

將軍澳第137區及相關近岸填海 - 初步發展大綱圖

Tseung Kwan O Area 137 and related near shore reclamations - Preliminary Outline Development Plan

2023年2月
February 2023



將軍澳第137區的效果圖
Artistic impression for TKO 137



發展局
Development Bureau

將軍澳第137區

Tseung Kwan O Area 137

將軍澳第137區位於將軍澳創新園以南，佔地約80公頃。當中大部分的土地現時用作臨時填料庫，貯存公眾填料，供填海時重用。

TKO 137, located to the south of Tseung Kwan O InnoPark (TKOIP), has an area of around 80 ha. The majority of the land is currently being used as a temporary fill bank for storing public fill for reuse in reclamation.



將軍澳第137區臨時填料庫
TKO 137 Temporary Fill Bank

重新規劃將軍澳第137區的契機

Opportunity for Re-Planning TKO Area 137

預期未來的填海工程逐步吸納現時貯存於將軍澳第137區的公眾填料，我們認為應**把握此契機重新規劃將軍澳第137區**，以**善用此幅罕有、具規模、已平整的市區土地**，增加房屋供應。

In anticipation of future reclamation works that might take up the public fill currently stored in TKO 137 progressively, we see the **opportunity to re-plan TKO 137** so as to **make good use of this rare, vast piece of formed land in the metro area** for increasing housing supply.



將軍澳第137區臨時填料庫
TKO 137 Temporary Fill Bank

將軍澳第137區 - 新社區

Tseung Kwan O Area 137 – A New Community

定位 Positioning

將軍澳第137區將會發展為一個以**房屋用途**為主的新社區，提供約**50 000**個房屋單位供135 000人居住。

TKO 137 will be developed into a new community primarily for **housing purpose** providing about **50 000** residential units for a population of around 135 000.

規劃目標 Planning Objectives

交通便利
Well served by
transport

配套完善
Well supported
by ancillary
facilities

綠色宜居
Green and
Livable

將軍澳第137區的效果圖
Artistic impression for TKO 137



對外及對內連接

External and Internal Connectivity



交通便利 Well served by transport

- 「將軍澳 - 藍田隧道」提供一條直接通道，讓車輛往來將軍澳、觀塘茶果嶺道及東區海底隧道。

The TKO-Lam Tin Tunnel provides a direct route for traffic amongst TKO, Cha Kwo Ling Road in Kwun Tong and the Eastern Harbour Crossing.

- 於早上繁忙時段往來日出康城和觀塘市中心的行車時間最多可縮減約20分鐘。

The journey time between the LOHAS Park and Kwun Tong Town Centre will be shortened by up to about 20 minutes during the morning peak hours.

