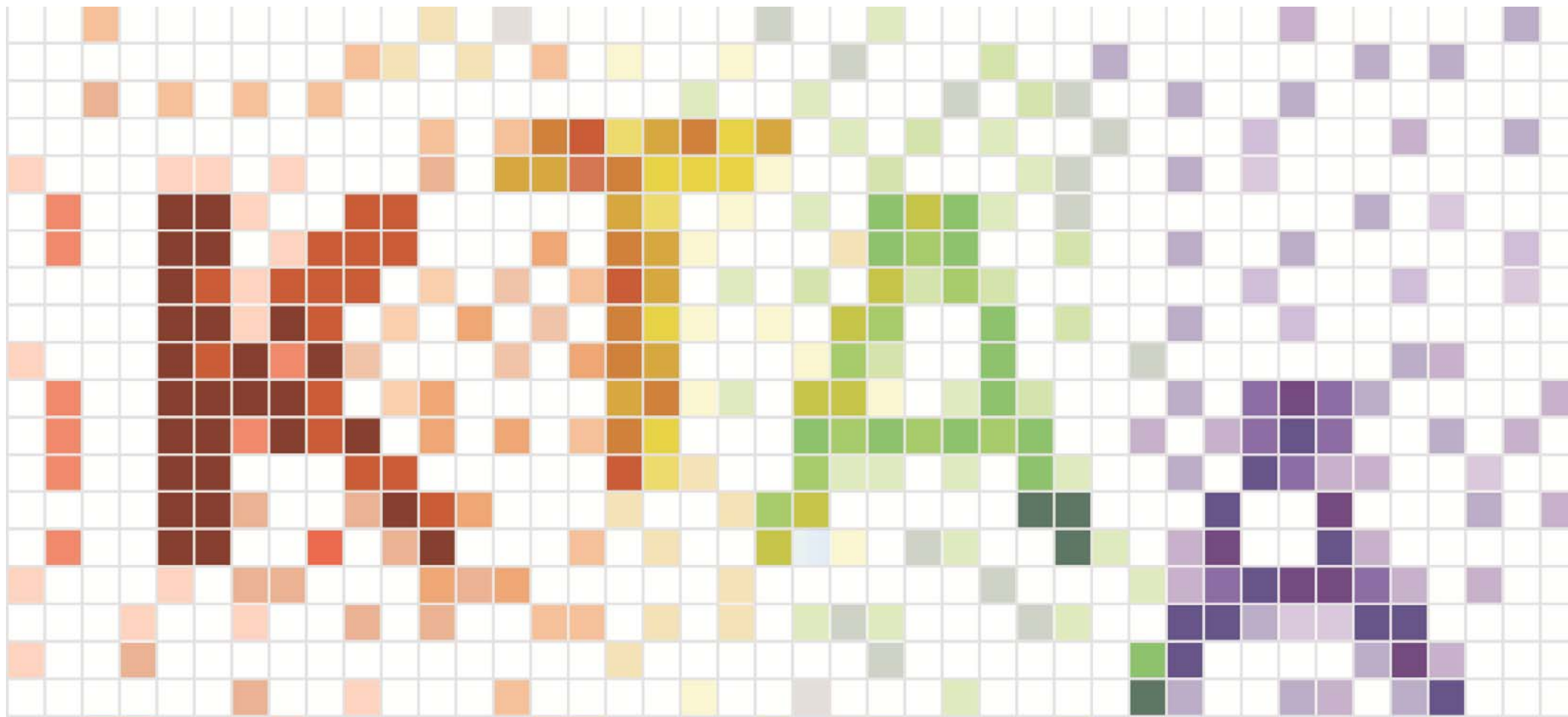


Preliminary Outline Development Plan for Kwun Tong Action Area

Harbourfront Commission
Task Force on Kai Tak Harbourfront Development
8 September 2017



Background

- The 2016 Policy Address announced that the commercial floor area in the two Action Areas in Kowloon East could increase from about 500 000 m² to about 560 000 m².
- Kwun Tong Action Area (KTAA), together with the former airport 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 KTAA study is one of the two planning and engineering studies to steer the implementation of the KTF project.
- A Preliminary Outline Development Plan (PODP) for KTAA and water body co-use proposals for KTTS have been formulated.



Study Area

3 駕駛學校及危險品車輛等候處
Driving School & Dangerous Goods
Vehicle (DGV) Queuing Area



4 基業街垃圾收集站及公廁
Kei Yip Street Refuse Collection Point
(RCP)



5 觀塘碼頭廣場
Kwun Tong Ferry Pier Square



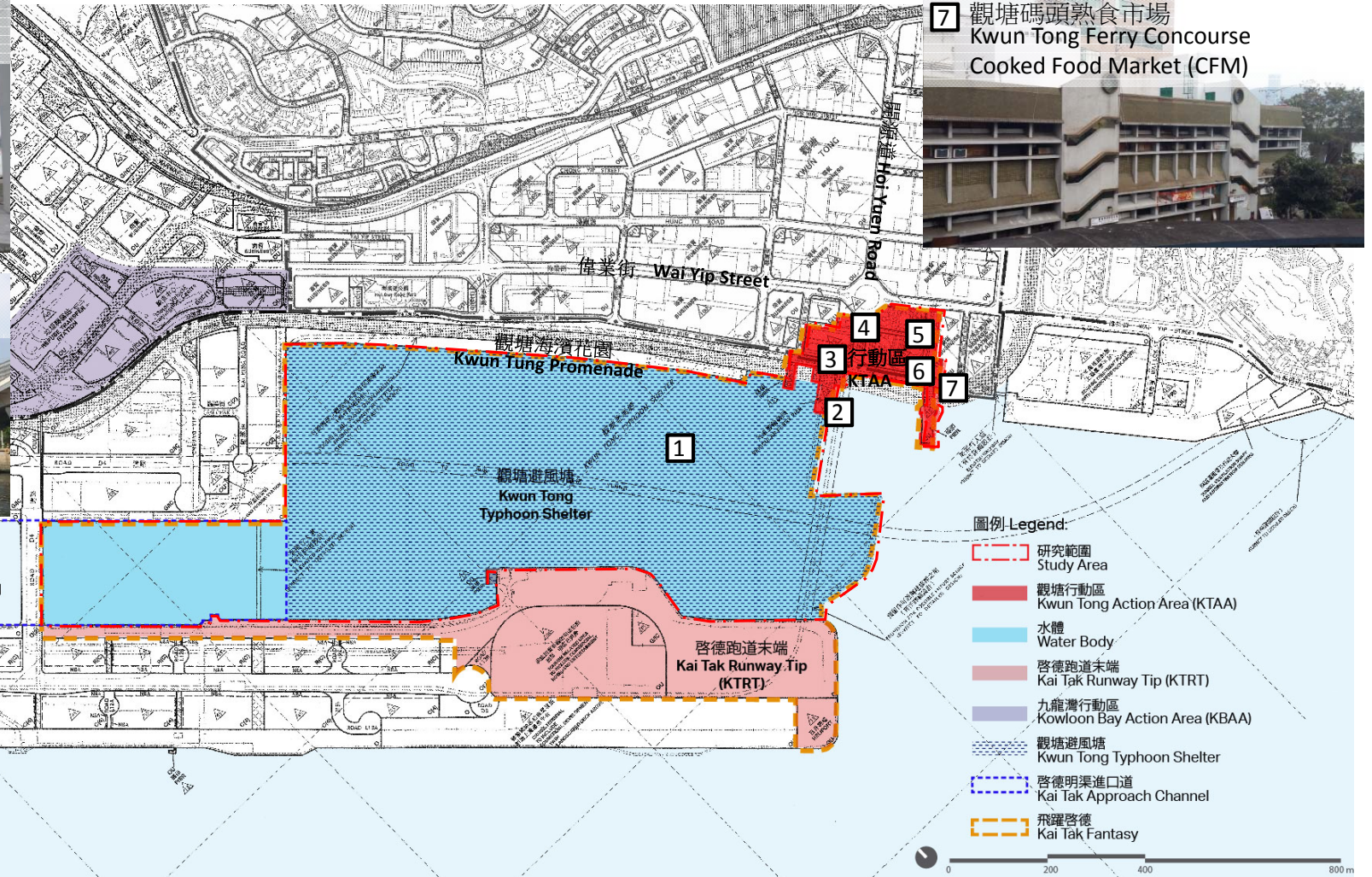
6 公共運輸交匯處
Public Transport Interchange (PTI)



