

**PROPOSED AMENDMENTS TO THE
APPROVED NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/30**

1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/30 (**Attachment I**) as shown on the draft OZP No. S/K13/30A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

2. Status of the Current OZP

On 28.4.2020, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Ngau Tau Kok and Kowloon Bay OZP, which was subsequently renumbered as S/K13/30. On 1.6.2021, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

3. Background

Planning and Engineering Study for the Development at Kowloon Bay Action Area (KBAA) – Feasibility Study (the KBAA Study)

- 3.1 Kowloon East (KE) area is transforming into another core business district to support Hong Kong's long-term economic development. To expedite the transformation, the 2013 Policy Address (PA) announced the development of two action areas in the Kowloon Bay and Kwun Tong Business Areas (KBBA and KTBA). In pursuit of this policy initiative, the Energizing Kowloon East Office (EKEO) of Development Bureau (DEVB) commissioned the KBAA Study with the vision to transforming a cluster of government land (**Plan 1**) into a hub primarily for commercial uses providing office, hotel, retail, entertainment, food and beverages, open spaces and public transport facilities, etc. for KE area. To take forward the Recommended Outline Development Plan (RODP) of the KBAA Study (**Plan 6b**), rezoning of the relevant portions of

KBAA with stipulation of appropriate development restrictions is required.

Proposed Public Housing Development at Yip On Factory Estate (YOFE)

- 3.2 According to the 2013 PA, the Government would adopt a multi-pronged approach to build up land reserve with a view to meeting housing and other development needs. It was reaffirmed in the 2014 PA that the Government would continue to review various land uses and rezone sites as appropriate for residential use. To meet and expedite housing land supply in the short and medium terms, the Government has been carrying out various land use reviews on an on-going basis. To meet the housing demand identified under the Long Term Housing Strategy, the Hong Kong Housing Authority (HKHA) has been invited to explore the feasibility of redeveloping its factory estates for public housing use, in pursuit of the policy initiative announced under 2019 PA.
- 3.3 As announced in 2020 PA, the preliminary findings of HKHA's study has indicated that some of the sites including YOFE (**Plan 1**) in Kowloon Bay can be used for public housing, and the 2021 PA Supplement has stated that the four sites including YOFE in Kowloon Bay, Sui Fai Factory Estate in Fo Tan, Wang Cheong Factory Estate in Cheung Sha Wan and Kwai On Factory Estate in Kwai Chung are capable of producing some 4,800 units in 2031 and beyond. HKHA has completed the feasibility study and concluded that these four sites are technically feasible for housing development. To facilitate the development proposal of HKHA, rezoning exercise is thus required.

4. Proposed Amendments

Amendment Items A1 to A6 – Rezoning for Proposed Development at KBAA (Plans 1 to 4, 5a and 6a to 6p)

The Site and its Surroundings

- 4.1 The KBAA, with a gross and developable site area of about 17ha and about 7ha^[1] respectively, is bounded by Sheung Yee Road to its north, Wai Yip Street to its east and Kwun Tong Bypass to its south and west. This cluster of land (i.e. Lots 1 to 6 under the RODP) is mainly zoned “Government, Institution or Community (1)” (“G/IC(1)”), “Other Specified Uses” annotated “Refuse Transfer Station” (“OU(RTS)”) (both subject to a building height restriction (BHR) of 40 metres above Principal Datum (mPD)), “Other Specified Uses” annotated “Business” (“OU(B)”) (subject to a maximum plot ratio (PR) of 12 and BHRs of 100mPD and 120mPD) and areas shown as ‘Road’ on the OZP (**Plans 1 and 6a**), with details listed below:
- (a) Lot 1 (to the west of Wang Chiu Road) is currently zoned “G/IC(1)” on the OZP and occupied by the Hong Kong Police Force’s Kowloon Bay Police Vehicle Detention and Examination Centre (PVDEC). The site is proposed for the development of Organic Resources Recovery Centre (ORRC) under the KBAA Study. The proposed ORRC is still subject to further feasibility study by the Environmental Protection Department (EPD) and is therefore not included in this round of OZP amendments.

^[1] After excluding roads/pavements and amenity areas.

- (b) Lot 2 (to the north of Kai Fuk Road Flyover) currently falls within an area zoned “OU(RTS)” and shown as ‘Road’ on the OZP. The site is currently vacant and was previously occupied by EPD’s waste recycling centre^[2].
 - (c) Lot 3 (mainly underneath Kai Fuk Road Flyover) currently falls within an area zoned “G/IC(1)”, “OU(RTS)” and shown as ‘Road’ on the OZP. The eastern portion of the site is currently occupied by the Highways Department (HyD)’s maintenance depot, which would be vacated before land disposal.
 - (d) Lot 4 (to the south of Kai Fuk Road Flyover) currently falls within an area zoned “G/IC(1)” and shown as ‘Road’ and was occupied by Transport Department’s two vehicle examination centres (VECs)^[3] currently under demolition.
 - (e) Lots 5 and 6 (both to the west of Wai Yip Street) for commercial/office developments have already been completed (i.e. Capital Tower at New Kowloon Inland Lot (NKIL) 6313 and The Quayside at NKIL 6512), and their current “OU(B)” zoning on the OZP will be retained.
- 4.2 To the north of the KBAA are a cluster of commercial/industrial developments mainly zoned “OU(B)” and “Commercial” (“C”) with BHRs ranging from 120mPD to 170mPD intermixed with open spaces at Zero Carbon Building, a north-south green spine zoned “Open Space” (“O”) aligned with Wang Mau Street and other open spaces. To the east and northeast are mainly a group of Government, Institution or Community (GIC) facilities including Ngau Tau Kok Police Station, Ngau Tau Kok Ambulance Depot, Construction Industry Council and Vocational Training Council buildings and Water Supplies Department (WSD)’s Kowloon East Regional Building all zoned “G/IC(1)” with BHRs ranging from 40mPD to 60mPD, as well as Sunshine Kowloon Bay Cargo Centre zoned “OU(B)” with a BHR of 120mPD. To the south and west is the Kai Tak Development (KTD) falling within the approved Kai Tak OZP No. S/K22/6, where the Kai Tak Hospital Cluster zoned “G/IC” with BHRs ranging from 60mPD to 100mPD, commercial/industrial developments zoned “C(2)” with a BHR of 100mPD and the harbourfront promenade zoned “O” are located (**Plans 1 and 3**).

RODP of KBAA (Plan 6b)

- 4.3 The RODP envisions KBAA to become a green, smart and sustainable commercial hub for mixed-use developments with open spaces and public transport facilities. The land use proposals relevant to the OZP amendments are summarized as follows:

Lot 2

- (a) Lot 2 is proposed for commercial development (zoned “C” on RODP) and is intended primarily for commercial uses including office, retail, food and beverage (F&B) and entertainment facilities. The proposal would provide a

^[2] It was demolished in January 2021 and replaced by ORRC Phase 1 in Siu Ho Wan, Lantau Island which has already been in operation.

^[3] The new VEC at Sai Tso Wan Road, Tsing Yi, where the two VECs have been relocated to, has commenced operation.

maximum gross floor area (GFA) of 204,600m² (equivalent to a PR of about 12 (based on net site area^[4])). The eastern portion of the lot is subject to a maximum BHR of 150mPD, while the western portion will be subject to a maximum of 120mPD with the middle part confined to a lower BHR of 35mPD. It is also proposed to provide about 4,400m² POSPD at grade^[5] (zoned “DO” on RODP) and about 1,900m² POSPD at podium level (within “C” zone on RODP). In addition, a green transport hub (i.e. public transport interchange (PTI)) of 5,000 m² would be provided at this site^[6].

