

# **Task Force on Kai Tak Harbourfront Development**

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For discussion  
on 7 September 2010

TFKT/02/2010

## **Urban Design Framework for Kai Tak Development**

### **PURPOSE**

This paper presents for Members' information the urban design framework that has been set out and incorporated in the approved Outline Zoning Plan (OZP) for Kai Tak.

### **BACKGROUND**

2. The urban design framework for the Kai Tak Development (KTD) was formulated through a two-year three-stage extensive public engagement exercise under the Kai Tak Planning Review (KTPR) completed in 2006. Under the then Harbour-front Enhancement Committee, the Sub-committee on South East Kowloon Development Review was a proactive key player in steering the engagement exercise for collecting views from the public to formulate the planning principles and design framework for KTD for preparation of a Preliminary Outline Development Plan and subsequent incorporation into the statutory OZP for Kai Tak which was approved by the Chief Executive in Council in November 2007.

### **VISION AND PLANNING THEME**

3. Formulated on the basis of development potential and public views gathered at the KTPR stage, the planning vision is 'a Distinguished, Vibrant, Attractive and People-oriented Kai Tak by Victoria Harbour', while the planning theme is 'Heritage, Green, Sports and Tourism Hub of Hong Kong'. The vision and planning theme has been translated in the current approved OZP for Kai Tak.

### **SUB-AREAS OF KAI TAK**

4. The OZP for Kai Tak covers an area of over 320 hectares.

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Taking into account the site constraints, opportunities and compatibility with the surrounding districts, six main sub-areas and three waterfront areas have been identified, which are as shown at the **Annex**. The sub-areas have the following characteristics under the urban design framework of Kai Tak:

- **Kai Tak City Centre** - with strong connections to the neighbouring districts of Kowloon Bay, San Po Kong and Kowloon City, Kai Tak City Centre is positioned as a new urban centre of South East Kowloon. It also serves as a principal gateway to Kai Tak with clusters of commercial, residential and Government, Institution or Community (G/IC) development;
- **Sports Hub** - “Stadium in the Park” concept with multi-purpose stadium complex as a major landmark;
- **Metro Park** - regional open space for South East Kowloon and integration with Sports Hub and Runway Precinct;
- **Runway Precinct** - “living and relaxing on the runway” is a concept as unique as Hong Kong itself. With water on its two sides and a location adjacent to the Metro Park, the community and visitors can enjoy spectacular views;
- **Tourism and Leisure Hub** - identifiable layers of commercial, entertainment and cruise-related development with a wider sensory experience of the ex-runway; and
- **South Apron Corner** - a variety of commercial and G/IC uses to act as a smooth transition between the Runway area attractions and the surrounding Kowloon Bay and Kwun Tong Business Areas, and help the regeneration of the latter; and
- **Ma Tau Kok, Cha Kwo Ling and Kwun Tong Waterfronts** - new waterfront areas with open spaces for public enjoyment.

## URBAN DESIGN FRAMEWORK

5. The Urban Design Master Plan is at the **Annex** and the considerations are described below.

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## *Connecting the Neighbourhood*

6. Connecting the surrounding neighbourhoods to Kai Tak is critical to the success of this redevelopment effort. Easy access for vehicles and pedestrians between the surrounding districts will help revitalise and reactivate East Kowloon area. The provision of these facilities will take into account the existing and planned activities nodes.

## *Creating Nodes*

7. It is critical to create strong regional and local nodes within Kai Tak to revitalise the district. Large-scale anchors of regional significance include multi-purpose stadium complex, cruise terminal, Metro Park and the commercial/office node. Community facilities and neighbourhood parks would contribute as local nodes.

## *Activating the Harbourfront*

8. To bring life and vibrancy to the waterfront, it is necessary to introduce a variety of diverse programmes and activities ranging from casual strolls along a natural waterfront park, to a highly active commercial and retail-oriented waterfront lined with restaurants, cafes and bars.

## *Creating a Pedestrian Friendly Environment*

9. The “podium-free” design concept would enhance air ventilation and view corridor in the street environment. The pedestrian experience is enhanced through the continuous waterfront promenade and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park and other neighbouring districts and open spaces. The possible future provision of an environmentally friendly transport system will reduce the vehicular traffic in Kai Tak and in turn enhance the pedestrian environment.

## *Creating a Dynamic Skyline*

10. With a composition of neighbourhoods of different scales, diverse building types, varying building heights and selective signature towers, a dynamic skyline will grace Kai Tak. The overall building

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height profile starts with the tallest commercial buildings at the Kai Tak City Centre, then gradates along the residential neighbourhoods towards the multi-purpose stadium complex and to ‘nature’ at Metro Park. It then rises again from the Runway Precinct to another landmark building at the tourism node.

## *Celebrating the Views*

11. Views beyond the neighbourhoods are absolutely critical to maintain one’s orientation within the city. There is a strong emphasis on views to and from the mountains (i.e. Lion Rock and Fei Ngo Shan), the harbour (i.e. Victoria Harbour and Lei Yue Mun), and the city beyond (i.e. Hong Kong Island and Inland of Kowloon).

## *Celebrating the Gateways*

12. Gateways can take a variety of forms and types in Kai Tak. From the Harbour, the cruise terminal will be the main point of entry, while the Metro Park and the multi-purpose stadium complex will be the visual gateway from the water into Kai Tak. From the underground railway station, the Station Square which is full of trees and green open spaces will be the point of arrival. In the North Apron Area, a river channel running along the central part of the Kai Tak City Centre will form a major urban design axis in shaping the public space. On foot, several gateways from each neighbourhood will take the form of bridges and walkways connecting San Po Kong, Kowloon City and Kai Tak and buildings. And by car, feature streetscapes, landscapes and visual markers signify the gateway into Kai Tak.

## *Creating a “A Green Web for Sustainable Development”*

13. The landscape design of “A Green Web for Sustainable Development” aims to create a hierarchical landscape network of parks, gardens, civic squares and waterfront for integrating the residential and commercial neighbourhoods. Through the “Stadium in the Park” concept (i.e. the integration of Metro Park with open spaces around the Multi-purpose Stadium Complex and Station Square), a continuum of interconnected green spaces within Kai Tak and its adjoining districts, an extensive framework of tree and shrub planting, and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park, the landscape design will place a strong emphasis on aesthetics, human comfort and creating a sense of place.

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## **IMPLEMENTATION APPROACH AND FRAMEWORK**

14. Given the massive scale and complexity of KTD, we have drawn up an implementation plan for KTD projects that seeks to ensure that they are taken forward in a coordinated and progressive manner with due regard to their relative priorities and readiness to proceed. According to the plan, the first berth of the cruise terminal, public housing development and associated supporting infrastructure will be completed in 2013 while basic infrastructures within KTD will be completed around 2016. We envisage that the remaining developments will be completed by 2021.

## **ENHANCEMENT OF URBAN DESIGN**

15. In March 2010, a dedicated Kai Tak Office was set up in the Kowloon Development Office of the Civil Engineering and Development Department with a view to enhancing the delivery of KTD. One of the key areas to work on is the urban design of KTD to ensure quality development in response to public aspirations.

16. To realise the planning vision, the Kai Tak Office will, based on the agreed urban design framework, draw up proposals covering various aspects of landscape design and urban design, such as greening ratio, building setback from lot boundaries, building separation, theme and character of individual areas within KTD, guidelines on landscape design, etc., for application to both public and private developments in KTD with a view to creating a high quality environment for business, living and leisure. Proposals will be put forward for discussion in due course.

**Civil Engineering and Development Department  
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