

Task Force on Kai Tak Harbourfront Development

For discussion
on 8 September 2017

TFKT/17/2017

Planning and Engineering Study on Kwun Tong Action Area – Preliminary Outline Development Plan

PURPOSE

This paper seeks Members' views and comments on the Preliminary Outline Development Plan (PODP) and water body co-use proposals formulated under the Planning and Engineering Study on Kwun Tong Action Area (KTAA) of Kowloon East (KE) – Feasibility Study (the Study).

BACKGROUND

2. KE is transforming into another core business district (CBD2) to support Hong Kong's long-term economic development. The 2013 Policy Address announced that the Government was considering relocating the existing government facilities in KTAA and the Kowloon Bay Action Area to expedite the transformation. The 2016 Policy Address further announced that the commercial floor area provided by the two action areas would be increased from about 500 000m² to about 560 000m².

3. KTAA together with the former airport runway tip (the Runway Tip) and Kwun Tong Typhoon Shelter (KTTS) form the Kai Tak Fantasy (KTF) area, which is envisioned to be a world-class tourism, entertainment and leisure attraction. The Study is one of the two planning and engineering studies to steer the implementation of the KTF project.

STUDY AREA (Plan 1)

4. The Study Area covers KTAA, KTTS and part of the Kai Tak

Approach Channel (KTAC). The total size is about 67 hectares (ha) including a water body of about 62.8 ha. KTAA has an area of about 4.2 ha and is bounded by Wai Yip Street and Hoi Yuen Road roundabout in the northeast, Kei Yip Street and Kei Yip Lane in the northwest, and Lu Plaza and Hoi Bun Industrial Building in the southeast.

5. The existing facilities in KTAA include Kwun Tong Ferry Pier Square and Pet Garden; Kei Yip Street Public Toilet and Refuse Collection Point (RCP), Kwun Tong Ferry Pier Public Transport Interchange (PTI), Cooked Food Market (CFM) and temporary Kwun Tong Driving School (KTDS). Ferry pier facilities include Kwun Tong Public Pier, Kwun Tong Ferry Pier and Kwun Tong Vehicular Ferry Pier (KTVFP).

PLANNING CONCEPTS AND PRINCIPLES

6. The design merits of the winning and shortlisted schemes from the KTF International Ideas Competition on Urban Planning and Design (the KTF Competition) have been considered in setting out the following planning concepts and principles in the formulation of the PODP -

- to plan for comprehensive mixed-use development on land, and bring vibrancy to the water body in KTTS that would be complementary with the KTF initiative and the transformation of KE into CBD2;
- to ensure development compatibility with the surrounding environment;
- to formulate effective improvement measures on traffic and road planning, and increase accessibility to the harbourfront; and

- to optimise resources by introducing co-use initiatives.

7. In addition, due consideration has been given to the Harbour Planning Guidelines for Victoria Harbour and Its Harbourfront Areas (HPGs) including the Harbour Planning Principles in the formulation of the PODP. Key relevant aspects are highlighted below:

(a) Land Use Planning

To promote vibrancy and diversity and to enhance public enjoyment, a mix of uses including open space, retail, dining, recreation, leisure and cultural facilities are proposed in KTAA. The existing facilities and uses in the area have been reviewed and rationalised. Public open spaces (POSs) are planned to integrate with the adjacent waterfront promenade, ferry piers/landing steps and public transport facilities to create a focal point and promote social connectivity. Marine-based recreation activities are proposed for the water body.

(b) Urban Design and Landscaping

A lower development density is proposed for the developments in KTAA to commensurate with the harbourfront setting. Diversity in building mass with a stepped height profile is also proposed to promote visual interest. The inter-relationship between buildings, open spaces, public realm and pedestrian network is duly considered to allow preservation of view corridors to and from the harbour and the ridgelines as well as breezeways.

Landscape master plans are formulated for KTAA having regard to the HPGs. Greening opportunities will be optimised along the harbourfront on both ground and podium levels.

(c) *Connectivity*

The provision of a continuous pedestrian linkage along the harbourfront and integrated planning of an efficient public transport interchange will be encouraged in the proposed development to enhance accessibility and connectivity. Pedestrian links in the form of at-grade crossings and elevated footbridges will be provided to create direct and safe access to the harbourfront, and existing links will be enhanced to promote a pleasant walking environment.

(d) *Harbourfront Management*

Private sector involvement is proposed to finance, develop and manage some of the proposed POSs including those within the private development and adjoining it. All POSs are intended to be open to the public 24 hours a day. Small-scale retail/dining activities, cultural/social events and outdoor performances for public enjoyment are envisaged.

(e) *Sustainable Development*

The proposals would balance economic, social and environmental considerations, and a sustainability assessment would be undertaken at the next stage of the Study. Green building principles would be encouraged in the developments in KTAA, and BEAM Plus accreditation of Gold rating or above would be a mandatory requirement for the commercial development.

PRELIMINARY OUTLINE DEVELOPMENT PLAN (Plan 2)

8. KTAA is proposed for commercial, government, institution or community (GIC), cultural and creative industries (CCI), open space and public transport uses. The commercial component including

office, retail, food and beverage (F&B) facilities accounts for about 80 000m² gross floor area (GFA). The CCI component accounts for about 5 000m² GFA. The proposed land use mix and development parameters are as follows -

- “Commercial” (“C”): including office, retail, F&B and CCI uses. A maximum building height (BH) restriction of 100mPD is proposed which corresponds to the existing urban context;
 - “Government” (“G”): including a restructured KTVFP dangerous goods vehicles (DGVs) queuing area, a reprovisioned RCP and an existing CFM (or conversion for CCI uses). The existing BH restriction of 15mPD is proposed to be maintained;
 - Retain the existing “Other Specified Uses” annotated “Pier” (“OU(Pier)”) uses and a BH restriction of 15mPD; and
 - Open Spaces (“O”): including regional open space (waterfront promenade), district open space and local open space.
9. Key arrangements proposed in the PODP are -

(a) Improving Traffic and Road Planning (Plan 3)

- (i) To take forward the recommendation of the “Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area – Feasibility Study” in enhancing the traffic flow at the Wai Yip Street/Hoi Yuen Road junction, the existing roundabout is proposed to be modified into a signal controlled cross junction. With signal control, the eastbound and westbound traffic flow would be let through simultaneously;
- (ii) Through reconfiguring the spaces in KTAA, a new access road would be extended from Kei Yip Lane to divert the

westbound traffic from Wai Yip Street and U-turn flows in east-west orientation. The new access road would connect to the reprovisioned PTI, pick-up/drop-off and basement carpark of the new commercial development;

- (iii) To enable east-bound U-turn flow, a section of Kei Yip Street north of Kei Yip Lane would be changed into two-way flows.

(b) Rationalising Government Facilities

- (i) DGVs are not permitted to travel through tunnels. Having regard to the fact that the KTVFP is the only pier in Kowloon allowing boarding of DGVs, whereby dangerous goods (including those from the Tai Po and Tseung Kwan O Industrial Estates) are delivered across the harbour to the North Point VFP, the operation of the KTVFP has to be maintained. The existing DGV holding area is located on the ground floor of the KTDS. Upon relocation of KTDS, the DGV queuing area is proposed to be optimised and rearranged along Kei Yip Street; and
- (ii) The existing Kei Yip Street RCP is proposed to be relocated next to the new DGV queuing area to allow provision of POS and to integrate with other development uses.

(c) Pedestrian and Open Space Network

Connectivity from the hinterland to the harbourfront would be enhanced. A comprehensive pedestrian and open space network is proposed to promote the walkable KE concept, help shape the character of KTAA, and preserve views to and from the harbour and along the harbourfront;

(d) Complementary to the Existing Urban Context and Integrate with Possible Future Infrastructure

Future development should respect and be compatible with the surrounding environment, especially in terms of BH profile, building disposition and pedestrian network. Stepped height profile is proposed to increase the visual to the water body and to promote visual interest. Sufficient flexibility is also allowed in the PODP to accommodate different possible alignments of the EFLS and connect with the future cycle track network in KE.

10. Based on the target commercial and CCI GFA as well as the aforesaid planning considerations and principles, two conceptual options are formulated, namely the “Green Carpet” Approach (Option 1) and the “Integrated Grid” Approach (Option 2), to illustrate different possible spatial distribution and arrangements.

Option 1: “Green Carpet” Approach (Plans 4 to 7)

11. With the relocation of KTDS, opportunity is seized to open up and extend the waterfront promenade through the KTVFP foreground to provide a visually open and physically continuous waterfront promenade connecting the future KTAA harbourfront with the existing Kwun Tong Promenade as well as the future Tsui Ping River and waterfront promenade in Cha Kwo Ling. Through opening up the waterfront promenade, a series of open spaces could be interconnected to form an extensive green network, forming an at-grade “Green Carpet” surrounding and connecting to the proposed elevated green deck above the PTI at the future commercial development. A pet garden is proposed at the open space along Kei Yip Lane abutting the Hoi Yuen Road Substation to reprovision the existing pet garden within the Ferry Pier Square.

12. In terms of architectural layout, a configuration of three building towers with stepped BH profile is proposed within the “C”

zone. The existing CFM is proposed to be maintained in situ with appropriate refurbishment and upgrading works under this option. Building along Hoi Yuen Road is avoided to maintain the existing visual corridor and breezeway. Not less than 2 000m² of POS would be provided within the green deck of the future commercial development. With retail/F&B and CCI uses at the green deck level, a vibrant green deck with outdoor dining and exhibition uses, etc. could smoothly connect with the at-grade POS and through the “Grand Steps” to the major at-grade POS which could be used as an outdoor performance area.

13. Under this option, the existing footbridge connecting to Manulife Financial Centre is proposed to be modified to connect to the green deck. Together with the proposed footbridge connecting from Hoi Yuen Road to the green deck and the at-grade open space network, a pedestrian friendly environment could be provided from the hinterland to the harbourfront.

14. The proposed development parameters and land use distribution under Option 1 of the proposed PODP are summarised in **Table 1** below -

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Table 1: Development Parameters under Option 1

Site	“C”	“G” (RCP & DGV Queuing Area)	“G” (CFM)	“OU(Pier)” (Kwun Tong Ferry Pier)	“OU(Pier)” (KTVFP)	“OU(Pier)” (Kwun Tong Public Pier)	“O”
Site Area (m ²)	12 150	2 240	500	2 600	4 000	700	16 450
BH Restriction (mPD)	100	15	15	15	15	15	-
Plot Ratio	7.4 (Max. 7.5)	0.2	<i>In situ</i>	<i>In situ</i>	<i>In situ</i>	<i>In situ</i>	0.13
GFA Distribution (m ²)							
Office	65 300	-	-	-	-	-	-
Retail/F&B	14 500	-	-	-	-	-	-
CCI	2 000	-	-	3 000	-	-	-
G/IC	-	450	1 000	-	-	-	-
Pier	-	-	-	1 090	845	727	-
PTI	8 000	-	-	-	-	-	-
Open Space Facilities	-	-	-	-	-	-	2 160
POSPD	100 (area not less than 2 000m ²)	-	-	-	-	-	-
TOTAL GFA (m ²)	89 900	450	1 000	4 090	845	727	2 160

Remarks: Difference of parameters under Options 1 and 2 are shown in *italic*.

