

Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on

Kwun Tong Action Area Feasibility Study

Executive Summary (Final)

June 2022

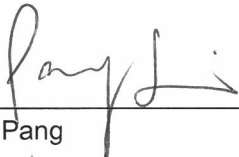
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Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

Executive Summary (Final)

13 September 2022

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1. BACKGROUND

- 1.1 In the 2013 Policy Address, the Chief Executive announced the proposal of setting up a recreational landmark – “Kai Tak Fantasy” (KTF) on the site of the former runway tip in Kai Tak Development Area (KTDA), Kwun Tong Action Area (KTAA) and the water body between the Kai Tak Runway Tip (KTRT) and KTAA which was identified of having excellent potential to be developed into a destination that will be attractive to both local residents and overseas visitors. In order to encourage creative design ideas and visions for the development of this prominent site, the “Kai Tak Fantasy – International Ideas Competition on Urban Planning and Design” (the Competition) was launched by the Energizing Kowloon East Office (EKEO) in November 2013 and results of the Competition were announced in November 2014.
- 1.2 To further develop the KTF, EKEO has commissioned this study: **Agreement No. CE 61/2015 (TP) – Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study** (herein referred as “the Study”), and another study “Agreement No. CE 73/2014 (TP) – Planning and Urban Design Review for Developments at Kai Tak Runway Tip – Feasibility Study” (KTRT Study) which was commenced in December 2015. Both studies have made reference to the winning scheme of the Competition, together with the good ideas and elements of other shortlisted entries.
- 1.3 AECOM Asia Co Ltd (AECOM) has been commissioned to undertake the Study. The Agreement commenced on 22 March 2016 with the first public consultation held between August and November 2017 and second public consultation held between April and July 2019¹.

2. STUDY AREA

- 2.1 The Study Area (**Figure 1**) covers KTAA, Kwun Tong Typhoon Shelter (KTTS) and part of the Kai Tak Approach Channel (KTAC) with a total size of about 67ha. 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, Lu Plaza and Hoi Bun Industrial Building in the southeast and KTTS in the south west.
- 2.2 The existing and major facilities in the KTAA include Kwun Tong Ferry Pier Square (KTFPS); Kwun Tong Ferry Pier public transport interchange (PTI); Kwun Tong Ferry Concourse Cooked Food Market (CFM); Kei Yip Street Refuse Collection Point (RCP), public toilet and storage area, Kwun Tong Public Pier, Kwun Tong Passenger Ferry Pier (KTPFP), and the Kwun Tong Vehicular Ferry Pier (KTVFP) cum the temporary Kwun Tong Driving School (relocated outside of the Study Area in Q4 2019). Besides, there is a privately-owned footbridge linking Manulife Financial Centre to KTPFP.

¹ The Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission (HC’s KTF), the Kwun Tong and Kowloon City District Councils (KTDC and KCDC), and the Land and Development Advisory Committee (LDAC) were consulted in the public consultations.

3. STUDY OBJECTIVES

The study objectives are:

- To plan for comprehensive mixed-use development on land (KTAA) and bring vibrancy to the waterbody in KTTS that would be complementary to the tourism and entertainment uses at the Runway Tip under KTF;
- To rationalize the existing and required government uses conducive to a robust, flexible and practical development scheme;
- To create synergy effect for the transformation of Kowloon East into another Core Business District (CBD);
- To develop a Recommended Outline Development Plan (RODP) and formulate planning proposals; and
- To formulate a water body co-use strategy to enhance water activities within the KTTS.

4. PLANNING CONCEPTS AND PRINCIPLES

The planning concepts and design principles set out below were adopted in the formulation of the Preliminary Outline Development Plan (PODP) and the subsequent Recommended Outline Development Plan (RODP):

- To exhibit the planning and design principles of CBD2 which focus on connectivity, branding, design and diversity;
- To adopt key planning and design merits and features of the KTF Competition Winning Scheme, such as “Healthy City” theme, place-making approach, and positioning of “Innovative Garden”;
- To facilitate effective traffic management to cater for the additional traffic generated from the proposed development;
- To introduce co-use initiatives for optimising land use efficiency given the compact size of the Study Area to accommodate various uses;
- To respect and harmonise with the existing urban context, especially in terms of building height (BH) profile, building orientation, building mass, building permeability, vista of the waterfront and pedestrian connectivity with a view to improving the building disposition and air ventilation of the proposed development; and
- To be in line with the concept of “Green and Blue System” network as advocated in the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (“Hong Kong 2030+”).

5. RECOMMENDED OUTLINE DEVELOPMENT PLAN (FIGURE 2)

Proposed Land Use Zonings on the RODP

- 5.1 KTAA is proposed for commercial, government, institution or community (G/IC), open space and public transport uses. Based on the planning concepts and principles, two development

options were formulated, namely Option 1 - 'Green Carpet' and Option 2 - 'Integrated Grid' in early stage of the Study for the Stage 1 public consultation between August and November 2017².

- 5.2 Taking into account comments from public and relevant government bureaux/departments (B/Ds) as well as the findings of various technical assessments, a preferred option was formulated for the Stage 2 public consultation between April to September 2019. The preferred option generally adopted the 'Green Carpet' option's planning concept and design theme and 'Integrated Grid' option's two-tower design layout.
- 5.3 The RODP was formulated based on the preferred option with due consideration to the public and departmental comments received in the Stage 2 public consultation exercise. Under the RODP, the existing government uses, open spaces and road within the Study Area are proposed to be rationalised and reorganised into the following land use zonings:
- **"Commercial" ("C"):** including office, retail, food and beverage (F&B) and Government, Institution and Community (G/IC)³ uses. A maximum building height (BH) restriction of 100mPD is proposed at the eastern portion of the site while the western portion is limited at the BH restriction of 14.5mPD to facilitate wind penetration from the KTTS to major view & wind corridor of Hoi Yuen Road with consideration of the operation and maintenance requirement of the existing Trunk Sewer. A minimum of 6,500 m² public open space within private development (POSPD) facing the waterfront (at-grade or elevated) should also be provided within this zone;
 - **"Government" ("G"):** including a reconfigured Dangerous Goods Vehicles (DGVs) queuing area and the existing RCP and a new storage building. The existing BH restriction for DGVs of 15mPD is proposed to be maintained;
 - **"Other Specified Uses" ("OU"):** covering the existing "OU" annotated "Vehicular Ferry Pier" and "Pier" uses (i.e. the existing KTVFP and Kwun Tong Public Pier); and designating the Kwun Tong Passenger Ferry Pier (KTPFP) as "OU(Pier (1))" to incorporate a broader range of government and arts and cultural/institutional (AC/I) uses as "uses always permitted". The existing BH restriction of 15mPD is proposed to be maintained for all the piers; and
 - **Open Spaces ("O"):** including "Regional Open Space" ("RO") (the waterfront promenade, a site to the south-west of Kei Yip Lane and the existing CFM site) and "Local Open Space" ("LO") (including another POSPD to the north-east of the "C" site and public open space to the southwest of Wai Yip Street/Hoi Yuen Road junction).

Key Arrangement

- 5.4 The key arrangement proposed in the RODP includes:

² Kwun Tong District Council (KTDC), Kowloon City District Council (KCDC), Harbourfront Commission (HC), the Land and Development Advisory Committee (LDAC) and Kwun Tong Central Area Committee (KTCAC) were consulted.

³ G/IC use includes the reprovisioned PTI and possible reserve area for government use or other uses supported by the Government subject to further review by relevant B/Ds prior to formulation of the land sale conditions.

