Agreement No. CE 4/2014(TP)

Planning and Engineering Study for the Development at **Kowloon Bay Action Area of Kowloon East** – FEASIBILITY STUDY Executive Summary (ES)



Energizing Kowloon East Office, Development Bureau

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Final | June 2023

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied

upon by any third party and no responsibility is undertaken to any third party.

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Acronym

ACC	Arts, Cultural and Creative
AOI	Area of Influence
ARCS	Automatic Refuse Collection System
CBD	Core Business District
CMP	Conceptual Master Plan
DevB	Development Bureau
EFLS	Environmentally Friendly Linkage System
EKEO	Energizing Kowloon East Office
EPD	Environmental Protection Department
GFA	Gross Floor Area
GTH	Green Transport Hub
HKPF	Hong Kong Police Force
HKPSG	Hong Kong Planning Standards and Guidelines
HyD KBAA	Highways Department
KBBA	Kowloon Bay Action Area
KE	Kowloon Bay Business Area
KTBA	Kowloon East
KBBA Study	Kwun Tong Business Area
·	KBBA Pedestrian Environment Improvement
	Feasibility Study
KTD	Kai Tak Development
LandsD	Lands Department
NBA	Non-Building Area
NENT	North East New Territories
NKIL	New Kowloon Inland Lot
NSRs	Noise Sensitive Receivers
ORRC	Organic Resources Recovery Centre
OZP	Outline Zoning Plan
P/S	Pumping Station
PNAP	Practice Notes for Authorised Persons
PODP	Preliminary Outline Development Plan
POSPDs	Public Open Space in Private Developments
PVEDC	Police Vehicle Examination and Detention Centre
QRA	Quantitative Risk Assessment
RODP	Recommended Outline Development Plan
SBDG	Sustainable Building Design Guideline
TD	Transport Department
Tech	Technology
VECs	Vehicle Examination Centres

Introduction

1.1 Study Background

- 1.1.1 In the 2011-12 Policy Address, the Chief Executive (CE) announced that the Government would adopt a visionary, coordinated and integrated approach to expedite the transformation of Kowloon East (KE) into an attractive, alternative core business district (CBD) to support Hong Kong's economic development. Energizing Kowloon East Office (EKEO) was therefore set up in the Development Bureau (DevB) to undertake initiatives of land use review, urban design, improved connectivity and the associated infrastructure.
- 1.1.2 The initial proposals for Energizing Kowloon East were formulated under the CBD2 strategy, with a main focus on enhancing Connectivity, Branding, Design and Diversity. These proposals were consolidated on the Conceptual Master Plan (CMP) version 2.0 issued on 7 June 2012, and further refinement of the CMP was promulgated in January 2015 (version 4.0) taking on board suggestions during the ongoing public engagement process and new opportunities identified. The latest CMP 6.0 was promulgated in January 2022, focusing on enhancing Connectivity, Walkability and Mobility; developing a Smart, Green and Resilient CBD; ensuring Sustainable Growth; and promoting the Spirit of Creation.
- 1.1.3 One of the key tasks of EKEO is to proactively review the development and design options of undeveloped/under-developed Government sites under the CBD2 strategy. Releasing the development potential of Kowloon Bay Action Area (KBAA), which is at the core area of KE, for mixed development which will bring great vibrancy to the region. The Planning and Engineering Study for the Development at Kowloon Bay Action Area of Kowloon East – Feasibility Study (the Study) was therefore commissioned to review, investigate, and formulate feasible development options and implementation strategies to optimise the development potential of KBAA in terms of its strategic setting, constraints and opportunities.
- 1.1.4 EKEO, DevB of the HKSARG commissioned Ove Arup and Partners Hong Kong Limited (Arup) on 1 August 2014 to undertake the Study to investigate the planning and engineering feasibility for redevelopment of the Study Area.

1.2 Study Area and Area of Influence

1.2.1 The Study Area covers the Government sites in KBAA including the area previously occupied by Transport Department (TD)'s two Vehicle Examination Centres (VECs), which were demolished in April 2022¹, Environmental Protection Department (EPD)'s waste recycling centre², Highways Department (HyD)'s maintenance depot, Hong Kong Police

¹ The two VECs have been relocated to Sai Tso Wan Road, Tsing Yi.

² The waste recycling centre was demolished in Q1 2021.

Force (HKPF)'s Kowloon Bay Police Vehicle Detention and Examination Centre (PVDEC) and the roads, pedestrian walkways, sitting-out area and amenity areas in between. The area is mainly bounded by Sheung Yee Road in the North, Wai Yip Street in the East and the edge of Kwun Tong Bypass and the adjoining amenity areas in the West and South next to KTD. It has an area of about 17 ha including the areas of roads, pedestrian walkways, sitting-out area and amenity areas (**Figure 1** refers).

- 1.2.2 The Study Area was, at the beginning of the Study, mainly zoned as "Government, Institution or Community (1)" ("G/IC(1)"), "Other Specified Uses" annotated "Refuse Transfer Station" ("OU(Refuse Transfer Station)"), "OU(Business)" and areas shown as "Road" on the Approved Ngau Tau Kok & Kowloon Bay OZP No. S/K13/30 with a narrow strip of land falling within the Approved Kai Tak OZP No. S/K22/6.
- 1.2.3 The Study Area is divided into six development sites, namely Lots 1 to 6 (Figure 1). The Kai Fuk Road Flyover (Lot 3) bisects KBAA into the northern and southern portions. The northern cluster consists of the highway maintenance depot (part of area underneath the Flyover at Lot 3), a police vehicle detention and examination centre (Lot 1) and the former waste recycling centre (Lot 2), whereas the southern cluster were occupied by two former VECs (Lot 4). Within KBAA, two lots zoned "OU(Business)", namely the New Kowloon Inland Lots (NKILs) 6512 (Lot 6) and 6313 (Lot 5) were sold in January and May 2015; and the respective commercial developments were completed in 2019.
- 1.2.4 In accordance with Clause 4.2 of the Study Brief, apart from the Study Area, the Study will also examine the Area of Influence (AOI) and the wider context (**Figure 2**) in reviewing the development potential of the Study Area. The boundary of the AOI is defined based on the Appendix A of the Study Brief, and is with a radius of 1 km from the centre of the KBAA. Subject to the individual technical aspects, there may be different boundaries and areas for assessment depending on their respective requirements and considerations.