- (b) The middle part of the western portion which aligns with Wang Tai Road to the north is suggested for a lower BHR of 35mPD in order to enhance openness, visual permeability as well as wind penetration. For continuation with the Green Spine^[7] in KBBA along Wang Mau Street to the north of the site, a 15m-wide non-building area (NBA) is proposed for Lot 2 to facilitate air ventilation along Wang Mau Street in the north to the at-grade POSPD in the south (**Plans 6b to 6e**). In addition, setback areas at ground level with respective widths of 6m and 10m are proposed along the northern and southern boundary fronting Sheung Yee Road and Kai Fuk Road Flyover respectively to enhance the pedestrian environment at ground level (**Plan 6b**).

Lot 3

- (c) Lot 3 mainly beneath Kai Fuk Road Flyover is proposed for an at-grade POSPD^[8] of about 8,400m² (zoned “DO” on RODP) including a maximum built-over area of 400m² for arts, cultural or creative (ACC) uses. The existing Tsui Hing Street (**Plans 3 and 6b**) will be closed for the proposed POSPD. Lot 3 will remain as government land while the open space and ACC developments are proposed to be constructed, managed and maintained by the owner of Lot 4 under the POSPD approach.

^[4] The net site area of Lot 2 is about 17,000m² which includes the “C” zone in Lot 2 on the RODP. The proposed at-grade public open spaces within private development (POSPD) of about 4,400m², which is zoned “District Open Space” (“DO”) on the RODP at the southeastern corner of Lot 2, is excluded from the net site area.

^[5] The POSPD will be provided in the form of a central plaza as a welcoming entrance to the developments from all directions in order to create synergy with the adjacent pedestrianised Cheung Yip Street (**Plans 6b to 6e**) for public enjoyment.

^[6] To facilitate wind penetration from the southwest to the KBAA and to Wang Tai Road, an open design of the at-grade green transport hub (with at least the northern and southern sides not enclosed) with a clear headroom of at least 10m is proposed.

^[7] The existing and planned linear “O” zones extending from Kai Cheung Road in the north to Wang Yuen Street in the south are designated as the “Green Spine” in the KBBA Pedestrian Environment Improvement Feasibility Study, which will mainly be a “car-free” landscaped pedestrian passageway at the heart of KBBA. The “Green Spine” is intended to be extended to the south through Wang Mau Street to Sheung Yee Road and KBAA.

^[8] The said POSPD at Lot 3 underneath the Kai Fuk Road Flyover serves as a natural extension of the proposed at-grade POSPD within Lot 2.

Lot 4

- (d) Lot 4 is proposed for commercial development (zoned “C” on RODP) and is intended primarily for commercial uses including office, hotel, retail, F&B and entertainment facilities. The proposal would provide a maximum GFA of 201,000m² (equivalent to a PR of about 12 (based on net site area^[9])) and BHRs of 135mPD (western portion) and 120mPD (eastern portion). It is also proposed to provide about 3,300m² POSPD at grade (zoned “LO” on RODP) and 2,500m² of POSPD at podium level (within “C” zone on RODP). The existing Hung Yip Street (**Plans 3 and 6b**) will be closed for the proposed at-grade POSPD of about 1,700m² abutting Lot 6, and an emergency vehicular access (EVA) should be provided within the proposed at-grade POSPD to serve the existing development at Lot 6.
- (e) Setback areas at ground level with a width of 10m are proposed along the northern boundary fronting Kai Fuk Road Flyover and Wai Yip Street to allow provision of pavement, greening and EVA to the developments. Two strips of amenity area of 8m to 15m-wide (zoned “A” on RODP) are proposed along the southern boundary of Lot 4 fronting Kwun Tong Bypass/Hoi Bun Road to allow provision of roadside amenity planting and visual buffer to enhance the environment and to preserve existing trees on site.
- (f) Underground developments and elevated walkways are permitted in the aforesaid at-grade POSPDs, NBA and setback areas in Lots 2, 3 and 4 (except the at-grade POSPDs in Lot 4 where there are a number of existing trees).

Proposed Pedestrianised Cheung Yip Street

- (g) The section of Cheung Yip Street within KBAA (i.e. the northern section) is proposed to be closed and pedestrianised to enhance pedestrian connectivity and to create a vibrant streetscape. It would remain as government land while underground development beneath the section of the street between the eastern and western portions of Lot 4 would be allowed. Cheung Yip Street would also serve as EVA. The developers of Lots 2 and 4 would be responsible to design, construct, manage and maintain the respective sections of the pedestrianised street adjacent to Lots 2, 3 and 4. Shop frontage along the pedestrianized street would be encouraged. The proposed 25m-wide pedestrianised Cheung Yip Street will facilitate air ventilation and provide improved accessibility to the surrounding developments.

Proposed POSPDs

- (h) The proposed POSPDs as mentioned in paragraphs 4.3(a), (c) and (d) above are proposed to be constructed, managed and maintained by the owners (POSPDs

^[9] The net site area of Lot 4 is about 16,750m² which includes the “C” zone in Lot 4 on the RODP. Two proposed at-grade POSPDs (zoned “Local Open Space” (“LO”) on the RODP) of about 1,600 m² (western portion) and 1,700 m² (eastern portion) respectively, amenity areas of 2,140 m² (zoned “Amenity Area” (“A”) on RODP) and the section of Cheung Yip Street of about 2,830m² between the two portions of “C” zone in Lot 4, are excluded from the net site area.

at Lot 2 by the owner of Lot 2, and those at Lots 3 and 4 by the owner of Lot 4), with a view to achieving better synergy with the adjacent commercial developments. The POSPDs are proposed to be open to the public.

Others

- (i) As for the ancillary parking and loading/unloading (L/UL) spaces^[10], the KBAA development would provide 1,537 – 1,630 private car parking spaces, 124 motor-cycle parking spaces, 189 L/UL bays (including 123 for light goods vehicles (LGV) and 66 for heavy goods vehicles (HGV)), 17 taxi/private car lay-bys and 1 single-deck coach lay-by.
- (j) The proposed developments at Lots 2 and 4 are assumed to be completed in 2028 and 2029 respectively.

Rezoning Proposals

Amendment Items A1 and A2 – Proposed Commercial Developments at Lots 2, 3 and 4 (total area of 5.0ha)

- 4.4 Taking forward the RODP under the KBAA Study stated in paragraph 4.3 above and having regard to the site context, the land use compatibility with surrounding developments, the infrastructural capacity, the following zoning amendments are proposed:

“C(1)” in Lot 2

- 4.5 Lot 2 is proposed to be rezoned from “OU(RTS)” and area shown as ‘Road’ to “C(1)” (**Item A1 on Plans 2 to 4**) for commercial development subject to a maximum GFA of 204,600m² and BHRs of 150mPD, 120mPD and 35mPD (**Plans 2 and 3**). A PTI as required by the Government shall be provided at the “C(1)” zone. The Notes of the proposed “C(1)” zone will also specify that a POSPD of not less than 6,300m², of which not less than 4,400m² is at-grade and located at the southeastern corner of the “C(1)” zone abutting Cheung Yip Street and Kai Fuk Road Flyover^[11] (**Plans 6b to 6e**), shall be provided.

“C(2)” in Lots 3 and 4

- 4.6 As Lot 3 is proposed to be implemented by the owner of Lot 4, Lot 4 together with Lot 3 are proposed to be rezoned from “G/IC(1)”, “OU(RTS)” and area shown as ‘Road’ to “C(2)” (**Item A2 on Plans 2 to 4**) for commercial development (with ‘hotel’ use always permitted) subject to a maximum GFA of 201,400m² and BHRs of 135mPD and 120mPD (**Plans 2 and 3**). The Notes of the proposed “C(2)” zone will also specify that a POSPD of not less than 11,800m², of which not less than 8,400m² is at-grade and located at the northern portion of the “C(2)” zone mainly underneath

^[10] Assumed for the notional scheme under the KBAA Study. Actual provision is subject to the mix of uses and respective parking requirement as specified in the land sale document.