對外及對內連接

External and Internal Connectivity



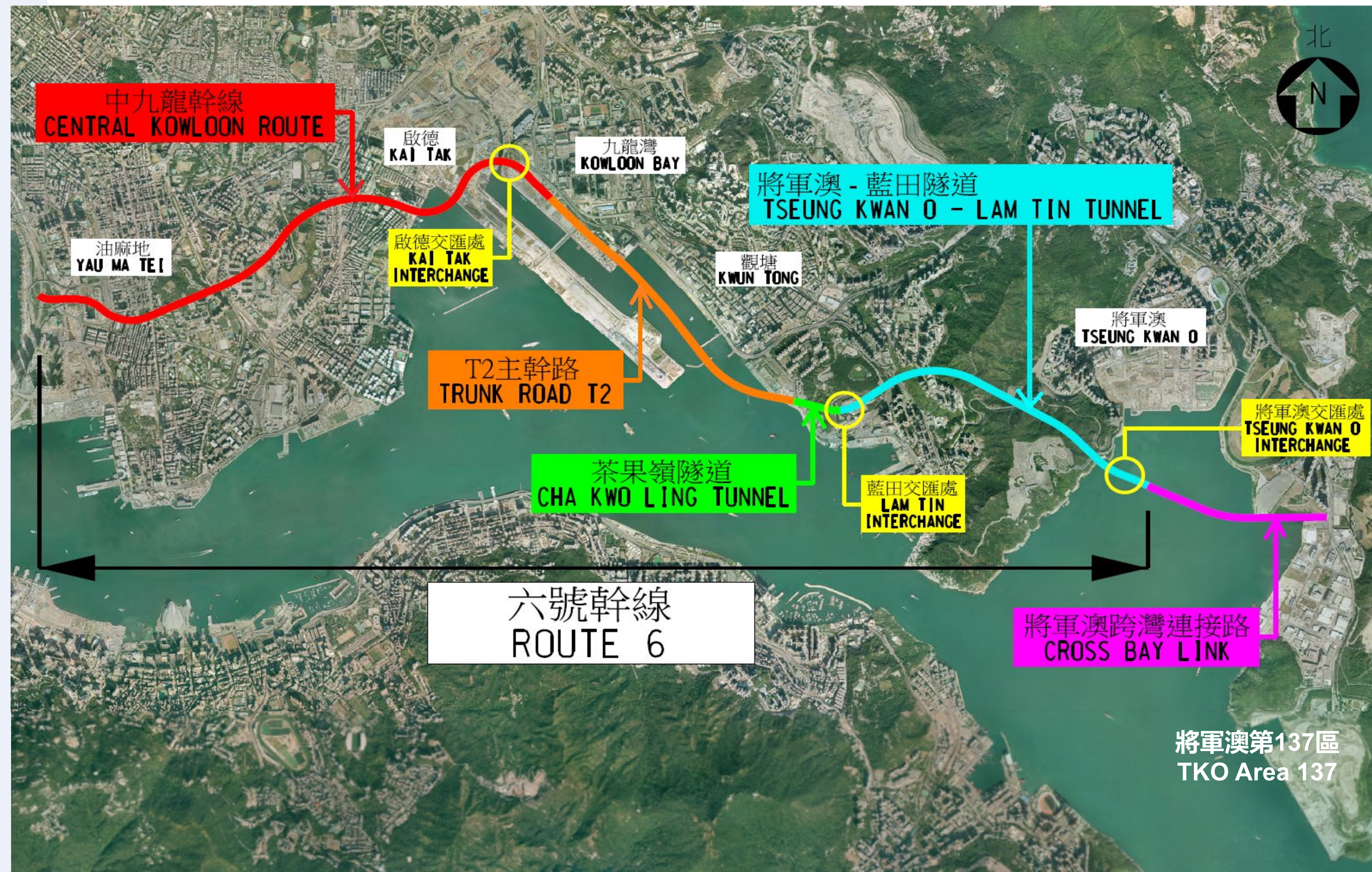
交通便利 Well served by transport

- 擬議的「將軍澳 - 油塘隧道」將可進一步分流未來的交通。
The proposed TKO-Yau Tong Tunnel will further divert future traffic.
- 建議延將軍澳線至將軍澳第137區。
Propose to extend TKO Line to TKO 137.
- 將軍澳第137區內將設有公共交通交匯處和單車徑。
Provision of Public Transport Interchange and cycling tracks at TKO 137.

* 由《跨越2030年的鐵路及主要幹道策略性研究》涵蓋
Under the Strategic Studies on Railways and Major Roads beyond 2030