Option 2: “Integrated Grid” Approach (Plans 8 to 11)

15. Currently there is a pedestrian passageway controlled by rolling shutter at the ground level of KTDS in connection with the harbourfront. Under Option 2, the existing gated pedestrian passageway along the KTVFP is proposed to be maintained for barrier-free access. To facilitate a better pedestrian flow along the waterfront promenade, an elevated green deck is proposed above the KTVFP access road. The green deck is further extended above the proposed DGV queuing area and RCP to form a larger elevated landscape feature. It is then connected with the proposed green

deck above the PTI hosting the future commercial development forming an extensive elevated green pedestrian network. Connection to the ground level would be made through the staircases, escalators or elevators within and outside the commercial development. Besides, a series of open spaces is proposed to lead pedestrian movement from Hoi Yuen Road and Wai Yip Street to the harbourfront. The proposed building mass of the future development should also facilitate horizontal and vertical integration with retail/F&B attractions both at-grade and at the elevated level to form an “Integrated Grid” in terms of multi-level uses and pedestrian network.

16. In terms of architectural layout, a configuration of two building towers with stepped BH profile is proposed. Not less than 3 000m² of POS shall be provided within the green deck of the future commercial development. With access from both at-grade and elevated green deck levels, both towers would provide retail/F&B uses on the lower floors to activate public realm. A sizeable open area would also be formed at the elevated green deck to form a “Creative Plaza” open space node to synergise with surrounding uses as well as providing diverse open spaces for public use.

17. The existing CFM structure is proposed to be converted for CCI uses while the CFM use is proposed to be relocated into the future commercial development in a suitable form.

18. The proposed development parameters and land use distribution under the proposed PODP are summarised in **Table 2** below -

Task Force on Kai Tak Harbourfront Development

TFKT/17/2017

Table 2: Development Parameters under Option 2

Site	“C”	“G” (RCP & DGV Queuing Area)	“G”	“OU(Pier)” (Kwun Tong Ferry Pier)	“OU(Pier)” (KTVFP)	“OU (Pier)” (Kwun Tong Public Pier)	“O”
Site Area (approx. m ²)	12 400	2 240	500	2 600	4 000	700	16 290
Maximum BH Restriction (mPD)	100	15	15	15	15	15	-
Plot Ratio (about)	7.3 (Max. 7.5)	0.2	<i>Conversion of existing building</i>	In situ	In situ	In situ	0.13
GFA Distribution (m ²)							
Office	65 300	-	-	-	-	-	-
Retail/F&B	14 500	-	-	-	-	-	-
CCI	1 000	-	1 000	3 000	-	-	-
GIC	1 500	450	-	-	-	-	-
Pier	-	-	-	1 090	845	727	-
PTI	8 000	-	-	-	-	-	-
Open Space Facilities	-	-	-	-	-	-	2 120
POSPD	150 (area not less than 3 000m ²)	-	-	-	-	-	-
TOTAL GFA (m ²)	90 450	450	1 000	4 090	845	727	2 120

Remarks: Difference of parameters under Options 1 and 2 are shown in *italic*.

TRAFFIC AND TRANSPORT ARRANGEMENTS (PLAN 3)

19. The PTI is proposed with enhancement of transport facilities, providing bus stops/lay-bys, minibus stops/lay-bys and taxi stand/pick-up drop-off points.

20. The future development would provide parking facilities according to the Hong Kong Planning Standards and Guidelines,

including 283-318 parking spaces ancillary to office use, 80 spaces ancillary to retail use and 36 ancillary loading/unloading (L/UL) spaces. In addition, there would be 100-130 public parking spaces for private vehicles, 65 for goods vehicles (some of which belong to ancillary goods vehicle parking spaces for sharing as public parking spaces at nighttime) and 10 for coaches. There would also be 4 pick-up/drop-off points for private vehicles, 12 for taxi and 3 for coaches¹.

21. Operation of ferry services at the piers would remain. Moreover, CEDD has finished the Stage 1 consultation of the Detailed Feasibility Study on Environmentally Friendly Linkage System and will further consult the Task Force at the next stage of the study.

SMART AND GREEN COMMUNITY

22. Smart and green initiatives requirements would be incorporated in the land grant conditions of the commercial development, including BEAM Plus certification of Gold rating or above, higher greening ratio, smart water meters, electric vehicle charging infrastructure, automatic refuse collection system and sharing of parking availability information. The PTI would also provide real-time public transport information.

WATER BODY CO-USE PROPOSALS

Existing Operation of KTTS (Plan 12)

23. The water body in the Study Area is composed of KTTS and part of the adjoining KTAC. There are no restricted or operation areas located at KTAC while passage areas and berthing areas are defined in KTTS for vessel navigation, mooring and ferry services.

¹ Subject to further technical assessments, the number of parking spaces may be adjusted based on other development constraints.

24. A specific area at the northern part of KTTS has been proposed to be designated and reserved for exclusive mooring of non-pleasure vessels (non-PVs). As the berthing demand and utilisation of non-PVs is very low during non-typhoon days, the reserved area could therefore be shared with other secondary contact water-based recreation activities during non-typhoon days. The precise size and location of the designated area may be adjusted to facilitate vessel navigation and water-based recreation activities, subject to operational needs and further consultation with relevant stakeholders.

Existing Ferry Operations and Water Access

25. There are currently three licensed ferry operators providing regular passenger and vehicular ferry services at Kwun Tong Ferry Pier, KTVFP, Kwun Tong Public Pier and Kai Tak Runway Park Pier. The ferry services would utilise the KTTS passage areas to various extent. A number of landing steps are serving as water access points to the subject water body. The landing steps at Kwun Tong Public Pier are currently the key water access point serving public use.

Water Quality

26. With various efforts to improve the water quality of the water body such as measures to rectify expedient connections and intercept polluted discharges from the hinterland by EPD and DSD, localised maintenance dredging and in-situ bio-remediation treatment of sediments by CEDD, as well as the introduction of an Interception and Pumping (IP) Scheme, there has been progressive improvement of the water quality to achieve an acceptable level for secondary contact recreation uses.

27. Temporary events such as Dragon Boat Festival, Kwun Tong Water Sports Festival and Kwun Tong Rowing Triathlon were held at the water body in the past two years with proven success. In

addition to temporary events, demand for water-based activities on a regular basis is also on the rise (**Plan 13**).

Short-term Water Body Co-use Proposals (**Plan 14**)

28. To better rationalise the co-use proposals by vessels and water-based recreation activities during non-typhoon days, the following short-term proposals are made -

(a) Water Sports and Recreation Activities at Designated Water Area

To meet the existing demand, regular water sports and recreation activities such as rowing training activities currently conducted by the Kai Tai Youth Rowing Community (KTYRC) and other water sports activities organised by the Hong Kong Water Sports Council (HKWSC) are suggested at the water body. The identity of the water body as a water-based recreation venue would then be enhanced. During non-typhoon days, secondary contact water sports and recreation activities could be generally confined to a designated water area such as the reserved berthing area for non-PVs and along the passage areas in KTTS.

(b) Water Access

As the HKWSC has applied for a short term tenancy (STT) to set up a temporary water sports centre at the existing ex-fire station site near Kai Tak Runway Park Pier, their activities could in future access the designated water area with assistance of designated slipway and temporary pontoons. Other organisations, both on regular basis or temporary event access could utilise the landing steps at Kwun Tong Public Pier with aid of floating pontoons if deemed necessary. A number of existing bollards along Kwun Tong Promenade are located alongside openable glass balustrades. Removal of

the existing glass fin of the bollards could facilitate vessels or pontoons to anchor. Modification of the openable glass balustrades could allow effective water access with the aid of removable pontoon boat ladders. This has been demonstrated feasible at a recent event of the Kwun Tong Rowing Triathlon in August 2017.

Medium to Long-term Water Body Co-use Proposals (Plan 15)

29. In the medium to long run, with the establishment of KTAA and the Tourism Node (TN) development at the Runway Tip, entertainment and tourism-related uses would be introduced. Secondary contact water sports and recreation activities at KTTS would enhance diversity and create synergy with the developments on land.

30. Redevelopment of both the Kerry Warehouse and the Kowloon Godown is anticipated in the medium term. The works area for the construction of Trunk Road T2 should be released and the south-eastern corner area would become an open space in accordance with the draft Kai Tak OZP No. S/K22/5. This open space could adopt a water sports theme with land-based facilities such as storage and training ground to further develop the “Healthy City” theme as envisioned under KTF. A set of landing steps is proposed at this site to allow proper and convenient access for secondary contact water sports and recreation uses. The proposed landing steps should be recessed from the existing seawall to ensure no implications under the Protection of the Harbour Ordinance.

WAY FORWARD

31. In light of the feedback obtained from the consultation exercise on the PODP and the water body co-use proposals, further technical assessments would be conducted for formulating the Recommended Outline Development Plan (RODP) for KTAA.

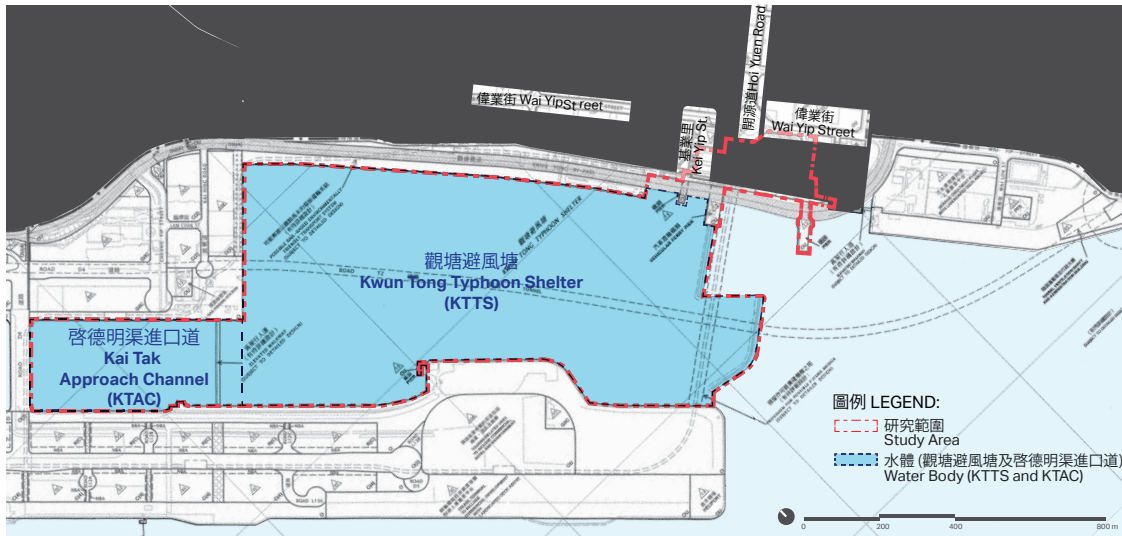
VIEWS SOUGHT

32. Members are invited to provide comments on the PODP for KTAA and the water body co-use proposals for KTTS.

Energizing Kowloon East Office Development Bureau August 2017

Attachments

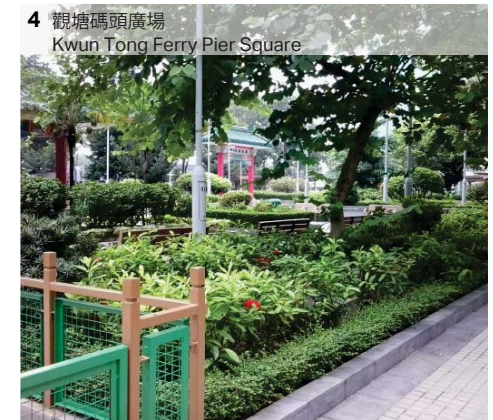
- Plan 1: Study Area
- Plan 2: Preliminary Outline Development Plan
- Plan 3: Proposed Junctions, Internal Roads and PTI Layout
- Plan 4: Option 1: Overall Approach (“Green Carpet”)
- Plan 5: Option 1: Proposed Pedestrian Connectivity Plan
- Plan 6: Option 1: Proposed Landscape Master Plan
- Plan 7: Option 1: Proposed Building Height Profile
- Plan 8: Option 2: Overall Approach (“Integrated Grid”)
- Plan 9: Option 2: Proposed Pedestrian Connectivity Plan
- Plan 10: Option 2: Proposed Landscape Master Plan
- Plan 11: Option 2: Proposed Building Height Profile
- Plan 12: Existing Operation of KTTS and Water Access Points
- Plan 13: Water-based Activities and Events in Water Body
- Plan 14: Short-term Co-use Proposals in Water Body
- Plan 15: Medium to Long-term Co-use Proposals in Water Body



