Energizing Kowloon East 起動九龍東

Agreement No. CE 73/2014 (TP)
Planning and Urban Design Review for
Developments at

Kai Tak Runway Tip
Feasibility Study

Executive Summary
(Final R1)

November 2022

AECOM

發展局起動九龍東辦事處
Energizing Kowloon East Office
Development Bureau

Kowloon East Office
九龍東辦事處

Development Bureau
Government Secretariat
Energizing Kowloon East Office

Agreement No. CE 73/2014 (TP)

Planning and Urban Design Review for Developments at Kai Tak Runway Tip – Feasibility Study

Executive Summary (Final R1)

31 March 2023

Prepared: _____ (30 March 2023)
Andy Pang

Approved for Issue: _____ (30 March 2023)
Pearl Hui

AECOM Asia Company Ltd.

DISCLAIMER

The Agreement of the Study commenced on 3 December 2015 and was basically completed in January 2021. Some major changes related to the Study Area after the reporting period are documented below, including the change in land use zoning in the immediate surroundings of the Study Area, the change of implementation arrangement of open spaces and the timing for land disposal of the TN Site and construction of Kai Tak Runway Park. This list may however not be exhaustive in light of rapid changes in circumstances.

Land Use Zoning in the immediate surroundings of the Study Area

In view of the latest economic situation, market response[1] and the persistent acute demand for housing from the community, the Civil Engineering and Development Department (CEDD) was tasked to commence the Study on Further Review of Land Use in Kai Tak Development (KTD) (the Review Study) in 2020 to explore the feasibility of converting five commercial sites in KTD for private residential use. Three of the five sites are in the immediate surrounding of the Study Area, namely Sites 4B5, 4C4 and 4C5 (as shown in the attached plan). The Review Study has concluded that the three sites (i.e. Sites 4B5, 4C4 and 4C5) are suitable and technically feasible for conversion to residential use having due regard to the planning, urban design, infrastructure provision, and traffic and environmental aspects.

Subsequently, the draft Kai Tak OZP No. S/K22/7 incorporating the above amendments was exhibited for public inspection in December 2021. At its meeting of hearing of representations on the draft Kai Tak OZP in June 2022, the Town Planning Board decided to partially uphold the representations to retain Sites 4C4 and 4C5 for commercial use.

Implementation Arrangement of Public Open Space adjacent to Site 4B5

As per decision of CPLD at its meeting on 18.10.2021, the developer of Site 4B5 will not be required to construct the Entry Plaza to the southeast of Site 4B5 and part of the Runway Waterfront Promenade adjoining the Entry Plaza, which would be implemented as a public works project.

Master Programme

To cope with the outbreak of the COVID-19 in early 2022, a large part of the Study Area is deployed for the construction and operation of temporary isolation/quarantine and associated facilities. The timing for disposal of the TN Site and the implementation of the Kai Tak Runway Park is on hold and subject to review.

[1] Sites 4C4 and 4C5 (commercial sites) were tendered for sale during 2018 and 2020. However, the tenders were cancelled due to weak market sentiment.

Public Parking Provision in Kai Tak Runway Tip Area

In response to the comments on insufficient parking spaces in Kai Tak Runway Tip area, technical feasibility of the provision of an additional 100 public car parking space at the TN Site was preliminary assessed under the Review Study. It is proven to be technically feasible to add 100 public car parking space at the TN Site.

Ancillary Bicycle Parking Spaces

In line with Government's policy of promoting cycling as a green mode for short-distance commuting in new development areas, ancillary bicycle parking spaces within the TN site have been proposed. While there is no bicycle parking standard for commercial developments under the HKPSG, in consultation with TD, it is proposed to provide 100-120 ancillary bicycle parking spaces at the TN site. The requirement has already been incorporated in the endorsed Development Brief of the TN site.

PTI Reserve Area

To facilitate full deployment of electric buses/public light buses, TD proposed to use the PTI reserve area (2,400 m^2) for charging e-buses and e-public light buses and additional stacking of buses and public light buses. As such, the reserve area will be combined with the PTI as a whole (combined area: 7,450 m^2) and to be implemented in one go.

Water Access in Kowloon East

Subsequent to the preliminary advice for the additional landing steps at Kai Tak Runway Park conducted under the subject study, further engineering review on additional marine access/landing steps at Kowloon East was carried out by CEDD in Q4 2021.

Lower Embankment along the Kai Tak Runway

The short-term tenancy application for temporary water sports centre at the lower embankment along the Kai Tak Runway was approved and the site was handed over to the applicant, i.e. the Hong Kong Canoe Union Limited, in June 2022.

July 2022

1. STUDY BACKGROUND

1.1 Kai Tak Runway Tip (KTRT), together with the Kwun Tong Action Area and Kwun Tong Typhoon Shelter (KTTS), form the Kai Tak Fantasy (KTF) area which is envisioned to be a world-class tourism, entertainment and leisure attraction. To further develop the KTF, EKEO initiated the **Planning and Urban Design Review for Developments at Kai Tak Runway Tip – Feasibility Study** ("The Study") as one of the two planning and engineering studies to steer the implementation of the KTF[2].

1.2 The overall objective of the Study is to formulate a sustainable, innovative and feasible design and development scheme for the developments at KTRT to guide their future design, development and implementation. Due consideration is given to the findings and recommendations of the relevant studies and guidelines carried out for the Kai Tak Development (KTD) as well as the design merits of the winning and shortlisted schemes of the KTF International Ideas Competition[3].

2. STUDY AREA

2.1 The Study Area covers the former airport runway tip area. It adjoins the Kai Tak Cruise Terminal (KTCT) to the southwest and KTTS to the northeast. It comprises the Tourism Node (TN) site zoned "Other Specified Uses" ("OU") annotated "Tourism Related Uses to include Commercial, Hotel and Entertainment" ("OU(TRU)"), existing sewage pumping station and electricity substation (SPS&ES) zoned "Government, Institution or Community" ("G/IC"), existing and planned open spaces zoned "Open Space" ("O"), an area zoned "OU(Heliport)" for the Government Flying Service Kai Tak Division (GFS KTD) cum cross-boundary heliport, and existing Kai Tak Runway Park Pier (KTRPP) zoned "OU(Pier)" on the approved Kai Tak OZP.

2.2 The open space surrounding the TN site comprises Kai Tak Runway Park (KTRP) Phases 1, 2A and 2B (Waterfront Open Space) as well as the Runway Waterfront Promenade. Within the "OU(TRU)" zone, the provision of a minimum building setback of 45m (the 45m setback area) between the future TN development and the existing KTCT is required under the Notes of the OZP. The 45m setback area will form a key open space within the TN site.