Improving Traffic and Road Planning (Figure 3)

- a) 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 with consideration to the traffic impacts arising from the future KTAA development, the existing road network is proposed to be modified to improve the overall traffic flow in the area. The proposed major enhancement works include:
- Modifying the Hoi Yuen Road/Wai Yip Street roundabout into a signalized cross junction to increase the junction capacity;
 - Constructing a new Road L1 and modify Road L2, Kei Yip Lane and part of Kei Yip Street to divert existing turning traffic flows;
 - Provision of three new signal-controlled junctions of Hoi Yuen Road extension/Kei Yip Lane, Road L1/L2 and Wai Yip Street/Road L2;
 - Turning the existing Kei Yip Lane into a one-way north-westbound road;
 - Turning a portion of Kei Yip Street between Wai Yip Street and Kei Yip Lane into a two-way street; and
 - Modification of the hammerhead at the cul-de-sac of Wing Yip Street.

Rationalising Government Facilities

- b) 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 queuing area is proposed to be optimised and rearranged along Kei Yip Street.
- c) Due to FEHD’s operation requirements, the existing Kei Yip Street RCP cum public toilet is proposed to remain in-situ for facelifting. Taking into account the public aspiration to release more waterfront area for public open space use, the public toilets at the existing RCP building are proposed to be released for other uses, such as upcycling use by NGOs, upon completion of the future public open spaces with adequate toilet provision. The proposal is subject to further discussion with FEHD. Besides, the construction of a new multi-storey structure for reprovisioning of the existing storage area in the open area adjacent to the existing RCP is proposed.

Pedestrian and Open Space Network

- d) Connectivity from the hinterland to the harbourfront would be enhanced. A comprehensive pedestrian and open space network (both at-grade and elevated levels) is proposed to promote the walkable KE concept, shaping the character of KTAA, and preserving views to and from the harbour and along the harbourfront.

Complementary to the Existing Urban Context and Intergrade with Possible Future Infrastructure

- e) 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. In addition, sufficient flexibility is allowed in the RODP to accommodate the planned underground stormwater storage tank and connect with the future cycle track network in KE.

Overall Land Use Budget and Key Development Parameters

5.5 The proposed land use budget and key development parameters under the RODP are summarised in **Table 1** and **Table 2** respectively.

Table 1 Land Use Budget under RODP

Uses	Site Area (ha)	%
Commercial	1.37	26.15%
Government	0.26	4.96%
Other Specified Uses	0.73	13.93%
Open Spaces	1.52	29.01%
Road*	1.36	25.95%
Total	5.24[#]	100.00%

[#] Total area includes proposed road works area and is larger than the land area of 4.2 ha in KTAA.

* The road area also includes the Road L1 portion within the commercial site.

Table 2 Key Development Parameters under RODP

Proposed/ Existing Land Use Zoning	"C"	"G" (DGV Queuing Area)	"G" (RCP & Storage Area)	"OU (Pier) (1)" (Kwun Tong Passenger Ferry Pier) (in situ)	"OU (Pier)" (KTVFP) (in situ)	"OU (Pier)" (Kwun Tong Public Pier) (in situ)	"O"
Site Area (approx. m²)	13,700	1,880	690	2,600	4,000	740	15,180
Plot Ratio (approx.)	6.52 ^{&}	0.05	1.53	No change	No change	No change	-
Max. BH (mPD)	14.5 and 100	15	15	15	15	15	-
	GFA Distribution (approx. m²)						
- Office	65,300	-	-	-	-	-	-
- Retail / F&B	17,000	-	-	-	-	-	-
- AC/I Uses	-	-	-	1,700	-	-	-
- G/IC	-	90	780* + 275	-	-	-	-
- PTI	7,050 [#]	-	-	-	-	-	-
- Pier	-	-	-	2,390*	845*	-	-
Total GFA (m²)	89,350	90	1,055	4,090	845	-	-

* Existing provision to be maintained

[&] Net plot ratio of 8.06 is calculated based on the net development area (11,090m²) which is the extent of the basement carpark excluding the public road (Road L1)(about 710 m²), drainage reserve area (about 880 m²) as well as the residual commercial portion northwest of the drainage reserve area (about 1,020 m²).

[#] The areas of Option 1 and Option 2 of the alternative PTI configuration are 7,490m² and 8,200m² respectively.

6. URBAN DESIGN CONSIDERATIONS AND REQUIREMENTS

- 6.1 To formulate the appropriate design framework to guide the future development, key urban design components including connectivity, walkability, public realm, and development built-form have been considered, which is summarised below and shown in **Figure 4**.

Connectivity and Walkability

- 6.2 Multi-level connections between at-grade and elevated level as well as between private and public developments with a view to enhancing connectivity and accessibility is proposed.
- 6.3 The at-grade “Green Carpet” open space arrangement under option 1 that integrates the waterfront promenade with the associated open spaces is adopted taking into account the comments received. Together with the new pedestrian crossing proposed under the junction improvement, the open space and pedestrian network shall facilitate smooth pedestrian connection amongst key destinations such as the waterfront promenade, PTI, proposed commercial development and the two passenger piers.
- 6.4 At elevated level, various proposed footbridges would be connected by the proposed green deck of the commercial development: (i) a footbridge from the south-eastern side of Hoi Yuen Road across Wai Yip Street; and (ii) the modified Manulife footbridge to connect directly to the proposed green deck, to facilitate the connection between various private developments, MTR Kwun Tong Station, KTBA, KTPFP and the waterfront promenade. Adequate vertical public access/connections with barrier free access and public passageway within the private development access is proposed to facilitate smooth pedestrian movement between the multiple-level public realm.

Diversity of the Public Realm

- 6.5 Echoing the concept of the KTF Winning Scheme and the planning and design principles, a series of public open spaces with diversity are proposed within the Study Area, constituting the rich outdoor public realm network. The design theme and characters of the open spaces are adopted to promote diversity, interest and vibrancy includes:
- **Waterfront Promenade (“RO”):** waterfront promenade is intended to be a cohesive extension of the existing Kwun Tong Promenade to facilitate pedestrian movement and public recreation. The landscape design theme is proposed to echo the existing Kwun Tong Promenade to complement the unique industrial heritage of the area;
 - **“Open Space Node” along Kei Yip Lane (“RO”):** this is the largest open space within the Study Area and is the result of optimising the DGV queuing area and reconfiguration of existing PTI. It is proposed to cater for diverse functions including the reprovisioning of the pet garden, adequate landscape treatment and open area for small scale events and performances to add attractiveness and vibrancy to the waterfront area;

- **“Ferry Plaza” at the Existing CFM and surrounding area (“RO”):** connecting the KTPFP, future commercial development, PTI and the waterfront promenade, the semi-enclosed (enclosed by existing building facade on one side) open space is formed after the demolition of the existing CFM. Right in front of the KTPFP, the open space is deemed suitable as a “Plaza” type design to attract patronage with feature landscape treatments such as art installations or small scale function / exhibition spaces;
- **Elevated Green Deck (“POSPD”):** sizable open space at the green deck above the PTI is manifestation of the Green Carpet concept. The landscaped area is envisioned to be an attractive and integrated open space, providing synergy with the adjoining commercial uses such as retail shops and F&Bs; and
- **Local Open Spaces along Wai Yip Street (“LO”):** these open spaces are proposed to be leisure spaces with adequate planting and effective design features offering a pleasant environment for pedestrian movement.