2 觀塘汽車渡輪碼頭
Kwun Tong Vehicular Ferry Pier (KTVFP)



1 觀塘避風塘
Kwun Tong Typhoon Shelter (KTTS)



Planning Concepts & Principles

- **“Healthy City” Theme with Place-making Approach**

- “Healthy City” theme of KTF winning scheme
- Comprehensive mixed-use development to facilitate transformation of Kowloon East into CBD2
- Integrated pedestrian linkage to enhance overall connectivity

- **Effective Traffic Arrangement**

- Measures to improve the existing traffic flow and to cater for additional traffic generated by the proposed development

- **Co-use Initiatives**

- Co-use initiatives to optimise land use efficiency such as integration of the PTI into future development, co-location of various government uses and co-use of KTTS

- **Complementary to the Existing Urban Context**

- Reference to Harbour Planning Principles and Guidelines and TPB’s Vision and Goals for Victoria Harbour
- Future development of KTAA should respect and be compatible with the existing urban context such as BH profile, building disposition, pedestrian network and landscape resources



Harbour Planning Guidelines

- **Land Use Planning**

- Promote vibrancy and diversity
- Review and rationalise the existing facilities and uses
- Create a focal point and promote social connectivity
- Propose marine-based recreation activities for the water body

- **Urban Design and Landscaping**

- Lower development density
- Stepped building profile and diversity in building mass to promote visual interest
- Greening opportunities will be optimised along the harbourfront

- **Connectivity**

- Provision of a continuous pedestrian linkage along the harbourfront and efficient public transport interchange
- Better connection between the business area and the harbourfront

- **Harbourfront Management**

- Private sector involvement for some of the proposed POS
- POS to be open to the public 24 hours a day
- Small-scale retail/dining activities, cultural/social events and outdoor performances

- **Sustainable Development**

- Green building principles
- BEAM Plus accreditation as a mandatory requirement for the commercial development



Land Use Mix

Commercial

- Office
- Retail
- Food & Beverages (F&B)



Cultural and Creative Industries

- Exhibition or event space
- Workshop/studio spaces
- Outdoor performance venue



Government Uses

- Special Facilities (e.g. DGV queuing area)
- CFM
- RCP



Transport Facilities

- PTI
- Carpark
- Ferry Pier
- Environmentally Friendly Linkage System (EFLS)



Open Spaces

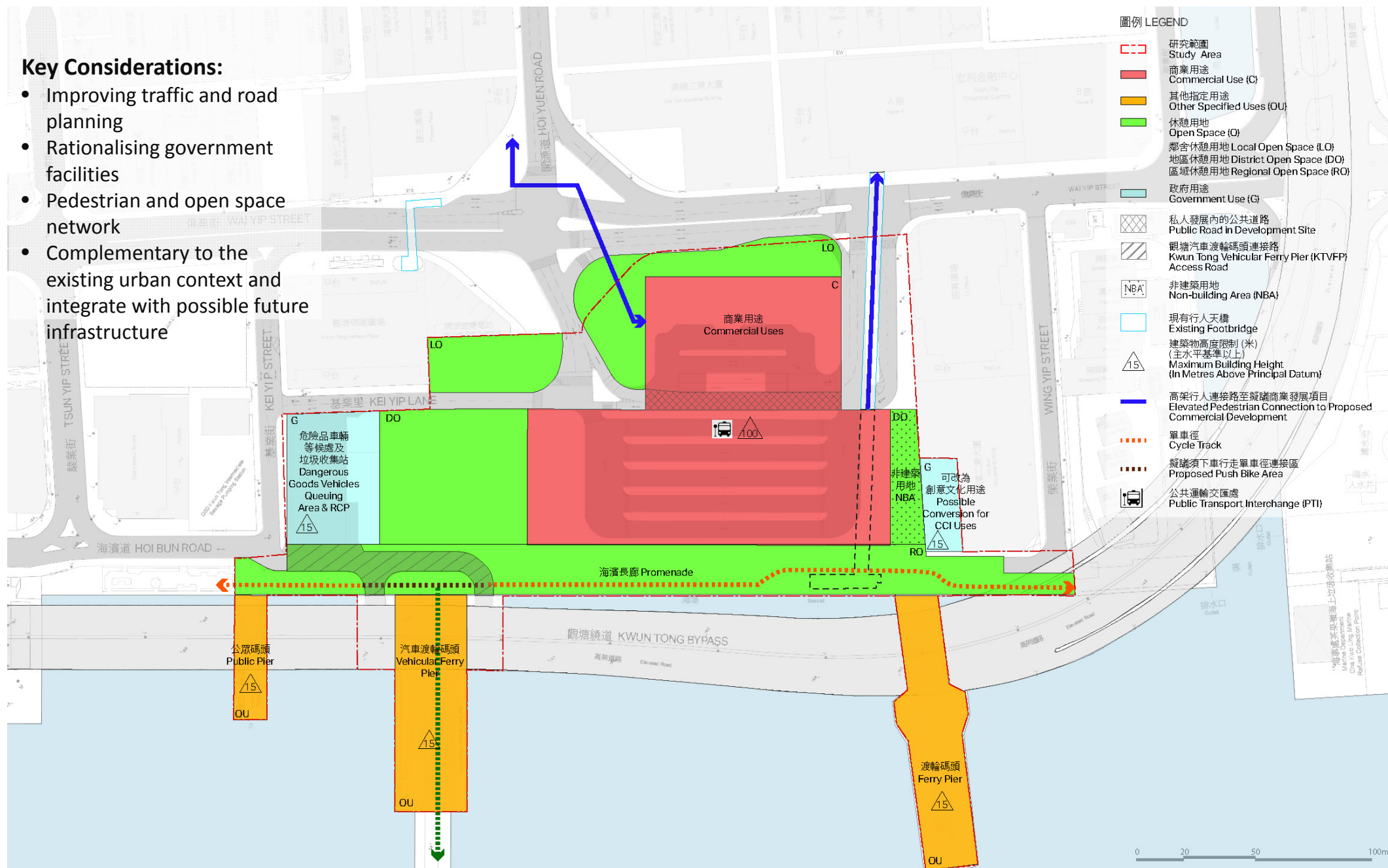
- Waterfront Promenade
- Multi-level Public Realm