2.3 The developments of the Runway Waterfront Promenade and GFS KTD were considered under separate studies, while the existing pier and SPS&ES are to remain in situ. The design proposals for KTRT under the Study mainly involve the open spaces at KTRP and the TN site.

[2] The other study is the Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study.

[3] The key design features of the winning scheme include a "Healthy City" theme and place-making approach, introduction of outdoor/indoor recreation uses within open spaces, naturalistic and undulating water edge treatment, introduction of an internal water channel for water recreation activities, water features, and extensive greening layers. The key design concepts of the shortlisted entries include strong water elements and synergy with KTTS, and integrating green decks, open spaces and built-form to create indoor and outdoor interaction and flexible use.

3. PLANNING OBJECTIVES AND DESIGN PRINCIPLES

3.1 The key planning objectives of the Study are to create a unique and holistic destination as well as harmonisation and integration of various components of the KTRT developments by promoting synergy and variations in the open space design to meet public aspirations.

3.2 The key design principles are:

(a) to exhibit the planning and design principles of Kowloon East as another core business district (CBD2) of Hong Kong, with strong emphases on connectivity, branding, design and diversity;

(b) to adopt key planning and design merits as well as features from the winning and shortlisted schemes of the KTF Competition, where appropriate;

(c) to enhance the harbourfront area for public enjoyment making reference to the Town Planning Board's (TPB's) Vision and Goals for Victoria Harbour, and the Harbour Planning Principles and the Harbour Planning Guidelines for Victoria Harbour and Its Harbourfront Area;

(d) to create a unique branding and identity echoing the aviation theme;

(e) to tally with the design principles and branding concept of KTD, and create a green hub at KTRT; and

(f) to create a holistic and visually cohesive identity across the district by integrating the design elements from the Kai Tak Public Creatives.

4. MASTER LAYOUT PLAN (MLP)

4.1 The MLP for KTRT as shown in **Figure 2**, which respects the planned land uses for KTRT under the OZP, is developed to illustrate feasible development proposals including the layout of uses and facilities, design theme, public realm arrangement, physical, visual and air permeability and connectivity, etc. taking into account the overall planning and design framework mentioned below.

Planning and Design Framework

4.2 A series of open spaces with various themes and extensive greenery are proposed to promote quality design and offer diversity for public enjoyment. In addition, the design of the TN development could synergise and seamlessly integrate with the surrounding open spaces to realise a cohesive and attractive destination. The overall planning and design framework proposed for KTRT is shown in **Figure 3** and highlighted below.

Connectivity

(a) A traffic-free environment and provision of continuous pedestrian at-grade access are proposed at KTRT to enhance accessibility and connectivity. Pedestrian

linkages in the form of elevated footbridges and at-grade pedestrian corridors with diverse design and functions will be provided to create a direct and safe access within KTRT and to other parts of the harbourfront.

Healthy City Concept

(b) Creation of a people-oriented and eco-friendly environment for healthy living and leisure experience through the introduction of outdoor/indoor integrated spaces as well as outdoor green spaces for public enjoyment, and promotion of flexible and free movement in these spaces for leisure and recreation activities;

Water-land Interface

(c) Echoing the water channel and undulating water edge of the KTF winning scheme, a water channel in the TN site and water features in the open spaces with undulating shoreline design concept along the waterfront promenade are incorporated;

Aviation Theme

(d) To foster the overall branding concept and celebrate the unique heritage of KTRT as part of the former airport, design elements with aviation theme are to be integrated to ensure a holistic and visually cohesive identity across the district;

Harbourfront Enhancement

(e) To promote the attractiveness and vibrancy of the harbourfront area for public enjoyment, a variety of uses including open space, hotel, retail, dining, entertainment and leisure (E&L) facilities are proposed, and innovative building design is encouraged. The inter-relationship among the buildings, open spaces, public realm and pedestrian network is carefully considered to maintain physical and visual access to and from the harbourfront; and

KTD Design Principles and Branding Concept

(f) In accordance with the KTD design principles and branding concept, the proposed scheme aims to create a green hub at KTRT and integrate with the KTD design elements and integrate the design elements as set out in the Kai Tak Public Creatives to ensure a holistic and visually cohesive identity across the district.

Overall Circulation and Accessibility (Figure 4)

Public Transport Facilities

4.3 To provide comprehensive public bus services, three bus stops will be provided in KTRT: along Shing Fung Road in front of Site 4B5; within the at-grade PTI (which will also provide green minibus (GMB) stop) in the TN development; and the existing bus stop within KTCT. Taxi, coach and general vehicle laybys will also be provided at the basement level of the TN development. Together with the ferry service serving KTRPP, KTRT will be well served by various modes of public transport.

Vehicular Access

4.4 Vehicular access to the future TN development will be via Shing Fung Road. At-grade access includes connections to the at-grade PTI, EVA and authorised vehicular access. Road L13b (viz. the at-grade extension of Shing Fung Road) will be connected to the PTI and the EVA proposed around the TN development. The EVA within the 45m setback area will be via a connection point to the Shing Fung Road roundabout outside KTCT and the existing EVA/ authorised vehicular access along the KTCT should be maintained at all times. (**Figure 4** refers).

4.5 The basement access to the drop-off and transport facilities of the TN development will be via the planned Road L14, which is a single 2-lane carriageway underpass from Shing Fung Road. Besides Road L14, an additional ramp connecting the basement levels is proposed towards the southeast end of the basement for emergency purpose.

Pedestrian Circulation and Footbridge Connection

4.6 Surrounded by a series of open spaces, visitors are encouraged to maneuver freely within the KTRT on foot. Various at-grade pedestrian corridors that connect the two ends of the TN development with diverse design and functions are proposed to enhance overall walkability and connectivity.

4.7 In addition, elevated footbridge connections to the major destination nodes, which include the Kai Tak Sky Garden and Level 1 and the roof garden of KTCT, are proposed.

Cycle Track

4.8 Complementing the planned GreenWay network in KTD, cycling is encouraged as a leisure and recreation activity under the “Healthy City” theme. Two bike rental and parking facilities are proposed near the entry plaza and along the “Feature Runway” within KTRP. The proposed “GreenWay” or “Shared-use Cycle Track” alignment is shown on **Figure 4**.

Waterborne Transport

4.9 The Study Area is served by water transport, including ferry service and water taxi at the KTRPP, which is located in close proximity to the proposed PTI within the TN development. Direct connection between these two transport nodes is proposed to facilitate visitors to transit between road and water transport.

Proposed Open Space

4.10 Based on the planning and design framework, the LMP as shown in Figure 6 utilises the sites’ intrinsic assets, with simple but bold interventions to transform the TN into a world-class destination. Open spaces with diverse characters are proposed to embrace and integrate with the TN development to form a distinctive destination, which include KTRP Phase 1, KTRP Phase 2A, KTRP Phase 2B (Waterfront Open Space), Entry Plaza and Runway Waterfront Promenade as well as the 45m setback area and landscaped corridor within TN site.