Development built-form (Figure 5)

- 6.6 For building disposition within the “C” zone, the two-tower design layout under Option 2 – ‘Integrated Grid’ with stepped BH profile is adopted with modifications to preserve the wind and view corridors. Also, a stepped down viewing deck is proposed to lower the level of the elevated landscape deck while maintaining the headroom requirement for PTI to maximise the vista towards the harbour.

Urban Design Control and Design Guidelines

- 6.7 Based on the urban design framework, apart from the proposed development parameters, BH restrictions and re-provision of transport facilities, the following design requirements are also proposed to be stipulated in the lease conditions to ensure the future development would conform to the planning and design principles:
- a minimum greening ratio of 30% for the “C” site, with a specific greening ratio of minimum 20% at the pedestrian zone and at the roof area (The POSPD within the “C” site can be counted towards the calculation of the required greening ratio);
 - provision of a minimum of 6,500 m² POSPD within the “C” zone at ground level and/or green deck level (not higher than +14.5mPD) with seaview and with connections to the at-grade POS and PTI, as well as a minimum of 2,140 m² at-grade POSPD within the “LO” zone along Wai Yip Street;
 - a stepped-down viewing deck towards the harbour at the green deck level and landscaped Grand Steps towards the at-grade POS which would serve as a multi-purpose event space;
 - refinement to the alignment of the footbridge between Manulife Financial Centre and the “C” zone;

- provision of connection to the existing Manulife footbridge, and connection point to the proposed footbridge at Hoi Yuen Road/Wai Yip Street junction as well as provision of 24-hour passageways within the development in “C” site to connect the footbridges and the PTI/POS/POSPD at ground level; and
- adequate vertical connection facilities including staircases, escalators or lifts for barrier-free access should be provided to allow design variations while facilitating movements.

6.8 A set of design guidelines, which is advisory in nature, is proposed for the “C” site to guide the future development:

Connectivity

- The urban design within KTAA should promote multi-level connections between at-grade and elevated levels as well as between private and public developments with a view to enhancing connectivity and accessibility. Adequate pedestrian facilities including footpaths, sitting-out areas and an appropriate way-finding system should be provided. Enclosed open space design should be avoided so as to enhance visual and physical connection of people and the waterfront;
- Adequate public access and passageways within the private development on the green deck level should be provided to facilitate pedestrian movement between the footbridges, the green deck and PTI; and
- Adequate vertical connection facilities including staircases, escalators, and lifts for barrier-free access should be provided. A set of landscaped staircases is required to connect the POSPD at the green deck level to the major at-grade public open space node. Another set of staircases and escalators should also be provided at the southeast corner of the green deck to ensure pedestrian connection between the waterfront promenade, PTI and the green deck.

Public Realm

- To further enhance the vibrancy of the waterfront area, a continuous retail frontage with a length of about 100m is proposed along the proposed PTI/ promenade interface. The final design would be subject to the development scheme of the future developer; and
- Seating facilities should be provided in the POSPD.

Development Built-form

- Building disposition should maintain the view/wind corridor along Hoi Yuen Road;
- A stepped height profile towards the harbour should be adopted for the buildings proposed on the site;
- A stepped-down viewing deck from the elevated deck facing the waterfront should be provided to maximise the vista towards the harbour; and
- Provision of a sky court within the buildings and green roof gardens.

6.9 The design guidelines for the government sites are summarized below:

- A minimum greening ratio of 35% is required at the POS based on the Explanatory Statement of the RODP of the Kai Tak Development. Adequate pedestrian facilities including footpaths, seating areas and appropriate way-finding mechanisms shall be provided. Fencing surrounding the open spaces should be avoided to ensure a free pedestrian movement;
- To facilitate a continuous waterfront promenade, controlled gates at the KTVFP access road interface shall be provided to ensure a safe public environment for both pedestrians and DGV operations; and
- To echo with the 'Healthy City' theme under the KTF, a shared use cycle track with jogging trail is proposed along the waterfront of KTAA except the crossing points of the KTVFP access road and piers, where cyclists have to dismount.

7. MASTER LANDSCAPE PLAN (MLP)

- 7.1 The proposed MLP is shown on **Figure 6**. Three thematic open space nodes are proposed to enhance the spatial quality for the future commercial development and to create an open space network with diverse uses through varying landscape characters and rich greenery. The "Open Space Node" along Kei Yip Lane comprising multi-purpose event space and landscape staircase is proposed to cater for diverse functions such as small-scale events and performances and to connect with the elevated deck. The "Elevated Green Deck" at the POSPD within the "C" site comprising a creative plaza and an exhibition space is proposed to encourage outdoor usage and accommodate commercial activities such as pop-up events and exhibitions. The "Ferry Plaza" at the existing CFM site, which is the intersection of the waterfront promenade, KTPFP and the PTI is proposed to serve as an anchor meeting place for various visitors.

8. TRAFFIC AND TRANSPOR FACILITIES

- 8.1.1 A PTI with sawtooth layout for bus and minibus laybys is proposed to integrate with the future development on the "C" site. It would be equipped with real-time bus information display panels, air-conditioned passenger waiting area, rest area and toilets for drivers, vertical connection like lifts and escalators. There would also be provision of taxi and coach lay-bys within the commercial development.
- 8.2 The commercial development would also provide ancillary parking facilities and loading/unloading (L/UL) spaces according to the Hong Kong Planning Standards and Guidelines. Based on the proposed development parameters in **Table 2**, there would be about 350 ancillary parking spaces for private cars and 36 ancillary goods vehicles (GV) L/UL spaces. The carpark would also provide 130 public parking spaces for private cars, 63 for public GVs (some of which belong to ancillary goods vehicle parking spaces for sharing as public parking spaces at nighttime⁴) and 10 for coaches.

⁴ 17 and 9 nos. of ancillary LGV and M/HGV L/UL are to be shared with overnight GV parking.

9. SMART AND GREEN INITIATIVES

- 9.1 In line with KE's smart and green initiatives, relevant requirements would be incorporated into the land sale conditions of the commercial development. These include BEAM Plus certification of Gold rating or above, higher greening ratio of 30% for the "C" site, smart water meters, electric vehicle charging infrastructure, automatic refuse collection system, cycle parking facilities and sharing of real-time parking availability information. Besides, the greening ratio of public open spaces along the waterfront promenade is proposed to increase to 35%. Smart recycle bins system and multi-purpose lamp posts are also proposed in public open spaces.

10. WATER BODY CO-USE PROPOSALS

- 10.1 Various temporary water-based recreational and sports activities are currently held in the KTTS. To better rationalize the co-use of the water body by vessels and water-based recreational activities and to further enhance the identity as a place for water recreation during non-typhoon days, strong "place programming" is proposed by increasing the frequency of use for both regular water recreation activities as well as special events based on existing facilities to further establish a sense of place in the short term.
- 10.2 A set of "Guidelines for Co-using Kwun Tong Typhoon Shelter" was published by EKEO and Marine Department (MD) in 2017 and further updated in 2019 to enhance the safety for co-use of vessels and water recreational/sports activities. In addition, the MD has widened the passageway of KTTS along Kwun Tong Promenade from 50m to 100m in August 2018 to release more area for water sports/recreation activities along the waterfront promenade.
- 10.3 In the medium to long-term, with the establishment of KTAA and the developments at the Runway Tip, entertainment and tourism-related uses would be introduced to further create synergy and inject attractiveness and vibrancy to the waterfront.
- 10.4 The short-term and medium to long-term water body co-use proposals are shown on **Figure 7** and **Figure 8** respectively.