研究範圍 The Study Area



現時環境、限制及主要考慮因素 Site Context, Constraints and Key Considerations

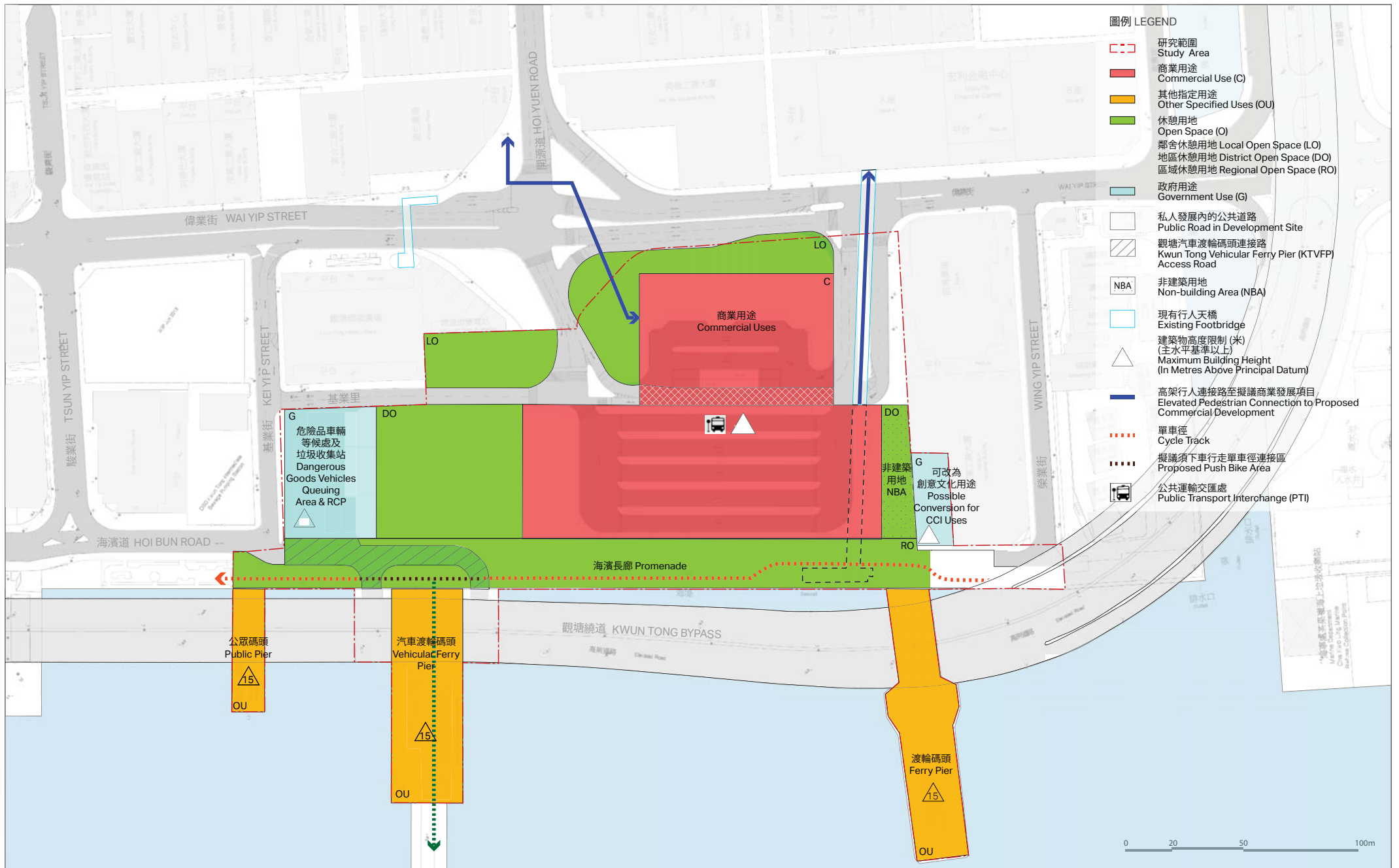


項目 Project:
合約編號 CE 61/2015 (TP)
觀塘行動區規劃及工程可行性研究
Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
研究範圍
Study Area

日期: 2017年8月
Date: Aug 2017
比例: 如圖所示
Scale: As shown

圖 Plan 1



圖例 LEGEND

- 研究範圍 Study Area
- 商業用途 Commercial Use (C)
- 其他指定用途 Other Specified Uses (OU)
- 休憩用地 Open Space (O)
- 鄰舍休憩用地 Local Open Space (LO)
- 地區休憩用地 District Open Space (DO)
- 區域休憩用地 Regional Open Space (RO)
- 政府用途 Government Use (G)
- 私人發展內的公共道路 Public Road in Development Site
- 觀塘汽車渡輪碼頭連接路 Kwun Tong Vehicular Ferry Pier (KTVP) Access Road
- NBA 非建築用地 Non-building Area (NBA)
- 現有行人天橋 Existing Footbridge
- 建築物高度限制 (米) (主水平基準以上) Maximum Building Height (In Metres Above Principal Datum)
- 高架行人連接路至擬議商業發展項目 Elevated Pedestrian Connection to Proposed Commercial Development
- 單車徑 Cycle Track
- 擬議須下車行走單車徑連接區 Proposed Push Bike Area
- 公共運輸交匯處 Public Transport Interchange (PTI)

0 20 50 100m

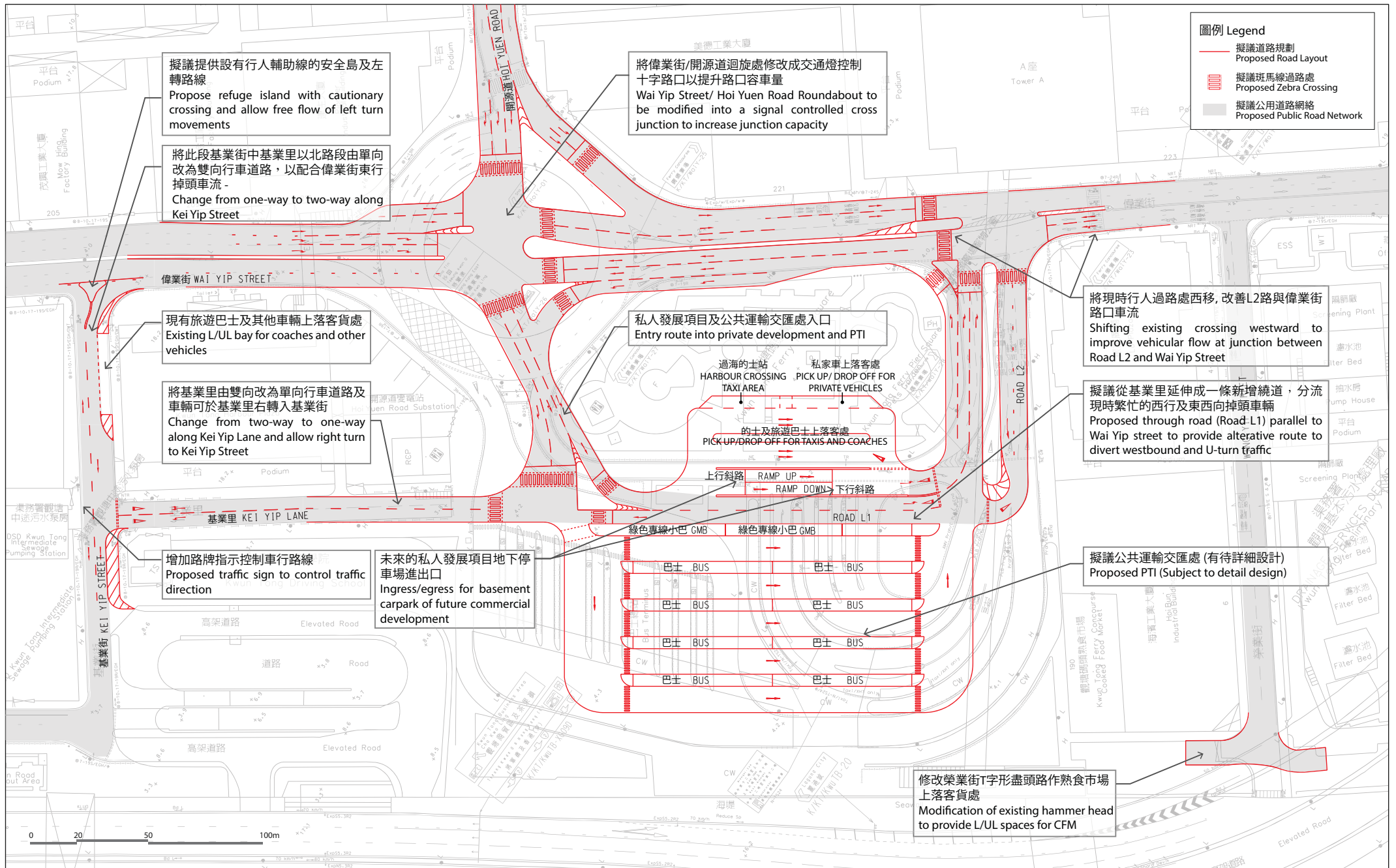
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標題 Title:
 初步發展大綱圖
 Preliminary Outline Development Plan



日期: 2017年8月
 Date: Aug 2017
 比例: 如圖所示
 Scale: As shown

圖 Plan 2



圖例 Legend

- 擬議道路規劃
Proposed Road Layout
- ▬▬▬ 擬議斑馬線過路處
Proposed Zebra Crossing
- ▬▬▬ 擬議公用道路網絡
Proposed Public Road Network

擬議提供設有行人輔助線的安全島及左轉路線
Propose refuge island with cautionary crossing and allow free flow of left turn movements

將此段基業街中基業里以北路段由單向改為雙向行車道路，以配合偉業街東行掉頭車流 -
Change from one-way to two-way along Kei Yip Street

將偉業街/開源道迴旋處修改成交通燈控制十字路口以提升路口容車量
Wai Yip Street/ Hoi Yuen Road Roundabout to be modified into a signal controlled cross junction to increase junction capacity

