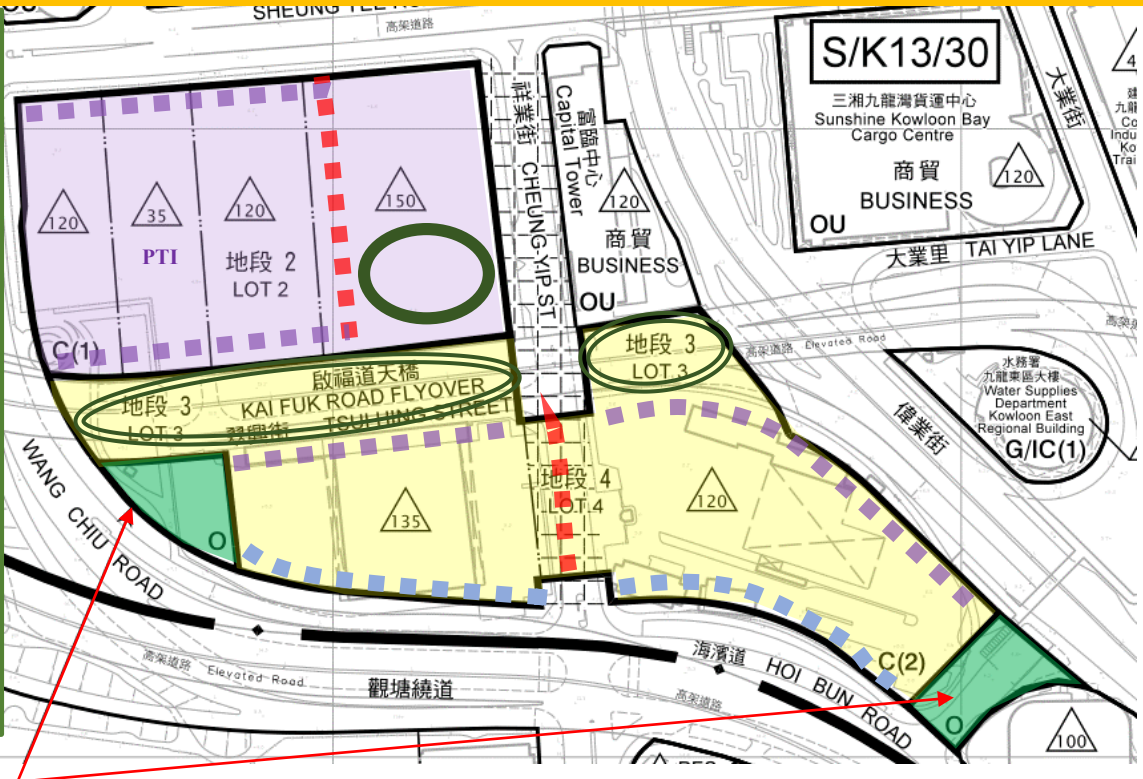
Lot 2 :
 ≥ 6,300 sq.m
 (≥ 4,400 sq.m at grade)



Lots 3 and 4 :
 ≥ 11,800 sq.m
 (≥ 8,400 @ Lot 3 at grade)



(Stated in the Notes of the OZP)