^[11] The proposed at-grade POSPD within “C(1)” zone allows commercial uses and ancillary uses at basement level only.

Kai Fuk Road Flyover (**Plans 6b to 6e**), shall be provided. To reflect the proposed pedestrianised Cheung Yip Street within “C(2)” zone, a symbol is proposed to be added on the Plan to show this section of Cheung Yip Street as ‘Pedestrian Precinct / Street’.

- 4.7 The key development parameters to be stipulated on the OZP and its Notes are summarized below:

	Lot 2	Lots 3 & 4
Proposed Zoning	“C(1)”	“C(2)”
Gross Site Area	About 2.1 ha ^[a]	About 2.9 ha ^[a]
Maximum GFA	204,600m ² ^[b]	201,400m ² ^[c]
Maximum BH	35mPD, 120mPD and 150mPD	120mPD and 135mPD
POSPDs	not less than 6,300m ² , of which not less than 4,400m ² provided at-grade	not less than 11,800m ² , of which not less than 8,400m ² provided at-grade

Notes:

- ^[a] Net site area of about 1.7 ha for both Lot 2 and Lots 3 & 4.
- ^[b] Includes the GFA of the PTI (subject to detailed design) which should be accountable for GFA calculation.
- ^[c] Includes the maximum built-over area of 400m² for ACC uses in Lot 3, which will be stated in the ES of the OZP and future land lease as appropriate.

- 4.8 The following requirements under the RODP are proposed to be stated in the ES of the OZP and the future land lease as appropriate:

- (a) provision of NBA and setback at Lot 2 (i.e. “C(1)” zone) as stated in paragraph 4.3(b) above;
- (b) provision of shop frontage along the proposed pedestrianized Cheung Yip Street within “C(1)” and “C(2)” zones (as stated in paragraph 4.3(g) above), and along Sheung Yee Road of “C(1)” zone and facing the proposed at-grade POSPD underneath the Kai Fuk Road Flyover of “C(1)” and “C(2)” zones^[12];
- (c) provision of 25m-wide NBA along the proposed pedestrianised Cheung Yip

^[12] To address the comments from the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission (paragraphs 10.9(d) and 10.13 below refer).

Street within “C(2)” zone^[13] as stated in paragraph 4.3(g) above;

- (d) provision of setback and amenity area at Lot 4 (i.e. “C(2)” zone) as stated in paragraph 4.3(e) above; and
- (e) provision of ACC uses mainly underneath Kai Fuk Road Flyover at Lot 3 (i.e. “C(2)” zone) as stated in paragraph 4.3(c) above.

Amendment Items A3 and A4 – POSPDs to the immediate west and southeast of “C(2)” zone (total area of about 0.33ha)

- 4.9 To facilitate the implementation of at-grade POSPDs at Lot 4 recommended in the RODP (as stated in paragraph 4.3(d) above) (**Plan 6b**), two pieces of land to the immediate west (about 1,600m²) and southeast (about 1,700m²) of the “C(2)” site are proposed to be rezoned from “G/IC(1)”, “OU(B)” and area shown as ‘Road’ to “O” (**Items A3 and A4 on Plans 2 to 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.

Amendment Item A5 – Minor Boundary Adjustment (total area of about 0.34ha)

- 4.10 To take forward the KBAA development proposals, several strips of land are proposed to be rezoned from “G/IC(1)”, “OU(RTS)” and “OU(B)” to areas shown as ‘Road’ (**Item A5 on Plans 2 to 4**) in order to rationalise the zoning boundaries.

Amendment Item A6 – Proposed Pedestrianisation of Cheung Yip Street (total area of about 0.39ha)

- 4.11 Two strips of land along Cheung Yip Street is proposed to be rezoned from “OU(RTS)” and “G/IC(1)” to an area shown as ‘Road’ to reflect the proposed road alignment. To take forward the pedestrianisation proposal of Cheung Yip Street within KBAA as stated in paragraph 4.3(g) above, a symbol is proposed to be added on the Plan to show the aforesaid two strips of land together with the adjacent strip of land within an area shown as ‘Road’ at Cheung Yip Street as ‘Pedestrian Precinct / Street’ (**Item A6 on Plans 2 to 4**).

Land Use Compatibility

- 4.12 KBAA is located at a transition area between the high-rise commercial buildings in KBBA and the lower developments in Ngau Tau Kok and KTBA (**Plan 1**). Having regard to the surrounding built environment and road capacity in the locality, the proposed commercial developments with a maximum PR of 12 are the same as the development restrictions of the surrounding commercial developments zoned “OU(B)” and “C”. With the existing buildings subject to a BHR of 170mPD^[14] located to the north of KBAA, the current “OU(B)” zone within the KBAA subject to

^[13] With commercial uses and ancillary uses allowed at basement level only.

^[14] The BH of Manhattan Place is at 173mPD, and Enterprise Square III and V at 163mPD and 170mPD respectively.

a BHR of 120mPD/100mPD in the east/southeast and the BHRs ranging from 60mPD to 100mPD in KTD located to its south and southwest, the proposed BH profile within KBAA has respected and is considered compatible with the surroundings. The proposed BHs of 150mPD/120mPD for the proposed “C(1)” zone and 135mPD/120mPD for the proposed “C(2)” zone (**Plans 6b to 6e**) will create a stepped BH profile descending from the hinterland to the harbourfront promenade. Regarding the ridgeline of KE, the proposed BHs of KBAA are visually embedded in the existing building envelope with BHR of 170mPD which has already intercepted a portion of the ridgeline (**Plan 6n**). Within the proposed “C(1)” zone, a strip of area of 35m wide is subject to a maximum BH of 35mPD, which acts as a low-rise podium of the development to facilitate air ventilation and to allow visual permeability.

Technical Assessments

- 4.13 Various technical assessments (**Attachments Va to Vh**) were conducted under the KBAA Study. According to the findings of these assessments as summarized below, the proposed uses at the KBAA are technically feasible with no insurmountable problems.

Traffic and Transport Aspects

Traffic

- 4.14 Based on the results of the Traffic and Transport Impact Assessment (TTIA) (**Attachment Va**) conducted under the KBAA Study, the proposed commercial development at KBAA^[15] will not create adverse traffic impact on the existing road network/junctions after the implementation of road and junction improvement works being planned and carried out under various interfacing projects, and together with the proposed traffic improvement schemes under the KBAA Study.
- 4.15 To alleviate the existing traffic congestion and to meet the traffic demand generated by the KBAA development, a number of improvement schemes (**Plan 6f6g**) including road widening and revision to method of control are proposed at the following critical junctions to enhance their performances:
- J4 (Hoi Bun Road / Shun Yip Street) (**Plan 6h**);
 - J6 (Wang Chiu Road / Sheung Yee Road) (**Plan 6j**);
 - J9 (Sheung Yuet Road / Wang Chiu Road) (**Plan 6k**);
 - J10 (Lam Hing Street / Wang Chiu Road) (**Plan 6l**); and
 - J11 (Kai Cheung Road / Wang Chiu Road) (**Plan 6m**).
- 4.16 To facilitate the proposed pedestrianisation of Cheung Yip Street, a junction improvement scheme is proposed at J5 (Hoi Bun Road / Cheung Yip Street) (**Plan 6i**) by optimizing lane arrangements and road markings.
- 4.17 It is anticipated that the estimated public transport demand by the proposed development in KBAA could be well served by the proposed PTI located in Lot 2 together with existing/new public transport services including franchised bus routes and minibus routes along Wai Yip Street and Wang Chiu Road.

^[15] Based on the notional scheme with development parameters as set out in paragraph 4.7.