11. IMPLEMENTATION ARRANGEMENT (FIGURE 9)

Quick-Win Projects

- 11.1 A number of quick-win projects are proposed to be implemented to bring early benefits to the area and the public, including -
- Facelifting of the RCP cum public toilet;
 - Addition of a multi-storey structure at the existing RCP site for reprovisioning of FEHD's storage area; and
 - Opening up the existing STT site adjacent to KTPFP and modification of the existing raised paving beneath the staircase of Manulife footbridge to improve the pedestrian environment on the waterfront.

Public Works

- 11.2 The public works in KTAA are proposed to be grouped under three public works projects, including (i) refurbishment of KTVFP Terminal Building, (ii) DGV queuing space reconfiguration; and (iii) road improvement works and associated open space project. The refurbishment of KTVFP Terminal Building would be carried out first to make way for the public works of DGV queuing space reconfiguration. Subject to funding approval, DGV queuing space reconfiguration and road improvement works would commence in 2022 by phases. The existing PTI would require temporary reprovisioning to enable formation and development of the commercial site and road construction.
- 11.3 The enhancement of the waterfront promenade and construction of open spaces are proposed to be implemented by phases to maintain the provision of open spaces for public use.
- 11.4 To take forward the proposed drainage improvement works of the Drainage Services Department (DSD), the open space to the north-west of the “C” site would have its underground space reserved for construction of an underground stormwater tank. The open space would be constructed together with the tank under one project.

Works by the Developer

- 11.5 The development on the “C” site, including the temporary reprovisioning and the permanent PTI and the POSPD within the site, would be constructed by the future developer. The “LO” adjoining the “C” site along Wai Yip Street would also be implemented by the future developer as a POSPD.

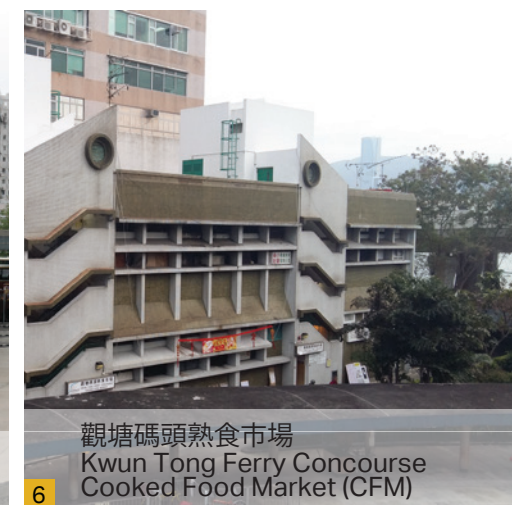
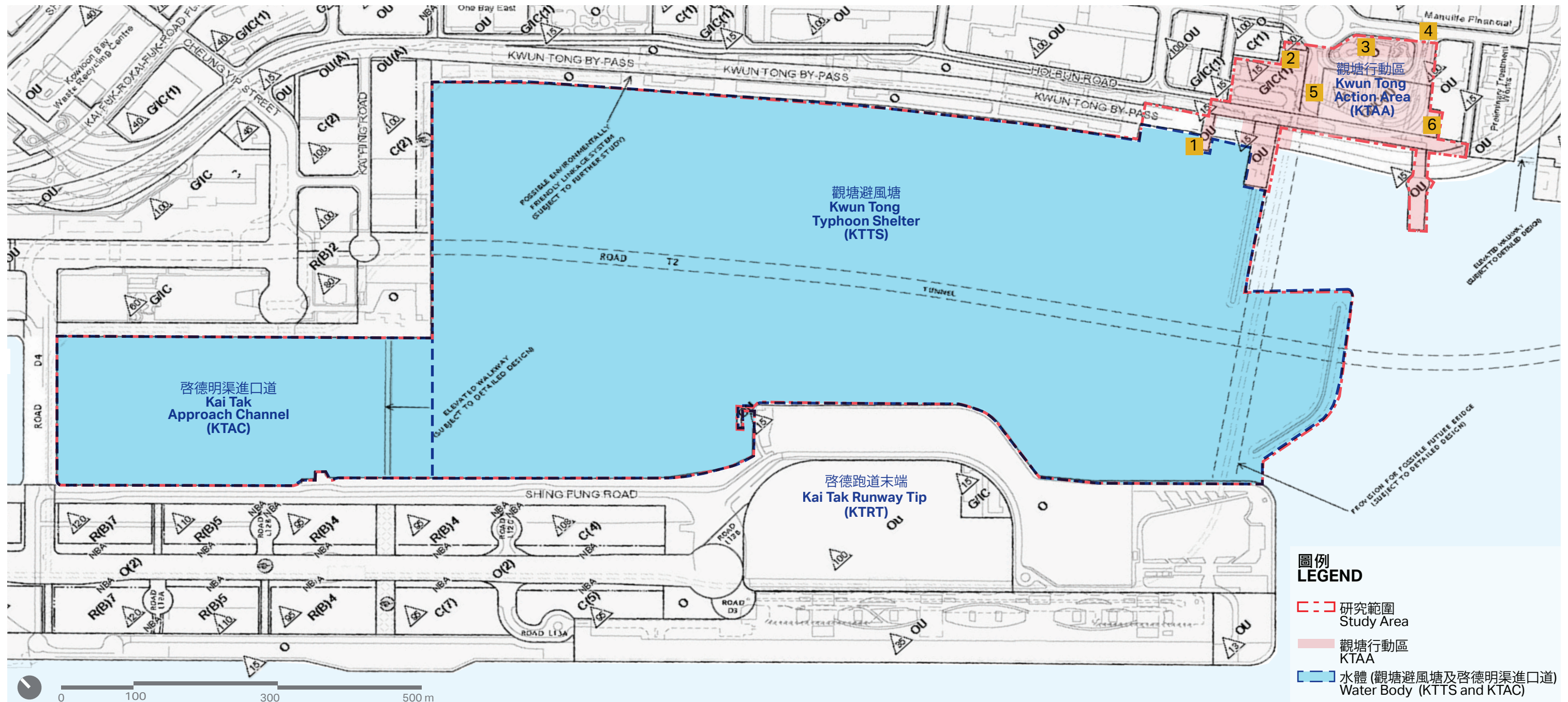
12. CONCLUSION

- 12.1 The baseline conditions of the Study Area were examined and the planning and design principles were formulated in guiding the overall planning process under the Study. The RDOP was formulated based on the planning and design principles with due considerations to the comments from the public and government B/Ds as well as the findings from technical assessments. A set of urban design control and guidelines was also formulated to provide guidance to the future developer on the design concepts such that the future development could complementary to the vision of KTF and create synergy effect for the transformation of KE into an attractive CBD2 of Hong Kong.
- 12.2 The study recommendations were incorporated into the relevant Outline Zoning Plans. The relevant amendments on Kwun Tong (South) Outline Zoning Plan were approved in March 2022. To facilitate the development of KTAA as recommended under the Study, CEDD commenced the work on the Investigation, Design and Construction for the related public works project in March 2020.

