啟德發展檢討研究

Review Study of Kai Tak Development

海濱事務委員會

Harbourfront Commission

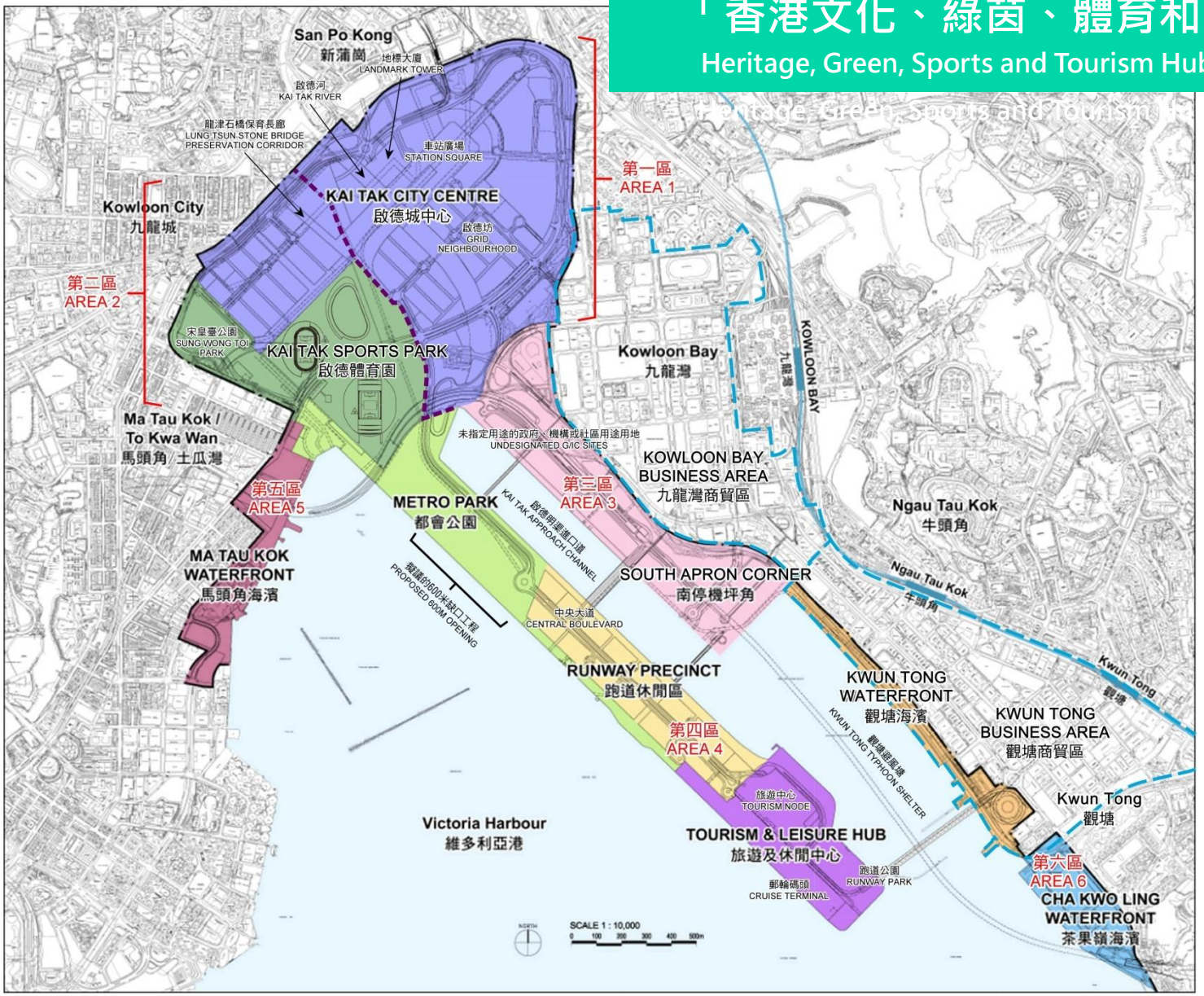
規劃署
Planning Department

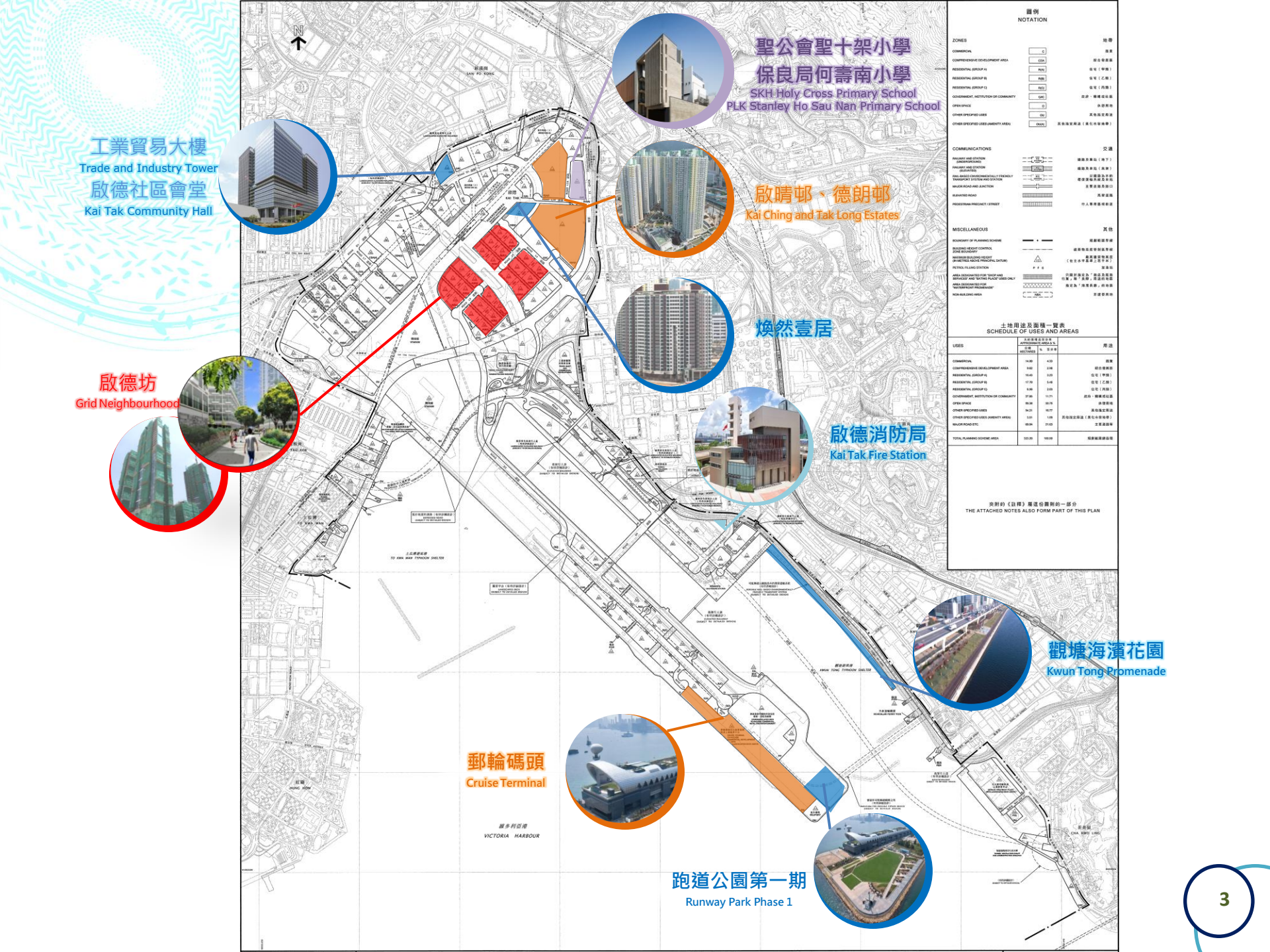
CEDD 土木工程拓展署
Civil Engineering and Development Department

13.12.2016

啟德 KAI TAK

「香港文化、綠茵、體育和旅遊樞紐」
Heritage, Green, Sports and Tourism Hub of Hong Kong




聖公會聖十架小學
保良局何壽南小學
SKH Holy Cross Primary School
PLK Stanley Ho Sau Nan Primary School
工業貿易大樓
Trade and Industry Tower
啟德社區會堂
Kai Tak Community Hall
啟晴邨、德朗邨
Kai Ching and Tak Long Estates
煥然壹居
啟德坊
Grid Neighbourhood
啟德消防局
Kai Tak Fire Station
觀塘海濱花園
Kwun Tong Promenade
郵輪碼頭
Cruise Terminal
跑道公園第一期
Runway Park Phase 1
VICTORIA HARBOUR
圖例
NOTATION
土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

新的規劃情況及發展機遇

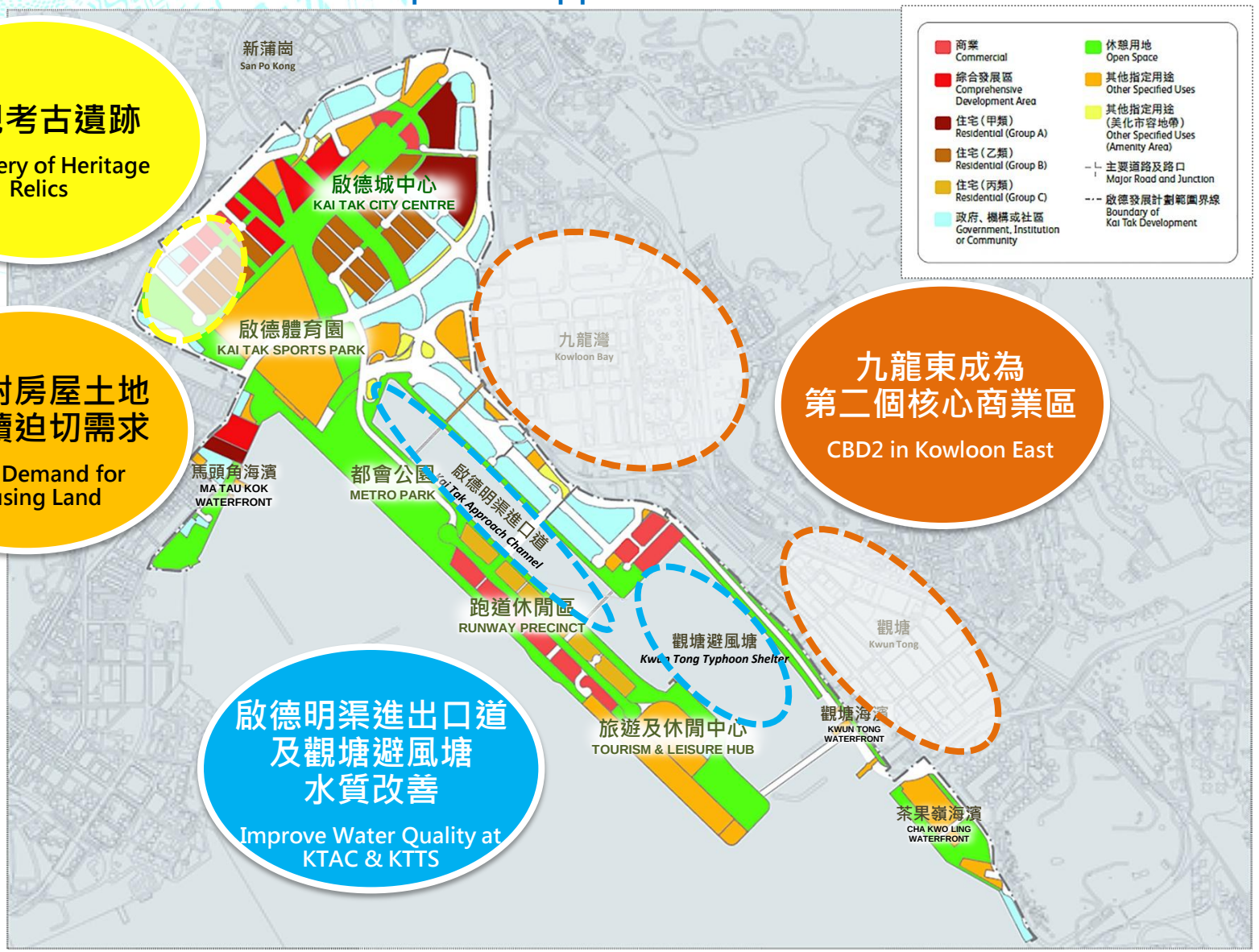
New Circumstances and Development Opportunities