- 4.18 Noting that Civil Engineering and Development Department (CEDD) and HyD will prepare for the implementation of the said junction improvement works, the Commissioner for Transport (C for T) has no comment on the TTIA which confirmed the technical feasibility of the proposed development at KBAA from traffic engineering perspective.

Pedestrian Accessibility and Connections

- 4.19 Taking into account the improvement works being planned in KBBA and KTBA, a comprehensive multi-level pedestrian network including elevated walkways, travellers, footbridges, pedestrianised street and subways is formulated (**Plans 6d and 6f**) with a view to enhancing connectivity, accessibility and walkability from the proposed developments and PTI at KBAA to various locations including Kowloon Bay and Ngau Tau Kok MTR Stations in the hinterland, harbourfront promenade, hospital cluster and other developments in KTD.
- 4.20 Among the proposed connections, a connection between Kowloon Bay MTR Station and the harbourfront via KBAA is proposed which comprises the following parts:
- (a) existing escalators/lifts in Telford Plaza to Tai Yip Street/Siu Yip Street (annotated (1) on **Plan 6f**);
 - (b) a proposed footbridge by HyD from Siu Yip Street across Wai Yip Street (annotated (2) on **Plan 6f**) connecting to a proposed elevated walkway with travellers by CEDD to the west;
 - (c) the aforesaid elevated walkway by CEDD along Wai Yip Street and Sheung Yee Road (annotated (3a) on **Plan 6f**) and across Sheung Yee Road to Lot 2 of KBAA (annotated (3b) on **Plan 6f**);
 - (d) proposed connections from Lot 2 to Lot 4 to the south by the developers of Lots 2 and 4 including (i) proposed internal linkages by the developers of Lots 2 and 4 at podium level and footbridge between Lots 2 and 4 above the Kai Fuk Road Flyover (annotated (4a) on **Plan 6f**) and (ii) proposed vertical linkages from podium to ground level in Lot 2 connecting to the proposed pedestrianised Cheung Yip Street by the developers of Lots 2 and 4, leading to the southern boundary of Lot 4 (annotated (4b) on **Plan 6f**);
 - (e) improved pedestrian crossing across Hoi Bun Road (**Plan 6i**) leading to the promenade next to the Hong Kong Children's Hospital via the proposed linkages including (i) the southern section of Cheung Yip Street (annotated (5a) on **Plan 6f**) and (ii) the western section of Hoi Bun Road leading to the proposed elevated walkway by CEDD across the slip road of Kwun Tong Bypass (annotated (5b) on **Plan 6f**).
- 4.21 The aforesaid pedestrian connections would be open to the public with provision of barrier-free access as far as practicable.

Visual and Landscape Impacts

Visual Impact

- 4.22 A Visual Impact Assessment (VIA) (**Attachment Vb**) was conducted to assess the visual impact of the proposed development. As illustrated in the photomontages (**Plans 6n to 6p**), the proposed BHs of 120-150mPD and massing of the proposed development are similar with the adjacent commercial buildings (such as Enterprise Square III, V and Manhattan Place) and remain generally in line with the existing BH profile. It is thus considered that the proposed development will not result in significant transformation of the existing visual character. With proposed stepped BH profile as well as provision of visual corridors and public open spaces at ground and elevated levels with amenity planting (**Plans 6c and 6d**), the proposed development is considered to be visually acceptable with the surrounding urban context from the public viewers. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the proposed rezoning from visual impact perspective.

Landscape Aspect, Provision of Open Spaces and Tree Preservation

- 4.23 According to the Landscape Master Plan (LMP) (**Plan 6e**), multi-level open spaces with greening and landscape features within the proposed developments of KBAA are provided. POSPDs with total area of 21,400m² are proposed in Lots 2, 3 and 4 as stated in paragraphs 4.3(a), (c) and (d) above. The POSPDs are proposed to be open to the public. Rooftop greening is proposed on the commercial buildings in Lots 2 and 4. CTP/UD&L, PlanD has no adverse comment on the proposed rezoning from landscape planning perspective.
- 4.24 To ensure design coherence, the design of the POSPDs would be vetted by a design review panel during the submission of the LMP under future lease, which is similar to the arrangement adopted for some other land sale sites in KE area, including Kwun Tong Action Area.
- 4.25 According to the Tree Survey and Tree Preservation Proposal (**Attachment Vc**), 17 tree groups with about 500 trees consisting of 30 identified tree species were found in KBAA. No registered Old and Valuable Trees were recorded during the tree survey. Some of the trees would be retained in-situ at the proposed-at-grade POSPDs and amenity area/setback areas in Lots 2 and 4. Two tree groups will be affected by the proposed development at Lot 2 and the proposed footbridge along Sheung Yee Road connecting to Lot 2. To compensate the affected trees, around 200 new trees^[16] would be planted at street and/or podium levels within the study boundary of KBAA Study as far as possible. Each development lot in KBAA requires its own tree preservation proposal, which would be conducted separately during the detailed design stage.

Air Ventilation Aspect

^[16] The ratio of the total Diameter at Breast Height of compensation trees to that of the felled trees is equal or more than 1:1.

- 4.26 An Air Ventilation Assessment – Initial Study (AVA-IS) by Computational Fluid Dynamics modelling (**Attachment Vd**) was conducted to assess the air ventilation performance of the proposed commercial development at KBAA. The annual prevailing wind directions identified for the site are mainly from E and ENE directions, while in summer, prevailing winds are mainly coming from SW and E directions. With incorporation of good design measures (**Plans 6b** and **6d**) (including provision of at-grade open spaces, NBAs, building setbacks and amenity area), the proposed development would maintain an overall comparable wind performance to that of the OZP-compliant scheme^[17] under both annual and summer conditions. CTP/UD&L, PlanD has no adverse comment on the proposed zoning amendments from air ventilation perspective.

Environmental Aspect

- 4.27 The Environmental Assessment (EA) (**Attachment Ve**) has assessed the environmental impacts arising from the proposed development on air quality, noise, water quality, sewerage, waste management and land contamination. EA concludes that no insurmountable environmental impact is anticipated with the implementation of mitigation measures. The Director of Environmental Protection (DEP) has no adverse comment on the technical assessment and the proposed rezoning.

Other Technical Aspects

- 4.28 Other technical assessments, namely Drainage Impact Assessment (DIA) (**Attachment Vf**), Sewerage Impact Assessment (SIA) (**Attachment Vg**) and Water Supply Impact Assessment (WSIA) (**Attachment Vh**) were conducted for the KBAA development. It was concluded that the proposed development would not result in any adverse impacts on infrastructural capacities in the area. Concerned government departments including EPD, Drainage Services Department (DSD) and WSD have no adverse comment on the technical assessments and the proposed rezoning.

Amendment Item B – Rezoning for Proposed Public Housing Development at YOFE (total area of about 1.5ha) (Plans 1 to 4, 5b and 7a to 7k)

The Site and its Surroundings

- 4.29 The YOFE site, with a gross site area of about 1.5 ha, is bounded by Wang Yuen Street to its north, Wai Yip Street to its east, Sheung Yee Road to its south and Wang Mau Street to its west. The site comprises of two existing blocks of YOFE currently zoned “OU(B)” on the OZP subject to a maximum PR of 12 and a BHR of 120mPD, as well as a section of Wang Hoi Road between the two blocks shown as ‘Road’ on the OZP (**Plans 1, 4, and 5b**).
- 4.30 YOFE was built in 1980 under a vesting order managed by HKHA. The existing two 10-storey blocks with a BH of about 40mPD have a total internal floor area (IFA) for

^[17] Assuming that the developments in KBAA are subject to the BH restrictions on the extant OZP (i.e. 40mPD for Lots 1, 2 and 4, 120mPD for Lot 5 and 100mPD for Lot 6).

industrial use of about 36,400m² (equivalent to a GFA of about 48,500m² ^[18]) and a total of 1,392 factory rental units. As advised by HKHA, the overall occupancy rate for YOFE is about 87.8% as of November 2021. According to the Reference Trade List in HKHA Factory Building, there are 12 generic groups to define the light industries which factory units can accommodate. For YOFE, around 72% of the tenancies involves manufacturing and repairing of equipment, machinery, electrical appliances, lamps/lights, upholstered furniture, fabricated metal products and casting of metals, products of wood, rattan bamboo, paper, cork, straw, lacquer-wares and plaiting materials.