1.3 Study Objectives and Study Process

- 1.3.1 The overall objective of the Study is to formulate a land use development scheme in the form of a Recommended Outline Development Plan (RODP) to create KBAA as an integrated and multifunctional commercial hub in KE. A balanced mixed land use development including office, hotel, retail, urban farming/ food workshop, arts, cultural and creative uses should be explored. With regard to the aspiration for optimizing the development potential of KBAA, optimum schemes with higher achievable gross floor area (GFA) should be investigated.
- 1.3.2 The Study has undergone three phases: the inception phase, the options formulation phase and the preferred development scheme finalization phase. Responding to the timeline of the detailed feasibility study (DFS) of the Environmentally Friendly Linkage System (EFLS), three EFLS scenarios were postulated: (1) rail-based EFLS Scenario (Elevated Green Transport Mode); (2) rail-based EFLS Scenario (Possible At-

Grade Green Transport Mode); and (3) without rail-based EFLS Scenario. The first scenario was featured in the layout design and technical assessments during formulation of the Preliminary Outline Development Plan (PODP).

Having regard to the uncertainty of the recommendation of the DFS at 1.3.3 that time, a Revised RODP without rail-based EFLS and depot was formulated while maintaining the overall GFA unchanged and achieving PR11 at Lots 2 and 4. After further consideration by the Committee on Planning and Land Development (CPLD) in 2020, the Revised RODP under without rail-based EFLS scenario was further amended to achieve PR12 for Lots 2 and 4 in view of optimizing the prevailing development potential on a with the par development intensity in the "OU(B)" zone at KBBA. The Final RODP under without rail-based EFLS with PR12 was put forth for public consultation in 2021.

2 **Guiding Principles**

2.1 A set of guiding principles have been formulated based on the key issues, constraints and opportunities, as well as findings of the Baseline Review. These guiding principles have been used as overarching principles for the formulation of the PODP and RODP.

Meeting Territorial Needs

2.1.1 The proposed development should serve not only the needs of the local district but also the territorial needs. Apart from providing Grade A office space, opportunities for accommodating various socioeconomic needs of the wider society should be explored. Moreover, the proposed development should encourage diversification so as to create a sustainable and prosperous economy in the future.

Fostering the Transformation of Kowloon East into another CBD

2.1.2 The proposed development should focus on fostering and simulating the transformation of KE by providing the Study Area a facelift and adding diversity and value to it to create a premium commercial district that sustains Hong Kong's economic development.

Making Efficient Use of Land Resources

2.1.3 The proposed development should make more efficient use of the land resources in the Study Area by proposing new land uses and unleashing the development potential. Moreover, underground space should also be fully utilised to avoid undesirable uses such as car park, loading/unloading taking up prime at grade floor space at-grade or on podium levels.

Capturing the Unique Locational and Site-specific Advantages

2.1.4 The existing communities and new planning initiatives together in KE presented a unique set of locational advantages for the Study Area. Furthermore, the relatively large plot size of the sites within the Study Area is not common in the urban area, giving them the potential to house facilities which require a larger and flexible floor plate.

Generating Benefits to the Neighbouring Communities

2.1.5 The proposed development should capture the opportunity for not only fostering the transformation of KE, but also generating benefits to neighbouring communities, contributing to the local economy and bringing social benefits.

Creating Employment Opportunities

2.1.6 The proposed development should also address territorial needs; hence an important objective is to create employment opportunities and achieve home-job balance.

Creating Diversity

2.1.7 Commercial districts often turn into a dead zone during night-time, weekends and holidays due to the lack of activities. This may inevitably reduce the sense of security in the area and present an inefficient use of

land resources from a temporal perspective. Hence, the proposed development should encourage a diversity of uses so as to fully utilise the land resources and inject vitality into the area outside normal working hours.

Delivering Robustness and Flexibility

2.1.8 Given the uncertainties in an increasingly volatile economy, the proposed development should be flexible and adaptive to the changing circumstances and should be able to adopt a phased development approach and be resilient to abrupt changes in the implementation schedule.

Creating a Smart and Green CBD

2.1.9 Adhering to the 2015 Policy Address which announced to use KE as a pilot area to explore the feasibility of developing a smart city, the proposed development should encourage the application of smart technologies and green lifestyle in the pursuit of sustainability.

Integration with Surrounding Urban Context

2.1.10 The appreciation of site context is the key to good planning and urban design. Consideration should be made in respect of the existing urban fabrics, so that the proposed development will be compatible and integrated with the surrounding built environment.

Respect the Surrounding Context

2.1.11 The proposed development should consider the key visual and landscape resources in the wider context. Making reference to HKPSG, the design of new buildings should respect the ridgeline, where a maximum building height is adopted with permitted views to the '20% Building Free Zone' along the ridgeline.

Creating Quality Public Realm

2.1.12 The public realm should not be used purely for movement and circulation, but as a platform for branding, interaction and enjoyment. Quality design for the public realm is therefore of significant importance. Appropriate measures should be considered to enhance the accessibility, openness, attractiveness, vibrancy and legibility of the public space. They should be of human scale so as to create welcoming public spaces where people can easily orientate and will frequently visit and enjoy.

Achieving Place-Making

2.1.13 Given the Study Area is currently a congregate of lots without a clear identity, the proposed development should give identity and character to the area, making it a landmark in KE and in the wider context.

