

Task Force on Kai Tak Harbourfront Development

For discussion
on 15 May 2019

TFKT/06/2019

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

PURPOSE

This paper is to invite Members' views on the Recommended Outline Development Plan (RODP) under the Planning and Engineering Study on Kwun Tong Action Area (KTAA) of Kowloon East (KE) – Feasibility Study (the Study).

BACKGROUND

2. The Stage 1 public consultation of the Study was carried out between August and November 2017 to collect public comments on two proposed development scheme options, viz. Option 1 – “Green Carpet” and Option 2 – the “Integrated Grid”, under the Preliminary Outline Development Plan (PODP) for KTAA. The Task Force on Kai Tak Harbourfront Development (The Task Force) was consulted on 8 September 2017. Members generally supported the proposals and provided comments on various aspects such as accessibility, traffic arrangements, landscaping and visual considerations. The Kwun Tong and Kowloon City District Councils (KTDC and KCDC) and the Land and Development Advisory Committee (LDAC) were also consulted, and they also generally supported the proposals and provided comments. The comments received on various aspects are summarized in **Annex 1**.

3. Taking into account comments from Stage 1 public consultation as well as the findings of various technical assessments, the RODP is formulated for the Stage 2 public consultation.

MAJOR REVISIONS

4. The Study Area is shown on **Plan 1**. The following key revisions to the PODP are made in the process of formulating the RODP –

(a) Configuration of the Public Transport Interchange (PTI)

To avoid diverting the existing trunk sewer and to address the Task Force's comment on the large size of the proposed PTI, a sawtooth design for the PTI is proposed with a reduction in the proposed area from 8 000 m² to 7 050 m².

(b) Pedestrian Connection

The alignment of the proposed footbridge connecting Hoi Yuen Road and KTAA is proposed to be shifted eastward to reduce the walking distance across Wai Yip Street.

(c) Government Facilities

- (i) In view of the operational requirements and public comments to minimise the impact of the Refuse Collection Point (RCP) on the waterfront area, the existing RCP would remain in situ. Reprovisioning of an existing storage area of the Food and Environmental Hygiene Department (FEHD) is proposed to be accommodated in the open area within the existing RCP site;
- (ii) Upon completion of the future public open spaces (POSs) with public toilet provision, the public toilets in the existing RCP building are proposed to be released for other uses, such as upcycling or recycling uses by non-governmental organizations;

- (iii) An open space between Kei Yip Lane and the waterfront promenade is reserved to accommodate an underground stormwater tank of the Drainage Services Department (DSD); and
- (iv) The existing Cooked Food Market (CFM) site is proposed to be converted into POS to integrate with the waterfront promenade with a view to improving the overall attractiveness of the waterfront.

(d) Overall Layout

- (i) Taking account of the comments received, the open space arrangement under Option 1 “Green Carpet” that integrates the waterfront promenade with the associated open spaces is adopted. For building disposition, the two-tower design layout under Option 2 “Integrated Grid” is adopted to preserve the air ventilation and visual corridors; and
- (ii) A stepped down viewing deck is proposed to lower the level of the landscaped deck while maintaining the headroom requirement for PTI to maximise the vista towards the harbour.

PLANNING AND DESIGN PRINCIPLES

5. Major planning and design principles are summarized as follows -

- to exhibit the planning and design principles of Central Business District 2 (CBD2) which focus on connectivity, branding, design and diversity;
- to adopt key planning and design merits and features of the Kai Tak Fantasy 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 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 promote 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+”).
6. In addition, the following Harbour Planning Principles have been taken into account in the formulation of the RODP -

(a) Preserving Victoria Harbour

To protect and preserve Victoria Harbour for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, the KTAA development would not involve any reclamation in the harbour. Proposed landing steps would be recessed from the existing seawall to ensure no reclamation.

(b) Stakeholder Engagement

The stakeholder engagement on the PODP for KTAA and waterbody co-use proposals has been summarized in paragraph 2 above. We consulted KTDC and LDAC on the RODP in April 2019 and would consult KCDC in July 2019.

(c) Sustainable Development and Integrated Planning

Mixed uses are proposed for KTAA, including

commercial development, government facilities and an integrated open space and pedestrian network, giving due account of the site context and possible future infrastructures, to achieve sustainable development.

(d) Vibrant and Accessible Harbour

To promote accessibility to the harbourfront, an integrated open space and pedestrian network is proposed to connect people from the hinterland to the waterfront area as well as to extend the existing Kwun Tong Promenade to the future Tsui Ping River and Cha Kwo Ling waterfront promenade. Various cultural and leisure facilities such as allowance for cycle track connecting to the future cycle track network in the Kai Tak Development Area are proposed to enhance the vibrancy of the area.

(e) Proactive Harbour Enhancement for Public Enjoyment

A series of open spaces with various functions such as multi-function event spaces, passive landscape gardens and re-provisioning of the existing pet garden are proposed to interconnect with the continuous waterfront for public enjoyment and enhance the atmosphere of the harbourfront. Water body co-use initiatives are proposed to further enhance land-water synergy for public enjoyment.

RECOMMENDED OUTLINE DEVELOPMENT PLAN (Plan 2)

7. The existing government uses, open spaces and roads within the Study Area would be restructured into the following proposed land use zonings –

- “Commercial” (“C”): including office, retail, F&B and

Government, Institution and Community (GIC) uses. A maximum building height (BH) restriction of 100 mPD is proposed which corresponds to the existing urban context. To allow flexibility, some floor space in the commercial development could be allocated for government use or other uses supported by the Government;

- “Government” (“G”): covering the restructured Kwun Tong Vehicular Ferry Pier (KTVFP), dangerous goods vehicle (DGV) queuing space and the existing RCP. The existing BH restriction of 15 mPD is proposed to be maintained;
- “Other Specified Uses” (“OU”): covering the existing “OU” annotated “Vehicular Ferry Pier” and “Pier” uses; 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 uses as “uses always permitted”. The existing BH restriction of 15 mPD 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 public open space in private development (POSPD) to the north-east of the “C” site and public open space to the southwest of Wai Yip Street/Hoi Yuen Road junction).

8. Proposed key development parameters, indicative massing, building profile, urban design plan and landscape design plan are shown in **Table 1** and **Plans 3 to 6**.