- 4.31 The YOFE site is located adjacent to a major residential development (i.e. Telford Gardens) to its northeast across Wai Yip Street which is zoned “OU(Mass Transit Railway Depot with Commercial and Residential Development Above)” subject to BHRs of 22mPD, 60mPD and 100mPD. Besides, the site is located at the southeastern corner of KBBA mainly with commercial/office uses located in its immediate surroundings, and opposite to the proposed commercial development at KBAA to the south. The surrounding context of YOFE is similar to that of KBAA as stated in paragraph 4.2 above.

Rezoning Proposal

- 4.32 Having regard to the site context and the infrastructural capacity, the YOFE site is proposed to be rezoned from “OU(B)” and an area shown as ‘Road’ to “Residential (Group A)3” (“R(A)3”) (**Item B on Plans 2 to 4**) with the intention primarily for high-density residential development with provision of GIC facilities and retail uses^[19]. Four housing blocks with provision of social welfare facilities (SWFs) are proposed at the YOFE site (**Plans 7a and 7b**). A NBA of 17m wide in north-south direction within “R(A)3” zone aligned with Wang Hoi Road (**Plan 7a**) shall be provided to facilitate air ventilation, which are proposed to be stated in the ES of the OZP and the Planning Brief as appropriate. The preliminary development parameters are summarized below:

Site Area	About 1.5ha
Maximum PR	
Domestic PR	7.5
Total PR	9
Maximum BH	120mPD (38 to 39 storeys including 4 to 6 storeys of non-domestic podium)
Number of Blocks	4
Estimated Number of Units ^[a]	2,200
Estimated Population ^[a]	about 6,000

^[18] Based on a conversion factor of 1m² IFA to 1.3333m² GFA.

^[19] Subject to Housing Department (HD)’s retail study.

SWFs ^[b]	<p>GFA equivalent to not less than 5% of the total attainable domestic GFA will be reserved for the provision of SWFs including the following:</p> <ul style="list-style-type: none"> - 1 Neighbourhood Elderly Centre sub-base - 1 Residential Care Home for the Elderly cum Day Care Units - Home Care Services for Frail Elderly Persons - 1 Office Base of On-site Pre-school Rehabilitation Services - 1 Supported Hostel for Mentally Handicapped Persons - 1 Supported Hostel for Ex-mentally Ill Persons
Other Facilities ^[c]	<ul style="list-style-type: none"> - One 6-classroom kindergarten - Retail facilities (subject to HD's retail study)
Parking Facilities	Ancillary car parking spaces and loading/unloading bays to be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG)
Target Completion Year	2031

Notes:

- ^[a] Based on the indicative scheme prepared by HD and is subject to detailed planning and design. Average flat size of 50m² and persons per flat of 2.8 are assumed for the technical assessments purpose.
- ^[b] SWFs as listed above have been included for HD's assessment. The location, type and actual provision of SWFs will be subject to detailed design by HD in consultation with relevant Government departments including the Social Welfare Department (SWD). Floor space for SWFs, as required by the Government in the subject "R(A)3" zone, is proposed to be exempted from the PR calculation.
- ^[c] Subject to detailed design in consultation with relevant government department.

Land Use Compatibility

- 4.33 The proposed "R(A)3" zone at YOFE site will be subject to a maximum domestic/total PR of 7.5/9 (same as other high-density residential developments in the OZP) and BHR of 120mPD (same as the restrictions of current "OU(B)" zone on the OZP) (**Plans 2 and 3**). In terms of overall land use compatibility, the proposed public housing development with BH of 120mPD is considered not incompatible with the surrounding developments as mentioned in paragraphs 4.29 and 4.31 above, including residential and GIC developments to its northeast and east with BHRs ranging from 40 mPD to 100mPD, KBBA mainly occupied by commercial/office developments to its north and west with BHRs ranging from 120mPD to 170mPD, and the proposed

commercial development at KBAA to its south with proposed BHs from 120mPD to 150mPD.

Technical Assessments

- 4.34 HKHA has conducted various technical assessments in support of its development proposal, including Traffic Impact Assessment (TIA), AVA – Expert Evaluation (AVA-EE), Visual Appraisal (VA), SIA, EA and Waterworks Impact Assessment (WWIA). These assessments have confirmed that the proposed public housing development is technically feasible with no insurmountable technical problems. The various technical assessments, including the full report of AVA-EE and VA and the summary of TIA, SIA, WWIA and EA, are set out in the Summary of Technical Assessments at **Attachment VI** and are summarized in the ensuing paragraphs. The individual reports of relevant technical assessments, i.e. TIA, SIA, WWIA and EA, would be deposited at the meeting for Members' information.

Traffic and Transport Aspects

Traffic

- 4.35 The TIA has been conducted to assess the traffic impact arising from the proposed public housing development. The findings of the TIA are summarized in Chapter 4 of **Annex 2 of Attachment VI**.
- 4.36 With regard to the road network, critical road junctions assessment has indicated that all the assessed junctions will be operating with acceptable capacity during the design years, taking into account the traffic improvement measures proposed under other interfacing projects (e.g. KBAA). The TIA has also proposed further traffic improvement measures at J1 (Kai Cheung Road / Wang Kwong Road) and J16 (Hoi Bun Road / Cheung Yip Street)^[20] (**Plans 7e and 7f**).
- 4.37 Regarding the pedestrian assessment, it is concluded that the footpaths in the vicinity of YOFE development would be operating satisfactorily during the design year. For the proposed closure of a section of Wang Hoi Road, it is concluded that the traffic implication would be minimal and the traffic would be re-routed via Wang Mau Street and Wang Tai Road (**Plan 7g**).
- 4.38 The TIA has demonstrated that the proposed redevelopment would have manageable impact to the adjacent road network while appropriate improvement measures have been proposed as necessary. C for T has no comment on the TIA which concludes that the proposed development is acceptable from the traffic point of view.

^[20] Traffic improvement measures at J1 will be carried out by Transport Department (TD) and HyD or the future development/infrastructure projects which would have further impact on the junction reserved capacity. For those measures at J16, HD would keep liaising with EKEO regarding the implementation timing of the improvement measures for better project coordination. HD commits to review and implement necessary further junction improvement works at J16 taking into account the final design layout of junction improvement works at J16 to be implemented by CEDD. In case, there is any change of proposed junction improvement works at J16, HD would submit to TD for agreement prior to implementation.

Pedestrian Accessibility and Connections

- 4.39 Residents of future public housing development at YOFE site could travel through the proposed footbridge connections with barrier-free access to be implemented by HyD from Siu Yip Street across Wai Yip Street to the Kowloon Bay Station via Telford Plaza (annotated (2) on **Plan 6f**). They could also travel to KBAA and PTI at Lot 2 through the planned footbridge along and across Sheung Yee Road to be implemented by CEDD (annotated (3a) on **Plan 6f**).

Visual and Landscape Impacts

Visual Impact

- 4.40 A VA (**Annex 4** of **Attachment VI**) was conducted to examine the visual impact of the proposed public housing development at the YOFE site. The proposed development could be seen as a continuation of existing developments and is not incompatible with the overall built environment in the surroundings. As illustrated in the photomontages (**Plans 7h to 7j**), visual impacts caused by the proposed development are similar to those under the OZP-compliant^[21] scheme. In order to enhance the visual amenity of the proposed public development, various design measures such as façade treatment and landscaping suggested by HD would be explored in detailed design stage. Upon incorporation of appropriate design measures, the residual visual impact of the proposed development is considered acceptable. CTP/UD&L, PlanD has no adverse comment on the proposed rezoning from visual impact perspective.

