

# Harbourfront Commission

---

For discussion  
on 13 December 2011

HC/25/2011

## **Energizing Kowloon East and the Environmentally Friendly Linkage System**

### **PURPOSE**

This paper briefs Members on the Government's new initiative of 'Energizing Kowloon East' including an Environmentally Friendly Linkage System (EFLS) and a plan to engage the public and the stakeholders.

### **BACKGROUND**

2. The National 12th Five-Year Plan has given support to Hong Kong's position as an international financial, trade and shipping centre, and support for Hong Kong's development as an international asset management centre and an offshore Renminbi business centre, increasing her impact on a global scale.

3. Separately, the "Hong Kong 2030: Planning Vision and Strategy Study" has recommended among other planning measures to support economic growth in the long run, that we will continue to consolidate and enhance the existing Central Business District (CBD), while exploring new quality office nodes outside the CBD. Concrete recommendations include freeing up government accommodation not requiring a prime location and developing new office clusters at strategic locations in the metro areas such as Kai Tak and West Kowloon. The demand for other general business use including non-prime offices and traditional industry/warehouse uses will be tackled through revitalisation of old industrial areas and development of other office clusters outside prime locations.

4. While we have witnessed a strong and an increasing presence of regional headquarters (RHQ) and regional offices (RO) for multi-national companies over the past decade, given the number of RHQ

and RO increased from 2,514 to 3,638 from 1997 to 2010, representing 45% increase, the gross floor area (GFA) of all the office space in Hong Kong just grew modestly from 12.14 million square metres (m<sup>2</sup>) to 14.29 million m<sup>2</sup> between 2000 and 2010, representing 18% increase only. To capitalise on the fast-growing opportunities of the Mainland and sustain Hong Kong's position as a leading financial and business centre, it is essential to maintain a steady and adequate supply of quality office space.

5. In his 2011-12 Policy Address, the Chief Executive announced that we will adopt a visionary, co-ordinated and integrated approach to expedite the transformation of Kowloon East into an attractive, alternative CBD to support Hong Kong's economic development. Specifically, this will involve land use review, urban design, improved connectivity and the associated infrastructure.

## **ENERGIZING KOWLOON EAST**

6. Kowloon East is an area comprising the Kai Tak Development (KTD), Kwun Tong and Kowloon Bay. The massive relocation of our manufacturing base to the Mainland in the 1980's and the relocation of the Airport to Chek Lap Kok in the 1990's have left a huge stock of industrial buildings in this area not being fully utilised. Whilst the demand for quality office can no longer be met by our traditional CBD, some private developers took the first-mover initiatives to develop high grade office buildings and retail centres in Kowloon East. Up to June 2011, about 1.4 million m<sup>2</sup> of office space has been completed since the introduction of "Other Specified Uses (Business)" zoning to Kwun Tong and Kowloon Bay in 2001.

### Conceptual Master Plan of Kowloon East

7. To facilitate the transformation of the former industrial areas into another key CBD of Hong Kong, it is important that the infrastructural works and facilities should be well-designed and relate well to the context, planning and urban design objectives for Kowloon East. The Government therefore has mapped out a conceptual master plan for the Kowloon East Business District by adopting the following

# Harbourfront Commission

---

HC/25/2011

broad strategies, namely **C**onnectivity, **B**randing, **D**esign and **D**iversity (CBD2) –

- (i) Enhancing **C**onnectivity – an EFLS linking KTD, Kwun Tong and Kowloon Bay is envisaged. Pedestrian facilities such as footbridge networks, pedestrian streets and wider pavements will be created. We will consult the public on the proposed elevated monorail EFLS and other options. More details on the EFLS and the public consultation are set out in paragraphs 12-14 below.
- (ii) **B**randing Kowloon East as a premier office node and promoting the image of this core business area locally and overseas.
- (iii) Providing Quality Urban **D**esign – improvements in streetscape, greening and public open space, and provision of a continuous waterfront promenade.
- (iv) Promoting **D**iversity – while KTD will provide tourism, sports and leisure facilities to a predominantly office and commercial use in Kowloon Bay and Kwun Tong, other uses such as street level shops, cafes by the waterfront, restaurants and entertainment uses at piers, marinas and water sports facilities will be developed at appropriate locations to enhance vibrancy, particularly after office hours.