Landscape Design Concept

4.11 The conceptual framework for the LMP is inspired by the harbourfront setting, with a series of undulating lines imitating sea waves drawn throughout the Study Area. These lines define the spatial structure of the public realm.

4.12 The spatial structure is then reinforced by the water-themed landscape expressed over a variety of water features and forms. These water elements play a critical role in unifying the transition between the urban and natural landscape character and integrating the development with the adjacent Victoria Harbour. Similarly, parts of the original Kai Tak Airport runway are also retained in the current design, with aviation elements incorporated into KTRP Phases 1 and 2A.

4.13 The TN will act as a green infrastructure catalyst, linking up with the existing KTRP to form the backbone of the Runway's eco-network. A seamless integration of indoor and outdoor spaces should be achieved. A final layer of programmes and activities will be distributed across the site at strategic nodes to inject energy and liveliness.

KTRP Phases 1 and 2A

4.14 KTRP Phase 1 is situated at the KTRT southeast to the future TN development, which is an existing open space. The main design framework of KTRP Phase 1 is to reinforce the aviation theme with extension towards Phase 2A.

4.15 The enhancement proposals to echo and further strengthen the aviation theme includes:

(a) maintaining the permanent exhibition of the retired Government Flying Service (GFS)'s aircraft Jetstream 41 in the lawn area and installing an additional retired helicopter from GFS near the Jetstream 41;

(b) modification of the existing "Grand Lawn" to incorporate a green berm at KTRT with feature swings to mimic the runway "take-off/come home" identity;

(c) introduction of a gradient lawn near the GFS site to facilitate public observation of helicopter operation of the GFS KTD;

(d) extension of the existing Feature Runway towards KTRP Phase 2A through relocation of the existing toilet facilities and incorporation of aviation-themed design elements such as signage, seating and play elements;

(e) installation of Ex-Kai Tak Airport runway lights along the Feature Runway to mimic the old runway and strengthen the "Take-off / Come Home" theme; and

(f) installation of distinctive play facilities, including zip lines, swings, and feature climbing stc., to attract the public and tourists to visit, and bring more vibrancy to the former runway tip.

4.16 Echoing the water-themed design, a portion of KTRP Phase 2A is proposed for a water recreation area set in a River Valley (RV) (**Figures 3 and 5**). The RV and its adjoining open space will provide a unique public space for organising various harbourfront events and activities. A facility building is proposed to provide supporting facilities for water recreation activities and food and beverage (F&B) uses. This building will adopt an architectural design symbolising the air traffic control tower of the former airport to echo the aviation theme. Remnants of the former control tower are proposed to be exhibited there. Alfresco dining, riverside functions/parties, pop-up events such as mini-concerts

and other performances, and water-themed festivals, etc. could take place at the RV to bring more vibrancy.

KTRP Phase 2B (Waterfront Open Space)

4.17 KTRP Phase 2B connecting the TN development to the KTTS (**Figures 3 and 5**) will be designed to synergise with the TN development to form a cohesive and attractive destination with indoor, outdoor and waterfront components. Split-level platforms are proposed to provide inviting seating steps facing the typhoon shelter for viewing outdoor events. A series of green spaces and interactive water landscape features will be positioned in an organic form to provide flexible spaces for outdoor activities as well as water-themed attractions. Adjacent to the existing SPS & ES, a green buffer zone with an average planting width of 10 m is proposed for screening and aesthetics. The lower waterfront promenade of KTRP Phase 2B is set at a minimum of 10m wide with a feature paving pattern to accentuate the wavy design language. Other major routes are set at 7.3m wide, fulfilling EVA and "Greenway" functions.

Entry Plaza

4.18 The Entry Plaza is an open landscaped plaza with feature tree planting framing the plaza space and terraced waterscape (**Figure 3**). It is located to the immediate north of Shing Fung Road roundabout and is envisioned to be the main receiving point for visitors. A water feature celebrating the Entry Plaza's significance as the KTRT frontage and visually connecting with the 45m setback area is proposed.

Runway Waterfront Promenade

4.19 The Runway Waterfront Promenade is located along the KTTS and KTAC between KTRPP and Taxiway Bridge, which is composed of split levels, with an upper embankment and lower embankment. As a key waterfront promenade, the upper embankment of the Runway Waterfront Promenade is envisioned to serve as active and passive open spaces integrating with the proposed "GreenWay" connecting to the larger waterfront "GreenWay" network. Connection points between the upper and lower embankments in the form of ramp and staircases are proposed at strategic locations along key pedestrian pathways to facilitate pedestrian movement.

Open Spaces within the TN Site

4.20 Building on the KTF Winning Scheme design, a naturalistic internal water channel which could be formed by different sections with at-grade pedestrian connections provided across the channel, is proposed to run along the 45m building setback area within the TN Site, visually connecting the water feature proposed at the entry plaza as well as extending outward into the RV at KTRP Phase 2A. The water channel is designed to embrace the proposed TN development as well as link up the various nodes and open spaces as a main landscape feature within the KTRT. Various water features are used to visually signify the water channel, with the area within the 45m setback catering for more passive and visual enjoyment. A series of planned and proposed pedestrian linkages connecting the future TN development and KTCT are also located along the 45m setback area.

Landscaped Corridor

4.21 A generous 50m wide landscaped corridor is proposed between the two podium blocks. This outdoor corridor is proposed to (i) improve air and visual permeability of the TN development; (ii) provide adequate outdoor space at the grade level to synergize with the retail components (such as outdoor F&B) or commercial event space); and (iii) connect the 45m setback open space area with the waterfront open space to form a comprehensive open space network between public areas and the private development.

Water Design Strategy

4.22 Throughout the site, water elements are presented through visual and physical expressions to offer a unique, compelling and engaging 'water' experience for visitors. The water-themed promenade is made up of interactive and sculptural water features, with an urbanistic character to synergize with the surrounding landscape setting. The main stretch of the internal water channel meanders between a semi-urban and naturistic character, aiding the landscape transition from the Entry Plaza to the RV.

Planting Design Strategy

4.23 Planting design and species selection at the water themed and commercial promenade should bolster the urban landscape character, with formal planting layout and upright tree form. On the other hand, planting design at the riverscape should offer a natural character through an organic planting layout, and a wider range of planting species. A semi urban/ natural planting character is introduced at transitional locations to unify the two distinctive characters.

4.24 A green buffer zone with an average 10m planting width is proposed to screen the existing sewage pumping station and electricity substation from the waterfront promenade and integrate it with the surrounding green spaces.

4.25 Finally, backshore plantings are encouraged to visually integrate the new banks of the RV area with the existing banks of the harbourfront and create a greener water edge experience.

