

Task Force on Kai Tak Harbourfront Development

For discussion
on 30 August 2022

TFKT/03/2022

Kai Tak Promenade and Landscape Deck near Metro Park

PURPOSE

1. The purpose of this paper is to seek Members' views on the design of the Kai Tak Promenade (Phase 1 and 2A) and Landscape Deck (Phase 2B) near Metro Park under Central Kowloon Route ("the Project").

BACKGROUND

2. In accordance with the proposed GreenWay network plan in 2017, the Government proposed to extend the cycle track network to about 13 km for linking up various scenic spots in Kai Tak Development ("KTD") area with an aim to foster a bicycle-friendly environment in the new development areas.

3. According to the Civil Engineering and Development Department's ("CEDD") study on the GreenWay Network in KTD, the proposed GreenWay would be implemented in two phases. The first phase of about 7.5 km was targeted to be completed by 2023, with the remaining phase of about 5.5 km to be completed after 2025. The Kai Tak Promenade and Landscape Deck near Metro Park ("the Project Site") was included in the second phase.

4. Currently, the land for the Project Site was mainly occupied by the Contractor of Central Kowloon Route – Kai Tak West ("CKR-KTW") contract as the works area. In view of high public aspiration for opening more waterfront area, Highways Department ("HyD") proposed to release the works area concerned from the CKR project to enable the construction of the Project Site for early public enjoyment of the harbourfront, which echoes with the "Incremental Approach" as advocated by Development Bureau ("DEVB") and the Harbourfront Commission.

5. The Project Site, which consist of a developed seafront with a total length of about 1,000m, and a landscape deck with total area of approximately 11,500m², will link up Kai Tak Sports Park ("KTSP"), and the various public open spaces ("POS") to be provided by the Government under Road D3 (Metro Park Section) ("Road D3 (MPS)") contract and by the relevant private developers ("POS by Private

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Developers”) to enhance the overall connectivity of the POS in KTD area. The master layout plan is included in **p.5 of Annex A**.

6. To match with the implementation programme of CKR, KTSP, Road D3 (MPS) and POS by Private Developers, the Project Site will be constructed in two phases. Phase 1 will be completed by the end of 2023 and Phase 2 by the end of 2024.

SCOPE OF WORKS

7. With the main objective of improving the overall pedestrian connectivity in KTD, the scope of the project includes –

Phase 1

The construction of a promenade to connect KTSP and Road D3 (MPS) for public appreciation and leisure. Details of the works are –

- (a) a GreenWay to connect KTSP and Road D3 (MPS);
- (b) pedestrian reserves along the GreenWay;
- (c) harbour steps along the developed seafront;
- (d) seating areas and shelter seating areas with lush greenery;
- (e) viewing platforms; and
- (f) integration with the adjacent developments with a smooth transition at the interfacing areas.

Phase 2A

The construction of a promenade to connect POS by Private Developers for public enjoyment and leisure. Details of the works are –

- (a) a GreenWay to connect POS by Private Developers;
- (b) a pedestrian reserve along the GreenWay;
- (c) harbour steps along the developed seafront;

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- (d) seating areas and shelter seating areas with lush greenery;
- (e) viewing platforms;
- (f) ancillary facilities including bike parking space, washroom and F&B with outdoor seating area;
- (g) a multi-purpose lawn with terraced seating and activity deck for public gathering and enjoyment;
- (h) a garden plaza with thematic plantings;
- (i) a playscape as an open area for free play; and
- (j) integration with the adjacent developments with a smooth transition at the interfacing areas.

Phase 2B

The construction of a landscape deck to connect KTSP and Road D3 (MPS) for public enjoyment and leisure. Details of the works are –

- (a) a GreenWay to connect KTSP and Road D3 (MPS);
- (b) a pedestrian reserve along the GreenWay;
- (c) activity deck for gathering and open use;
- (d) terraced seating;
- (e) stepped landscape with lush greenery;
- (f) accessible ramp and lift;
- (g) grand staircase with under shade greenery and art installation;
- (h) a tree plaza with an iconic tree and thematic plantings; and
- (i) integration with the adjacent developments with a smooth transition at the interfacing areas.

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PROPOSED DESIGN

5. To create a seamless transition between different urban fabrics and a design in coherence with the larger KTD area, the design guidelines, vision, and principles of KTD have been considered in the design process. The design concept of the Project takes inspiration from the “DNA bar” branding concept in Design Guidelines, in which tree is used as a metaphor and as a brand identity symbol for Kai Tak Area. Metabolizing the DNA imagery and the tree trunk concept, an overall sinuous design language that resembles the form of tree rings is generated. The sinuous design also creates a meandering GreenWay that allows pedestrian and cyclist to enjoy both the landscaped area and harbour views. We have also considered the Harbour Planning Principles when drawing up the design –

(a) ***Vibrant and Accessible Harbour***

The Project Site acts as a GreenWay hub to connect the adjacent sites and the harbourfront to form an integrated pedestrian cum cyclist network in the KTD area. The Project Site also adopts a fence-less approach and creates an accessible harbour for all. With improved accessibility and provisions to draw visitors, it is anticipated to have an increased circulation to the harbour and render a vibrant atmosphere at the harbourfront.

(b) ***Preserving the Victoria Harbour***

The Project Site will not involve any works, e.g. reclamation or discharge of pollutants, which may affect the Victoria Harbour and/or its seabed, marine ecology and water quality.

(c) ***Sustainable Development***

Sustainable elements, such as solar powered lightings and materials with low carbon footprint, will be employed as far as practicable. With the enhancement of the pedestrian network upon the completion of the Project Site, it is anticipated to reduce vehicular traffic flow in the vicinity, enhance the local living environment and create a more sustainable community by meeting the social and environmental needs of the nearby residents, tourists and visitors.

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(d) Integrated Planning

The Project Site matches the implementation programme of surrounding developments, and is designed to make visual connections with adjacent sites to form a smooth transition at the interfacing areas. To set a leisure mood in Phase 1, plentiful provisions are dedicated for rest and relaxation, which includes sheltered seating areas and viewing platforms. While seating areas create intimate pocket spaces and invite strollers to linger, viewing platforms provide an unobstructed view to Victoria Harbour. The open-ended circular forms of ancillary facilities also increase circulation permeability and allows a potential connection to the future Metro Park. The Project Site also has a potential to blend in with the future development of Metro Park, and becoming a part of the larger POS cluster in the long run.

(e) Public Enjoyment

The Project Site creates a pleasant environment for the public to meander along the promenade and savour the sea view. With the incremental approach, it also maximizes the opportunity for early public enjoyment of the harbourfront areas before the opening of adjoining sites and Metro Park.

(f) Stakeholder Engagement

We have consulted the relevant Bureaux, Departments, Recreation and District Facilities Management Committee of Kowloon City District Council and adjacent project proponents since May 2022 to gather various comments and views in formulating the current proposal with their comments incorporated as appropriate. Public consultation plan will be drawn up upon the endorsement by the Kai Tak Task Force.

THE WAY FORWARD

6. After consultation with the Task Force, HyD will incorporate comments received into the detailed design.

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VIEWS SOUGHT

7. Members are invited to give comments on the design of the Project.

Annex A Kai Tak Promenade and Landscape Deck near Metro Park – Task Force Paper on Kai Tak Harbourfront Development

**Major Works Project Management Office
Highways Department
August 2022**