Landscape Aspect and Provision of Open Spaces

- 4.41 According to the Tree Survey by HD (**Annex 1** of **Attachment VI**), 21 out of 22 existing trees identified at the site are proposed to be removed²², which will be fully compensated at compensation ratio of 1:1 by HD within the development upon completion (**Plan 7c**). The proposed development shall not impose significant landscape impact on the local neighbourhood.
- 4.42 Local open space of not less than 6,000m² would be provided at the site to serve the design population of 6,000. According to HD's conceptual landscape layout plan (**Plan 7c**), two landscape gardens abutting Wai Yip Street and Sheung Yee Road together with landscape gardens on accessible podiums are proposed. Vertical greening and greening along internal access roads and around children's play area are proposed. In view that significant adverse landscape impact arising from the development is not envisaged, CTP/UD&L, PlanD has no adverse comment to the proposed rezoning from landscape planning perspective.

Air Ventilation Aspect

^[21] Refers to the maximum PR of 12 and BHR of 120mPD in the current "OU(B)" zone.

^[22] One mature tree proposed to be retained, and the remaining 21 existing trees of common species in Hong Kong including dominant species *Aleurites moluccana* (石栗) generally in fair condition are proposed to be removed.

- 4.43 An AVA-EE (**Annex 3 of Attachment VI**) has been conducted to assess the wind performance of the proposed public housing development. NE, ENE and E winds are identified as the annual prevailing wind direction, whereas E, ESE, SW and WSW winds are identified as the summer prevailing wind direction for the site. With proposed design features (**Plan 7a**) (including (i) two minimum 15m-wide building separations along the East-West axis according to the Sustainable Building Design Guidelines, i.e. between Blocks C and D & between Blocks A and B; (ii) the building separation of 17m between Blocks A and C as well as between Blocks B and D aligned with Wang Hoi Road; (iii) 5m-wide NBA abutting the eastern side of Wang Mau Street currently stipulated on the OZP), significant adverse air ventilation impact on the surrounding wind environment is not anticipated when comparing with the OZP-compliant scheme. As such, CTP/UD&L, PlanD has no adverse comment on the proposed zoning amendment from air ventilation perspective.

Environmental Aspect

- 4.44 An EA (**Annex 2 of Attachment VI**) have been conducted to assess quantitatively the environmental impact from air quality and noise aspects arising from the proposed development and potential industrial/residential interface associated with industrial operations within the study area. DEP has no adverse comment on the EA and the proposed rezoning.
- 4.45 In terms of air quality, it is concluded that no exceedance of Air Quality Objectives for hourly Nitrogen Dioxide (NO₂), Respirable Suspended Particulates and Fine Suspended Particulates from nearby road traffic, portal and ventilation building emissions from Road T2 Tunnel and industrial emissions from identified chimneys, as well as the background concentrations at all levels of the proposed development would occur at the proposed development. The only exceedance observed is the annual NO₂ concentration below 14.5mPD. However, with reference to the building layout of the proposed scheme (i.e. all residential floors are above 14.5mPD) (**Plan 7b**), adverse air quality impact is not anticipated.
- 4.46 Regarding the noise impacts from road traffic noise, the result of the EAS has concluded that the predicted noise levels at the proposed development would comply with noise criteria as set out in HKPSG with the implementation of mitigation measures such as acoustic windows and fixed windows at affected units. For the impacts from fixed noise, the predicted noise levels at representative noise sensitive receivers would comply the noise criteria as stipulated in the HKPSG. No mitigation measures is thus required.

Other Technical Aspects

- 4.47 Other technical assessments, namely SIA and WWIA (**Annex 2 of Attachment VI**) were conducted for the YOFE redevelopment. It was concluded that the proposed development would not result in any adverse impacts on infrastructural capacities in the area. Concerned government departments including EPD, DSD and WSD have no adverse comment on the technical assessments and the proposed rezoning.

Clearance Arrangements

- 4.48 HKHA's factory estates are operated on commercial principles. The factory units are let to tenants for a fixed term of three years with no option to renew. Pursuant to the tenancy agreement, HKHA has the right to terminate the tenancies by giving three months' notice. Tenants are not legally or contractually entitled to relocation or any form of compensation. To assist tenants' removal, HKHA has announced the clearance package and related arrangements on 24.5.2021 (**Attachment VIIIc**).

5. Provision of Major GIC Facilities and Open Spaces

- 5.1 Taking into account the proposed amendments mentioned above, the planned population of the Ngau Tau Kok & Kowloon Bay Planning Scheme Area is estimated to be about 192,500 persons. As shown in the summary on existing and planned provision of major GIC facilities and open space (**Attachment VII**), the existing and planned provision of major GIC facilities and open space are generally adequate to meet the demand of the overall planned population in accordance with the requirements of the HKPSG, except the followings:

GIC Facilities

- 5.2 For the shortfall in hospital beds for the planned population, the Hospital Authority (HA) plans its services on a cluster basis. In planning and developing various public healthcare services, HA takes into account a number of factors, including the increase of service demand as a result of population growth and demographic changes, advancement of medical technology, manpower availability as well as the organisation of services of the clusters and hospitals. HA monitors the service utilisation and updates the service demand projection regularly according to the latest population projection parameters and development plan of the Government, to inform service planning. The Kowloon East Cluster (KEC) provides services for residents in Kwun Tong and Sai Kung. There are a number of hospital redevelopment projects planned in KEC. The projected service demand will be catered for in the First and Second Ten-year Hospital Development Plans. In addition, the New Acute Hospital at KTD falling under the Kowloon Central Cluster is located to the south of KBAA (**Plan 4**). It is planned for completion in ~~2024~~**2025** and will provide about 2,400 beds and associated medical and supporting facilities.
- 5.3 To address the rising demand for social welfare facilities, various types of service for children, elderly and rehabilitation are proposed at the public housing development in YOFE site as per advice from SWD with provision of not less than 5% of respective domestic GFA (see paragraph 4.32 above for details of the proposed services). According to the population-based planning standards for elderly and child care services/facilities and with the aforementioned social welfare facilities included, there will be shortfall in the provision of Child Care Centre, Community Care Services Facilities and Residential Care Homes for the Elderly. In applying the standards, SWD will consider the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to

consideration of the SWD in the planning and development process as appropriate. The Government has all along been adopting a multi-pronged approach to identify suitable sites or premises for the provision of more welfare facilities which are in acute demand. These include purchasing premises in the private property market and identifying suitable public/private (re)developments for providing welfare services.

Open Space

- 5.4 For open space provision, there is a surplus of planned district and local open space of about 23.40 ha and 16.36 ha respectively in the Ngau Tau Kok & Kowloon Bay Planning Scheme Area. The proposed KBAA development will provide additional 2.14ha open spaces (**Plans 6c** and **6d**) (including at-grade POSPDs to be zoned “O” of about 0.33ha, at-grade POSPDs within the proposed “C(1)” and “C(2)” zones of about 1.28ha, and POSPDs at podium level within the proposed “C(1)” and “C(2)” zones of about 0.53ha) to serve the local community.