Enhancing Pedestrian Connectivity

2.1.14 It is crucial to consider the external connectivity between the Study Area and the surroundings. The proposed development should be a key pedestrian connection hub providing sufficient, direct and convenient access within the Study Area as well as between the Study Area and the adjacent developments.

Satisfactory Traffic Performance

2.1.15 Developments at the Study Area should take the opportunity to rectify the flows of vehicular traffic. The heart of the Study Area should be regarded as "pedestrian-friendly", primarily providing an environment that is pedestrian-oriented and minimizing vehicular use. Access points for heavy and private vehicles are located at the periphery of the development, and vehicles will be directed to the basement for loading/unloading and parking. Careful consideration must also be given to minimize the adverse impacts on the area's current traffic arrangement by proposing uses that will not overtax the peak hour traffic.

Ensuring Implementability

2.1.16 In formulating the development scheme options, due consideration should be given to its implementability. It is vital to examine whether the proposed uses will be sustainable in operation, management and maintenance and whether it will involve significant institutional efforts for its successful implementation.

3 Recommended Outline Development Plan

- 3.1.1 Based on the guiding principles and taking into consideration the comments received from the public consultation and value management workshop, major findings of various technical assessments, and the comments from relevant bureaux/ departments, the proposed development parameters and layout of the PODP have been refined in formulating the RODP.
- 3.1.2 Having regard to the uncertainty of the recommendation of the DFS during the course of the Study, the RODP without rail-based EFLS and depot was then formulated while maintaining the overall GFA unchanged and achieving PR11 at Lots 2 and 4. After further consideration by the CPLD in 2020 and the recommendation of "Multi-modal" EFLS in January 2021, the RODP was further revised to achieve PR12 at Lots 2 and 4 (Final RODP) to optimize the development potential on a par with the prevailing development intensity in the "OU(B)" zone at KBBA. The Final RODP without rail-based EFLS with PR12 was then put forth for public consultation in 2021.
- 3.1.3 The proposed development parameters for the Final RODP are summarized in **Table 3.1**. The plan is shown in **Figure 3**.

Lot	Gross Site Area * (m ²) (about)	Net Site Area (m ²) (about)	GFA (m ²) (about)	Plot Ratio (about)	BH (mPD)
1	9,500	9,500	Subject to further Technical Feasibility Study	N/A	To be determined
2	24,140	17,000	204,600 [#] Office: 144,470 Retail/F&B/Entertainment: 55,130 Green Transport Hub: 5,000	12.0	35, 120 & 150
3	8,400	8,400	400 ACC: 400	N/A	9
4	25,020	16,750	201,000 Office: 130,510 Hotel: 14,880 Retail/F&B/Entertainment: 55,610	12.0	120 & 135
5	3,800	3,800	45,540 (Existing) Office: 42,000 Retail/F&B/Entertainment: 3,540	12.0	120
6	6,800	6,800	82,040 (Existing) Office: 74,100 Retail/F&B/Entertainment: 7,940	12.0	100
Total (excluding Lots 1 & 3)		44,350	533,180	N/A	-
TOTAL (excluding Lot 1)		52,750	533,580	N/A	-

 Table 3.1 Key Development Parameters on Individual Lots of Final RODP

Notes:

*Site areas are subject to detailed site survey. Gross Site Area includes POSPDs, amenity area and the pedestrianized area, which are not GFA accountable. Basement carpark will make use of the gross site area (excluding the POSPDs at Lot 4), including the section of pedestrianized area between the two portions of Lot 4. 100% GFA concession is assumed for the basement carparks.

Upon request by SWD, 500m² in Lot 2 has been reserved to accommodate a facility for home care services for frail elderly persons, which will be disregarded from GFA calculation.

4 Urban and Landscape Design

4.1 Urban Design Concepts

4.1.1 The Study Area is located at the fringe between the Kowloon Bay and Ngau Tau Kok areas and at the intersection between major roads from both areas. Its central location within the wider KE context provides access to many new developments in its vicinity as well as potential connectivity towards the Kwun Tong Promenade. To optimize the development potential of the site, the following urban design concepts are formulated to guide the formulation of RODP.

Pedestrian Oasis

- 4.1.2 The Study Area comprises 6 development sites and public spaces, and various lots within the Study Area are bisected by roads. The scope for designing the central area for pedestrian activity which is crucial for a continuous and enjoyable walking environment shall be explored.
- 4.1.3 Taking into account the existing roads surrounding the sites, additional connections are proposed in the form of elevated pedestrian bridges to connect the Study Area not only to the surrounding MTR Stations in Kowloon Bay and Ngau Tau Kok, but also to the Kwun Tong Promenade and the new developments in the Kai Tak South Apron.
- 4.1.4 An area of about 5,000m² for provision of public transport facilities is reserved on the ground floor of Lot 2, which has been well-considered and placed along main pedestrian flows. Integration of facilities in the pedestrian network within and surrounding the Lot will need to adhere to universal accessibility standards.

Creative Heart

- 4.1.5 At the centre of KBAA, located in between various proposed commercial and retail activities in Lot 2 and Lot 4 are a variety of ACC uses under Kai Fuk Road Flyover in Lot 3. The facilities are flanked by wide pedestrian routes and two large POSPDs to its north and south at Lot 2 and the western portion of Lot 4.
- 4.1.6 The combination of retail activities from the surrounding developments, ACC uses under Kai Fuk Road Flyover, as well as ample space for pedestrians for leisure and small-scale events, creates a vibrant node at the centre of the KBAA.

Adaptive Building

- 4.1.7 The Study Area is located at the fringe of the urban network of Kowloon Bay and the network of streets and spaces along the Kwun Tong Waterfront. In order to minimize disruption to this visual linkage, the building mass is positioned to avoid disrupting visual continuity. The positioning of the building mass following the existing urban contexts, will benefit air ventilation and allow the positioning of various public open spaces at key locations.
- 4.1.8 Taking into account the existing building heights surrounding the Study Area as well as the protection of the 20% building-free zone of the

ridgeline of Kowloon Bay, the maximum building height in Lot 2 is proposed to be 150mPD, slightly lower than the existing building height of the adjacent developments on the northern side of Sheung Yee Road, and the building heights on Lot 4 are proposed to step down from 135mPD to 120mPD towards the south of the Study Area.