Task Force on Kai Tak Harbourfront Development

TFKT/06/2019

Table 1: Development Parameters under RODP

	“C”	“G” (DGV Queuing Area)	“G” (RCP & Storage Area)	“OU (Pier 1” (KTPFP) <i>(in situ)</i>	“OU (Vehicular Ferry Pier)” (KTVFP) <i>(in situ)</i>	“OU(Pier)” (Kwun Tong Public Pier) (KTPP) <i>(in situ)</i>	“O”
Site Area (m ²)	13 700	1 750	690	2 600	4 000	740	15 310
Max. BH (mPD)	100	15	15	15	15	15	-
PR (about)	6.52	0.05	1.53	No change	No change	No change	-
GFA (m ²)							
- Office	65 300	-	-	-	-	-	-
- Retail / F&B	17 000	-	-	-	-	-	-
- Arts and Cultural/ Institutional	-	-	-	1 700	-	-	-
- GIC	-	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 retained

URBAN DESIGN CONSIDERATIONS AND REQUIREMENTS

9. The proposed Master Urban Design Plan is shown on **Plan 5**. 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. Based on the urban design framework, apart from the proposed development parameters, BH restrictions and provision of transport facilities, the following design requirements are also proposed to be stipulated in the lease conditions –

- 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;

- provision of a minimum of 6 500 m² POSPD within the “C” zone at ground level and/or green deck level with seaview and with connections to the at-grade POS and PTI;
- 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; and
- 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 public free passageways within the development in “C” site to connect the footbridges and the PTI/POS/POSPD at ground level.

10. A set of design guidelines (**Annex 2**), which is advisory in nature, is also proposed for the “C” site to guide the future development.

11. The proposed Master Landscape Plan is shown on **Plan 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 character and rich greenery. These include an “Open Space Node” along Kei Yip Lane comprising multi-purpose event space and landscaped staircase; an “Elevated Green Deck” at the POSPD within the “C” site comprising a creative plaza and an exhibition space; and a “Ferry Plaza” at the existing CFM site to serve as an anchor for various visitors.

TRAFFIC AND TRANSPORTATION ARRANGEMENTS (Plan 7)

12. The existing road network would need to be modified to improve the overall traffic flow in the area, taking into account the traffic impacts arising from the future KTAA development and the existing congestion at the Hoi Yuen Road/Wai Yip Street roundabout. 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;
- introducing a new Road L1 and modify Road L2, Kei Yip Lane and part of Kei Yip Street to divert existing U-turn traffic flows;
- turning the existing Kei Yip Lane into a one-way north-westbound road; and
- turning a portion of Kei Yip Street between Wai Yip Street and Kei Yip Lane into a two-way street.

13. 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, passenger waiting area, rest area and toilets for drivers. There would also be provision of taxi and coach lay-bys within the commercial development.

14. 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 1**, 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, 36 for GVs and 10 for coaches. Moreover, some of the ancillary GV L/UL spaces would be shared for overnight GV parking for better utilization of resources.

IMPLEMENTATION ARRANGEMENTS (Plan 8)

Quick-Win Projects

15. 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 three-storey structure at the existing RCP site for reprovisioning of FEHD's storage area; and
- enhancing a site adjacent to Hoi Bun Industrial Building and the adjacent area for early development of part of the waterfront promenade.

Public Works

16. 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 2021 by phases. The existing PTI would require temporary reprovisioning to enable formation and development of the commercial site and road construction.

17. 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.

18. To take forward the proposed drainage improvement works of the 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

19. The development on the “C” site, including 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.

SMART AND GREEN PROPOSALS

20. 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.

WATER BODY CO-USE PROPOSALS

21. Co-use of the water body of Kwun Tong Typhoon Shelter (KTTS) for water sports/recreation activities is proposed. As a quick-win, the Marine Department has widened the passageway along Kwun Tong Promenade from 50 m to 100 m in August 2018 to release more area for water sports/recreation activities along the waterfront promenade. The Government is currently processing three short-term tenancy applications for setting up water sports facilities around KTTS.

22. 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 of the waterfront. The short-term and medium to long-term water body co-use proposals are shown on **Plans 9** and **10** respectively.

WAY FORWARD

23. The finalized study recommendations would be passed to the Planning Department for amendment of the relevant Outline Zoning Plans.

ADVICE SOUGHT

24. Members are invited to provide comments on the RODP for KTAA.

**Energizing Kowloon East Office
Development Bureau
May 2019**

Attachments

Plan 1	Study Area
Plan 2	Recommended Outline Development Plan
Plan 3	Proposed Massing
Plan 4	Building Height Profile
Plan 5	Master Urban Design Plan
Plan 6	Master Landscape Plan
Plan 7	Proposed Traffic and Transport Arrangement
Plan 8	Proposed Works Arrangement
Plan 9	Proposed Short-term Co-use Proposals in KTTS
Plan 10	Proposed Medium to Long-term Co-use Proposals in KTTS

Task Force on Kai Tak Harbourfront Development

TFKT/06/2019

- Annex 1** Comments Received on the PODP during Stage 1
Public Consultation
- Annex 2** Design Guidelines for the Commercial Site

**Comments Received on the PODP during
Stage 1 Public Consultation**

During the Stage 1 public consultation, the study recommendations on the proposed traffic and road improvement measures, enhancement on the continuity of the waterfront promenade, land use proposals and water body co-use proposals in the Kwun Tong Typhoon Shelter and part of Kai Tak Approach Channel were generally supported by the public. Major comments received include the following:

On Traffic and Parking Arrangements

- to provide appropriate and effective improvement measures to alleviate the existing traffic congestion problems along the Hoi Yuen Road/Wai Yip Street roundabout;
- to provide more parking spaces to alleviate the problem of illegal parking;
- to improve the overall environment of the public transport interchange (PTI), reduce the size of PTI and provide ancillary facilities such as resting station for drivers and toilets;

On Accessibility, Landscaping and Visual Considerations

- to avoid blockage of air ventilation corridor and adverse visual impact along Hoi Yuen Road;
- the building disposition of Option 2 “Integrated Grid” (two-tower design layout) was preferred;
- to enhance the vertical connection between the waterfront area and the proposed landscaped deck;
- to lower the level of the landscaped deck with a view to avoiding blockage of views by the Kwun Tong Bypass;

On Government Facilities Arrangements

- to consider the relocation of the Kwun Tong Vehicular Ferry Pier and dangerous goods vehicle queuing area to enhance overall connectivity along the waterfront promenade;
- to minimize the impact of the refuse collection point on the waterfront area; and

On Arts and Cultural/Institutional Use

- the development of arts and cultural/institutional use was

supported with comments to increase the open space area for creative plaza.