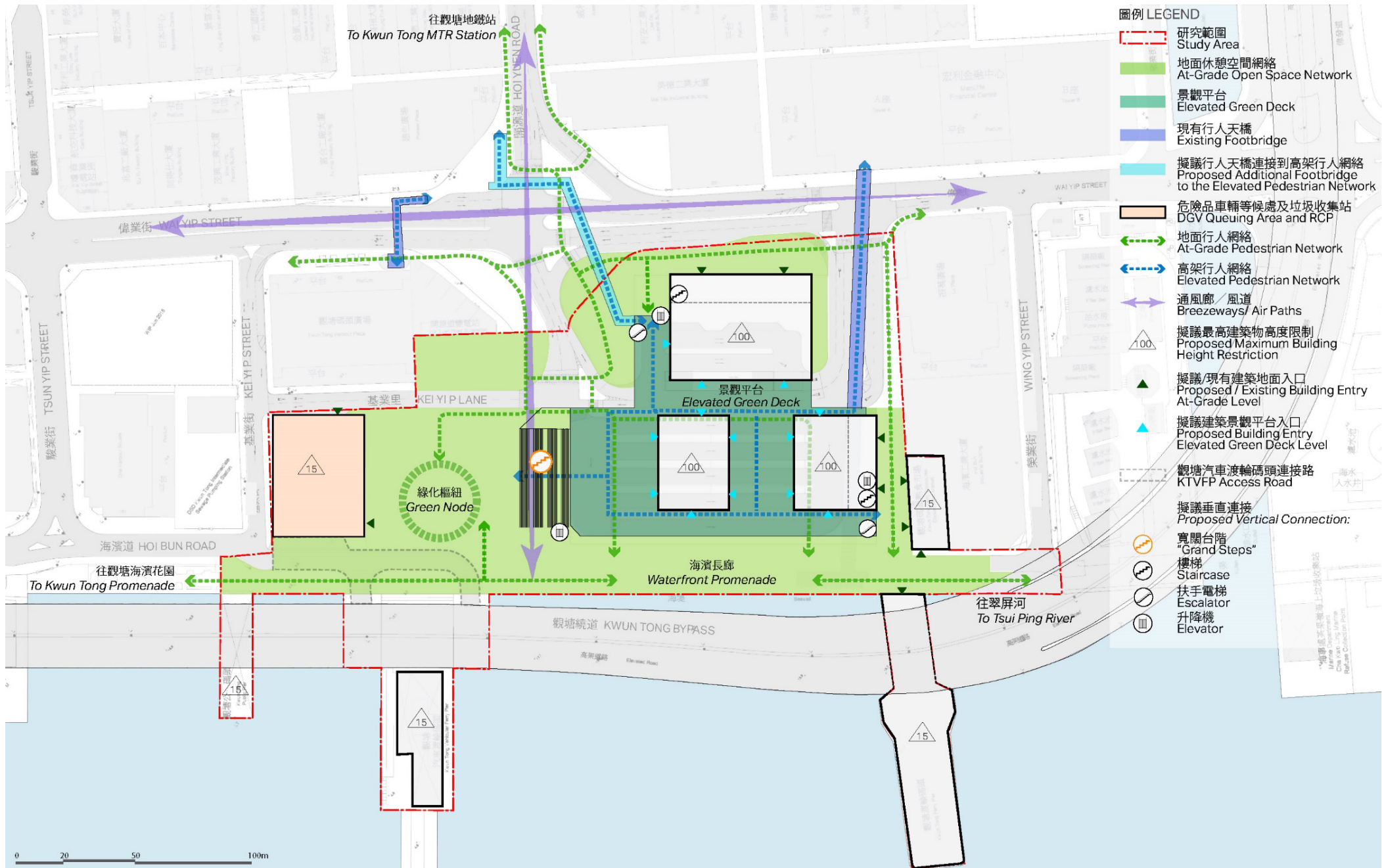
Generalised PODP

Key Considerations:

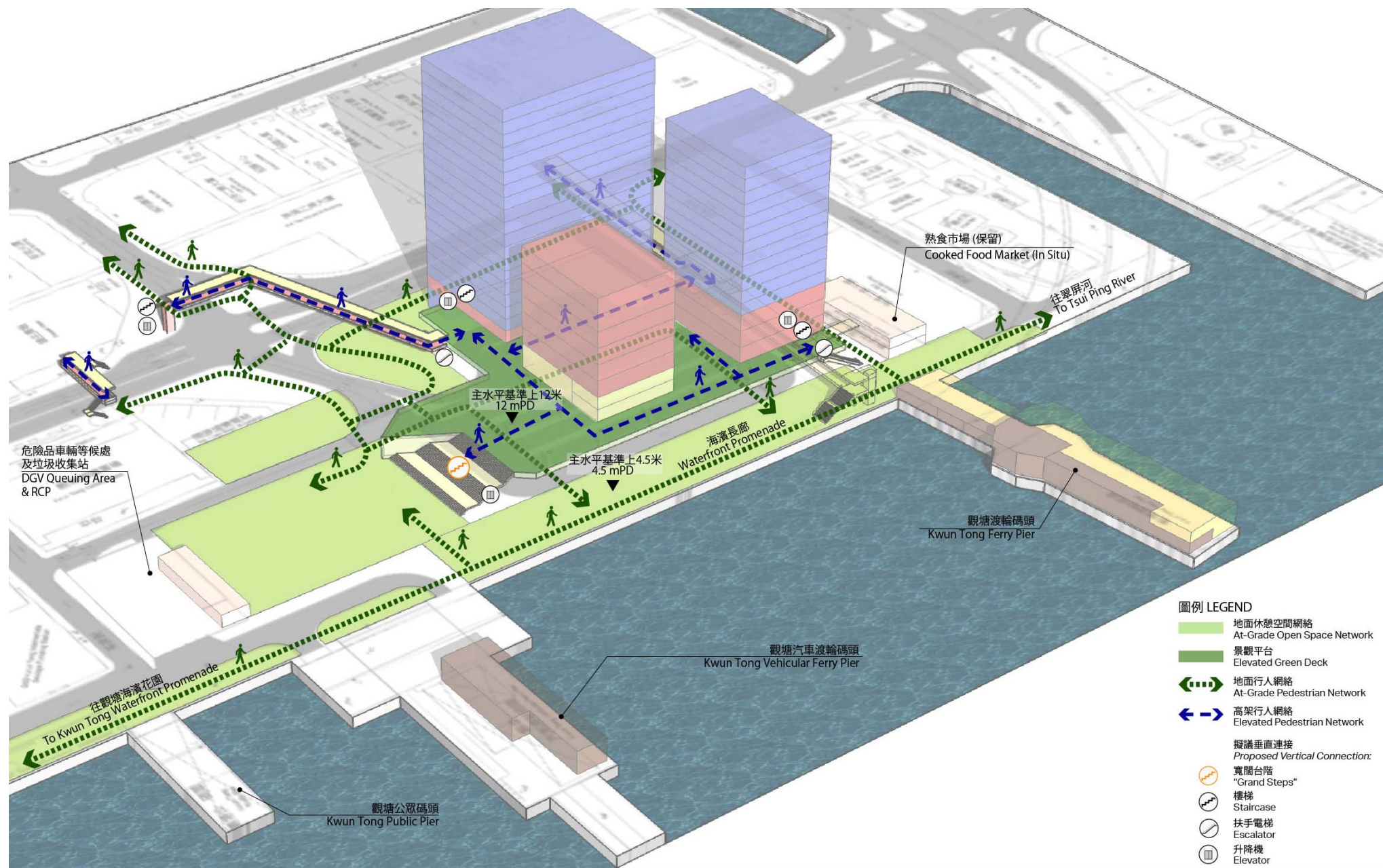
- Improving traffic and road planning
- Rationalising government facilities
- Pedestrian and open space network
- Complementary to the existing urban context and integrate with possible future infrastructure