發現考古遺跡

Discovery of Heritage Relics

社會對房屋土地的持續迫切需求

Acute Demand for Housing Land



九龍東成為第二個核心商業區

CBD2 in Kowloon East

啟德明渠進出口道及觀塘避風塘水質改善

Improve Water Quality at KTAC & KTTS

第二區 Area 2
擬議的古蹟公園及
適度放寬發展密度

新蒲崗
San Po Kong

啟德城中心
KAI TAK CITY CENTRE

啟德體育園
KAI TAK SPORTS PARK

第三區 Area 3
改劃作商業用途，
增加與九龍灣商貿區的
協同效應

九龍灣
Kowloon Bay

第三區 Area 3
改劃作住宅用途，
以配合附近已獲批
的住宅發展

馬頭角 / 土瓜灣
Ma Tau Kok /
To Kwa Wan

都會公園
METRO PARK

啟德跑道進口道
Kai Tak Approach Channel

馬頭角海濱
MA TAU KOK
WATERFRONT

第四區 Area 4
為配合跑道末端的旅遊
樞紐發展，重整土地用途及
適度放寬發展密度

跑道休閒區
RUNWAY PRECINCT

觀塘避風塘
Kwun Tong Typhoon Shelter

觀塘海濱
KWUN TONG
WATERFRONT

觀塘
Kwun Tong

旅遊及休閒中心
TOURISM & LEISURE HUB

將水上體育 / 康樂活動在
休憩地帶內列為經常准許用途

茶果嶺海濱
CHA KWO LING
WATERFRONT

維多利亞港
Victoria Harbour

商業 Commercial
綜合發展區 Comprehensive Development Area
住宅（甲類） Residential (Group A)
住宅（乙類） Residential (Group B)
住宅（丙類） Residential (Group C)
政府、機構或社區 Government, Institution or Community
休憩用地 Open Space
其他指定用途 Other Specified Uses
其他指定用途（美化市容地帶） Other Specified Uses (Amenity Area)
主要道路及路口 Major Road and Junction
啟德發展計劃範圍界線 Boundary of Kai Tak Development

- 於18.11.2016向啟德海濱發展專責小組介紹研究的建議

  KTTF was briefed on the proposals of the Review Study on 18.11.2016

- 小組對前跑道區的發展建議有所保留，並強調方案需遵守海港規劃原則及指引，要求向海濱事務委員會提交修訂方案

  KTTF expressed reservation on the proposals in the former runway area and stressed the importance of complying with Harbour Planning Principles and Guidelines (HPPG). To present refined schemes to Habourfront Commission (HC)

啟德海濱發展專責小組的意見

KTTF's Concerns

- 擬議增加的發展密度可能造成不良的環境、交通和視覺影響

  The proposed extent of increase in development intensity might impose adverse environmental, traffic and visual impacts

- 前跑道區發展造成體積龐大及密不透風的建築群

  Bulky and impermeable cluster of structures along the former runway area

- 根據海港規劃原則及指引，沿海的發展應採取較低的發展密度及梯級式高度輪廓以確保眺望海港的景觀

  Developments directly fronting the harbour should adopt lower development density and gradation of height profile for permeability to water body according to HPPG.

- 具變化的建築高度輪廓將實現動態天際線，並為啓德發展建立獨特的身份

  Variation in building height profile would help achieve dynamic skyline and establish distinctive identity for KTD

- 為確保宜居度及連接性，應制定適當的環境和交通紓緩措施

  Environmental and traffic mitigation measures should be in place to ensure liveability and connectivity of KTD

優化建議的主要考慮
Major considerations for Refined Scheme

- 為回應公眾關注，增加建築物高度輪廓的變化及趣味性、增加視覺通透度

  Address Public Concerns by Varied and Interesting BH profile and Better Visual Permeability

- 大綱圖原先的規劃概念

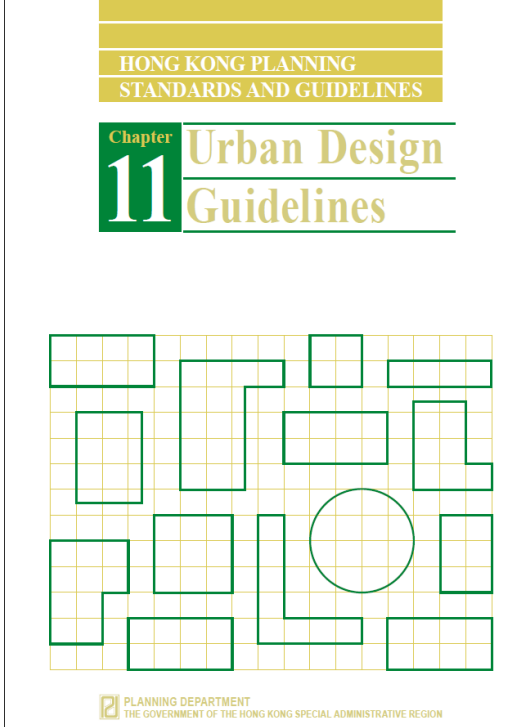
  Original Planning Concept of OZP

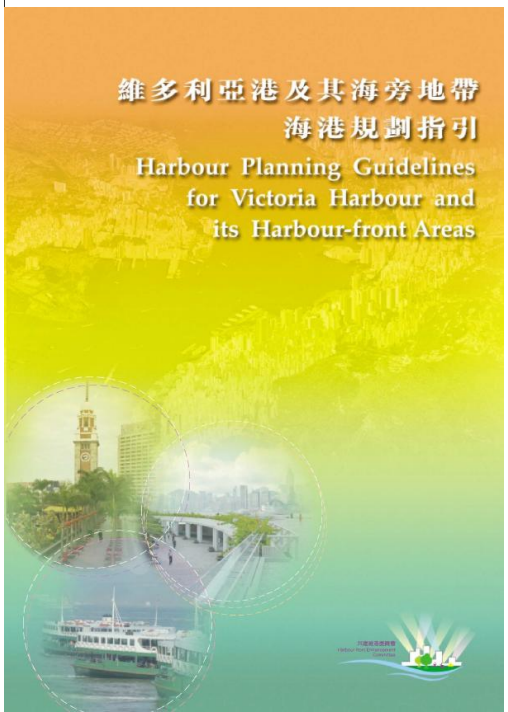
- 海港規劃原則及指引

  Harbour Planning Principle/Guidelines

- 「香港規劃標準與準則」中的「城市設計指引」

  Urban Design Guidelines under HKPSG





海港規劃原則及指引
Harbour Planning Principle/Guidelines

- 直接面向維多利亞的發展應採納較低的發展密度

  Developments fronting directly onto Victoria Harbour should adopt a lower development density

- 應顧及建築物高度分級的輪廓，以確保可眺望海港的景觀

  Developments along the harbour-front areas should generally adopt a gradation of height profile with building height descending towards the Harbour and to increase permeability to the water body

- 沿海旁發展多元化及高度不同的建築群

  Diversity in building mass and varying building height

- 過高的發展並不理想

  Excessively tall built developments undesirable

城市設計

發展密度

(a) 直接面向維多利亞港的發展應採納較低的發展密度，以建立一個符合人本比例的環境[5]，與海旁地區的環境互相配合。

圖 Fig.16 適宜沿海旁進行低密度及符合人本比例的發展
Preferable lower density and human scale development along the harbour-front

建築物高度

(b) 一般而言，在海旁地帶及附近進行發展應顧及建築物高度分級的輪廓，越接近維港的建築物應該越低矮，以避免高樓大廈充斥海旁，亦可增加眺望海景的看透度。

(c) 應鼓勵沿海旁發展多元化及高度不同的建築羣，以增添視覺趣味，令維港的面貌多姿多采。

圖 Fig.17 香港會議展覽中心與灣仔海旁的環境互相配合
Hong Kong Convention and Exhibition Centre commensurate with Wan Chai harbour-front setting

Development Density

(a) Developments fronting directly onto Victoria Harbour should adopt a lower development density to provide a human scale environment[5], which is commensurate with the harbour-front setting.

Building Height

(b) Developments within and around the harbour-front areas should generally adopt a gradation of height profile with building height descending towards the Harbour to avoid dominating the Harbour and to increase permeability to the water body.

(c) Diversity in building mass and varying building heights along the harbour-front are encouraged to promote visual interest and create an interesting harbour image.

Landmark

(d) Victoria Harbour in itself is an important landmark, and its setting and character should be preserved. Excessively tall built developments along the harbour-front which may adversely affect the image of the Harbour or its setting, whether they are iconic in design or otherwise, are undesirable.

圖 Fig.18 鼓勵沿海旁發展一個遞降並高低有致的建築物高度輪廓
Descending and varying building height profile along the harbour-front is encouraged

11

地標

(d) 維多利亞港本身已是一項重要的地標，其布局及特色應予以保留。在海濱興建超級摩天大廈，會破壞海港的景貌，無論該些大廈是擁有別具特色的設計與否，均不理想。

滲透度

(e) 建築羣的高度、布局及方向應小心配合，以增加景觀看透度。建築物之間及建築物內應留有開口／空透度間，以改善海旁的景觀。

(f) 應在海旁興建佔地面積小的建築物，並盡量避免採用平台式建築，以免在維港沿岸形成「牆壁效應」，阻礙空氣流通及降低景觀看透度。

(g) 在海旁進行的發展，倘建築物會對景觀看透度和／或空氣流通造成障礙，項目倡議者須在落實計劃前先進行各項有關的評估包括景觀

圖 Fig.19 建議在海旁興建佔地面積小的建築物
Recommended small footprint of harbour-front buildings

城市設計指引
Urban Design Guidelines

- 公眾瞭望點望向的獅子山山脊線以下20%地帶應不受建築物遮擋

  A 20% building free zone below the ridgelines of Lion Rock when viewing from key/popular vantage points

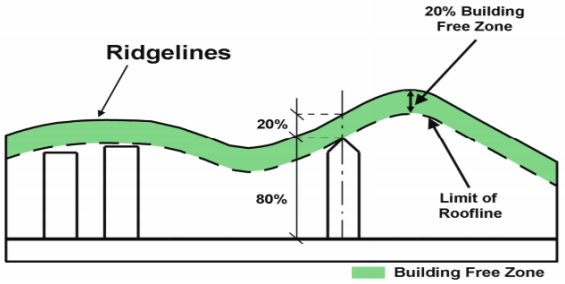


Figure 2 Building Free Zone to Preserve Views to Ridgelines

修訂方案
Refined Schemes

- 規劃署及土木工程拓展署，在建築署及顧問公司的協助下，已進行城市設計研究，並建議修訂方案，以優化於前跑道區的發展計劃予委員會考慮

  A preliminary urban design study commissioned by PlanD and CEDD, with assistance of ArchSD/consultants has recommended refined schemes for the former runway area for HC consideration