Design Guidelines for the Commercial Site

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 and the green deck.
- 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

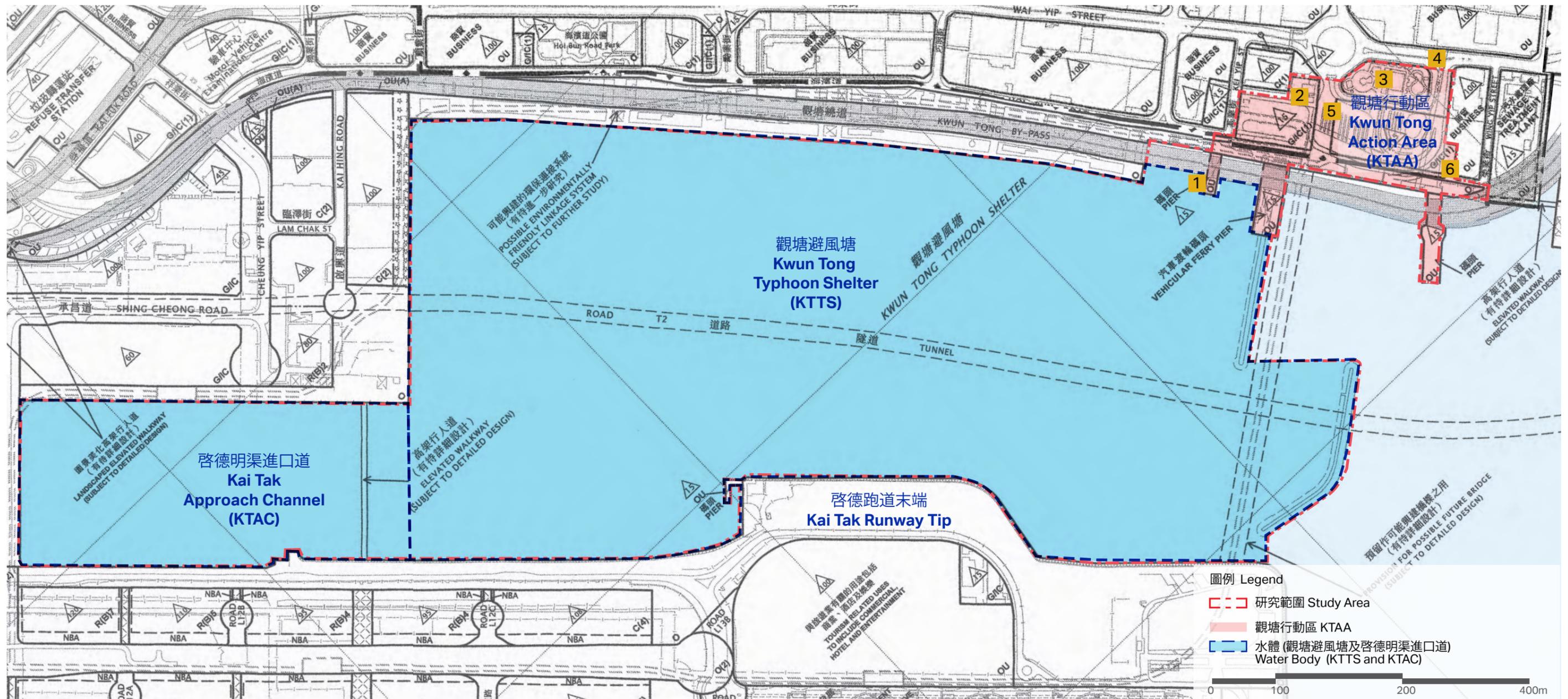
- Appropriate greening and screening along the PTI/waterfront promenade interface should be provided. Adequate planting strip of not less than 1.5m wide is recommended.
- Seating facilities should be provided in the POSPD.

Development Built-form

- Building disposition should maintain the view/wind corridor along Hoi Yuen Road. To allow wind penetration to the inland area, a non-building area is recommended to be provided in the portion of “C” site to the west of the drainage reserve, where no aboveground structure exceeding the level of 12.5mPD will be allowed except for landscaped features, and minor structure for footbridge connection or covered walkway.
- 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.
- Provision of a sky court within the buildings and green roof gardens.



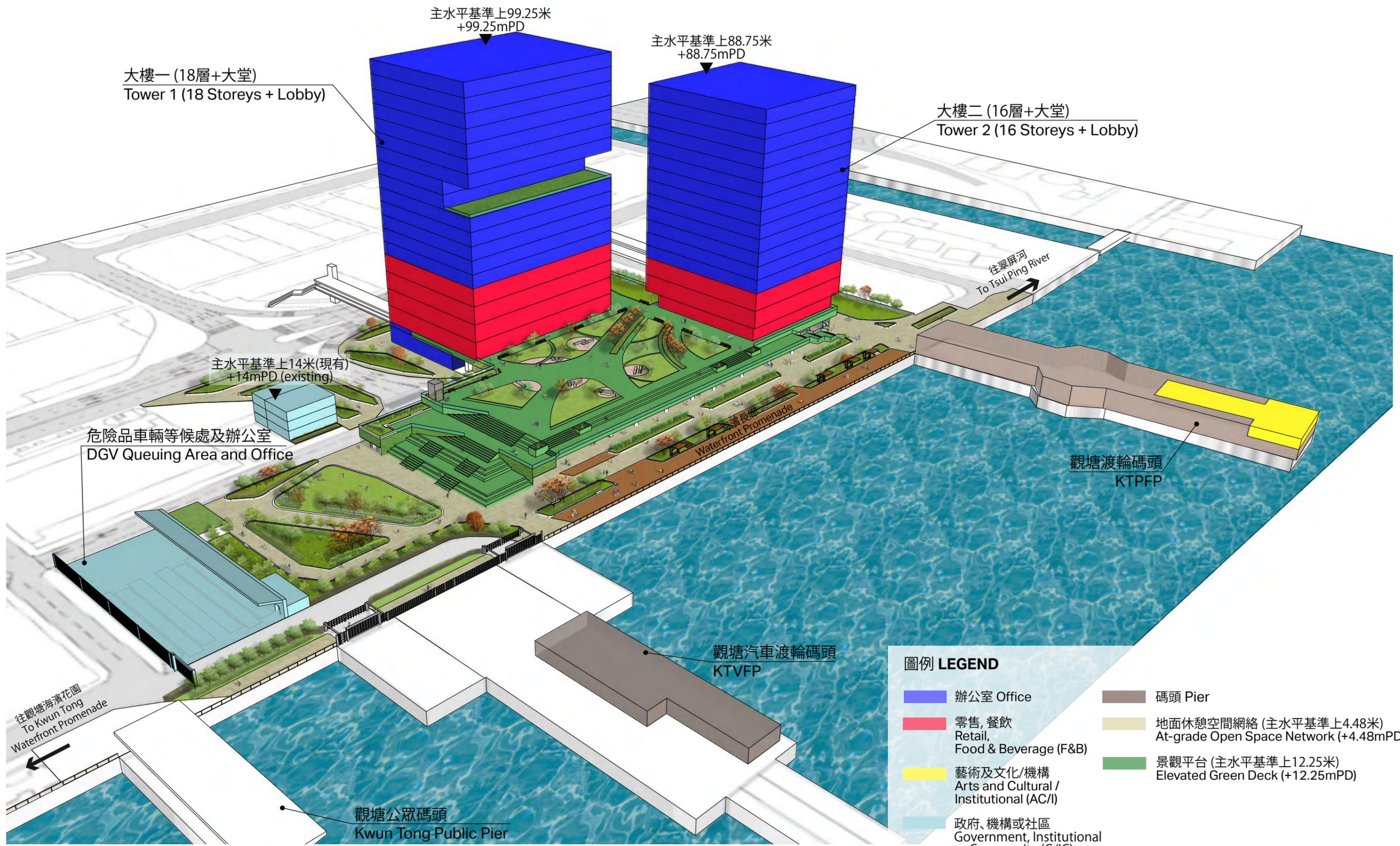
項目 Project:
 合約編號 CE 61/2015 (TP)
 觀塘行動區發展規劃及工程可行性研究
 Agreement No. CE 61/2015 (TP)
 Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
研究範圍
Study Area



