

TOWN PLANNING BOARD

**TPB Paper No. 10617
For Consideration by the
Town Planning Board on 10.1.2020**

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

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1. 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).

2. Background

The Energizing Kowloon East Office, Development Bureau has commissioned the Study to review the planning, urban design and development proposals for the KTRT area covering mainly the existing/planned public open spaces in the area and the Tourism Node (TN) site. 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.

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

¹ KTF covers KTRT, Kwun Tong Action Area (KTAA) and the adjoining water body (i.e. Kwun Tong Typhoon Shelter and the southern part of Kai Tak Approach Channel), for which an International Ideas Competition was completed in November 2014. A separate planning and engineering study covering KTAA and the adjoining water body has largely been completed, and a Recommended Outline Development Plan has been formulated. The recommendations of the KTAA Study would be incorporated into the relevant Outline Zoning Plans. Proposed amendments to the OZPs would be submitted to the Metro Planning Committee for consideration in due course.

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.

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 schemes³ 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 and Landscape Master Plan for KTRT

Planning and Design Framework

- 4.1 The overall planning and design framework for KTRT is shown on **Plan 1** and highlighted below.

Connectivity

- (a) 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 and to other parts of the Kai Tak waterfront;
- (b) major vehicular access or road-based traffic to the future TN development will be via Road D3 (i.e. the relocated 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 authorised vehicular access;
- (c) 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 Road D3 and the two reserved openings at Level 1 and the roof garden of

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 Kwun Tong Typhoon Shelter, and integrated terracing built-form creating various layers of flexible green space/landscaped deck, are also adopted.

Kai Tak Cruise Terminal (KTCT), are proposed;

Healthy City Concept

- (d) 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 Kai Tak Runway Park (KTRP) Phase 1, the proposals for KTRP Phase 2, and the multi-level open spaces proposed at the TN site;
- (e) complementing the planned cycle track network in KTD, cycling is encouraged as a leisure and recreation activity under the “Healthy City” theme. The proposed alignment of the “GreenWay” or “Co-use Cycle Track” is shown on **Plan 1**;

Harbourfront Enhancement

- (f) 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 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. 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. 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 has taken account of the design concept of the KTF winning scheme;

Aviation Theme

- (g) 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;

KTD Design Principles and Branding Concept

- (h) 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;

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

- (j) the built form of the TN development should minimise 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

4.2 Taking into account the overall planning and design framework, a Master Layout Plan for KTRT (**Plan 2**) 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).

4.3 A series of open spaces with interconnection, various themes and extensive greenery offering diversity are proposed to promote outdoor leisure activities for public enjoyment. Extensive greening layers in the KTF winning scheme and shortlisted schemes are incorporated into the open spaces as well as the building design to reflect the overall design concept. 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 synergise and integrate with the surrounding open spaces to realise an attractive destination.

Landscape Master Plan

4.4 The Landscape Master Plan for KTRT is shown on **Plan 3**. Water-themed design and extensive greening layers are featured as a series of open spaces in the overall design concept. Water features including a “River Valley” (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 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.

4.5 KTRP Phase 1 was completed and opened to the public as a quick-win in 2014. The following design enhancement proposals are proposed to echo and further strengthen the aviation theme:

- (a) maintaining the permanent exhibition of the retired Government Flying Service (GFS)’s aircraft Jetstream 41 in the lawn area;
- (b) modification of the existing “Grand Lawn” to incorporate a green berm at KTRT with feature swings to mimic the runway “take-off” identity;

- (c) introduction of a gradient lawn near the GFS site to facilitate public observation of helicopter operation of the GFS KTD; and
 - (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.
- 4.6 Echoing the water-themed design, a portion of KTRP Phase 2A is proposed for a water recreation area set in a RV (**Plans 1 and 3**). The RV and 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 activities⁴ 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.
- 4.7 KTRP Phase 2B connecting the TN development to the Kwun Tong Typhoon Shelter (**Plans 1 and 3**) 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 Sewage Pumping Station and Electricity Substation, a green buffer zone with an average of 10 m planting width is proposed for screening and aesthetics.
- 4.8 The Entry Plaza is an open landscaped plaza with feature tree planting framing the plaza space and terraced waterscape. The Entry Plaza and part of the adjoining Runway Waterfront Promenade will be constructed by the developer of Site 4B5 (a commercial sale site) and handed back to the Government for management and maintenance (**Plan 1**). A naturalistic internal water channel, which could 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 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

- 4.9 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

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.