對外及對內連接

External and Internal Connectivity



交通便利

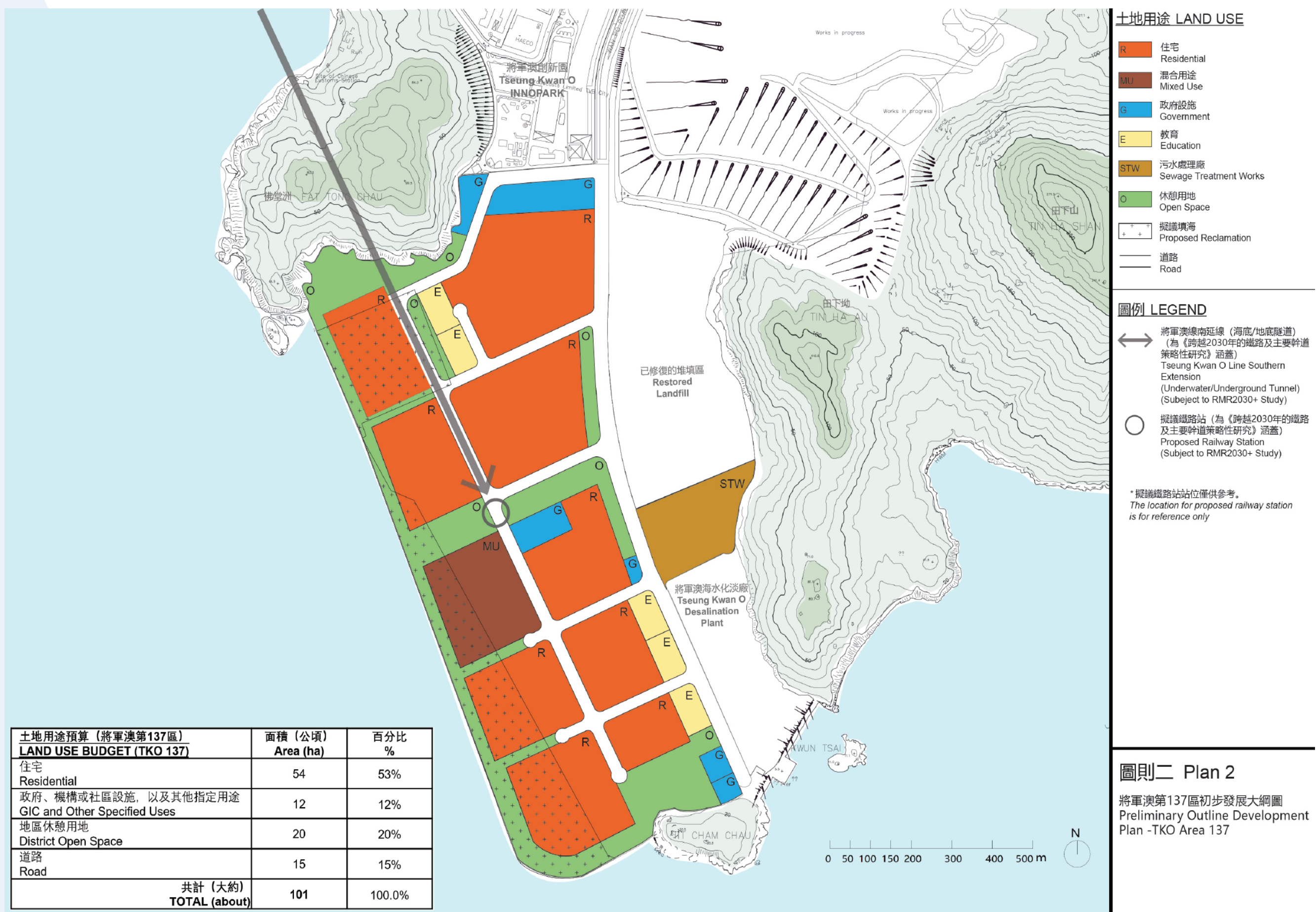
Well served by transport

六號幹線將提供一條貫通將軍澳和西九龍的東西快速通道。預計於2026年通車後，往來將軍澳市中心及油麻地交匯處的行車時間可由現時約65分鐘大幅縮減至約12分鐘。

Route 6 will provide an east-west express link between TKO and West Kowloon. Upon its commissioning in 2026, the journey time between TKO Town Centre and Yau Ma Tei Interchange is estimated to be substantially reduced from about 65 minutes now to about 12 minutes.