PODP Option 1 – “Green Carpet” Approach

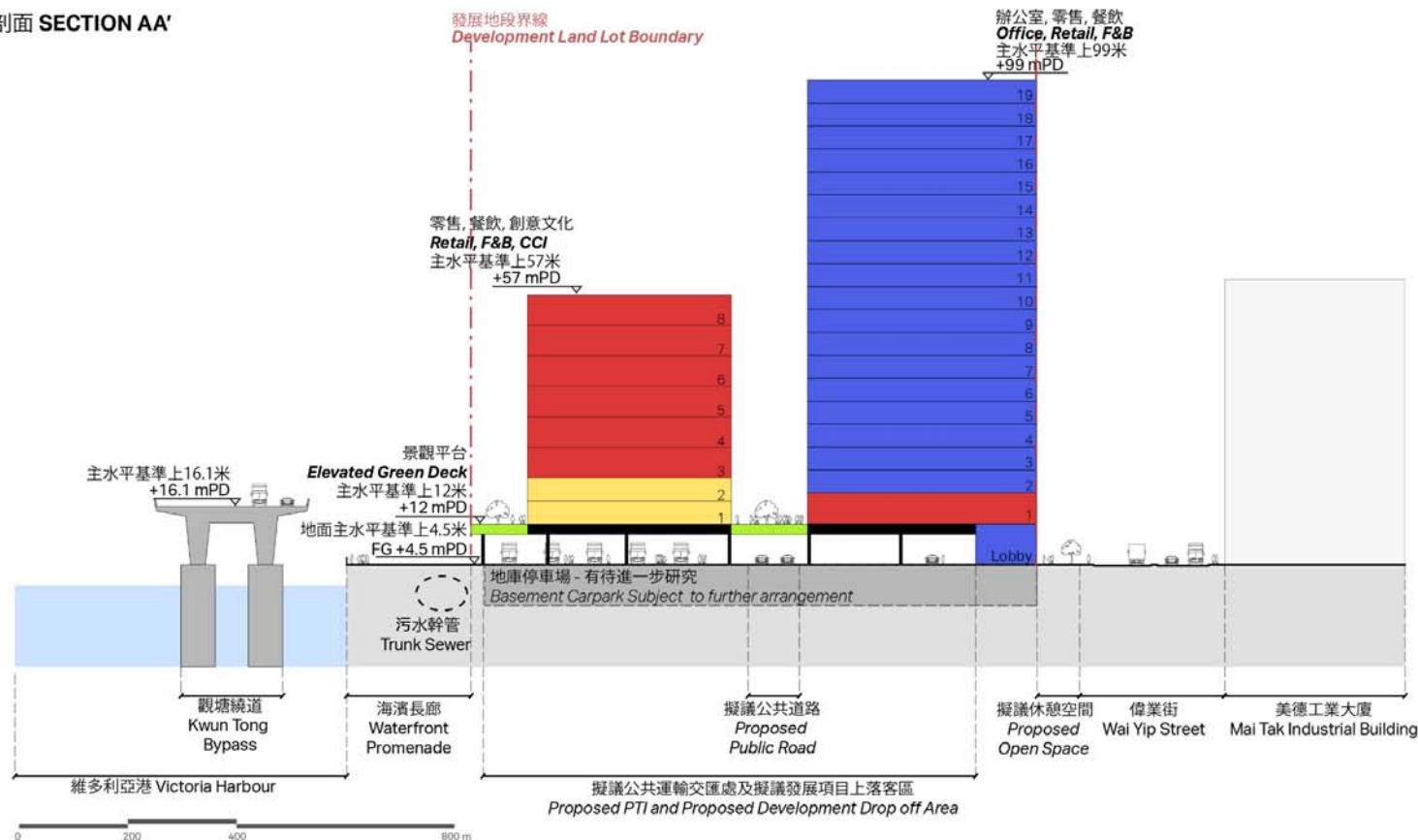


PODP Option 1 – “Green Carpet” Approach



PODP Option 1 – “Green Carpet” Approach

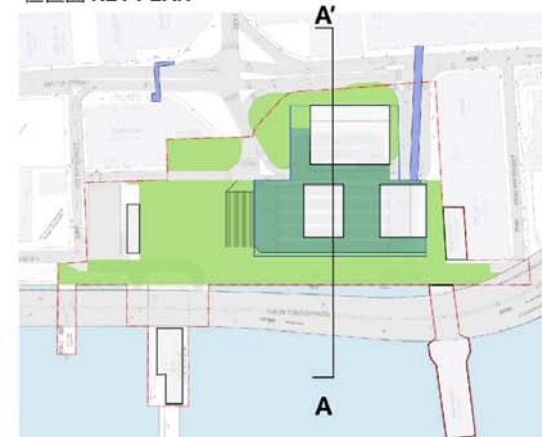
剖面 SECTION AA'



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)

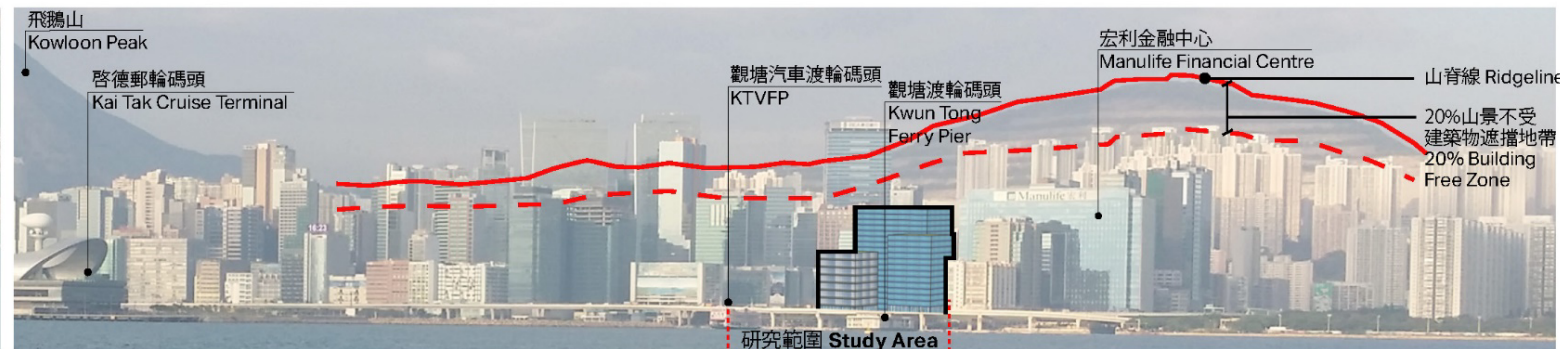
位置圖 KEY PLAN



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

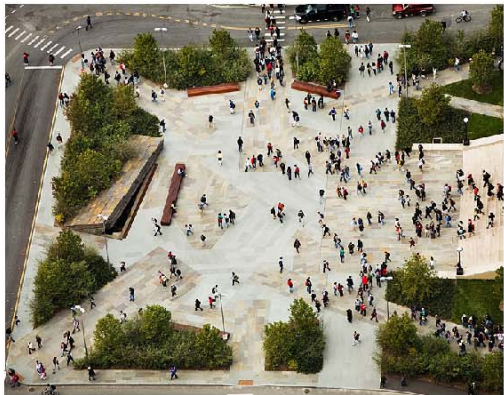
PODP Option 1 – “Green Carpet” Approach



- 01 入口廣場 Commercial Entry Plaza
- 02 景觀花園 Transition Garden
- 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
- 06 綠化屋頂 Accessible Green Roof
- 07 海濱長廊 Waterfront Promenade
- 08 寵物公園 Pet Garden
- 09 行人天橋 Footbridge Connection
- 10 觀塘汽車渡輪碼頭連接路 KTVFP Access Road
- 11 露天餐廳 Alfresco Dining