現有旅遊巴士及其他車輛上落客貨處
Existing L/UL bay for coaches and other vehicles

將基業里由雙向改為單向行車道路及車輛可於基業里右轉入基業街
Change from two-way to one-way along Kei Yip Lane and allow right turn to Kei Yip Street

私人發展項目及公共運輸交匯處入口
Entry route into private development and PTI

過海的士站
HARBOUR CROSSING TAXI AREA

私家車上落客處
PICK UP/ DROP OFF FOR PRIVATE VEHICLES

的士及旅遊巴士上落客處
PICK UP/DROP OFF FOR TAXIS AND COACHES

上行斜路 RAMP UP

下行斜路 RAMP DOWN

將現時行人過路處西移，改善L2路與偉業街路口車流
Shifting existing crossing westward to improve vehicular flow at junction between Road L2 and Wai Yip Street

擬議從基業里延伸成一條新增繞道，分流現時繁忙的西行及東西向掉頭車輛
Proposed through road (Road L1) parallel to Wai Yip street to provide alternative route to divert westbound and U-turn traffic

增加路牌指示控制車行路線
Proposed traffic sign to control traffic direction

未來的私人發展項目地下停車場進出口
Ingress/egress for basement carpark of future commercial development

擬議公共運輸交匯處 (有待詳細設計)
Proposed PTI (Subject to detail design)

修改業街T字形盡頭路作熟食市場上落客貨處
Modification of existing hammer head to provide L/UL spaces for CFM

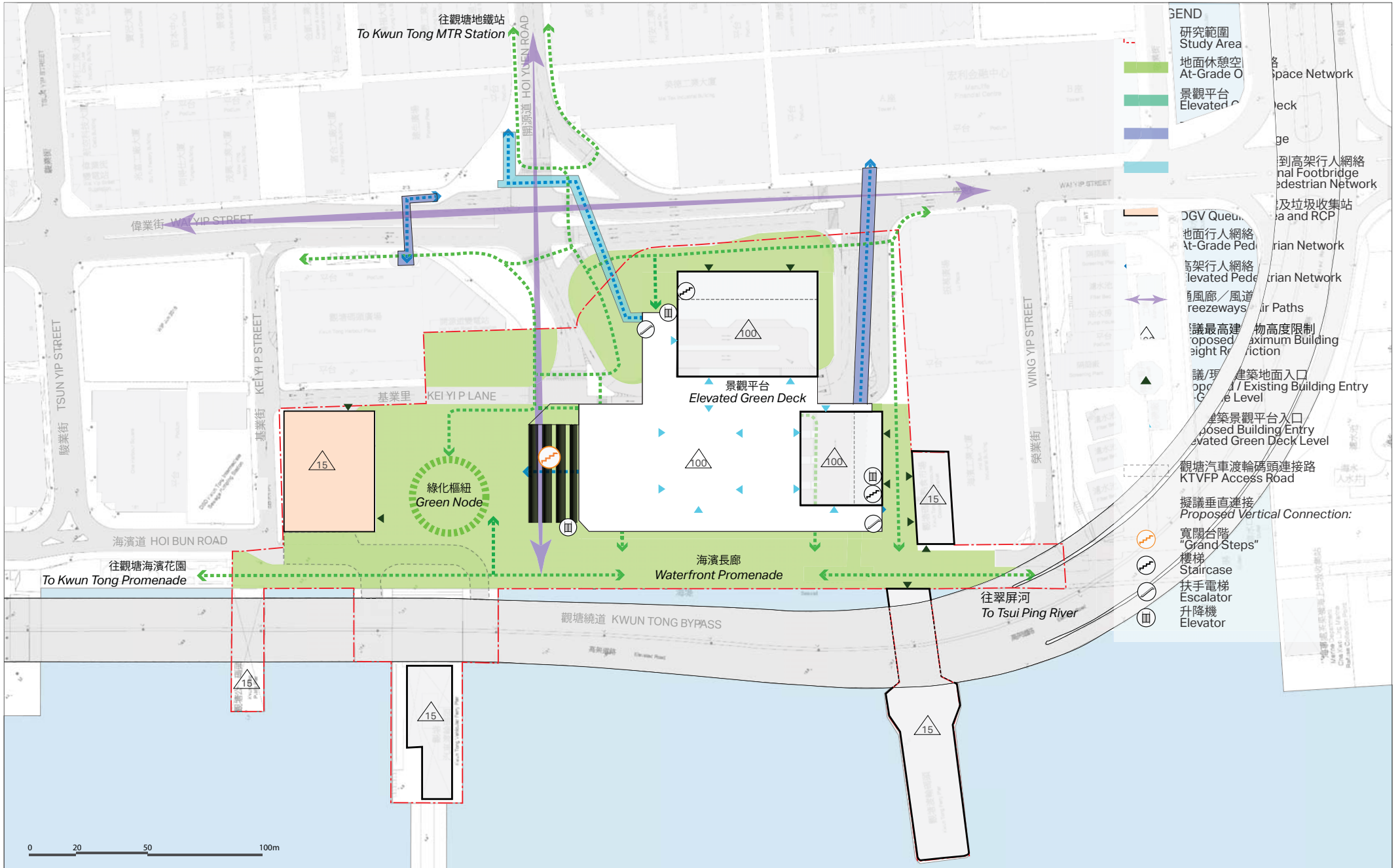
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Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
改善交通及道路規劃建議
Proposed Junctions, Internal Roads and PTI Layout

日期: 2017年8月
Date: Aug 2017

比例: 如圖所示
Scale: As shown

圖 Plan 3



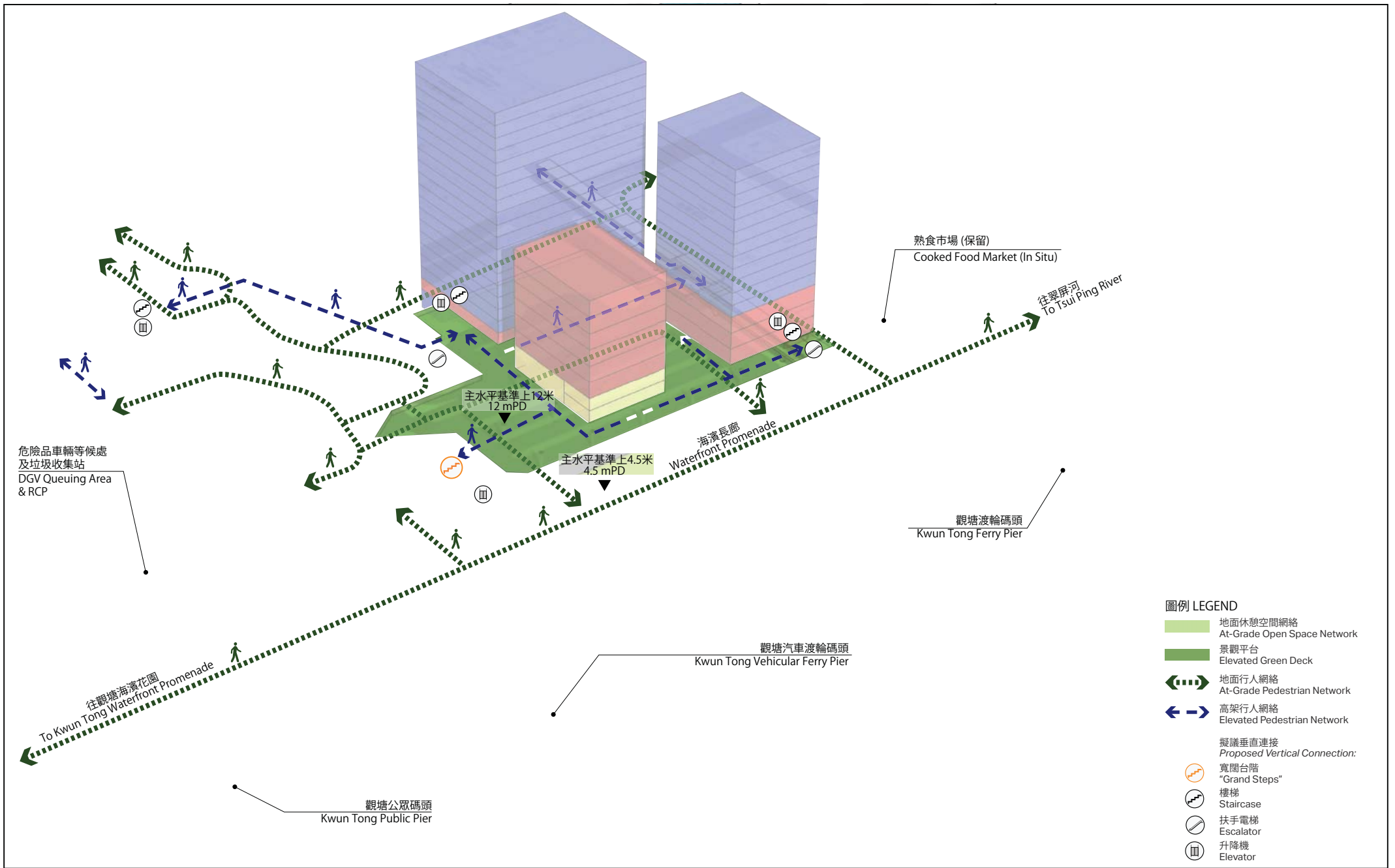
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 Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
 方案一：整體布局 - 「綠悠海濱」
 Option 1: Overall Approach ("Green Carpet")



日期 Date: 2017年8月 / Aug 2017
 比例 Scale: 如圖所示 / As shown

圖 Plan 4



項目 Project:
 合約編號 CE 61/2015 (TP)
 觀塘行動區規劃及工程可行性研究
 Agreement No. CE 61/2015 (TP)
 Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
方案一：擬議行人連接圖
 Option 1: Proposed Pedestrian Connectivity Plan



日期: 2017年8月
 Date: Aug 2017
 比例: 如圖所示
 Scale: As shown

圖 Plan 5



01 入口廣場 Commercial Entry Plaza

04 景觀平台 (展覽/餐飲)
Elevated Green Deck (Exhibition / F&B)

07 海濱長廊 Waterfront Promenade

10 觀塘汽車渡輪碼頭連接路
KTVFP Access Road

02 景觀花園 Transition Garden

05 寬闊台階 Grand Steps

08 寵物公園 Pet Garden

11 露天餐廳 Alfresco Dining

03 露天廣場 Civic Garden

06 綠化屋頂 Accessible Green Roof

09 行人天橋 Footbridge Connection



01 入口廣場 Commercial Entry Plaza



03 露天廣場 Civic Garden



04 景觀平台 (展覽/餐飲) Elevated Green Deck (Exhibition / F&B)



05 寬闊台階 Grand Steps



08 寵物公園 Pet Garden



11 露天餐廳 Alfresco Dining

項目 Project:
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Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
方案一：擬議景觀設計布局
Option 1 : Proposed Landscape Master Plan