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 to the TPB for planning permission.

- 4.10 Taking account of the planning 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 (**Plan 4**). Various technical assessments⁵ 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.
- 4.11 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 Road D3.
- 4.12 To facilitate the preparation of the layout plan submission required under the OZP, a development brief (DB) setting out the planning parameters and development requirements for the TN site as well as the recommended design controls and guidelines will be submitted to the Metro Planning Committee (MPC) for consideration. For Members' information, to allow flexibility for the developer in determining the actual development mix while maintaining a reasonable control on the proportion of hotel and E&L uses, it is proposed to stipulate a requirement of 15% to 20% of the total GFA each for hotel use and for E&L uses (including a public observation gallery with a minimum GFA of 2 000 m²) in the DB while the remaining GFA will be for other commercial uses and public transport facilities. Upon MPC's endorsement of the DB, the prospective developer of the TN site will be advised through an Information Statement attached to the land sale conditions for the site to refer to the DB when preparing the planning application and layout plan submission.

5. Implementation Arrangements

- 5.1 The TN site will be disposed 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.
- 5.2 The proposed enhancement works to KTRP Phase 1 and development of KTRP Phase 2 (excluding the RV and adjoining open space within KTRP Phase 2A) will be implemented as a public works project. As the ex-fire station site will be used as a

⁵ Technical assessments include Traffic Review, Environmental Assessment Study, Air Ventilation Assessment, Visual and Landscape Impact Assessment, Hydraulic Performance Assessment and Business Viability Assessment.

temporary water sports centre under a short-term tenancy, this portion will be implemented separately in future.

6. Public Consultation

Public consultation will be carried out with the Kwun Tong, Kowloon City and Wong Tai Sin District Councils, Task Force on Kai Tak Harbourfront Development of Harbourfront Commission, Land Development Advisory Committee and other relevant advisory bodies.

7. Way Forward

Comments received from public consultation will be incorporated into the final proposals for KTRT, where appropriate. A DB to facilitate the preparation of the layout plan submission for the TN development will be submitted to MPC for consideration and endorsement in due course.

