

Task Force on Kai Tak Harbourfront Development

For discussion
on 3 September 2020

TFKT/04/2020

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

PURPOSE

This paper is to brief Members on the recommendations of the Planning and Urban Design Review for Developments at Kai Tak Runway Tip (KTRT) – Feasibility Study (the Study).

BACKGROUND

2. The Study aims to formulate a sustainable, innovative and feasible design and development scheme for the developments at KTRT to guide their future implementation, having regard to the design merits of the winning and shortlisted schemes of the Kai Tak Fantasy (KTF) International Ideas Competition¹. Due consideration has also been given to the findings and recommendations of the relevant studies and guidelines for the Kai Tak Development (KTD)².

STUDY AREA

3. The Study Area as shown on **Plan 1** is located at the runway tip of the former Kai Tak Airport, adjoining Kai Tak Cruise Terminal (KTCT) and Kwun Tong Typhoon Shelter (KTTS). It mainly covers the Tourism Node (TN) site, the existing/planned Kai Tak Runway Park (KTRP) and Runway Waterfront Promenade, etc.

PLANNING OBJECTIVES AND DESIGN PRINCIPLES

4. The key planning objectives of the Study are to create a unique and holistic destination as well as harmonization and integration of

¹ KTF covers KTRT, Kwun Tong Action Area and the adjoining water body (i.e. Kwun Tong Typhoon Shelter and the southern part of Kai Tak Approach Channel), which is envisioned to be a world-class tourism, entertainment, and leisure attraction.

² The relevant studies and guidelines taken into account include: (a) Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and Construction – Technical Study on Increasing the Development Density in Kai Tak; (b) Cycle Track Network in Kai Tak Development – Feasibility Study; (c) Government Flying Service Helicopter Forward Base – Design and Construction; (d) Kai Tak Development Urban Design Guidelines and Manual; (e) Kai Tak Brand Identity Manual and Public Creatives Guidelines; and (f) Design Control and Guidelines of Kai Tak Promenades.

various components of the KTRT developments by promoting synergy and variations in the open space design to meet public aspirations.

5. The key design principles are as follows:

- 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;
- to adopt key planning and design merits as well as features from the winning and shortlisted schemes³ of the KTF Competition, where appropriate;
- 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 Guidelines;
- to create a unique branding and identity echoing the aviation theme;
- to tally with the design principles and branding concept of KTD, and create a green hub at KTRT; and
- to create a holistic and visually cohesive identity across the district by integrating the design elements from the Kai Tak Public Creatives.

6. Specifically, the following Harbour Planning Principles have been taken into account in the formulation of the KTRT scheme -

(a) *Preserving Victoria Harbour*

To preserve and protect Victoria Harbour for Hong Kong people and visitors as a special public, natural, and cultural heritage asset, facilities supporting water recreation activities and water features that are visually connected with the harbour are

³ The key design features of the winning scheme in respect of KTRT 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, etc. Other features from the shortlisted schemes, such as strong water elements and synergy with KTTS, and integrated terracing built-form creating various layers of flexible green space/landscaped deck, are also adopted.

proposed. There will be no reclamation in the harbour.

(b) Stakeholder Engagement

We have consulted the TPB, relevant District Councils and other key stakeholders on the study recommendations in the first half of 2020, and.

(c) Sustainable Development

In the formulation of the development scheme to create a world-class tourism, entertainment and leisure destination at KTRT, existing and future economic, social, environmental and recreational needs of locals and visitors have been duly taken into account with an appropriate balance.

(d) Integrated Planning

An overall planning and design framework for KTRT, which guides future development and implementation, is formulated to ensure that the open spaces providing both active and passive recreational uses and the future TN development with a balanced land use mix could integrate and synergize with the surrounding context.

(e) Vibrant and Accessible Harbour

Robust public transport facilities, integrated harbourfront open spaces and continuous waterfront promenade, and a shared use pedestrian and cycle track network forming part of the “GreenWay” network in KTD will draw people from the hinterland to the waterfront area. A water-themed promenade along the waterfront with seated steps, interactive water-play facilities, access to the water body for water sports activities, the “River Valley” (RV) and water recreation area will further provide exciting opportunities for water-land interaction and public enjoyment of Victoria Harbour. Cultural and leisure facilities include the installation of a retired aircraft from the Government Flying Services (GFS) already implemented as a quick-win, as well as various aviation-themed street furniture and play facilities to pay homage to the old Kai Tak Airport and create an unprecedented destination in Hong Kong.