TN Development

4.26 As set out in the Notes of the prevailing Kai Tak OZP, the TN site under the "OU(TRU)" zoning is intended primarily for the provision of tourism-related commercial, hotel and entertainment facilities as well as a public observation gallery. Development within this zone is subject to a maximum total gross floor area (GFA) of 229,400 sqm and a maximum building height of 100mPD[4]. The overall development scheme for this site will be assessed as part of the layout plan submission to the TPB for planning permission.

4.27 Taking account of the development parameters and urban design considerations for the TN site, an indicative massing has been developed under the Study to demonstrate the technical feasibility of the development. Relevant requirements and the recommended

[4] Due regard should be given to the requirements regarding the maximum BH of the TN development to maintain Class 3 wind exposure classification for the existing automatic weather station at KTRP as requested by the Hong Kong Observatory.

design control and guidelines are incorporated into the Development Brief to provide guidance for the future development of the TN site (**Figure 6**).

4.28 Public transport facilities will be provided in the at-grade PTI within the TN development, while taxi, coach and general vehicle pick-up/set-down spaces will be provided at the basement level. The basement access will be via a single 2-lane carriageway underpass from Shing Fung Road.

5. PUBLIC ENGAGEMENT

5.1 Consultations on the Study recommendations with the following key stakeholders were carried out in the first half of Year 2020:

(a) Town Planning Board;

(b) Land Development and Advisory Committee;

(c) Housing and Development Planning Committee of Kowloon City District Council;

(d) Housing, Planning and Lands Committee of Kwun Tong District Council;

(e) District Facilities Management Committee of the Wong Tai Sin District Council and

(f) Harbourfront Commission's Task Force on Kai Tak Harbourfront Development.

5.2 Comments and advices on accessibility and transport facilities provision, connectivity, water-land interface, public open space, TN development, water recreation activities and low-carbon lifestyle were received from the public and have been taken into account and incorporated into the final proposals for KTRT, where appropriate.

6. TECHNICAL ASSESSMENTS

6.1 Technical assessments conducted under the Study to assess possible impacts and feasibility of the development scheme include the Visual and Landscape Impact Assessment (VLIA), Air Ventilation Assessment (AVA), Traffic and Transport Review (TTR), Environmental Assessment Study (EAS) and Hydraulic Study.

6.2 With the implementation of recommended mitigation measures, no adverse visual, landscape, air ventilation, traffic, environmental and hydraulic impact arising from the proposed TN development is anticipated.

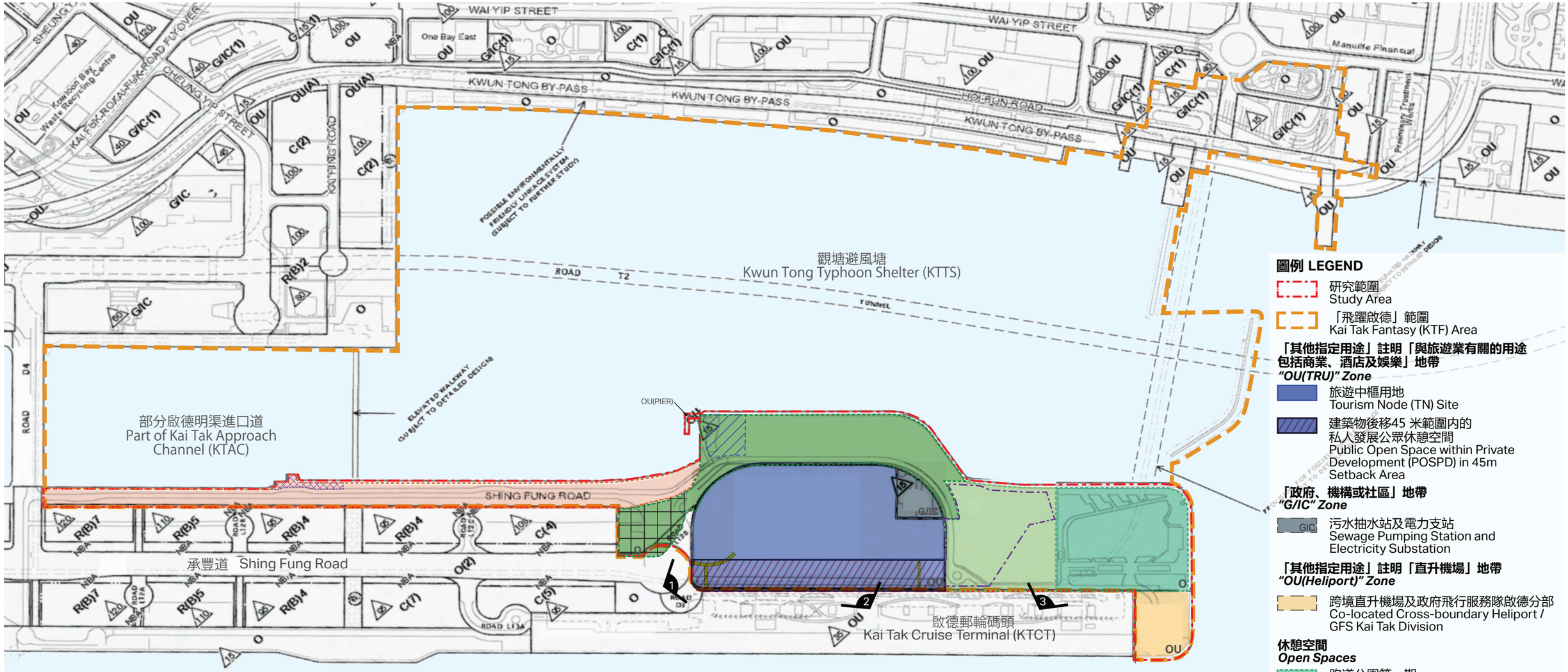
7. IMPLEMENTATION ARRANGEMENT

7.1 As the planning, design and implementation of the study site is a lengthy process, quick-win and/or temporary uses in the form of new or upgraded existing facilities within the Study Area were proposed and evaluated. With consideration of the site availability and the implementation approach, implementation arrangement and master programme were proposed. The TN site will be disposed of through land sale. The TN developer will be responsible for the development of the 45 m setback area, POS within the TN site, the RV and its adjoining open space within KTRP Phase 2A under the Public Open Space in Private Development approach. Other public facilities within the TN development including public transport facilities and pedestrian connections will also be designed, constructed, managed and maintained by the developer.

7.2 The proposed enhancement works to KTRP Phase 1 and development of the remaining portion of KTRP Phase 2A (excluding the RV and its adjoining open space), and KTRP Phase 2B will be implemented as a public works project. The portion covering the ex-Kai Tak fire station (i.e. the proposed public exhibition gallery) will be implemented in longer term.

