



圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
RESIDENTIAL (GROUP A)	R(A)	住宅 (甲類)
RESIDENTIAL (GROUP B)	R(B)	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶

COMMUNICATIONS

RAILWAY AND STATION (UNDERGROUND)		鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)		鐵路及車站 (高架)
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
PEDESTRIAN PRECINCT / STREET		行人專用區或街道

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)		最高建築高度 (樓層數目)
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS			
USES	大約面積及百分比 公頃 HECTARES % 百分比		用途
COMMERCIAL	7.47	2.19	商業
RESIDENTIAL (GROUP A)	68.30	20.01	住宅 (甲類)
RESIDENTIAL (GROUP B)	4.74	1.39	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	47.36	13.86	政府、機構或社區
OPEN SPACE	48.66	14.26	休憩用地
OTHER SPECIFIED USES	40.49	11.86	其他指定用途
GREEN BELT	52.63	15.42	綠化地帶
MAJOR ROAD ETC.	71.81	20.99	主要道路等
TOTAL PLANNING SCHEME AREA	341.26	100.00	規劃範圍面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第 5 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S / K 1 3 / 3 0 的修訂 AMENDMENTS TO APPROVED PLAN No. S/K13/30		
AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE		
AMENDMENT ITEM A1		修訂項目 A 1 項
AMENDMENT ITEM A2		修訂項目 A 2 項
AMENDMENT ITEM A3		修訂項目 A 3 項
AMENDMENT ITEM A4		修訂項目 A 4 項
AMENDMENT ITEM A5		修訂項目 A 5 項
AMENDMENT ITEM A6		修訂項目 A 6 項
AMENDMENT ITEM B		修訂項目 B 項

(參看附表)
(SEE ATTACHED SCHEDULE)

2021年12月31日 按照城市規劃條例第5條展示的
核准圖編號 S / K 1 3 / 3 0 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K13/30 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
31 DECEMBER 2021

Mr C K YIP 葉子季
SECRETARY
TOWN PLANNING BOARD

本摘要圖於2022年8月11日擬備
EXTRACT PLAN PREPARED ON 11.8.2022

香港城市規劃委員會依據城市規劃條例擬備的牛頭角及九龍灣（九龍規劃區第 1 3 及 1 7 區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREAS No. 13 & 17 - NGAU TAU KOK & KOWLOON BAY - OUTLINE ZONING PLAN

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/K13/31

**SCHEDULE OF AMENDMENTS TO THE
APPROVED NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/30
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendment to Matters shown on the Plan

- Item A1 – Rezoning of a site to the north of Kai Fuk Road Flyover bounded by Wang Chiu Road, Sheung Yee Road and Cheung Yip Street from “Other Specified Uses” (“OU”) annotated “Refuse Transfer Station” (“OU(RTS)”) and an area shown as ‘Road’ to “Commercial (1)” (“C(1)”) with stipulation of building height restrictions.
- Item A2 – Rezoning of a site bounded by Wai Yip Street and Hoi Bun Road from “Government, Institution or Community (1)” (“G/IC(1)”), “OU(RTS)” and areas shown as ‘Road’ to “Commercial (2)” (“C(2)”) with stipulation of building height restrictions, and addition of a symbol to show the section of Cheung Yip Street within the site as ‘Pedestrian Precinct/Street’ on the Plan.
- Item A3 – Rezoning of a parcel of land at the junction of Wang Chiu Road/Hoi Bun Road to the immediate west of the proposed “C(2)” zone from “G/IC(1)” and an area shown as ‘Road’ to “Open Space” (“O”).
- Item A4 – Rezoning of a parcel of land at Hung Yip Street to the immediate southeast of the proposed “C(2)” zone from “G/IC(1)”, “Other Specified Uses” annotated “Business” (“OU(B)”) and an area shown as ‘Road’ to “O”.
- Item A5 – Rezoning of several strips of land along Hoi Bun Road, Wang Chiu Road, Sheung Yee Road, Wai Yip Street and Shun Yip Street from “G/IC(1)”, “OU(RTS)” and “OU(B)” to areas shown as ‘Road’.
- Item A6 – Rezoning of two strips of land along Cheung Yip Street from “OU(RTS)” and “G/IC(1)” to an area shown as ‘Road’, and addition of a symbol to show the aforesaid land together with the adjacent section of Cheung Yip Street as ‘Pedestrian Precinct/Street’ on the Plan.
- Item B – Rezoning of Yip On Factory Estate and the adjacent section of Wang Hoi Road from “OU(B)” and an area shown as ‘Road’ to “Residential (Group A)3” (“R(A)3”) with stipulation of building height restriction.

II. Amendments to the Notes of the Plan

- (a) Revision to “Commercial” (“C”) zone to incorporate ‘Hotel (on land designated “C(2)” only)’ under Column 1, and to correspondingly revise ‘Hotel’ to ‘Hotel (not elsewhere specified)’ under Column 2.
- (b) Revision to the planning intention of “C” zone.
- (c) Revision to the Remarks for the “C” zone to incorporate development restrictions and requirements for the new “C(1)” and “C(2)” sub-zones.
- (d) Revision to “Residential (Group A)” (“R(A)”) zone to incorporate ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)3” only)’ under Column 1, and to correspondingly revise ‘Public Vehicle Park (excluding container vehicle)’ to ‘Public Vehicle Park (excluding container vehicle) (not elsewhere specified)’ under Column 2.
- (e) Revision to the Remarks for the “R(A)” zone to incorporate development restrictions and requirements for the new “R(A)3” sub-zone.
- (f) Deletion of “OU(RTS)” zone.
- (g) Deletion of ‘Market’ from Column 1 of the “C”, “OU” annotated “Mass Transit Railway Depot with Commercial and Residential Development Above” and “OU” annotated “Commercial Uses with Public Transport Terminus” zones and from Column 2 of “Residential (Group B)” zone.
- (h) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ under Column 2 of the “R(A)”, “Government, Institution or Community” and “OU” annotated “Commercial/Residential Development with Public Car Park and Public Transport Interchange” zones.

Town Planning Board

31 December 2021

List of Representers in respect of the
Draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/31

Representation No. TPB/R/S/K13/31	Name of Representers
R1	Kowloon East Branch, The Democratic Party
R2	莫建成 (Former Kwun Tong District Council Vice-chairperson)
R3	周曉嵐
R4	Ma Hing Ho Stephen
R5	Mok Chun Yin
R6	Mary Mulvihill
R7	Yung Tak Kwong

List of Commenters in respect of the
Draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/31

Comment No. TPB/R/S/K13/31	Name of Commenters
C1	Chung Wai Kit
C2	Mary Mulvihill (also R6)

~~“O” zone adjoining the One Island East was rejected upon review by the Town Planning Board mainly on the ground of being not in line with the planning intention of the “O” zone and would reduce the open space area.~~

Deliberation Session

34. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission should be valid until 10.12.2025, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the following condition:

“the provision of fire service installations to the satisfaction of the Director of Fire Services or of the TPB.”

35. The Committee also agreed to advise the applicant to note the advisory clauses as set out at Appendix III of the Paper.

[The Chairman thanked Mr Ng Kwok Tim, STP/HK, for his attendance to answer Members' enquiries. He left the meeting at this point.]

~~[Mr C.H. Tse left the meeting at this point.]~~

Kowloon District

Agenda Item 8

[Open Meeting]

S/K13/30 Proposed Amendments to the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/30
(MPC Paper No. 10/21)

36. The Secretary reported that the proposed amendments involved the rezoning of a

cluster of government land in Kowloon Bay for commercial and open space uses which were supported by the Planning and Engineering Study for the Development at Kowloon Bay Action Area – Feasibility Study commissioned by the Energizing Kowloon East Office (EKEO) of the Development Bureau (DEVB) with Ove Arup & Partners Hong Kong Limited (ARUP) as the consultant. It also involved a proposed public housing site to be developed by the Hong Kong Housing Authority (HKHA) and AECOM Asia Company Limited (AECOM) was one of the consultants for conducting technical assessments in support of the development proposal. The following Members had declared interests on the item :

- | | | |
|---|---|---|
| Mr Paul Au
<i>as the Chief Engineer
(Works), Home Affairs
Department</i> | - | being a representative of the Director of Home Affairs who was a member of the Strategic Planning Committee and the Subsidized Housing Committee of HKHA; |
| Mr Thomas O.S. Ho | - | having current business dealings with HKHA, AECOM and ARUP; |
| Mr Franklin Yu | - | being a member of the Building Committee of HKHA and having current business dealings with ARUP; |
| Mr Alex T.H. Lai | - | his former firm having current business dealings with HKHA; |
| Dr Lawrence W.C. Poon | - | his spouse being an employee of the Housing Department (HD), which was the executive arm of HKHA, but not involved in planning work; and |
| Mr Daniel K.S. Lau | - | being a member of the Hong Kong Housing Society which currently had discussion with HD on housing development issues. |

37. The Committee noted that Messrs Thomas O.S. Ho, Franklin Yu and Alex T.H.

Lai had already left the meeting. The Committee noted that according to the procedure and practice adopted by the Town Planning Board (the Board), as the proposed amendment for public housing development was one of the subject amendments to the outline zoning plan (OZP) proposed by the Planning Department (PlanD), the interests of Members in relation to HKHA only needed to be recorded and they could stay in the meeting.

Presentation and Question Sessions

38. The following representatives from PlanD, DEVB, HD and ARUP were invited to the meeting at this point:

PlanD

- | | | |
|-----------------------|---|---|
| Ms Katy C. W. Fung | - | District Planning Officer/Kowloon (DPO/K) |
| Mr William W. L. Chan | - | Senior Town Planner/Kowloon (STP/K) |
| Mr Jeffrey P.K. Wong | - | Town Planner/Kowloon (TP/K) |

EKEO, DEVB

- | | | |
|----------------------|---|---|
| Ms Carol Y. M. Cheuk | - | Senior Place Making Manager (Planning)
(SPMM(P)) |
| Mr Kelvin K. C. Chan | - | Place Making Manager (Planning) |

HD

- | | | |
|---------------------|---|-------------------------|
| Ms Emily W. M. Ip | - | Senior Planning Officer |
| Mr Peter W. T. Wong | - | Senior Architect |
| Mr David M. K. Lee | - | Senior Civil Engineer |

ARUP

- | | | |
|-------------------|---|-------------------------|
| Mr David W.L. Lee | - | Associate Director (AD) |
|-------------------|---|-------------------------|

Mr Tommy K.C. Chan - Senior Engineer (SE)

39. With the aid of a PowerPoint presentation, Mr William W. L. Chan, briefed Members on the background, the proposed rezoning for commercial developments with open spaces and public transport facilities at Kowloon Bay Action Area (KBAA) and a public housing development at Yip On Factory Estate (YOFE), the proposed amendments to the Notes of the OZP, technical considerations, provision of government, institution and community (GIC) facilities in the area, consultations conducted and departmental comments as detailed in the Paper. Amendment Items A1 to A6 mainly included rezoning proposals for commercial developments, at-grade public open spaces within private development (POSPD) and pedestrianisation proposal at Cheung Yip Street, in order to take forward the Recommended Outline Development Plan (RODP) of the KBAA Study. Amendment Item B involved rezoning proposal for a public housing development at YOFE site together with a section of Wang Hoi Road.

40. Members had the following questions:

Provision of Open Space and Air Ventilation

- (a) noting that open space and arts, cultural or creative (ACC) uses were proposed underneath Kai Fuk Road Flyover, whether there was any air quality concern for the users;
- (b) how design coherence of the at-graded POSPDs which would be implemented by different developers in future could be ensured;
- (c) purpose of the proposed non-building area (NBA) for Lot 2 under the proposed “Commercial (1)” (“C(1)”) zone and any uses that could be allowed within the NBA;

Pedestrian Accessibility and Connections

- (d) whether the covered elevated walkway connecting the Kowloon Bay MTR Station and KBAA could be extended to Telford Plaza instead of Siu Yip Street;

- (e) details of the pedestrian network linking the areas of Kwun Tong harbourfront promenade, Kai Tak Development (KTD) and Kowloon Bay MTR Station;
- (f) whether the accessibility of the proposed pedestrian connection located within the Kai Tak Hospital cluster would be affected if restricted access arrangement was undertaken by the hospital in case of epidemic situation;

Traffic and Transport Aspects

- (g) the future road network connecting KTD and other parts of Kowloon East area;
- (h) noting that traffic congestion was often observed at the junction of Wang Chiu Road and Sheung Yee Road due to the queue of vehicles waiting to get into the carpark of Megabox, whether any traffic improvement measures would be proposed; and

Environmental Aspect

- (i) whether the future developments in KBAA would be required to use recycled/grey water for irrigating the landscaping features.

41. In response, Ms Katy C. W. Fung, DPO/K, PlanD, Ms Carol Y.M. Cheuk, SPM(M(P)/ EKEO of DEVB, Messrs David W.L. Lee, AD of ARUP, and Tommy K.C. Chan, SE of ARUP, made the following main points:

Provision of Open Space and Air Ventilation

- (a) in accordance with the RODP of KBAA, an at-grade public open space of about 8,400m² including a maximum built-over area of 400m² for ACC uses were proposed underneath the Kai Fuk Road flyover. The subject open space was not entirely covered by the flyover and the proposed ACC uses were relatively small-scale. The proposed at-graded POSPD adjacent to the western portion of “C(2)” zone could also facilitate wind penetration from the southwest to the area underneath the flyover, which could facilitate air ventilation in the area. Hence, major air ventilation issue was

not envisaged;

- (b) the future developers would be required under lease conditions to design and construct the POSPDs in KBAA. To ensure design coherence, it was recommended to require the developers to submit the landscape master plans (LMPs) for the POSPDs under the lease. The LMPs would be vetted by a design review panel, which would be similar to the arrangement adopted for some other land sale sites in Kai Tak and other Kowloon East areas;
- (c) the proposed NBA was designated mainly to improve the air ventilation performance in the area, which could be used for provision of landscaping features while aboveground structures would not be allowed in general. In addition, outdoor commercial activities could also be allowed;

Pedestrian Accessibility and Connections

- (d) the proposal of extending the footbridge system to Telford Plaza would be pursued when such opportunity arose in future;
- (e) multi-level pedestrian connection networks were proposed to connect Kowloon Bay MTR Station and the harbourfront via KBAA. The elevated networks would comprise a proposed footbridge from Siu Yip Street across Wai Yip Street connecting to a proposed elevated walkway with travellers along Sheung Yee Road to the west leading to Lot 2 of KBAA. By way of the internal linkages at podium level of the future developments at Lot 2, the public could pass through the proposed footbridge across Wang Chiu Road to reach the amenity area adjacent to Lot 1 and access the landscape deck/link bridge of the New Acute Hospital (NAH) in Kai Tak via the elevated walkway across the slip road of Kwun Tong Bypass. From there, the public could reach the Kai Tak waterfront either via an external staircase or the internal elevators at the NAH. The public could also use the at-grade pedestrianised Cheung Yip Street and the pedestrian crossing at Hoi Bun Road to access the promenade next to the Hong Kong Children's Hospital;

- (f) as the proposed elevated walkway from the amenity area at KBAA would connect to the landscape deck/link bridge of the NAH and further connect to the ground level via an external staircase, the public would not have to enter the core areas of the NAH to access the waterfront. If needed, the public could also access the promenade via the at-grade pedestrian network;

Traffic and Transport Aspects

- (g) vehicles from KTD could reach Kowloon Bay and Kwun Tong areas via Kai Tak Bridge, Shing Cheong Road, Cheung Yip Street and Hoi Bun Road;
- (h) 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 optimising the method of control of traffic signals were proposed at the critical junctions, including Wang Chiu Road/Sheung Yee Road, to enhance their performances. With implementation of the proposed improvement measures, adverse traffic impact on the existing road network/junctions was not envisaged; and

Environmental Aspect

- (i) KBAA was envisioned to be a green, smart and sustainable commercial hub for mixed-use developments. Developments in the KBAA would be required to achieve BEAM Plus Provisional Gold or above rating under the lease and the utilisation of recycled/grey water was one of measures to be adopted to achieve the purpose of water saving under the BEAM Plus accreditation mechanism.

42. Members had no question regarding other proposed amendments to the OZP and generally considered that they were acceptable.

Deliberation Session

43. After deliberation, the Committee decided to:

- “(a) agree to the proposed amendments to the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30 and that the draft approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30A at Attachment II of the Paper (to be renumbered to S/K13/31 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Town Planning Ordinance; and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper for the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.”

44. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Town Planning Ordinance. Any major revision would be submitted for the Board’s consideration.

[The Chairman thanked the government representatives and the consultants from ARUP for their attendance to answer Members’ enquiries. They left the meeting at this point.]

[Mr William W. L. Chan, Senior Town Planner/Kowloon (STP/K) was invited to the meeting at this point.]

Opening Remarks

1. The Chairman said that the meeting would be conducted with video conferencing arrangement.

Agenda Item 1

Confirmation of the Draft Minutes of the 685th MPC Meeting held on 10.12.2021

[Open Meeting]

2. The draft minutes of the 685th MPC meeting held on 10.12.2021 were confirmed without amendments.
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Agenda Item 2

Matters Arising

[Open Meeting]

S/K13/30 Proposed Amendments to the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/30
(MPC Paper No. Matters Arising (i))

3. The Secretary reported that the matter arising was related to the proposed amendments to the approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) which were supported by the Planning and Engineering Study for the Development at Kowloon Bay Action Area (KBAA) – Feasibility Study commissioned by the Energizing Kowloon East Office (EKEO) of the Development Bureau (DEVB) with Ove Arup & Partners Hong Kong Limited (Arup) as the consultant. The following Members had declared interests on the item:

Mr Thomas O.S. Ho	}	having current business dealings with Arup ; and
Mr Franklin Yu		

Mr Alex T.H. Lai - his former firm having current business dealings with Arup.

4. As Messrs Thomas O.S. Ho, Franklin Yu and Alex T.H. Lai had no involvement in the Study, the Committee agreed that they could stay in the meeting.

5. The Secretary reported that a Paper on the item was circulated to Members before the meeting. The proposed amendments to the Notes and Explanatory Statement (ES) of the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30 were agreed by the Committee on 10.12.2021. In response to the request of Kwun Tong District Council for the provision of social welfare facilities in the proposed developments at KBAA, it was further proposed to incorporate the gross floor area exemption clause for Government, institution and community facilities as required by the Government under the proposed “Commercial(1)” (“C(1)”) and “C(2)” zones at KBAA as detailed in the Paper.

6. Members noted and agreed to the revised proposed amendments to the Notes and ES of the draft OZP No. S/K13/30A in Appendices I and II of the Paper.

Tsuen Wan and West Kowloon District

[Mr Clement C. M. Miu, Senior Town Planner/Tsuen Wan and West Kowloon (STP/TWK), was invited to the meeting at this point.]