Kai Tak Development

Refined Schemes under Kai Tak Runway Precinct Urban Design Review

CEDD

規劃署
Planning Department

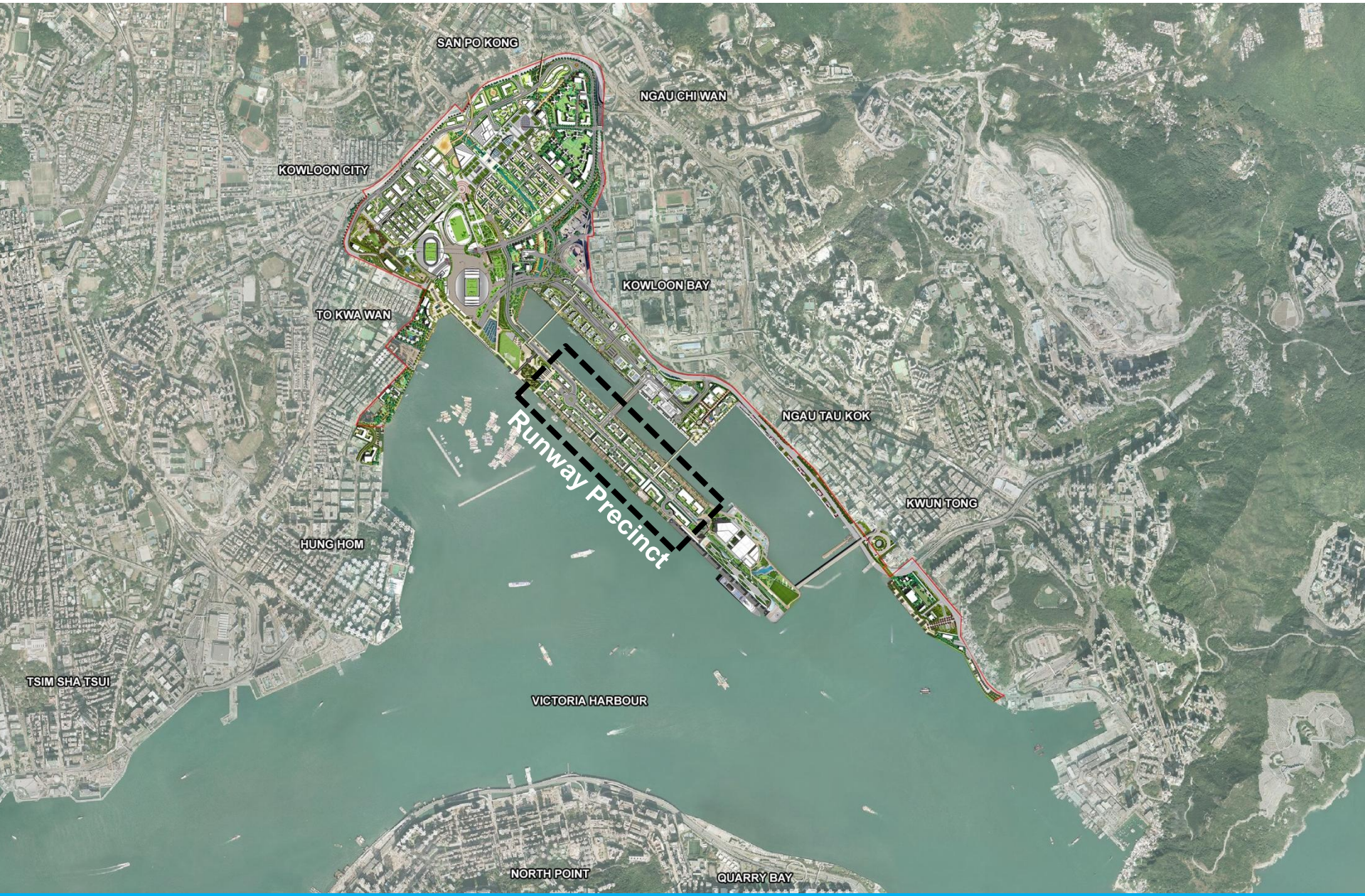
L&O ARCHITECTS

Urbis LIMITED

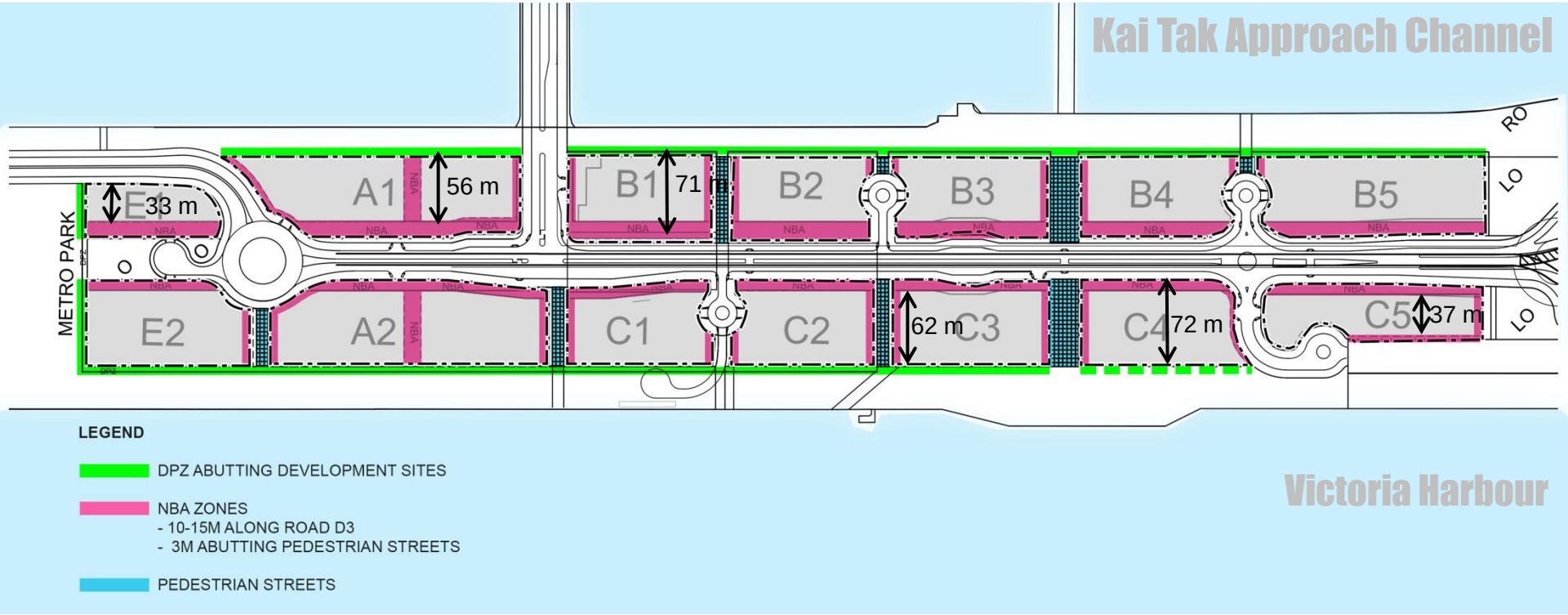
Presentation Outline

- **Site Context & Runway Precinct Planning Controls**
- **Task Force's Comments**
- **Base Scheme**
- **New Schemes**
  - **Urban Design**
  - **Architecture**

Site Context



Planning Controls



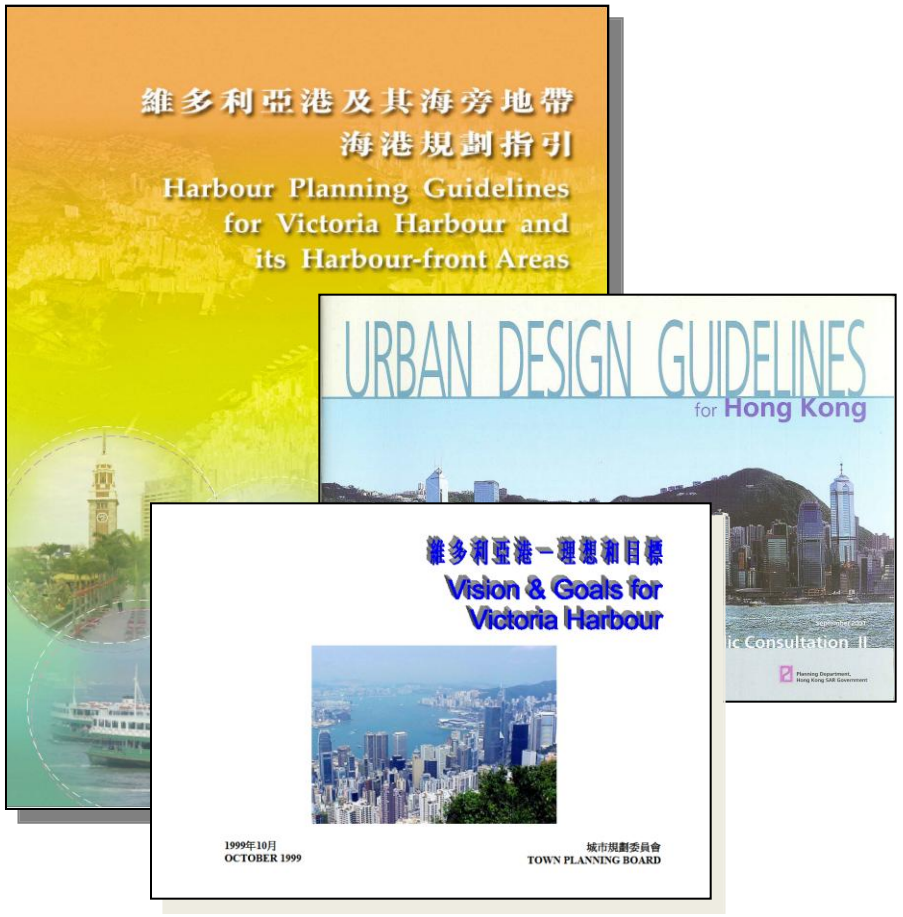
Sites E1-B5
Average Site Width (Excluding NBA) : 56 m
Average Site Width (Including NBA) : 71 m
Minimum Site Width: 33 m

Sites E2-C5
Average Site Width (Excluding NBA) : 62 m
Average Site Width (Including NBA) : 72 m
Minimum Site Width: 37 m

Urban Design Guiding Principles

KEY GUIDING DOCUMENTS

- Harbourfront Commission Harbour Planning Principles
- Town Planning Board – Vision & Goals for Victoria Harbour
- Urban Design Guidelines for Hong Kong



Summary of Task Force's Comments on Base Scheme

This project should:

Quality / Character / Innovation

- Be vibrant and exciting
- Serve as a landmark for Hong Kong
- Be a world-class project
- Have a unique and distinct character

Public / Private Interface + Activation

•Have a strong relationship to the water's edge

•Be sensitive to noise issues

•Interactive relationship with public realm

•Commercial/retail at grade to activate the waterfront

Height Control

- Be visually more appealing in density
- Buildings should be varied in height
- Height profile should step down toward harbour