日期: 2019年4月
 Date: Apr 2019
 比例: 如圖所示
 Scale: As Shown

圖 Plan 1



大樓一 (18層+大堂)
Tower 1 (18 Storeys + Lobby)

主水平基準上99.25米
+99.25mPD

主水平基準上88.75米
+88.75mPD

大樓二 (16層+大堂)
Tower 2 (16 Storeys + Lobby)

主水平基準上14米(現有)
+14mPD (existing)

危險品車輛等候處及辦公室
DGV Queuing Area and Office

往翠屏河
To Tsui Ping River

觀塘渡輪碼頭
KTPFP

觀塘汽車渡輪碼頭
KTVFP

往觀塘海濱花園
To Kwun Tong
Waterfront Promenade

觀塘公眾碼頭
Kwun Tong Public Pier

圖例 LEGEND

- 辦公室 Office
- 零售, 餐飲
Retail,
Food & Beverage (F&B)
- 藝術及文化/機構
Arts and Cultural /
Institutional (AC/I)
- 政府、機構或社區
Government, Institutional
or Community (G/IC)
- 碼頭 Pier
- 地面休憩空間網絡 (主水平基準上4.48米)
At-grade Open Space Network (+4.48mPD)
- 景觀平台 (主水平基準上12.25米)
Elevated Green Deck (+12.25mPD)

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



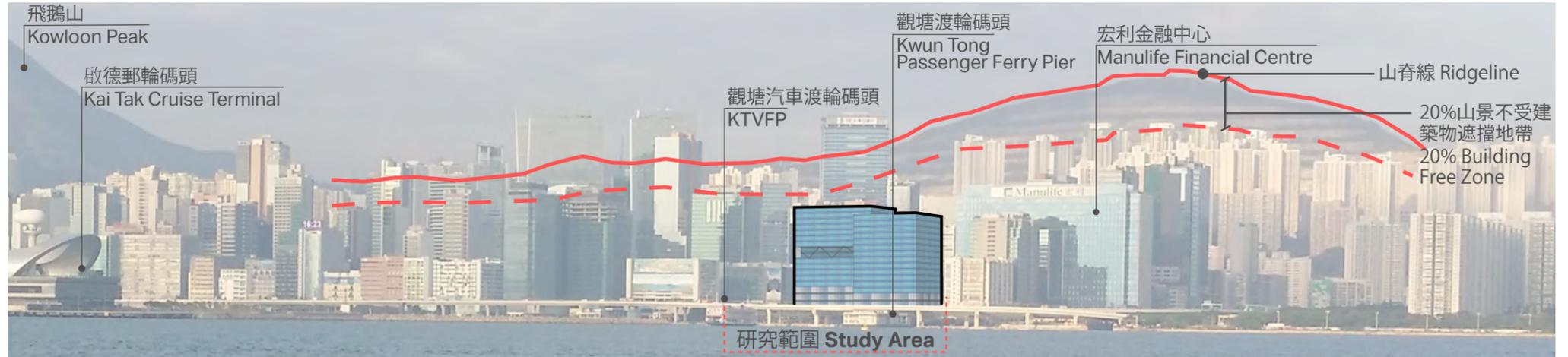
日期: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 3

建築物高度輪廓 Building Height Profile

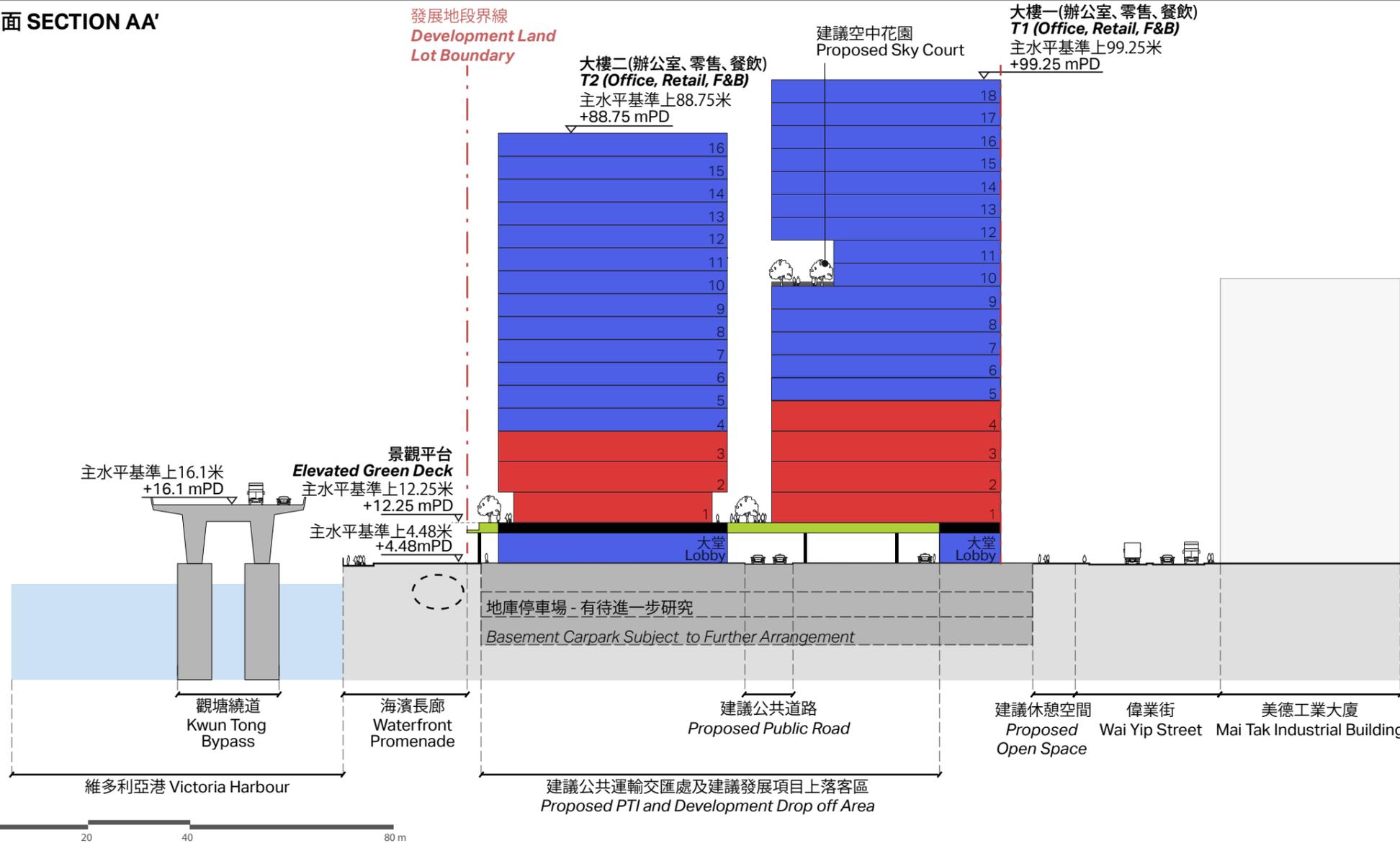


香港規劃標準與準則第11章的瞭望點4
Vantage Point 4 in HKPSG CH.11 (VP4)