(f) Proactive Harbour Enhancement and Public Enjoyment

A visually connected internal water channel transiting between an urbanistic and naturalistic riverscape within KTRT is proposed. The water channel will effectively strengthen the interrelationship between the harbourfront developments and the water body. Flexible open spaces with various functions such as event spaces, passive landscape gardens and inclusive play areas create a dynamic and diverse public realm for all to enjoy. Synergy is further created with the water body between the Kwun Tong waterfront and the former airport runway within Victoria Harbour, the RV and water-themed areas, establishing a unique place with strong urban design emphases for public enjoyment.

PLANNING AND DESIGN FRAMEWORK

7. Having regard to the above planning objectives and design principles, the overall planning and design framework for KTRT is shown on **Plan 2** and highlighted below.

(a) Connectivity

- (i) a traffic-free environment achieved by carefully siting vehicular accesses and provision of continuous pedestrian access at various levels are proposed to enhance accessibility and connectivity within KTRT, with KTCT and to other parts of the Kai Tak waterfront;
- (ii) major vehicular access or road-based traffic to the future TN development will be via Road D3 (i.e. the realigned Shing Fung Road) to connect to the at-grade public transport interchange (PTI) and the transport facilities proposed at the basement level. At-grade access will only include connections to the PTI, emergency vehicular access (EVA) and authorized vehicular access; and
- (iii) various at-grade pedestrian corridors that connect the two ends of the TN development with diverse design and functions are proposed to enhance the overall walkability and connectivity. Elevated footbridges connecting the major destination nodes, which include the planned elevated landscaped deck above Shing Fung Road and the two

reserved openings at Level 1 and the roof garden of KTCT, are proposed.

(b) Healthy City Concept

- (i) 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. These include the proposed enhancement works for KTRP Phase 1, the proposals for KTRP Phase 2, and the multi-level open spaces proposed at the TN site; and
- (ii) complementing the planned Greenway network in KTD, cycling is encouraged as a leisure and recreation activity under the “Healthy City” theme. The proposed alignment of the “GreenWay” within KTRT is shown on **Plan 2**;

(c) Harbourfront Enhancement

- (i) to promote the attractiveness and vibrancy of the harbourfront area for public enjoyment, apart from enhancing connectivity and promoting healthy living at KTRT, a variety of uses including open space, hotel, retail, dining, entertainment and leisure (E&L) facilities are proposed, and innovative and green building design is encouraged;
- (ii) the interrelationship among the buildings, open spaces, public realm and pedestrian network is carefully considered to maintain physical and visual access to and from the harbourfront;
- (iii) the open spaces are holistically designed with water features to promote water-themed activities and land-water interface, and embracing the aviation theme to make the area a unique attraction for locals and visitors alike; and
- (iv) taking into account the design concept of the KTF winning scheme, the incorporation of an internal water channel into

the TN site and water features into the open spaces with undulating shoreline design concept along the waterfront promenade are proposed.

(d) Aviation Theme

To foster the overall branding concept and celebrate the unique heritage of KTRT as part of the former airport through incorporating appropriate design elements, the aviation theme at the existing KTRP Phase 1 will be enhanced and extended to KTRP Phase 2A. Some remnants of the former airport are also proposed to be exhibited in KTRT.

(e) KTD Design Principles and Branding Concept

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.

(f) Urban Design Considerations

- (i) provision of special design features such as atrium or piazza design to create focal points, promotion of pedestrian movement and access to the greenery while maintaining visual links with the surrounding environment; and
- (ii) the built form of the TN development should minimize the extent of podium coverage with a view to enhancing air ventilation and view corridor in the street environment. The design of the buildings on the TN site should promote visual permeability, and be compatible with the surroundings while creating a landmark development which would accentuate an uplift townscape at KTRT.

Master Layout Plan

8. Taking into account the overall planning and design framework, a Master Layout Plan for KTRT as shown on **Plan 3** has been developed to illustrate feasible development proposals including the layout of uses and facilities, design theme, public realm arrangement, physical and visual linkages, air permeability and connectivity, etc., while respecting the planned land uses for KTRT under the approved Kai Tak Outline

Zoning Plan (OZP).