議項 II – 重組觀塘區議會屬下各個常務委員會、建議職權範圍和會議時間表及推選各個常務委員會的主席及副主席
(觀塘區議會文件第 26/2021 號)

3. 秘書介紹文件。

4. 大會通過有關文件。

議項 III – 九龍灣行動區發展規劃及工程可行性研究 – 建議發展大綱圖
(觀塘區議會文件第 27/2021 號)

5. 主席歡迎發展局起動九龍東副專員景國祥先生、起動九龍東辦事處高級地方營造經理(規劃)陳家智先生、房屋署高級建築師(14)黃宏鼎先生、房屋署建築師(T302)羅灝銘先生、房屋署高級土木工程師(3)李文光先生、房屋署土木工程師(36)伍雋立先生、房屋署高級規劃師(9)葉慧敏女士、房屋署規劃師(30)吳醉怡女士、規劃署署理九龍規劃專員馮志慧女士、規劃署署理高級城市規劃師/九龍 4 陳偉霖先生、規劃署城市規劃師/九龍 9 黃保傑先生、奧雅納工程顧問(下稱「顧問公司」)助理董事(規劃)李偉臨先生、及顧問公司助理董事(交通)鄧思威先生出席是次會議。以上部門及顧問公司代表將一同參與議項 III 至 V 的會議。

6. 起動九龍東副專員及顧問公司代表介紹文件。

7. 議員提出的意見及查詢如下：

- 7.1 潘任惠珍議員表示九龍灣行動區屬觀塘區內重點發展項目之一，從大綱圖可見利用不少空置及廢棄用地發展，落成後一定十分美觀。惟她質疑處方未有考慮項目對附近交通的影響，她表示會前曾向運輸署表達，現時市民對九龍灣的交通情況怨聲載道。她指出九龍灣 MegaBox 商場落成後，已為德福廣場的交通帶來災難性影響，每當有大型活動時，該處交通嚴重阻塞。此外，啟德郵輪碼頭落成之後，但凡有大型活動舉行時，九龍灣的交通同樣不勝負荷。她指由於疫情關係，近來很多活動無法舉行，使交通情況似乎有所好轉。惟經濟活動復甦後，啟德郵輪碼頭恢復郵輪停泊，啟德醫院地盤陸續動工，加上有不少市民在附近上班，德福廣場平台的交通將首當其衝。她表示文件只提及一條連接德福廣場的行人天橋，她查詢部門有否考慮其他前往港鐵站的方法。她批評政府的做法，經常以為更改路

口及交通燈時間便能應對項目對交通造成的影響。九龍灣已經難以負荷現有人流及車流，如將來九龍灣行動區和啟德醫院等建成，以及九龍灣業安工廠大廈重建為公營房屋後，必定無法應付額外的人流及車流。她指處方應解決人車爭路及交通問題，否則情況將慘不忍睹。她對地區發展表示支持，惟必須完善附近的交通配套，避免為現在及將來入住的市民帶來不便。

7.2 顏汶羽議員查詢(i)綠色交通樞紐的充電設施是否只容許巴士及小巴充電，或是會開放予其他電動車使用。他表示不同做法對評估車流量帶來不同影響；(ii)處方會否考慮引入智慧停車場；(iii)文件內指地段3用地有400平方米的室內空間作藝術、文化及創意產業用途，並查詢此地段由哪個部門負責管理，及會否連同地段2及地段4一併由私人發展商管理；(iv)文件亦指九龍灣行動區內的24小時行人專用區由兩個私人發展商負責，他查詢私人發展商之間如何協調管理及設計等問題；及(v)連接九龍灣港鐵站的行人天橋位於業安工廠大廈附近，他查詢行人天橋是否與重建業安工廠大廈為公營房屋的議項有關。他指行人天橋的項目已提出多年，此項目會否如單軌列車一樣不了了之，或以此行人天橋遊說議員支持文件，抑或政府真的有決心推展工程。如政府決定興建，他希望處方提供工程時間表。他指處方早前提出的中、短期建議已陸續推行，惟興建行人天橋至今仍遙遙無期，他請處方先交代會否興建及興建的時間，才討論其他相關交通改動安排。他表示處方迅速推行發展項目，惟關於交通的改善安排只流於研究文件及討論層面，從未見真正落實。

7.3 譚肇卓議員關注(i)為配合智慧城市的發展，除了智能水錶外，智慧燈柱能否於九龍灣行動區應用；(ii)九龍灣行動區預計於2029年大致建成，而政府計劃於2034年停止登記燃油車輛，他期望九龍灣行動區的停車場成為電動車停車場的模範，包括充電設施的比率、充電速度及便利程度。他請處方作長遠策劃，以配合香港電動車配套的發展。在這方面，他擔心九龍灣行動區的電動車充電設備如大型商場一樣寥寥可數，希望處方配合政府的長遠環保規劃。另外，他指深水埗現時已計劃興建智慧停車場，他認為九龍灣行動區屬第二個核心商業區，如果連智慧停車場也無法容納會甚為落後，他希望處方的規劃能追上2029年或2030年的科技發展。他擔心沿用固有的規劃方法導致車位不足，令等候泊車的車龍出現。他以MegaBox商場和九龍灣國際展貿中心E-Max為例，電動車輪候充電設備常常大排長龍，導致常怡道交通擠塞。他請處方仔細研究解決方案，否則項目建築物落成後，而附近交通配套又無法配合，會

導致九龍灣交通情況進一步惡化；及(iii)地段3用地內提供最多400平方米的室內空間作藝術、文化及創意產業用途，他表示觀塘區議會五年前曾反對處方將「反轉天橋底行動」交予相關團體管理，指會問題叢生，導致項目最後成為爛攤子，他促請處方肩負管理九龍灣行動區的文化空間的責任，切勿撒手不管。現時距離九龍灣行動區落成尚餘七年，他請處方改善管理安排，屆時不論交由非牟利機構或商界管理，處方必須承擔監管的角色，否則只會在同一問題重蹈覆轍。

- 7.4 簡銘東議員表示一座甲級寫字樓足以容納數千人，文件指九龍灣行動區內多數地段劃為辦公室用途，他對未來的交通情況表示擔憂。他指現時常怡道已十分擠塞，因此請處方研究經常怡道以外的道路前往九龍灣作為改道安排。他表示現時 MegaBox 商場位於常怡道的路口交通嚴重擠塞，屆時更多商業大廈落成後，情況將不堪設想。他指數年前的規劃圖曾提出此位置會興建單軌列車，惟至今杳無音訊，他擔心無法疏導人流，現有前往德福廣場的道路實難以容納龐大數量的行人，他認為處方必須研究解決方案。另外，他亦關注電動車發展，並指現時已出現電動車充電設備不足的問題。政府提出15年後需全面淘汰燃油車輛，屆時電動車所佔市場比率將會更高。他指既然九龍灣行動區內尚未興建任何建築物，他請處方長遠規劃用地。他指處方提出的方案不應過度包裝，必須能夠實行。另外，他表示觀塘區從工業區轉型成商貿區的過程中，缺乏大型貨車及旅遊巴士的停泊位，他請處方規劃時須預留車位讓大型貨車於晚上停泊，避免違例泊車出現。

8. 起動九龍東副專員感謝議員的建議，並綜合回覆如下：

- 8.1 九龍灣行動區的行人連接設施及交通安排：處方一直聯同其他部門進行短、中及長期的交通改善措施，預期未來交通情況可得以改善。短期改善措施方面，路政署會繼續進行多項小型工程改善交通，如鄰近 MegaBox 商場宏照道的北行車線，將會進行工程，移除路旁的花槽及擴闊馬路，並增加一條左轉行車線以紓緩交通擠塞；中長期改善措施方面，九龍灣交通擠塞問題部分源於有車輛借道觀塘區前往其他地區，就此，T2 主幹路、中九龍幹線將於 2025/26 年落成，將軍澳居民將能經由將軍澳藍田隧道（下稱「將藍隧道」）連接 T2 主幹路直接前往其他地區。處方參考 2018 年立法會文件，指出通過大型道路建設，能改善部分區內路面交通情況，如文件中提到祥業街及海濱道路口的交通問題。當 2026 年主要道路建設項目

落成並分流現時借道九龍灣及觀塘的車輛後，將來的交通情況有望得到顯著改善。處方明白改善工作不能停止，並會與相關部門一起持續監察情況。

8.2 橫跨偉業街的行人天橋工程：處方同意工程已籌備多年，現時已調整舊牛頭角警署的圍牆，以騰出空間興建橫跨偉業街的行人天橋。行人天橋正進行詳細設計，處方將儘快落實設計細節，然後進行刊憲及向立法會申請撥款的程序，以期儘快興建行人天橋。

8.3 連接常怡道及橫跨偉業街行人天橋的自動行人道：該自動行人道將接駁九龍灣行動區，屬疏導九龍灣港鐵站德福廣場二期人流的方案之一，而土木工程拓展署已聘請顧問公司就自動行人道進行詳細設計。處方指出一直就九龍灣興建行人連接系統進行研究，並持續與附近的發展商商討如何加強聯繫，完善行人連接系統。現時建議的架空自動行人道將沿常怡道及偉業街興建，以九龍灣行動區為中心點，連接九龍灣港鐵站及區內其他地點，市民可根據自身需要使用接駁系統前往不同目的地。

8.4 智慧停車場：處方同意議員的意見，表示處方會給予發展商彈性發展智慧泊車系統。另外，處方指已預留足夠的停泊位置予大型貨車，並於晚上開放大部分上落貨的位置予公眾停泊，希望紓緩區內違例泊車的情況。

9. 顧問公司的回覆如下：

9.1 改善行車環境措施：九龍灣行動區會使用「多元組合」模式的環保連接系統改善區內交通連接，並通過短期路口改善工程及長遠措施包括興建 T2 主幹路、中九龍幹線及將藍隧道等改善行車環境。

9.2 可持續行人網絡：單靠改善行車交通並非可持續的改善方法，強調必須推展可持續的行人網絡。顧問公司建議於九龍灣行動區完善行人網絡，措施包括興建行人天橋及設置自動行人道以提升效率。

9.3 充電設備及智慧停車場：運輸署現時在六個地點作為自動泊車系統試點並汲取試點的經驗，日後九龍灣行動區有彈性提供自動泊車系統。另外，顧問公司指停車場必須按政府要求提供足夠的充電設備及基建設施。

10. 起動九龍東辦事處高級地方營造經理(規劃)就地段 3 的藝術、文化及創意產業用途空間及行人專用區的管理問題的回覆如下：

10.1 根據現時建議，該處將由地段 4 的發展商負責設計、興建及管理，並與其合作的團體共同管理。處方知悉議員對該處未來管理方面的意見，認為可就不同的管理模式再作考慮。

10.2 至於行人專用區的管理問題，由於預計地段 2 將比地段 4 較早出售，處方建議行人專用區於地段 4 完工後(預計於 2029 年)一併落成，兩個發展商需協調興建時間表及使用統一的設計。處方建議要求發展商提交設計予將來成立的設計審批小組，審視其公共空間及行人專用區的設計，確保設計一體化。公共空間及行人專用區將交由兩個發展商分別管理，當局會持續監察其管理情況。

11. 議員的跟進提問如下：

11.1 蘇冠聰議員指出部門的回覆未能解答某些問題：(i)發展區的工作人口雖未必一定需要使用集體運輸，可使用行人接駁設施，但部門未解釋接駁設施的走線；交通總匯處的巴士亦有同樣問題；(ii)雖然以地理位置來說，步行前往該地方距離很短，然而實際上該處每日都出現擠塞的問題。區議會早前曾實地統計由德福花園接駁到德福大廈的現有政府天橋於最繁忙時段的人流，數量非常大。現時新增的行動區會令該區的工作人口大幅上升，再加上居住的人口，人流必定增加不少。部門文件的圖則顯示有部分天橋將由私人發展商興建，他詢問那些天橋是否已落實。若文件中標明了這些天橋，但最終私人發展商沒有興建，政府會有何打算；雖然政府或會提供優惠予私人發展商，但以往亦推出過類似優惠卻無法吸引發展商興建；(iii)如沒有這些私人發展商興建的接駁天橋，市民便會全都集中使用現時的通道，惟改變路口會影響交通，亦會收窄行人道，故他詢問部門如何確保道路足夠寬闊讓行人穿梭；及(iv)希望顧問公司清楚解釋在沒有新天橋的情況下如何分流行人，以及交通總匯處的安排。

11.2 顏汶羽議員(i) 指出「起動九龍東」計劃作為智慧九龍東項目，亦是政府於智慧城市發展的先導項目，但六個自動泊車系統的計劃中都沒有包括九龍東，他不解其原因；(ii)反對地段 3 的休憩用地，特別是 400 平方米室內空間交由地段 4 的發展商處理，希望此地段能由政府自行管理，同時剔除室內空間。他認為如果地段 4 的

商業機構日後認為需要作藝術文化創意產業用途，自然會在自己的地段內完成，故他不認為地段 3 需專門提供 400 平方米予地段 4 的發展商；及(iii)查詢橫過偉業街的行人天橋何時能建成，是否於此項目之前便能落成天橋，還是與過往一樣，完成興建所有地段後才開始動工；他認為在交通運輸的安排未處理好的情況下，既然這是「起動九龍東」九龍灣行動區的研究項目，希望政府能認真處理比較前期的項目，先將行人天橋建好，然後才發展地段 2、地段 3 及地段 4。

- 11.3 張培剛議員(i)表示智慧停車場在某些地區正作為試點，運輸署吸收經驗後將來亦可能於九龍灣行動區建智慧停車場。現時的停車位規劃是 1 500 多個，查詢如將來有機會作智慧停車場，是否能提高這些停車位的數目，因為以他的理解，智慧停車場的停車位數目應該比傳統停車位數目多；(ii)詢問部門的規劃評估，如對於路口的改善、交通改善等，是按現時的行動區，還是會檢視整個觀塘區作評估。他認為此計劃約需時十年才會完成，但這十年內觀塘的發展不會停止，會帶來不少人流，如果每次都只是評估個別項目內的地方，累積起來便會出現交通問題，舉例行動區附近的啟德跑道正大興土木，將帶來不少人流量，他詢問部門會否一併計算這些人流量。
- 11.4 譚肇卓議員(i)不同意將地段 3 交予發展商或商業機構處理，認為政府會難以監管；若然著重香港文化產業的發展，應交由政府部門處理，才能提供一個更好的場地予文化工作者使用；(ii)指出不少議員都已經歷幾屆區議會，見證區內單軌列車未能落實，以及擬興建天橋遲遲未能落成，故希望本次建議發展大綱圖上能作出更改。他指出若部門不與發展商商討興建天橋的事宜，而無法提供天橋接駁的話，議員很難與市民交代，並會對此規劃持保留意見。
- 11.5 潘任惠珍議員表示已服務德福花園四十年，在這四十年間見證整個九龍灣的發展，從交通開始改變、人流開始多的時候已經在討論政府的長遠規劃，但政府已「走數」十多年，而「起動九龍東」規劃於 2012 年展開，但在種種固定框架下他們亦無計可施，只能作小修小補，例如 Megabox 往德福的天橋便沒有下文；單軌列車已商議好各個站的走線，結果還是未能落實。香港標誌性的啟德遊輪碼頭現況讓大家清楚預視無法解決交通問題時的後果。她補充若相關改善措施未能落實，她會反對計劃。

12. 起動九龍東副專員的回應如下：

12.1 關於「智慧城市」：現時「起動九龍東」政策涵蓋新蒲崗，其中一個項目是以「一地多用」形式重置四美街運動場，並在地下空間提供智能泊車系統，而該項目更是香港首個垂直升降的泊車系統，現正進行標書技術評估。至於應否將此系統應用在九龍灣行動區上，處方表示需參考運輸署和其他部門的意見及智能泊車系統試點的成效。若有需要在現時行動區的 1 500 多個車位以上提供更多車位，而智能泊車系統試點評估為正面，行動區是有條件增加車位的。

12.2 關於車輛充電的問題：正如剛才顧問公司提到一定會要求發展商提供充電配套，將來行動區的發展一定有能力滿足車輛充電的需求。公共交通交匯處的充電裝置是供公共交通車輛使用，而停車場內則會有其他供私人車輛充電的裝置。

12.3 關於公共交通交匯處：部門表示交匯處會提供小巴及公共巴士服務。除了現有的路線外，運輸署會因應情況調整班次及增加路線以配合市民所需。運輸署已加緊籌備不同的路線，當有更詳盡資料時會再向區議會解說。

12.4 關於路面評估的問題：處方表示並非只會評估單一項目，當進行每一個新項目都會檢視現有的評估，再顧及新要求的情況。

13. 顧問公司代表補充他們所進行的交通評估並不局限於行動區的範圍內，而是涵蓋了啟德及觀塘區，顧問公司亦參考規劃署的未來人口及就業數據去作整體評估。顧問研究指出，在作出評估後，預計在 2031 年部分路口會出現擠塞情況，故提出一系列的交通改善措施。這些措施不是只在行動區內，而是會沿著宏照道、海濱道作出改善措施以應付將來的交通需求。

14. 起動九龍東副專員的補充如下：

14.1 關於行人天橋系統的規劃及實行：橫跨偉業街的行人天橋正進行詳細設計，預計能在行動區發展完工前建成。此外，處方亦計劃在行動區完成前，先完成連接常怡道的天橋系統；並持續與附近的發展商商討如何加強聯繫，以完善行人連接系統。

14.2 關於文化藝術創意地段的管理問題：處方表示該地段分為行人專

用區及天橋下方。部門會要求將來的發展商按私人發展項目公共空間守則進行管理。政府亦不會因此而忽視監管的責任，正如剛才所說，部門會就文化藝術創意空間不同的管理模式再作考慮。然而，由於該地段接連周邊的商業項目，處方希望擬議的文化藝術創意空間能與周邊的商業發展形成協同效應，從而提升行動區的吸引力和活力。

15. 主席表示議員對整個發展項目有保留，因為除了交通、泊車、智慧城市安排，以致休憩空間的管理，大家都提出了不少意見，而這些意見正是觀塘區長期以來對於「起動九龍東」計劃的關注點。區議會是一個重要的諮詢架構，主席期望相關部門能針對這些問題作整理，並回應議員的意見。

議項 IV – 重建九龍灣業安工廠大廈作公營房屋發展計劃 (觀塘區議會文件第 28/2021 號)

16. 主席歡迎房屋署高級房屋事務經理(東九龍二)李淑芬女士出席會議。

17. 房屋署高級建築師(14)及房屋署建築師(T302)介紹文件（包括宏開道及宏茂街的擬建道路工程）及進行匯報。

18. 就有關議項，議員提出的意見及查詢如下：

18.1 潘任惠珍議員問及於 2023 年展開將提供約 2 200 個單位的發展項目之確切入伙時間表。當提及規劃上的問題，她表示議員們均擔憂相關交通安排。該公營屋邨鄰近德福花園及其士商業中心附近之天橋，她相信 6 000 多名新住戶會為德福廣場帶來不少商機，惟同時也可能為附近住戶帶來災難性的影響。她冀望房屋署能作詳細的規劃，包括日常生活上的配套設施，並就四座大廈的樓層數目作回覆。

18.2 呂東孩副主席認為現時業安工廠大廈仍有很多租戶，根據運輸及房屋局的報告所指，大廈的出租率高於九成。他表示這些租戶經營多年，希望相關部門能恰當處理有關賠償及安置方面的安排。另外，於計劃實施後將有近 6 000 名居民入住，惟他認為周邊缺乏生活及商業上的配套設施。他指出署方要考量交通安排及生活設施配套等事宜，使居民安居樂業。

- 18.3 林瑋議員表示能目睹公營房屋的落實該是件值得高興的事情，惟他關注以下事宜：(i)大廈本身的商戶的安置問題；(ii)有關行動區及公營房屋的發展，他詢問是次公營房屋發展計劃中，署方預計提供的車位數量；(iii)他問及運輸署是否曾提交詳細的數據，確定該地段的交通能應付新住戶的需求，並指出 6 000 名居民是為數不少的數字；及(iv)他認為在發展公營房屋時，房屋署須「落地」作考量，並將評估放眼未來，而非只著眼於現況。他指出署方可於不同方面增設配套，惟部門卻選擇原地踏步。他強調計劃必須以方便及使附近居民生活舒適為主，否則此決策只會對居民造成長遠的痛苦。他提及觀塘區內山上新發展的區域就是反面例子。
- 18.4 譚肇卓議員同意署方須優先處理有關安置的事宜。他也表示公屋住戶中三人家庭的最高入息限額為 24,410 元，詢問署方以此收入，居民能於附近哪處買菜。他認為該區包括德福等地方為中央商務區，附近大量優質設施配套林立，憂心基層市民將要如何處理日常生活的問題。他指出署方須考量居民收入與附近配套檔次是否相符，並於設計、配套及交通的層面上多加考慮，包括居民入住後有否足夠基層配套等。
- 18.5 顏汶羽議員提及發展項目位於九龍灣商貿區與港鐵站之間的重要位置。他冀望社會福利署（下稱「社署」）就將於該處設立的社會福利設施配套作回覆。另外，他提及觀塘區幼兒照顧服務的需求相當緊張，尤其是觀塘西的服務嚴重不足。他了解部門已於宏照道的發展計劃中預留社會福利設施去興建幼兒中心，惟他也冀望能於此項目中增設相關的服務，以紓緩每日來往九龍灣商貿區的在職家庭之需要，使他們的小朋友能暫時託管於社會福利設施內。
- 18.6 蘇冠聰議員明白署方要透過文件完成諮詢。他提及交通與人口的問題：(i)他預計項目落成後每天會額外有近千人要經集體運輸或附近的交通工具於繁忙時段進出。他指現時經天橋前往商貿區上班的人數已非常多，但署方反而安排新住戶作「逆流」出入；(ii)他相信在不影響交通的情況下，區議會絕對歡迎是次計劃，並指出區議會能做的會儘量做。他表示觀塘區已「插針」式興建不少樓宇。惟此項目直至現階段為止，議員們發現了不少問題，並向部門反映，奈何署方卻選擇一意孤行；(iii)他表示已通過上次之會議記錄要求撤回此設計及清拆業安工廠大廈的決定。他重申如果計劃是具有協助性質或確保住戶能尊嚴地居住的情況下，區議會不會反對有關項目。無奈署方在此規劃中，並沒妥善規劃新增的人口如何通達至集體運