從瞭望點4 眺望
View from VP4

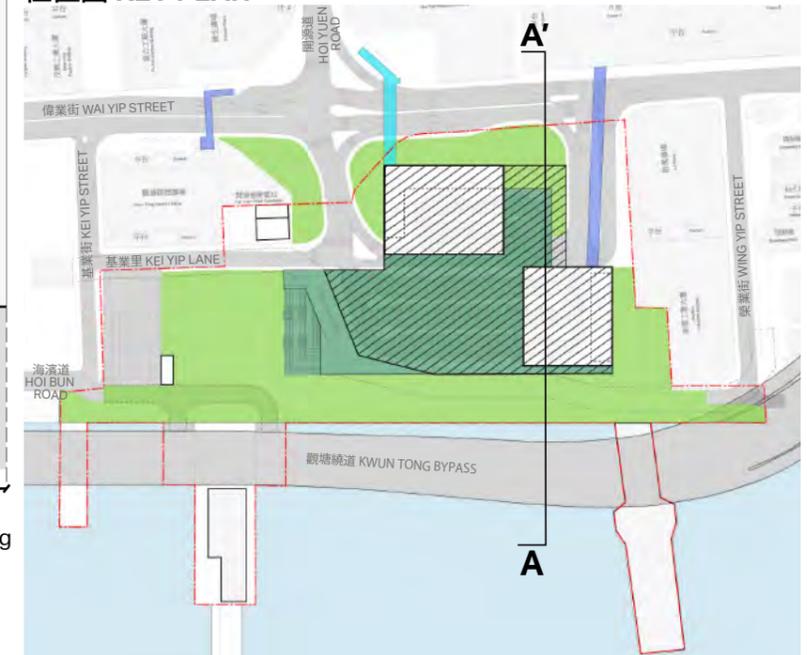
剖面 SECTION AA'



圖例 LEGEND

- 建議辦公室 (樓面至樓面高度: 4.5米)
Proposed Office (Floor to floor height: 4.5m)
- 建議零售餐飲 (樓面至樓面高度: 6米)
Proposed Retail, F&B (Floor to floor height: 6m)
- 現有地下污水幹渠及其保留地
Existing Sewerage Box Culvert and its Reserve Area

位置圖 KEY PLAN



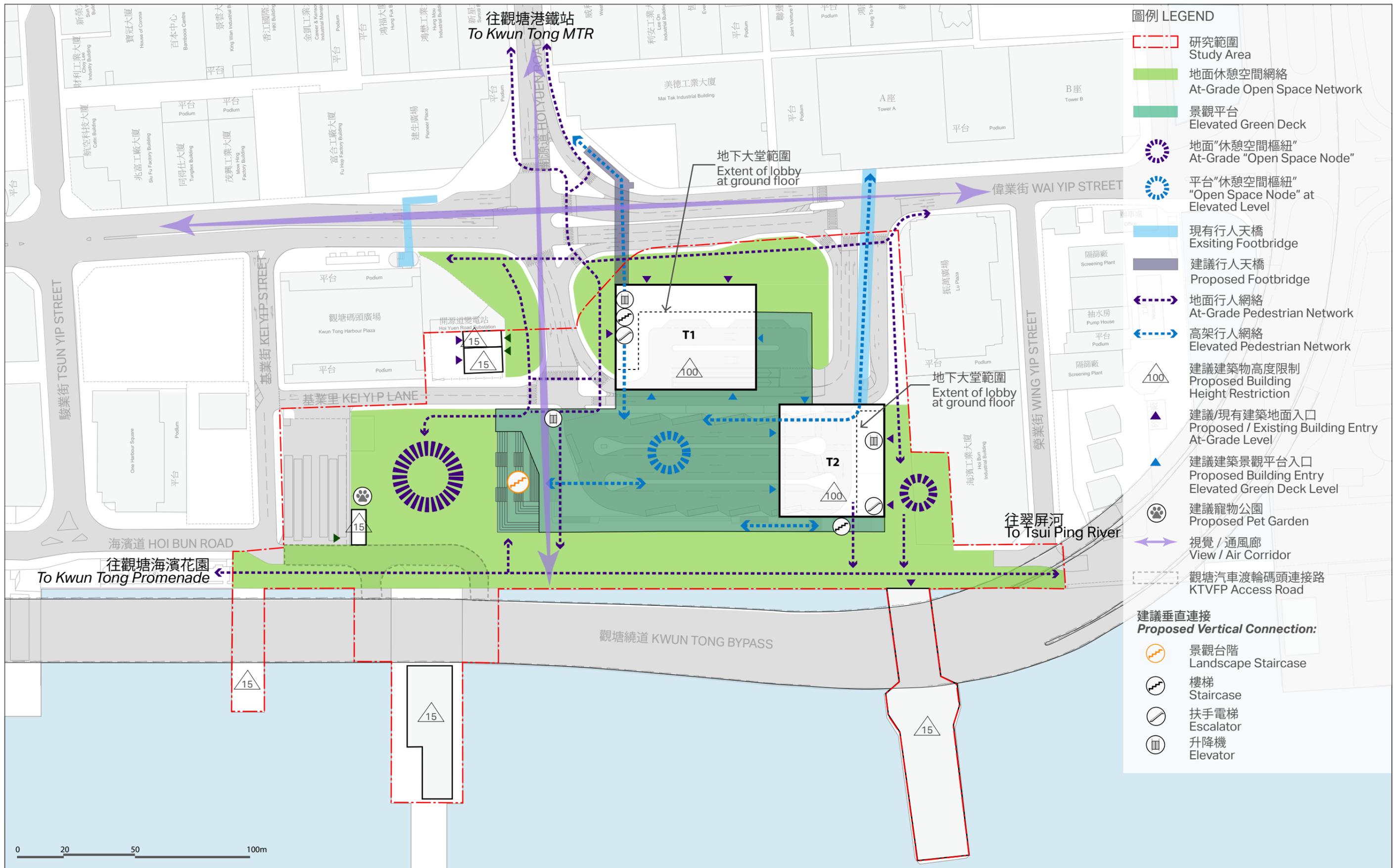
項目 Project:
合約編號 CE 61/2015 (TP)
觀塘行動區發展規劃及工程可行性研究
Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
**建築物輪廓
Building Height Profile**