4.1.9 Apart from the building disposition, the built form should be designed to maximise the efficiency of the floor plate for Grade A office use while taking into account the maximum permissible site coverage. For instance, in Hong Kong and other East Asia office developments, the floor plates range from approximately 2,100m² to 2,800m², with the ICC development establishing a new range between 2,900m² and 3,600m² due to its exceptional height. However, an optimised floor plate would also be limited by an efficient lease span (i.e. the distance from the building core to the external wall) where the most common lease span for office towers in Hong Kong is approximately 12m to 13m between central service core and facade. This limits the floor plate of commercial uses in towers to less than 3,000m². When formulating the indicative scheme under the Final RODP, floor plates with areas ranging from 2,150m² to 3,000m² have been adopted.

Sustainable and Green Multi-level Open Space Network

- 4.1.10 The Study Area is characterized by a variety of public spaces at different levels. In Lot 2, a sizable at-grade POSPD immediately adjacent to the pedestrianized Cheung Yip Street would provide access and visibility to the ACC uses in Lot 3 and the building clusters in Lot 4. In Lot 4, two at-grade POSPDs are proposed at the western edge of Lot 4 (western portion) and between Lot 4 (eastern portion) and Lot 6. These two open spaces would provide pocket green space at both sides of Lot 4 for pedestrian circulation while providing visual buffer to the adjacent developments and major roads.
- 4.1.11 Elevated open spaces are proposed at the podiums in Lot 2 and Lot 4. Taking into account the surrounding developments, the open spaces are to provide an optimal distribution of space between the tower developments, minimizing the wall effect of adjacent towers and providing a decent walking environment for pedestrians at the podium level.

Public Realm

4.1.12 Unlike other urban areas where open space functions primarily as leisure space and gathering point, it is likely that any open space in this compact district would also facilitate pedestrian movement to and from other destinations. Therefore, it is important, through urban design interventions, to create a multi-functional public realm by interweaving the open space with pedestrian routes (particularly the commonly used elevated walkways), commercial activity spaces and access to PTI to enhance pedestrian friendliness and vibrancy of the urban environment. Under such circumstances, urban design focuses on integrating and connecting open spaces within and outside site boundaries, as well as pedestrian walkways, not only based on two-dimensions but interweaved in a three-dimensional spatial design, to enhance the

existing open space and to allow the Study Area to provide a quality public realm.

4.1.13 Currently, pedestrian flows are unable to pass through the development sites. Future design should promote legibility through the development by way of incorporation of architectural features such as the central plaza and the Green Link, which helps people find their way around. Moreover, it is important to provide necessary vertical connections such as staircases, escalators and lifts to facilitate pedestrian movement between different levels. The future developer(s) is also advised to take the local uniqueness into account for the design of the Green Link and provide greening along the elevated walkways (within and/or on top of the elevated walkways) to enhance the aesthetic appeal of the elevated walkways.

Permeability and Visual Continuity

- 4.1.14 The strip of NBA designated within Lot 2 provides not only visual connection but also air corridor through the site. The NBA also functions to break up the buildings where possible, into smaller components, avoiding wall effect. By providing the NBA, the towers are positioned to form a continuity of the urban grid coming from Kowloon Bay, which transitions into the urban grid of Ngau Tau Kok via the Study Area. In Lot 2, an open design for the GTH at the ground level is also proposed, with a minimum headroom of 10m. A 15m-wide building gap at 5mPD to 15mPD, being part of the GTH, will be required at Lot 2.
- 4.1.15 Furthermore, set back lines have been demarcated for Lot 2 and Lot 4, further stepping back the building blocks from Sheung Yee Road, Kai Fuk Road Flyover and Wai Yip Street. The pedestrianized section of Cheung Yip Street with a width of 25m could also enhance the northsouth permeability and visual continuity.

4.2 Key Design Features

4.2.1 Broad Building Disposition and Building Height/Mass

- 4.2.1.1 The existing ground level within the development area ranges from +4.5mPD to +5.5mPD approximately. The proposed maximum building height ranges from 9mPD in Lot 3 to 150mPD in Lot 2. Figure 4 shows the indicative building massing.
- 4.2.1.2 In terms of land use composition, office and retail uses are the major uses (except Lots 1 and 3). Retail space accounts for around 27% of total GFA in Lots 2 and 4. Most of the retail space would be distributed in the basement floor, across the 3-storey podiums, and 2 to 5 storeys above the podiums for easy accessibility and direct connection for pedestrians/customers. For Grade A office space, Lot 2 has a total of 144,470m², while Lot 4 has a total of 130,510m². Hotel use is proposed in the mixed development at Lot 4, with 14,880m² GFA. On Lot 3 underneath Kai Fuk Road Flyover, 400m² is allowed for ACC uses.

- 4.2.1.3 For the proposed building height, the total GFA corresponds to office towers with heights of 120mPD to 150mPD in Lot 2. The proposed tallest building of 150mPD in KBAA would be visually embedded in the building envelope of neighbouring taller buildings, including Manhattan Place (173mPD), Enterprise Square III (163mPD) and V (Megabox) (170mPD). At the western portion of Lot 2, there would be a podium at 35mPD which would form a building gap between the two office towers.
- 4.2.1.4 For the building blocks in Lot 4, the building roof level rises from the podium on the west at 20mPD to the highest level within this lot at 135mPD for the office tower on the western side of the Lot. The two towers at the eastern portion of the Lot would step down to a height of 120mPD. The changes in the building height provide an overall stepping down profile towards the 100mPD at Lot 6.

