

Task Force on Kai Tak Harbourfront Development

For discussion
on 23 November 2010

TFKT/06/2010

Enhancement of Waterfront Accessibility at Former Runway

PURPOSE

The purpose of this paper is to brief Members on enhancement to accessibility for public enjoyment of waterfront along the former runway and the key issues to be addressed in urban design review of the Runway Precinct of Kai Tak Development (KTD) due to the realignment of Roads D3 and L13 from the waterfront to the centre of the former runway.

BACKGROUND

2. The current Outline Zoning Plan (OZP) for KTD has been formulated to meet public aspirations for a distinguished, vibrant, attractive and people-oriented area through adopting the planning theme of a heritage, green, sports and tourism hub. Through previous consultation with the former Harbourfront Enhancement Committee, the relevant District Councils and the Legislative Council Panel on Development, we are well aware of the public's desire for better connectivity and accessibility to the waterfront areas in KTD for public enjoyment.

3. Under the OZP, the Runway Precinct includes residential and commercial developments, open space and a central boulevard for pedestrian and a road¹ network shown in Annex A. To support early developments at the southern part of the runway including the cruise terminal, construction of a section of Road D3 and Road L14 have commenced in 2009 for completion by end 2012. We reported in Paper

¹ The network includes the main district distributor Road D3 located along the waterfront facing Kowloon Bay and local distributors Roads L12, L13 and L14 which encircle the developments at the Runway Precinct.

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No. TFKT/03/2010 that we are actively exploring an option to realign the roads serving the Runway Precinct to run along a central boulevard, rather than along the waterfront.

ENHANCEMENT TO LANDSCAPING WORK AND ACCESSIBILITY TO THE WATERFRONT

4. At present, a single two-lane access road, which is part of the original Road D3 along the Kai Tak Approach Channel (KTAC) facing the Kwun Tong waterfront, is under construction to support the early developments at the southern part of the runway including the cruise terminal. This access road will remain in service until completion of the new Road D3 which is realigned to the centre of the former runway. Despite that construction have commenced in 2009, we have identified opportunity to refine the street furniture and landscaping design to enhance the accessibility and public enjoyment of the waterfront. The planned refinements are described in the following paragraphs.

Visual Permeability

5. We plan to substitute the original stainless steel railing along the waterfront with galvanized mild steel railing and to revise the railing design from vertical infilling to horizontal infilling to enhance visual permeability. A comparison between the original and revised design is illustrated at **Annex B**. Railing with horizontal infill bars is currently a non-standard provision but it is not uncommon elsewhere in Hong Kong and overseas as illustrated in **Annex C**. We intend to adopt similar approach for railing design at other waterfront locations within Kai Tak where appropriate.

Landscaping Works

6. The original landscaping design along the access road includes a continued planting strip with trees and ground covers along the waterfront behind the railing. We plan to refine the arrangement of tree planting strip to provide a continuous unobstructed walkway along the waterfront between the planting strip and the railing. Trees will be clustered in groups to enhance canopy cover and provide convenient "resting/viewing" spots along the walkway for the public to enjoy the

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view of the KTAC. A comparison between the original and revised tree planting arrangement along the waterfront is illustrated at Annex D. Noting the landscaping works may become temporary due to the future relocation of the carriageway away from the waterfront, we have revised the tree planting schedule to ensure that species tolerable to possible future transplantation are selected, and that the requirements on canopy shading, seasonal variation and visual variety are not compromised.

OPPORTUNITIES FOR EARLY ENJOYMENT OF THE WATERFRONT

7. Apart from the enhancement planned for the access road, the Leisure and Cultural Services Department (LCSD) is also planning to implement the Runway Park in phases to facilitate early enjoyment of the waterfront. LCSD targets to complete a portion of the Runway Park at the tip of the former runway in 2013 for public enjoyment of the waterfront and scenic views of Victoria Harbour particularly the eastern approach from Lei Yue Mun. The implementation of remaining portion is expected to tie-in with the enhancement of the waterfront promenade resulting from the proposed realignment of the roads to the centre of the former runway. In addition, a large landscaped deck in the Cruise Terminal will be available for public enjoyment upon the commissioning of the terminal building in 2013.

ISSUES TO BE ADDRESSED IN EXAMINING THE REALIGNMENT OF ROADS

8. With the realignment proposal, the original landscape and urban design for the Runway Precinct would need to be revisited and the key issues that need to be addressed are described in the following paragraphs.

Constraints on Alignment and Levels

9. The at-grade vehicular connections for the new Cruise Terminal and the underground infrastructure for the District Cooling System have pinned both ends of the new Road D3 in the runway section and thus limited the vertical profile of the carriageway. And for riding comfort and connectivity with the adjacent commercial and

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residential developments there is further constraint on the change of road gradient along the way.

Environmental and Visual Impacts

10. Traffic noise impact on residential developments to the northeastern side of the Runway Precinct is a major environmental concern that needs to be addressed. A comprehensive solution involving both noise barrier and enclosure would be required but they could have adverse visual impacts on the drivers, pedestrians and users of the adjacent planned developments if not properly designed. We are exploring options to integrate noise mitigation measures with a landscaped deck to address the above concerns.

Connectivity for Pedestrian Circulation

11. The waterfront promenade, Metro Park, Runway Park and Cruise Terminal are attraction points to the public. The primary pedestrian circulation route along the former runway is expected to be along the waterfront promenade. Although the predominant access to the development sites would be via the new Road D3 in the centre, buildings within developments will likely orientate themselves and focus internal activities towards the promenade. Therefore, development sites would require good and easy secondary access to the waterfront promenade. Furthermore, interconnectivity with convenient access between the residential and commercial developments as well as the promenade and transport facilities such as bus stops would be needed. Strategically located elevated connections and at-grade crossings together with signal-controlled junctions along the new Road D3 within the Runway Precinct will be considered.