Urban Design Principles

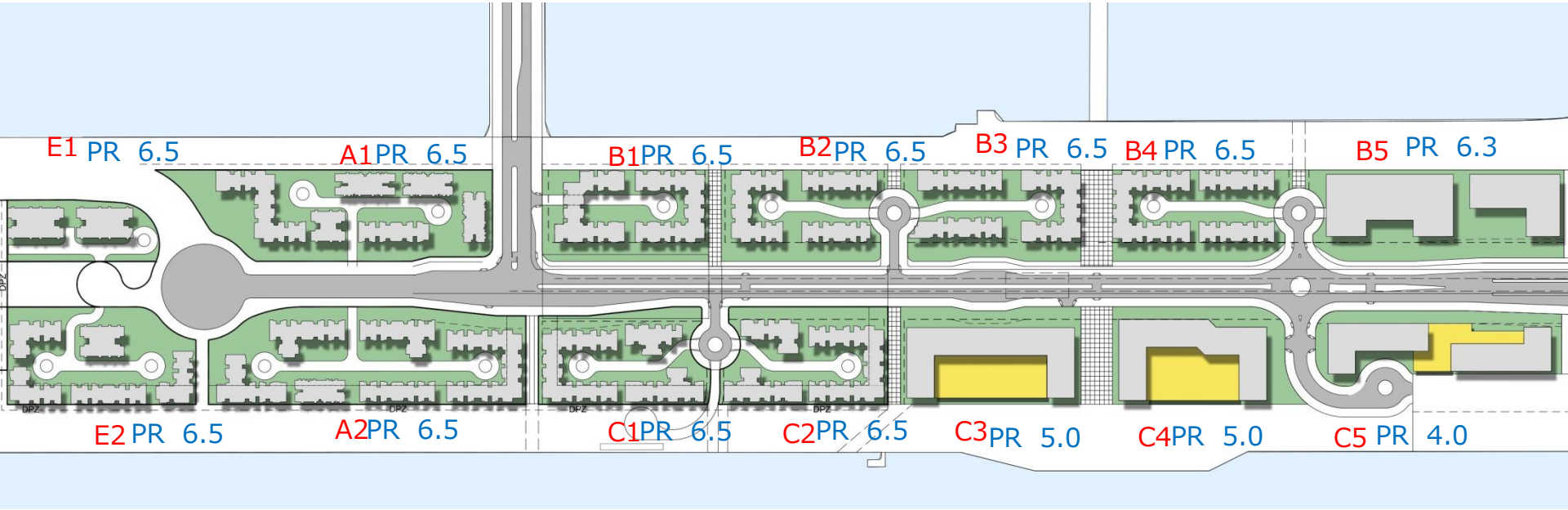
•Respect established planning/design principles

•Make best possible use of the site's prominent location

Base Scheme

Residential: 75–90 mPD, 20 to 25 storeys
Commercial: 45-65 mPD, 11 to 16 storeys

- **No** Variations in Plot Ratio (PR 6.5 + 0.15)
- Domestic blocks 20 to 25 storeys
- (75 to 90mPD)
- Non Domestic Blocks 45 to 65 mPD



INDICATIVE LONGITUDINAL ELEVATION
KAI TAK RUNWAY PRECINCT VICTORIA HARBOUR

Summary of Key Urban Design Guiding Principles

- Sensitive Disposition and Massing of Building Blocks
- Stepped Height Building Profile
- Enhancing Visual Permeability
- Enhancing Air Ventilation
- Enhancing Physical Linkage and Connectivity
- Optimizing Greening Opportunities
- Ensuring Integrated Planning for a Vibrant Harbour

Key Moves Introduced in the New Schemes

- Relax building heights to allow:
  - ✓ varied building height profiles
  - ✓ a mix of building typologies and arrangements within each site
  - ✓ improved visual permeability, air ventilation, linkages and connectivity
- Distribute ground floor retail at key nodes to facilitate:
  - ✓ activation along the Harbourfront
  - ✓ creation of ‘Gateways’ into the precinct with distinctive character
  - ✓ sequencing of spaces to create a rhythm of active / passive landscape treatments

Urban Design | Landscape Plan

Metro Park

Runway Precinct

Tourism Node

Victoria Harbour

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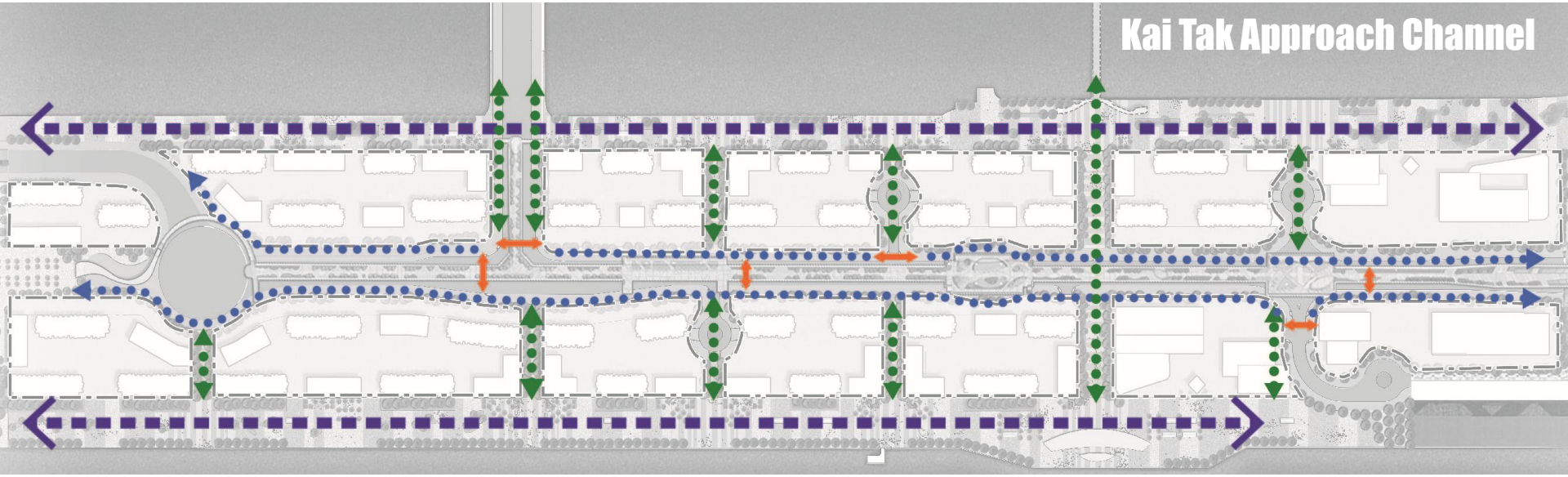
Subject to further review and approval at detail design stage.

Urban Design | At-grade Pedestrian Connections



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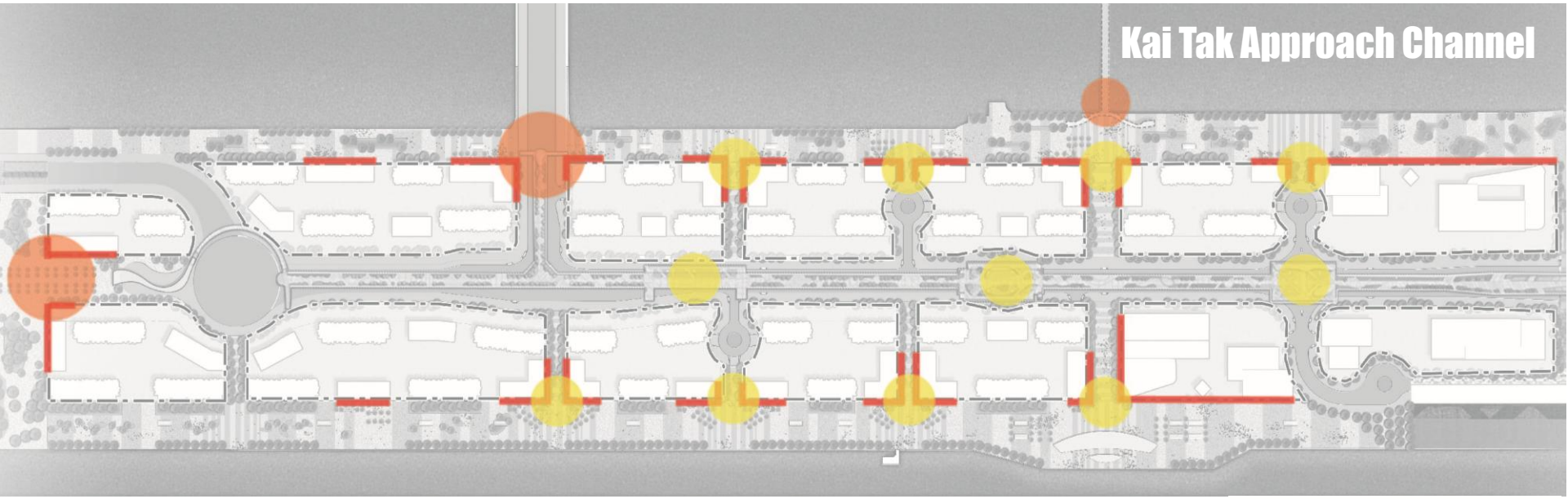
Urban Design | Activity Nodes



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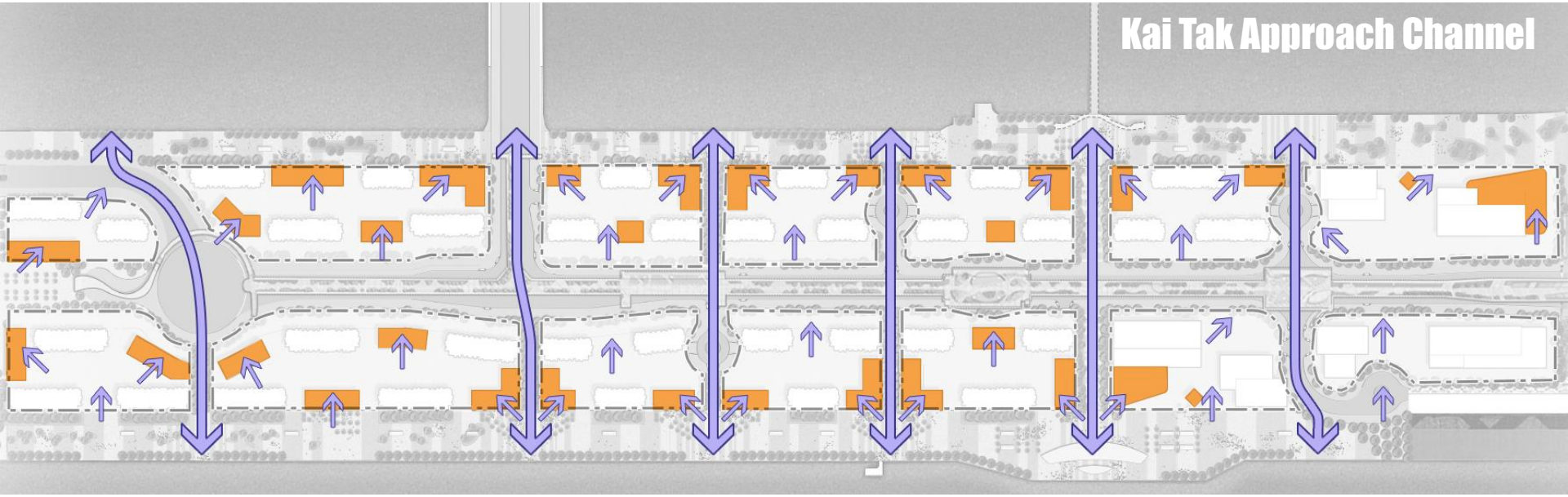
Urban Design | Air Ventilation



Victoria Harbour

LEGEND

- Main View / Ventilation Corridors
- Secondary Air Ventilation
- Low Buildings

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Urban Design | Introduce

Point Towers

- Minimised building footprints
- Enhanced opportunities for open space
- Improved visual porosity
- More dynamic skyline
- Preservation of ridgeline views

Low Buildings at Waterfront

- Reduction of wall effect along waterfront
- Human scale along the waterfront
- Improved visual porosity
- Graduated approach to height
- Opportunities for landscaped terraces
- Improved views from Victoria Harbour
- Greater visual interest at pedestrian level
- Introduce ground floor retail / F+B

Urban Design | Activating the Promenade

Retail edges

- Human scale
- Active frontages
- Enhanced landscape amenity
- Commercial opportunities at grade