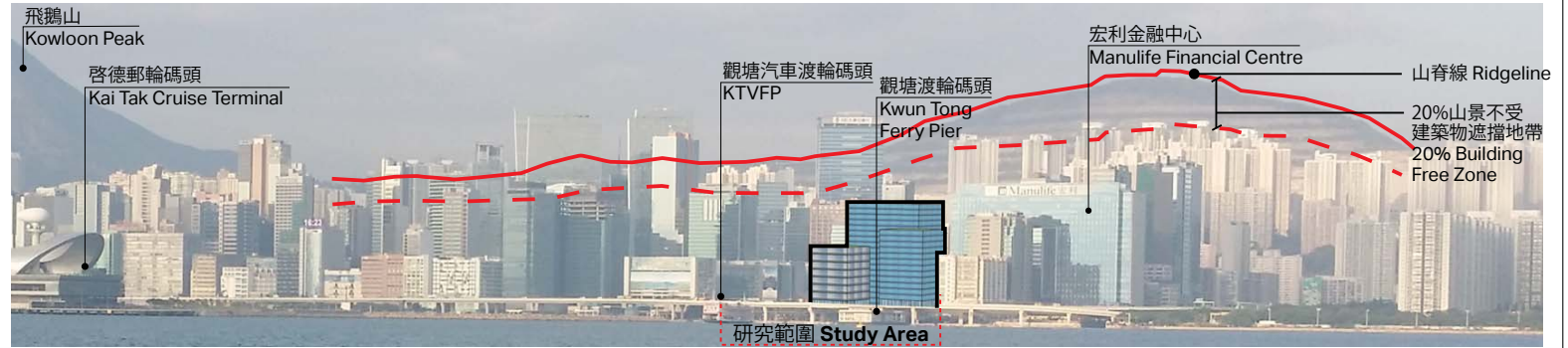
日期: 2017年8月
Date: Aug 2017
比例: 如圖所示
Scale: As shown

圖 Plan 6

建築物高度輪廓 Building Height Profile

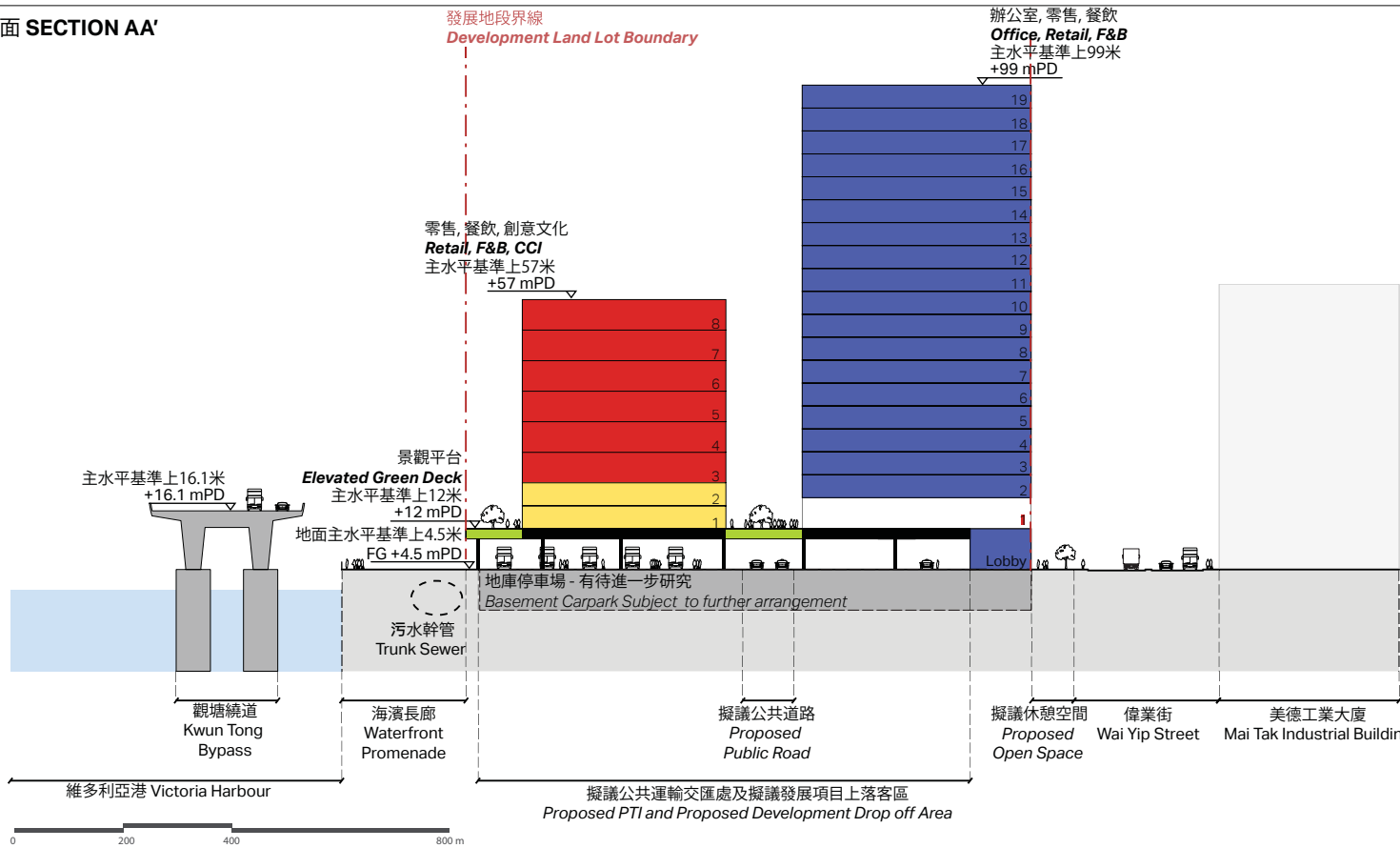


香港規劃標準與準則第11章的瞭望點4
Vantage Point 4 in HKPSG CH.11 (VP4)



從瞭望點4眺望
View from VP4

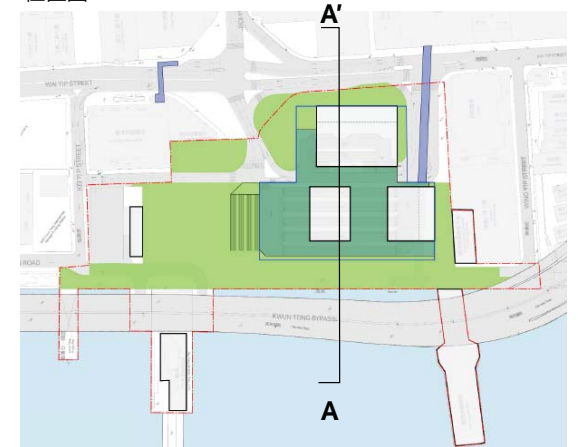
剖面 SECTION AA'



圖例 LEGEND

- 擬議辦公室 (樓面至樓面高度: 4.5米)
Proposed Office (Floor to floor height: 4.5m)
- 擬議零售餐飲 (樓面至樓面高度: 6米)
Proposed Retail, F&B (Floor to floor height: 6m)
- 擬議創意文化工作室 (樓面至樓面高度: 4.5米)
Proposed Studio for CCI uses (Floor to floor height: 4.5m)

位置圖 KEY PLAN

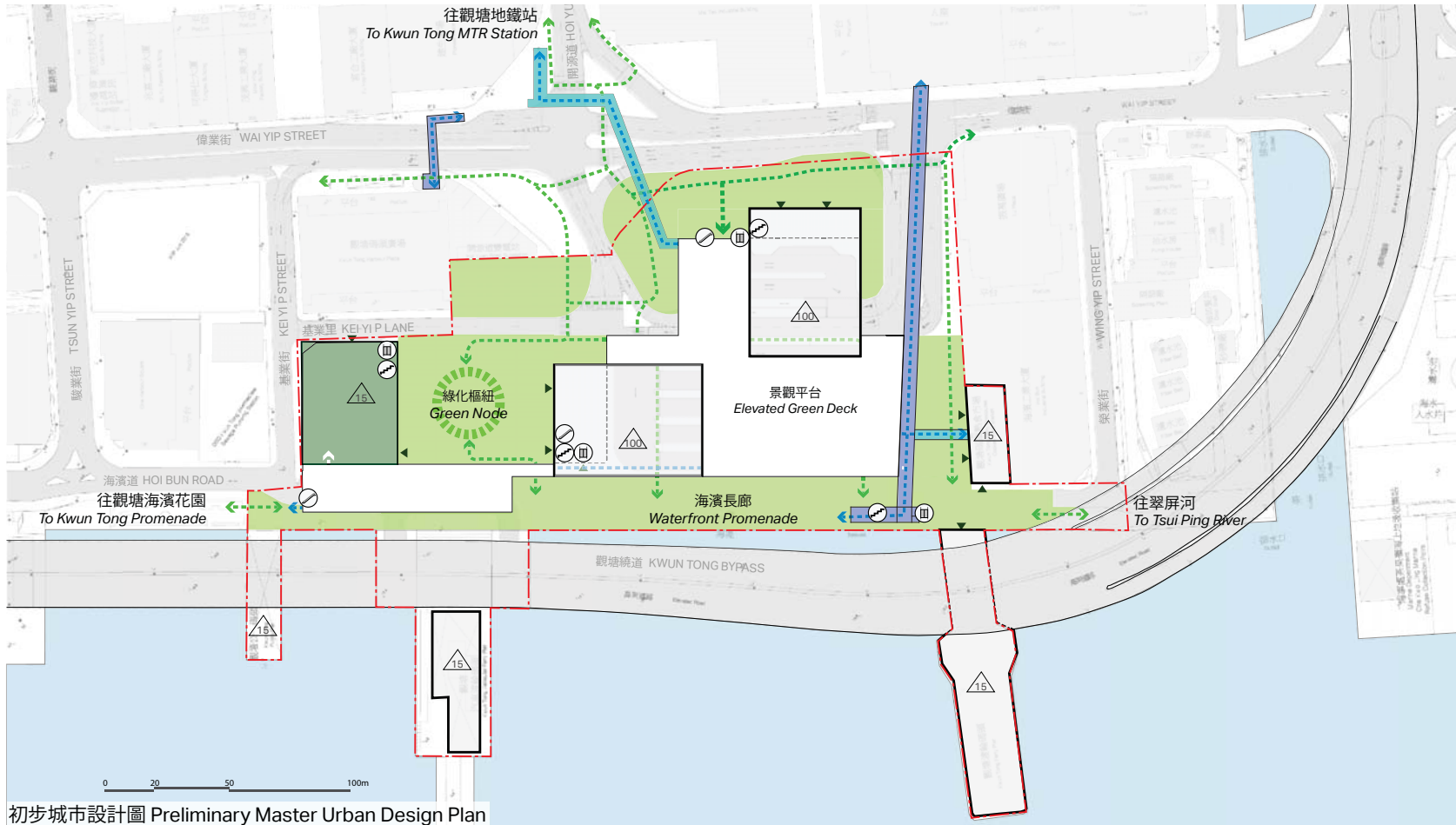


項目 Project:
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Planning and Engineering Study on Kwun Tong Action Area - Feasibility Study

標題 Title:
方案一: 擬議建築物輪廓
Option 1: Proposed Building Height Profile

日期: 2017年8月
Date: Aug 2017
比例: 如圖所示
Scale: As shown

圖 Plan 7



圖例 LEGEND

- 研究範圍
Study Area
- 地面休憩空間網絡
At-Grade Open Space Network
- 景觀平台
Elevated Green Deck
- 現有行人天橋
Existing Footbridge
- 擬議行人天橋連接到高架行人網絡
Proposed Additional Footbridge to the Elevated Pedestrian Network
- 地面行人網絡
At-Grade Pedestrian Network
- 高架行人網絡
Elevated Pedestrian Network
- △100 擬議最高建築物高度限制
Proposed Maximum Building Height Restriction
- ▲ 擬議/現有建築地面入口
Proposed / Existing Building Entry At-Grade Level
- ▲ 擬議建築景觀平台入口
Proposed Building Entry Elevated Green Deck Level
- 擬議垂直連接
Proposed Vertical Connection:
- ↕ 樓梯
Staircase
- ↕ 扶手電梯
Escalator
- ⊞ 升降機
Elevator