初步發展大綱圖

Preliminary Outline Development Plan



將軍澳第137區的初步發展大綱圖
Preliminary Outline Development Plan for TKO 137

配套完善
Well supported by ancillary facilities

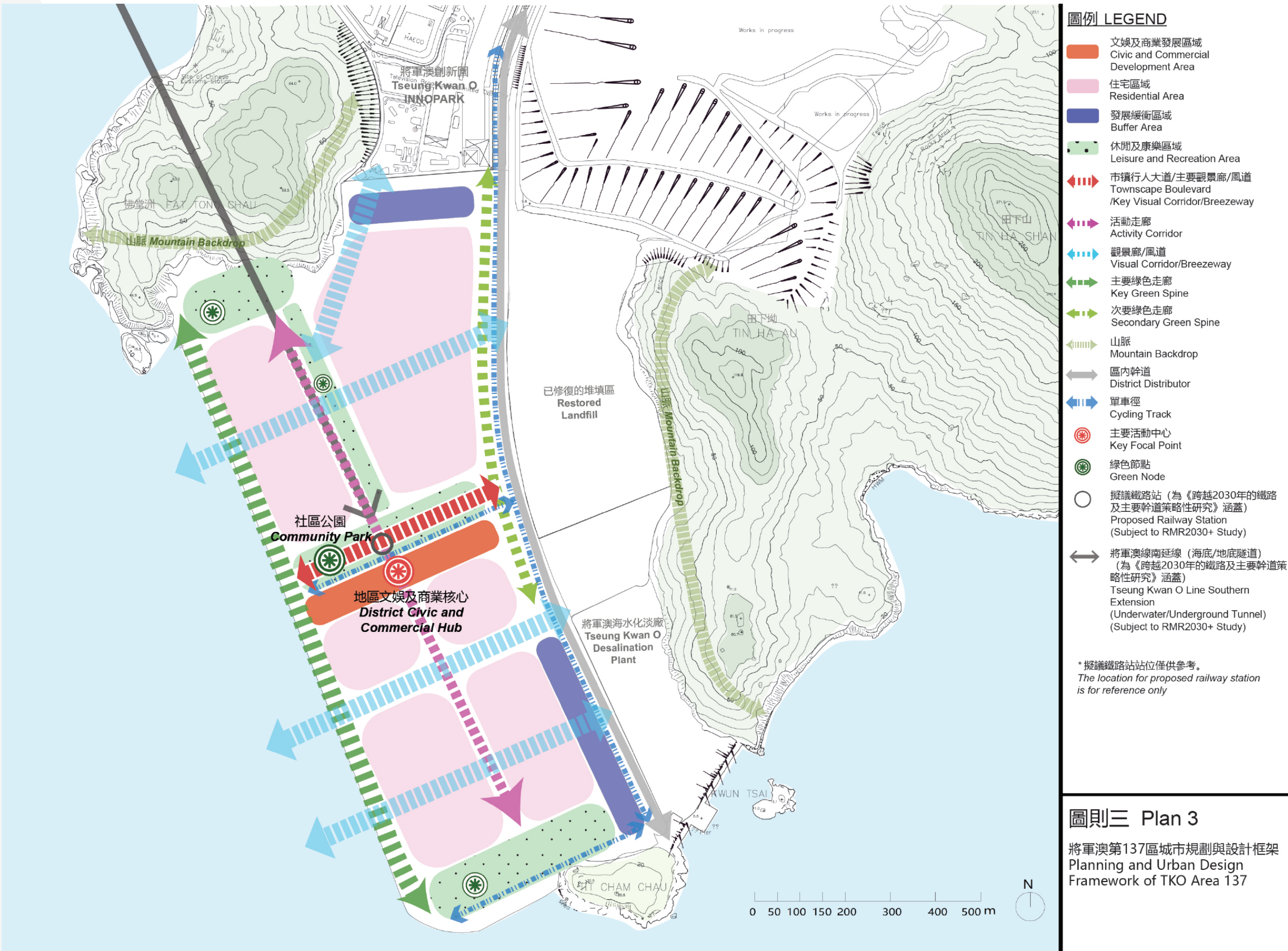
預留充足的土地以提供零售及商業設施、醫療及社福設施、學校、體育中心、游泳池、休憩用地以及基礎設施。

Make available sufficient land for providing retail and commercial facilities, healthcare and welfare facilities, schools, sports centres, swimming pool, open space, as well as infrastructure.

圖則二 Plan 2
將軍澳第137區初步發展大綱圖
Preliminary Outline Development Plan - TKO Area 137

城市規劃與設計框架

Planning and Urban Design Framework



綠色宜居 Green and Livable

擬議鐵路站將位於大部分居民（超過三分之二的規劃人口）的500米步行距離之內，推動綠色出行

To promote green mobility, the proposed railway station will be within a walking distance of 500m for the majority of residents (over two-thirds of the planned population)