Other Urban Design Considerations

12. There are other considerations and constraints in urban design planning that need to be taken into account:

- Planning intentions and urban design principles such as building set-back for KTD;
- The alignment of the Environmentally Friendly Transport System and the placement of its stations;

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- Provision for possible future expansion of cruise terminal operation;
- Providing and/or maintaining planned connections to the Runway Park and the Cruise Terminal; and
- Providing an inviting and comfortable environment for pedestrian movements along the central boulevard.

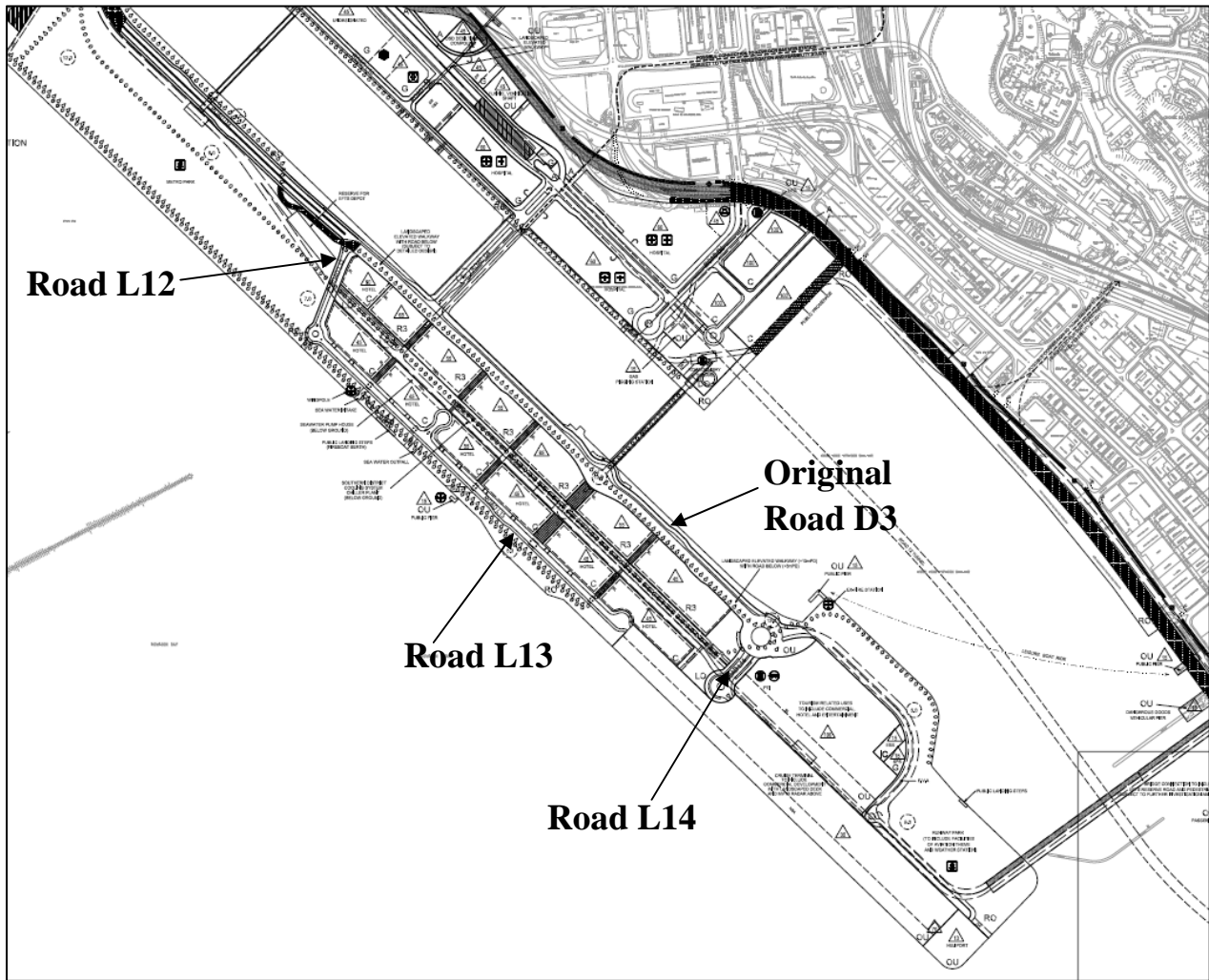
13. We are actively examining the above issues and preparing conceptual schemes and associated preliminary designs.

WAY FORWARD

14. The refinement of street furniture and landscaping design to the access road along the waterfront will be incorporated into the existing construction contract for completion in mid 2013. We will continue to consult Members as we develop the design for the realignment of Road D3 and the associated townscape layout review.

15. Members are invited to note the issues described above.

Civil Engineering and Development Department
November 2010





Original Design



Proposed Design

Railing design revised from vertical infilling to horizontal infilling to enhance visual permeability

**Examples of Railing with
Horizontal Infilling**



Railing with horizontal infill bars at Stanley, Hong Kong



Railing with horizontal infill bars in Potsdam, Germany



Original Design

Proposed Design

Continuous unobstructed walkway along waterfront between the planting strip and railing



Proposed Design

Trees will be clustered in groups to enhance canopy cover and provide convenient “resting/viewing” spots along the walkway.