初步城市設計圖 Preliminary Master Urban Design Plan



危險品車輛等候處安排 DGV Queuing Area Arrangement



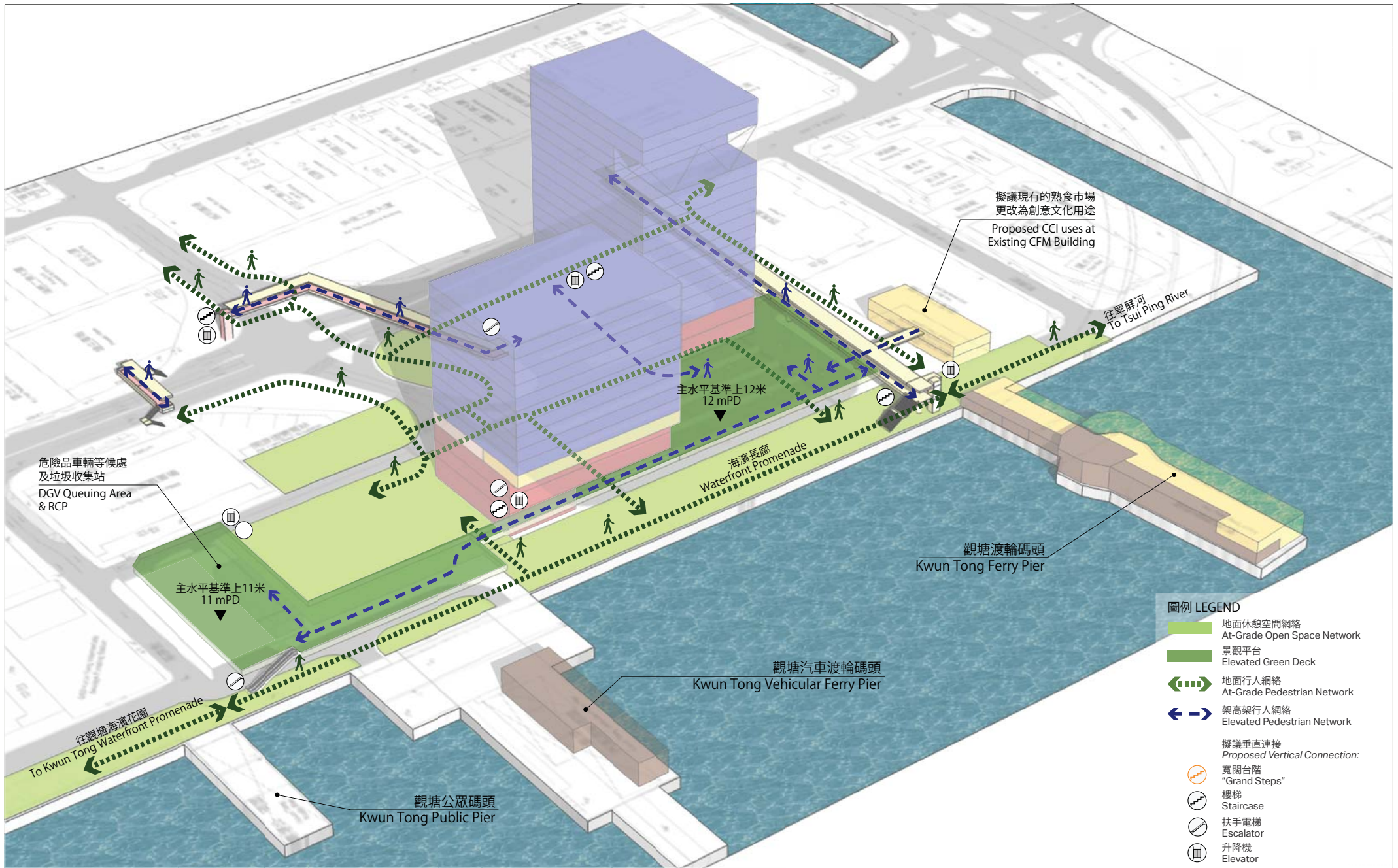
保留現時觀塘汽車渡輪碼頭以閘門控制的行人通道 (綠色地面通道)

Maintain the existing controlled pedestrian passageway (gated green colour paved area) along the fenced-off treatment of the KTVFP access road.

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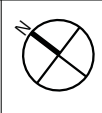
標題 Title:
方案二：整體布局 - 「互聯空間」
Option 2: Overall Approach ("Integrated Grid")

日期: 2017年8月
Date: Aug 2017
比例: 如圖所示
Scale: As shown



項目 Project:
 合約編號 CE 61/2015 (TP)
 觀塘行動區規劃及工程可行性研究
 Agreement No. CE 61/2015 (TP)
 Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
 方案二：擬議行人連接圖
 Option 2: Proposed Pedestrian Connectivity Plan



日期: 2017年8月
 Date: Aug 2017
 比例: 如圖所示
 Scale: As shown

圖 Plan 9



02 景觀花園 Transition Garden



03 露天廣場 Urban Plaza

- 01 入口廣場 Commercial Entry Plaza
- 04 露天餐廳 Alfresco Dining
- 07 綠化屋頂 Accessible Green Roof
- 10 行人天橋 Footbridge Connection
- 02 景觀花園 Transition Garden
- 05 景觀平台 (創意廣場) Elevated Green Deck (Creative Plaza)
- 08 海濱長廊 Waterfront Promenade
- 11 現時以閘門控制的行人通道 Existing Gated Pedestrian Passageway
- 03 露天廣場 Urban Plaza
- 06 景觀平台 (綠林花園) Elevated Green Deck (Lush Garden)
- 09 寵物公園 Pet Garden
- 12 觀塘汽車波輪碼頭管制區 KTVFP Restricted Area



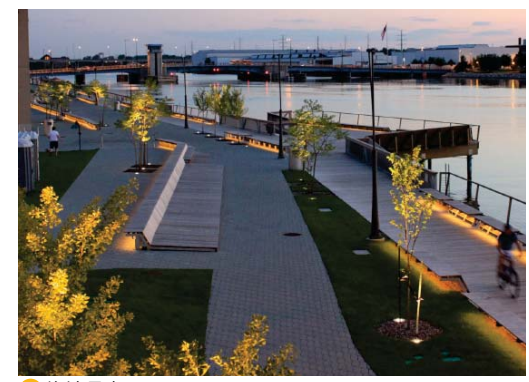
05 景觀平台 (創意廣場) Elevated Green Deck (Creative Plaza)



06 景觀平台 (綠林花園) Elevated Green Deck (Lush Garden)



07 綠化屋頂 Accessible Green Roof



08 海濱長廊 Waterfront Promenade

項目 Project:
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標題 Title:
方案二：擬議景觀設計布局
Option 2 : Proposed Landscape Master Plan

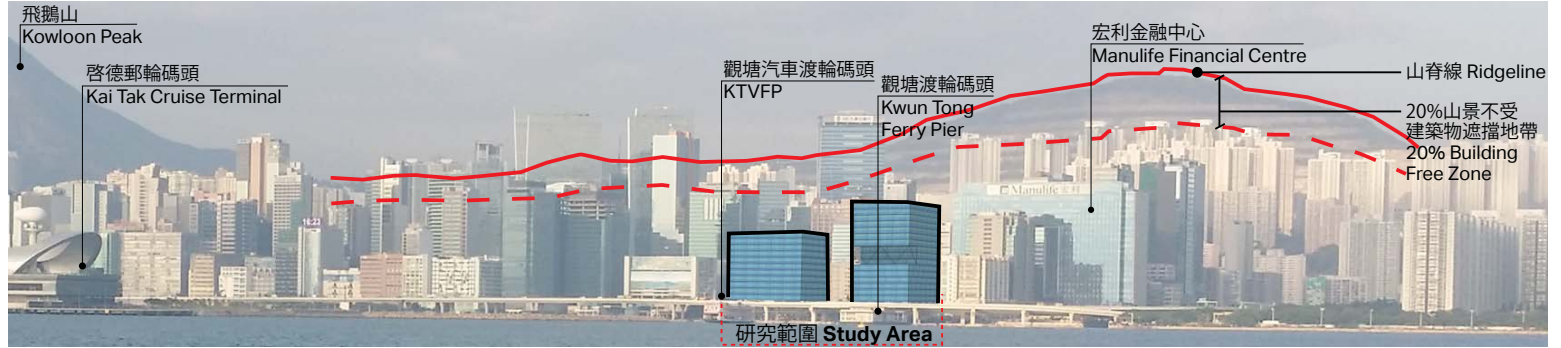
日期: 2017年8月
 Date: Aug 2017
 比例: 如圖所示
 Scale: As shown

圖 Plan 10

建築物高度輪廓 Building Height Profile

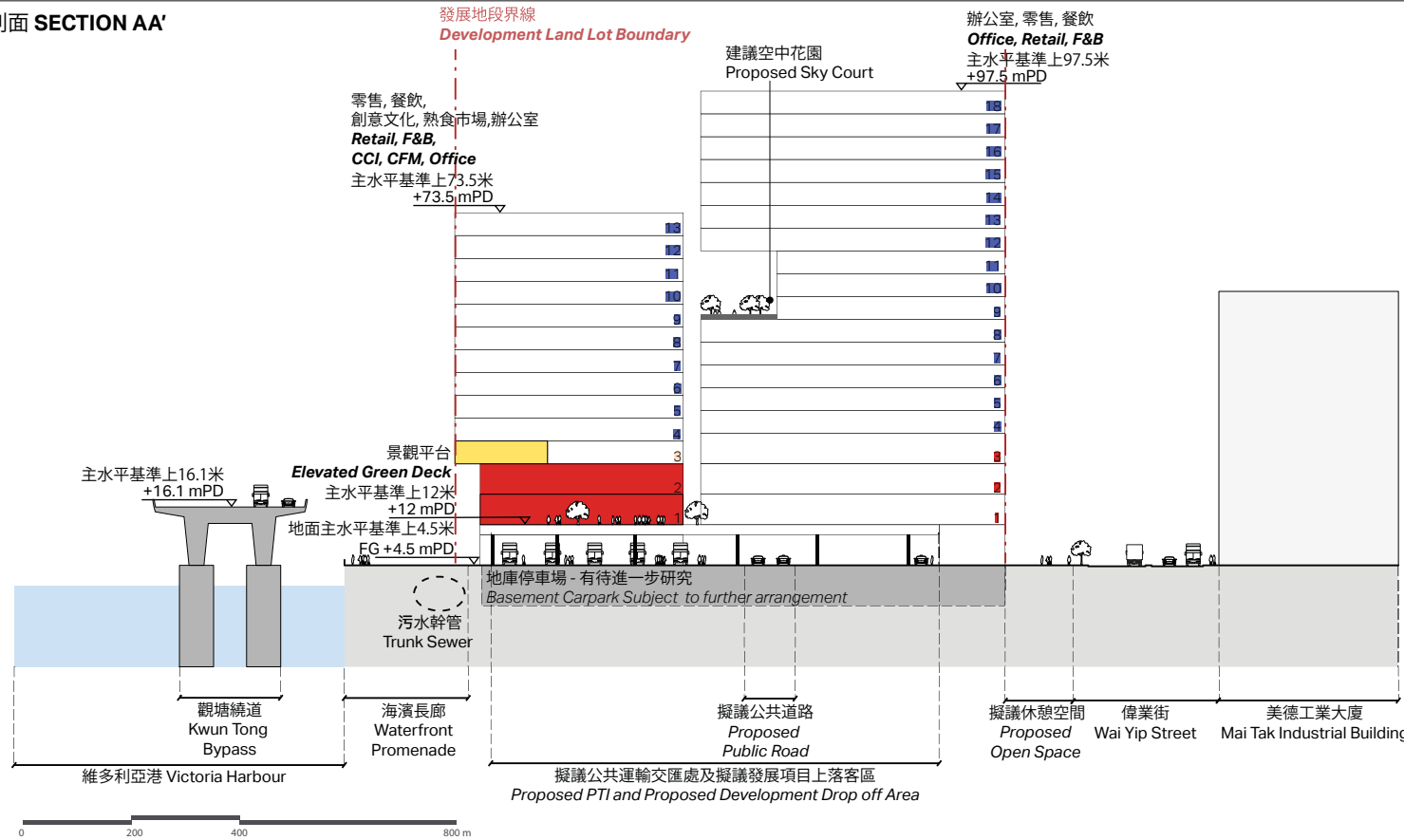


香港規劃標準與準則第11章的瞭望點4
Vantage Point 4 in HKPSG CH.11 (VP4)