8. A pamphlet on “Energizing Kowloon East” and the EFLS is at the **Appendix**. Amongst others, a key feature of the conceptual master plan is the designation of two clusters of government sites as action areas for comprehensive development to facilitate a diversity of land uses and activities that will complement the transformation of Kowloon East into a core business district.

## **Action Area 1 – Hoi Bun Road Redevelopment**

- (a) The existing waste recycling centre and vehicle examination centres are proposed to be relocated to release some 6.4 hectares of government land for the development of a new vibrant node for offices, exhibition/conference facilities,

hotel/service apartments and retail/entertainment outlets. With the location of the proposed EFLS station and depot connecting to Kai Tak at this site, it will become the linkage hub of Kowloon East.

## **Action Area 2 – Kwun Tong Ferry Pier Waterfront Development**

- (b) The bus terminus is proposed to be decked over to provide open space and outdoor performance area. With the proposed EFLS station, the area will become a new hub for small offices, artist workshops, entertainment, gallery and speciality retail and restaurants along the waterfront promenade to complement the tourism node to be developed at Kai Tak Runway Park.

9. The proposition in transforming Kowloon East into a vibrant business district is Government's proactive response to the opportunities unfolded in the process of economic restructuring with a view to sustaining Hong Kong's position as a global financial and commercial centre. It is expected that the conceptual master plan will help transform Kowloon East into CBD2.

### Setting up of a Kowloon East Development Office (KEDO)

10. To undertake this important initiative, a new, multi-disciplinary KEDO will be set up in the Development Bureau to steer, supervise, oversee and monitor the transformation of Kowloon East. The Office will champion for the goals we have set for Kowloon East and engage stakeholders and the general public in the process. KEDO will provide a focal point for considering private sector initiatives in the area and spearhead this highly strategic and significant development for Hong Kong.

11. The Government will engage the public, including the relevant District Councils and various stakeholders on the formulation of the overall master plan to facilitate timely implementation of the enhancement proposals. For this purpose, we will formulate a comprehensive and coherent public relation and public engagement strategy for new initiatives and projects, and coordinate responses to

demands and aspirations from the public.

## **EFLS TO IMPROVE CONNECTIVITY OF KOWLOON EAST**

12. As stated in paragraph 7(i) above, it is necessary to enhance and improve intra-district connectivity to facilitate the transformation of Kowloon East. A feasibility study on Kai Tak EFLS (the Study) carried out by the Civil Engineering and Development Department reveals that an elevated rail-based link in the form of monorail serving the KTD as well as Kowloon East will be unique to Hong Kong with high tourism appeal and generate synergy for adjacent developments. The alignment (as shown in the pamphlet at the **Appendix**) links up the former runway tip with Kwun Tong via the Kwun Tong Transportation Link (KTTL) at the entrance/exit of existing Kwun Tong Typhoon Shelter (KTTS) to provide a more direct linkage within Kowloon East. A local cargo vessel association has recently requested that the KTTL should provide a minimum vertical clearance of 50 metres (m) to allow passage of all existing local working vessels in and out of the KTTS. Such height requirement will make the KTTL visually intrusive and be much higher than other sections of the EFLS which is in the range of about 6 m to 23 m above ground. To avoid the visually intrusive structures at Kai Tak waterfront, the Study proposes building the KTTL at a lower level with about 21 m vertical clearance. Besides, there is also strong aspiration for better utilisation of the water body of the Kai Tak Approach Channel (KTAC) and the KTTS for water sports and leisure activities. Some local water sports associations and leisure boating organisation have suggested to hold some water sports and leisure activities thereat. We will further explore the feasibility of alternative arrangements to accommodate the vessels affected to minimise the impact on the working vessel community, and the co-use of the KTTS with water sports and leisure activities.