Non-building Area

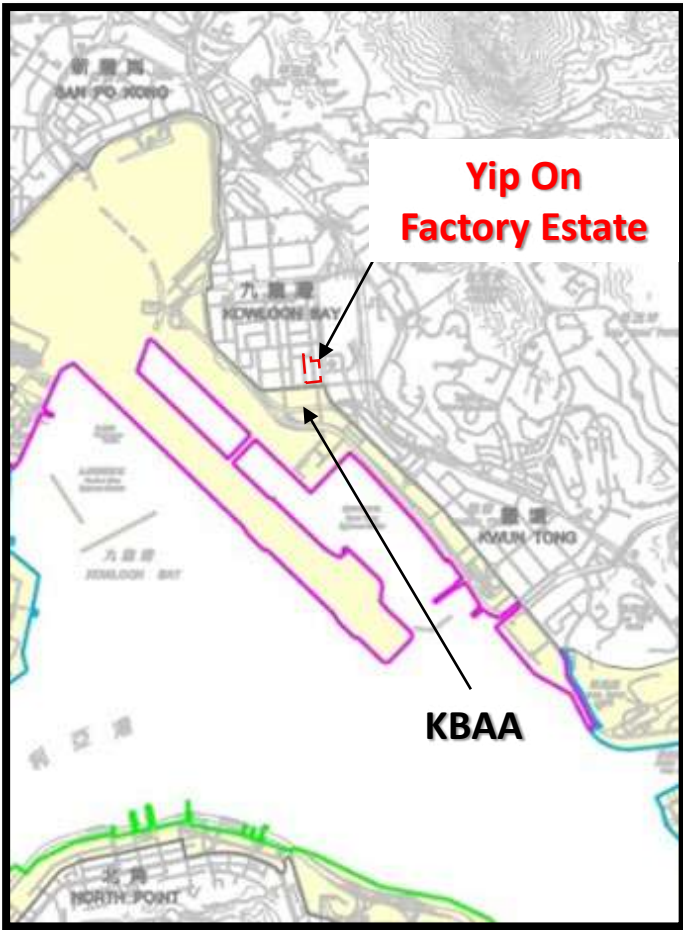

Setback


Amenity Planting Area


Lot 3:
 Art, Cultural and Creative Industries
 Uses: ~ 400 sq.m

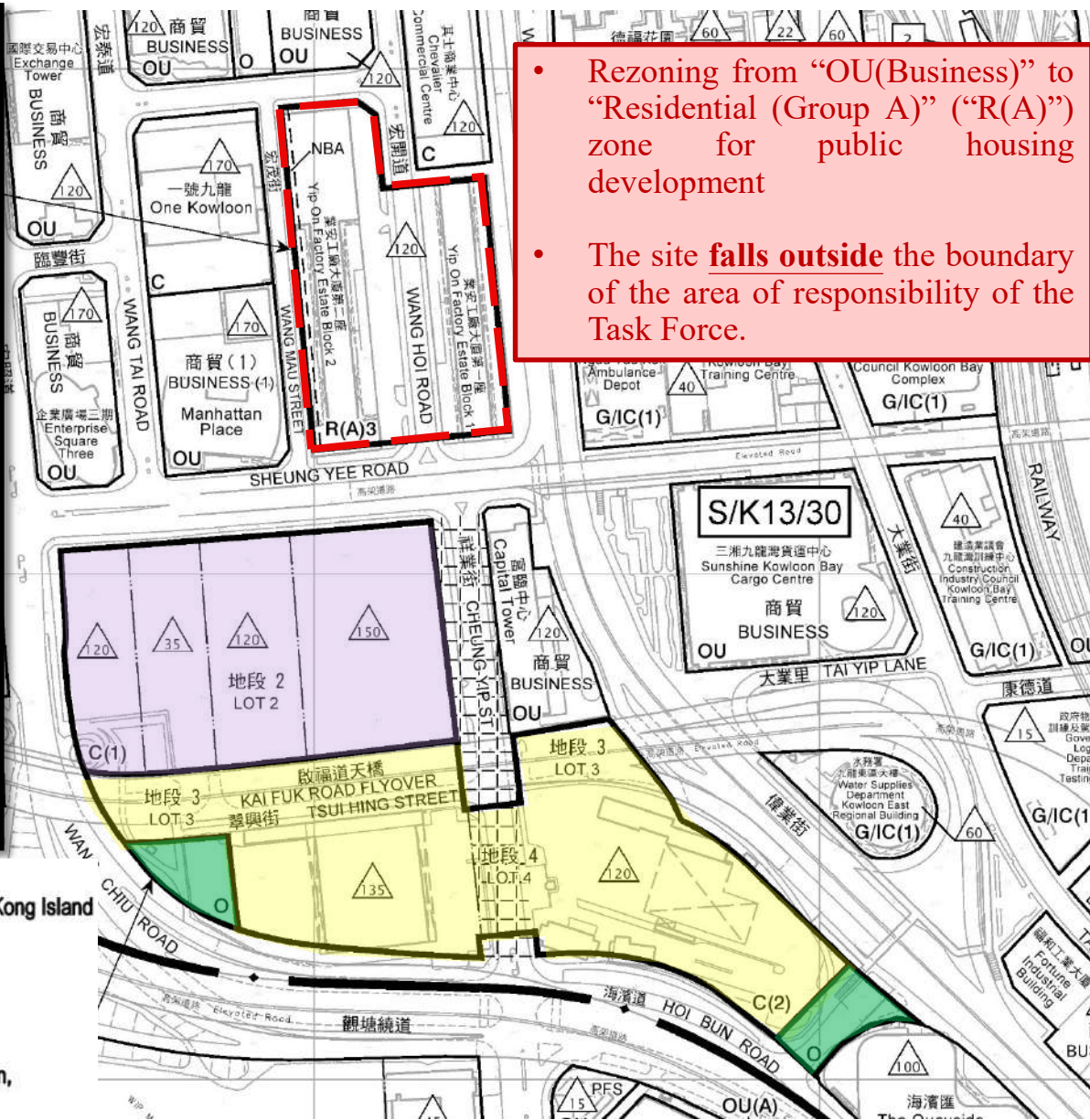
(Stated in the Explanatory Statement of the OZP and the land lease)

POSPDs: Rezoning from “G/IC(1)”, “OU(Business)” and ‘Road’ to “O” (Area: about 0.3ha)



**Yip On
Factory Estate**

KBAA



- Rezoning from “OU(Business)” to “Residential (Group A)” (“R(A)”) zone for public housing development
- The site **falls outside** the boundary of the area of responsibility of the Task Force.

- 港島區海濱發展專責小組
Task Force on Harbourfront Developments on Hong Kong Island
- 啟德海濱發展專責小組
Task Force on Kai Tak Harbourfront Development
- 九龍、荃灣及葵青海濱發展專責小組
Task Force on Harbourfront Developments in Kowloon,
Tsuen Wan and Kwai Tsing

Amendments to the Notes and the Explanatory Statement

- 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.

Consultation

- ▶ We welcome views and comments from Members on the RODP for KBAA and the proposed amendments to the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/30.
- ▶ The proposed OZP amendment items, comments from the Task Force, KTDC members and B/Ds will be submitted to the Metro Planning Committee (MPC) of the Town Planning Board (TPB) for consideration.
- ▶ If the MPC agrees on the proposed amendment items, the TPB will publish the draft OZP for public consultation for 2 months. Members of the public could make representations to the proposed amendment items.

Thank you