輸處；(iv)他以牛頭角街市為例，指出於新樓宇落成後該街市應處於翻新及重建階段，他詢問署方居民應於何處買菜。他表示署方在進行房屋發展規劃時，應考量如何能「自給自足」。他認為每個屋邨至少也需要一個濕貨街市，使基層居民也能購買食物和日常用品；及(v)他重申在處理現有業戶的安排時，部門現時仍沒有一個妥善的解決方法。如署方堅持半步不讓，就算項目能於此會議獲得通過，他對於房屋署能否具體實施計劃一事存疑。他要求主席將區議會的訊息明確地告知部門。

19. 房屋署高級建築師(14)回應如下：

- 19.1 業安工業大廈的重建計劃：重建計劃當中包括改劃、清拆、打樁及上蓋工程等，預計將於 2031 年或之前完成。四幢樓宇的高度均不會高於主水平基準 120 米，而落成後的住宅部分將有 33 層的高度。署方會繼續深化有關設計，或會再作調整。
- 19.2 有關車位的事宜：房委會是根據《香港規劃標準與準則》的泊車設施比例提供所需的車位數量。按照初步估計，項目將提供約 200 個車位。
- 19.3 關於配套方面的查詢：房委會是根據《香港規劃標準與準則》，在規劃公營房屋項目時，會視乎項目的規模及附近設施的供應，並諮詢相關部門，再釐訂合適的配套安排。
- 19.4 濕貨街市的詢問：區內有不同類型的街市，例如牛頭角街市、啟業市場及樂華街市等。根據房委會的可行性研究評估，並沒有計劃於此項目提供商業或零售設施。署方會參考公營房屋之規模、人口及鄰近現有的配套設施，再決定是否需要增設街市或其他相關店舖。
- 19.5 幼兒照顧服務方面：房委會在規劃公營房屋時，會根據現行機制，諮詢相關部門／機構及持份者的意見，在項目內提供合適的社會福利設施。現初步建議提供六種不同的社會福利設施。房委會會適時與相關部門聯絡，就增設社會福利配套的安排作出商討。

20. 房屋署高級土木工程師(3)表示房委會已就業安工業大廈重建計劃進行了交通影響評估，同時亦已考慮周邊的發展項目及其所建議之道路改善工程，當中包括九龍灣行動區發展、中九龍幹線等工程。評估報告顯示，當相關道路改善工程完成後，預計擬建公營房屋發展不會為附近交通帶來不良

影響。另外，行人連接設施方面，評估亦考慮了九龍灣行動區發展所建議的行人改善設施，包括近兆業街橫跨偉業街的行人天橋。預計該改善設施完成後，足夠應付擬建公營房屋的發展。

21. 房屋署高級房屋事務經理(東九龍二)就房委會提供予受影響租戶/暫准證持有人的清空方面回應如下：

21.1 部門將會向受影響之租戶/暫准證持有人提供特惠津貼，包括 15 個月的租金或暫准費(不包括差餉)的特惠津貼。受影響之租戶/暫准證持有人也可申請提前發放 70%的特惠津貼，以便他們用於提早規劃或搬遷等的支出。

21.2 房屋署也安排有意繼續租用工廠的租戶/暫准證持有人以投標方式租用晉昇工廠大廈或開泰工廠大廈繼續經營。若果租戶/暫准證持有人最終沒有投標或未能中標，房屋署將會以一個標準單位(每 25 平方米)可獲 25,400 元發放一筆過款項。此外，如租戶/暫准證持有人不打算租用晉昇工廠大廈或開泰工廠大廈，並能於 2022 年 2 月底或之前遷出並交還單位，署方會經「早鳥優惠」的津貼計劃，向每戶額外發放一筆為數 100,000 元的款項。

21.3 她表示有關的清空方案下發放的特惠津貼安排，是希望能提供協助予受影響之廠戶，並幫助他們計劃或安排搬遷時所需之費用。

22. 社會福利署觀塘區福利專員表示針對幼兒中心服務之規劃，署方是根據每 2 萬 5 千新增人口裡有 100 個幼兒中心服務名額作標準。

23. 主席認為就此議項，議員仍有不少意見，因此開放第二輪討論如下：

23.1 張培剛議員認為署方須尊重觀塘區議會之意見，並指署方提供之數據並沒有實際的參考價值，甚至存在誤導成分。他預計如只依賴署方所提供之數字，入住後的問題將會是慘不忍睹。房屋署表示項目將提供共 200 個車位，他欲了解更準確的數據，並提及以下之參考數字：(i)安泰邨現時共有 8 000 個住宅單位，而貨車、私家車及電單車的所有車位數目僅有約 300 個，私家車佔了當中的 200 個；(ii)他以安泰邨有 8 000 個單位卻只有約 300 個車位為例質疑署方，此項目總共提供 2 200 個單位卻竟能提供 200 個車位；及(iii)秀茂坪邨剛新建的秀潤樓有 200 個住宅單位，惟其所提供之車位數量卻是屈指可數。因此他不理解署方是如何按照《香港規劃標

準與準則》去計算出不同單位與車位之間的比例。另外，他也關注有關街市的問題，並質疑居民如何跟從部門的建議，由項目位處地點乘搭交通工具至樂華街市。

- 23.2 簡銘東議員強調署方是因不熟悉區情才需諮詢區議會，議會的存在價值就是讓議員們補充部門的知識盲點。他認為：(i)部門不應只紙上談兵，並要求房屋署親自嘗試由業安工廠大廈步行至樂華街市、啟業市場及牛頭角街市；(ii)他強調部門須考慮從市民的生活角度出發及探討其於入住後的情況，並且在區議會給予相關意見後再去商討合適之解決辦法。住宅鄰近商貿區或工業區的例子並非鳳毛麟角，柴灣等地也有同類的情況。惟他表示九龍灣行動區不包括德福花園等私人樓宇在內，卻只有重建業安後的一幢住宅大廈。因此，他認為部門須充分考慮市民日後如何在此地生活；及(iii)他強調部門須優先處理衣、食、住、行等方面之事宜。
- 23.3 林瑋議員查詢以下事項：(i)他詢問有關車位的準則規劃是否有所修改，如屬實，能否於安達臣，包括安泰及安達等地增設相應的車位數量；(ii)他也關注街市事宜。他認為署方未必了解區內的情況，惟他指出興建公屋並非是一個嶄新的規劃，房屋署是否曾就此提出意見。他對於部門建議居民前往啟業市場及樂華街市買菜感到匪夷所思，認為署方須設身處地作思考，避免將好事變成市民怨聲載道之話題；及(iii)他重申興建公屋並非是一年半載的規劃，但署方就配套設施的回應卻甚為「離地」。他同時提到安達臣區的車位及交通等問題。
- 23.4 譚肇卓議員提議：(i)邀請房屋署代表作實地考察，研究由業安工廠大廈步行至樂華街市需時多久，並邀請傳媒陪同，由市民大眾判斷建議居民往樂華街市買菜的合理性；(ii)他認為房屋署的回應與起動九龍東部門的回應自相矛盾，前者表示發展將不會影響附近之交通，惟後者卻預估 2031 年將有交通擠塞的問題。他希望顧問公司回應此項目是否如房屋署所言不會影響整體的交通情況，兩者的回應有矛盾使他感到困惑；(iii)他冀望房屋署能回應並接納有關建議，並表示對於部門回應步行至樂華街市買菜之建議感到始料不及。如署方將落實有關計劃，他倡議加設較基層的商戶。他重申希望房屋署以較「貼地」的手法去處理 6 000 名新住戶的生活問題。
- 23.5 龐智笙議員指出：(i)由九龍灣行動區至業安工業大廈的兩個討論

議項，各政府部門各自為政的情況是顯而易見；(ii)當區彌足珍貴的道路用地確是「買少見少」，對於政府未來要將業安工業大廈重建作公屋的規劃，他認為部門應好好利用該地盤去疏導區內的交通、車場及行人天橋等接駁問題。他也表示該地盤於未來的發展中可擔任中心樞紐的角色；(iii)據他消化文件內容所得，行動區的接駁規劃與業安重建計劃並無直接關係。業安規劃只是單純提供社區設施及停車場的設備，惟沒有提及居民進出的詳情。他重申議員十分關注在增加 6 000 名新住戶後，九龍灣上下班時段的人流擠迫問題。他詢問顧問公司在參考了此項目的數據後，能否確認在交通流量規劃方面的數字並無計算錯誤；及(iv)針對業安的重建工程，他認為部門須作周全的考慮，利用低層位置設立交通交匯處去解決交通問題。他認為區內現時的交通未必能負荷未來周邊的發展。他認為文件未能詳盡交代政府在此方面的規劃，並希望部門再作回應。

24. 房屋署高級規劃師(9)就車位及街市事宜作補充回應如下：

24.1 關於車位方面：是次項目的可行性研究已採用了《香港規劃標準與準則》內最新的泊車比例，如私家車的車位是以約 1：9 的比例提供。是次項目的私家車車位約有 220 個，其他車位如每幢大廈也額外增加了 5 個訪客車位。因此，相比以往落成的屋邨如安達及安泰邨，車位的比例已有所提升。

24.2 街市及其他零售設施：在規劃項目時，房委會已考慮項目的規模、人口及附近有否相關的零售設施，包括街市及商場等因素，並會就財政上的可行性及零售設施的適切性作考量。此項目初步計劃，現時並沒有考慮提供商業及零售設施，包括街市。居民如需購置日常生活的基本所需品，可考慮附近德福廣場或 Megabox 商場內的超市。另外，市民亦可經天橋及商場步行至牛頭角街市購物，因此，預期現有配套設施將能滿足將來居民的基本需要。

25. 房屋署高級土木工程師(3)就交通事宜作補充回應如下：

25.1 房委會在進行交通影響評估時，已考慮周邊的發展項目及其所建議的道路改善工程。評估顯示，當相關的道路改善工程完成後，預計擬建公營房屋發展不會為附近交通帶來不良影響。

25.2 交通影響評估報告亦顯示，附近的交通配套除了九龍灣地鐵站外，

鄰近宏照道亦有相應的巴士路線前往港島區及荃灣等地，應付居民出行需要。

26. 房屋署高級房屋事務經理(東九龍二)回應主席有關賠償方面的提問，表示直至此刻並無新的進展，有關資料已在剛才匯報。

27. 主席表示觀塘區內的市民及在席議員高度關注是次的發展項目，並作總結如下：

27.1 對於項目落成後的社區設施配套及福利設施的安排，議員也提供了不同的意見。如建議房屋署於樓宇的低層增設基層商店去解決市民之基本需要。另外，部門也應該重新評估是否需設立合適的社會福利設施，包括課餘託管等服務；

27.2 關於泊車位的情況，署方也應根據最新的《香港規劃標準與準則》作安排；

27.3 關於交通網絡配套的事宜，冀望新興建的四幢住宅樓宇不會加重現時區內的交通負荷；

27.4 現時大廈內租戶安置及賠償的問題；

27.5 他希望在席部門就以上四點再作跟進；及

27.6 他認為署方應作較「貼地」之研究，並重申部門回應有關街市購物的查詢並不理想，同時建議署方應先試驗及體驗後再來區議會作交代。否則，部門將給予人政府不能掌握市民意願之觀感。

28. 蘇冠聰議員希望部門重新修正文件後，在下次會議上再次遞交項目後作新一輪諮詢。否則如通過此文件，部門或會認為區議會支持是次項目，並落入萬劫不復之地。

29. 主席表示應根據議事規程備悉有關文件，惟他也認為各位議員之意見也提供重要的方向。因此他建議署方就其意見作出回覆。如有必要，區議會或會邀請部門出席區議會屬下的事務委員會再作深入的討論。他冀望署方繼續與議員交流，並期待部門作出相應的跟進。

議項 V – 《牛頭角及九龍灣分區計劃大綱核准圖編號 S/K13/30》擬議修訂項目
(觀塘區議會文件第 29/2021 號)

30. 規劃署署理九龍規劃專員及規劃署署理高級城市規劃師/九龍 4 介紹文件。

31. 就有關議項，議員及主席提出的意見及查詢如下：

31.1 張培剛議員查詢地段 2 的垃圾轉運站搬遷後的新位置。

31.2 顏汶羽議員要求文件中 3.4 項，地段 3（建議改劃為「商業(2)」地帶）繼續保留作「政府、機構及社區」用途，令有關休憩用地可由政府管理及興建。

31.3 譚肇卓議員表示希望秘書處或議會歸納各同事就前幾個議程的意見並交予城市規劃委員會（下稱「城規會」），例如天橋接駁、改劃後購物設施配套問題及地段 3 的問題等。

31.4 蘇冠聰議員贊成譚肇卓議員的意見，因早前討論了很多與這項規劃有關的事宜，若現時通過規劃，或在區議會上有任何意向，或會影響部門修正計劃的意欲。他指出若城規會及區議會均同意這項修訂，便不會再修正，故議會應備悉建議，而非贊成建議。他認為可要求有關房屋發展規劃提供街市，令房屋署了解有關需要。

31.5 呂東孩副主席表示早前的兩個議題都有充分的討論，委員表達了很多意見。他表示同意譚肇卓議員意見，歸納前兩個議題的意見。

32. 規劃署署理九龍規劃專員回應查詢如下：

32.1 垃圾轉運站：有關設施已拆卸並遷到小蠔灣。

32.2 地段 3 規劃：剛才起動九龍東辦事處的同事已解釋，雖然地段會交由私人發展商建設及營運，但政府會通過一些協議，向將來的發展商作出監管。同時建議在大綱圖的《註釋》上列明必須在地段 3 位置提供不少於 8 400 平方米的公眾休憩用地，相關要求具有法定效力。

33. 主席表示很多議員關心發展局如何就公共空間的管理做到監管的角色。五年前，地區已非常關心有關現時起動九龍東的場地管理監管及將來的安排。他詢問發展局將來監督相關團體營運公共空間的具體措施，包括若相關團體作出一些不合規的安排會怎樣處理等。

34. 起動九龍東副專員回應指管理私人發展的公共休憩空間或行人路方面，政府現時有一套有效的機制管理私人發展的公共休憩空間。發展商需按照《私人發展公眾休憩空間設計及管理指引》管理公共休憩空間，例如一些可以讓市民停留的空間，發展商必需讓大眾可以自由進入及方便到達，亦可在該處舉辦非商業及慈善活動，並需要在不阻礙大眾使用及通過該空間的情況下，讓發展商或其他非牟利機構使用。另外，處方先前提到的管理協議，將建議為一個有法律效力的協議，以規管負責管理該空間的承辦團體。在最壞的情況下，若團體違反協議，政府可收回該地方。處方期望透過持續的監察及協調，可以讓市民能有效地享用該公共空間，以滿足大眾的不同需要。

35. 譚肇卓議員表示部門不應過濾剛才他與顏汶羽議員對地段 3 的意見。

36. 規劃署署理九龍規劃專員回應指理解委員對地段 3 公眾休憩空間營運及管理的關注，會與起動九龍東辦事處商討，是否能在協議上儘量讓政府監管的程度更緊密，以釋除大家的疑慮。

37. 譚肇卓議員表示希望他與顏汶羽議員的意見可以向城規會反映。

38. 規劃署署理九龍規劃專員回應指會向城規會反映議員的意見及相關部門的回應。

39. 顏汶羽議員表示他並非關心政府部門該如何監管私人發展商管理地段 3 及相關協議的法律效力。他清楚表達反對修訂，地段 3 應繼續保留作為「政府、機構及社區」用途，由政府興建、管理及營運這個休憩用地。

40. 主席表示委員表達了不同的關注，區議會是一個諮詢組織，就區內市民及議員關心的項目向政府提出意見。而議項 III 至 V 互有關連，在席的發展局、房屋署及規劃署的同事都一直在席上聽取大家的意見。他希望起動九龍東副專員於會後透過秘書處提供《私人發展公眾休憩空間設計及管理指引》的資料，讓大家更掌握指引的安排。

41. 起動九龍東副專員表示可以提供資料。

(會後備註：秘書處已於 9 月 23 日向議員傳閱，由起動九龍東辦事處提供的《私人發展公眾休憩空間設計及管理指引》。)

42. 主席表示就今天的三個議項，除會議記錄轉發予城規會外，亦會綜合大家的意見，以區議會的名義發信予城規會，表達對議項 III 至 V 的意見。希望在席的政府部門就同事所關注的項目，將資料反映予相關政策局或部門。

(會後備註：秘書處已於 10 月 6 日發出有關信件。)

議項 VI – 觀塘區 2021/22 年度核心部門工作計劃半年度進度報告 (觀塘區議會文件第 30/2021 號)

附件一：土木工程拓展署

43. 土木工程拓展署總工程師/東 2 介紹文件。

44. 就有關議項，議員提出的意見及查詢如下：

- 44.1 呂東孩副主席表示就將藍隧道進行的爆破工程，收到很多茶果嶺村居民反映對其生活影響非常大。有一單位天花石屎剝落，屋主因此弄傷了腿。另一個案則有磚塊從牆身剝落。居民認為可能與爆破工程產生的震盪有關。他希望署方與承辦商能密切溝通，加強監管施工程序，減低工程的聲浪及震盪。

(會後備註：由於將藍隧道的爆破工作已於早前完成，居民所指的爆破工程可能與 T2 隧道有關，已向該工程團隊反映跟進。)

- 44.2 張培剛議員關心區內的連接設施。早前區議員參觀曉光街至曉明街山坡的扶手電梯。雖然扶手電梯得到居民讚賞，但電梯某些位置很快已經開始損壞。他要求署方認真監察電梯質量，特別是位於露天位置的扶手電梯，以免日後要經常維修。

45. 土木工程拓展署總工程師/東 2 感謝議員的意見，並作綜合回覆如下：

- 45.1 關於將藍隧道爆破工程：署方會依照規章進行，住戶如果發現家居懷疑因為爆破工程而受到影響，可與署方的社區聯絡小組聯絡。署方會派員到受影響的單位勘察。如確認問題存在，署方會正面處

觀塘區議會

九龍觀塘觀塘道 392 號創紀之城 6 期 20 樓 05-07 室

觀塘民政事務處

傳真：2174 6765

2152 2015



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2152 2015

檔 號 Our Ref. HAD KTDC 13/25/1 Pt.5

來函檔號 Your Ref.