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)



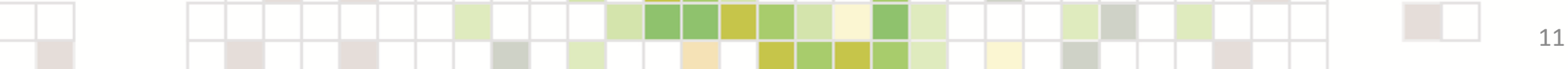
05 寬闊台階 Grand Steps



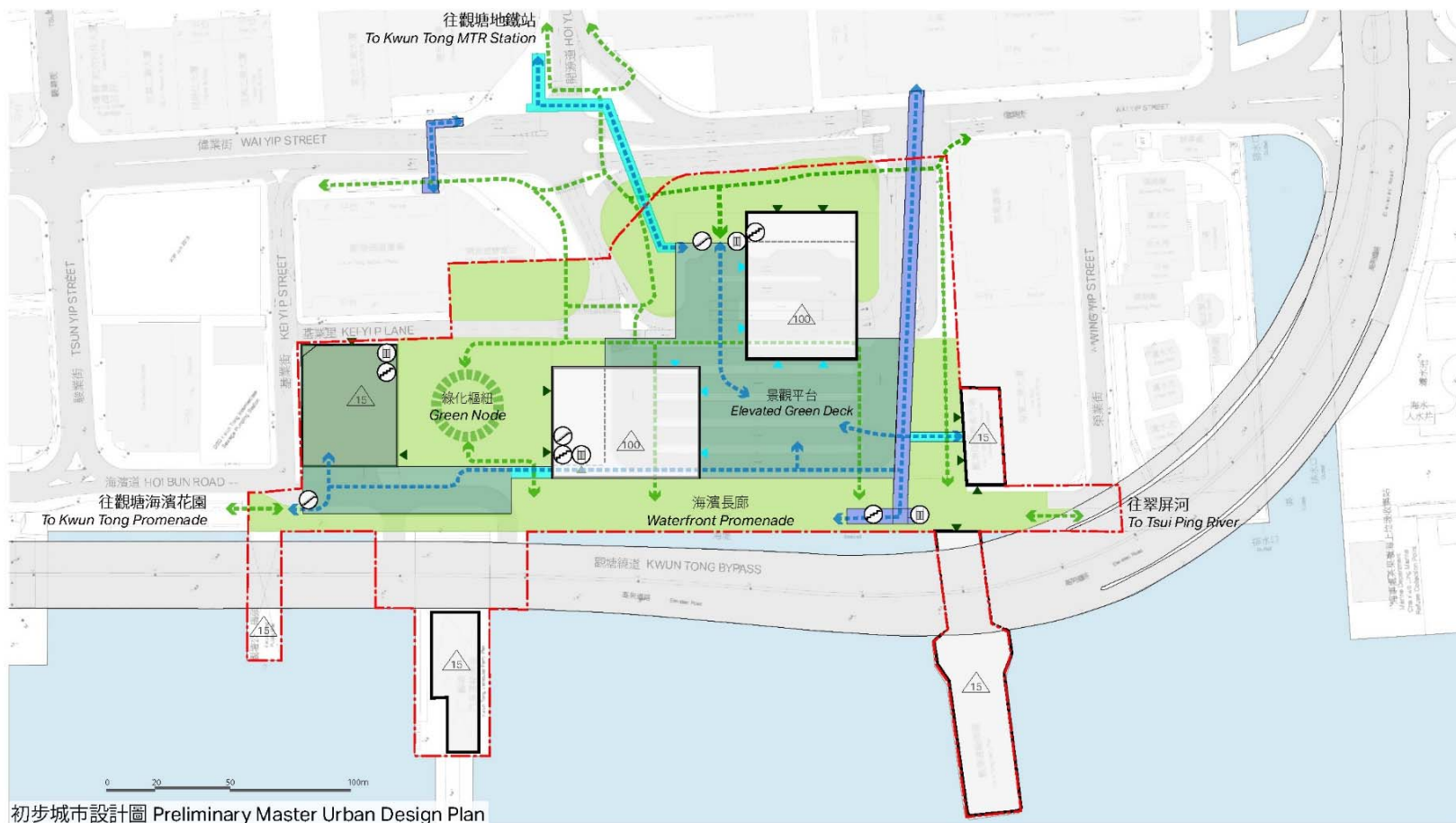
08 寵物公園 Pet Garden



11 露天餐廳 Alfresco Dining



PODP Option 2 – “Integrated Grid” Approach



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
- 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