4.2.2 Sustainable Building Design Considerations

- 4.2.2.1 The development proposal adheres to the Sustainable Building Design Guidelines (SBDG) (APP-152) in order to accommodate a green and sustainable building design. The guidelines related to the building disposition and building mass are discussed below:
- 4.2.2.2 **Building Separation**: The maximum façade (Lp) lengths for Lot 2 and Lot 4 are 125m and 130m respectively which comply with the SBDG requirement (i.e. a maximum of 5x the shortest average distance from building edge to opposite lot boundary across abutting streets).
- 4.2.2.3 **Permeability**: The podium disposition allows more than 20% permeability from all projected planes in the low, mid and high zones, which therefore, fulfills the permeability requirement.

To adhere to the width of the proposed green spine to the north of the site along Wang Mau Street, the distance between the two volumes on Lot 2 is at least 15m wide, which will be designated as an NBA in the Final RODP.

4.2.2.4 To preserve maximum flexibility in terms of pedestrian connections under Kai Fuk Road Flyover while enhancing the air ventilation performance within the Study Area, the maximum permitted built-over area for Lot 3 is proposed to be 400m².

4.2.3 **Open Space Provision**

4.2.3.1 The public open space network consists of several public open spaces at ground and elevated levels. These spaces are physically and visually connected by linear open spaces. An overview of the proposed development and open spaces is illustrated in **Figures 5 and 6** respectively and a schedule of proposed POSPDs in the Final RODP is tabulated in **Table 4.2.1** below.

Lot	POSPD	Size(m ²)
Lot 2	Central Plaza (at-grade)	4,400
Lot 2	Podium Plaza (elevated)	1,900
Lot 3	Cultural and Creative Passage (at-grade)	8.400
Lot 4	Ground Garden	0,100
(western portion)	(at-grade)	1,600
Lot 4		
(western portion)	Terrace Garden (elevated)	900
Lot 4		
(eastern portion)	Landscape Garden (elevated)	2,500
Lot 4	Hung Yip Plaza	
(eastern portion)	(at-grade)	1,700
Total Area		21,400

Table 4.2.1 - Schedule of Proposed POSPD in the final RODP

- 4.2.3.2 The prevailing HKPSG requires 0.5m² of open space for each worker in commercial area. Employment opportunities are derived by applying the worker density by land uses on the GFA data. Upon completion, the developments under the RODP are anticipated to create about 25,900 employment opportunities, and a total of 12,950 m² of open space should be provided. The total provision of at least 21,400 m² of open space within KBAA will meet the requirements under the HKPSG.
- 4.2.3.3 Artist's impression of the Central Plaza in Lot 2 and the Cultural and Creative Passage in Lot 3 are in **Figures 11, 12 and 13** respectively.

4.2.4 Amenity Area Related Landscaping Works

4.2.4.1 Roadside amenity areas are proposed to the south of Lot 4 along Hoi Bun Road. The amenity area comprises of the proposed open space at Lot 3, setback areas surrounding Kai Fuk Road Flyover and the pedestrianised Cheung Yip Street. Multiple seating areas and displays/installations on the industrial heritage of the Kwun Tong/Kowloon Bay districts are encouraged.

4.2.5 Greening Parameters

4.2.5.1 In keeping with the requirements of the 'Public Open Space in Private Developments Design and Management Guidelines', 30% to 50% of green coverage is required for different spatial types of public open space. The recommended green coverage of POSPDs in the Final RODP are summarized in **Table 4.2.2**.

		Size (m ²)	POSPD Typology	Greening % required [#]	Proposed greening on plan (m ²)	Proposed Greening % on plan
1.42	Central	4 400	DI	200/	1.7(0)	400/
Lot 2	Plaza	4,400	Plaza	30%	1,760	40%
Lot 2	Podium Plaza	1,900	Plaza	30%	950	50%
	Cultural and Creative			100/*	1.000	4.00 (
Lot 3	Passage	8,400	Plaza	10%*	1,300	10%
Lot 4						
(western	Ground	1 (00	~ 1	500/	1100	600/
portion)	Garden	1,600	Garden	50%	1100	69%
Lot 4						
(western	Terrace					
portion)	Garden	900	Garden	50%	500	55%
Lot 4						
(eastern	Landscape					
portion)	Garden	2,500	Garden	50%	1250	50%
Between						
Lot 4 and	Hung Yip					
Lot 6	Plaza	1,700	Plaza	30%	510	30%
Total (excluding Lot 3) 13,000 6,070 47%						
Total		21,400			7,370	34%
[#] with referenc a minimum of adopted for Ga	with reference to the Public Open Space in Private Developments Design and Management Guidelines, a minimum of 30% green coverage is adopted for Plaza type of POSPD and 50% green coverage is adopted for Garden type of POSPD.					

Table 4.2.2 Recommended Green Coverage of POSPDs in the final RODP

*a minimum of 10% greening ratio is proposed at Lot 3 in view of the site constraint

4.2.6 **Pedestrian Connectivity**

- 4.2.6.1 As the Study Area is encircled by intensely used roads, the provision of decent elevated walkways connecting the Study Area outwards to the existing and proposed elevated walkway system in Kowloon Bay and Kwun Tong will be important.
- Several elevated connections with POSPD at the podium are proposed 4.2.6.2 to tie in with the overall elevated pedestrian network in KBBA. Elevated walkways/ footbridges across the Study Area include: (1) one elevated walkway across Wang Chiu Road connecting Lot 1 and Lot 2; (2) one elevated walkway across and along Sheung Yee Road, including connection to the proposed elevated walkway system in Kowloon Bay (across Wai Yip Street) with a segment along Sheung Yee Road to be provided with both walkway and travellator; (3) one elevated walkway across Cheung Yip Street connecting Lot 2 and Lot 5; (4) one elevated walkway between Lot 4 (western portion) and Lot 4 (eastern portion) across Cheung Yip Street: (5) an elevated walkway across Kai Fuk Road Flyover from Lot 2 podium to Lot 4 (western portion); (6) one elevated walkway linking Lot 4 (eastern portion) and the existing footbridge across Wai Yip Street (KF38, commonly known as Jimmy's Bridge); and (7) a footbridge connecting amenity area to the south of Lot 1 and the Hospital Complex. Figure 7 illustrates the conceptual open space and pedestrian network.