將軍澳第137區的城市規劃與設計框架
Planning and Urban Design Framework for TKO 137

城市規劃與設計框架

Planning and Urban Design Framework



將軍澳第137區社區公園的效果圖
Artistic impression for Community Park in TKO 137

綠色宜居 Green and Livable

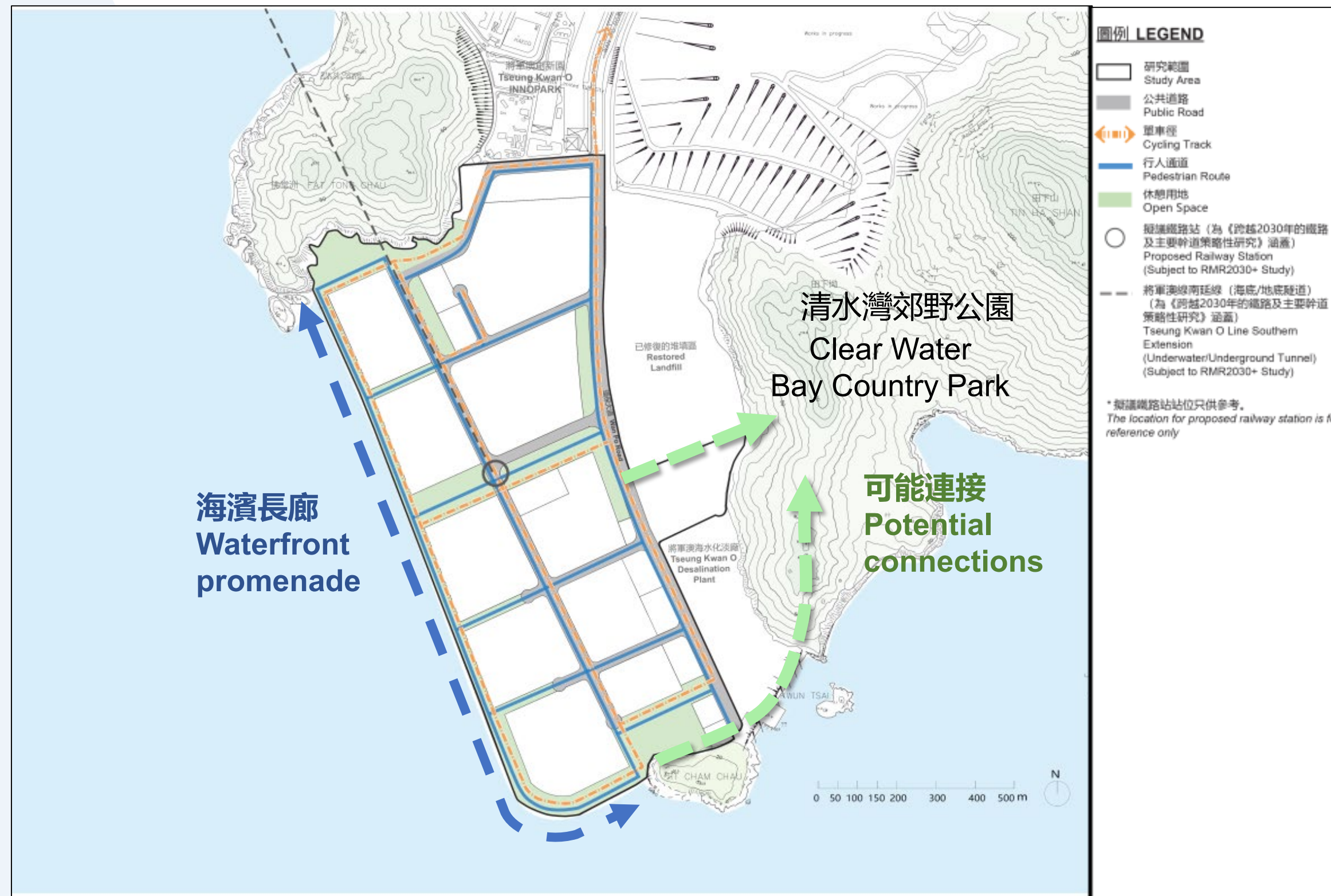
車站附近設社區公園，以及文娛及商業設施，
成主要活動中心

Connected to the railway station will be a
community park as well as district civic and
commercial facilities which will be designed
to be the activity node

城市規劃與設計框架

Planning and Urban Design Framework

綠色宜居 Green and Livable



- 道路集中於內陸，善用海旁一帶提供連貫的海濱長廊(全長約1.4公里)及綠化休憩空間

Roads will run inland so that waterfront areas can be optimised to provide connected waterfront promenade (around 1.4 km in length) and open space with greenery

- 研究連接清水灣郊野公園，供市民享用

Explore connections to Clear Water Bay Country Park for public enjoyment.