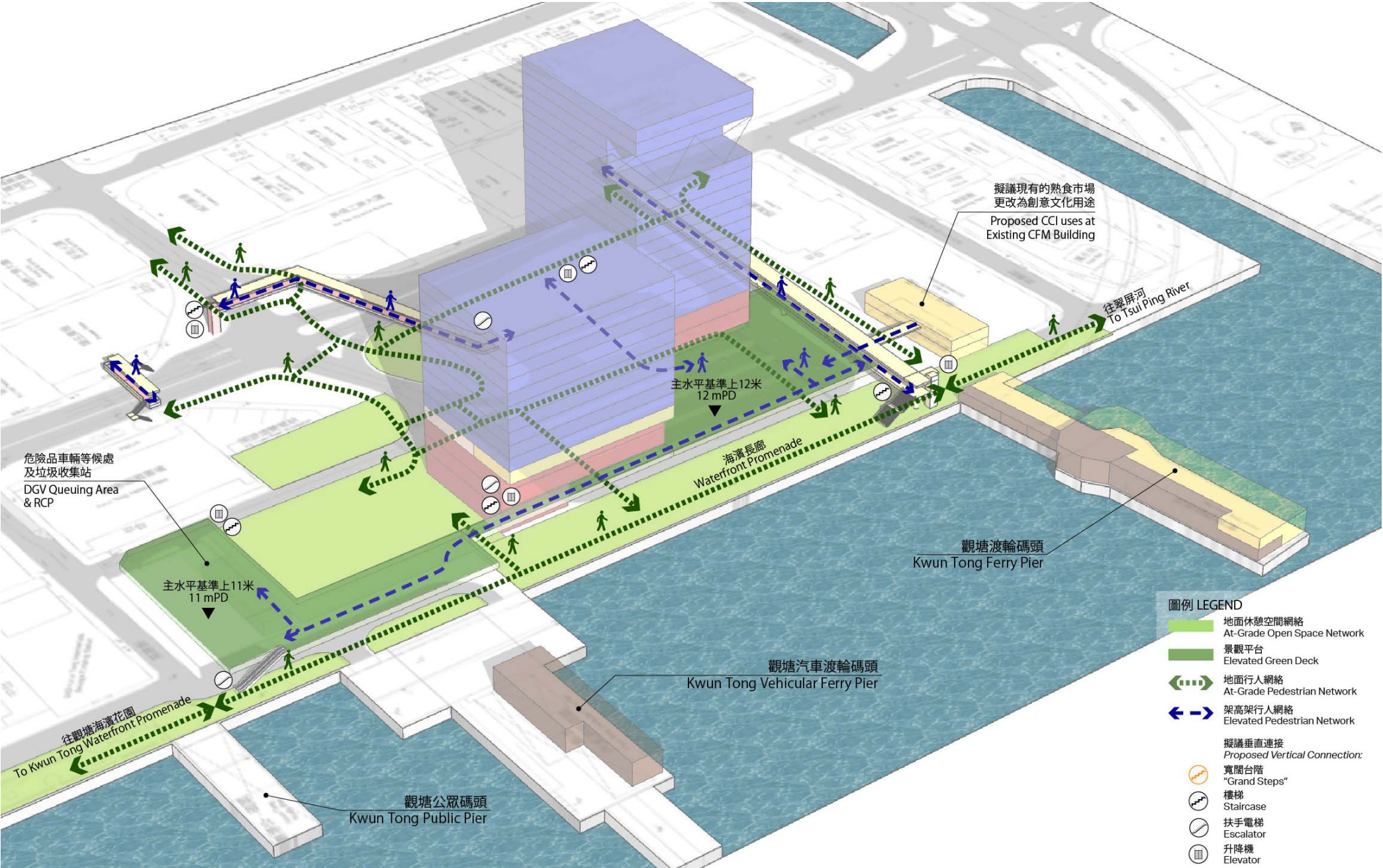
危險品車輛等候處安排 DGV Queuing Area Arrangement



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)

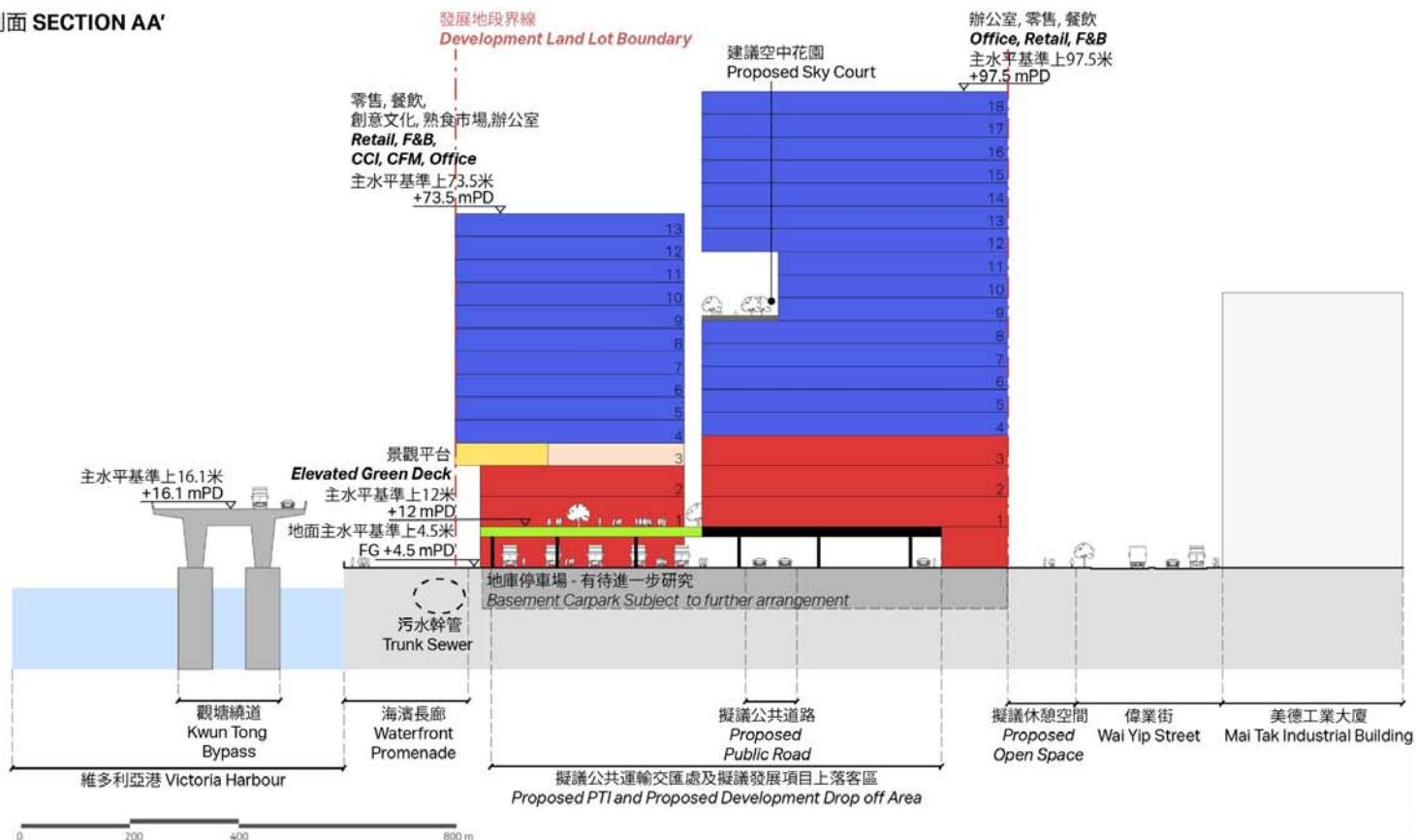
Maintain the existing controlled pedestrian passageway (gated green colour paved area) along the fenced-off treatment of the KTVFP access road.

PODP Option 2 – “Integrated Grid” Approach



PODP Option 2 – “Integrated Grid” Approach

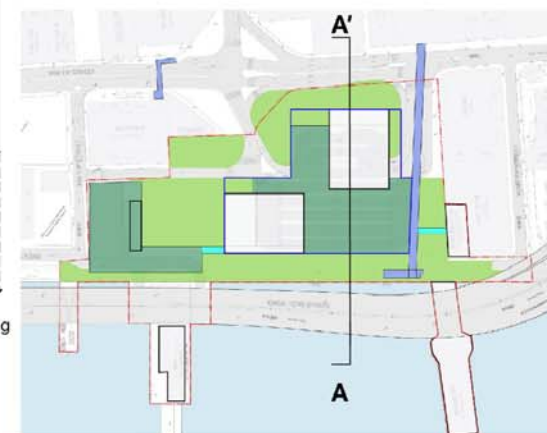
剖面 SECTION AA'



圖例 LEGEND

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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)

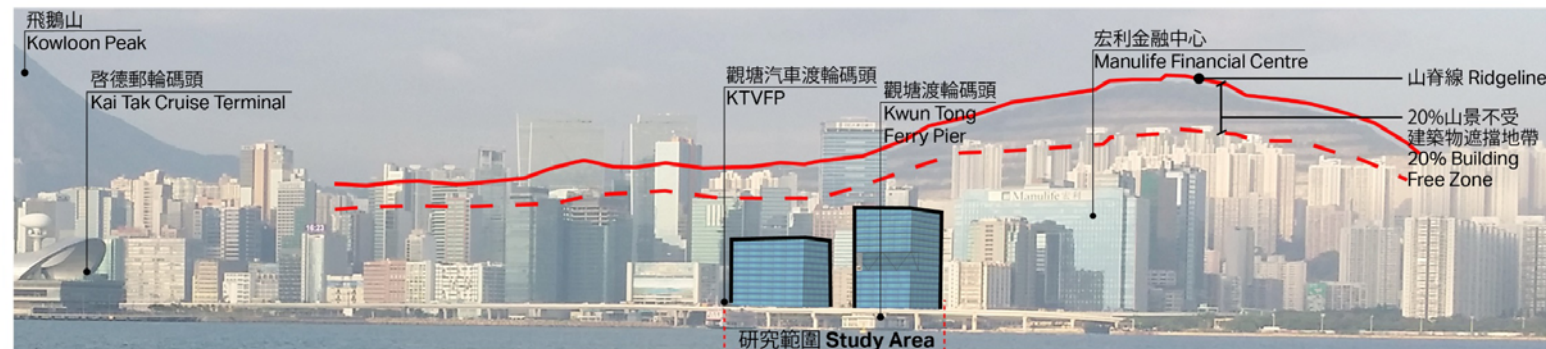
位置圖 KEY PLAN



建築物高度輪廓 Building Height Profile



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Vantage Point 4 in HKPSG CH.11 (VP4)