致： 香港渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書處

敬啟者：

有關九龍灣行動區發展計劃及業安工廠大廈重建計劃的意見

有關九龍灣行動區的發展計劃及業安工廠大廈重建計劃，發展局的起動九龍東辦事處、房屋署及規劃署分別向觀塘區議會遞交文件，及後出席 2021 年 9 月 9 日的觀塘區議會第十三次全會會議，向議員介紹上述計劃的最新規劃及發展。就有關議題，議員於會議上提出的意見如下：

- (i) 九龍灣商貿區的道路交通本已非常擠塞，議員憂慮如在九龍灣行動區一帶發展大型商業項目，以及重建業安工廠大廈作公營房屋發展後，將大幅增加該區域的行人和交通流量，致使交通擠塞的問題更趨嚴重。
- (ii) 現時來往九龍灣商貿區及九龍灣地鐵站的人流龐大，以致連接兩個地點的行人通道十分擁擠，途經的德福廣場也經常出現人流過多的情況，影響了該處居民的生活。如果推展上述兩項發展計劃，將進一步增加來往九龍灣商貿區及九龍灣地鐵站的人流，以致該處人流過多的情況更為惡化。
- (iii) 議員關注九龍灣行動區內建議的多條行人天橋和通道的落成時間，當中部份行人天橋計劃由私人發展商興建和管理，致使相關工程增加不確定性。議員憂慮如該等連接行人的設施未能如期落成，將為該區大幅增加的居住和工作人口帶來不便。
- (iv) 根據九龍灣行動區的發展計劃，如將地段 3 及 4 更改為商業用途，當中地段 3 中部份土地將劃作為藝術、文化及創意產業用途，並由私人發展商管理。議員憂慮私人發展商或其他非政府機構，未能妥善管理該地點作藝術、文化及創意產業用途，認

為由政府部門管理作相關用途更為合適。有部份議員更因此反對將地段 3 改劃為商業用途。

- (v) 議員關注九龍灣行動區內的綠色交通樞紐，會否提供充電設施，供巴士及小巴以外的車輛使用。此外，議員也關注九龍灣行動區內會否提供智能停車場及智能燈柱，以及其他環保設施。
- (vi) 議員建議九龍灣行動區內應設有可供大型車輛如貨車或旅遊車夜間停泊的停車場或停車位，以改善當區車輛違泊的情況。
- (vii) 議員認為如政府落實重建業安工廠大廈以興建公營房屋，須妥善安排該工廠大廈現有租戶的賠償問題。此外，議員也要求相關部門詳細規劃該處的生活和社福等設施以及交通配套，以滿足將來遷至該處的居民的基本生活需要。
- (viii) 議員關注九龍灣行動區內應增加能夠提供托兒服務的社福設施，為在該區居住和工作的人口提供相關服務。

如有查詢，請致電 2171 7443 與觀塘區議會秘書周立根先生聯絡。

觀塘區議會秘書



2021 年 10 月 6 日

副本送：

起動九龍東專員 張綺薇女士, JP

(傳真號碼：3904 1161)

規劃署署理九龍規劃專員 馮志慧女士

(傳真號碼：2894 9502)

房屋署高級建築師(14) 黃宏鼎先生

(傳真號碼：2129 3488)

規 劃 署

香港北角渣華道三百三十三號
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Planning Department

North Point Government Offices
333 Java Road, North Point,
Hong Kong

本函檔號	Your Reference	HAD KTDC 13/25/1 Pt.5
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傳真機號碼	Fax No. :	2894 9502

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九龍觀塘道392號
創紀之城6期20樓05-07室
觀塘區議會秘書
周立根先生

周先生：

有關九龍灣行動區發展計劃及業安工廠大廈重建計劃的意見

謝謝觀塘區議會於2021年9月9日在會議上表達對題述事宜的意見。閣下於2021年10月6日致城市規劃委員會（城規會）秘書處的來函已轉交至本處作跟進。就上述信件中所提及就九龍灣行動區發展計劃及業安工廠大廈重建計劃的意見及關注，經諮詢發展局起動九龍東辦事處及房屋署後，現謹綜合回覆如下：

（一）九龍灣行動區發展計劃

道路交通

九龍灣行動區（行動區）研究進行了詳細交通影響評估。在行動區研究建議的交通改善措施完成後，行動區發展所帶來的交通流量不會對當區的道路網絡及交通情況造成不可接受的負面影響。行動區研究建議在六個區內路口（包括海濱道/順業街、祥業街/海濱道、常怡道及宏照道、常悅道/宏照道、宏照道/臨興街及宏照道/啟翔道）進行包括修改交通燈號控制及擴闊路面等的改善工程。

起動九龍東辦事處已分別委託土木工程拓展署及路政署落實行動區研究建議的道路改善工程，並會爭取在行動區內商業發展完成前完成相關的改善工程。土木工程拓展署及路政署在落實

相關改善工程時將會提出臨時交通措施，以減低工程對交通造成的影響，工程期間會盡量維持現有交通車流。

行人連接

為加強九龍灣行動區與九龍灣鐵路站的行人聯繫，行動區研究建議行動區將來的發展商須提供新的行人天橋橫跨常怡道，以連接九龍灣現有及擬議行人網絡（包括現有橫跨偉業街的兩條行人天橋，以及擬議沿常怡道及偉業街附有自動行人輸送帶的行人天橋）。將來公眾可由擬議的常怡道行人天橋經橫跨偉業街的新行人天橋到達德福廣場及九龍灣港鐵站。此外，為改善九龍灣行動區與海濱的行人聯繫，行動區研究建議在行動區南面的美化市容地帶興建行人天橋，通過啟德新急症醫院平台，以連接海濱一帶。立法會財務委員會已在今年七月就該行人天橋批出撥款，土木工程拓展署預計將於今年十二月開展工程。

就行人天橋落實方面的關注，將來的發展商須按地契條款要求興建已規劃的行人天橋，相關部門可在地契條款上訂明行人天橋的落成時間。

啟福道天橋下（即地段3）的藝術、文化及創意空間

起動九龍東辦事處理解公眾對啟福道天橋底擬議的文化、藝術及創意空間管理方面的關注，會對不同的管理模式再作考慮。

至於行動區研究所建議由發展商興建及管理的模式，本意是推動附近的商業發展與天橋底的藝術創意活動產生協同效應，在九龍灣行動區內建立朝氣蓬勃和多元化的公共空間。發展商須按照發展局公佈的《私人發展公眾休憩空間設計及管理指引》管理發展項目內的公共空間（包括最多400平方米的藝術、文化及創意室內空間），政府同時可與發展商訂下協議，規定發展商依照當局要求做好管理角色。

充電設施及泊車位

地段2擬議的綠色交通樞紐（即公共交通交匯處）將提供充電設備給巴士及小巴使用。而行動區內發展的附屬停車場亦需要提供足夠的充電設備及基建設施以滿足公眾對電動車輛充電的需

求，相關充電設備的詳細要求將會在擬備地契條款階段釐定。

就智慧泊車系統方面，發展商在附屬停車場提供自動泊車系統應是可行的，但當局不建議強制規定。此外，行動區研究已預留充足的泊車位置予大型貨車，晚上亦會開放部分上落貨車位作泊車用途，以紓緩當區違例泊車的情況。

社福設施

九龍灣行動區主要建議作商業/辦公室用途。儘管行動區研究沒有為政府、機構或社區用途預留空間，但已在規劃上留有彈性，於行動區的擬議商業用途地帶作政府、機構或社區用途，在分區計劃大綱圖上屬於經常准許用途。起動九龍東辦事處就收到的公眾意見，會進一步在地契條款擬備階段考慮在行動區內提供包括托兒服務等社福設施的可行性。

(二) 業安工廠大廈重建計劃

道路交通

香港房屋委員會（房委會）已就重建九龍灣業安工廠大廈作公營房屋發展計劃進行交通影響評估。根據評估結果，並考慮了周邊其他的發展項目（如九龍灣行動區等）及其建議的道路改善工程，預計建議的道路工程完成後，擬建公營房屋發展計劃將不會對鄰近道路帶來不可接受的交通影響。此外，房委會會於工程期間實施臨時交通安排，亦會對工程車輛實施適當的管制措施，以減低對鄰近道路交通的影響。

行人連接

上述交通影響評估預計九龍灣行動區發展計劃所建議的行人改善設施，包括近兆業街橫跨偉業街的行人天橋完成後，附近的行人連接設施足夠應付擬建的公營房屋發展。

為受影響的租戶提供的一系列安排

行政長官在《2019年施政報告》中邀請房委會研究重建轄下的工廠大廈作公營房屋用途，房委會已完成有關研究，並通過重

建四個工廠大廈，當中包括九龍灣的業安工廠大廈，以發展公營房屋。房委會轄下工廠大廈以商業原則營運，租戶以三年定期租約形式租用。根據租約，房委會有權在給予租戶三個月通知後終止租約，而租戶在法律上或合約上並無權獲得遷置或任何形式的補償。但房委會的既定做法是會提早通知受重建／清拆計劃影響的租戶，讓他們早作計劃，並提供特惠津貼等，以協助他們搬遷。在參考以往的做法和當前情況後，房委會已通過及公布向受重建計劃影響的租戶提供一系列安排。

除給予受影響租戶18個月通知期，讓他們於2022年11月30日或以前遷出單位外，房委會亦向受影響租戶發放特惠津貼，金額為15個月的租金或暫准證費，並按公布清拆計劃當日（即2021年5月24日）於有關租約或暫准證內訂明的租金或暫准證費計算。

有意繼續經營的受影響租戶可選擇參與局限性投標，優先競投房委會餘下兩個工廠大廈，即晉昇工廠大廈及開泰工廠大廈的空置單位，並享有三個月免租期。選擇不租用或未能成功租用房委會餘下兩個工廠大廈單位的受影響租戶可獲發放一筆過款項，金額以每個25平方米的標準單位25,400元計算。

考慮到同時清拆四個工廠大廈會有較多租戶受影響，而房委會餘下兩個工廠大廈的空置單位供應有限，房委會在是次清拆計劃中亦首次作出特別安排，為租戶提供「早鳥優惠」。不租用房委會餘下兩個工廠大廈單位，並提早在公布清拆計劃當日起計九個月內（即2022年2月底或以前）遷出及交還單位的受影響租戶，會獲得額外發放一筆100,000元的「早鳥優惠」，以鼓勵他們及早在私人市場物色合適的地方或作出其他計劃。

房委會相信有關安排可為受影響租戶提供一定的協助，並會繼續與受影響租戶保持緊密聯繫，適時回應他們的查詢和關注事項。

擬建公營房屋的配套設施

就重建後公營房屋居民的生活方面，房委會在規劃新建公營房屋發展項目時，會考慮擬建項目的規模、鄰近商場及零售設施的供應等因素、並會衡量有關設施在營運和財政上的可行性及適切性等。房委會須平衡居民對不同設施的需要，包括零售、停車

場和福利設施等。項目現時毗鄰有各式各樣的零售及餐飲設施，可以照顧居民的日常基本需要。經考慮到區議會的意見後，房委會會於詳細設計階段研究於項目內提供適量的零售設施。

社福設施方面，房委會在規劃新的公營房屋項目時，會根據現行機制，並諮詢相關部門／機構及其他持份者包括區議會的意見，在項目內提供合適的社會福利設施。初步建議提供的社會福利設施包括長者鄰舍中心分處、安老院舍暨長者日間護理單位、體弱長者家居照顧服務隊、到校學前康復服務隊、弱智人士輔助宿舍及精神病康復者輔助宿舍。房委會會適時與不同相關部門聯絡就增設社會福利配套的安排作出商討。

交通配套方面，交通影響評估結果顯示，發展項目附近現時已有足夠公共運輸設施，包括位於宏照道沿途的巴士站、九龍灣港鐵站。此外，位於九龍灣行動區內的擬議公共交通交匯處，亦可照顧居民的交通出行需要。

感謝區議會提出的寶貴意見及關注。同時，閣下來函將會夾附於有關《牛頭角及九龍灣分區計劃大綱核准圖編號S/K13/30》擬議修訂項目的城規會文件，相關意見連同其他公眾意見將會交由城規會都會規劃小組委員會一併考慮。

規劃署
署理九龍規劃專員

(陳偉霖先生  代行)

2021 年 11 月 5 日

副本送：

發展局起動九龍東專員	張綺薇女士	(傳真號碼：3904 1161)
房屋署高級建築師(14)	黃宏鼎先生	(傳真號碼：2129 3488)
城市規劃委員會秘書處		(傳真號碼：2877 0245)

**Item 4 Recommended Outline Development Plan on Kowloon Bay
Action Area and Proposed Amendments to the Approved Ngau Tau Kok
and Kowloon Bay Outline Zoning Plan (TFKT/05/2021)**

Briefing by the proponent

4.1 **The Chairman** informed Members that EKEO and PlanD submitted a paper (TFKT/05/2021) on the Recommended Outline Development Plan (RODP) on Kowloon Bay Action Area (KBAA) and Proposed Amendments to the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP).

4.2 **Mr Steven LEE** briefed Members on the background of the item. With a view to transforming a cluster of government land into a new commercial and office hub, EKEO commissioned the Planning and Engineering Study for the Development at KBAA in 2014 and consulted the Task Force on its Preliminary Outline Development Plan in June 2016. While Members were generally supportive of the proposal, they also raised concerns mainly in relation to the connectivity of KBAA to the harbourfront and the traffic issues in the area. Taking into account the feedback received during the previous round of public consultation, the RODP for the study had been formulated. Hence, EKEO and PlanD would brief KTTF Members on the RODP and its implementation arrangements, as well as the associated OZP amendment proposal.

4.3 **Mr Sam CHOW** declared that his company was a party to the project team of the study. **The Chairman** decided that he could remain in the meeting as an observer but should refrain from commenting on this item.

4.4 With the aid of a PowerPoint presentation, **Mr KING Kwok-cheung** from EKEO, **Mr William CHAN** from PlanD and **Mr LI Wai-lam** from Arup briefed Members on the proposed development plan and OZP amendment proposal.

Discussion

Pedestrian Connectivity and Walking Experience

4.5 **Mr Paul CHAN** enquired if there would be any 24-hour pedestrian walkway connecting the nearby MTR stations through footbridges to the harbourfront. He opined that the existing walking environment and streetscape in KBAA should be improved to promote walkability. **Sr Francis LAM, Mr Jeff TUNG, Mr Ivan HO and Mr Jacky CHEUNG** concurred. **Sr Francis LAM** considered that the KBAA development should strive to improve the pedestrian linkage to the harbourfront as well as the hospital cluster in Kai Tak by connecting different segments in the vicinity.

4.6 **Mr KING Kwok-cheung** responded that a comprehensive multi-level pedestrian network with 24-hour public access was proposed for KBAA to connect the proposed commercial development, the Green Transport Hub and the activity nodes, including the nearby MTR stations, the hospital cluster, open space and harbourfront promenade.

4.7 **Mr Jeff TUNG** opined that in uplifting the existing elevated pedestrian network, wider connections in form of landscape decks instead of narrow footbridges should be considered. **Mr Paul ZIMMERMAN and Mr Jacky CHEUNG** concurred. **Mr Jeff TUNG** also suggested providing retail and food and beverage facilities along the street-facing edges of the Green Transport Hub for a more active frontage.

4.8 **Mr Benny CHAN** suggested the project team to consider further enhancing the north-south connectivity across the 24-hour pedestrianised area along Cheung Yip Street. He requested further elaboration regarding the way to access the hospital cluster in Kai Tak via the amenity area from the Green Transport Hub, and enquired if a new footbridge would be built above the Kai Fuk Road Flyover.

4.9 **Mr KING Kwok-cheung** responded that a vertical connection would be provided to connect the Green Transport Hub to the deck level of Lot 2, where a footbridge would lead to the amenity area. A new elevated walkway would also be constructed to link up the amenity area with the hospital cluster and the promenade. He reiterated that a footbridge was proposed above the Kai Fuk Road Flyover to connect the Lots 2 and 4. He remarked that the provision of vertical linkages in the open spaces would form a three-dimensional network to facilitate pedestrian movement between different levels so as to enhance pedestrian connectivity.

4.10 **Mr Benny CHAN** further enquired if the proposed setback areas on the ground level of Lots 2 and 4 would be open round-the-clock for public enjoyment without any fence wall, and whether such requirement would be stipulated under the lease.

4.11 **Mr KING Kwok-cheung** responded that a set of development control mechanisms would be adopted to ensure that there would not be any fence wall within the non-building areas of the concerned lots blocking the access to the open spaces.

Open Space Provision

4.12 **Mr Benny CHAN** noted that the open space located underneath the Kai Fuk Road Flyover might not be effective for public enjoyment. He

suggested exploring the possibility of relocating the proposed Organic Resources Recovery Centre (ORRC) to underneath the Flyover so that more open spaces could be released. **Mr Jeff TUNG** suggested the project team to consider lowering the level of the Flyover with a wide deck to be built atop for providing more quality open spaces.

4.13 **Mr KING Kwok-cheung** responded that there would be multi-level open spaces amounting to 21,400 m² in KBAA. The open space located underneath the Kai Fuk Road Flyover was proposed to provide space for arts, cultural and creative uses. **Mr LI Wai-lam** supplemented that the proposed ORRC was strategically located for recycling and upcycling operations on the one hand, while facilitating environmental and community education on the other. As such, its proposed location could create synergy with Zero Carbon Park and other green buildings and public facilities nearby to form an eco-economic hub.

Integrated Basement Carparks and Smart Parking System

4.14 **Sr Francis LAM** suggested integrating the basement carparks of various lots in KBAA for providing more parking spaces and flexibility to meet the anticipated traffic flow and to allow drivers to have a more convenient access to different lots. **Ir Victor CHEUNG, Mr Jeff TUNG, Mr Ivan HO** and **Mr Paul ZIMMERMAN** concurred. **Mr Ivan HO** asked if the proposed connection between basement carparks would be required under lease. **Mr Ivan HO** and **Ir Victor CHEUNG** opined that the smart parking system should be designed and implemented in KBAA with a view to promoting user-friendliness.

4.15 **Mr KING Kwok-cheung** noted Members' comments and responded that the basement carparks on Lots 2 and 4 were proposed to be connected so as to reduce the traffic on the ground level. As regards the

smart parking system, **Mr KING Kwok-cheung** remarked that the future developers would be encouraged to incorporate it as appropriate.

4.16 **Mr Ivan HO** reiterated that relevant requirements should be specified in the OZP or lease documents to ensure proper delivery of the proposed connections between underground carpark.

Refuse Collection System

4.17 **Dr Vivian WONG** requested the project team to give further elaborations on the future waste-handling plan in KBAA. **Dr. CHUNG Shan-shan** enquired if the proposed automatic refuse collection system would serve the local residents directly, and whether the ORRC would handle the food waste produced by the dining facilities nearby. **Mr Paul ZIMMERMAN** considered that more efforts should be made to facilitate recycling in addition to refuse collection.

4.18 **Mr LI Wai-lam** responded that the ORRC was primarily targeting resources and food waste collected from commercial facilities and government buildings in the district for recycling and upcycling. Meanwhile, the future developers would be encouraged to implement the automatic refuse collection system in their respective lots.

4.19 **Dr CHUNG Shan-shan** supplemented that the implementation of the proposed automatic refuse collection system in the new facilities should be formulated in conjunction with the waste and related policy in future.

Other Comments

4.20 **Ir Victor CHEUNG** enquired if the District Cooling System at Kai Tak Development would serve the KBAA in view of its anticipated high air-

conditioning demand.

4.21 **Mr Paul ZIMMERMAN** reminded that the project team should make suitable arrangements to avoid excessive exhaust emissions on the ground level which would severely affect visitors' experience in the area.

4.22 **Mr KING Kwok-cheung** clarified that KBAA is beyond the service area of the District Cooling System at Kai Tak Development. As regards exhaust emissions, he responded that as the commercial and office developments in KBAA would mainly adopt the centralised air-conditioning system, excessive exhaust emissions on the ground level were not expected. **Mr KING Kwok-cheung** added that while the proposed OZP amendments would be processed, the vacant site could be considered for temporary uses including public car park to make good use of the land.

Way Forward

4.23 **The Chairman** concluded that while the Task Force did not object to the proposed comprehensive redevelopment, Members were in particular concerned about the pedestrian connectivity and walking experience from KBAA to the waterfront. In light of Members' concerns, EKEO was invited to propose improvement measures in relation to the issues raised and consult the Task Force again on the pedestrian connectivity, before making submission to TPB on the proposed OZP amendments.