將軍澳第137區道路、單車及行人道網路
Road, Cycling and Pedestrian Network of TKO 137

城市規劃與設計框架

Planning and Urban Design Framework

綠色宜居 Green and Livable



將軍澳第137區的效果圖
Artistic impression for TKO 137

- 採用階梯式建築物高度輪廓，道路和發展用地的佈局會順應盛行風向，使景觀及通風更佳

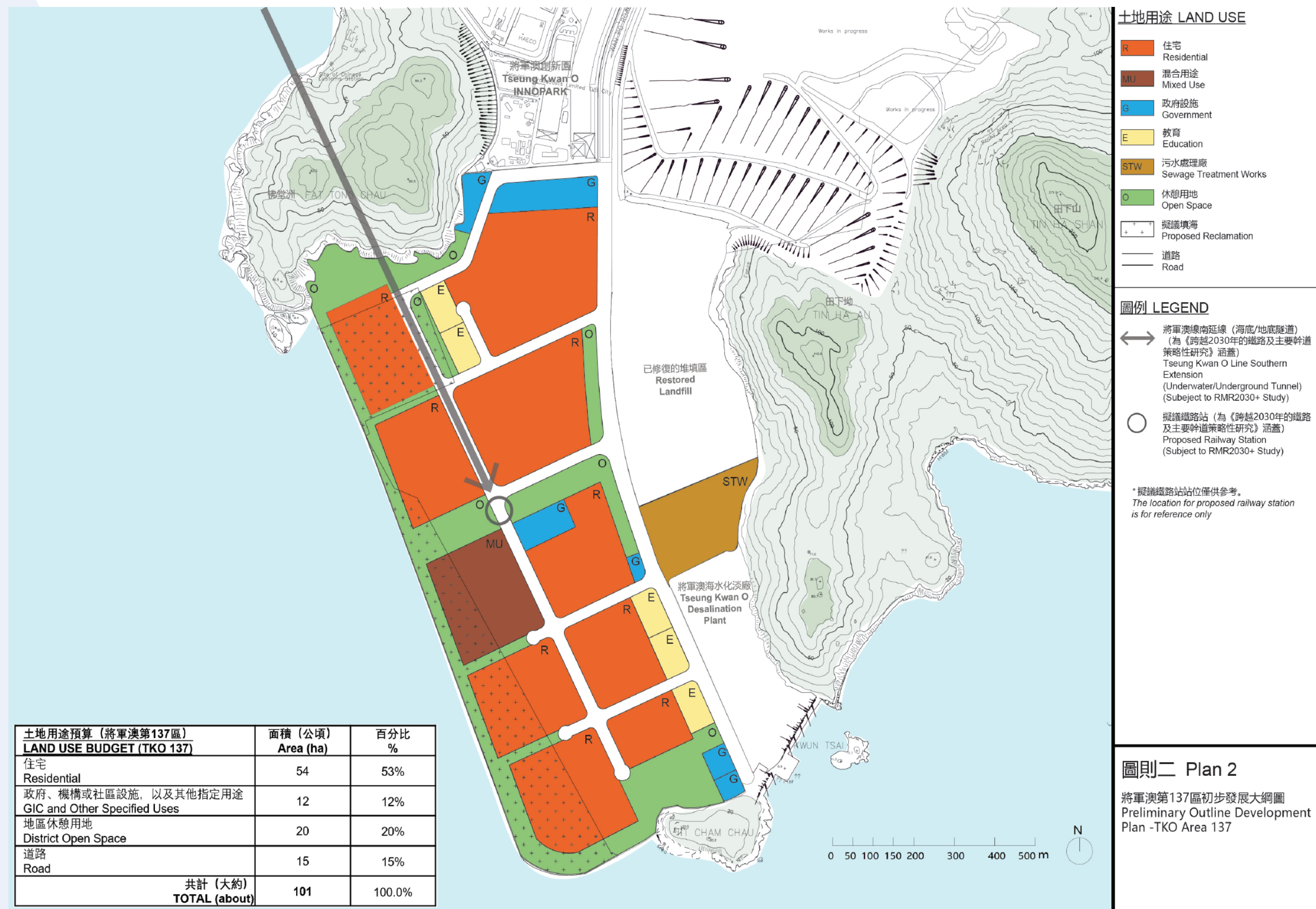
Create stepped building height profile and align roads and development sites with the prevailing wind directions, such that the visual interest and air ventilation could be enhanced

- 以更大的單位面積及更高的人均休憩用地面積作規劃基礎

Adopting the assumptions of larger flat sizes and higher open space area per person as the bases for planning

填海規模

Scale of reclamation



我們於將軍澳第137區所需要的可發展土地為**101公頃**，當中包括於現有躉船港池及沿海岸線填海約20公頃。

We will need a total developable area of **101 ha** in TKO 137, including about 20 ha of land from reclamation in the existing barging basin and along the shoreline.

將軍澳第137區的初步發展大綱圖
Preliminary Outline Development Plan for TKO 137

將軍澳第132區 - 公共設施

Tseung Kwan O Area 132 – Public Facilities

為配合將軍澳第137區的房屋發展，我們建議於將軍澳第132區對出提供約**25公頃土地**以容納以下均需設置於臨海位置以便利日常運作的公共設施 –

To make way for the housing development at TKO 137, we propose to make available about **25 ha of land** off TKO 132 for accommodating the following public facilities that all require marine frontage for daily operation –