從瞭望點4眺望
View from VP4

PODP Option 2 – “Integrated Grid” Approach



01 入口廣場 Commercial Entry Plaza

02 景觀花園 Transition Garden

03 露天廣場 Urban Plaza

04 露天餐廳 Alfresco Dining

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

09 寵物公園 Pet Garden

10 行人天橋 Footbridge Connection

11 現時以閘門控制的行人通道
Existing Gated Pedestrian Passageway

12 觀塘汽車渡輪碼頭管制區
KTVFP Restricted Area



02 景觀花園 Transition Garden



03 露天廣場 Urban Plaza



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



PODP Development Parameters

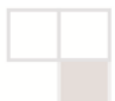
Category	Zoning/ Facilities	Option 1	Option 2
Site Area (m ²) (Approx.)	Commercial	12 150	12 400
	Government (DGV queuing area and RCP)	2 240	
	Cooked Food Market	500	-
	“Other Specified Uses” annotated “Pier”	7 300	
	“Open Space”	16 450	16 290
GFA (m ²) (Approx.)	Office	65 300	
	Retail/ F&B	14 500	
	CCI	5 000	
	GIC	RCP : 450 CFM : 1 000	RCP : 450 CFM : 1 500
	Pier	1935	
	PTI	8 000	
	Open Space	2 160	2 120
	POSPD	100	150
		(site area not less than 2 000 m ²)	(site area not less than 3 000 m ²)

Proposed Parking and Loading/Unloading Facilities *

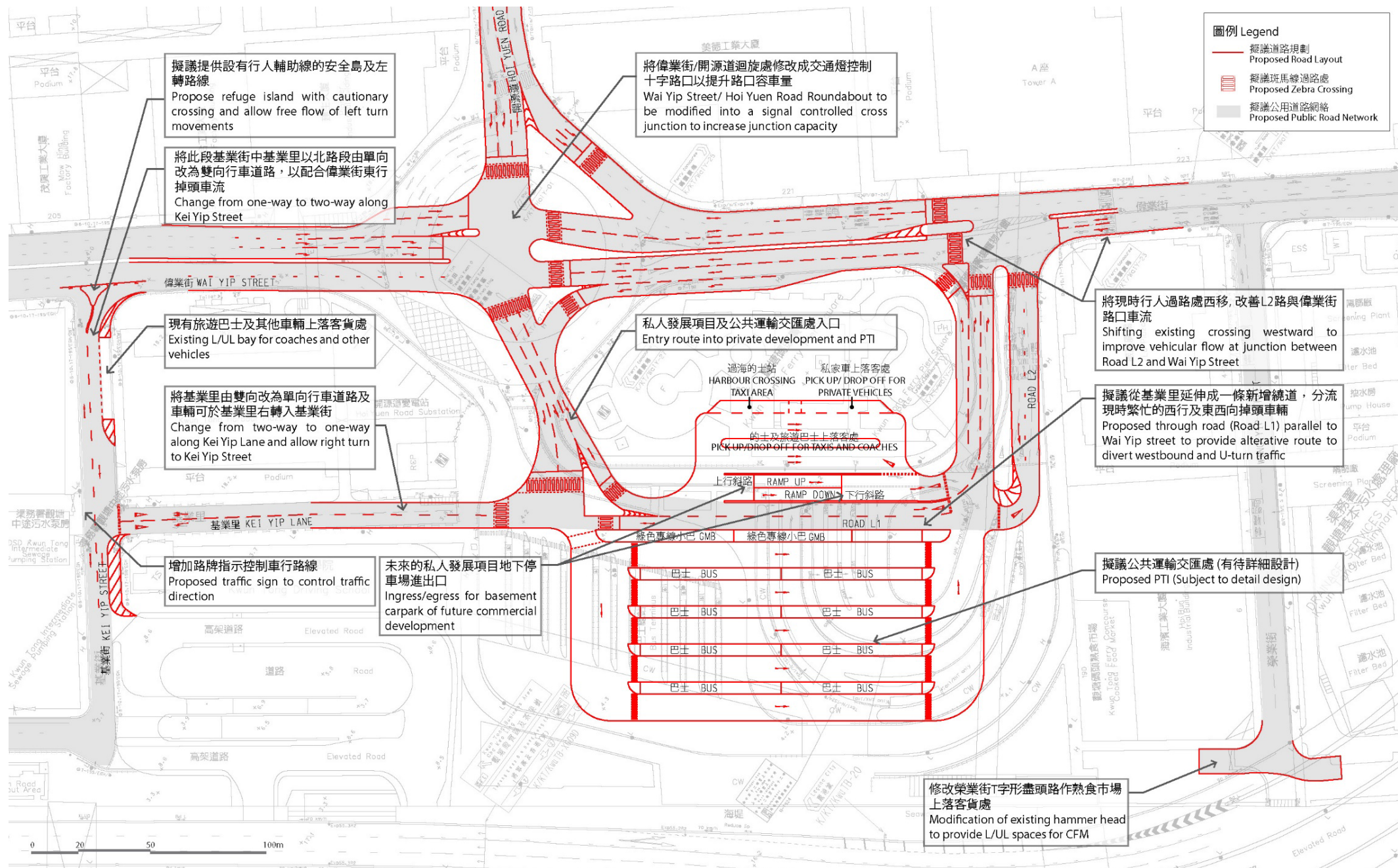
Type of Development	Private Car Parking Spaces	Goods Vehicle Loading/Unloading (L/UL) Spaces	Coach Parking Spaces	Pick-up/ Drop-off Points
Retail	80 (ancillary)	36** (ancillary)	-	4 (Private Vehicles) 12 (Taxis)
Office	283 – 318 (ancillary)		-	
Public Parking Facilities	100-130	65	10	3 (Coaches)
Total	463 – 498	101	10	

* Subject to further technical assessment, the no. of parking and loading /unloading facilities spaces may be properly adjusted due to development constraints.