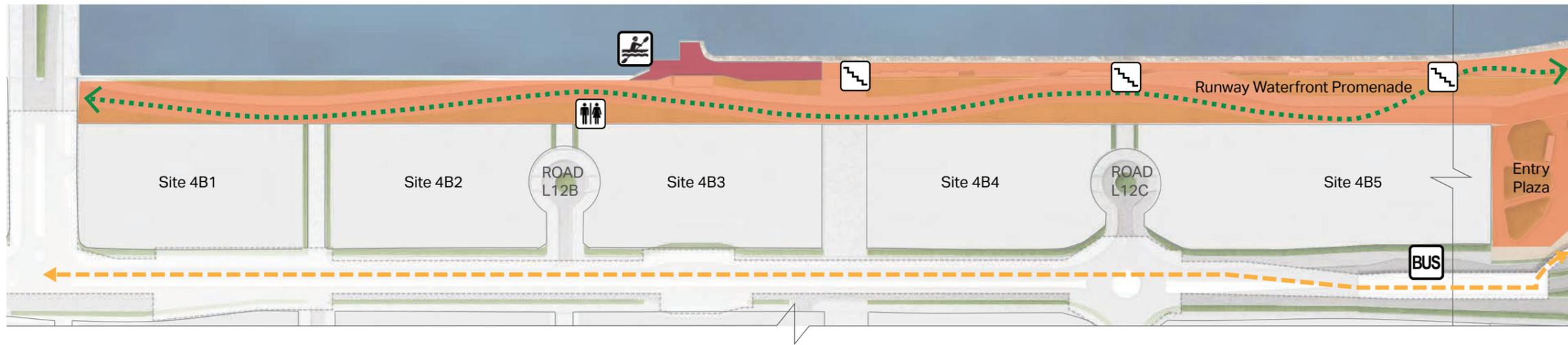
8. Advice Sought

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

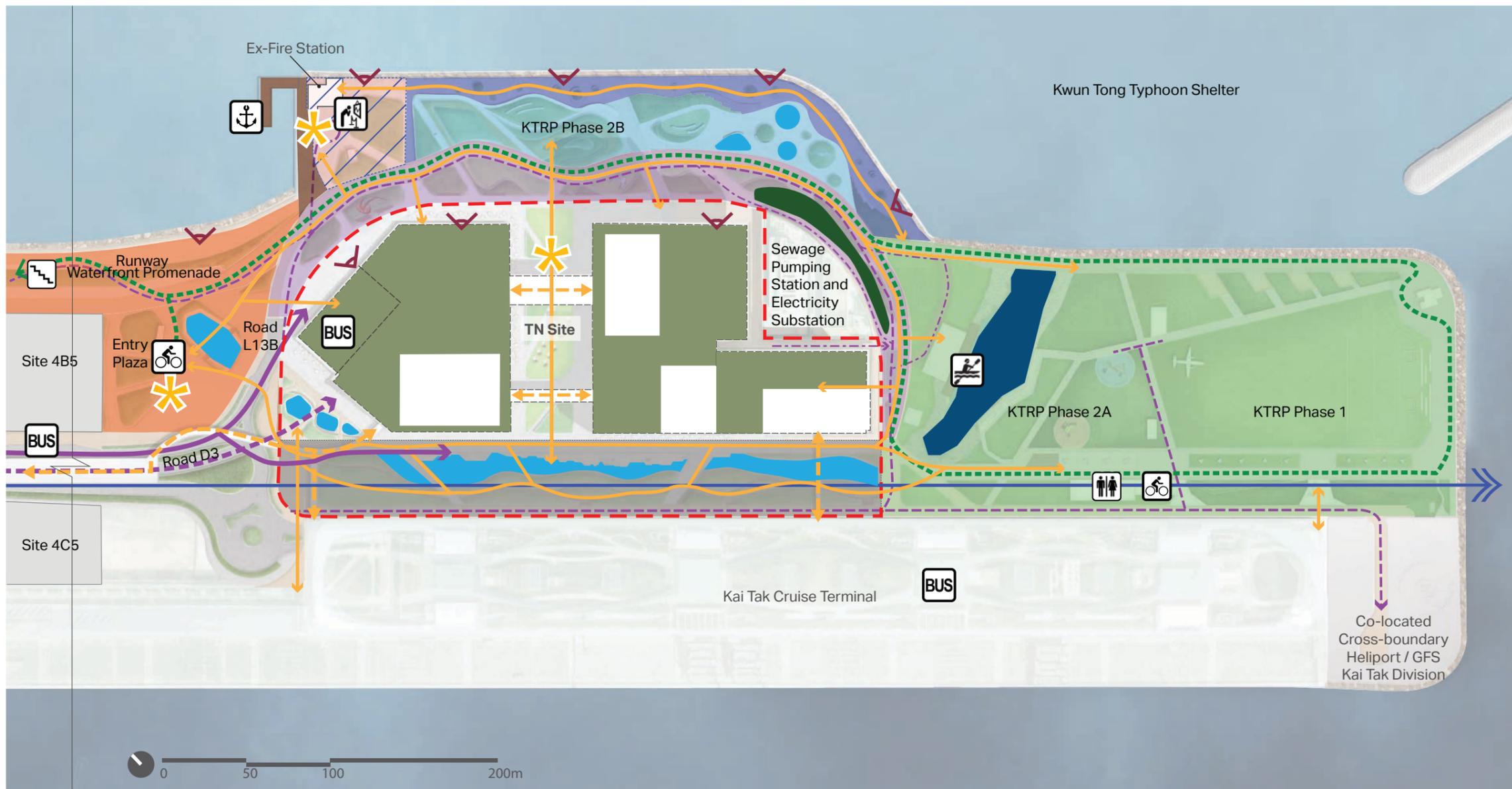
ATTACHMENTS

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

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



- LEGEND**
- TN Site
 - Proposed STT Site for Water Sports Organization
 - Runway Waterfront Promenade and Entry Plaza
 - Ex-Fire Station Courtyard
 - Pier Area
 - Internal Promenade
 - Upper Promenade
 - Lower Promenade
 - 45m Setback Area
 - Multi-level Open Space
 - Aviation Themed Park
 - Temporary Water Sports Centre
 - River Valley
 - Water Feature
 - ✦ Major Node
 - ➔ Major View Corridor
 - ∇ Public View Point to Open Water
 - Buffer Planting along G/IC Site
 - ⚓ Kai Tak Runway Park Pier
 - 🚲 Proposed Bike Rental Kiosk
 - BUS Planned/Existing Bus Stop /Proposed Sawtooth PTI
 - 🏊 Proposed Water Recreation Facility
 - 🚻 Proposed Public Toilets
 - 🪜 Proposed Stairway Access to Lower Embankment
 - 🏛️ Exhibition Gallery
- Pedestrian Circulation**
- ➔ Major At-Grade Pedestrian Connections
 - ➔➔ Elevated Connections
 - ➔➔➔ Proposed "Greenway"
- Vehicular Circulation**
- Existing/Proposed EVA and Authorized Vehicular Access