現時位於將軍澳第137區的公共設施 Existing public facilities in TKO 137

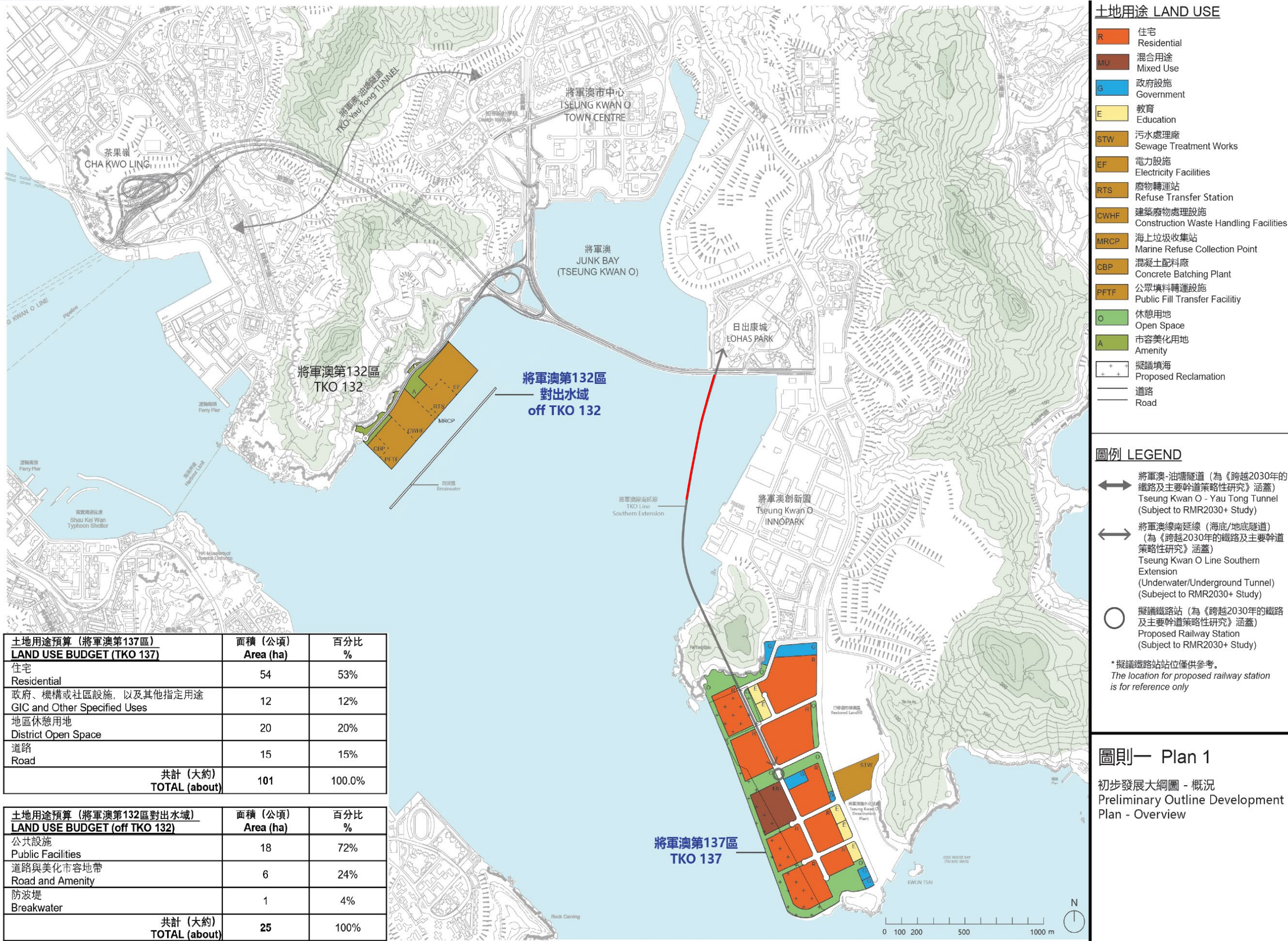
- 公眾填料轉運設施
Public Fill Transfer Facility
- 混凝土配料廠
Concrete Batching Plant

其他有特定地域要求的公共設施 Other location-specific public facilities

- 電力設施
Electricity Facilities
- 建築廢料處理設施
Construction Waste Handling Facility
- 廢物轉運站
Refuse Transfer Station
- 海上垃圾收集站
Marine Refuse Collection Point