13. Further, in view of the delivery programme of the infrastructure at KTD, the tentative earliest commissioning date of the whole EFLS will be in 2023. Hence, some form of road-based green public transport service will be required in the interim period to serve the various stages of population in-take in the KTD starting from mid-2013 and step up from time to time to meet the growing demand. The green public transport service will remain in operation, but with their routes

# Harbourfront Commission

HC/25/2011

and service level to be rationalized to the required level of service after the commissioning of the EFLS. They will be acting as feeders and secondary mode to the EFLS in order to provide reasonable alternatives to the commuters as well as continuity to the operators.

14. Since the EFLS will incur substantial capital and recurrent costs and would have some wide-ranging implications, we consider it necessary to engage the public before making a decision on whether the EFLS should be proceeded. Public views will also be sought on the use of road-based green transport modes and the water body at KTAC and KTTS. A tentative public consultation plan for the forthcoming public consultation exercise is appended below -

<b>Stage 1 Public Consultation : Understanding Concerns and Visions</b>	
Tentative Time	Parties to be consulted
early 2012	<ul style="list-style-type: none"> <li>➤ Kowloon City DC</li> <li>➤ Kwun Tong DC</li> <li>➤ Wong Tai Sin DC</li> <li>➤ Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission</li> <li>➤ Panel on Development of the LegCo</li> <li>➤ Others (via Kai Tak Newsletter / Website reporting EFLS study findings)</li> </ul>
mid 2012	Concern/Focus Groups and general public through meetings and public forums
<b>Stage 2 Public Consultation : Building Consensus on a Preferred Option</b>	
end 2012	Report Stage 1 public consultation results and the preferred option to all stakeholders in Stage 1 public consultation exercise and Town Planning Board