9. A series of open spaces with interconnection, various themes and extensive greenery offering diversity are proposed to promote outdoor leisure activities for public enjoyment. In addition, the TN development encompassing a mix of commercial facilities including hotel, retail, dining and E&L components as well as a public observation gallery which could synergize and integrate with the surrounding open spaces to become an attractive destination.

Landscape Master Plan

10. Water-themed design and extensive greening layers are featured as a series of open spaces in the overall design concept of the Landscape Master Plan as shown on **Plan 4**. Water features including the RV with water recreation facilities in KTRP Phase 2A, an internal water channel along the 45 m setback area within the TN site that promotes water-land interface, and water features on the northwestern side of the TN site and the Entry Plaza symbolize a continuation of the water channel in visual and physical terms. Open spaces with diverse character are proposed to embrace and integrate with the TN development to form a distinctive and appealing destination. A minimum overall greening ratio of 50% is proposed for the public open spaces to promote extensive greenery, echoing with the vision of creating KTRT as a green hub.

11. KTRP Phase 1 was completed and opened to the public in 2014. The following design enhancement proposals are proposed to echo and further strengthen the aviation theme:

- maintaining the permanent exhibition of the retired GFS's aircraft Jetstream 41 in the lawn area;
- addition of distinctive play facilities such as ziplines, swings, and feature climbing facilities for the public to enjoy gliding experience and have a view of the harbour at a higher level as another quick-win to bring more vibrancy to the former runway tip;
- modification of the existing "Grand Lawn" to incorporate a green berm at KTRT with feature swings to mimic the runway "take-off" identity;

- introduction of a gradient lawn near the GFS site to facilitate public observation of helicopter operation of the GFS Kai Tak Division; and
- 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.

12. Echoing the water-themed design, a portion of KTRP Phase 2A is proposed for a water recreation area set in the RV. The RV and the adjoining open space will provide a unique public space for organizing various harbourfront events and activities. A facility building is proposed to provide supporting facilities for water recreation activities⁴ and food and beverage (F&B) uses. This building will adopt an architectural design symbolizing 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.

13. KTRP Phase 2B connecting the TN development to the KTTS will be designed to synergize 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 sewage pumping station and electricity substation, a green buffer zone with an average of 10 m planting width is proposed for screening and aesthetics.

14. The Entry Plaza is an open landscaped plaza with feature tree planting framing the plaza space and terraced waterscape. A naturalistic internal water channel, which will be formed by different sections with at-grade pedestrian connections provided across the channel, within the 45 m building setback area of the TN development

⁴ Water recreation activities such as water cycling, stand-up paddling, and other family-oriented activities such as wine and dine on doughnut boats, water walking balls and “floating piers” for walking on water could be considered.

visually connecting with the water feature at the Entry Plaza and the RV is proposed. The water channel is designed to embrace the proposed TN development as well as to link up the various nodes/open spaces as a main landscape feature and focal point within KTRT for public enjoyment.

The TN Development

15. As set out in the Notes of the approved Kai Tak OZP, the TN site under the “Other Specified Uses” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” 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 of 229 400 m² and a maximum building height of 100 mPD. The overall development scheme for this site will be assessed as part of the layout plan submission, including landscape and urban design proposals and relevant technical assessments, to the TPB for planning permission.

16. Taking account of the planning parameters and urban design considerations for the TN site, an indicative massing as shown on **Plan 5** has been developed under the Study to demonstrate the technical feasibility of the development. Various technical assessments have been conducted as part of the Study to assess the potential impacts arising from the proposed development with a view to formulating the detailed development requirements for the TN site, and no insurmountable impact is anticipated. A Development Brief is prepared to provide guidance for the development of the TN site.

17. 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.

IMPLEMENTATION ARRANGEMENTS

18. 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 within the TN site, the RV and the 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.

19. Apart from the quick-win to add distinctive play facilities at KTRP Phase 1 by way of a minor building works project, the other proposed enhancement works to KTRP Phase 1 and the development of KTRP Phase 2 (excluding the RV and the adjoining open space within KTRP Phase 2A) will be implemented as a public works project by the Government.