- 4.2.6.3 Apart from the horizontal connection, the Study Area also functions as a vertical connector between at-grade pedestrian routes and elevated routes connecting the adjacent sites.
- 4.2.6.4 **Pedestrian Corridor to Ngau Tau Kok MTR Station:** Vertical connections are proposed to connect the podium of Lot 4 (eastern portion) with the planned footbridge with travellators along Wai Yip Street via the existing Jimmy's Bridge. This would further connect to the grade separated walking system and form a direct and weather-proof pedestrian corridor connecting KBAA and Ngau Tau Kok MTR Station.
- 4.2.6.5 **Pedestrian Corridor to Eastern Kowloon Bay:** The existing footbridge near Wai Yip Street/Sheung Yee Road Sitting-out Area across Wai Yip Street to Lot 5 of KBAA has been extended to provide pedestrian linkage to eastern Kowloon Bay as well as Upper Ngau Tau Kok Estate via existing footpaths at Tai Yip Street, Hong Tak Road and the footbridge across Kwun Tong Road.
- 4.2.6.6 **Pedestrian Corridor to Central Kowloon Bay:** A footbridge is proposed from Lot 2 of KBAA to the planned footbridges along Sheung Yee Road (with travellators), Siu Yip Street for further connection to Telford Plaza and Kowloon Bay MTR Station, which will be integrated to the proposed elevated walkway system to the Central Kowloon Bay.
- 4.2.6.7 **Pedestrian Corridor to Kai Tak Hospital Cluster:** At the southern side of KBAA, a footbridge is proposed to connect Kai Tak Hospital Cluster to the amenity area of KBAA.

4.2.7 Breezeways and View Corridors

- 4.2.7.1 The dimensions and positioning of the building towers have balanced the need to optimize the development potential while minimizing the impacts on the surrounding developments. The disposition has taken into account wind corridors along several streets. The building profile is configured to provide maximum exposure for the new development, and at the same time preserve the open views and minimize the impacts on the adjacent existing and planned developments.
- 4.2.7.2 Open spaces are located along the main air-ventilation corridors and several at-grade areas have been designated as NBAs/setback areas to optimize airflow into the surrounding neighbourhoods. On Lot 2, a 15m wide NBA aligning with Wang Mau Street to the north would form part of an air ventilation corridor. In addition, openings on the northern and southern façades with 10m clear headroom have been proposed for the GTH, as to facilitate incoming wind to Lot 2. On Lot 4 (western portion), the proposed location of the POSPD at the western edge is recommended to avoid disruption of the airflow from the SW direction (Please refer the master urban design plan in **Figure 8** for the location of breezeways and view corridors).

4.2.8 Urban Design Control Parameters

4.2.8.1 Urban design control parameters have been proposed for individual lots. In order not to deprive the design flexibility, major spatial arrangements stated in the urban design control parameters may be incorporated in the Explanatory Statement of the OZP to reflect the planning and design intentions.

4.3 **Overall Landscape Vision**

- 4.3.1 The aims of providing these links are to encourage the use of the interlocking open spaces through more intuitive connections, strengthen the overall provision of public space in the vicinity and utilize this rare opportunity to link public spaces in an innovative and creative way.
- 4.3.2 The landscape design comprises hardscape plaza spaces, boulevards and landscaped podiums and roofs which provide flexible and attractive open spaces for visitors and office workers in the immediate surroundings. The design also optimizes the green coverage to visually soften the building mass at ground level and create an elevated open space network. Seating will be primarily provided through benches and planter walls and will work in concert with areas identified as suitable for outdoor activities (See **Figure 9** for the Master Landscape Plan and **Figure 10** for the 3D Bird's Eye View).
- 4.3.3 The open spaces such as gardens, sitting out areas and play areas are designed principally for various passive or active recreational activities. Al-fresco dining areas, urban farming/food workshop, meeting places and viewpoints to the local cityscape at podium open space should also be encouraged. The transition from inside the building to the landscape podiums are designed in a way that the spaces could merge and flow into one another. This would allow views of the garden to be borrowed into the building amplifying the feeling of space, continuity and connectivity.

5 Traffic Arrangement

5.1 Vehicular Access

- 5.1.1 Vehicular access to Lot 2 is proposed at Wang Chiu Road and a spiral ramp would give access to the lower basement levels for both parking and loading/unloading activities.
- 5.1.2 Vehicular accesses to Lot 4 (western portion) and Lot 4 (eastern portion) are proposed at Hoi Bun Road. Similar to Lot 2, spiral ramps could be provided for accessing the lower basement levels for both parking and loading/unloading activities. Basement carparks for Lot 4 (western portion) and Lot 4 (eastern portion) are recommended to be linked up to allow flexibility in parking and to minimize road traffic movements around Lot 4. Vehicular underpass for connection between Lots 2 and 4 is also proposed to facilitate better utilization of basements and vehicular movements between the two Lots.

5.2 **Internal Transport Facilities**

5.2.1 Green Transport Hub

5.2.1.1 To cope with the anticipated public transport demand and complement the multi-modal EFLS recommended under the DFS, it is proposed to introduce a Green Transport Hub to serve green public transport modes (e.g. hybrid bus, electric bus). It will provide road-based public transport connections to nearby rail stations (e.g. Sha Tin to Central Link Kai Tak/Sung Wong Toi Stations, Kwun Tong line Choi Hung Station etc.) and inter-districts (e.g. KTD, Kowloon City, San Po Kong, Hammer Hill etc.). The green transport hub will be located in Lot 2 with 5,000m² in size. A dedicated ingress/egress point to the GTH would be provided on Sheung Yee Road. To enhance pedestrian connectivity, the future developer should provide direct and convenient vertical connections between the GTH and the proposed footbridge at Lot 2, which further connect to the planned elevated system leading to central Kowloon Bay.