從瞭望點4眺望
View from VP4

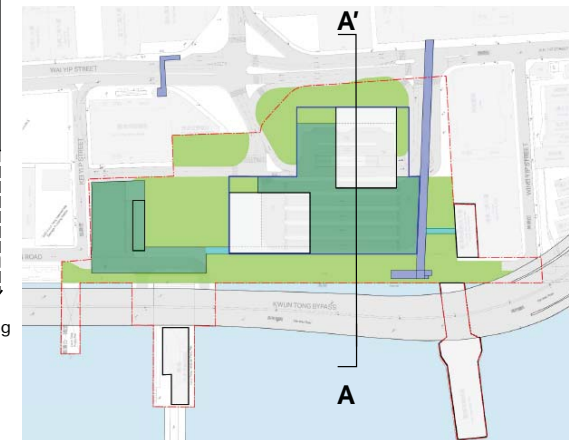
剖面 SECTION AA'



圖例 LEGEND

- 擬議辦公室 (樓面至樓面高度: 4.5米)
Proposed Office (Floor to floor height: 4.5m)
- 擬議零售餐飲 (樓面至樓面高度: 6米)
Proposed Retail, F&B (Floor to floor height: 6m)
- 擬議創意文化工作室 (樓面至樓面高度: 4.5米)
Proposed Studio for CCI uses (Floor to floor height: 4.5m)
- 擬議政府、機構或社區用地 - 熟食市場 (樓面至樓面高度: 4.5米)
G/IC - CFM (Floor to floor height: 4.5m)

位置圖 KEY PLAN

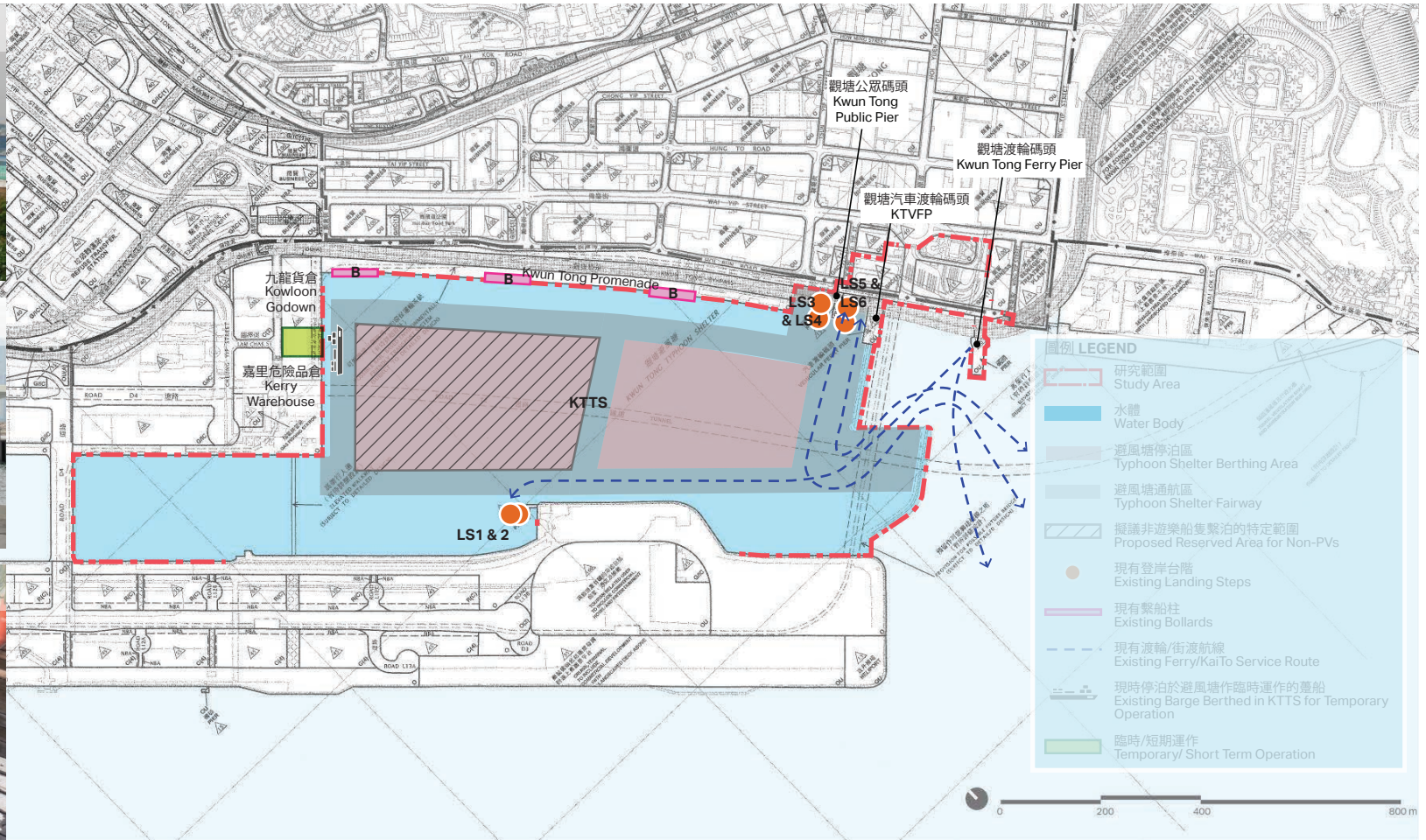
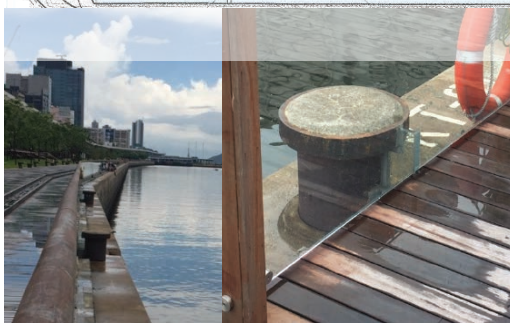
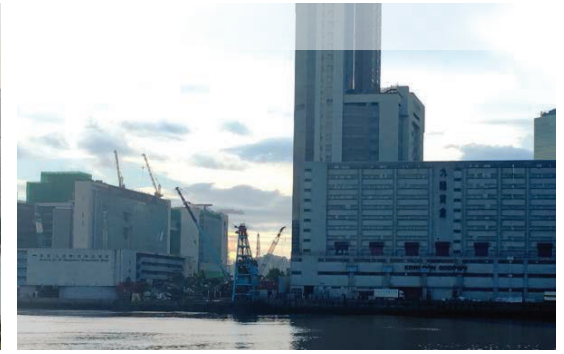


項目 Project:
合約編號 CE 61/2015 (TP)
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標題 Title:
方案二: 擬議建築物輪廓
Option 2: Proposed Building Height Profile

日期: 2017年8月
Date: Aug 2017
比例: 如圖所示
Scale: As shown

圖 Plan 11



項目 Project:
 合約編號 CE 61/2015 (TP)
 觀塘行動區規劃及工程可行性研究
 Agreement No. CE 61/2015 (TP)
 Planning and Engineering Study on Kwun Tong Action Area - Feasibility Study

標題 Title:
 現時觀塘避風塘運作及岸邊上落點
 Existing Operation of Kwun Tong Typhoon Shelter and Water Access Points

日期: 2017年8月
 Date: Aug 2017
 比例: 如圖所示
 Scale: As shown

圖 Plan 12



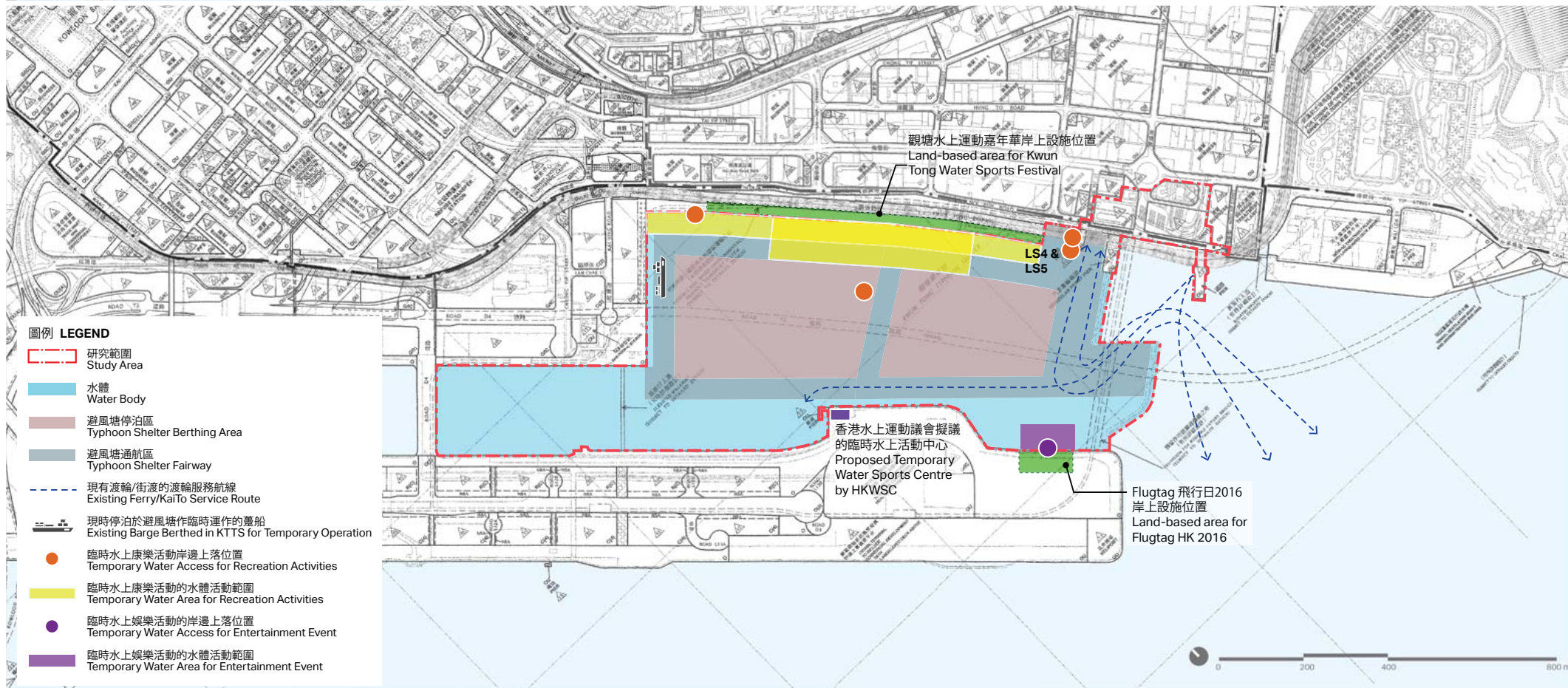
Flugtag 飛行日2016 Flugtag HK 2016



啓德青年社區賽艇會 Kai Tak Youth Rowing Community



觀塘青少年賽艇三項賽 2017
Kwun Tong Youth Triathlon 2017



項目 Project:
合約編號 CE 61/2015 (TP)
觀塘行動區規劃及工程可行性研究
Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
於水體範圍舉行的水上活動
Water-based Activities and Events in Water Body