Figures

Figure 1	Study Area
Figure 2	Recommended Outline Development Plan
Figure 3	Proposed Road Network and Public Transport Interchange
Figure 4	Proposed Master Urban Design Plan
Figure 5	Proposed Massing
Figure 6	Master Landscape Plan
Figure 7	Proposed Short-term Co-use Proposals in KTTS
Figure 8	Proposed Medium to Long-term Co-use Proposals in KTTS
Figure 9	Proposed Works Arrangement

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項目 Project:



合約編號 CE 61/2015 (TP)
觀塘行動區發展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

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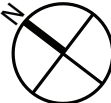
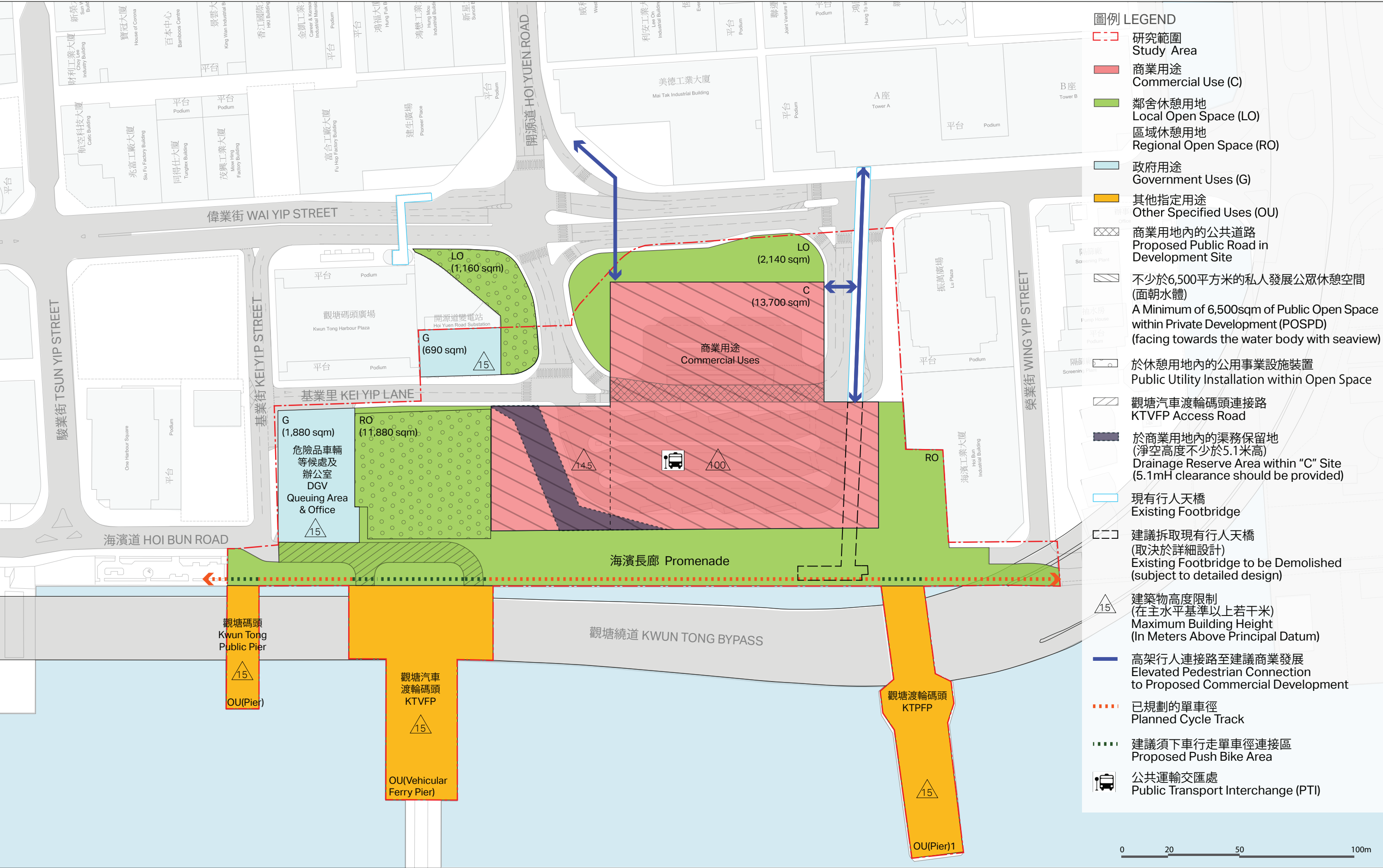
研究範圍
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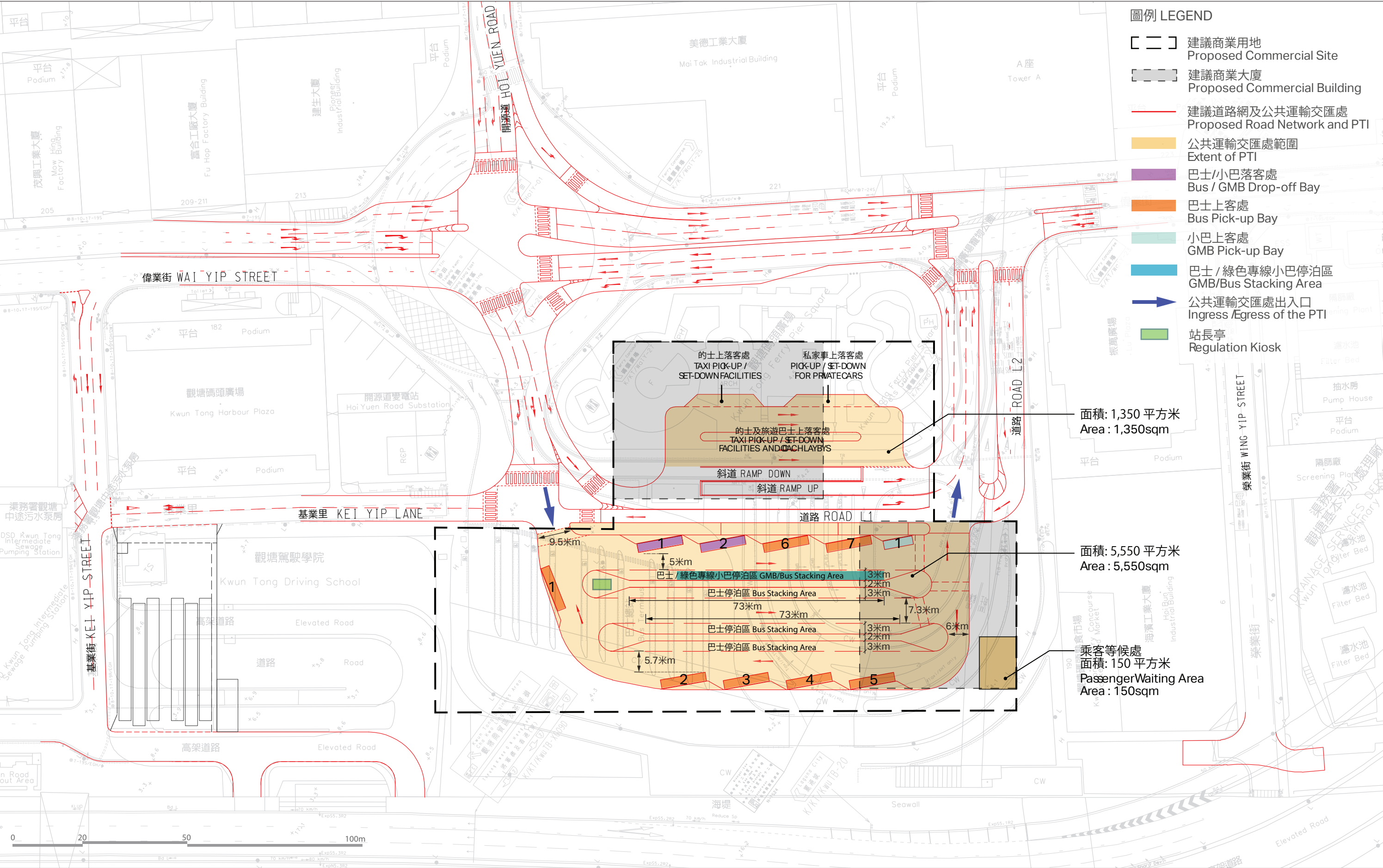