 - ➔ At-grade EVA / Authorized Vehicle Access to Future TN
 - ➔➔➔ Planned Basement Vehicular Access via Road L14 (Underpass)





LEGEND

 Study Area



Agreement No. CE 73/2014 (TP)
 Planning and Urban Design Review for Developments
 at Kai Tak Runway Tip – Feasibility Study

Title:

Proposed Master Layout Plan



Date: Jan 2020
 Scale: As shown

Plan 2



LEGEND

- Study Area
- TN
- POSPD in KTRP Phase 2A
- 1** Entry Plaza
- 2** Pier Plaza
- 3** Event Lawn
- 4** Ex-Fire Station
- 5** Water Feature
- 6** Internal Promenade
- 7** Alfresco Dining
- 8** "River Valley"
- 9** Buffer Planting
- 10** "Take-Off" Lawn
- 11** Feature Terraced Waterscape and Undulating Internal Water Channel(s)
- 12** Water Feature Gateway
- 13** Facility Building Resembling the Former Air Traffic Control Tower



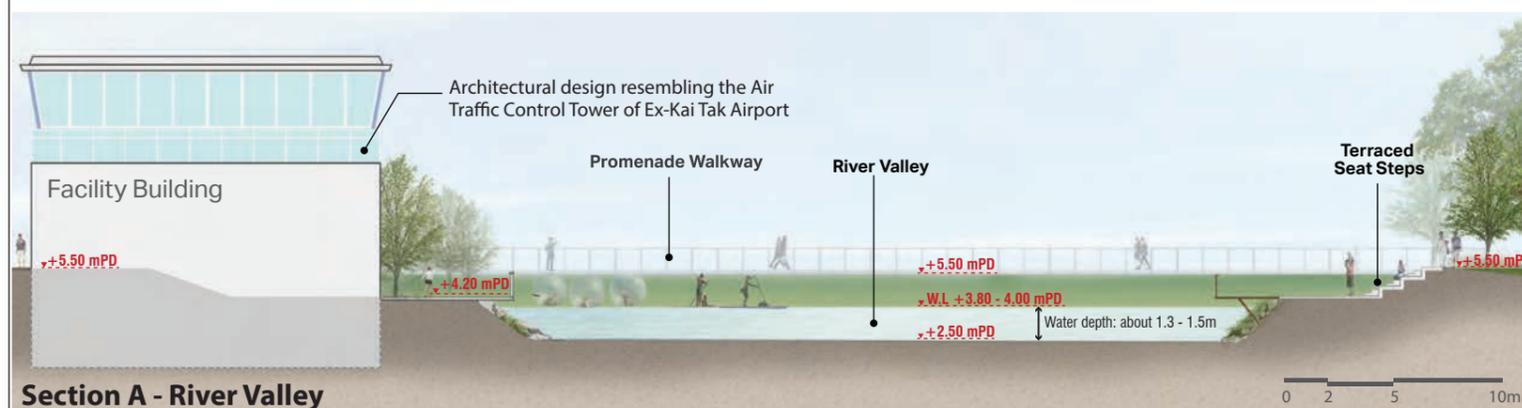
Perspective - KTRP Phase 2B



14 Aircraft (installed)



15 Paper Plane Seats at Feature Runway



Section A - River Valley



16 Runway Playground



17 "Take-Off" Swing

Agreement No. CE 73/2014 (TP)
 Planning and Urban Design Review for Developments
 at Kai Tak Runway Tip - Feasibility Study

Title:
Proposed Landscape Master Plan



Date: Jan 2020
 Scale: As shown

Plan 3