FIGURES

FIGURES



Note: Extract plan prepared based on Approved Kai Tak Outline Zoning Plan No. S/K22/6 gazetted on 25 May 2018.

圖例 LEGEND

研究範圍
Study Area

「飛躍啟德」範圍
Kai Tak Fantasy (KTF) Area

「其他指定用途」註明「與旅遊業有關的用途包括商業、酒店及娛樂」地帶
"OU(TRU)" Zone

旅遊中樞用地
Tourism Node (TN) Site

建築物後移45 米範圍內的私人發展公眾休憩空間
Public Open Space within Private Development (POSPD) in 45m Setback Area

「政府、機構或社區」地帶
"G/IC" Zone

GIC 污水抽水站及電力支站
Sewage Pumping Station and Electricity Substation

「其他指定用途」註明「直升機場」地帶
"OU(Heliport)" Zone

跨境直升機場及政府飛行服務隊啟德分部
Co-located Cross-boundary Heliport / GFS Kai Tak Division

休憩空間
Open Spaces

跑道公園第一期
Kai Tak Runway Park (KTRP) Phase 1

跑道公園第二期A (包括河谷)
KTRP Phase 2A (includes River Valley)

私人發展公眾休憩空間
POSPD

跑道公園第二期B (海濱休憩空間)
KTRP Phase 2B (Waterfront Open Space)

臨時水上活動中心
Proposed Temporary Water Sports Centre

入口廣場
Entry Plaza

跑道海濱長廊
Runway Waterfront Promenade

跑道海濱長廊(供水上運動使用)
Runway Waterfront Promenade (for Water Sports Use)

0 100 200 400 m

1 建築物後移45 米範圍
45m Setback Area

2 旅遊中樞用地
TN Site

3 跑道公園第一期和第二期A
KTRP Phases 1 and 2A

項目 Project:
合約編號CE 73/2014 (TP)
啟德跑道末端發展的規劃及城市設計檢討可行性研究
Agreement No. CE 73/2014 (TP)
Planning and Urban Design Review for Developments at Kai Tak Runway Tip - Feasibility Study

標題 Title:
研究範圍
Study Area

日期: 2020年3月
Date: Mar 2019

比例: 如圖所示
Scale: As Shown

圖 Figure 1

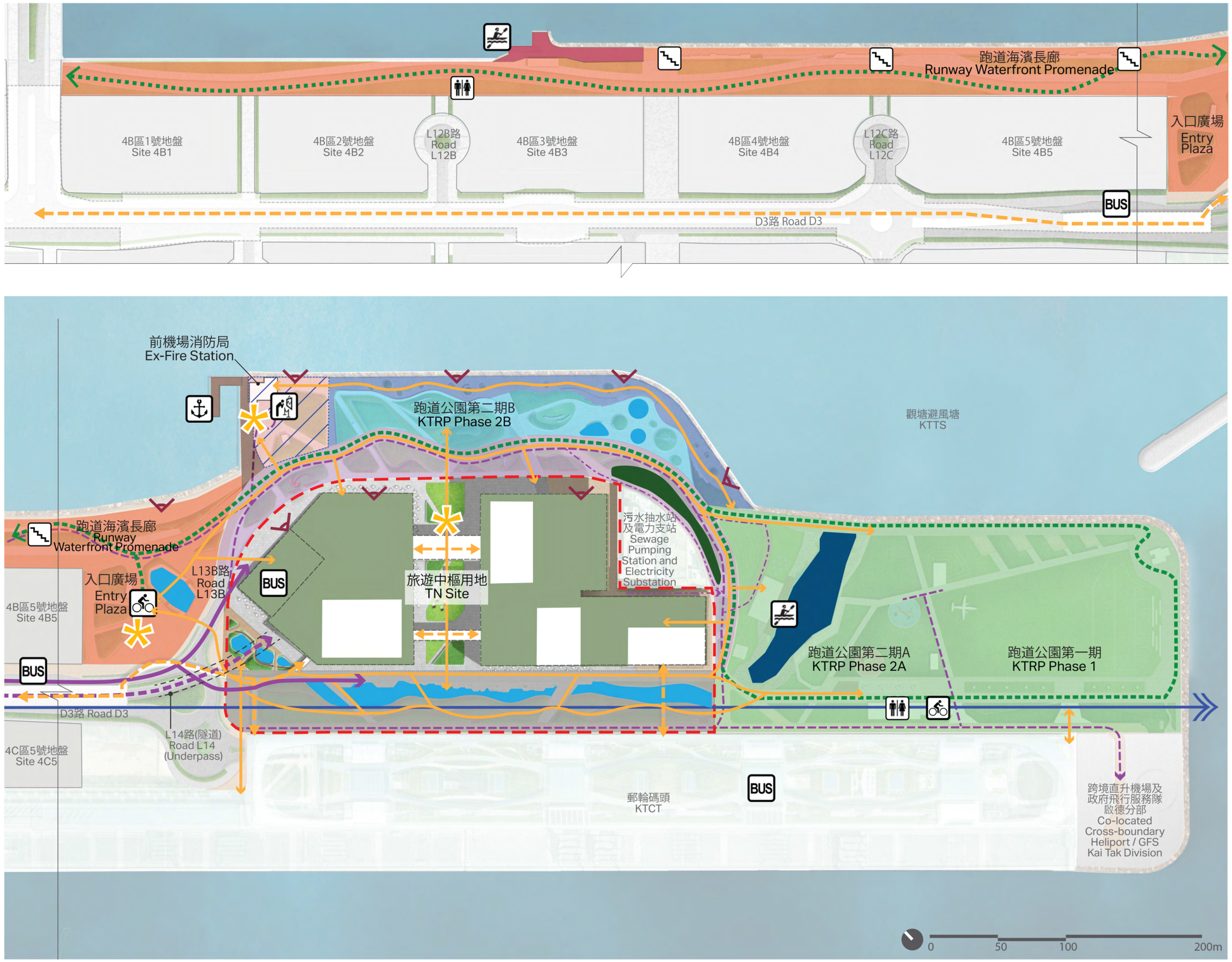
AECOM

圖例 **LEGEND**

研究範圍
Study Area

0 50 100 200m

項目 Project: 合約編號CE 73/2014 (TP) 啟德跑道末端發展的規劃及城市設計檢討可行性研究 Agreement No. CE 73/2014 (TP) Planning and Urban Design Review for Developments at Kai Tak Runway Tip - Feasibility Study	標題 Title: 整體布局圖 Proposed Master Layout Plan		日期: 2020年3月 Date: Mar 2020 比例: 如圖所示 Scale: As Shown	圖 Figure 2	AECOM