# Harbourfront Commission

---

HC/25/2011

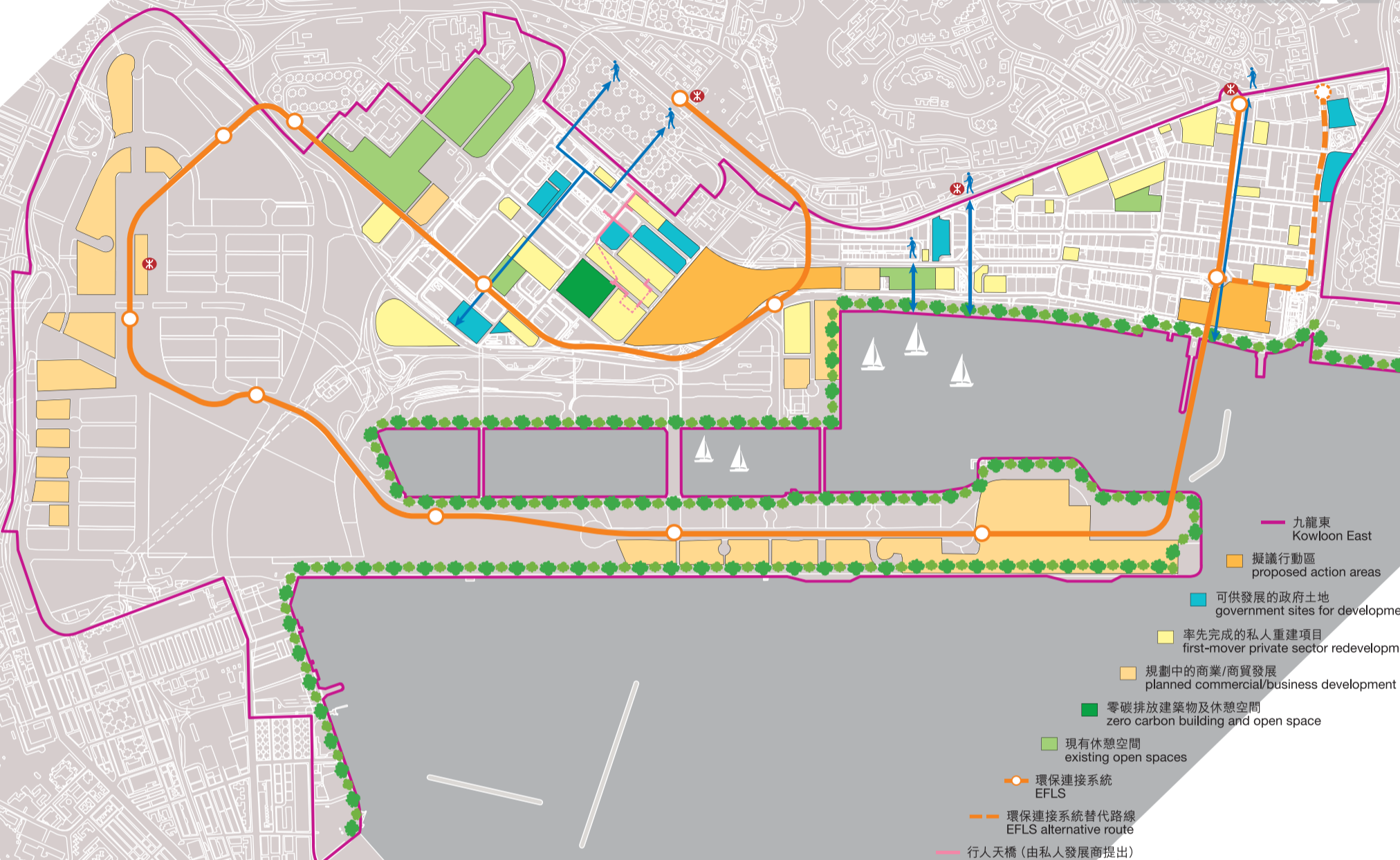
## **ADVICE SOUGHT**

15. Members are invited to note and offer views on the above Government initiative and the associated consultation plan.

**Development Bureau  
Planning Department  
Civil Engineering and Development Department  
December 2011**

# CBD<sup>2</sup>

central business district



- 九龍東 Kowloon East
- 擬議行動區 proposed action areas
- 可供發展的政府土地 government sites for development
- 率先完成的私人重建項目 first-mover private sector redevelopment
- 規劃中的商業/商貿發展 planned commercial/business development
- 零碳排放建築物及休憩空間 zero carbon building and open space
- 現有休憩空間 existing open spaces
- 環保連接系統 EFLS
- 環保連接系統替代路線 EFLS alternative route
- 行人天橋 (由私人發展商提出) pedestrian bridges (private initiatives)
- 11公里海濱長廊 11 km promenade
- 行人連接系統 pedestrian connections
- 水上運動/船舶設施 water sports/marina facilities

## Connectivity 連繫

monorail and pedestrian bridges 單軌鐵路及行人天橋



環保連接系統貫通九龍東  
Environmentally Friendly Linkage System (EFLS)  
to provide intra-district linkage

## Design 設計

urban greening 都市綠化



改善街道景觀 綠化設施和公眾休憩空間  
improvements in streetscape  
greening and public open spaces

充分把握機會塑造嶄新面貌  
opportunities of branding  
and innovation to be fully exploited

## Branding 品牌

a premier office node 優質辦公室



## Diversity 多元化

vibrant waterfront 活力海濱

露天食肆 水上活動及娛樂設施以添朝氣活力  
alfresco dining water activities and  
entertainment to enhance vibrancy





## 香港的 CBD<sup>2</sup>

九龍東包括啟德機場舊址、觀塘和九龍灣。在香港製造業的全盛時期，九龍東見證了一個重要的工業基地的迅速發展，不僅創造了數十萬計的職位，亦推動了香港的繁榮欣盛。隨著機場遷往赤鱗角、香港製造業的基地北移，這區失去了一些舊有的活力，留下大量未有被充分使用的工業大廈。另一方面，隨著香港金融及服務業持續興旺，很多跨國公司都在香港設立區域總部和區域辦事處，香港傳統的商業中心區已無法應付這些公司對優質辦公室的需求。一些私人發展商憑着敏銳的市場觸覺，把握時機，率先在九龍東進行發展，興建了一些高級的商業大廈和購物中心。區內已有約140萬平方米的辦公室落成。