日期: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 4



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:
城市設計總綱圖
Master Urban Design Plan



日期: 2019年4月
 Date: Apr 2019
 比例: 如圖所示
 Scale: As Shown

圖 Plan 5



5 露天餐廳 Alfresco Dining



6 入口廣場 Entry Plaza



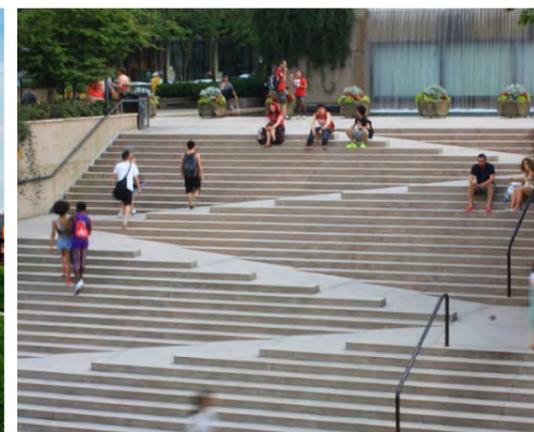
1 休憩空間樞紐 (多用途活動場地)
Open Space Node
(Multi-Purpose Event Space)



2 海濱長廊 Waterfront Promenade



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



4 景觀台階 Landscape Staircase



7 碼頭廣場 Ferry Plaza

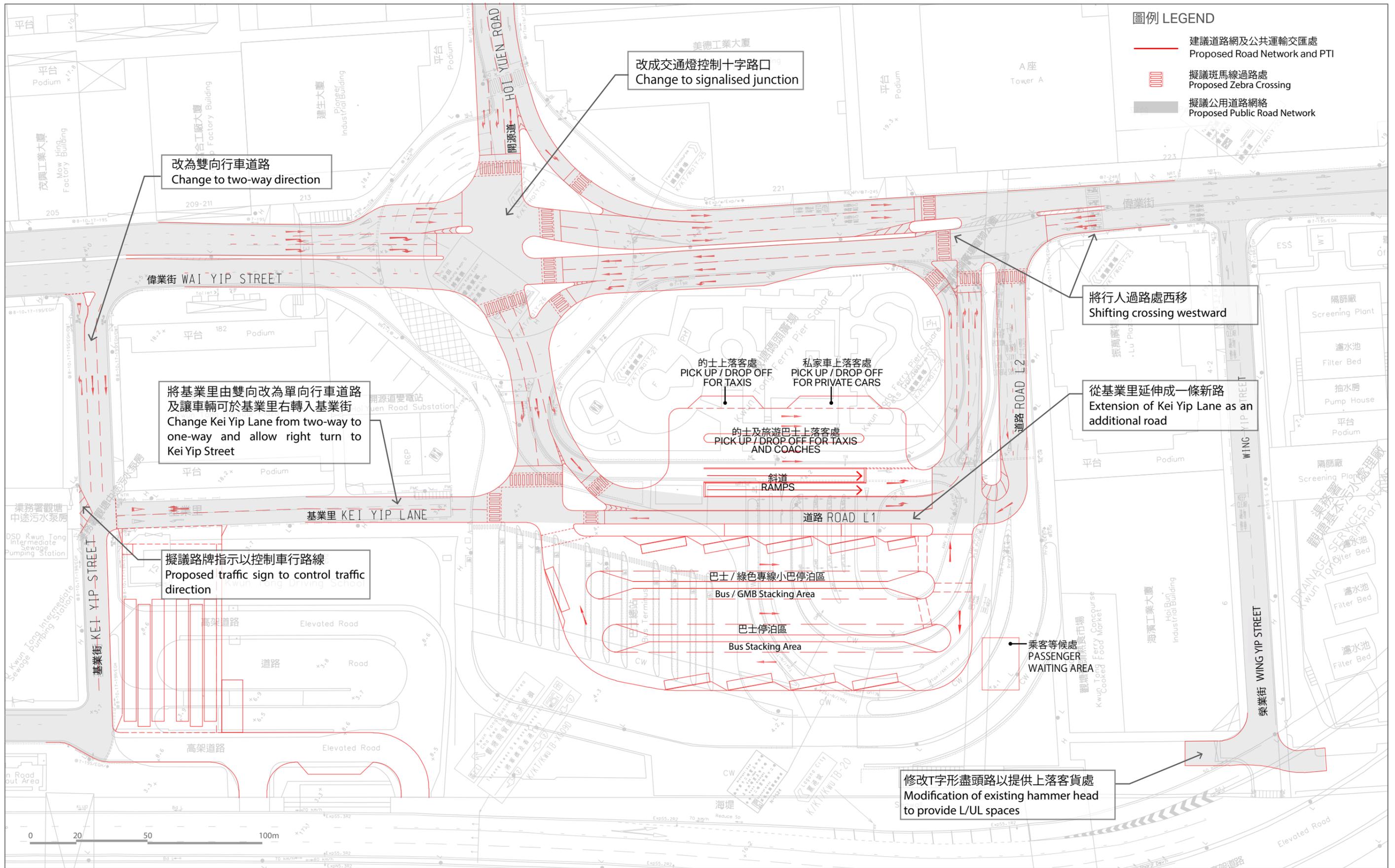
項目 Project:
合約編號 CE 61/2015 (TP)
觀塘行動區發展規劃及工程可行性研究
Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
景觀設計總綱圖
Master Landscape Plan



日期: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 6



- 圖例 LEGEND**
- 建議道路網及公共運輸交匯處
Proposed Road Network and PTI
 - ▬▬▬ 擬議斑馬線過路處
Proposed Zebra Crossing
 - ▬▬▬ 擬議公用道路網絡
Proposed Public Road Network