5.2.2 Parking Provision

5.2.2.1 Higher end requirement of parking provision would apply to the retail portion, while that for office would be maintained at lower end to lower end + 20%. In view of the anticipated demand, it was also proposed to adopt mid-range provision for motor-cycles and higher end provision of carparking spaces and L/UL bays for hotel use. 75% of L/UL bays is proposed to be shared for public use except the bays for hotel use due to its operational needs.

5.3 Proposed Junction Improvement Works

5.3.1.1 Referring to the traffic assessment, the performance of 10 junctions in design year 2031 have been assessed and it is identified that 5 junctions

(J4, J6, J9, J10 and J11) will operate close to or over their design capacities. A modification scheme is also proposed at J5 based on the junction layout proposed under KTD Rethink 2 Study to facilitate the proposed pedestrianisation at Cheung Yip Street. The locations of junctions with proposed junction improvement/modification schemes are listed below:

- J4: Hoi Bun Road / Shun Yip Street
- J5: Hoi Bun Road / Cheung Yip Street
- J6: Wang Chiu Road / Sheung Yee Road
- J9: Sheung Yuet Road / Wang Chiu Road
- J10: Lam Hing Street / Wang Chiu Road
- J11: Kai Cheung Road / Wang Chiu Road
- 5.3.1.2 Based on the transport and traffic analysis, the proposed KBAA developments under the final RODP will not have insurmountable impacts to the adjacent road network after the implementation of the proposed improvement measures.

6 Summary of Technical Assessments

- 6.1 Various technical assessments have been conducted under the PODP (rail-based EFLS scenario) with sensitivity test being carried out for the without rail-based EFLS scenario.
- 6.2 To address the increase in GFA and changes in building height and building disposition under the final RODP, Transport and Traffic Impact Assessment (TTIA), Quantitative Risk Assessment (QRA), Environmental Assessment (EA), Air Ventilation Assessment (AVA), Visual Impact Assessment (VIA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Water Supply Impact Assessment (WSIA) have been reviewed and updated. Utilities Impact Assessment (UIA), Green Initiatives Assessment (GIA) under with rail-based EFLS scenario would remain applicable for the without rail-based EFLS scenario.
- 6.3 The updated technical assessments under the final RODP demonstrated that the proposed developments under various scenarios are technically feasible in terms of traffic and transport, quantitative risk, air ventilation, visual and environmental aspects, as well as drainage, sewerage, water supply and utilities. Please refer to Section 9 of the Final Report for details.

7 Implementation Strategy

7.1 **Overall Strategy**

Site formation and Associated Infrastructure Works

7.1.1 It is proposed that site formation (including demolition of superstructures and decontamination of site as necessary and relocation of existing facilities) and associated infrastructure works (including roadwork and landscape works) would be carried out by the Government before land disposal. While no upgrading works on the existing branch sewerage system is required, the future developers will need to divert/modify the existing drainage system passing through the Lots to enhance flexibility of the proposed development. For the existing underground structures, they are proposed to be demolished by the future developers to avoid abortive works.

Other Public Works

7.1.2 The following works are to be implemented by other government departments and/or public utility companies:

<u>Utilities</u>

 Underground utilities diversion works to provide connection/ access

Government facility

• Subject to the feasibility study and detailed design of the ORRC by EPD.

7.2 Construction, Management and Maintenance Responsibilities

- 7.2.1 Various land uses have been proposed in KBAA. The management and maintenance (M&M) agents will be mainly the future developers under land lot for each land use to facilitate its future development and implementation. Apart from the land uses, the implementation responsibilities for the associated works and facilities such as ORRC, footbridge and POSPD have been identified including developers and relevant Government bureaux/ department(s).
- 7.2.2 The various utilities and their associated facilities such as electricity sub-station, gas governors, etc. will be provided by the respective utility undertakers. The construction of these facilities will be in line with the development in order to meet the anticipated demand. Any required utility connection and diversion will be undertaken by the utility undertakers under the existing mechanism. Relevant coordination/further diversion works after land sale between the developers and the utility companies would be carried out if necessary.

8 Master Development Programme

8.1 Statutory Procedures

Town Planning (Amendment) Ordinance (TPO)

8.1.1 Amendments to the OZP (Approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30) is required to take forward the RODP. The draft OZP incorporating the amendments was exhibited under section 5 of the Ordinance for public inspection from December 2021 to February 2022. The representations and comments on representations were considered by TPB in August 2022 and TPB decided not to uphold the representations. The OZP was then approved by the CE in C in December 2022.

Environmental Impact Assessment Ordinance (EIAO)

8.1.2 The developments of KBAA (other than the ORRC) is not classified as a "Designated Project" (DP) under the EIAO. Nevertheless, a technical note has been prepared to assess the potential environmental impacts induced by the proposed junction improvement works under the Study. The technical note concluded that adverse environmental impacts caused by the proposed junction improvement works are not anticipated, and there will be no adverse environmental impacts due to the proposed junction improvement works on the exempted DPs that would constitute a material change under the EIAO. The proposed ORRC in Lot 1 may be classified as a DP, but is subject to the further detailed study to be carried out by EPD.

Roads (Works, Use and Compensation) Ordinance (Roads Ordinance)

8.1.3 The required road works, construction of the proposed footbridges, provisions of the connections with other existing footbridges, together with degazetted/ pedestrianisation of existing roads would require gazettal under the Roads Ordinance. The road gazettal process that are contingent upon development is to be carried out by LandsD prior to land disposal.

8.2 **Public Consultation**

8.2.1 During the course of the Study, public consultation was conducted for the PODP and the draft RODP. Taking into account the public comments received, public consultation on the RODP and other recommendations of the Study was conducted in 2021 with relevant stakeholders including the Kwun Tong District Council (Development and Renewal Task Force), Harbourfront Commission (Task Force on Kai Tak Harbourfront Development), and the Land and Development Advisory Committee.