隨著國家「十二五」規劃表明支持香港鞏固其作為國際金融、貿易、航運中心的地位，亦支持香港發展成為國際資產管理中心和離岸人民幣業務中心，香港在全球的影響力將日益增大。為了充分利用內地迅速發展的機遇，並維持香港的地位和長遠發展，穩定而充足的優質辦公室供應至為關鍵。

在2011至12年的施政報告中，行政長官宣布會採用富遠見、相互協調的綜合模式，加快把九龍東轉型為另一個具吸引力的商業區，以支持香港的經濟發展。具體而言，有關的工作將涉及土地用途檢討、城市設計、加強連繫及相關的基建設施。

### 政府的措施

自2010年4月以來，我們已採取活化香港工業大廈的措施。截至2011年8月，當局批准了33幢工業大廈進行整體改裝/重建的申請，其中16幢位於觀塘和九龍灣。這些工業大廈會重建或改裝作辦公室、商舖和服務行業及酒店。

在啟德發展項目的320公頃土地中，可建約106萬平方米總樓面面積的土地已規劃作辦公室。我們將興建啟德政府合署，並計劃把其他政府辦公大樓遷往啟德。啟德發展項目另有80萬平方米總樓面面積規劃作零售和酒店用途，還有約33,200個公營和私營房屋單位、國際郵輪碼頭、體育和旅遊設施，將會增加該區的人流，並注入多元發展。加上觀塘和九龍灣的168公頃土地，九龍東有龐大潛力打造成為香港一個充滿活力的主要商業區。

## Hong Kong's CBD<sup>2</sup>

Kowloon East is an area comprising the former Kai Tak Airport, Kwun Tong and Kowloon Bay. This area witnessed the rapid growth of an important industrial base in the heyday of Hong Kong's manufacturing industry, creating hundreds of thousands of jobs and propelling Hong Kong's prosperity. Following relocation of the Airport to Chek Lap Kok and our manufacturing base to the Mainland, this area has lost some of its past vibrancy, leaving a huge stock of industrial buildings not being fully utilised. On the other hand, with the booming in Hong Kong's financial and service sectors as well as large numbers of regional headquarters and regional offices of multi-national companies setting their foot in Hong Kong, the demand for quality office can no longer be met by our traditional Central Business District (CBD). Thanks to good market sense and first-mover initiatives of some private developers, high grade office buildings and retail centres are emerging in Kowloon East. About 1.4 million m<sup>2</sup> office space have been completed.

The National 12<sup>th</sup> Five-Year Plan has given support to Hong Kong's position as an international financial, trade and shipping centre, and support for Hong Kong's development as an international asset management centre and an offshore Renminbi (RMB) business centre, increasing her impact on a global scale. To capitalize on the fast-growing opportunities of the Mainland and sustain Hong Kong's position and longer term development, a steady and adequate supply of quality office space is pivotal.

In his 2011-12 Policy Address, the Chief Executive announced that we will adopt a visionary, co-ordinated and integrated approach to expedite the transformation of Kowloon East into an attractive, alternative central business district to support Hong Kong's economic development. Specifically, this will involve land use review, urban design, improved connectivity and the associated infrastructure.

### Government Initiatives

Since April 2010, we have introduced measures to revitalise industrial buildings in Hong Kong. By end August 2011, 33 applications have been approved for wholesale conversion or redevelopment and 16 of them are in Kwun Tong and Kowloon Bay. These industrial buildings will be redeveloped or converted into offices, shops and services, and hotels.

About 1.06 million m<sup>2</sup> of office space has been planned for within the 320 hectare Kai Tak Development (KTD). We are building a Kai Tak Government Office and are planning to relocate other government office buildings to Kai Tak. With another 0.8 million m<sup>2</sup> of retail and hotel accommodation planned, some 33,200 public and private housing units, an international cruise terminal, sports and tourism facilities, KTD will inject development density and diversity into the area. Together with 168 hectares in Kwun Tong and Kowloon Bay, Kowloon East has great potential to evolve into a vibrant premier business district in Hong Kong.