[Post-meeting note: Subsequent to the meeting, further information on the pedestrian connectivity and walking experience from KBAA to harbourfront was supplemented by EKEO and was circulated to Members on 31 December 2021 for comment. With Chairman's agreement, the Secretariat made a written submission consolidating Members' views and comments on the RODP and proposed OZP amendments to the TPB on 1 March 2022.]

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1 March 2022

Secretary
Town Planning Board
15/F North Point Government Offices
333 Java Road, North Point
Hong Kong

Dear Sir,

**Amendments Incorporated in the Draft Ngau Tau Kok and Kowloon Bay
Outline Zoning Plan No. S/K13/31**

On 28 September 2021, the Planning Department (PlanD) and the Energizing Kowloon East Office (EKEO) consulted Harbourfront Commission (HC)'s Task Force on Kai Tak Harbourfront Development (KTTF) on the Recommended Outline Development Plan on Kowloon Bay Action Area (KBAA) and Proposed Amendments to the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP). Members' comments expressed at the meeting are summarised as follows –

- (a) Members considered that the connectivity and walking experience from KBAA to harbourfront should be enhanced with a view to uplifting the existing pedestrian network in the area, taking into account the anticipated increase in traffic flow following implementation of KBAA.

- (b) Members opined that the existing walking environment and streetscape in KBAA should be improved to promote walkability. Specifically, Members suggested adopting wider connections in form of landscape decks instead of narrow footbridges where appropriate to enhance the elevated pedestrian network.
- (c) Members suggested providing retail and dining facilities along the edges of the Green Transport Hub for a more active frontage, and enhancing the north-south connectivity across the 24-hour pedestrianised area along Cheung Yip Street.
- (d) Some Members considered that the open space located underneath the Kai Fuk Road Flyover may not be effective for public enjoyment, and suggested exploring the possibility of relocating the proposed Organic Resources Recovery Centre to underneath the Flyover so that more open spaces could be released. The project team was also suggested to consider lowering the level of the Flyover with a wide deck to be built atop for providing more quality open spaces.
- (e) Members suggested integrating the basement carpark of various lots in KBAA for providing more parking spaces and flexibility to meet the anticipated traffic flow and that the smart parking system should be designed and implemented with a view to promoting user-friendliness. Members also considered that the relevant requirements should be specified in the OZP or lease documents to ensure proper delivery of the proposed connections between underground carparks.
- (f) Members considered that the implementation of the proposed automatic refuse collection system in the new facilities should be formulated in conjunction with the waste and related policy in future. In addition, more efforts should be made to facilitate recycling in addition to refuse collection.
- (g) Members reminded that suitable arrangements should be made to avoid excessive exhaust emissions on the ground level which would severely affect visitors' experience in KBAA.

The meeting concluded that while the Task Force did not object to the direction of the proposed comprehensive redevelopment, Members were in particular concerned about the pedestrian connectivity and walking experience from KBAA to the waterfront. On the request by Members to propose improvement measures in relation to the issues above, EKEO subsequently submitted further information regarding the pedestrian network under the proposed development, which was circulated to Members on 31 December 2021. Members' further comments submitted upon circulation of the supplementary information are summarised as follows –

- (a) Members considered that the concerned development area, with its strategic location between Kowloon Bay MTR station and Ngau Tau Kok MTR station, had been in need for a holistic improvement to the connectivity and way finding for quite some time. EKEO should hence work out a more forward-looking solution for the neighbourhood to enjoy in the long term.
- (b) It was considered that for a comprehensive redevelopment scheme, green decks with trees, public open space, amenities, seating with shade, areas for events, semi-covered walkways, etc., instead of connections only by footbridges between buildings, should be provided for a vehicle-free zone.
- (c) The way-finding and user experience along the pedestrian routes at all levels should be taken into consideration in refining the connectivity under the current development scheme.
- (d) The overall connectivity of the proposed Public Open Space in Private Development (POSPD), the adjacent garden and the above grade green deck should be considered holistically and connected with each other. In order to allow free passage of pedestrian, the proponent should consider suitable improvement measures, such as to omit the signalized crossing at Wan Chiu Road by modifying the flyovers / vehicular traffic to suit.
- (e) The elevated POSPDs should be well connected to the at-grade pedestrian level, so that visitors would not need to first go into the adjacent developments to look for them.

- (f) Amenities, such as retail as well as food and beverage provision, lavatories, shaded covers, seating, fountains, etc., should be provided along the pedestrian routes and elevated decks in enhancing vibrancy.

Copies of the discussion paper (**Annex A**) and PowerPoint presentation (**Annex B**) submitted by PlanD and EKEO at the 41st KTTF meeting on 28 September 2021, as well as the supplementary information (**Annex C**) by EKEO circulated to Members on 31 December 2021, are enclosed for your reference. The minutes of the KTTF meeting will be uploaded onto HC's website after confirmation at the next meeting, which is tentatively scheduled for the second quarter in 2022.

I should be grateful if you would convey the above to the Town Planning Board when considering the OZP amendments.

Yours faithfully,



(Steven LEE)

Secretary

Task Force on Kai Tak
Harbourfront Development
Harbourfront Commission

c.c.

Director of Planning (Attn: Mr CHAN Wai Lam, William) Fax: 2894 9502
Head of EKEO (Attn: Ms CHEUK Yuk Ming, Carol) Fax: 3904 1226

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

and Examination Centre (PVDEC). Lot 2 is currently vacant¹. 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 demolition². 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*

¹ 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.

² 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 m² under PODP to 533 580 m² (i.e. increased by 34 280 m²).

Public Transport Facilities

10. A green transport hub with a total area of 4 000 m² 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 m² 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 m²) 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 m² and 3 400 m² 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 m² 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 m²) 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 m² 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

building height (BH) of 9 mPD (with an absolute height of 4 m)³ together with a maximum permitted built-over area of about 400 m² 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.

³ 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

Lot	Net Site Area⁺ (m²) (about)	GFA and Land Use Mix (m²) (about)	Plot Ratio (about)	Building Height Restriction (metre above principal datum (mPD))
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&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&B/Entertainment: 55 610</i>	12.0	120 & 135
5	3 800	45 540 (Existing) <i>Office: 42 000</i> <i>Retail/F&B/Entertainment: 3 540</i>	12.0	120
6	6 800	82 040 (Existing) <i>Office: 74 100</i> <i>R/F&B/E: 7 940</i>	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.

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

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 buildings⁴. 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

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

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 areas⁵ 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

⁵ Underground developments and elevated walkways are permitted in the setback areas.

space provision amounts to 21 400 m² 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)

- 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 POSPDs⁶ 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/K13/30⁷ 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’.

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

⁷ 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 m², and maximum building heights (BHs) of 35mPD for the middle portion⁸, 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 300m², of which not less than 4 400m² 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 m² (including a maximum GFA of 400m² 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 800m², of which not less than 8 400m² is at-grade at the northern portion of the “C(2)”

⁸ 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.

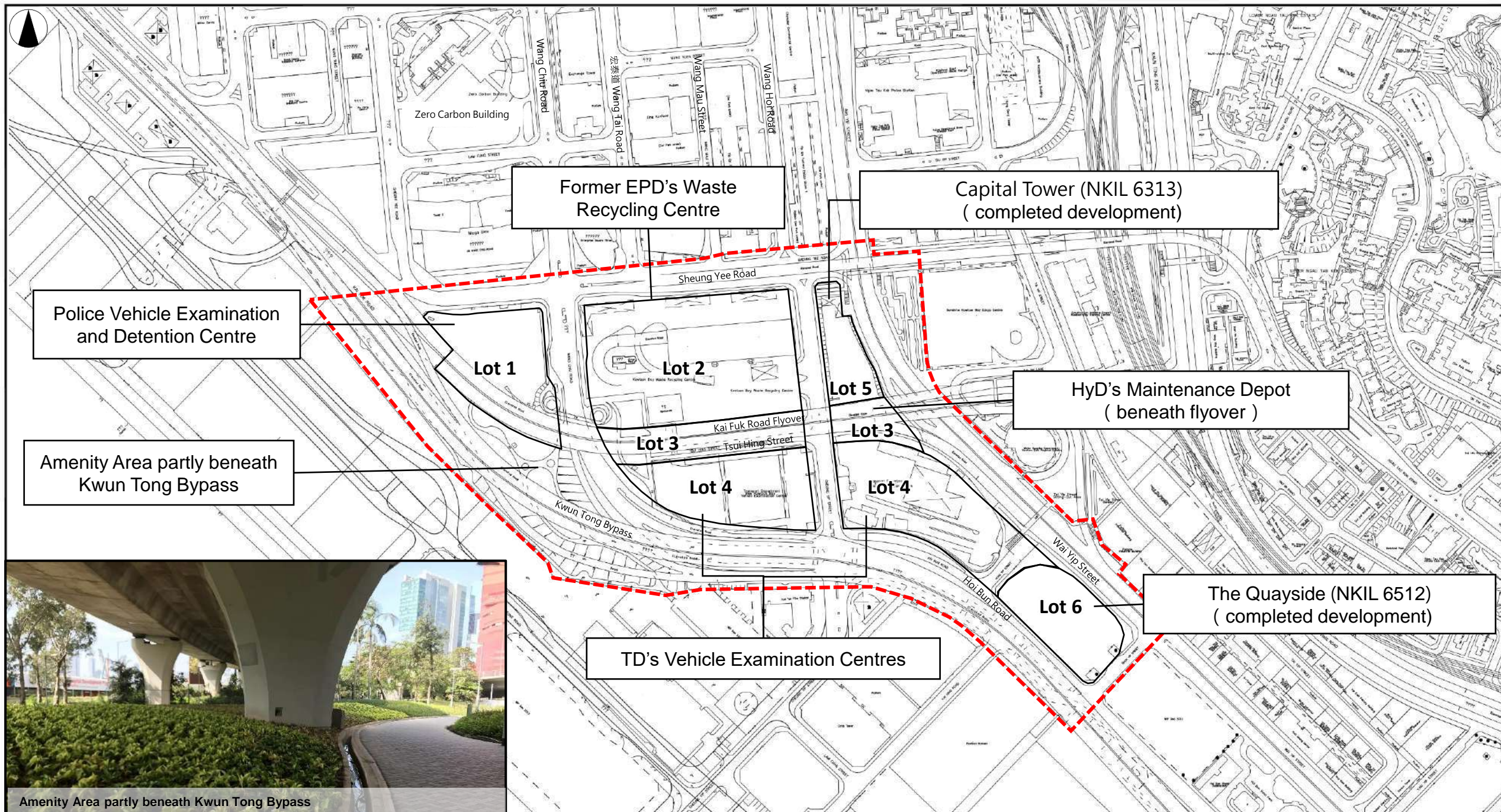
34. Members' views together with the comments from KTDC, and the proposed OZP amendments will be submitted together for consideration of the Metro Planning Committee (MPC) of the Town Planning Board. Should the MPC agree that the proposed amendments to the approved OZP be suitable for exhibition, they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

Attachments

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

Scale and Orientation

N

0 100 200 300 400m

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



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

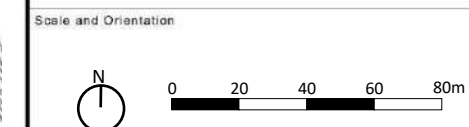
ARUP

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
 - NBA Non-Building Area
 - △ 50 Maximum Building Height (in Meters above Principal Datum)
 - 5 Proposed Site Formation Level (in Meters above Principal Datum)
 - Building Height Control Zone Boundary
 - Setback Line



Drawn	Date
JL	15 June 2021
Checked	Approved
LL	WL

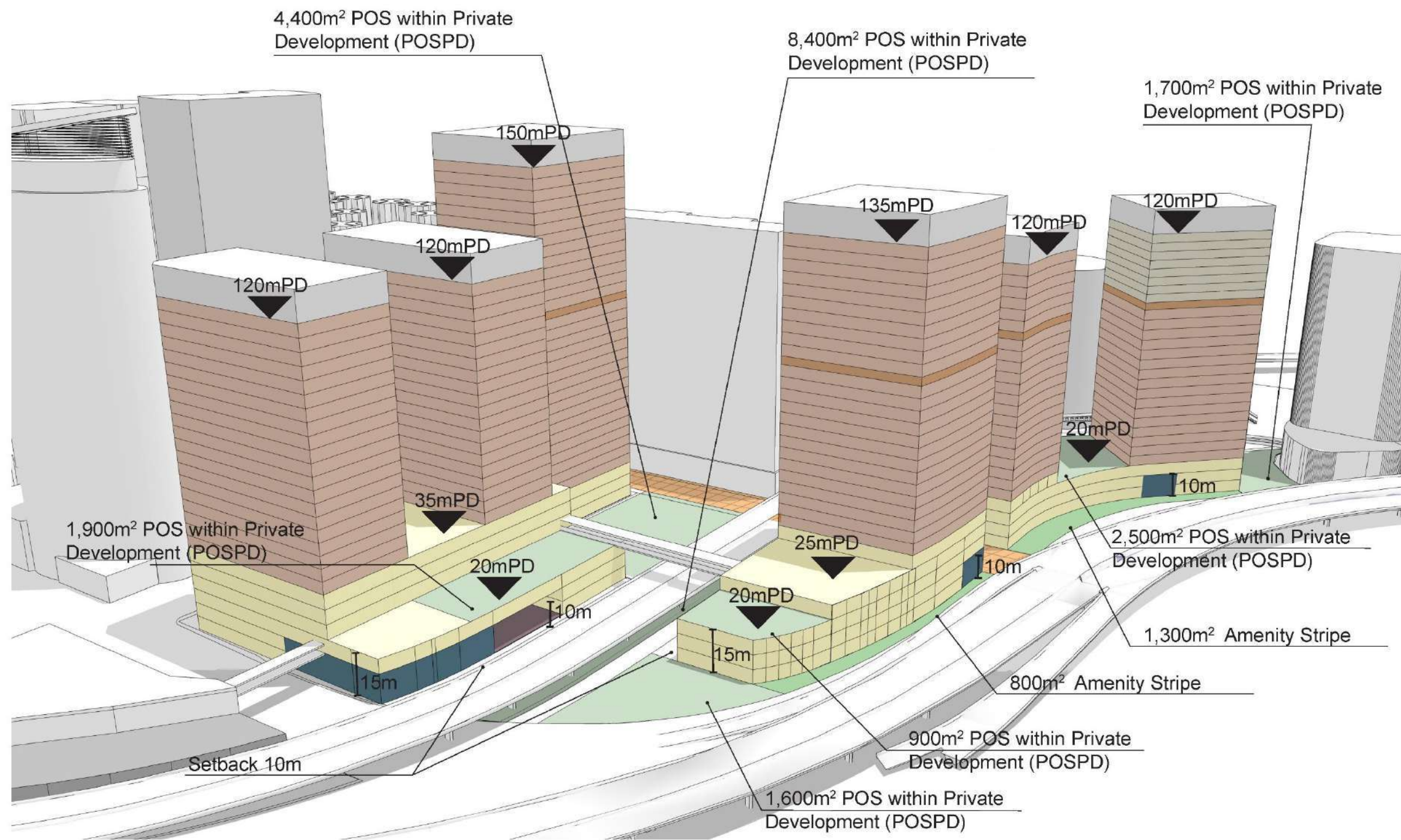
Kowloon Bay Action Area
Feasibility Study

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:
 144,470m² Office
 55,130 m² Retail / F&B / Entertainment / Urban Farming / Food workshop
 5,000 m² Transport facilities
 - Access to basement parking
 204,600 m² (About) Total (PR12)

Lot 4:
 130,510 m² Office
 55,610 m² Retail / F&B / Entertainment / Urban Farming / Food workshop
 14,880 m² Hotel
 - Access to basement parking
 201,000 m² (About) Total (PR12)

Lot 3: 400 m² ACC

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)
- 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

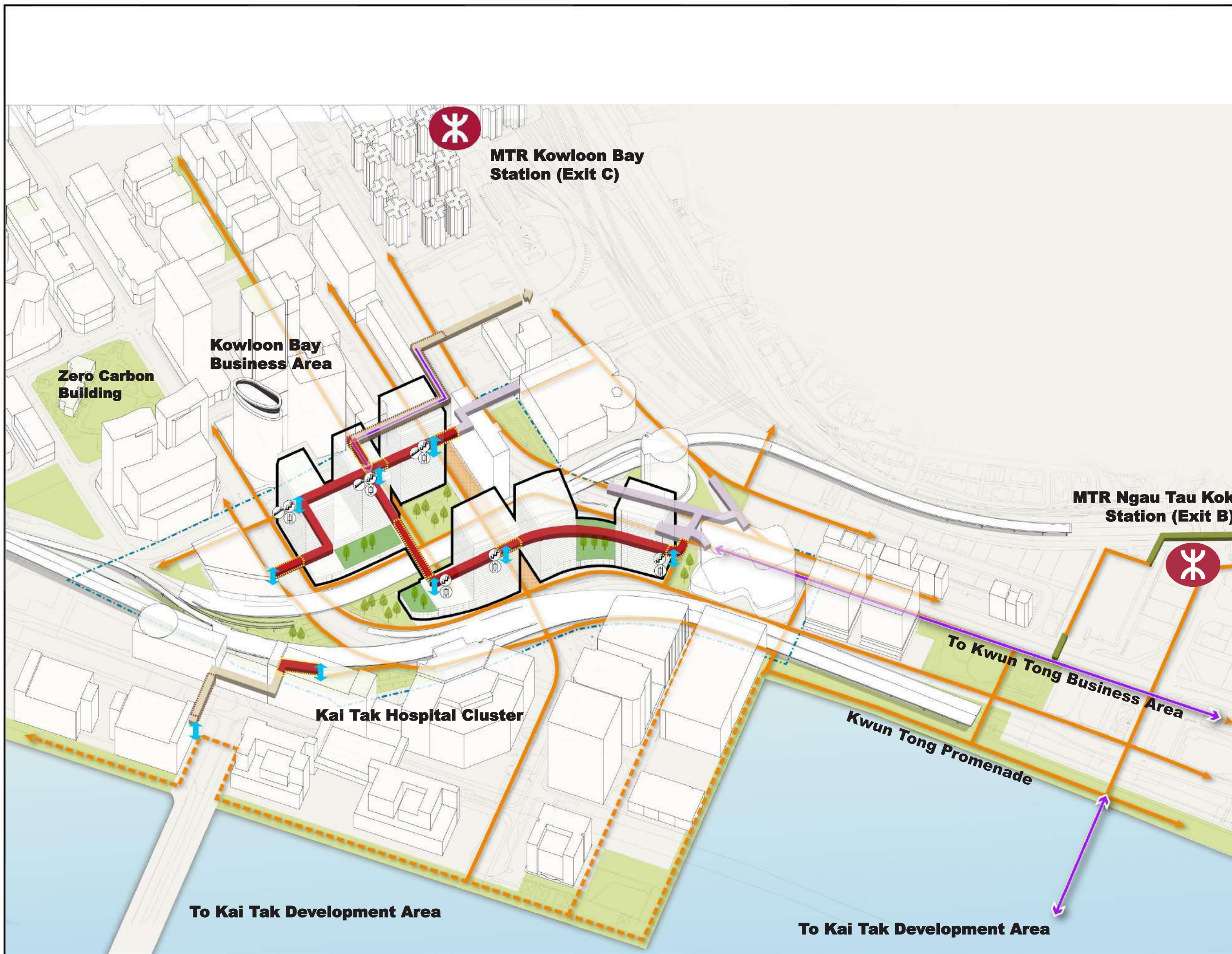
Drawn JL	Date 24 April 2021
Checked LL	Approved WL