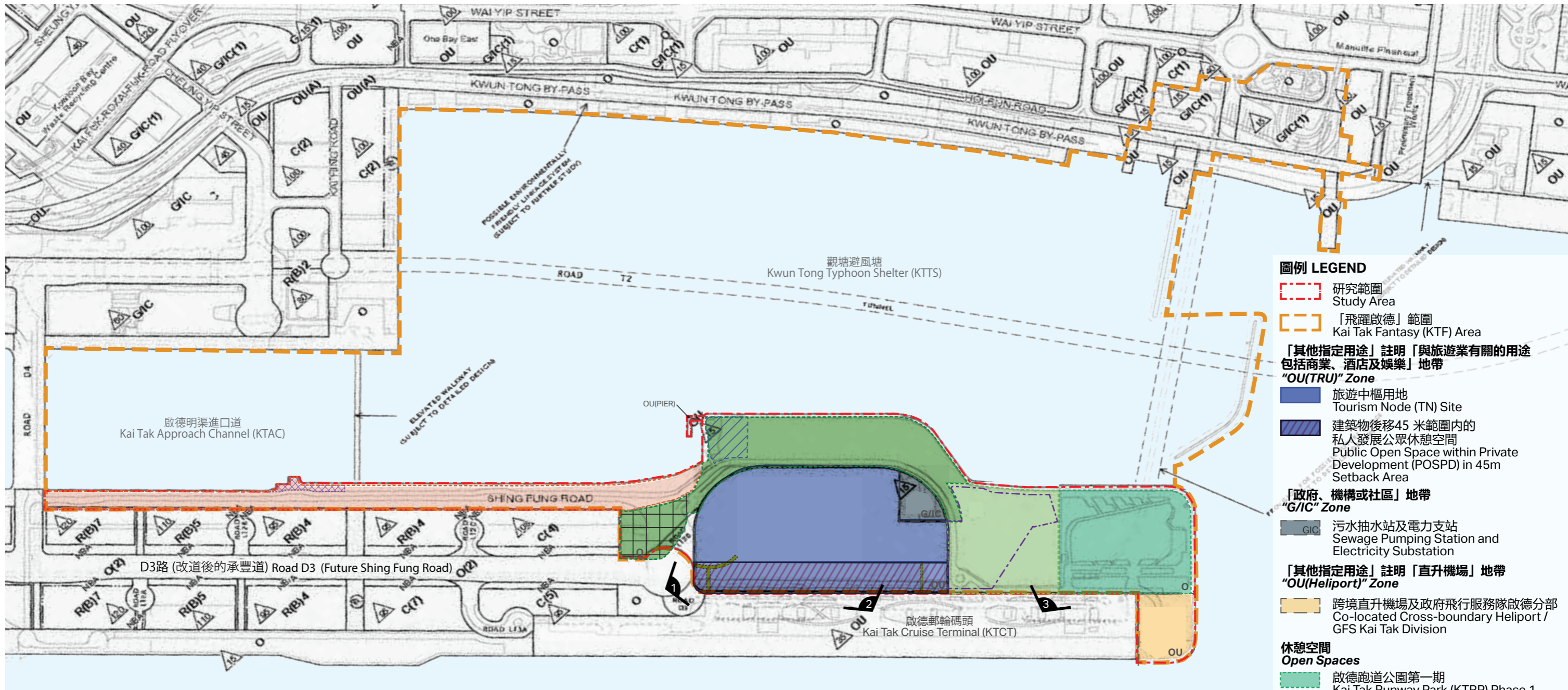
ADVICE SOUGHT

20. Members are invited to offer views on the recommendations of the Study.

ATTACHMENTS

Plan 1	Study Area
Plan 2	Overall Planning and Design Framework
Plan 3	Master Layout Plan
Plan 4	Landscape Master Plan
Plan 5	Urban Design Considerations for the TN Development

**Energizing Kowloon East Office
Development Bureau
July 2020**



- 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/I/C" Zone
 - G/I/C 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(Helicopter)" Zone
 - 跨境直升機場及政府飛行服務隊啟德分部
Co-located Cross-boundary Helicopter /
GFS Kai Tak Division
 - 休憩空間
Open Spaces**
 - 啟德跑道公園第一期
Kai Tak Runway Park (KTRP) Phase 1
 - 啟德跑道公園第二期A (包括河谷)
KTRP Phase 2A (includes River Valley)
 - 私人發展公眾休憩空間
POSPD
 - 啟德跑道公園第二期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)