## 行動區

### 行動區 1 — 海濱道重建項目

我們建議把現有的廢物回收中心及驗車中心遷往其他地點，以騰出約6.4公頃的政府土地，發展成全新的活力樞紐，提供辦公室、展覽/會議設施、酒店/服務式住宅及零售/娛樂場所。擬議的啟德環保連接系統的車站及車廠亦會設於這個行動區內，令此小區成為九龍東的連接樞紐。

### 行動區 2 — 觀塘渡輪碼頭海旁發展項目

我們建議為巴士總站加設上蓋，以闢設公共休憩空間及戶外表演場地。發展項目內將設有擬議環保連接系統的車站，以加強連繫。此碼頭區將建成新的樞紐，設有小型辦公室、藝術創作室、娛樂場所、畫廊、零售專門店及沿海濱長廊食肆，以配合日後在啟德跑道公園發展的旅遊樞紐。

此外，我們會善用觀塘及九龍灣內多幅總面積約為5公頃的政府土地，以配合整區的轉型。

### 面對的挑戰

雖然觀塘及九龍灣的傳統製造業活動大多已遷離，但這些舊工業區內仍存在許多經濟活動。因此，在這些工業區再作轉型時，我們必須小心處理。現時區內許多分層工業大廈業權分散，可能會為加快重建工業大廈或改裝整幢工業大廈的工作帶來另外一項挑戰。

### 落實工作

我們計劃在發展局成立新的九龍東發展辦事處，由多類專業人士組成，負責督導和監察香港這項極為重要的策略性發展，致力實現九龍東願景。

香港特別行政區政府新聞處設計 政府物流服務署印  
(採用環保油墨及再造紙印製)

## Action Areas

### Action Area 1 — Hoi Bun Road Redevelopment

We propose to relocate the existing waste recycling centre and vehicle examination centres to release some 6.4 hectares of government land for the development of a new vibrant node for offices, exhibition/conference facilities, hotel/service apartments and retail/entertainment outlets. With the location of the proposed EFLS station and depot connecting to Kai Tak at this site, it will become the linkage hub of Kowloon East.

### Action Area 2 — Kwun Tong Ferry Pier Waterfront Development

We propose to deck over the bus terminus to provide public open space and outdoor performance area. A station of the proposed EFLS is proposed to be located within the development to enhance connectivity. The area will become a new hub for small offices, artist workshops, entertainment, gallery and specialty retail and restaurants along the waterfront promenade to complement the tourism node to be developed at Kai Tak Runway Park.

In addition, we will make good use of government sites in Kwun Tong and Kowloon Bay totaling some 5 hectares to support the transformation.

## Challenges

While most traditional manufacturing activities in Kwun Tong and Kowloon Bay have moved out, there are still a lot of economic activities in these former industrial areas. We need to handle the further transformation of the area carefully. The present fragmented ownership in many existing flatted industrial buildings in the area may present a further challenge to their speedy redevelopment or wholesale conversion.

## Implementation

We intend to set up a new multi-disciplinary Kowloon East Development Office (KEDO) in Development Bureau to steer and monitor this highly strategic and significant development for Hong Kong, and champion for the goals we have set for Kowloon East.

Designed by the Information Services Department  
Printed by the Government Logistics Department  
Hong Kong Special Administrative Region Government  
(Printed with environmentally friendly ink on recycled paper)

發展局  
Development Bureau



# 啟 *connecting*

連繫九龍東 *Kowloon East*

德心

Environmentally Friendly Linkage System



## Catalytic Effect on Regeneration of Kowloon Bay and Kwun Tong

As a modern and convenient intra-district connector, the EFLS will help reduce the amount of traffic on roads and provide catalytic effect to the regeneration of Kowloon Bay and Kwun Tong into a central business district, in line with our vision for Kowloon East.

We welcome your views on these exciting opportunities.