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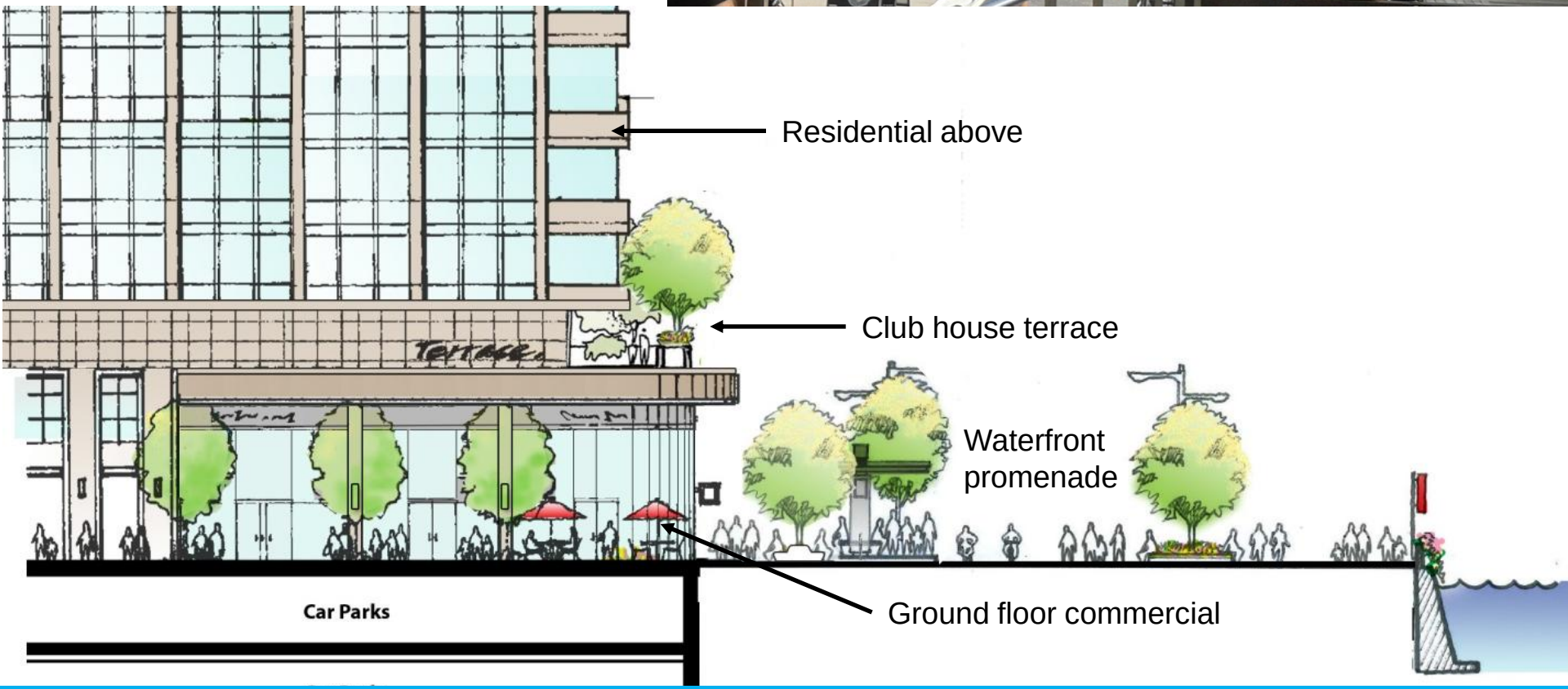
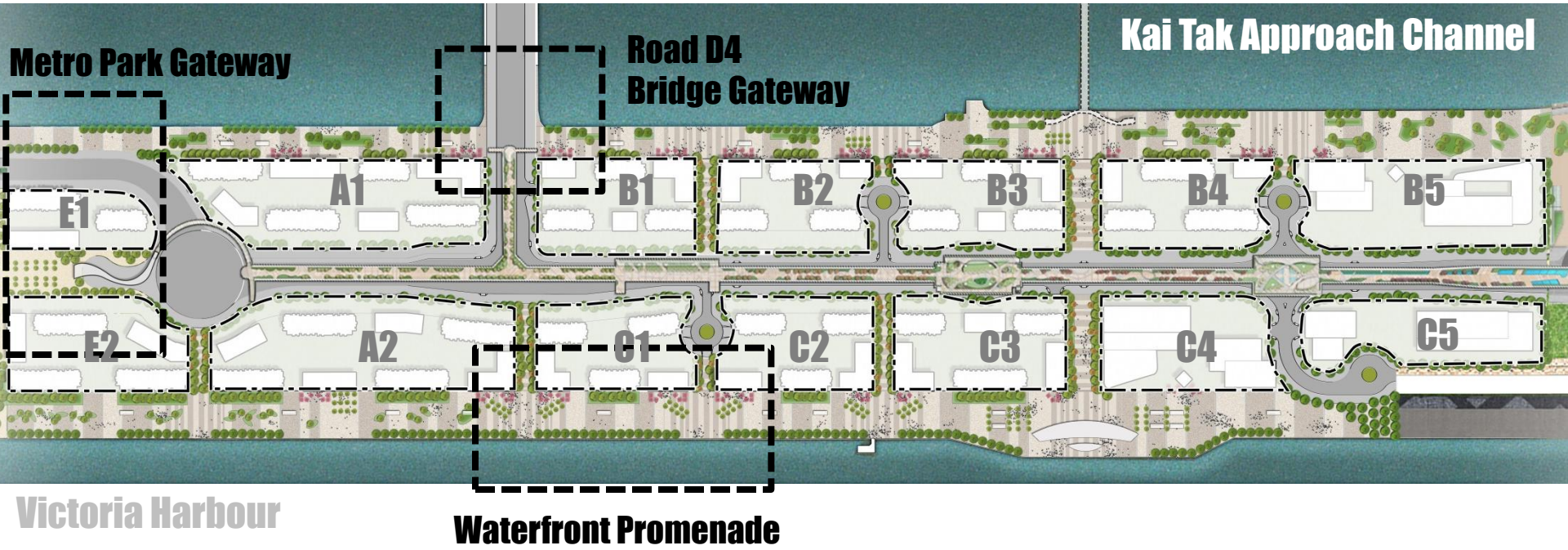


Urban Design Character Areas



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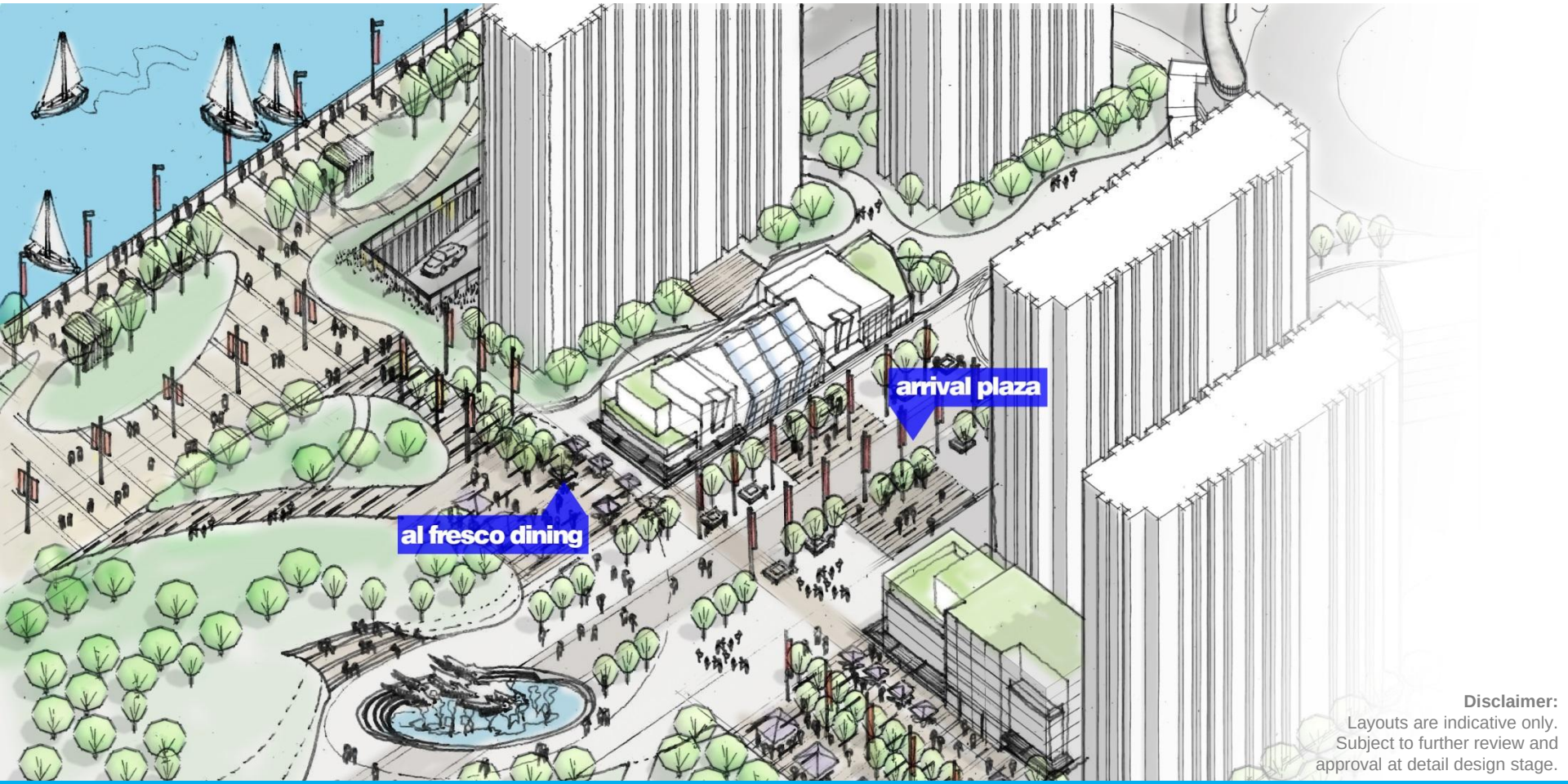
Urban Design Character | Metro Park Gateway