** To optimise resources, part of the L/UL spaces could be shared for nighttime parking purpose.



Traffic and Transport Arrangement



Smart and Green Initiatives

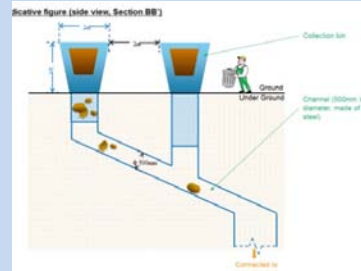
- Smart and green initiatives of the commercial development



**BEAM Plus
Accreditation of Gold
Rating or Above**



**Smart Water
Meters**



**Automatic Refuse
Collection System**



**Electric Vehicle
Charging Facilities**



**Sharing of Real-time
Parking Availability
Information**

- Provision of real-time public transport information at the proposed public transport interchange



Water Body Co-Use – Key Objectives and Considerations

Key Objectives

- Promote water recreation uses, diversity and vibrancy
- Create recreation landmark at KTF

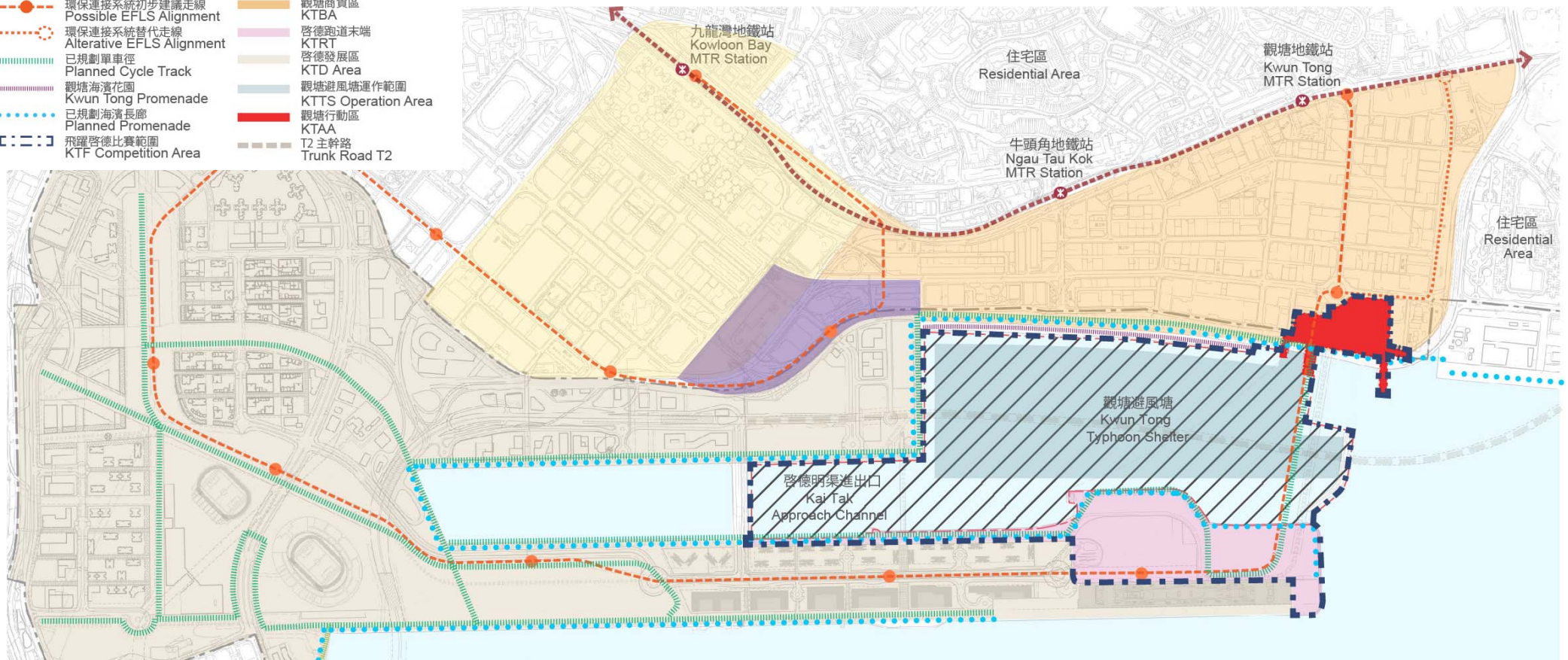
Key Considerations

- Existing operation at water body
- Protection of the Harbour Ordinance (PHO)
- Water quality (secondary contact)

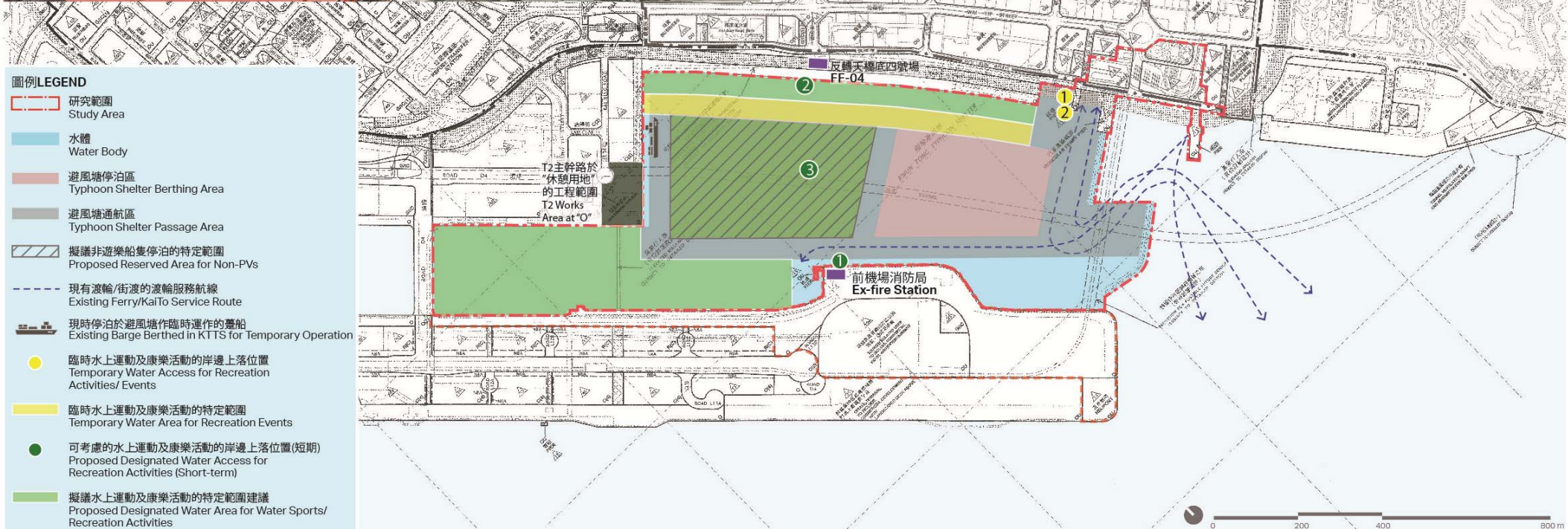


圖例 Legend

	水體範圍		九龍灣商貿區
	Water Body Boundary		KBBA
	現時港鐵線		九龍灣行動區
	Existing MTR line		KBAA
	環保連接系統初步建議走線		觀塘商貿區
	Possible EFLS Alignment		KTBA
	環保連接系統替代走線		啓德跑道末端
	Alternative EFLS Alignment		KTRT
	已規劃單車徑		啓德發展區
	Planned Cycle Track		KTD Area
	觀塘海濱花園		觀塘避風塘運作範圍
	Kwun Tong Promenade		KTTS Operation Area
	已規劃海濱長廊		觀塘行動區
	Planned Promenade		KTAA
	飛躍啓德比賽範圍		T2 主幹路
	KTF Competition Area		Trunk Road T2



Short-Term Co-Use Proposals



Medium to Long-Term Co-Use Proposals

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

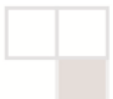


可考慮的特別活動 - 帆船比賽村
Possible Special Events - Sailing Race Village



Way Forward

- Obtain views from public consultation
- Further technical assessments on PODP
- Formulation of Recommended Outline Development Plan



Thank you