## 催化九龍灣及觀塘重新發展

環保連接系統作為一個現代化和便捷的區內連接系統，不但能減少路面交通流量，更能配合我們的九龍東願景，催化九龍灣及觀塘轉化為一個核心商業區。

歡迎你對這個難得的發展機遇提出寶貴意見。



啟德機場於1998年關閉  
Kai Tak Airport decommissioned in 1998

## Kai Tak Development— a green web for sustainable development

On 6 July 1998, Kai Tak retired from being an airport after its 77-year service. In late 2007, the Chief Executive-in-Council approved the Kai Tak Outline Zoning Plan (OZP), formulated with the benefit of a two-year three-stage public engagement exercise. The plan envisages turning Kai Tak into a distinguished, vibrant, attractive and people-oriented community by the Victoria Harbour. In March 2010, we set up the Kai Tak Office. To date, works to build public rental housing, an international cruise terminal, a seawater district cooling system and supporting infrastructure are in progress. In August 2011, we proposed refinements to the OZP to incorporate conservation of Lung Tsun Stone Bridge and improved urban design. We are now ready to take the Kai Tak vision one major step forward via an Environmentally Friendly Linkage System (EFLS).

## 啟德發展計劃—可持續發展的綠化網絡

1998年7月6日，啟德這個服務香港七十七年的機場，完成了它的歷史任務。2007年年底行政長官會同行政會議通過《啟德分區計劃大綱圖》，《大綱圖》反映市民在經歷兩年的三個階段公眾參與活動中表達的意見，願景是將啟德發展成為一個維港畔富有特色、朝氣蓬勃、優美動人及與民共享的社區。2010年3月，我們成立了啟德辦事處。目前，啟德發展區內的公共房屋、國際郵輪碼頭、海水區域供冷系統和其他配套基礎設施正在全力興建中。此外，在2011年8月，我們就保育龍津石橋及優化城市設計，提出就《大綱圖》的修訂建議。現在，我們期望藉著「環保連接系統」，使啟德的發展願景再向前邁進一步。



高架行人道之上  
Above elevated walkway



## 環保連接系統走線圖 EFLS Alignment Plan

已規劃的沙田至中環線  
Planned Shatin to Central Link

替代路線  
Alternative Route

環保連接系統車廠  
EFLS Depot

開源道  
Hoi Yuen Road

觀塘連接橋  
Kwun Tong Transportation Link



## Environmentally Friendly Linkage System — enhancing connectivity

For better public accessibility to attractions in the Kai Tak Development (KTD), as well as enhanced connectivity of its living and working populations to the Kowloon hinterland, an environmentally friendly, comfortable and efficient intra-district linkage system is necessary. Befitting Kai Tak's green vision, a rail-based transit system with no carbon emission along its passage and which consumes much less energy than diesel buses was included in the OZP for further investigation. Our investigations reveal that an elevated rail-based link in the form of a monorail serving the KTD will not only meet the connectivity requirements, but also create a unique landmark in Hong Kong with high tourism appeal. The EFLS is a 9-km 12-station line linking the Mass Transit Railway (MTR) Kowloon Bay Station, through Wang Kwong Road to the KTD Station Square of the future Shatin to Central Link, and then all the way along the former runway before crossing the Kwun Tong Typhoon Shelter at the tip of the runway via a bridge and ending at the MTR Kwun Tong Station (Alignment Plan refers).

We will consult the public on the above monorail system together with other feasible EFLS options.

## 環保連接系統—加強連繫

為了讓公眾更便利到達啟德發展區內各個景點，和加強區內居住和工作人口與九龍腹地的連繫，一個環保、舒適及有效率的連接系統是必要的。在啟德的綠色願景下，《大綱圖》內已包含了一個在走線上零碳排放及比柴油巴士節省能源的鐵路系統作進一步研究。我們的研究結果顯示，一個以單軌列車模式於啟德發展區運行的高架鐵路系統，不但能滿足區內暢達的功能，亦為香港增添極具旅遊吸引力的特色。這個全長9公里，共12個站的環保連接系統，將連接港鐵九龍灣站，途經宏光道及未來沙田至中環線啟德車站廣場，沿前跑道運行再在跑道末端以橋樑橫跨觀塘避風塘至港鐵觀塘站（參閱走線圖）。

我們即將就上述單軌列車方案及其他可行環保連接系統諮詢公眾。