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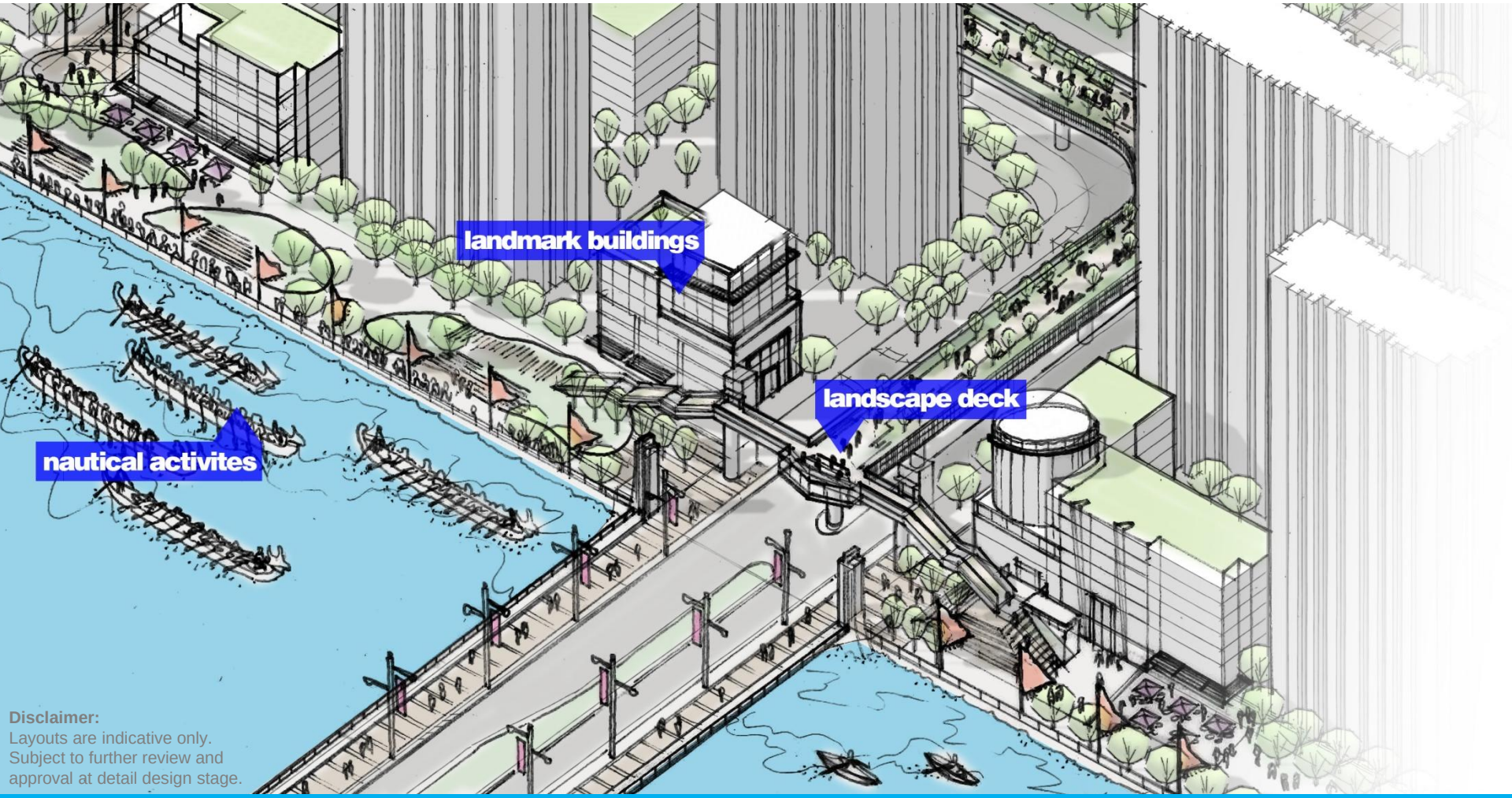
Urban Design Character | Road D4 Bridge Gateway



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Urban Design Character | Waterfront Promenade

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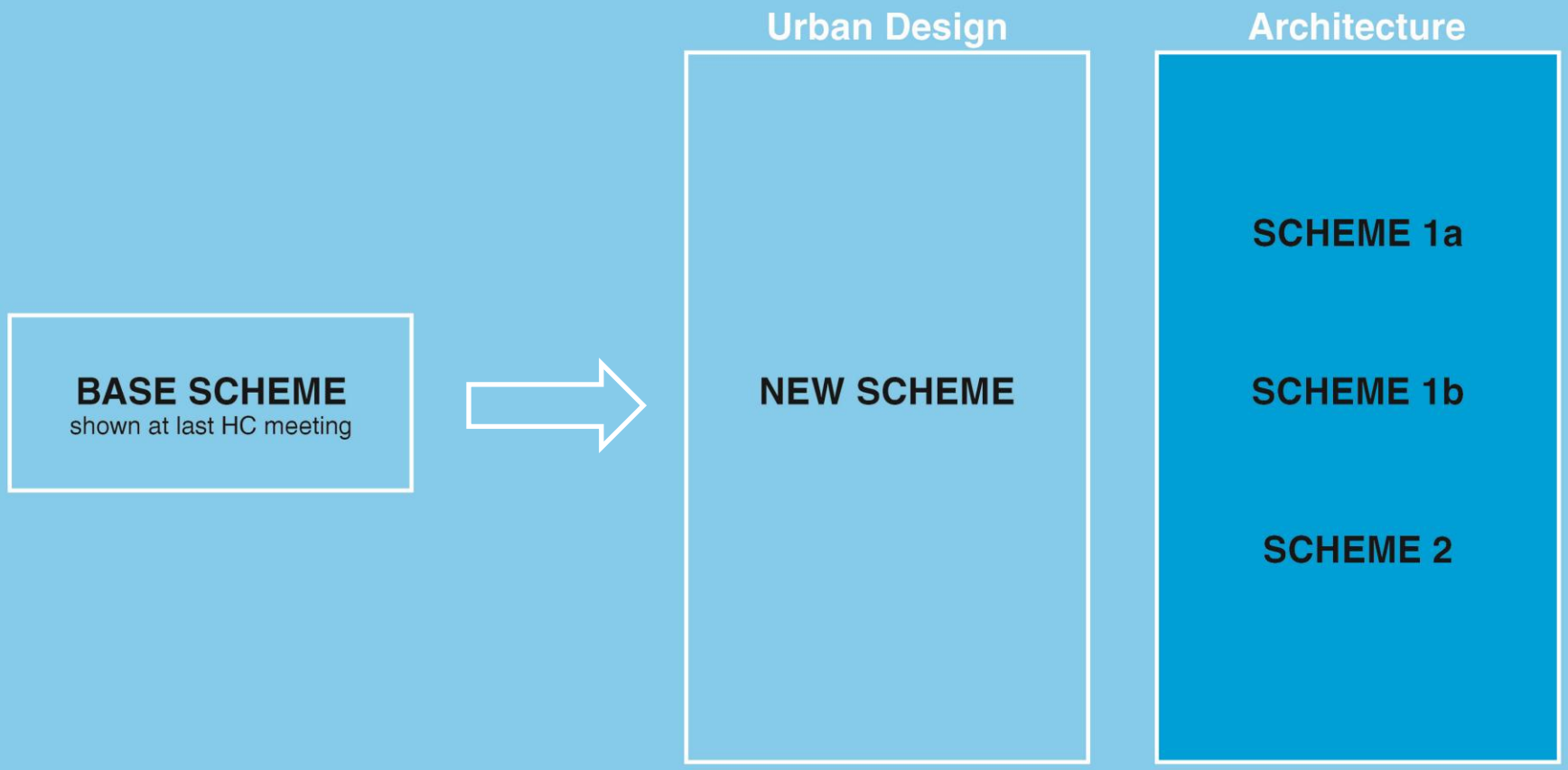
promenade activity node

harbourfront lookout

ground floor retail F+B

New Architectural Schemes



Base Scheme

Residential: 75–90 mPD, 20 to 25 storeys
Commercial: 45-65 mPD, 11 to 16 storeys

Base Scheme| Plan & Elevation

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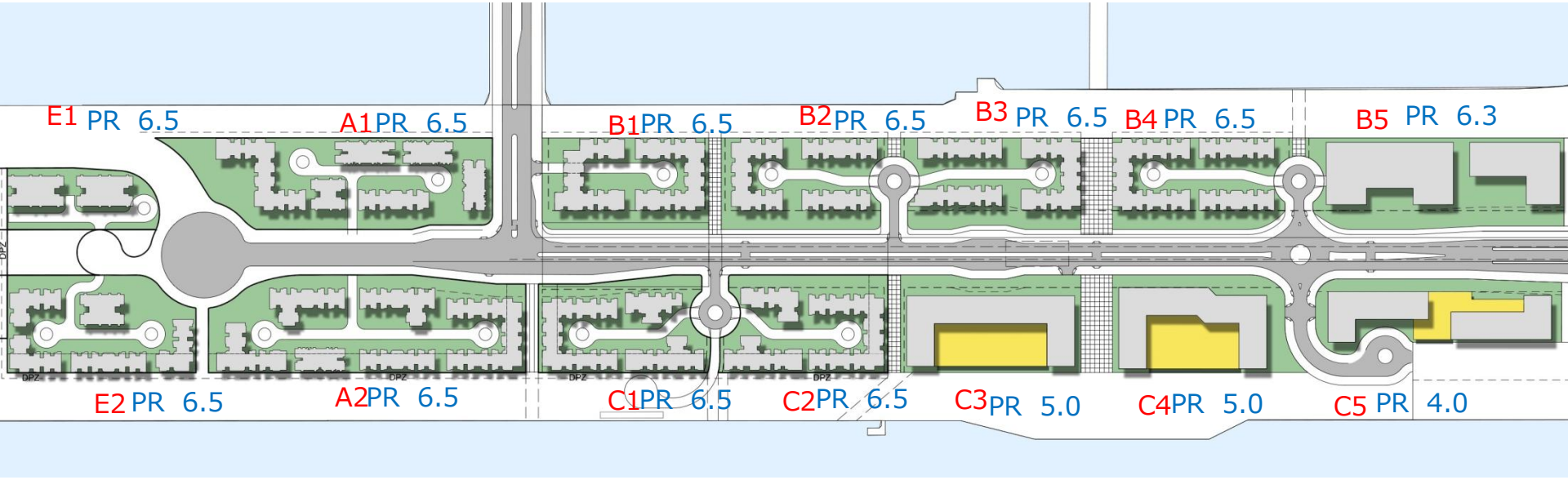

INDICATIVE LONGITUDINAL ELEVATION
KAI TAK RUNWAY PRECINCT VICTORIA HARBOUR

Base Scheme

Residential: 75–90 mPD, 20 to 25 storeys | Commercial: 45-65 mPD, 11 to 16 storeys

Base Scheme

View from Quarry Bay Park

Residential: 75–90 mPD, 20 to 25 storeys | Commercial: 45-65 mPD, 11 to 16 storeys

Base Scheme

View from Quarry Bay Park

Residential: 75–90 mPD, 20 to 25 storeys | Commercial: 45-65 mPD, 11 to 16 storeys

Scheme 1a

Residential: 92-120 mPD, 26 to 35 storeys
Commercial: 74-120 mPD, 18 to 32 storeys

Scheme 1a | Plan & Elevation

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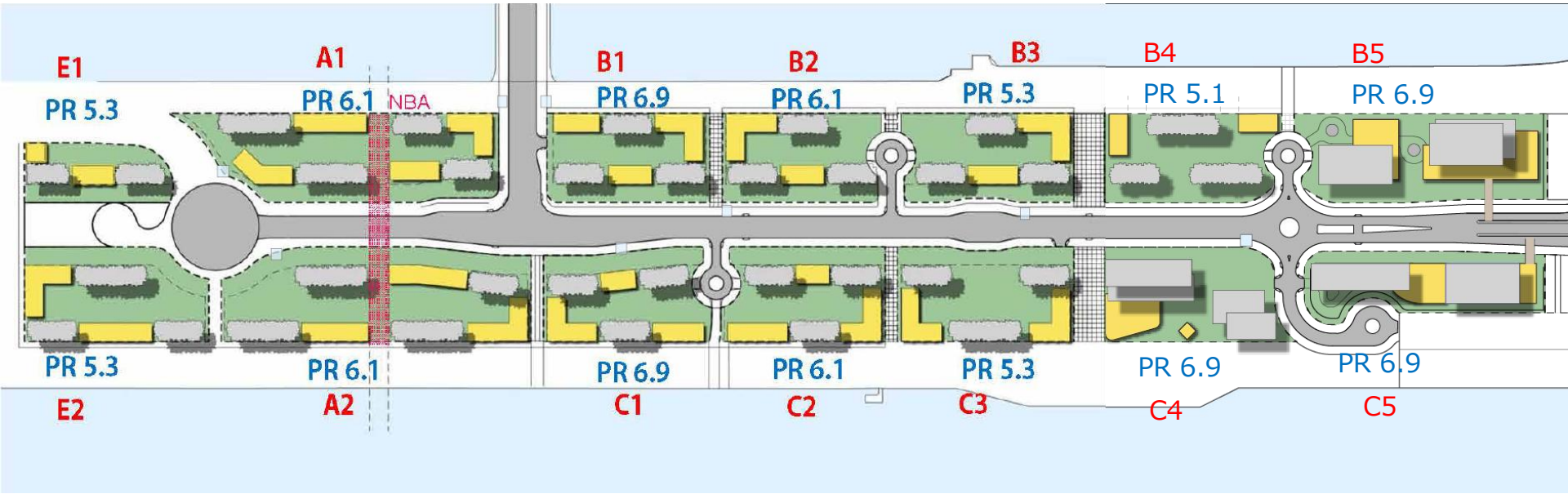
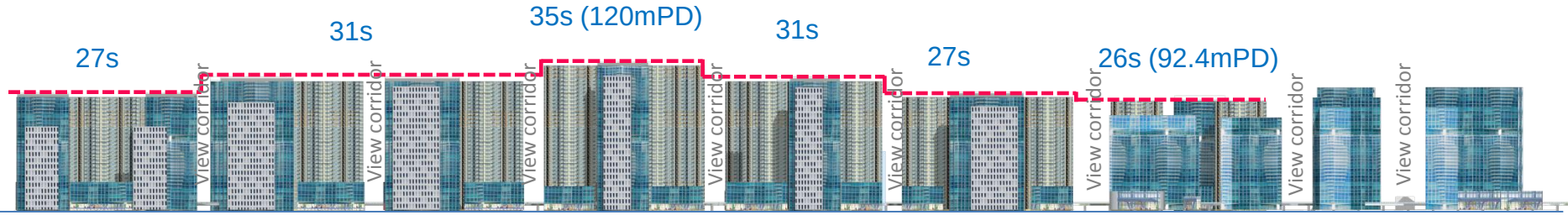
Residential: 92-120 mPD, 26 to 35 storeys
Commercial: 74-120 mPD, 18 to 32 storeys