改為雙向行車道路
Change to two-way direction

改成交通燈控制十字路口
Change to signalised junction

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

擬議路牌指示以控制車行路線
Proposed traffic sign to control traffic direction

的士上落客處
PICK UP / DROP OFF FOR TAXIS

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

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

斜道
RAMPS

巴士 / 綠色專線小巴停泊區
Bus / GMB Stacking Area

巴士停泊區
Bus Stacking Area

將行人過路處西移
Shifting crossing westward

從基業里延伸成一條新路
Extension of Kei Yip Lane as an additional road

乘客等候處
PASSENGER WAITING AREA

修改T字形盡頭路以提供上落客貨處
Modification of existing hammer head to provide L/UL spaces

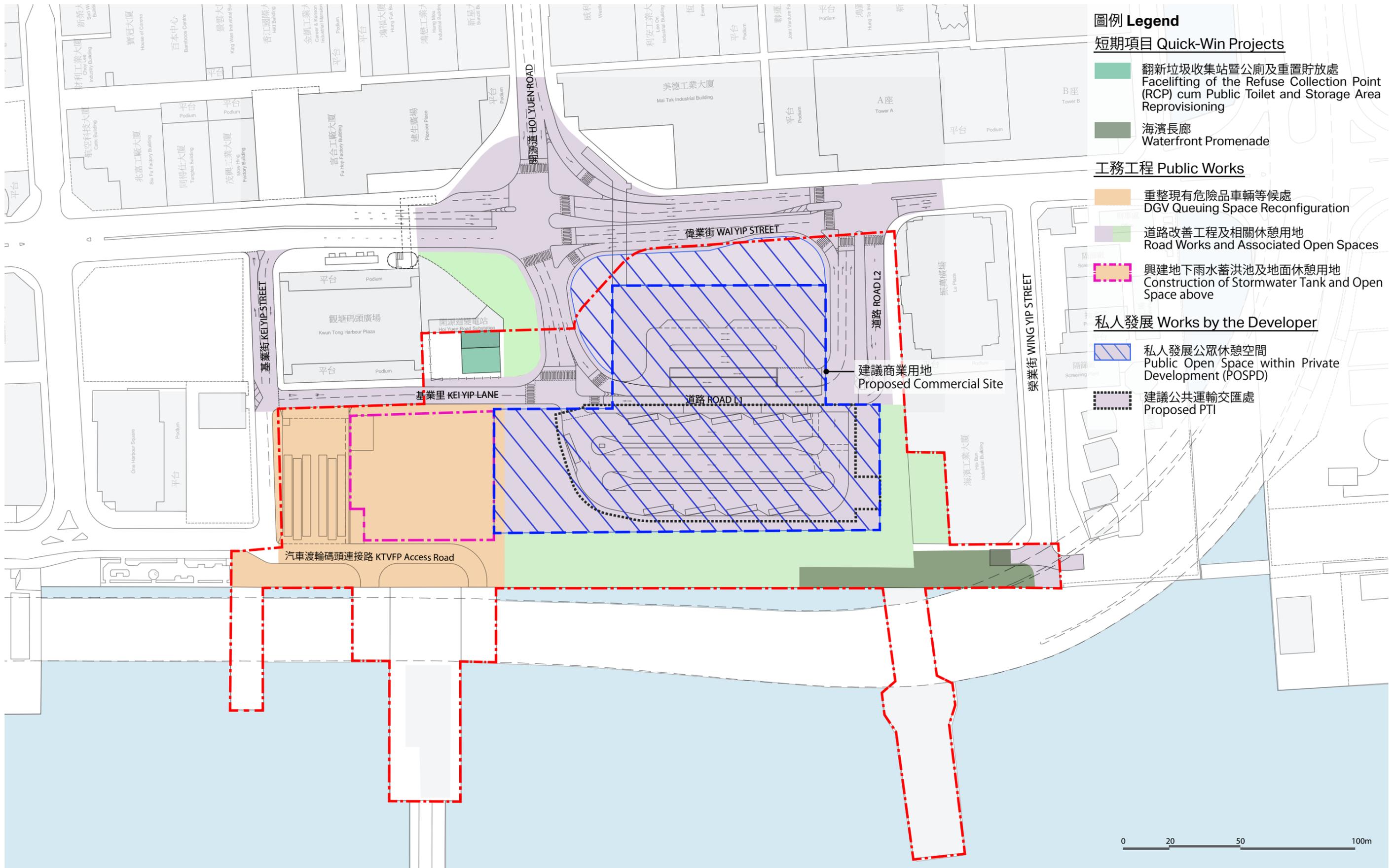
項目 Project:
合約編號 CE 61/2015 (TP)
觀塘行動區發展規劃及工程可行性研究
Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
建議交通及運輸安排
Proposed Traffic and Transport Arrangement



日期: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 7



圖例 Legend

短期項目 Quick-Win Projects

- 翻新垃圾收集站暨公廁及重置貯放處
Facelifting of the Refuse Collection Point (RCP) cum Public Toilet and Storage Area Reprovisioning
- 海濱長廊
Waterfront Promenade

工務工程 Public Works

- 重整現有危險品車輛等候處
DGV Queuing Space Reconfiguration
- 道路改善工程及相關休憩用地
Road Works and Associated Open Spaces
- 興建地下雨水蓄洪池及地面休憩用地
Construction of Stormwater Tank and Open Space above

私人發展 Works by the Developer

- 私人發展公眾休憩空間
Public Open Space within Private Development (POSPD)
- 建議公共運輸交匯處
Proposed PTI

建議商業用地
Proposed Commercial Site

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:
工程安排
Proposed Works Arrangement



日期: 2019年4月
 Date: Apr 2019
 比例: 如圖所示
 Scale: As Shown

圖 Plan 8

1 香港水上運動議會擬議作水上活動中心
Proposed Water Sports Centre by HKWSC



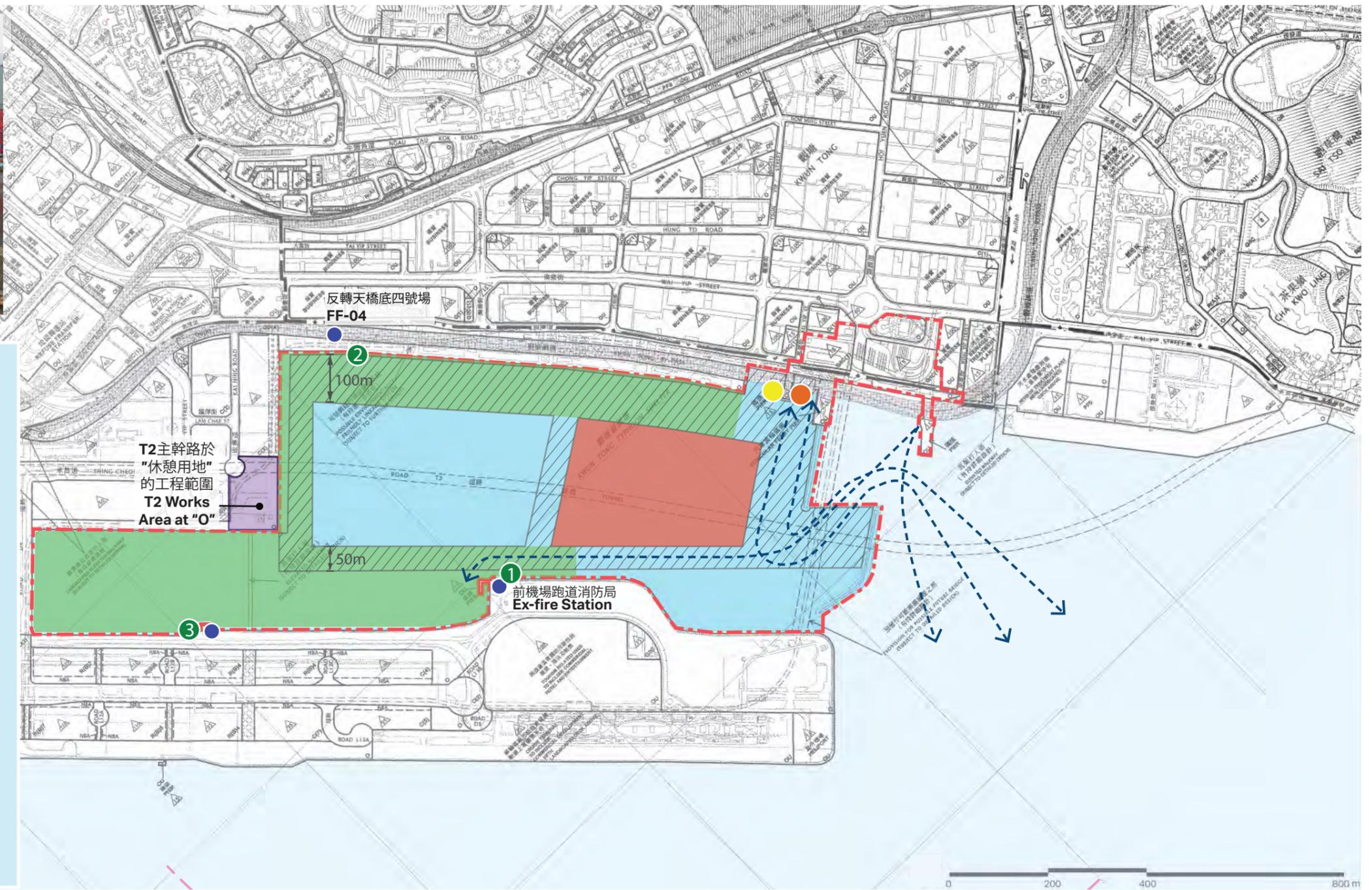
2 可考慮修改繫船柱旁的玻璃欄杆
Proposed Modification of Glass Balustrade along Existing Bollards