1 建築物後移45米範圍
45m Setback Area



2 旅遊中樞用地
TN Site



3 啟德跑道公園第一期和第二期A
KTRP Phases 1 and 2A

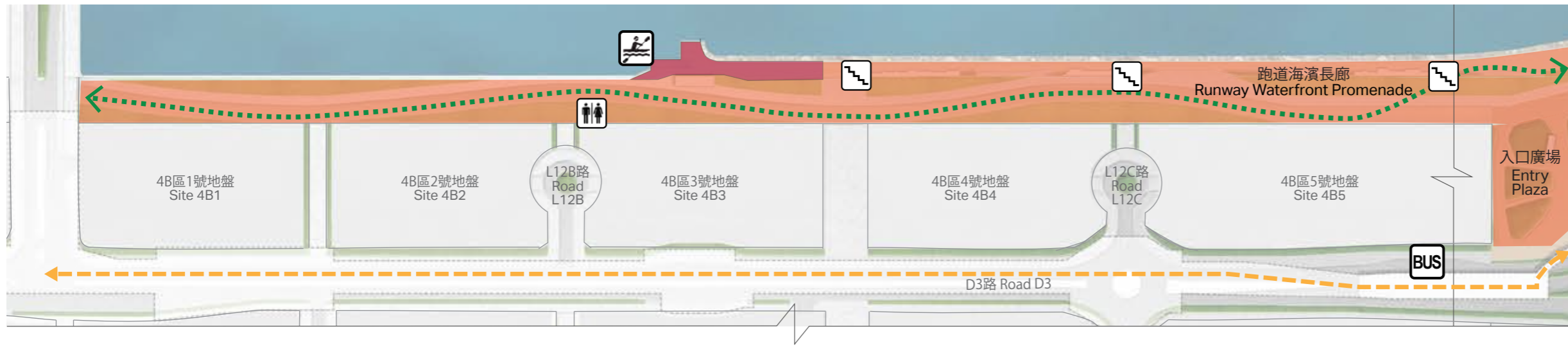
項目 Project:
合約編號 CE 73/2014 (TP)
啟德跑道末端發展的規劃及城市設計檢討可行性研究
Agreement No. CE 73/2014 (TP)
Planning and Urban Design Review for Developments
at Kai Tak Runway Tip - Feasibility Study

標題 Title:
**研究範圍
Study Area**



日期: 2020年4月
Date: Apr 2020
比例: 如圖所示
Scale: As Shown

圖 Plan 1



- 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
 - ⚓ 啟德跑道公園碼頭 Kai Tak Runway Park Pier
 - 🚲 建議單車租借亭 Proposed Bike Rental Kiosk
 - BUS 已規劃/現有巴士站/建議圍邊鋸齒形公共運輸交匯處 Planned / Existing Bus Stop / Proposed Sawtooth PTI
 - 🏊 建議水上運動設施 Proposed Water Recreation Facility
 - 🚻 建議洗手間 Proposed Public Toilets
 - 🏃 建議通往下層海濱長廊的樓梯通道 Proposed 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**
- 現有 / 建議緊急車輛通道 / 認可車輛通道 Existing / Proposed 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
 - 已規劃沿L14路往地庫的車輛通道(隧道) Planned 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
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標題 Title:
整體規劃及設計大綱
Overall Planning and Design Framework

日期: 2020年4月
 Date: Apr 2020
 比例: 如圖所示
 Scale: As Shown

圖 Plan 2



圖例 LEGEND

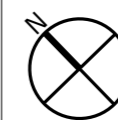
 研究範圍
Study Area



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標題 Title:

整體布局圖
 Proposed Master Layout Plan



日期: 2020年4月
 Date: Apr 2020
 比例: 如圖所示
 Scale: As Shown

圖 Plan 3



- 圖例 LEGEND**
- 研究範圍 Study Area
 - 旅遊中樞 TN
 - 於啟德跑道公園第二期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** 建議安裝退役直升機 Possible Helicopter Installation
 - 14** 特色遊樂設施 Distinctive Play Facilities
 - 15** 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