6. Proposed Amendments to Matters shown on the Plan (Attachment II)

The proposed amendments to the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30 (**Plans 2** to **4**) are summarized below:

- (a) Amendment Item A1 (about 2.1ha)
Rezoning of a site bounded by Sheung Yee Road, Cheung Yip Street and Wang Chiu Road to the north of Kai Fuk Road Flyover from “OU(RTS)” and an area shown as ‘Road’ to “C(1)” with BHRs of 35mPD/120mPD (for the western portion) and 150mPD (for the eastern portion) as stipulated on the Plan.
- (b) Amendment Item A2 (about 2.9ha)
Rezoning of a site bounded by Wai Yip Street and Hoi Bun Road from “G/IC(1)”, “OU(RTS)” and areas shown as ‘Road’ to “C(2)” with BHRs of 135mPD (for the western portion) and 120mPD (for the eastern portion) as stipulated on the Plan, and addition of a symbol on the Plan to show the section of Cheung Yip Street within the site as ‘Pedestrian Precinct / Street’.
- (c) Amendment Items A3 and A4 (about 0.33ha)
Rezoning of two parcels of land at the junction of Wang Chiu Road/Hoi Bun Road and at Hung Yip Street respectively (i.e. to the immediate west and southeast of the proposed “C(2)” site) from “G/IC(1)”, “OU(B)” and areas shown as ‘Road’ to “O”.
- (d) Amendment Item A5 (about 0.34ha)
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’.
- (e) Amendment Item A6 (about 0.39ha)
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 on the Plan to show the aforesaid land together with the adjacent strip of land within an area

shown as ‘Road’ at Cheung Yip Street as ‘Pedestrian Precinct / Street’.

(f) Amendment Item B (about 1.5ha)

Rezoning of a site covering YOFE (including a section of Wang Hoi Road within the site to be closed) from “OU(B)” and an area shown as ‘Road’ to “R(A)3” with BHR of 120mPD as stipulated on the Plan^[23].

7. Proposed Amendments to the Notes of the OZP (Attachment III)

- 7.1 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration.
- 7.2 In relation to **Items A1 and A2** as mentioned in paragraphs 4.4 to 4.8 above, the Notes and the Remarks for the “C” zone is proposed to be revised with regard to the planning intention and incorporation of development restrictions (i.e. maximum GFAs for “C(1)” and “C(2)” zones as well as requirements of providing a PTI (for “C(1)” sub-zone only) and POSPDs for the “C(1)” and “C(2)” sub-zones). For **Item A2**, it is proposed to add ‘Hotel (on land designated “C(2)” only)’ use as a Column 1 use for “C” zone to facilitate hotel development at “C(2)” site. Besides, the whole section for “OU(RTS)” zone will be deleted.
- 7.3 In relation to **Item B** as mentioned in paragraph 4.32 above, the Remarks for “R(A)” zone is proposed to be revised to incorporate “R(A)3” sub-zone. In determining the maximum PR for “R(A)3” zone, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. To allow flexibility, the Notes of the “R(A)” zone will specify that ‘Public Vehicle Park (excluding container vehicle)’ use is always permitted on land designated “R(A)3”.

Technical Amendments

- 7.4 To incorporate the revised Master Schedule of Notes (MSN) agreed by the Board on 28.12.2018, the following amendments will be made to the Notes to reflect ‘Market’ as a use subsumed under ‘Shop and Services’ under the Broad Use Terms and Definitions of Terms used in Statutory Plans:
- (a) deletion of ‘Market’ from Column 1 use in the “C”, “OU(Mass Transit Railway Depot with Commercial and Residential Development Above)” and “OU(Commercial Uses with Public Transport Terminus) zones;
 - (b) deletion of ‘Market’ from Column 2 use in the “Residential (Group B)” (“R(B)”) zone; and
 - (c) revising ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ in Column 2 of the “R(A)”, “G/IC” and OU(Commercial/Residential Development with Public Car Park and Public Transport Interchange) zones.

^[23] A 5m-wide NBA from the lot boundary abutting the eastern side of Wang Mau Street is maintained on the Plan.

8. Revision to the ES of the OZP (Attachment IV)

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/K13/31.

10. Consultation

Consultation with KTDC on 9.9.2021

- 10.1 EKEO, HD and PlanD consulted the Kwun Tong District Council (KTDC) on 9.9.2021 on the RODP of the KBAA, YOFE redevelopment and the corresponding proposed amendments to the OZP respectively (see extract of meeting minutes at **Attachment VIIa**). The main concerns of KTDC Members are set out in the letter from the Secretariat of KTDC to the Board on 6.10.2021 at **Attachment VIIb** and PlanD’s reply consolidated with inputs from EKEO and HD on 5.11.2021 is at **Attachment VIIc**. Major comments of KTDC are summarized as follows:

- (a) additional traffic and pedestrian flow arising from these two projects would create much pressure on the already congested local road network and pedestrian passageway (e.g. at Telford Gardens (**Plan 3**));
- (b) some of the proposed footbridges are to be constructed and managed by private developers, which may not tie in with the population intake of the public housing development at the YOFE site and the working population at KBAA;
- (c) Lot 3 dedicated to ACC uses shall be managed by the Government, instead of private developer(s) or non-government organization(s). Some Members opposed to rezone Lot 3 to “C” zone and requested to rezone the lot to “G/IC”;
- (d) adequate car parking facilities (such as underground carpark, smart parking facilities and overnight parking of goods vehicles and coaches) shall be provided within KBAA to address the illegal parking problem;
- (e) adequate provision of retail, SWFs (including child care facilities) and transport facilities should be provided in YOFE and/or KBAA development to serve the existing and future residents in the area; and
- (f) comprehensive compensation arrangement for the affected YOFE tenants shall be provided.

Responses from the Relevant Government Departments

Traffic and Pedestrian Connectivity Aspects

- 10.2 As mentioned in paragraphs 4.14 and 4.35 above, the proposed developments at KBAA and YOFE will not create adverse traffic impact on the existing road network/junctions after implementation of road and junction improvement works. EKEO has commissioned CEDD and HyD to implement the proposed improvement works targeting for completion prior to the operation of KBAA development. Besides as mentioned in paragraphs 4.19, 4.20 and 4.39 above, comprehensive pedestrian connections such as the proposed footbridge across Wai Yip Street and pedestrianised Cheung Yip Street are proposed to connect KBAA and YOFE site to various locations including Kowloon Bay and Ngau Tau Kok MTR Stations, harbourfront promenade, hospital cluster and other developments in KTD. Regarding the implementation of the planned footbridges by private developers, the developers will be required under lease conditions to construct the footbridges within a specified timeframe.

Management of ACC Uses at Lot 3

- 10.3 The KBAA Study recommends that the proposed ACC uses in Lot 3 be constructed, managed and maintained by developer of Lot 4 with a view to creating synergy between the ACC uses and the adjacent commercial developments to form vibrant public space. Prospective developers are required to follow “Public Open Space in Private Developments Design and Management Guidelines” promulgated by DEVB to manage the proposed POSPDs including the ACC uses. For the management and maintenance of the proposed POSPDs/ACC uses, agreement can be made between the Government and the prospective developers so that the developers can be required to follow relevant management and maintenance requirements of the Government. Notwithstanding this, EKEO will further consider the management modes for the proposed ACC uses in Lot 3 at a later stage taking into account public comments.

Car Parking Provision in KBAA

- 10.4 Adequate car parking facilities for different kinds of vehicles have already been proposed in KBAA, and some of the L/UL spaces can be used for parking at nighttime. Provision of smart parking by future developers of the KBAA development is considered feasible and would be encouraged.

Clearance Package and Related Arrangement for Affected Tenants in YOFE

- 10.5 As mentioned in paragraph 4.48 above, HKHA has announced the clearance package and related arrangements on 24.5.2021 to assist affected tenants’ removal (details at **Attachment VIIIc**).

Provision of SWFs

- 10.6 While provision of SWFs has not been specified in the proposed development in KBAA, flexibility has been allowed for providing SWFs in the development which will be always permitted under the proposed “C(1)” and “C(2)” zones on the OZP.

Noting the comments from KTDC members, EKEO will liaise with SWD on providing suitable SWFs such as child care service at KBAA before finalisation of the land sale documents.