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

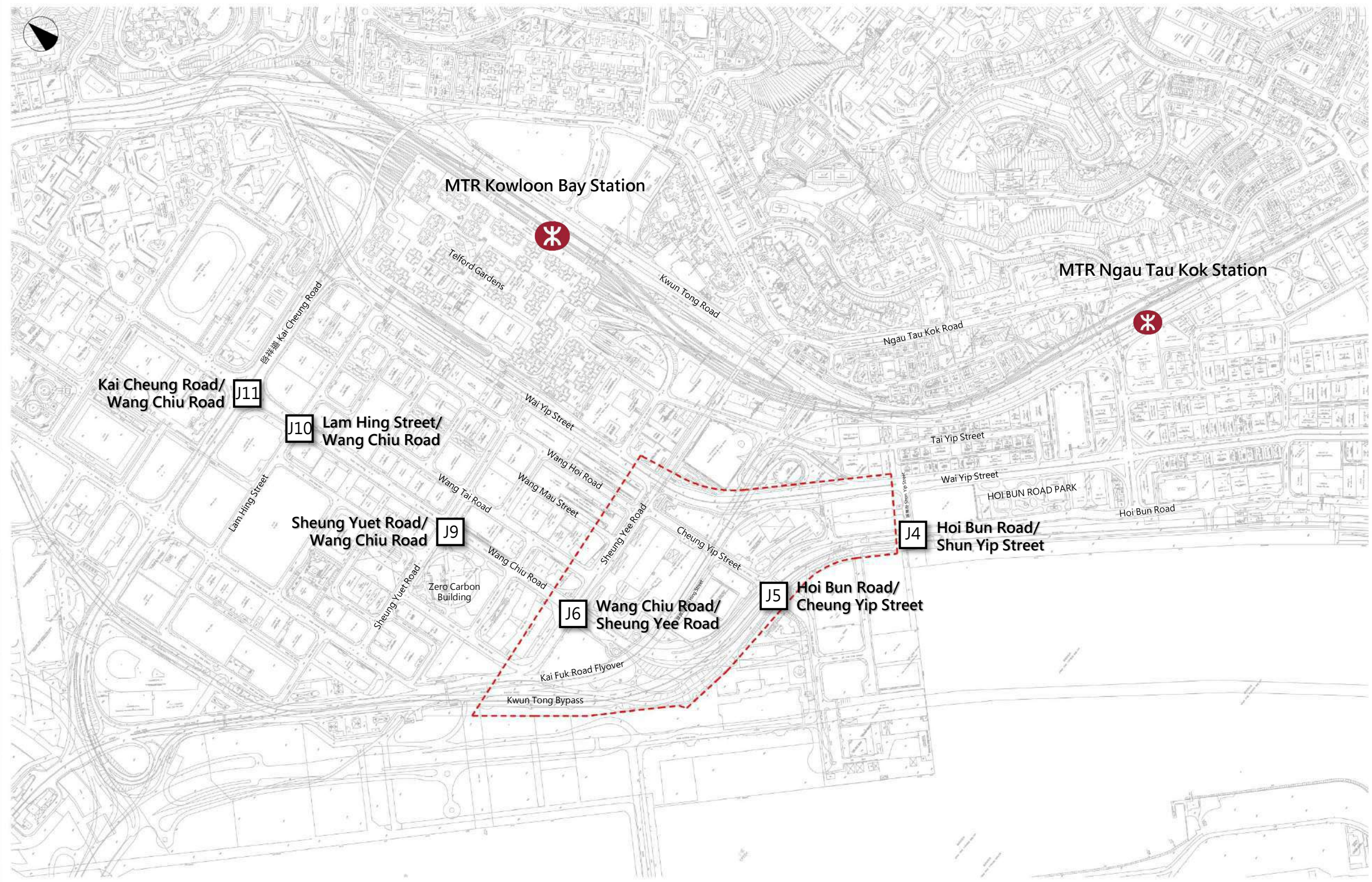
Open Space and Pedestrian Network

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

ARUP

Plan 5

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



- Legend
- Study Area
 - Junction Improvement Works

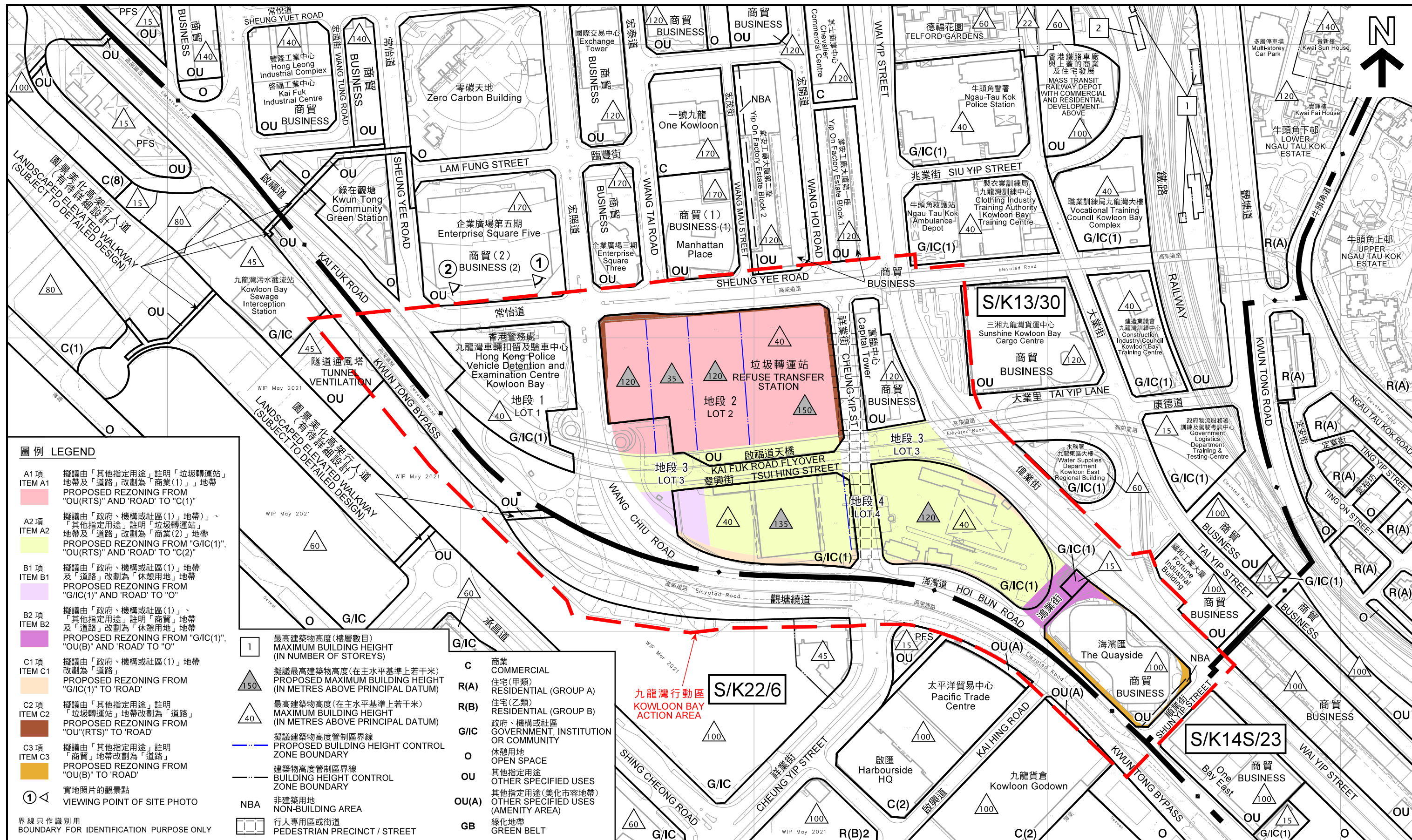
Scale and Orientation	
Drawn	Date
JL	14 June 2021
Checked	Approved
LL	WL

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

ARUP

Location Plan of Junctions with Proposed Improvement Works

Plan 6



平面圖 SITE PLAN

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)

SCALE 1:3 000 比例尺
米 METRES 50 0 50 100 150 200 250 米 METRES

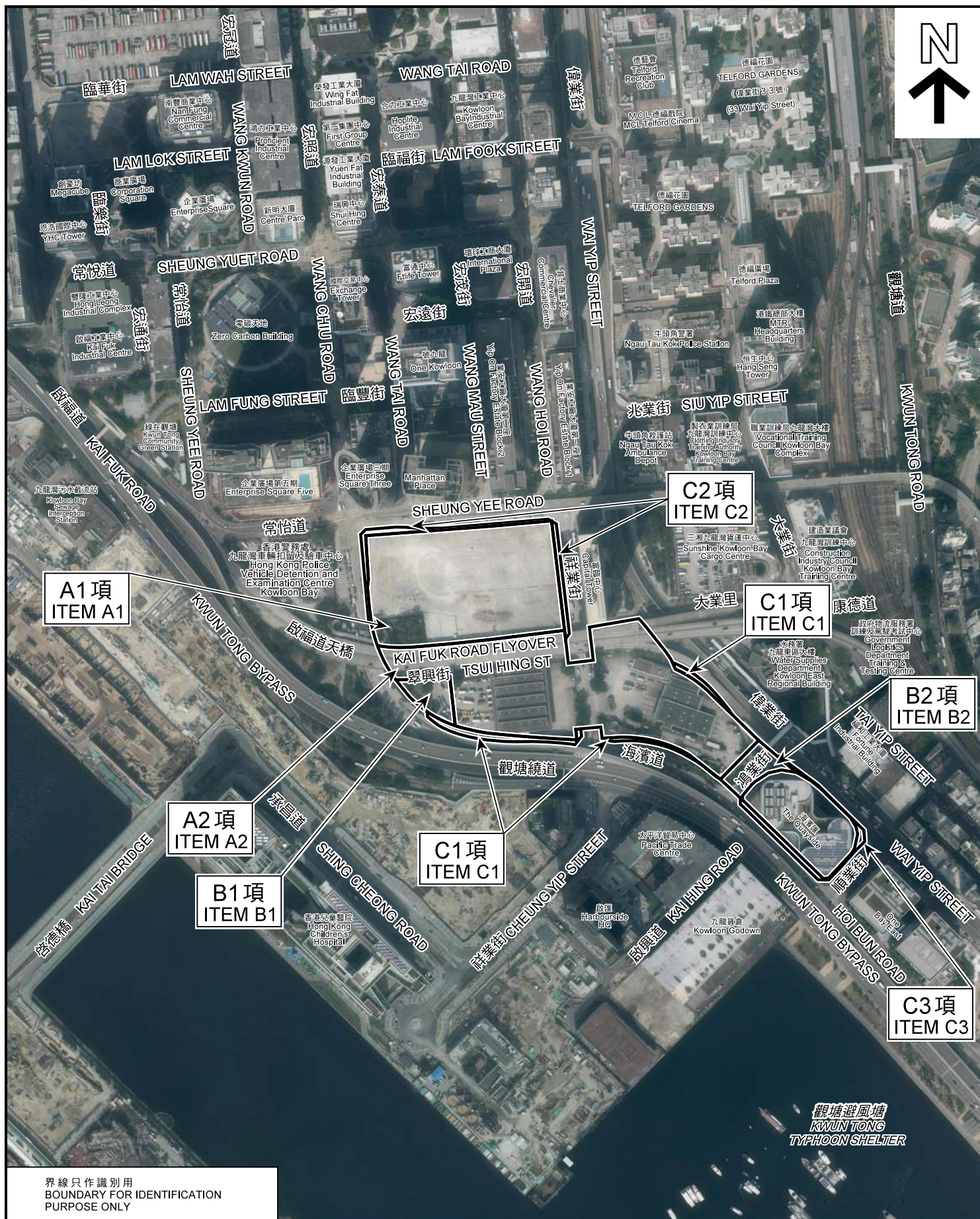
本摘要圖於2021年9月20日擬備，
所根據的資料為測量圖編號
11-NE-17A、B、C和D
EXTRACT PLAN PREPARED ON 20.9.2021
BASED ON SURVEY SHEETS No.
11-NE-17A, B, C & D

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

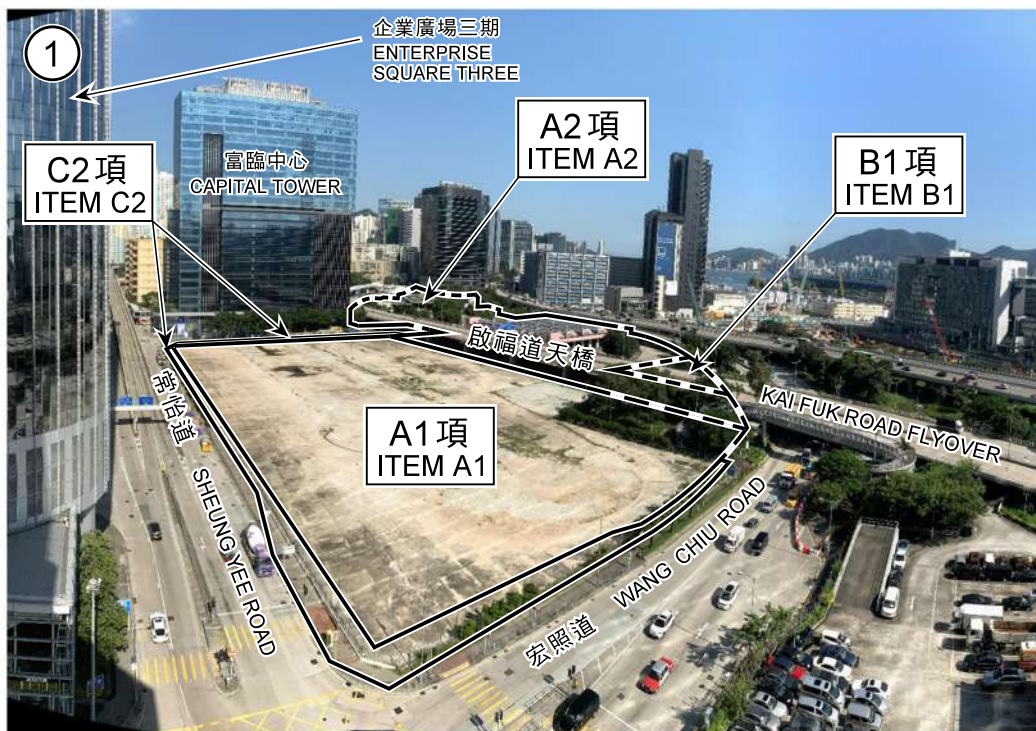
牛頭角及九龍灣分區計劃大綱核准圖
編號S/K13/30有關九龍灣行動區的擬議修訂
(A1、A2、B1、B2、C1、C2和C3項)
PROPOSED AMENDMENTS TO THE APPROVED NGAU TAU KOK
& KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/30
RELATING TO KOWLOON BAY ACTION AREA
(ITEMS A1, A2, B1, B2, C1, C2 AND C3)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K13/21/135

圖 PLAN
8



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

Major views	Response/Consideration in RODP
<p><u>Land uses and development density</u></p> <ul style="list-style-type: none"> ● The development density and critical mass for commercial activities could be increased to attract more activities and enrich vibrancy in the area. 	<ul style="list-style-type: none"> ● The proposed total gross floor area (GFA) of KBAA is increased from 499 300 m² under PODP to 533 580 m² under RODP.
<ul style="list-style-type: none"> ● An alternative scheme without the EFLS should be prepared. 	<ul style="list-style-type: none"> ● 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.
<ul style="list-style-type: none"> ● 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. 	<ul style="list-style-type: none"> ● Planning flexibility has been allowed for relevant uses (including their mode of operation) within the commercial sites.
<p><u>Urban Design</u></p> <ul style="list-style-type: none"> ● 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. 	<ul style="list-style-type: none"> ● 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.

Appendix I

<ul style="list-style-type: none"> ● The overall greening ratio of 40% within KBAA would impose more constraints and difficulties in the implementation of the development projects. 	<ul style="list-style-type: none"> ● An overall minimum greening requirement of 30% is adopted (except Lot 3 due to site constraints).
<ul style="list-style-type: none"> ● The roof loading of the proposed urban farming activities would have to be carefully assessed. 	<ul style="list-style-type: none"> ● Noted.
<p><u>Traffic and Transport</u></p> <ul style="list-style-type: none"> ● To provide more centralised underground carpark and drop off areas 	<ul style="list-style-type: none"> ● 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.
<ul style="list-style-type: none"> ● The issue of public transport must be addressed in view of the increase in working population. 	<ul style="list-style-type: none"> ● A green transport hub of 5 000 m² 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.
<ul style="list-style-type: none"> ● The existing and foreseeable 	<ul style="list-style-type: none"> ● Traffic improvement schemes

<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> <p>●</p>
<p><u>Pedestrian connectivity</u></p> <ul style="list-style-type: none"> ● 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. ● Alternative green transport modes for connection to be made between KBAA and Kowloon Bay MTR Station should be explored. ● More landscaped decks to connect different segments of KBAA to enhance the pedestrian connectivity and walkability. 	<ul style="list-style-type: none"> ● 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.
<p><u>Proposed organic resources recovery centre (ORRC)</u> <u>(previously referred to as “Integrated Waste Handling Facility”)</u></p> <ul style="list-style-type: none"> ● The ORRC should serve local residents and community more directly and in a more integrated manner. 	<ul style="list-style-type: none"> ● Under the conceptual layout of the ORRC, there would be an education centre, community farming and upcycling facilities within the

Appendix I

<ul style="list-style-type: none">● Concern on the location of the ORRC and the actual implementation of food waste separation, collection and transportation.	<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">● An overall plan indicating the applicability of smart city elements within the area in greater detail.	<ul style="list-style-type: none">● 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.