圖例 LEGEND

- 旅遊中樞用地 TN Site
- 建議以短期租約形式租予水上活動團體 Proposed STT Site for Water Sports Organization
- 跑道海濱長廊及入口廣場 Runway Waterfront Promenade and Entry Plaza
- 前機場消防局中庭 Ex-Fire Station Courtyard
- 碼頭範圍 Pier Area
- 園內海濱長廊 Internal Promenade
- 上層海濱長廊 Upper Promenade
- 下層海濱長廊 Lower Promenade
- 建築物後移45 米範圍 45m Setback Area
- 多層公共空間 Multi-level Open Space
- 航空主題公園 Aviation-themed Park
- 臨時水上活動中心 Temporary Water Sports Centre
- 河谷 River Valley
- 水景設施 Water Feature
- 主要樞紐 Major Node
- 主要觀景廊 Major View Corridor
- 向海公眾觀景點 Public View Point to Open Water
- 沿政府、機構或社區用地園景美化緩衝區 Buffer Planting along G/IC Site
- 跑道公園碼頭 Kai Tak Runway Park Pier
- 單車租借亭 Bike Rental Kiosk
- 巴士站/圍邊鋸齒形公共運輸交匯處 Bus Stop / Sawtooth PTI
- 水上運動設施 Water Recreation Facility
- 洗手間 Public Toilets
- 通往下層海濱長廊的樓梯通道 Stairway Access to Lower Embankment
- 展覽館 Exhibition Gallery

人流 **Pedestrian Circulation**

- 主要地面行人連接 Major At-Grade Pedestrian Connections
- 高架行人連接 Elevated Connections
- 建議"共融通道" Proposed "Greenway"

車流 **Vehicular Circulation**

- 緊急車輛通道 / 認可車輛通道 EVA and Authorized Vehicular Access
- 往未來旅遊中樞的地面緊急車輛通道 / 認可車輛通道 At-grade EVA / Authorized Vehicle Access to Future TN
- 沿L14路往地下層的車輛通道(隧道) Basement Vehicular Access via Road L14 (Underpass)

項目 Project:

合約編號CE 73/2014 (TP)
啟德跑道末端發展的規劃及城市設計檢討可行性研究
Agreement No. CE 73/2014 (TP)
Planning and Urban Design Review for Developments at Kai Tak Runway Tip - Feasibility Study

標題 Title:

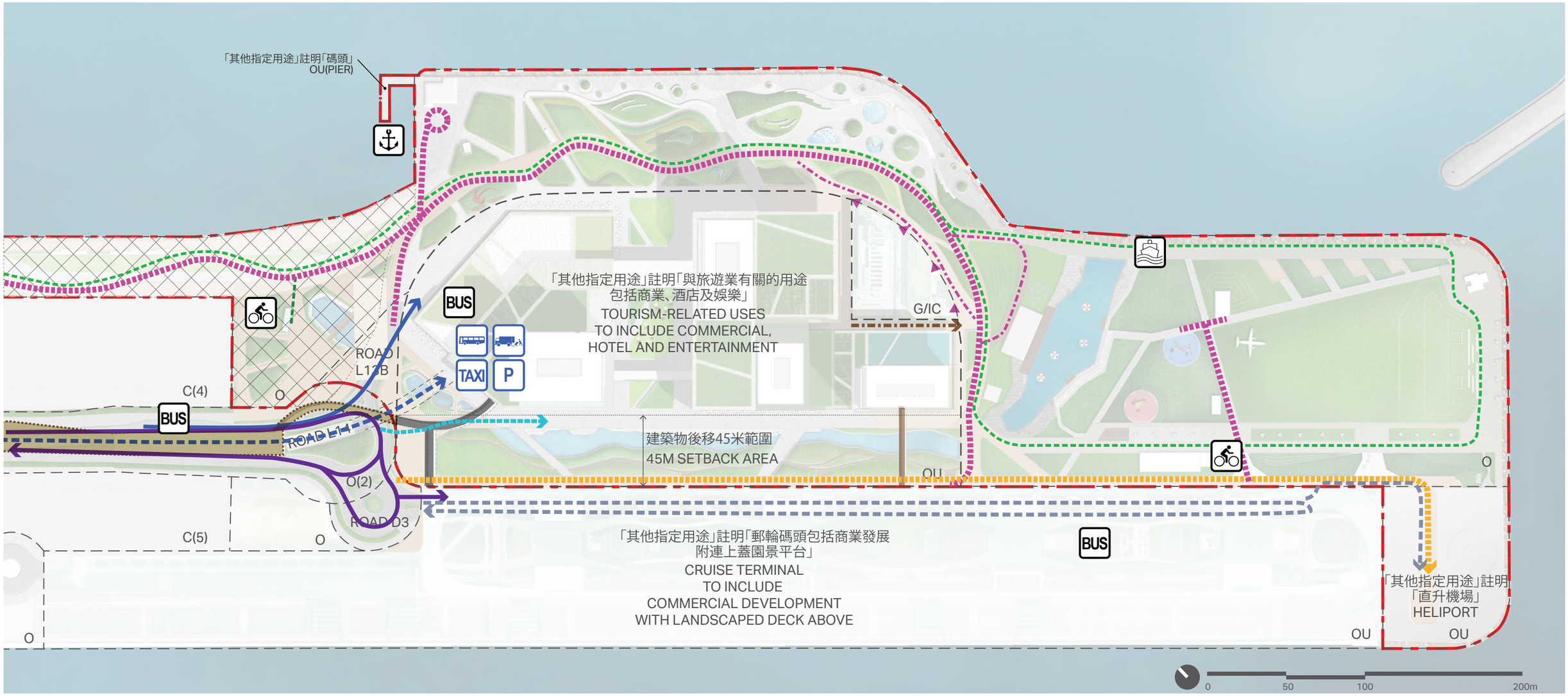
整體規劃及設計大綱
Overall Planning and Design Framework

日期: 2020年3月
Date: Mar 2020

比例: 如圖所示
Scale: As Shown

圖 Figure 3

AECOM



圖例 LEGEND

- 研究範圍 Study Area
- 分區計劃大綱圖的用途地帶界線 OZP Zoning Boundary
- 跑道海濱長廊及入口廣場 Runway Waterfront Promenade and Entry Plaza
- 已規劃的承豐道高架園景平台 Planned Landscaped Deck along Shing Fung Road
- 現有污水抽水站及電力支站入口 Existing Access Points for Sewage Pumping Station and Electricity Substation
- 現有渡輪碼頭 Existing Ferry Pier
- 巴士站/建議圍邊鋸齒形設計的公共運輸交匯處 Bus Stop/ Proposed Sawtooth PTI
- 單車租借設施 Bike Rental Facilities
- 登岸梯級 Landing Steps
- 設於地庫的運輸設施 Basement Level Transport Facilities