- 10.7 As stated in paragraph 4.32 above, a number of SWFs have been proposed in the public housing development at YOFE site. HKHA will discuss with relevant departments at appropriate time to study the possibility of providing more SWFs.

Provision of Retail Facilities in YOFE

- 10.8 In planning the retail facilities of new public housing developments, HKHA will consider various factors such as development scale, availability of retail facilities in the vicinity, and the operational and financial viability of providing retail facilities. While various kinds of retail and catering facilities are available around YOFE site, noting the concerns of the KTDC members, HKHA will study the feasibility of providing appropriate scale of retail facilities in YOFE site at the detailed design stage.

Consultation with the Task Force on 28.9.2021

- 10.9 EKEO and PlanD jointly consulted the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission (the Task Force) on 28.9.2021 on the said RODP and the proposed amendments to the OZP. Major comments of the Task Force are summarized below:
- (a) the proposed pedestrian connections from the hinterland to the harbourfront via KBAA (in particular from the pedestrianised Cheung Yip Street (North) across Kwun Tong Bypass to Cheung Yip Street (South)) is not clearly presented and shown on plan. The KBAA development should facilitate the provision of convenient pedestrian connection. Wider elevated linkages between Lots 2 and 4 such as landscape deck, instead of narrow footbridge are suggested;
 - (b) some members suggested integrating the basement car parks of all Lots in KBAA for providing more parking spaces;
 - (c) some members concerned whether the provision of automatic refuse collection system (ARCS) would be a mandatory requirement for the commercial sites of KBAA;
 - (d) more design details of the proposed PTI should be provided, and the street frontage of PTI should allow spaces for shops; and
 - (e) smart parking system should be promoted in KBAA.

Responses from EKEO

- 10.10 As mentioned in paragraphs 4.19 and 4.20 above, a number of the proposed multi-level pedestrian connections from the hinterland to the harbourfront via KBAA will be provided. With the proposed footbridges to be implemented by CEDD, HyD and the future developers, the connection from Kowloon Bay MTR Station to the harbourfront could be enhanced.

- 10.11 Regarding the suggestion of an integrated basement carpark at KBAA, flexibility has been allowed for Lot 4 to provide an integrated carpark as underground development beneath the southern portion of pedestrianised Cheung Yip Street. In addition, underground connections between basement carpark at Lots 2 and 4 would be allowed to facilitate vehicles entering/exiting KBAA via separate accesses at Wang Chiu Road and Hoi Bun Road. Also, smart parking system would be encouraged in the commercial sites of KBAA.
- 10.12 Subject to the result of EPD's feasibility study, the proposed ORRC at Lot 1 could include upcycling facilities and community education facilities. Also, provision of ARCS would be a mandatory requirement for the commercial sites of KBAA.
- 10.13 The proposed PTI (or green transport hub) at Lot 2 will be subject to detailed design at a later stage. It will be designed, constructed, managed and maintained by the said developer following the design requirements stipulated in a Technical Schedule to be prepared by the Government. Besides, the street frontage of the proposed PTI has been optimized, and flexibility has been allowed to provide shops along the frontage of the proposed development at Lot 2 facing Sheung Yee Road and the POSPD at Lot 3. Also, as mentioned in footnote [6] above, the proposed PTI would adopt an open design with openings generally aligned with Wang Tai Road to facilitate wind penetration from the southwest to KBAA and Wang Tai Road.

Departmental Consultation

- 10.14 The proposed amendments have been circulated to the relevant Government B/Ds for comments. All of them have no objection to/no adverse comments on the proposed amendments, and their comments have been incorporated in the above paragraphs, where appropriate:
- (a) Secretary for Development;
 - (b) Principal Assistant Secretary (Harbour), DEVB;
 - (c) Head of EKEO, DEVB;
 - (d) Executive Secretary (Antiquities and Monuments), DEVB;
 - (e) Secretary for Education;
 - (f) Secretary for Food and Health;
 - (g) Director of Housing;
 - (h) District Lands Officer/Kowloon East, Lands Department (LandsD);
 - (i) Chief Estate Surveyor/Land Supply, LandsD;
 - (j) DEP;
 - (k) Chief Engineer/Mainland South, DSD;
 - (l) Chief Engineer/Construction, WSD;
 - (m) C for T;
 - (n) Chief Highway Engineer/Kowloon, HyD;
 - (o) Director of Health;
 - (p) Director of Social Welfare;
 - (q) Commissioner for Tourism;
 - (r) Commissioner of Police;
 - (s) Chief Architect/Central Management Division 2, Architectural Services Department;
 - (t) Chief Building Surveyor/Kowloon, Buildings Department;

- (u) Director of Fire Services;
- (v) Director of Marine;
- (w) Director of Agriculture, Fisheries and Conservation;
- (x) Director of Electrical and Mechanical Services;
- (y) Director of Food and Environmental Hygiene;
- (z) Director of Leisure and Cultural Services;
- (aa) District Officer/Kwun Tong, Home Affairs Department;
- (bb) Government Property Administrator;
- (cc) Project Manager/East, CEDD; and
- (dd) CTP/UD&L, PlanD.

Public Consultation

- 10.15 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/K13/31 upon exhibition) and its Notes will be exhibited for public inspection under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month exhibition period. The KTDC will be informed on the proposed amendments during the statutory exhibition period of the draft OZP.

11. Decision Sought

Members are invited 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** (to be renumbered to S/K13/31 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** 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.

12. Attachments

Attachment I	Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/30 (reduced to A3 size)
Attachment II	Draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30A (reduced to A3 size)
Attachment III	Revised Notes of the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30A
Attachment IV	Revised ES of the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30A
Attachment Va	KBAA – TTIA
Attachment Vb	KBAA – VIA
Attachment Vc	KBAA – Tree Survey and Tree Preservation Proposal

Attachment Vd	KBAA – AVA-IS
Attachment Ve	KBAA – EA
Attachment Vf	KBAA – DIA
Attachment Vg	KBAA – SIA
Attachment Vh	KBAA – WSIA
Attachment VI	YOFE – Summary of Assessments - Annex 1: Landscape Treatments and Tree Preservation - Annex 2: Summary of TIA, SIA, WWIA and EA - Annex 3: AVA-EE - Annex 4: VA
Attachment VII	Provision of Major Community Facilities and Open Space in the Ngau Tau Kok and Kowloon Bay Planning Scheme Area
Attachment VIIIa	Extract of Minutes of the KTDC Meeting held on 9.9.2021
Attachment VIIIb	Letter from the KTDC Secretariat to Town Planning Board Secretariat dated 6.10.2021
Attachment VIIIc	Administration’s Reply to the KTDC Secretariat dated 5.11.2021
Plan 1	Location Plan
Plans 2 and 3	Comparison of Existing and Proposed Zonings on the OZP
Plan 3	Site Plan
Plan 4	Aerial Photo
Plans 5a and 5b	Site Photos
Plan 6a	KBAA – Location Plan
Plan 6b	KBAA – RODP
Plan 6c	KBAA – Perspective of Indicative Massing
Plan 6d	KBAA – Master Urban Design Plan
Plan 6e	KBAA – Landscape Master Plan
Plan 6f	KBAA – Pedestrian Network Plan
Plans 6g to 6m	KBAA – Proposed Junction Improvements Plans
Plans 6n to 6p	KBAA – Photomontages
Plan 7a	YOFE – Indicative Layout Plan
Plan 7b	YOFE – Indicative Section Plan
Plan 7c	YOFE – Landscape Plan
Plan 7d	YOFE – Landscape Section Plan
Plans 7e and 7f	YOFE – Proposed Junction Improvements Plans
Plan 7g	YOFE – Proposed Re-routing Plan
Plans 7h to 7k	YOFE – Photomontages

**PLANNING DEPARTMENT
DECEMBER 2021**