INDICATIVE LONGITUDINAL ELEVATION
KAI TAK RUNWAY PRECINCT VICTORIA HARBOUR

32s Commercial
(120mPD)

Scheme 1a

Disclaimer:
Layouts are indicative only.
Subject to further review and approval at detail design stage.

Residential: 92-120 mPD, 26 to 35 storeys | Commercial: 74-120 mPD, 18 to 32 storeys

Scheme 1a

View from Quarry Bay Park

Disclaimer:
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Residential: 92-120 mPD, 26 to 35 storeys | Commercial: 74-120 mPD, 18 to 32 storeys

Scheme 1a

View from Quarry Bay Park

Disclaimer:
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Residential: 92-120 mPD, 26 to 35 storeys | Commercial: 74-120 mPD, 18 to 32 storeys

Scheme 1b

Residential: 79-120 mPD, 22 to 35 storeys
Commercial: 74-120 mPD, 18 to 32 storeys

Scheme 1b | Plan & Elevation

Disclaimer:
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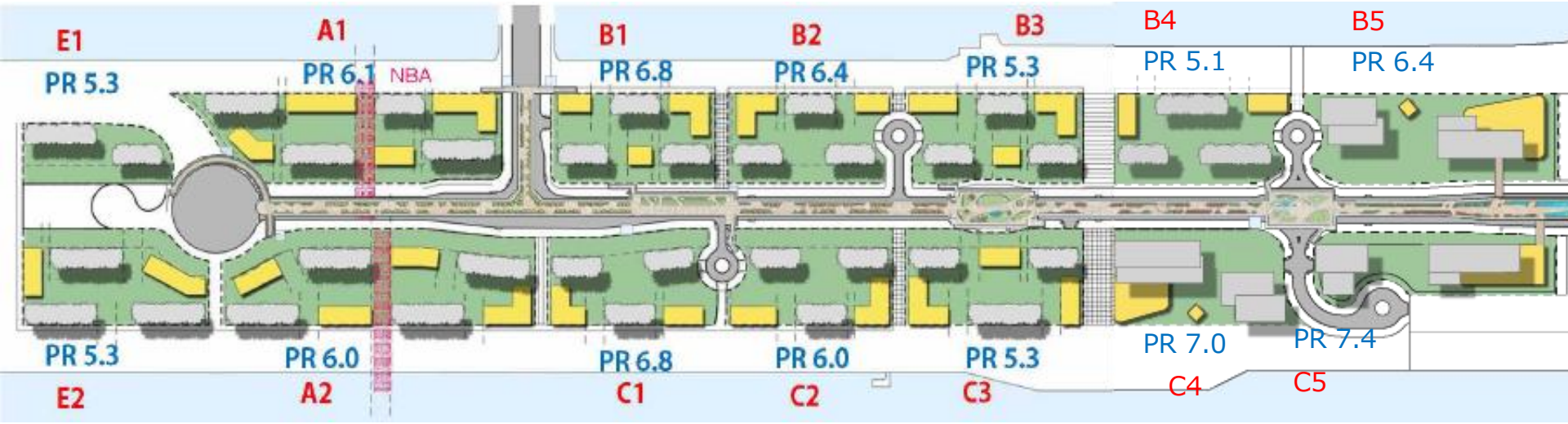
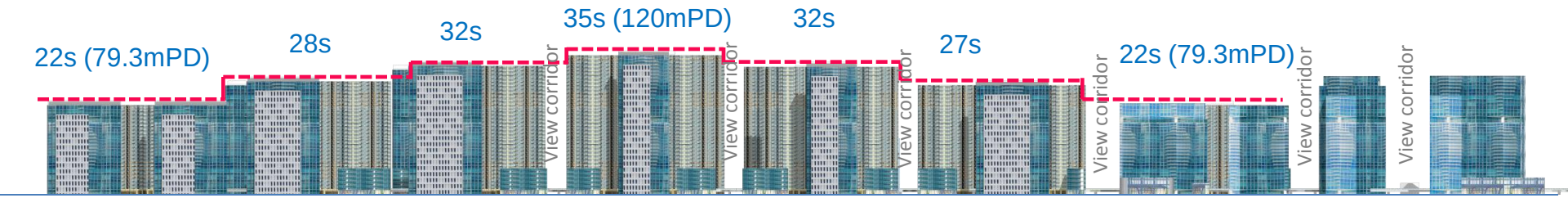
Residential: 79-120 mPD, 22 to 35 storeys
Commercial: 74-108 mPD, 18 to 32 storeys





INDICATIVE LONGITUDINAL ELEVATION
KAI TAK RUNWAY PRECINCT VICTORIA HARBOUR

32s Commercial
(120mPD)

Scheme 1b

Disclaimer:
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Subject to further review and approval at detail design stage.

Residential: 79-120 mPD, 22 to 35 storeys | Commercial: 74-120 mPD, 18 to 32 storeys

Scheme 1b

View from Quarry Bay Park

Disclaimer:
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Residential: 79-120 mPD, 22 to 35 storeys | Commercial: 74-120 mPD, 18 to 32 storeys

Scheme 1b

View from Quarry Bay Park

Disclaimer:
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Residential: 79-120 mPD, 22 to 35 storeys | Commercial: 74-120 mPD, 18 to 32 storeys

Scheme 2

Residential: 76-108 mPD, 21 to 31 storeys
Commercial: 95-179 mPD, 28 to 45 storeys

Scheme 2 | Plan & Elevation

Disclaimer:
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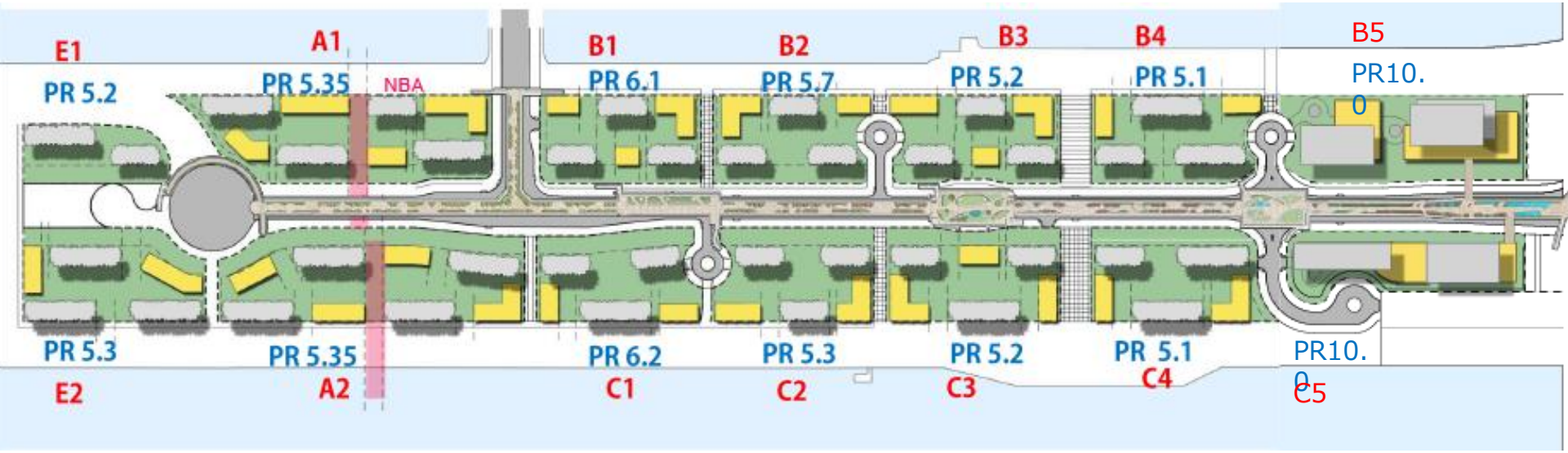
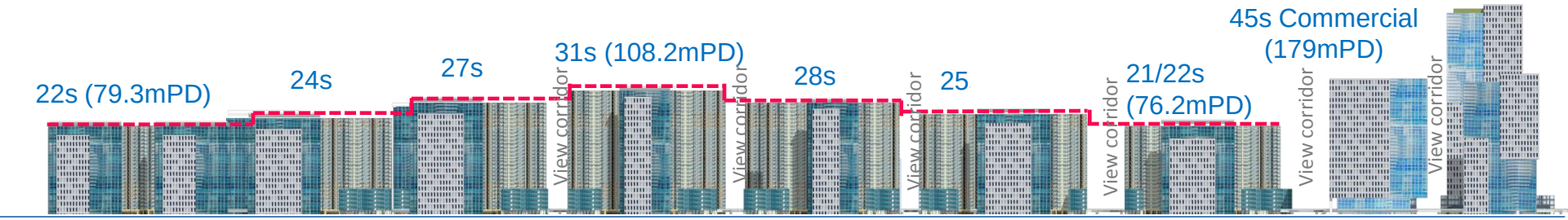
Subject to further review and approval at detail design stage.

Residential: 76-108 mPD, 21 to 31 storeys
Commercial: 95-179 mPD, 28 to 45 storeys





INDICATIVE LONGITUDINAL ELEVATION
KAI TAK RUNWAY PRECINCT VICTORIA HARBOUR

Scheme 2

Disclaimer:
Layouts are indicative only.
Subject to further review and approval at detail design stage.