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Date: Mar 2021
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圖 Figure 1

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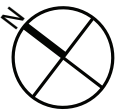
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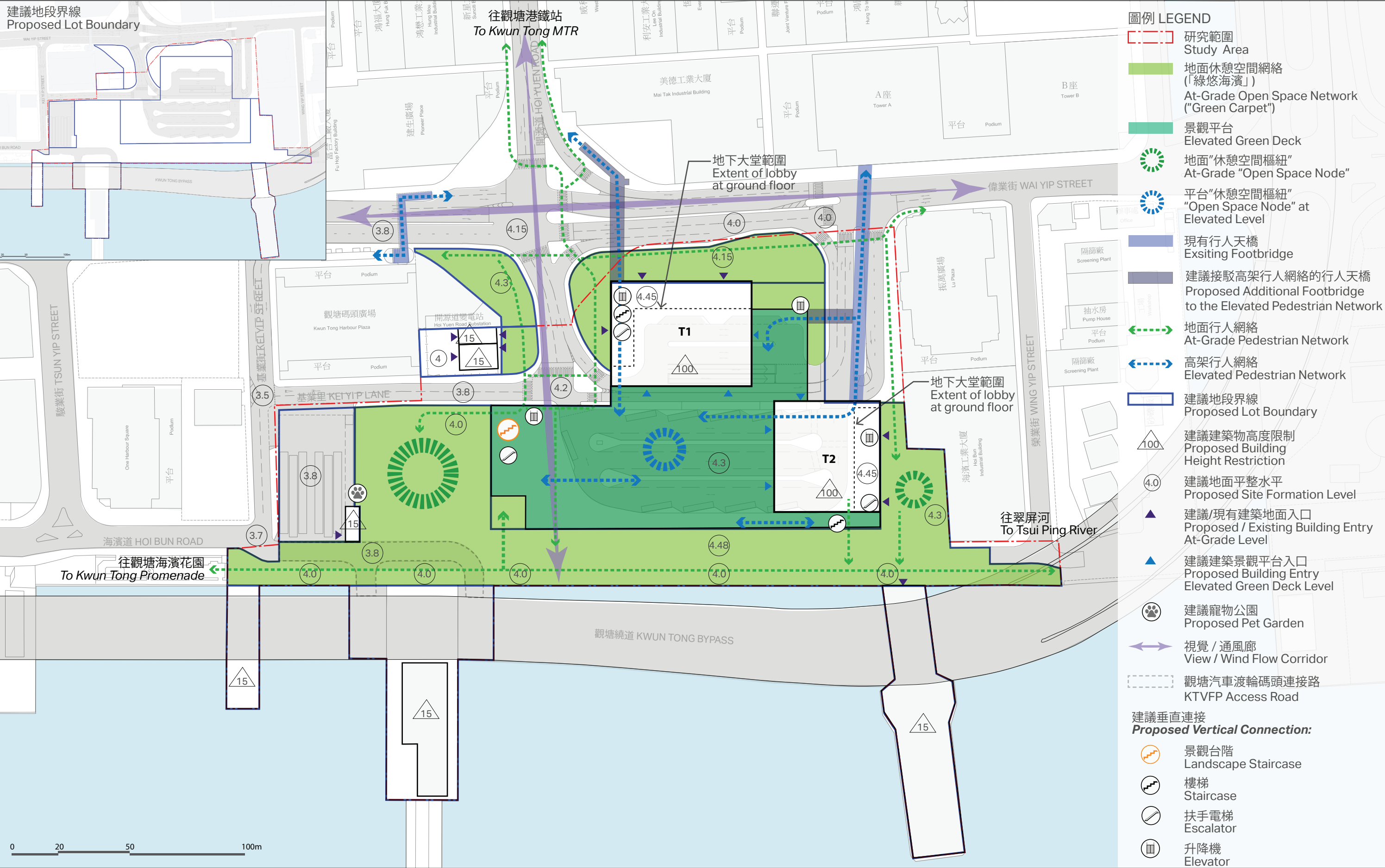
建議道路網絡及公共運輸交匯處
Proposed Road Network and Public Transport Interchange
(設計視乎公共交通交匯處替代方案技術附註中的建議方案)
(PTI Layout subject to further revision proposed under the
Technical Note for Alternative Public Transport Interchange Configuration)



日期: 2021年10月
Date: Oct 2021
比例: 如圖所示
Scale: As Shown

圖 Figure 3

AECOM



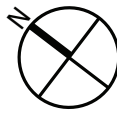
項目 Project:



合約編號CE 61/2015 (TP)
觀塘行動區發展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:

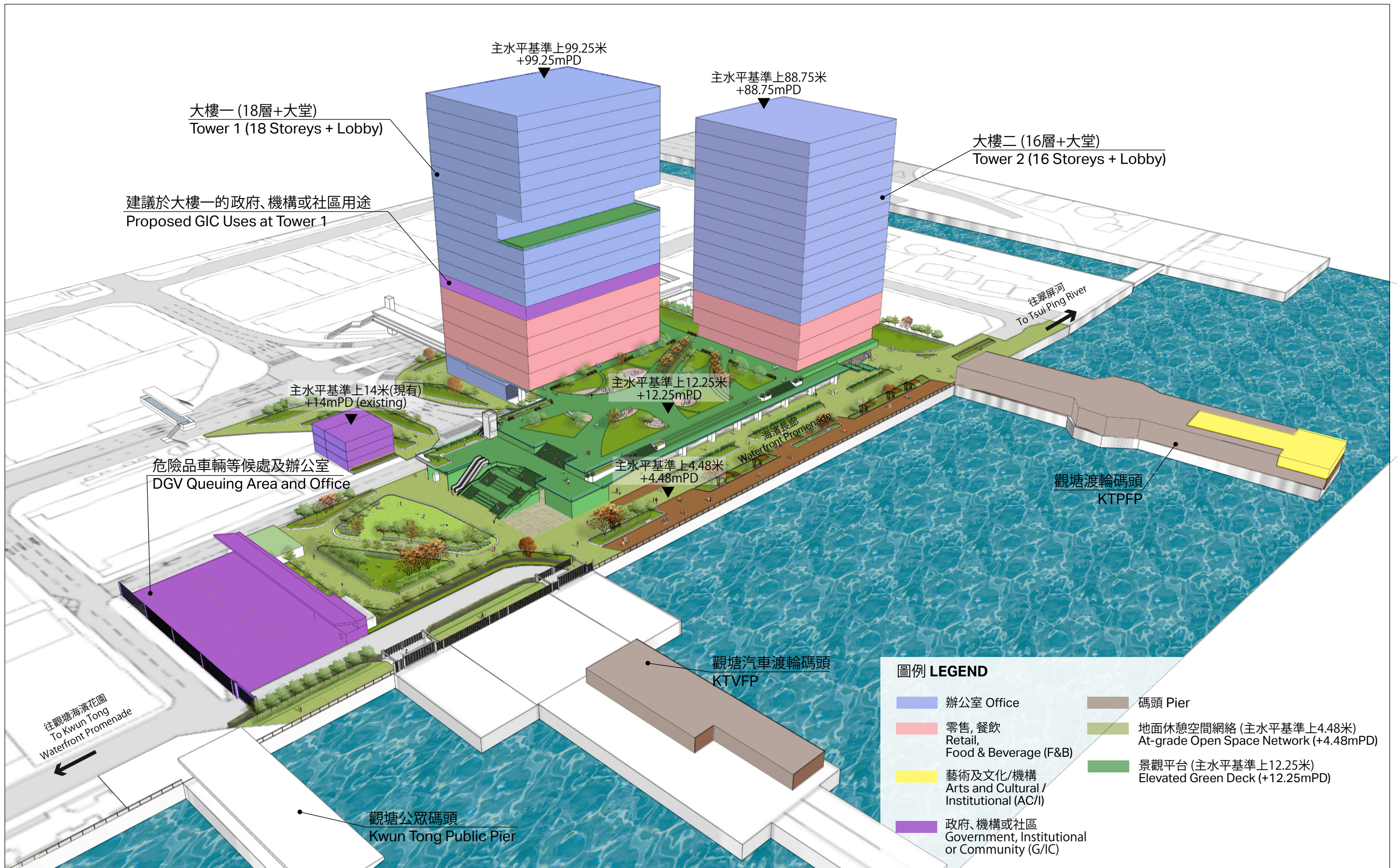
建議城市設計總綱圖
Proposed Master Urban Design Plan