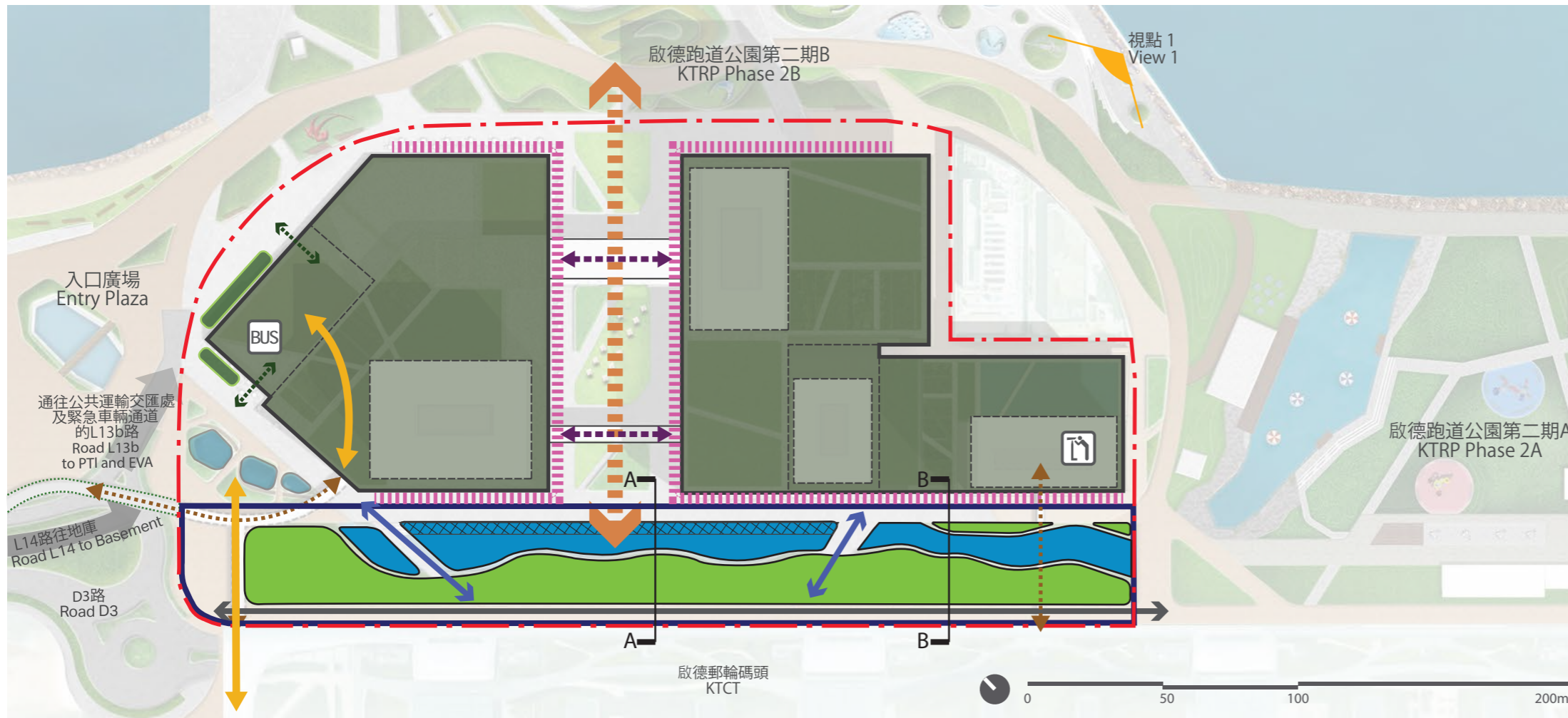


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標題 Title:
景觀設計總綱圖
Proposed Landscape Master Plan

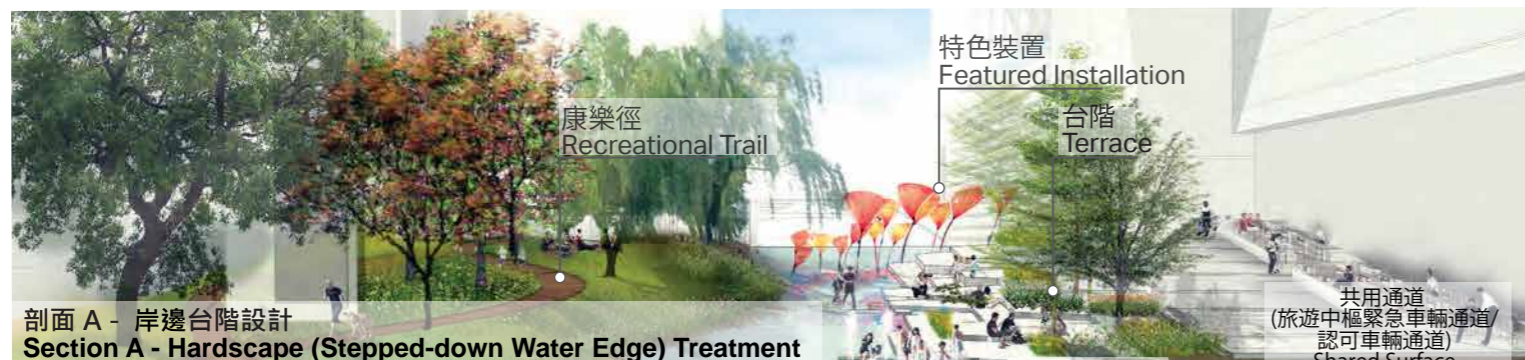
日期: 2020年4月
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比例: 如圖所示
Scale: As Shown