Residential: 76-108 mPD, 21 to 31 storeys | Commercial: 95-179 mPD, 28 to 45 storeys

Scheme 2

Disclaimer:
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Residential: 76-108 mPD, 21 to 31 storeys | Commercial: 95-179 mPD, 28 to 45 storeys

Scheme 2

View from Quarry Bay Park

Disclaimer:
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Residential: 76-108 mPD, 21 to 31 storeys | Commercial: 95-179 mPD, 28 to 45 storeys

Scheme 2

View from Quarry Bay Park

Disclaimer:
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Residential: 76-108 mPD, 21 to 31 storeys| Commercial: 95-179 mPD, 28 to 45 storeys

Disclaimer:
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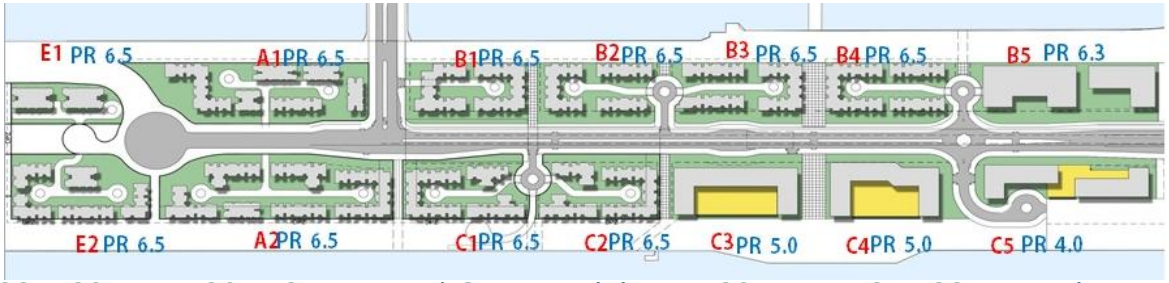
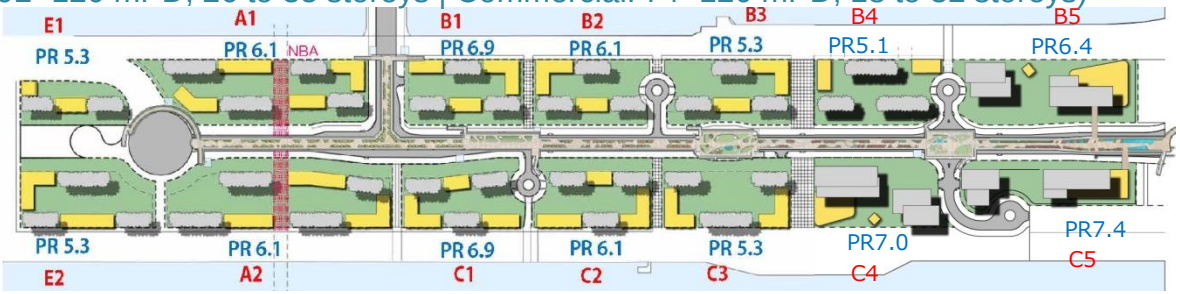
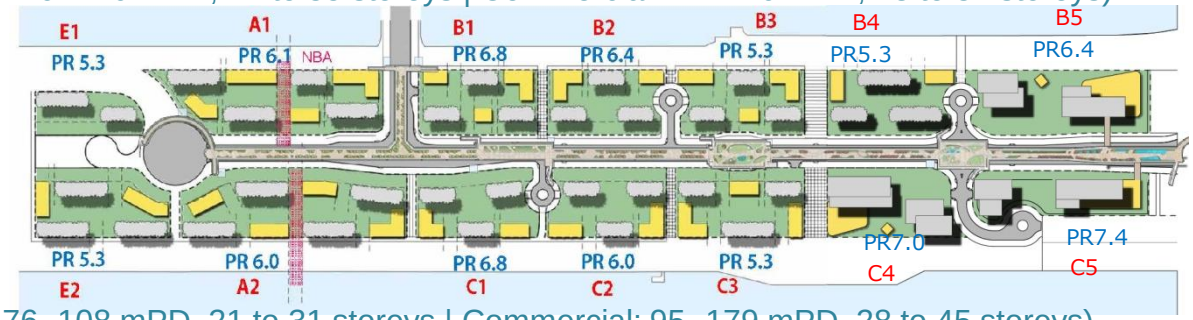
Base scheme (Residential: 75 - 90 mPD, 20 to 25 storeys | Commercial: 45 - 65 mPD, 11 to 16 storeys)



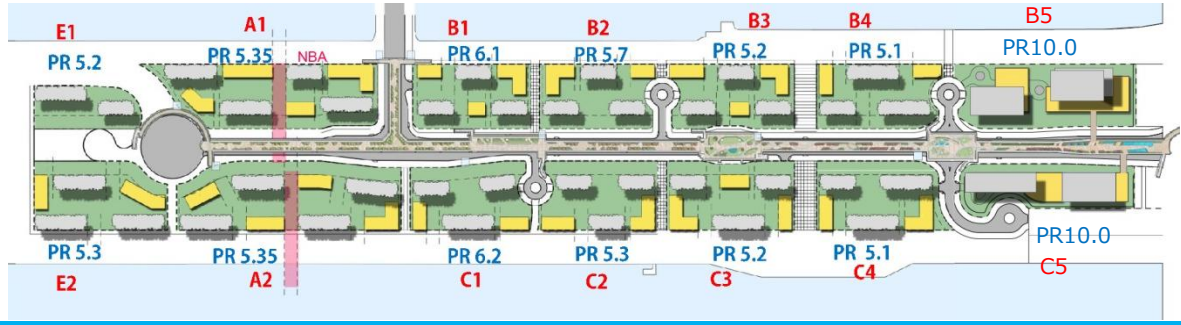
Scheme 1a (Residential: 92 -120 mPD, 26 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)



Scheme 1b (Residential: 79 -120 mPD, 22 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)



Scheme 2 (Residential: 76 -108 mPD, 21 to 31 storeys | Commercial: 95 -179 mPD, 28 to 45 storeys)



Disclaimer:
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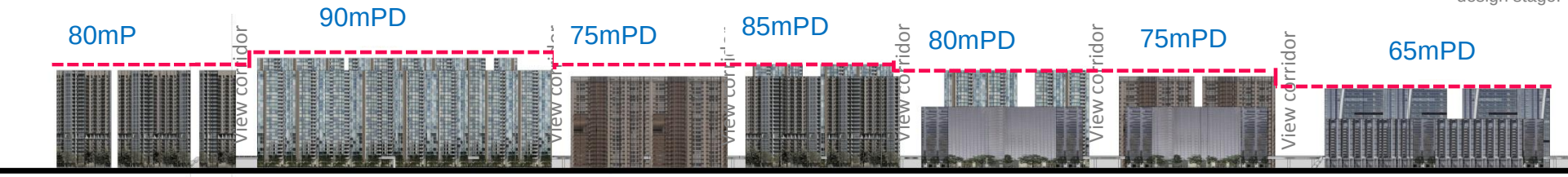
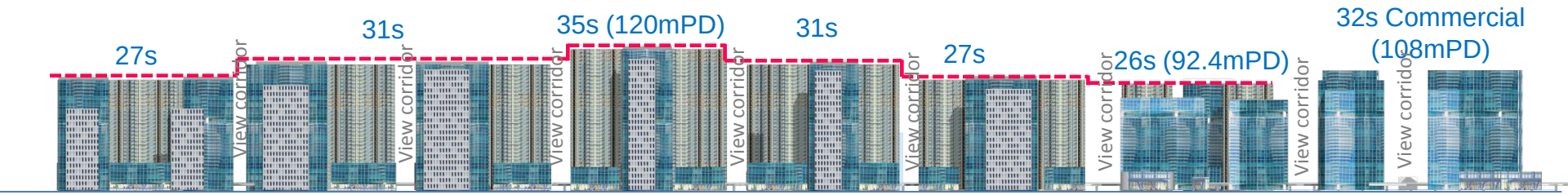
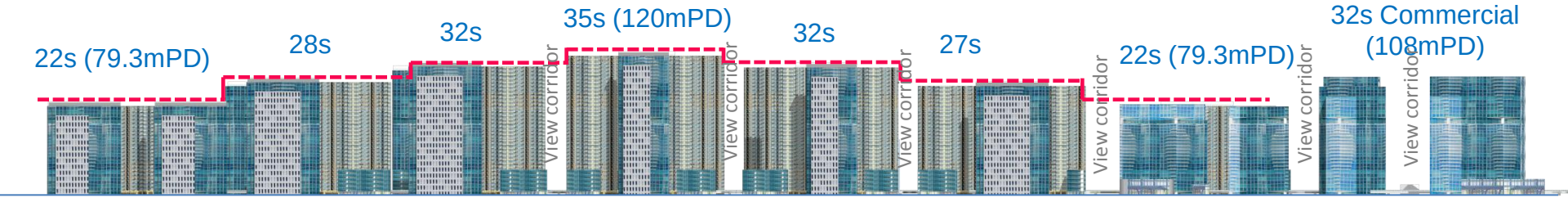
Base scheme (Residential: 75 - 90 mPD, 20 to 25 storeys | Commercial: 45 - 65 mPD, 11 to 16 storeys)



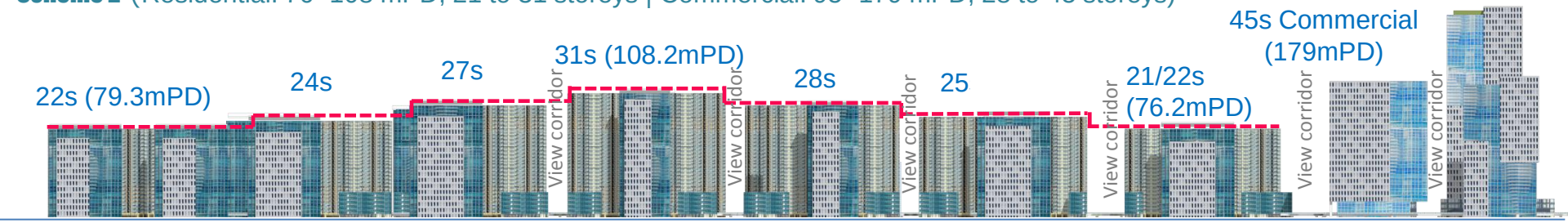
Scheme 1a (Residential: 92 -120 mPD, 26 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)



Scheme 1b (Residential: 79 -120 mPD, 22 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)



Scheme 2 (Residential: 76 -108 mPD, 21 to 31 storeys | Commercial: 95 -179 mPD, 28 to 45 storeys)



Base scheme (Residential: 75 - 90 mPD, 16 to 25 storeys | Commercial: 45 - 65 mPD, 11 to 16 storeys)

Scheme 1a (Residential: 92 -120 mPD, 26 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)

Scheme 1b (Residential: 79 -120 mPD, 22 to 35 storeys | Commercial: 74 -120 mPD, 18 to 32 storeys)

Scheme 2 (Residential: 76 -108 mPD, 21 to 31 storeys | Commercial: 95 -179 mPD, 28 to 45 storeys)

Summary

Based on the team's assessment, Scheme 1a/1b may have the following merits:

- Positive height to density ratio
- Relaxed building height relieves the effective density and site coverage
- The use of low buildings and point towers provides a development arrangement that creates a readable rhythm and arrangement of built form
- The use of a varied height profile enhances visual appearance especially as viewed from across the harbour
- Visual porosity enhances views from the D3 pedestrian deck and provides better open space arrangements and building separation
- The arrangement of residential development forms that incorporate retail and F&B at grade activate the waterfront

修訂方案的評估
Assessment of Refined Schemes

- 所有方案：富有趣味 / 多變化的建築物外型及高度輪廓，具有更佳的視覺滲透性

  All options : Interesting/varied built form and BH profile, with better visual permeability

- 在考慮有關因素後，包括大綱圖原先的規劃概念、海港規劃原則及指引及城市設計指引，方案1a/1b較可接受

  After taking a balanced consideration of factors including the original planning concept of OZP, HPPG and Urban Design Guidelines under HKPSG, Scheme 1a/1b is generally recommended

- 會因應委員會的意見，進一步優化方案，提交予城規會考慮

  Subject to HC's views, the scheme will be further refined for TPB's consideration where appropriate

謝謝

Thank You

規劃署
Planning Department

CEDD 土木工程拓展署
Civil Engineering and Development Department