日期: 2021年10月
Date: Oct 2021
比例: 如圖所示
Scale: As Shown

圖 Figure 4

AECOM



項目 Project:



合約編號CE 61/2015 (TP)
觀塘行動區發展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:

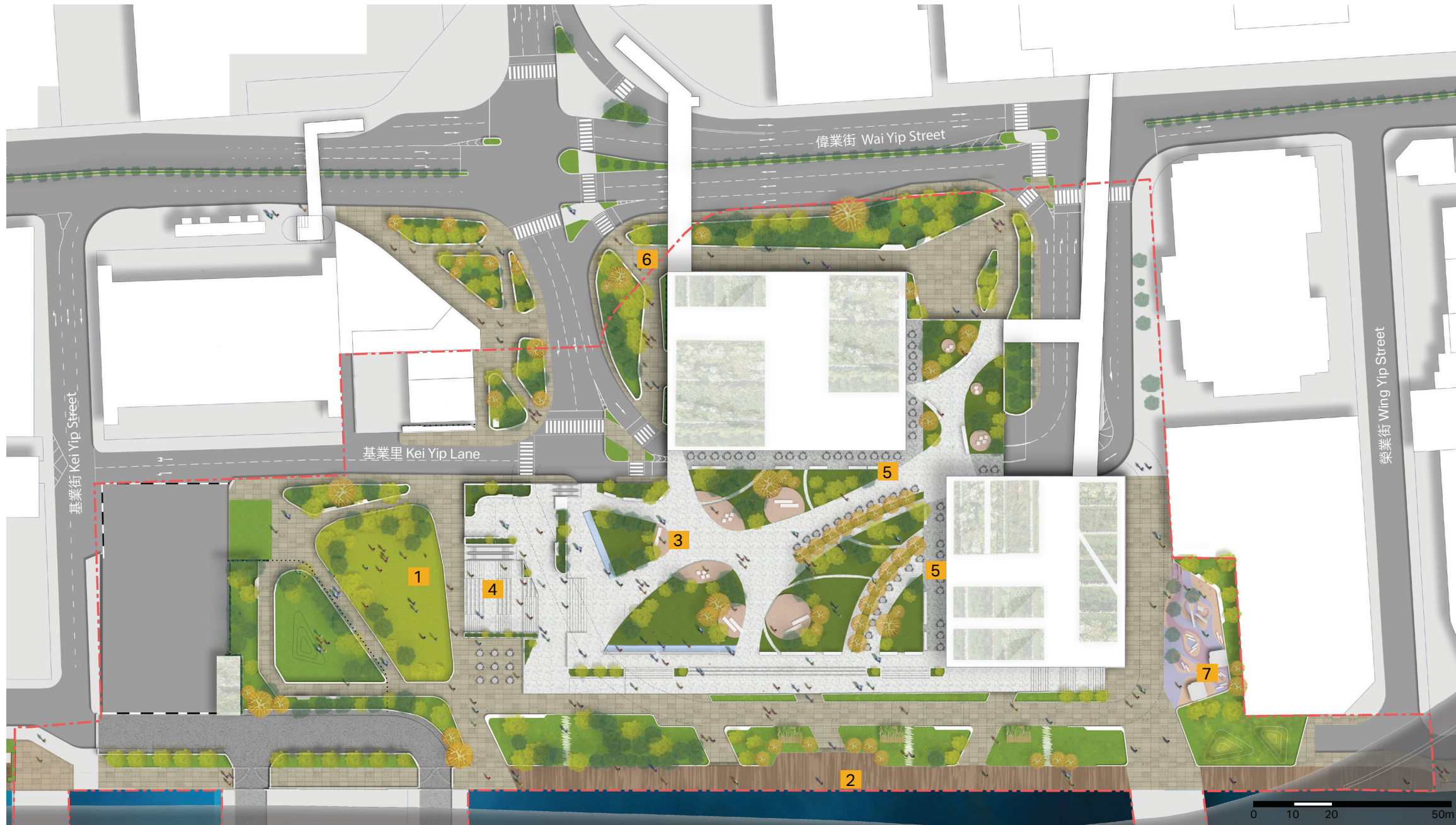
建築物體積示意圖
Proposed Massing

日期: 2021年10月
Date: Mar 2021

比例:
Scale:

圖 Figure 5

AECOM



項目 Project:

合約編號 CE 61/2015 (TP)
觀塘行動區發展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:

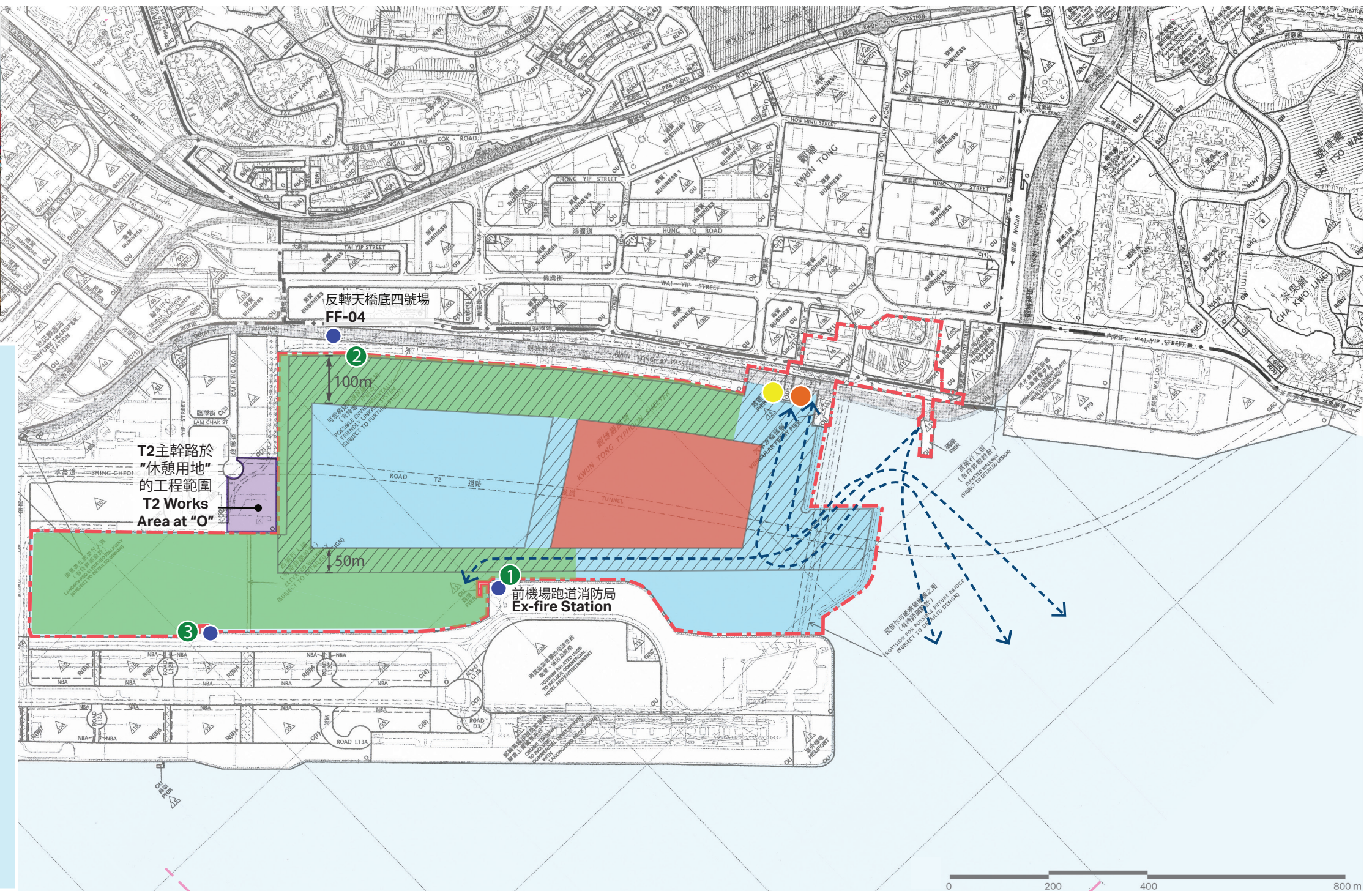
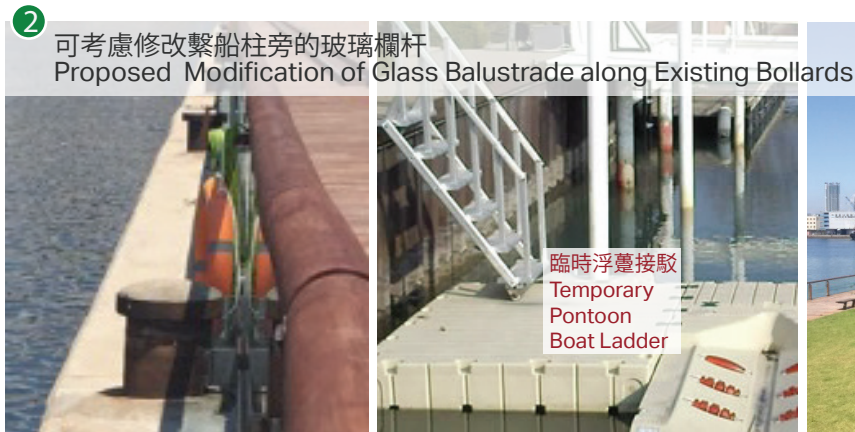
景觀設計總綱圖
Master Landscape Plan



日期: 2021年3月
Date: Mar 2021
比例: 如圖所示
Scale: As Shown

圖 Figure 6

AECOM



項目 Project:



合約編號CE 61/2015 (TP)
觀塘行動區發展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:

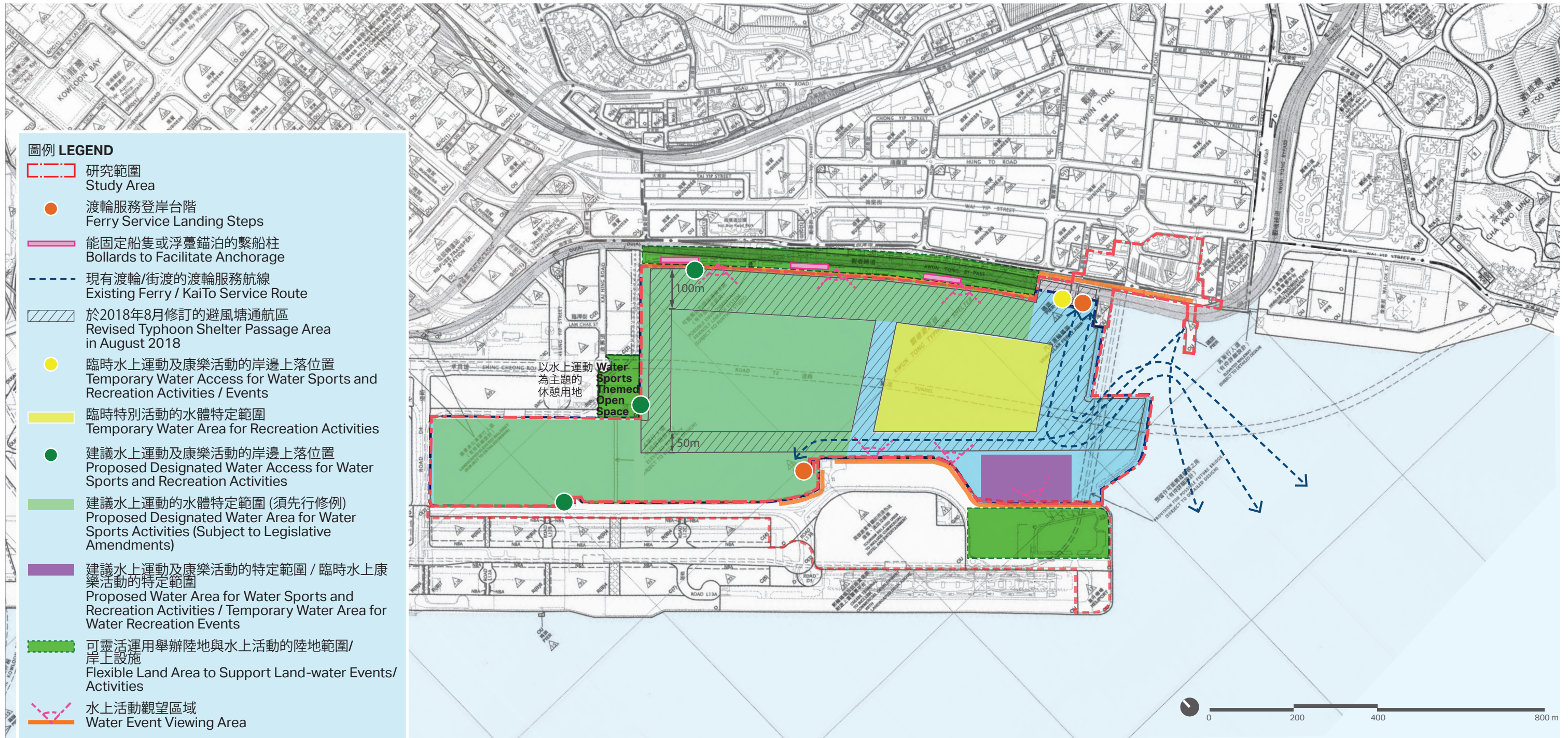
水體共享短期方案建議
Proposed Short-term Co-use Proposals in KTTS



日期: 2021年3月
Date: Mar 2021
比例: 如圖所示
Scale: As Shown

圖 Figure 7

AECOM



項目 Project:

合約編號 CE 61/2015 (TP)
觀塘行動區發展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:

水體共享中長期方案建議
Proposed Medium to Long-term Co-use Proposals in KTTS



日期: 2021年3月
Date: Mar 2021

比例: 如圖所示
Scale: As Shown

圖 Figure 8

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