車流 Vehicular Circulation

- 連接旅遊中樞的公共運輸交匯處/旅遊中樞緊急車輛的行車通道 Vehicular Access to Proposed PTI in TN Development / Proposed EVA Access to Future TN Development
- 緊急車輛通道 EVA Access
- L14路往地下層的車輛通道(隧道) Basement Vehicular Access via Road L14 (Underpass)
- 往地下層的緊急用途斜路 Ramp from Basement Level for Emergency Purpose
- 承豐道主要行車通道 Shing Fung Road Major Vehicular Access
- 緊急車輛及認可車輛通道 EVA and Authorized Vehicular Access
- 現有緊急車輛及認可車輛通道 (前往未來跨境直升機場及政府飛行服務隊啟德分部的通道(短期安排)) Existing EVA and Authorized Vehicular Access (GFS and Future Cross-boundary Heliport authorized vehicular access in short term)
- 前往未來跨境直升機場及政府飛行服務隊啟德分部認可車輛的通道 Authorized Vehicular Access to GFS KTD/ Future Cross-boundary Heliport

人流 Pedestrian Circulation

- 預留連接啟德郵輪碼頭一樓及已規劃高架園景平台的天橋接駁點 Footbridge Connection to Reserved Opening at KTCT 1/F and Planned Landscaped Deck
- 預留連接啟德郵輪碼頭天台花園的天橋接駁點 Footbridge Connection to Reserved Opening at KTCT Roof Garden
- 共融通道 GreenWay

項目 Project:
合約編號CE 73/2014 (TP)
啟德跑道末端發展的規劃及城市設計檢討可行性研究
Agreement No. CE 73/2014 (TP)
Planning and Urban Design Review for Developments at Kai Tak Runway Tip - Feasibility Study

標題 Title:
建議行人及車輛通道/連接
Proposed Circulation Diagram

日期: 2020年3月
Date: Mar 2020
比例: 如圖所示
Scale: As Shown

圖 Figure 4

AECOM

圖例 LEGEND

- 研究範圍 Study Area
- 旅遊中樞 TN
- 於跑道公園第二期A內的私人發展公眾休憩空間 POSPD in KTRP Phase 2A

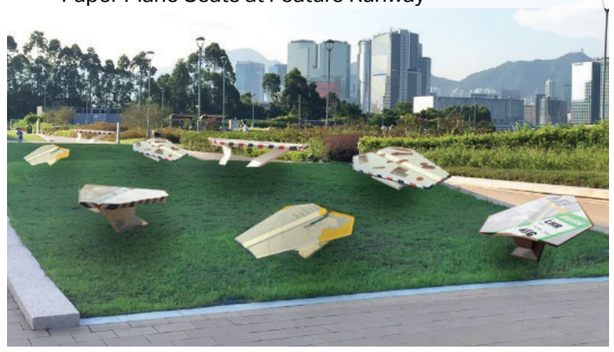
1 入口廣場 Entry Plaza
2 碼頭廣場 Pier Plaza
3 活動草坪 Event Lawn
4 前機場消防局 Ex-Fire Station
5 水景設施 Water Feature
6 園內海濱長廊 Internal Promenade
7 露天餐廳 Alfresco Dining
8 “河谷” “River Valley”
9 園景緩衝地帶 Buffer Planting
10 “起步/回家”草坪 “Take-Off/ Come Home” Lawn
11 特色水景及自然彎曲水道 Feature Terraced Waterscape and Undulating Internal Water Channel(s)
12 水景入口 Water Feature Gateway

13 仿照前啟德機場控制塔外貌的設施大樓
Facility Building Resembling the Former Air Traffic Control Tower

透視圖 - 跑道公園第二期B
Perspective - KTRP Phase 2B

14 退役捷流 41定翼飛機(已安裝)
Aircraft (installed)

15 於特色跑道內的紙飛機形狀座位
Paper Plane Seats at Feature Runway



剖面 A - 河谷
Section A - River Valley

16 跑道遊樂場
Runway Playground

17 “起飛 / 回家” 鞦韆
“Take-off / Come Home“ Swing

項目 Project:
合約編號CE 73/2014 (TP)
☒德跑道末端發展的規劃及城市設計檢討可行性研究
Agreement No. CE 73/2014 (TP)
Planning and Urban Design Review for Developments at Kai Tak Runway Tip - Feasibility Study

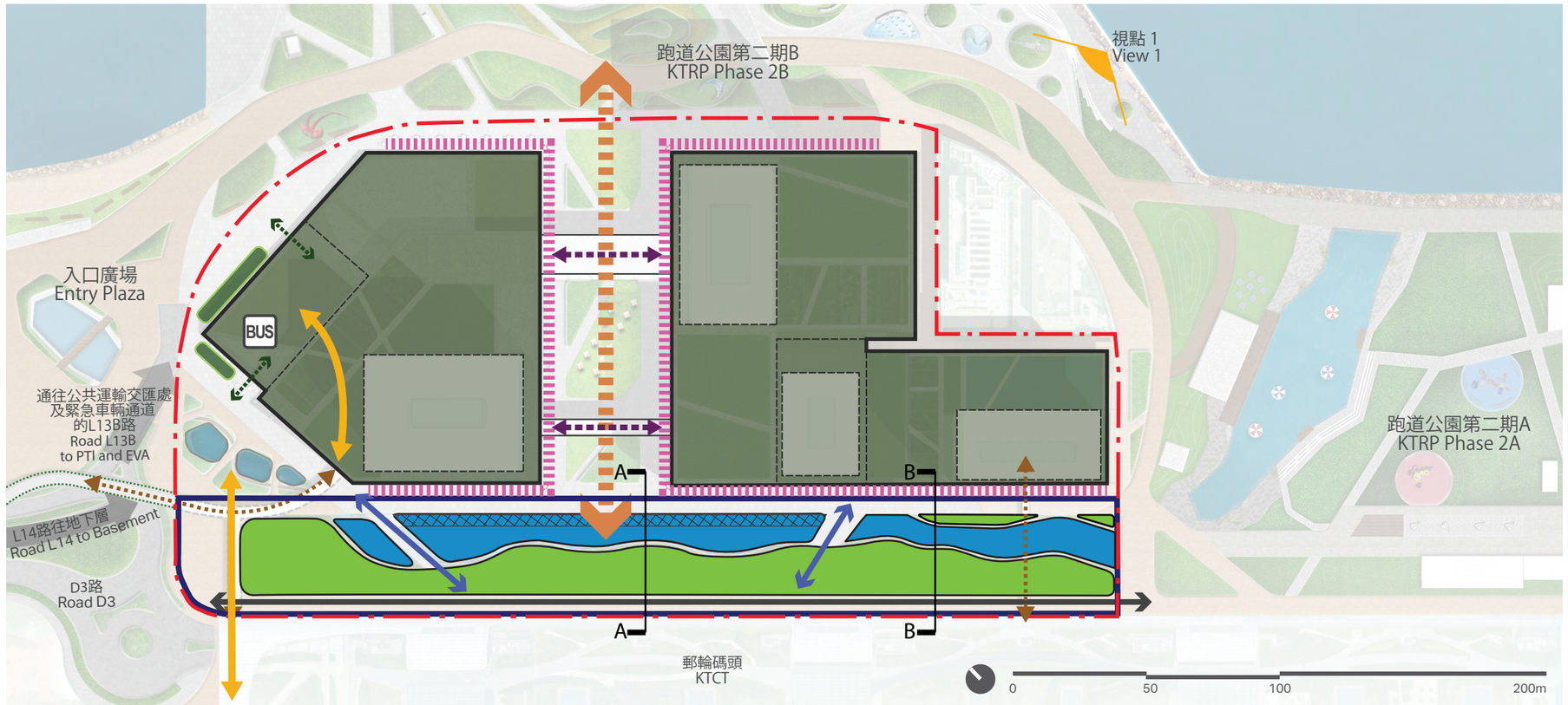
標題 Title:
景觀設計總綱圖
Proposed Landscape Master Plan