初步發展大綱圖

Preliminary Outline Development Plan

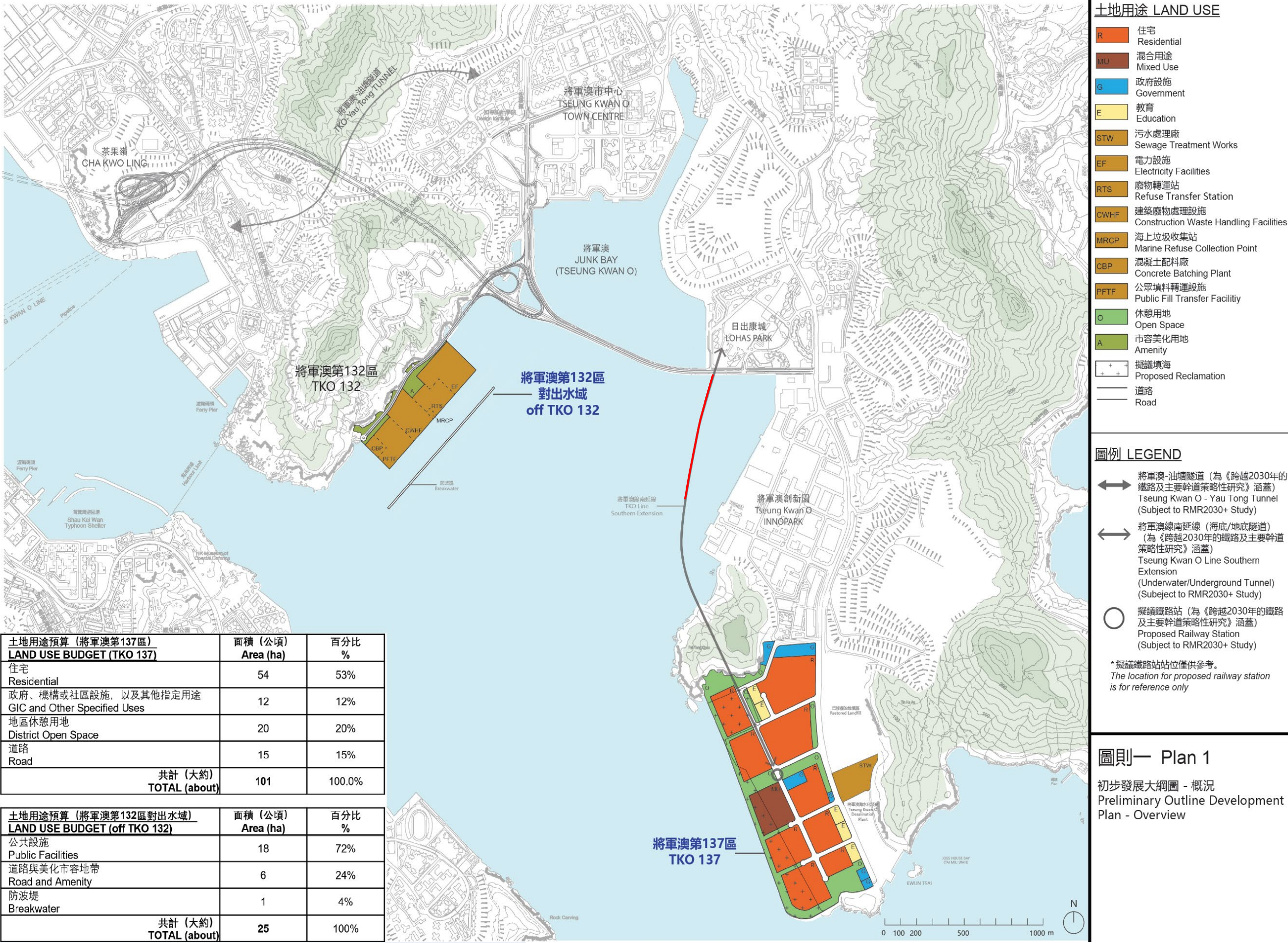


考量 Considerations

- 位置相對偏僻
Located at relatively obscure area
- 可直接通往「將軍澳 - 藍田隧道」，往返九龍車流毋須經過將軍澳新市鎮現有的道路網絡
With direct access to the TKO – Lam Tin Tunnel, the traffic induced would not route through existing road network in the TKO New Town when commuting from and to Kowloon

造地規模

Scale of land creation



- 將軍澳第137區: 約20公頃
TKO Area 137: about 20 ha
- 將軍澳第132區對出: 約25公頃
Off Area 132: about 25 ha
- 將軍澳創新園對出: 如將軍澳線南延線屬重鐵形式, 需興建一段隧道, 視乎進一步設計, 填海約2公頃
Off TKOIP: if the TKO Line Southern Extension takes the form of heavy rail, which requires a tunnel, about 2 ha subject to further design

目標

Target

於2025年開展將軍澳第137區的工程及將軍澳第132區對出的填海工程，以期讓首批居民於2030年遷入將軍澳第137區。

To commence works for TKO 137 and reclamation off TKO 132 in 2025, with a view to enabling first population intake in TKO 137 in 2030



謝謝
Thank You



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