日期: 2017年8月
Date: Aug 2017
比例: 如圖所示
Scale: As shown

圖 Plan 13

1 香港水上運動議會申請作水上活動中心
Proposed Water Sports Centre by HKWSC



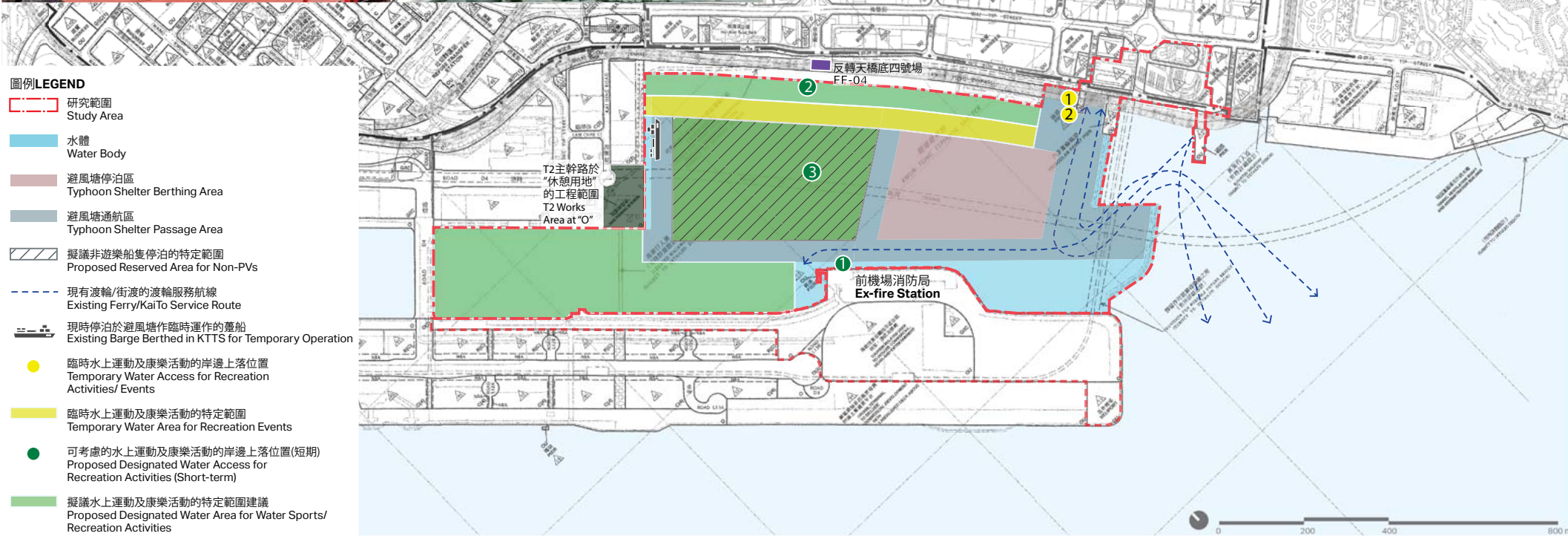
2 可考慮修改繫船柱旁的玻璃欄杆
Proposed Modification of Glass Balustrade along Existing Bollards



1 2 利用觀塘公眾碼頭及浮臺接駁的水上活動
Events Utilizing Kwun Tong Public Pier with Pontoon Access



3 啓德青年社區賽艇會的水體上落位置及訓練範圍
Water Access and Practice Area for KTYRC



- 圖例 LEGEND**
- 研究範圍
Study Area
 - 水體
Water Body
 - 避風塘停泊區
Typhoon Shelter Berthing Area
 - 避風塘通航區
Typhoon Shelter Passage Area
 - 擬議非遊樂船隻停泊的特定範圍
Proposed Reserved Area for Non-PVs
 - 現有渡輪/街渡的渡輪服務航線
Existing Ferry/KaiTo Service Route
 - 現時停泊於避風塘作臨時運作的趸船
Existing Barge Berthed in KTTS for Temporary Operation
 - 臨時水上運動及康樂活動的岸邊上落位置
Temporary Water Access for Recreation Activities/ Events
 - 臨時水上運動及康樂活動的特定範圍
Temporary Water Area for Recreation Events
 - 可考慮的水上運動及康樂活動的岸邊上落位置(短期)
Proposed Designated Water Access for Recreation Activities (Short-term)
 - 擬議水上運動及康樂活動的特定範圍建議
Proposed Designated Water Area for Water Sports/ Recreation Activities

項目 Project:
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Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
短期水體共用建議
Short-term Co-use Proposals in Water Body

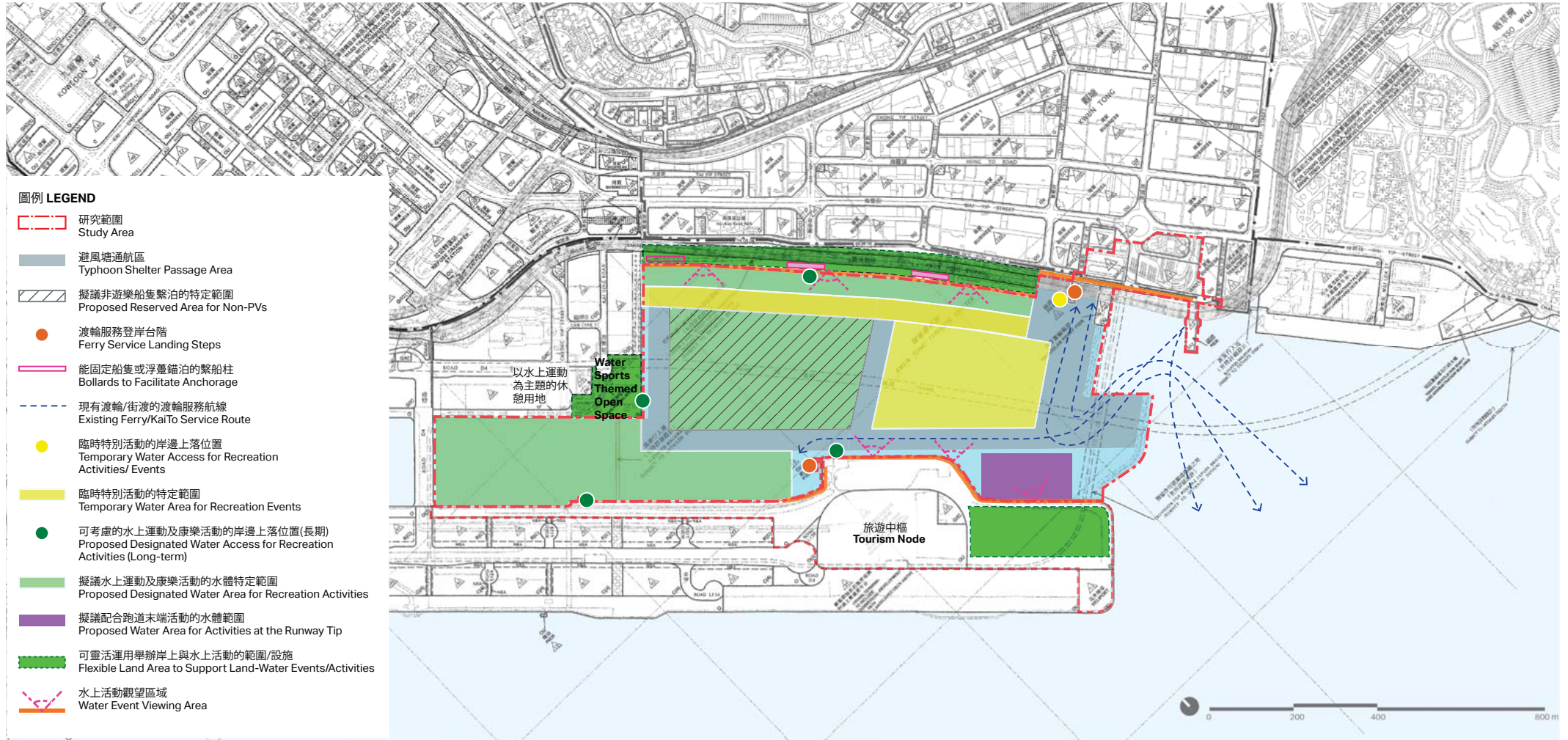
日期: 2017年8月
Date: Aug 2017
比例: 如圖所示
Scale: As shown

圖 Plan 14

● 可考慮的特別活動 - 端午節 龍舟比賽
Possible Special Events - Dragon Boat Festival



● 可考慮的特別活動 - 帆船比賽村
Possible Special Events - Sailing Race Village



圖例 LEGEND

- 研究範圍
Study Area
- 避風塘通航區
Typhoon Shelter Passage Area
- 擬議非遊樂船隻繫泊的特定範圍
Proposed Reserved Area for Non-PVs
- 渡輪服務登岸台階
Ferry Service Landing Steps
- 能固定船隻或浮躉錨泊的繫船柱
Bollards to Facilitate Anchorage
- 現有渡輪/街渡的渡輪服務航線
Existing Ferry/Kai To Service Route
- 臨時特別活動的岸邊上落位置
Temporary Water Access for Recreation Activities/ Events
- 臨時特別活動的特定範圍
Temporary Water Area for Recreation Events
- 可考慮的水上運動及康樂活動的岸邊上落位置(長期)
Proposed Designated Water Access for Recreation Activities (Long-term)
- 擬議水上運動及康樂活動的水體特定範圍
Proposed Designated Water Area for Recreation Activities
- 擬議配合跑道末端活動的水體範圍
Proposed Water Area for Activities at the Runway Tip
- 可靈活運用舉辦岸上與水上活動的範圍/設施
Flexible Land Area to Support Land-Water Events/Activities
- 水上活動觀望區域
Water Event Viewing Area

項目 Project:
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Agreement No. CE 61/2015 (TP)
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標題 Title:
中長期水體共用建議
Medium to Long-term Co-use Proposals in Water Body

日期: 2017年8月
Date: Aug 2017
比例: 如圖所示
Scale: As shown

圖 Plan 15