利用觀塘公眾碼頭及浮臺接駁的活動
Events Utilizing Kwun Tong Public Pier with Pontoon Access



3 建議水上康樂活動岸邊上落位置
Proposed Water Access for Recreation Activities



圖例 LEGEND

- 研究範圍
Study Area
- 渡輪服務登岸台階
Ferry Service Landing Steps
- 現有渡輪/街渡的渡輪服務航線
Existing Ferry/KaiTo Service Route
- 於2018年8月修訂的避風塘通航區
Revised Typhoon Shelter Passage Area in August 2018
- 建議水上運動 / 康樂活動及非遊樂船隻碇泊的水體共用範圍
Proposed Co-use Area for Water Sports / Recreation Activities and Non-pleasure Vessel Berthing
- 建議水上運動的水體特定範圍
Proposed Designated Water Area for Water Sports Activities
- 臨時水上運動及康樂活動的岸邊上落位置
Temporary Water Access for Water Sports and Recreation Activities / Events
- 建議水上運動及康樂活動的水體特定範圍
Proposed Designated Water Access for Water Sports and Recreation Activities
- 建議以短期租約形式的岸上設施
Proposed Short-Term Tenancy (STT) Sites for Water Sports and Recreation Activities

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



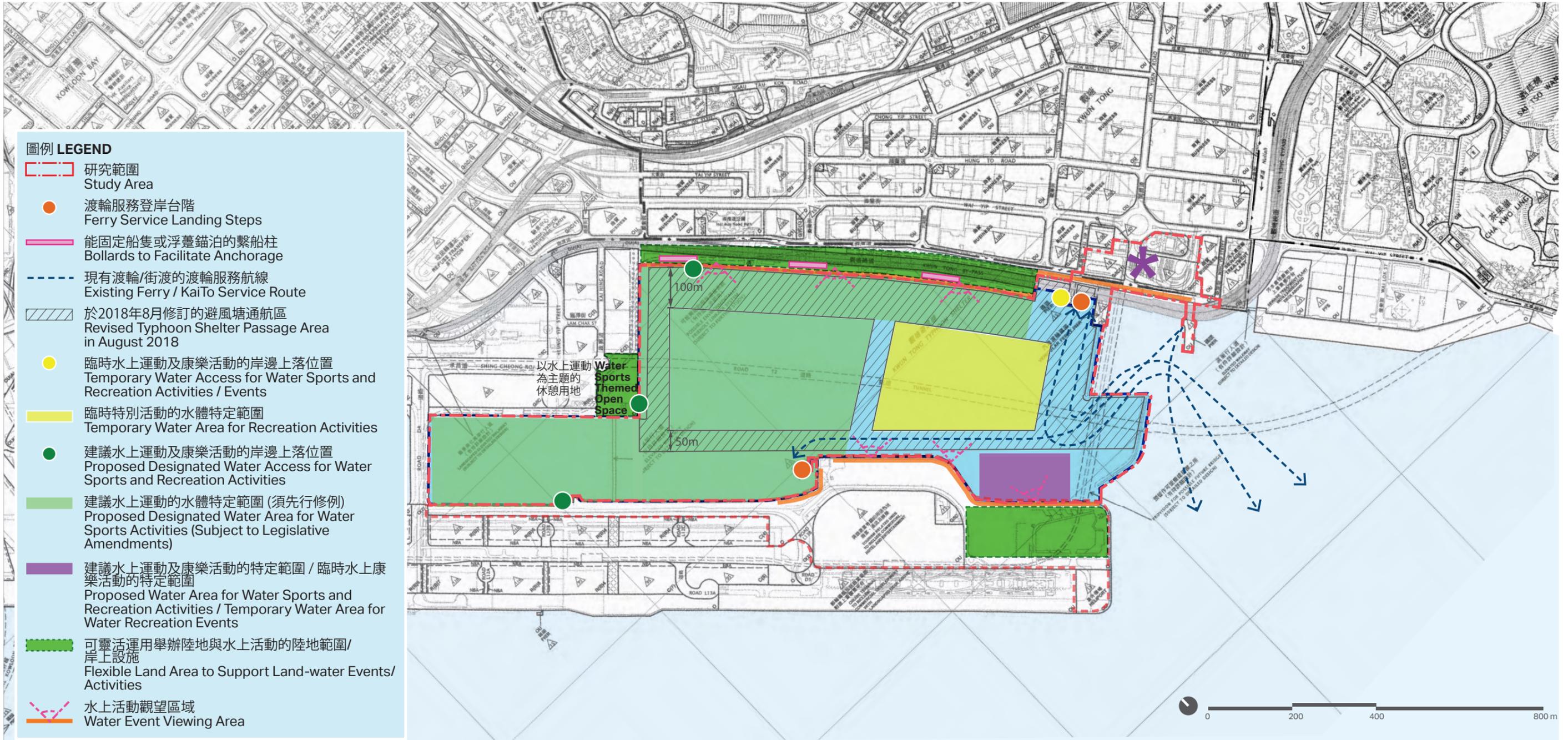
日期: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 9

特別活動 - 龍舟比賽
Special Events - Dragon Boat Festival



特別活動 - 帆船比賽村
Special Events - Sailing Race Village



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: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 10