Planning and Engineering Study for
the Development at

Kowloon Bay Action Area of Kowloon East

– Feasibility Study

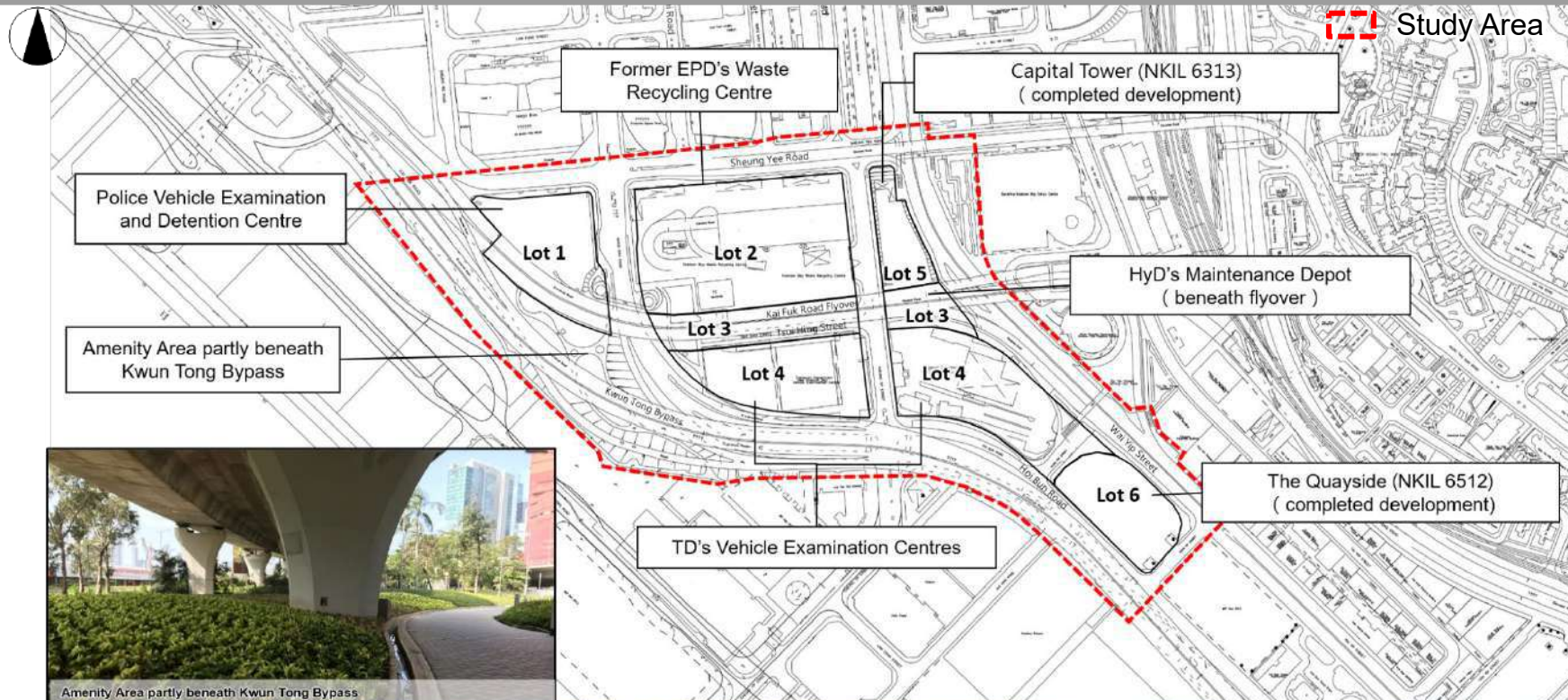
**Recommended Outline Development Plan
and Proposed Amendments to the
Approved Ngau Tau Kok and Kowloon Bay
Outline Zoning Plan**

**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



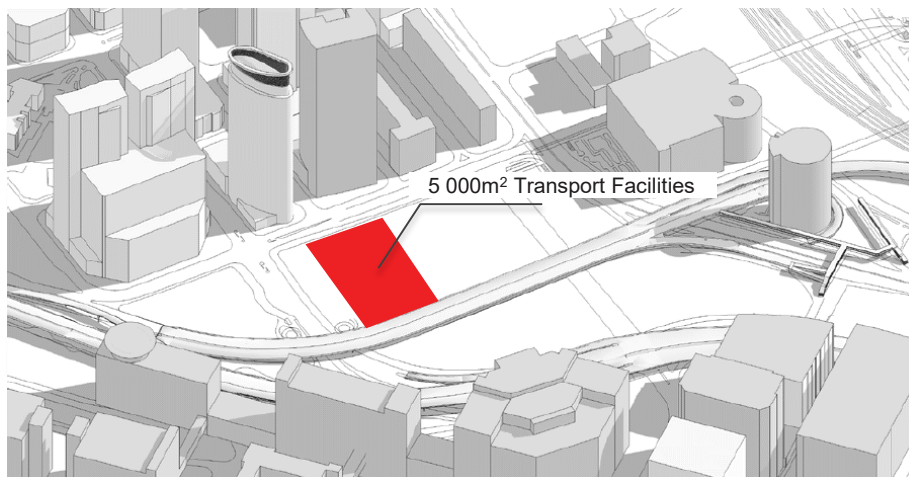
Key Development Parameters

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	-

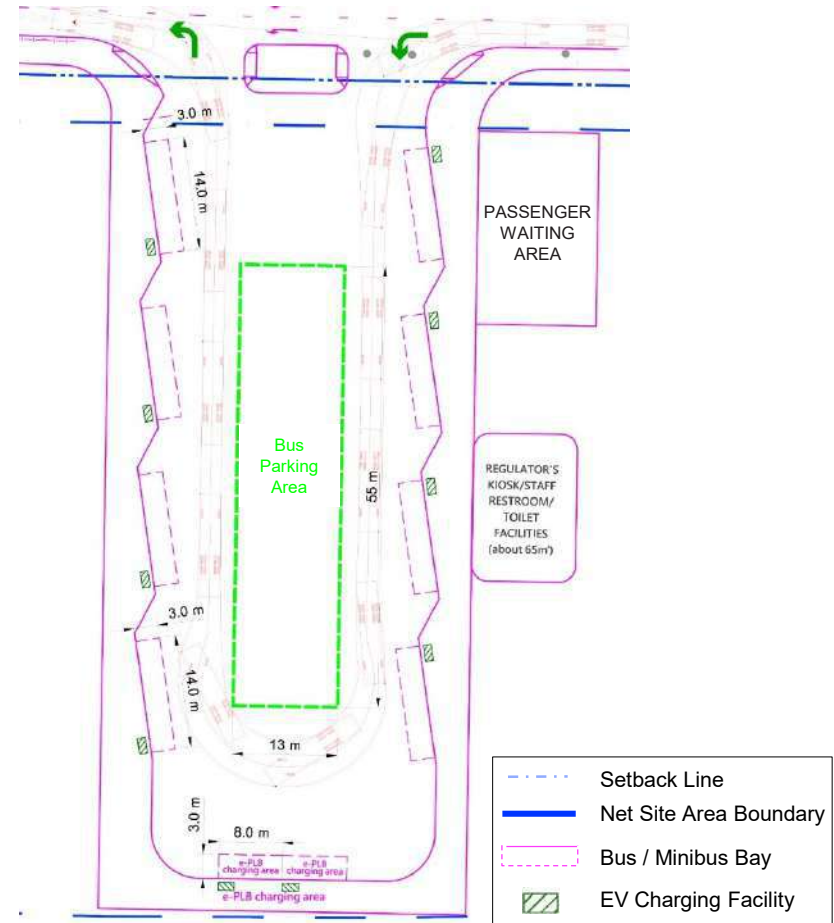
+ Site areas are subject to survey. Net Site Area excludes POSPD, amenity area and the pedestrianized area.

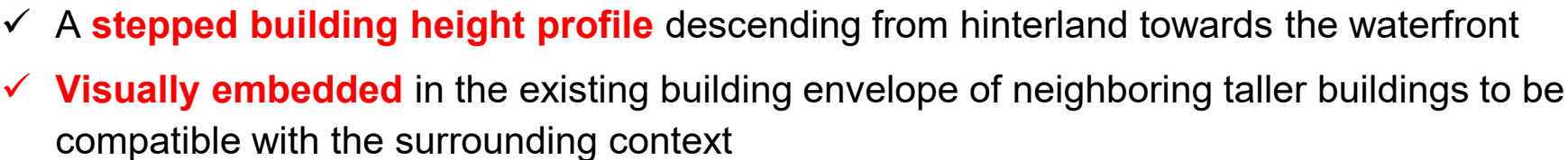
Consolidated the Public Transport Facilities

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



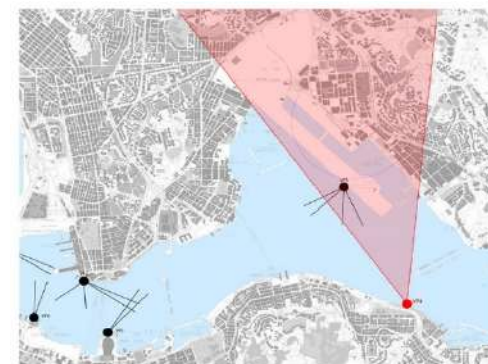
- Charging facilities for electric buses/minibuses
- Interactive panels for public transport information
- Air-conditioned passenger waiting area and associated staff facilities



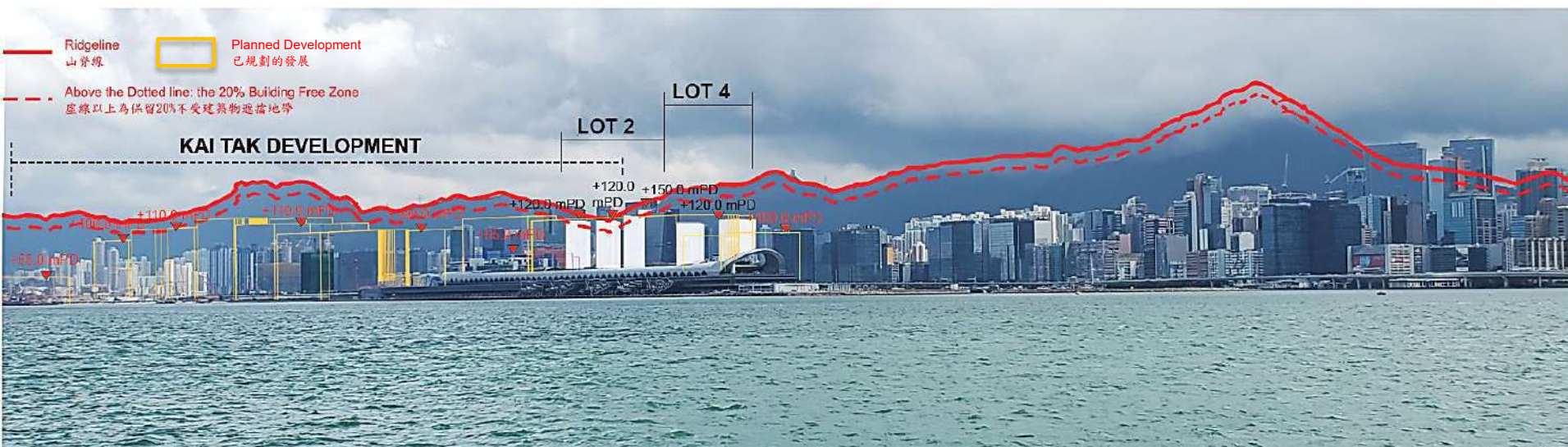


Urban Design Considerations

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



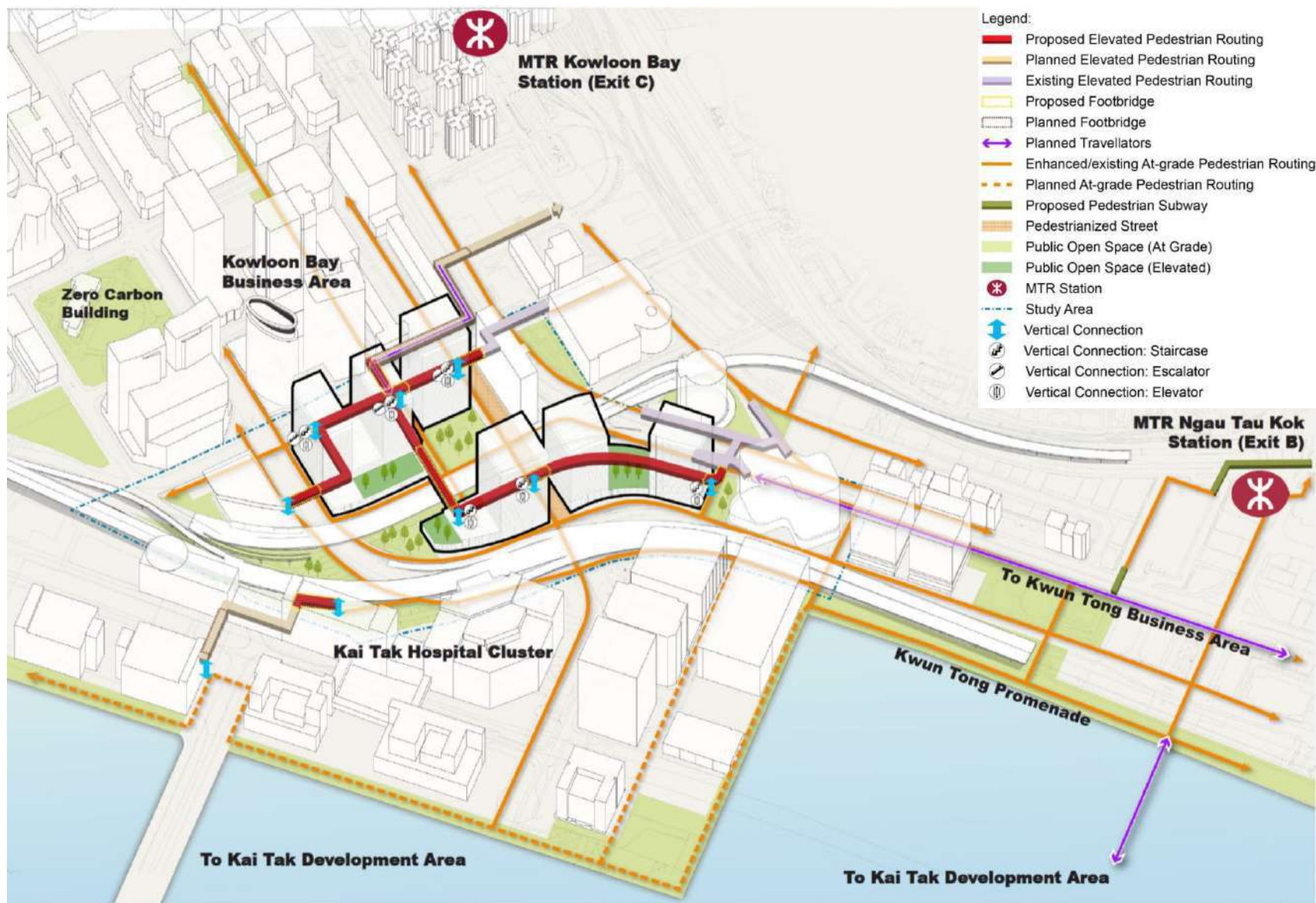
Designated VP4 (HKPSG)



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)

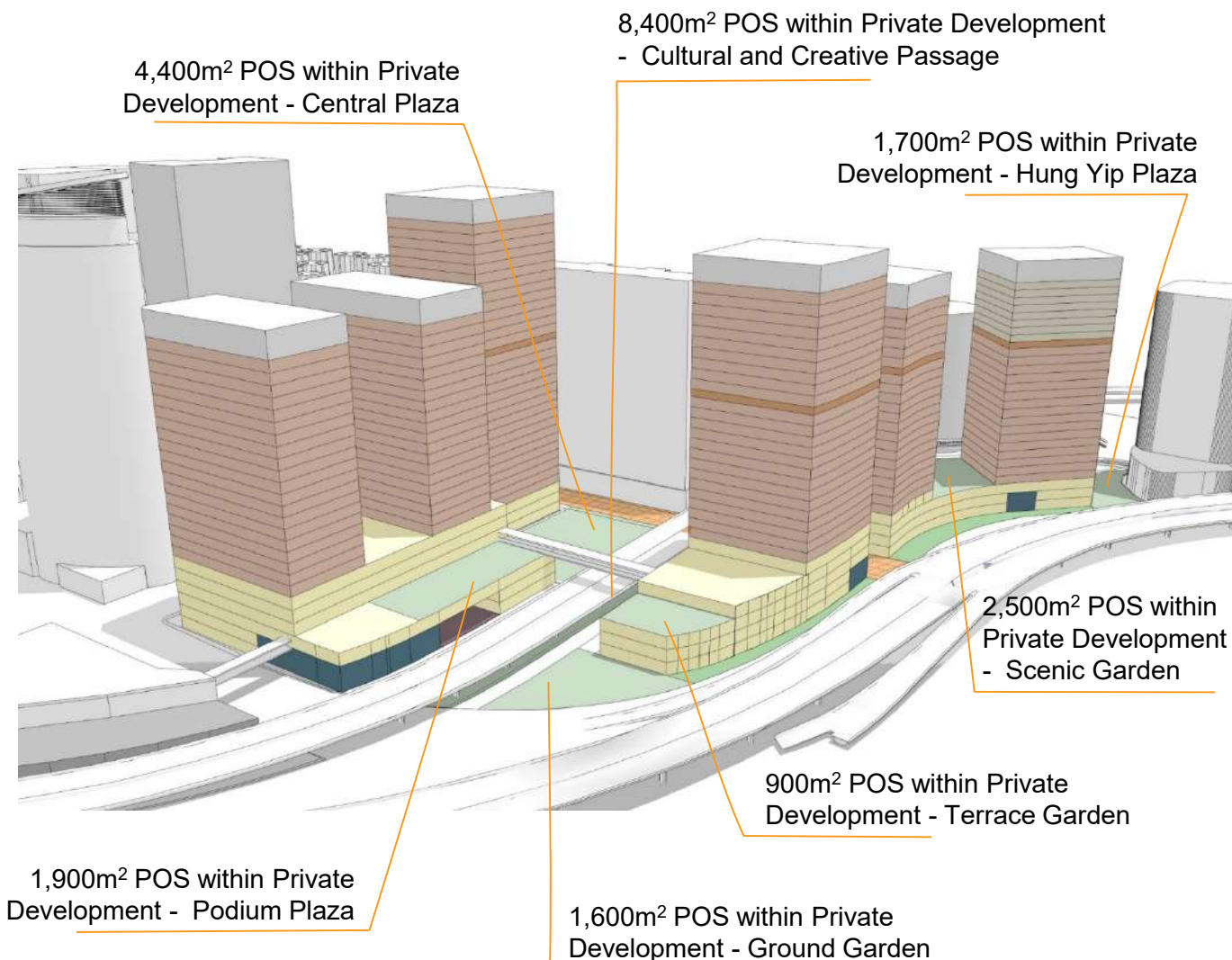
Walking Environment and Open Space Network

• 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

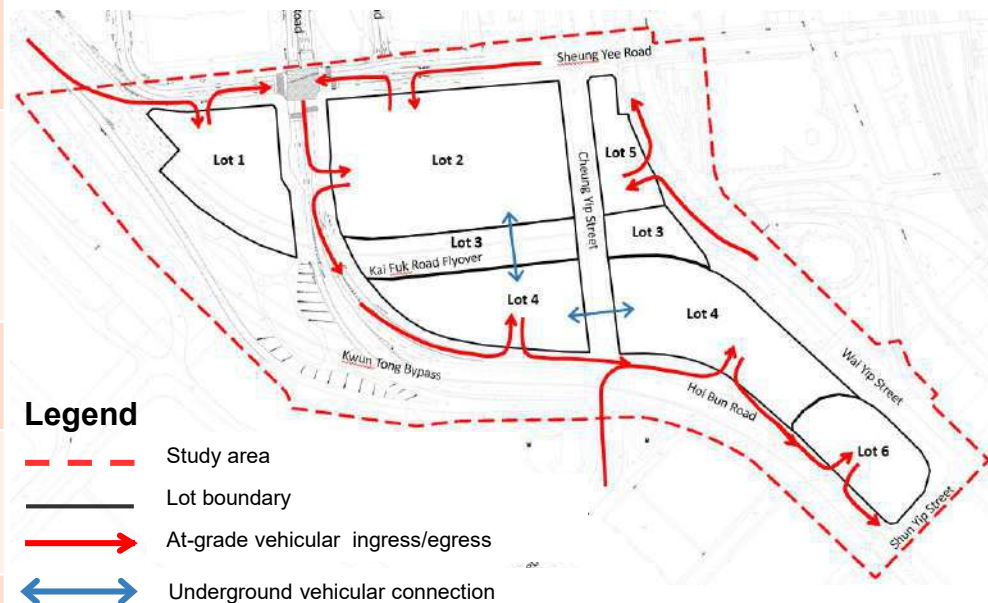
Proposed Parking Facilities

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)

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.