日期: 2020年3月
Date: Mar 2019

比例: 如圖所示
Scale: As Shown

圖 Figure 5

AECOM



圖例 LEGEND

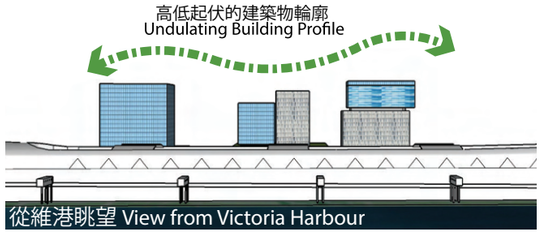
- 旅遊中樞用地 TN Site
- 已規劃的高架園景平台 Planned Landscaped Deck
- 地面公共運輸交匯處 At-grade PTI

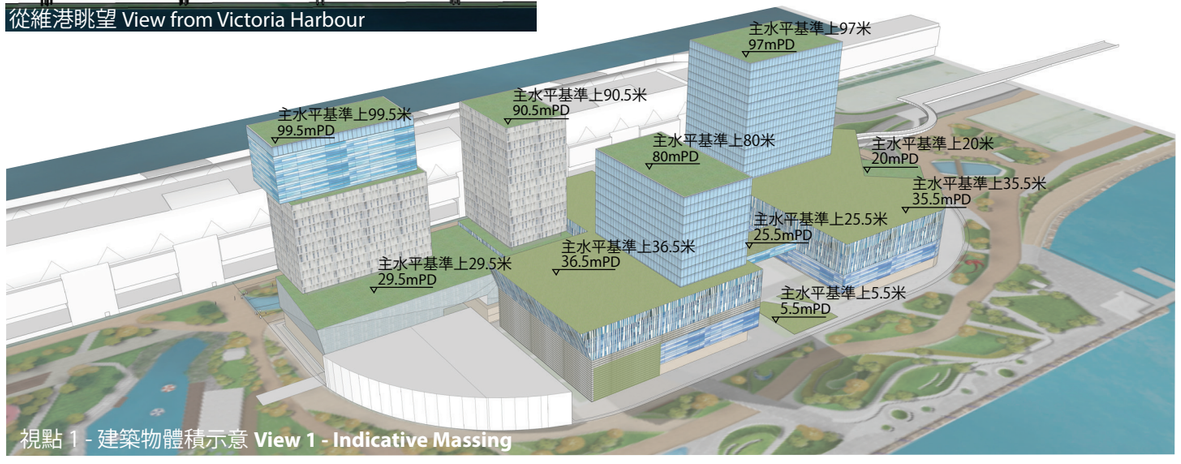
城市設計管制及指引 Urban Design Control and Design Guidelines

- 於建築物後移45 米範圍內的私人發展公眾休憩空間 POSPD at 45m Setback Area
  - 自然彎曲人工水道 Meandering Artificial Water Channel(s)
  - 岸邊台階 Stepped-down Water Edge
  - 生態綠化區 Ecological Greening Area
- 保持6米(闊)的郵輪碼頭緊急車輛通道 (將與政府飛行服務隊啟德分部的認可車輛通道共用) Maintain 6m (W) KTCT EVA (to be shared with GFS KTD Authorized Vehicular Access)
- 24小時開放連接旅遊中樞與郵輪碼頭緊急車輛通道的地面行人通道 24-hour At-grade Connections between TN and KTCT EVA
- 連接高架園景平台、公共運輸交匯處及公共空間的公眾行人通道 Public Passageway connecting Landscape Deck, PTI and Open Space
- 連接公共交通交匯處及休憩空間的公眾行人通道 Public Access between PTI and Open Space
- 高架行人連接 Elevated Pedestrian Connections
- 多樣化外牆設計 Variation in Facade Articulation
- 多層公共空間 Multi-level Open Spaces
- 視覺上連接建築物後移45米範圍內的水道/水景及入口廣場的水景 Water Features to be visually connected with the Internal Water Channel / Features at 45m setback area and the Water Features at Entry Plaza
- 面向休憩空間的地面零售/ 臨街商店 Retail / Active Frontage at ground level facing open spaces
- 沿公共運輸交匯處的綠化緩衝 Buffer Planting along PTI
- 連接私人發展公眾休憩空間和跑道公園公園第二期B的景觀走廊 Landscaped Corridor Connecting POSPD and KTRP Phase 2B
- 連接上層行人通道的高架園景平台 Elevated Connections across Landscaped Corridor

園景岸邊 Soft Landscaped Edge | 水道/水景 Internal Water Channel | 岸邊台階 Stepped-down Water Edge | 共用通道 (旅遊中樞緊急車輛通道/認可車輛通道) Shared Surface (TN EVA / Authorized Vehicular Access)

園景岸邊 Soft Landscaped Edge | 自然彎曲水道 Undulating Water Channel | 生態水景 Ecological Waterscape | 共用通道 (旅遊中樞緊急車輛通道/認可車輛通道) Shared Surface (TN EVA / Authorized Vehicular Access)





項目 Project:
合約編號CE 73/2014 (TP)
啟德跑道末端發展的規劃及城市設計檢討可行性研究
Agreement No. CE 73/2014 (TP)
Planning and Urban Design Review for Developments at Kai Tak Runway Tip - Feasibility Study

標題 Title:
旅遊中樞發展項目的城市設計管制及指引
Urban Design Control and Design Guidelines for TN Development

日期: 2020年3月
Date: Mar 2020

比例: 如圖所示
Scale: As Shown

圖 Figure 6

AECOM