8.3 **Decontamination and Demolition**

8.3.1 The first phase SI works (for 8 boreholes) was completed in 2017 and the second phase SI works (for the remaining 3 boreholes) was

completed in 2019. Demolition of the aboveground structures of the former waste recycling centre was completed in 2021. As for Lot 4, the aboveground structures of the former vehicle examination centres were demolished in 2022. TD is taking action to follow-up the recommendations of the contamination assessment.

8.3.2 The future developer(s) will be responsible to demolish the existing foundation/underground structures in Lot 2 and Lot 4.

8.4 Infrastructure and Transport Provisions

8.4.1 The implementation of infrastructure and transport provisions should be in line with the proposed implementation programme for KBAA. The future developer(s) are proposed to construct, maintain and manage the proposed development including the required public open space at their own costs. The future developer(s) should also be responsible for connection(s) to the existing and planned footbridges as well as all the required traffic and pedestrian measures as induced by the development, and the public transport facilities in Lot 2. The design, construction, management and maintenance of the PTI would be undertaken by the future developer(s), while the operation would be monitored by relevant government departments.

8.5 **Implementation Programme**

8.5.1 The whole Study Area (except for the two sold sites) is currently Government land. The land status and estimated earliest availability years are summarized in Table 8.5.1 as follows:

Lots	Land Status	Estimated Earliest Availability Year
Lot 1	2-year notification period required for decommissioning, subject to the development programme of the reprovisioning site	2028 (Tentative)
Lot 2	Vacant	2022
Lot 3	HyD's maintenance depot should be vacated before land disposal of Lot 4.	2024
Lot 4	Vacant	2024
Lot 5	Private	Completed in 2019
Lot 6	Private	Completed in 2019

Table 8.5.1 Land status and estimated earliest availability year

8.5.2 With consideration of the statutory procedures under the Town Planning Ordinance, EIAO and Roads (Works, Use and Compensation) Ordinance for the whole Study Area, it is proposed that the KBAA development to be divided into four phases. An indicative development phasing is shown on in **Table 8.5.2**.

Table 8.5.2 Development Phasing

Phases	Tentative Target Completion Year ³
Phase 1 (Lots 5 and 6)	Completed in 2019
Phase 2 (Lot 2) (assuming a 5-year Building Covenant (BC) period and the estimated earliest site availability date (EEAD) would be in 2023)	2028*
Phase 3 (Lot 4 including Lot 3) (assuming a 5-year BC period and the estimated EEAD would be in 2024); and	2029*
Pedestrianization of Cheung Yip Street by Lot 2 (section between Lots 2 and 5) and by Lot 4 (section within Lots 3 and 4)	
Phase 4 (Lot 1)	2032#

* subject to the actual land disposal programme

[#] subject to the PVEDC could be relocated in 2026 and separate feasibility study by EPD

8.6 Land Disposal Strategy

- 8.6.1 It is recommended that Lot 1 to be retained as government land for implementation of proposed ORRC subject to the technical feasibility.
- 8.6.2 Lot 2 is proposed to be disposed by land sale. The existing footbridge across Wang Chiu Road to the southwest of the site would be demolished and replaced by a new footbridge between Lot 1 and Lot 2. The future developer(s) of Lot 2 will also be responsible for design, construct, manage and maintain the new footbridge, POSPD and GTH. The section of Cheung Yip Street to the north of Kai Fuk Road would be landscaped, modified, managed and maintained by the developer(s) of Lot 2 while it would remain as government land.
- 8.6.3 Lot 4 is also proposed to be disposed by land sale. It is proposed the future developer(s) of Lot 4 to be responsible for design, construct, manage and maintain the POSPD and ACC facilities at Lot 3 while the land status of Lot 3 will be retained as government land.
- 8.6.4 NKIL6313 (Lot 5) and NKIL 6512 (Lot 6) were sold in May 2015 and January 2015 respectively and were completed in 2019.

³ The tentative target completion years are subject to the actual implementation programme and the BC period for the commercial sites.

9 Conclusion

- 9.1.1 The overall vision for KBAA is to become a new and vibrant development node and create synergy with the neighbourhood to attract high-value-added business establishments to set footage in KE.
- 9.1.2 During the study process, taking into consideration of the recommendations of DFS study, the public views and aspirations received during the consultation and the findings of various technical assessments, the final RODP under the "without rail-based EFLS" scenario with PR 12 has been formulated. The final RODP sets out the land use framework to guide the future development of the KBAA for commercial uses providing office, hotel, retail and other ancillary facilities, open space and public transport facilities. The master urban design plan is also formulated to provide an overall design framework to guide the future developments.
- 9.1.3 According to the findings of the technical assessments, the proposed developments at KBAA are technically feasible from traffic and transport, quantitative risk, environmental, landscape and visual, air ventilation, as well as drainage, sewage, water supply and utilities perspectives. With the implementation of the proposed mitigation measures and improvement works, it is anticipated that there will be no insurmountable technical problems.

Figures









Lot 3: 400 m² ACC

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- Central Plaza
- 2 Podium Plaza
- 6 Ground Garden
- 4 Terrace Garden
- 6 Landscape Garden
- 6 Cultural and Creative Passage
- 🕖 Hung Yip Plaza

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22	Study Area
1	Central Plaza
2	Extended Green Spine
3	Elevated Garden
4	Podium Plaza
6	Cultural and Creative Passage
6	Pedestrianized Cheung Yip Street
7	Ground Garden
8	Terrace Garden
9	Sky Plaza
10	Landscape Garden
1	Hung Yip Plaza
12	Amenity Area
13	Proposed Education Garden
	(subject to EPD's further study)
14	Proposed Education Centre with
	Landscaped Deck Above
	Rooftop Greening

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