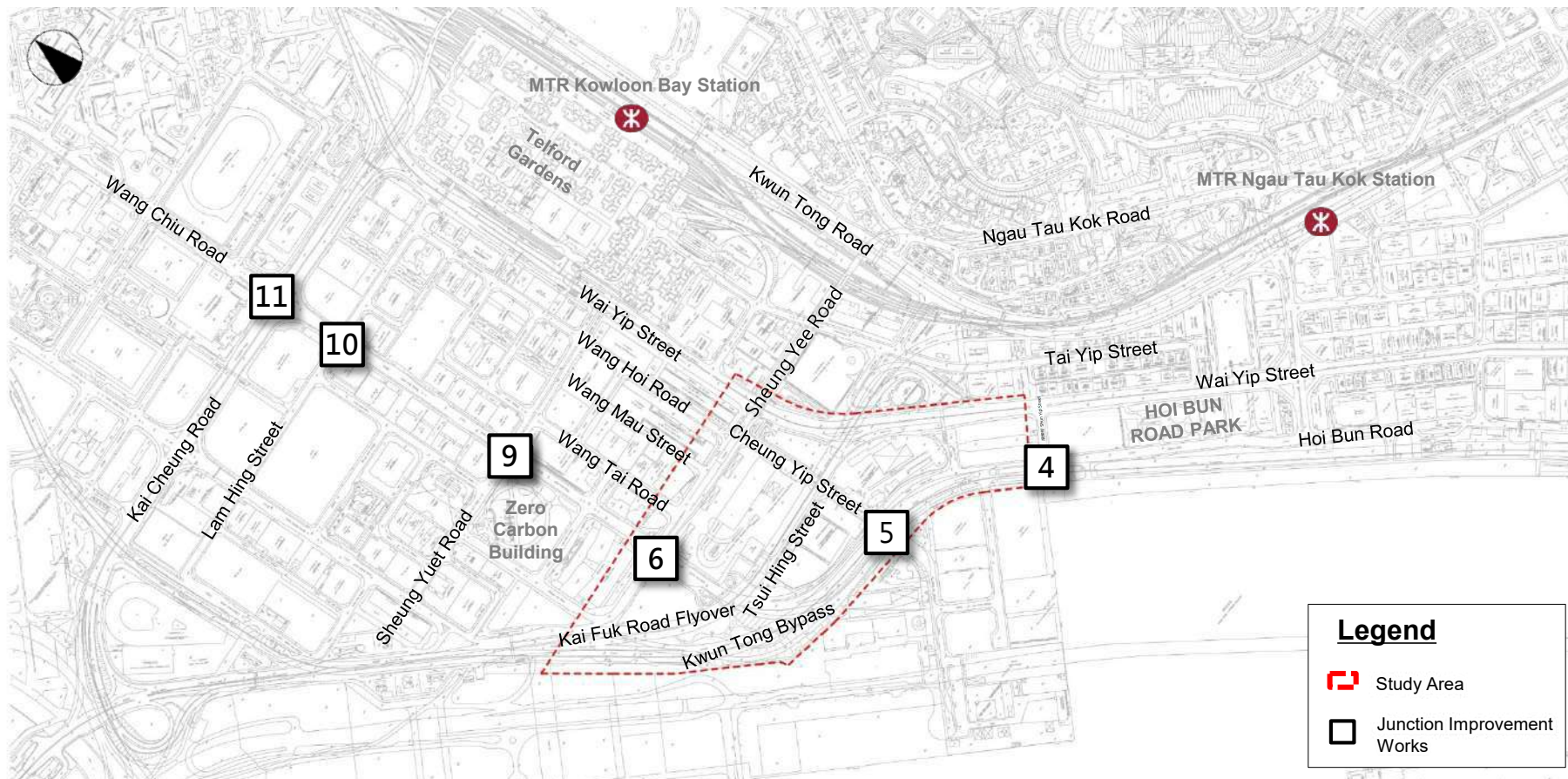
Proposed Vehicular Access



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 |



Recommended Lease Requirements

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

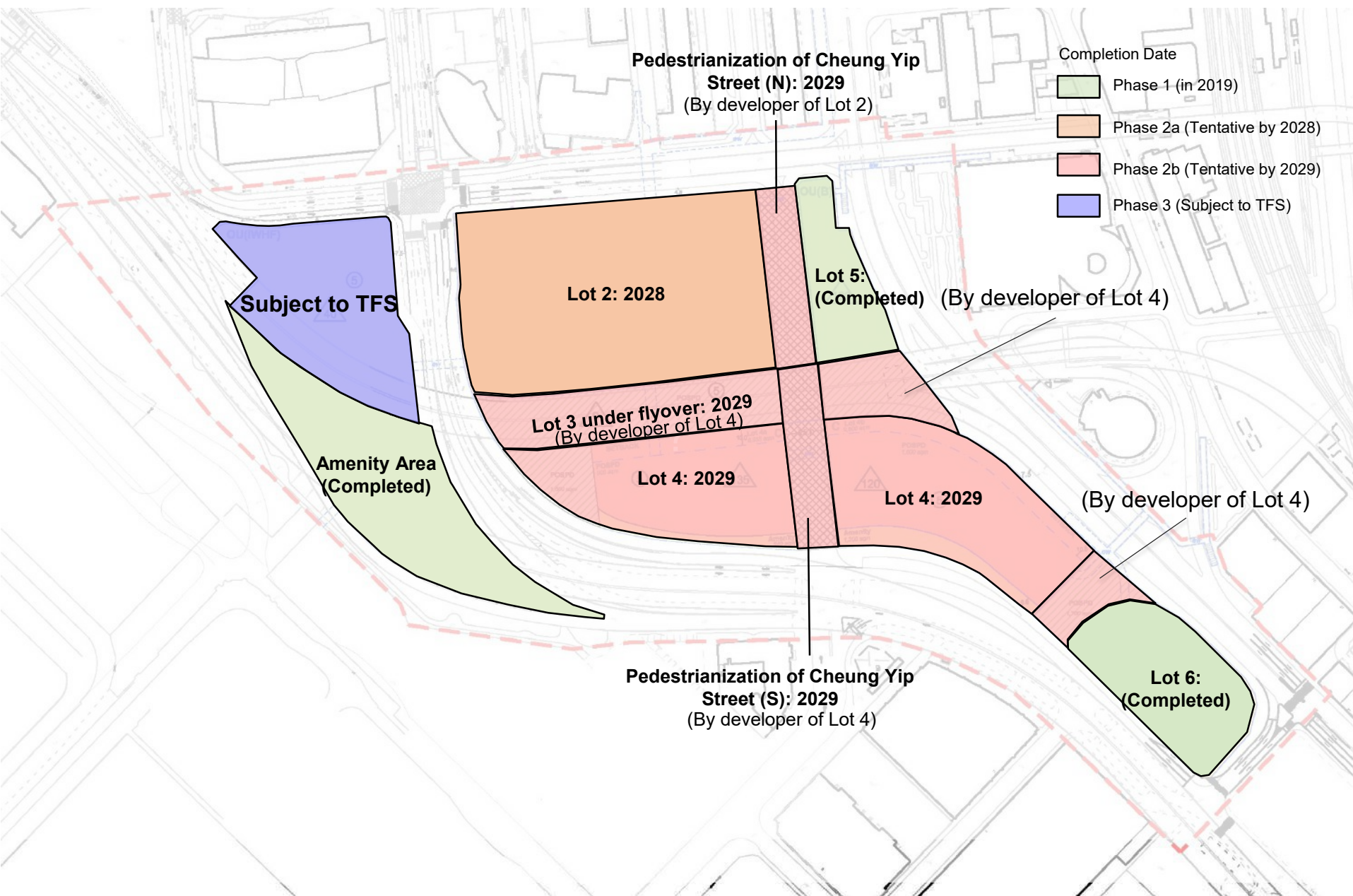
- **Automatic refuse collection system** (ARCS)
- **Smart PTI** (Green Transport Hub)
 - **Real-time display** for estimated time of arrival
 - **Interactive panels** for public transport information
 - **Charging facilities** for EVs
 - **Passenger waiting area**

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

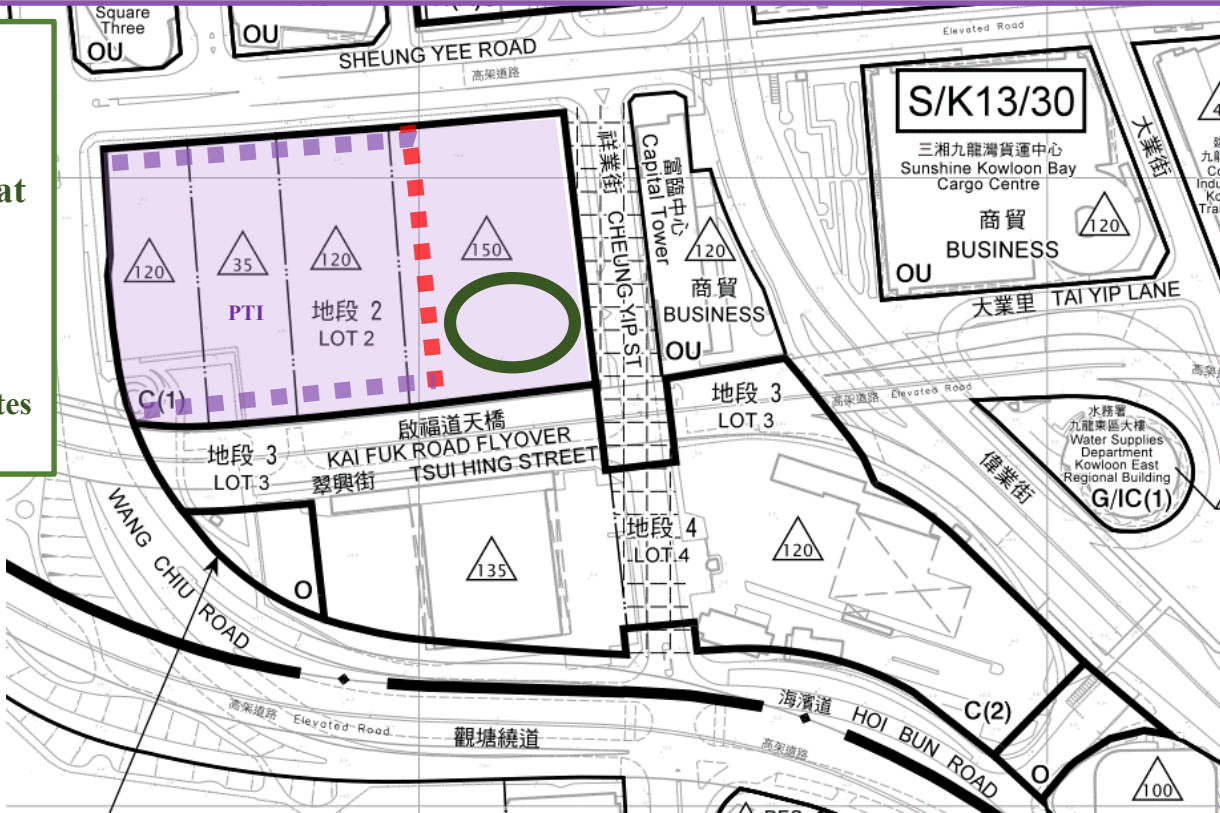
Proposed Amendments to the
Approved Ngau Tau Kok and
Kowloon Bay Outline Zoning Plan



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

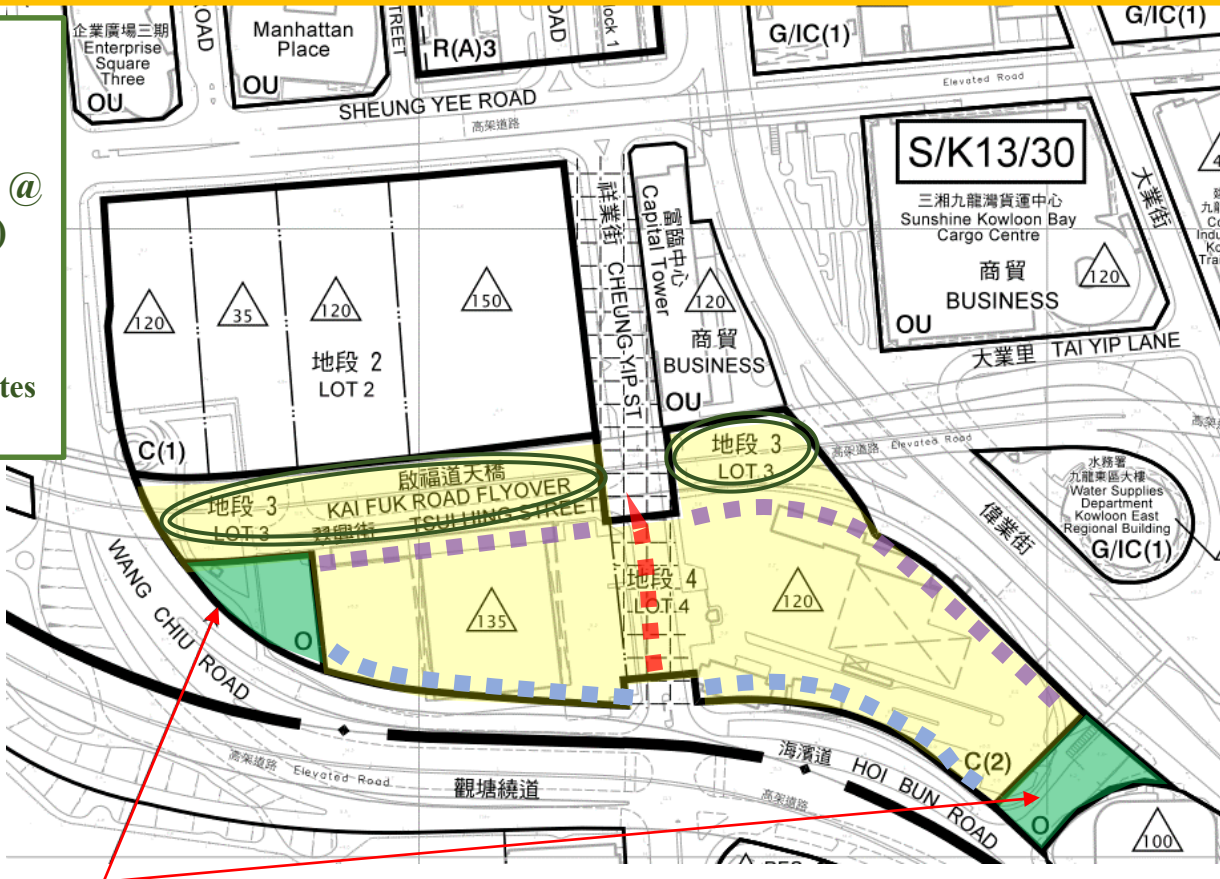
Lots 3 and 4: Rezoning from “Government, Institution or Community(1)” (“G/IC(1)”), OU(Refuse Transfer Station)” and ‘Road’ to “Commercial (2)” (Area: about 2.9 ha) [including hotel use]

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

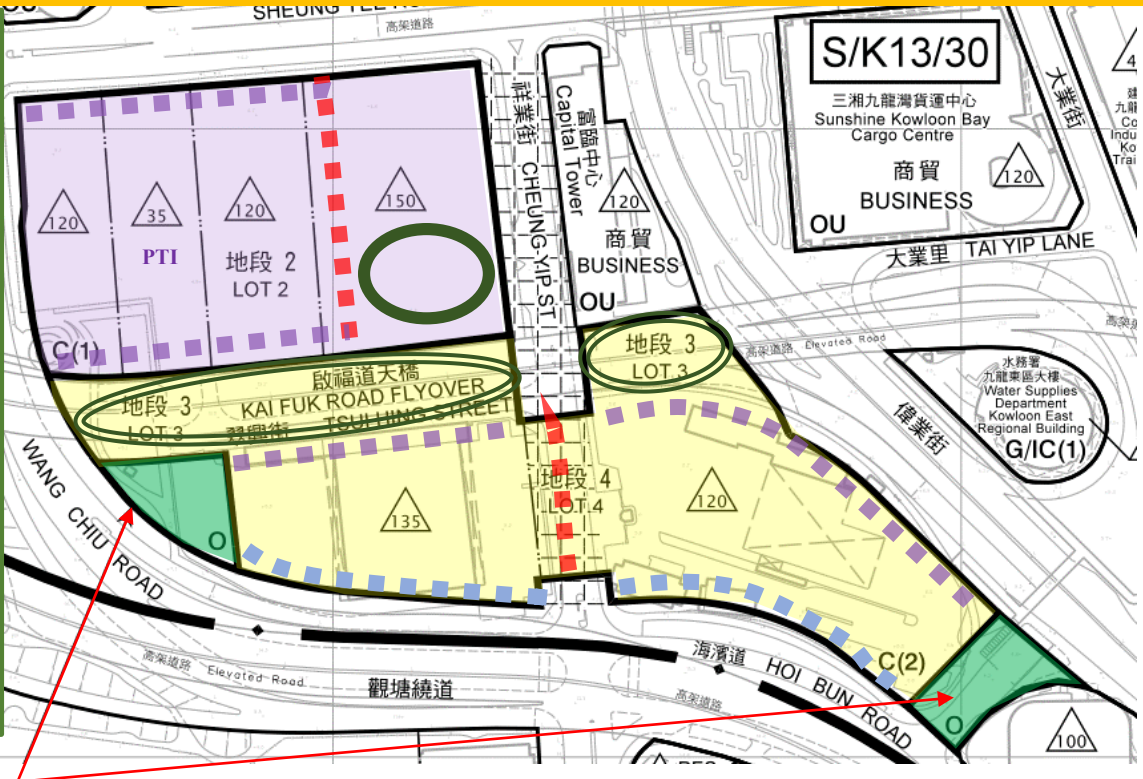
Lots 3 and 4: Rezoning from “G/IC(1)”, OU(Refuse Transfer Station)” and ‘Road’ to “Commercial (2)” (Area: about 2.9 ha) [including hotel use]
Restrictions on Plan / Notes:
* Max. GFA : 201,400 sq.m. * BH restrictions * Provision of POSPD

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)

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

All Weather Pedestrian Routing



Study Area

* Pedestrian routings and reference images shown on the plan are for indicative purpose only.

Legend

Scale and Orientation

Drawn

Date

Checked

Approved

Open Space and Pedestrian Plan

Job Title

Agreement No. CE 4/2014 (TP)

Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East - Feasibility Study

ARUP

At-grade Pedestrian Routing



Study Area

* Pedestrian routings and reference images shown on the plan are for indicative purpose only.

Legend

Scale and Orientation

Drawn

Date

Checked

Approved

Open Space and Pedestrian Plan

Job Title

Agreement No. CE 4/2014 (TP)

Planning and Engineering Study for the
Development at Kowloon Bay Action
Area of Kowloon East - Feasibility Study

ARUP

Pedestrian routing from Kowloon Bay Business Area to Kwun Tong Business Area



Study Area

* Pedestrian routings and reference images shown on the plan are for indicative purpose only.

Legend

Scale and Orientation

Drawn

Date

Checked

Approved

Open Space and Pedestrian Plan

Job Title

Agreement No. CE 4/2014 (TP)

Planning and Engineering Study for the
Development at Kowloon Bay Action
Area of Kowloon East - Feasibility Study

ARUP

**Provision of Major Community Facilities and Open Space
in Ngau Tau Kok & Kowloon Bay Planning Scheme Area**
(as at July 2022)

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons [#]	18.65 ha	30.42	42.05	+23.40
Local Open Space	10 ha per 100,000 persons [#]	18.65 ha	29.79	35.01	+16.36
Secondary School	1 whole-day classroom for 40 persons aged 12-17	233 classrooms	273	303	+70
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	271 classrooms	284	284	+13
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6	85 classrooms	109	124	+39
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	0	0	0	0
Hospital	5.5 beds per 1,000 persons [^]	1,058 beds	0	0	-1,058 ^{&}
Clinic/Health Centre	1 per 100,000 persons	1	2	2	+1
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Child Care Centre	100 aided places per 25,000 persons ^{#@}	746	113	301	-445 ^{&}

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#]	2	4	4	+2
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#]	1	2	2	+1
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#]	N.A.	2	2	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#]	N.A.	7	7	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{#*@}	1,063 places	653	673	-390 ^{&}
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@}	1,316 beds	854	1064	-252 ^{&}
Library	1 district library for every 200,000 persons ^π	0	1	1	+1
Sports Centre	1 per 50,000 to 65,000 persons [#]	2	3	3	+1
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons [#]	0	1	1	+1
Swimming Pool Complex – standard	1 complex per 287,000 persons [#]	0	0	0	0

Note:

Facilities and open space figures of OZP No. S/K13/31 are included. The planned resident population is about 186,600. If including transients, the overall planned population is about 192,500. All population figures have been adjusted to the nearest hundred.

[#] The requirements exclude planned population of transients.

- ^ The provision of hospital beds is to be assessed by the Hospital Authority on a regional basis.
- * Consisting of 40% centre-based CCS and 60% home-based CCS.
- @ This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department (SWD) in the planning and development process as appropriate.
- π Small libraries are counted towards meeting the HKPSG requirement.
- & Planned demand for social welfare facilities estimated by the Planning Department with reference to the corresponding requirements under HKPSG, which may be different from the projections by SWD which are premised on a basket of factors.