圖 Plan 4



圖例 LEGEND

- 旅遊中樞用地
TN Site
- 已規劃的高架園景平台
Planned Landscaped Deck
- BUS 地面公共運輸交匯處
At-grade PTI
- 城市設計布局 Urban Design Considerations**
- 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)的啟德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啟德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
- 公眾行人通道
Public Passageway
- 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
- 👁️ 於東南端大樓頂樓的公眾觀景廊
Observation Gallery at Top Floor of the Tower at the Southeastern End
- 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啟德跑道公園二期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
- 高低起伏的建築物輪廓
Undulating Building Profile



剖面 A - 岸邊台階設計
Section A - Hardscape (Stepped-down Water Edge) Treatment

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)
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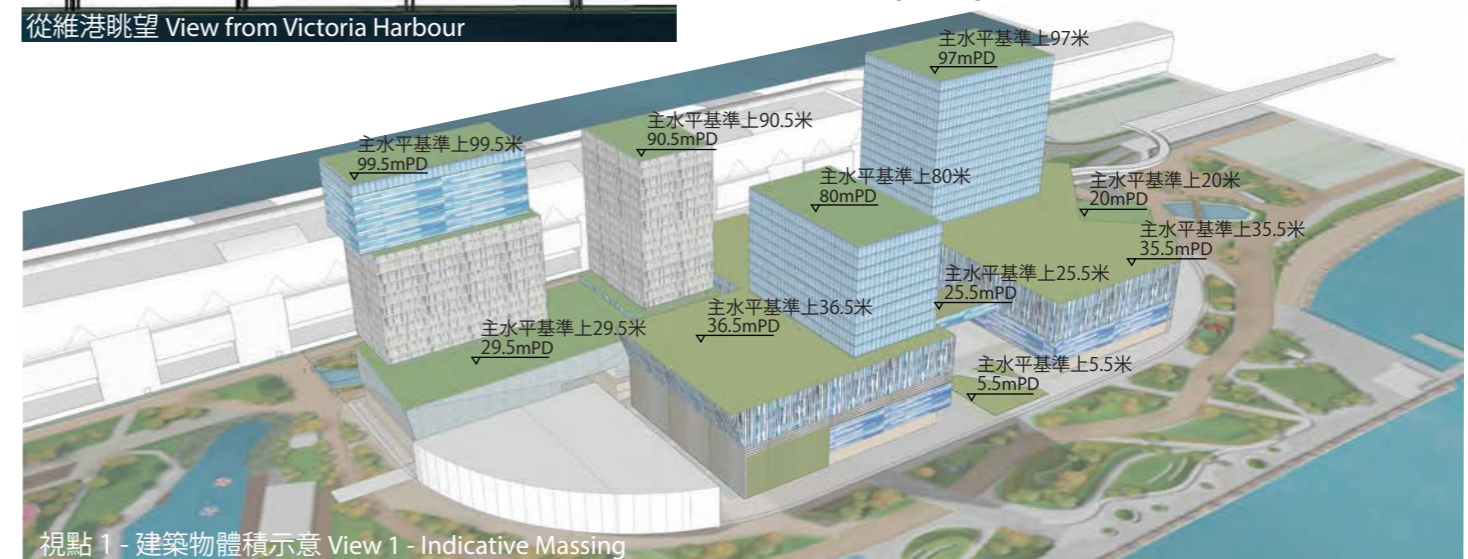


剖面 B - 園景岸邊設計
Section B - Softscape Treatment

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)
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從維港眺望 View from Victoria Harbour



視點 1 - 建築物體積示意 View 1 - Indicative Massing

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:
旅遊中樞發展的城市設計考慮因素
Urban Design Considerations for TN Development

日期: 2020年4月
Date: Apr 2020
比例: 如圖所示
Scale: As Shown

圖 Plan 5