

Task Force on Kai Tak Harbourfront Development

For discussion
on 29 March 2018

TFKT/04/2018

Study of Kai Tak Promenade Design Control and Guidelines – Conceptual design scheme for Promenade at Runway Precinct and Promenade adjoining Road D3 (Metro Park Section)

PURPOSE

1. This paper briefs Members on the findings of the Study on Kai Tak Promenade Design Control and Guidelines (“the Study”) and the conceptual design scheme for two significant promenade sections in Kai Tak Development (“KTD”) which are planned for implementation in the coming few years.

BACKGROUND

2. According to the approved Kai Tak Outline Zoning Plan (OZP), there will be extensive landscaped open spaces to be provided under Kai Tak Development (KTD), inclusive of approximately 11 kilometres of waterfront promenades. Most of the promenades in KTD are within areas zoned as “Open Space” for implementation on project basis by the Government. However, in order to allow public to enjoy the promenade as early as possible, it is the Government’s intention to implement the waterfront promenade adjoining development sites at the Runway Precinct as Public Open Space in Private Development (“POSPD”)¹. As such, it would be essential to formulate the necessary design controls and guidelines to ensure design compatibility of adjacent sections of Kai Tak promenades which would be delivered partly under Public Works Programme (“PWP”) and partly by private developers.

3. In February 2017, Civil Engineering and Development Department (CEDD) has commissioned a consultancy study to provide a set of clear and practicable guidelines on the promenade design in KTD. On 23 March 2017 and 16 June 2017, CEDD organized two working sessions with interested members of the Task Forces on Kai Tak Harbourfront Development and on Water-land Interface of Harbourfront Commission to introduce the

¹ Promenades fronting development sites at Runway Precinct are to be designed and constructed by developers and handed over to LCSD for management and maintenance except for the promenade section fronting one commercial site facing Victoria Harbour (i.e. Site 4C4) would be designed, constructed, managed and maintained by the developer.

objective of the Study and preliminary framework proposals for the promenade at the Runway Precinct. The study aims at formulating the design principles and guidelines for the overall Kai Tak promenade to provide a consistent approach to ensure the quality and treatment of the public realm; as well as preparing the design control for the key design elements for the development of the respective promenade sections in the Runway Precinct under the POSPD approach.

DESIGN GUIDELINES FOR KAI TAK PROMENADES

Design principles and guidance notes

4. Taking into account Members' views and suggestions received from previous working sessions, the consultant of the Study has prepared a set of draft guidelines, which is summarized at **Annex A**. The draft guidelines provide principles and guidance notes on better quality design of Kai Tai promenades based on the common values of spatial qualities, connectivity, sustainability and character of place of which the consultant has taken into account of the following Harbour Planning Principles including *Preserving Victoria Harbour, Stakeholder Engagement, Sustainable Development, Integrated Planning, Proactive Harbour Enhancement, Vibrant and Accessible Harbour as well as Public Enjoyment*. The guidelines adopt the approach of illustrating the recommended intentions in promenade design under each of the common values that are applicable to the site context and character of Kai Tak. The design guidelines should apply to the promenade within KTD with flexibility allowed to cater for design expertise and creativity which adding vibrancy to the area.

Applied Cases

5. Apart from the design principles and guidance notes, two applied cases are included to illustrate the application in promenade design of KTD. The consultant has developed two conceptual design schemes for the significant promenade sections which will be implemented in the coming few years. These sections include the promenade at the Runway Precinct and those adjoining Road D3 (Metro Park Section) ("MPS") which will be delivered by private sectors under POSPD approach and by CEDD under PWP respectively.

(i) Promenade at Runway Precinct

Located at the Runway Precinct are fourteen sites of which twelve of the sites, namely 4A1, 4A2, 4B1 to 4B5, 4C1 to 4C4 and 4E2 having water frontage, will be required to deliver the adjoining waterfront promenade along their sites under POSPD approach. The locations of the sites and promenade concerned are at **Annex B** and **Annex C** for illustration purpose. In order to ensure the continuity and consistency of the waterfront promenade design, the consultant has drawn up a conceptual design scheme with a set of mandatory controls on the key design elements of the promenade based on the recommended intentions of the design guidelines. The zoning framework and artist impressions for the proposed schematic design of the promenade at Runway Precinct are at **Annex C** and **Annex D** respectively. The future developers are required to develop the promenade in accordance with the mandatory controls on the key design elements which include the Greenway design, node provision, hardscape details such as paving materials, balustrade design, special seating design, signage design, paving treatment at interfacing junction, softscape details such as species and alignment for structural trees, planting palette and façade materials for amenity facilities. Through the consistent treatment of the detailing of the promenade, a sense of coherence could be achieved at both sides of the waterfront at the Runway Precinct lest restricting developers' design flexibility and creativity on the overall design of the respective promenade sections.

(ii) Promenade adjoining Road D3 (MPS)

The Road D3 (MPS) is mainly the extension of Road D3 connected the Runway Precinct to Road D2 of the former North Apron area. It is currently under design and is planned for implementation under the Design and Built approach. In order to allow early enjoyment of the adjoining promenade, with the support from Task Force on Kai Tak Harbourfront Development (KTTF), it was proposed to include the adjoining promenade into the project scope of Road D3 (MPS). The location plan of the

promenade concerned is at **Annex E** for illustration purpose.

The consultant of the Study has developed a conceptual design scheme that will serve as reference design of the promenade sections for the Design and Built contract. The conceptual layout and artist impressions for the proposed design are at **Annex F and Annex G** respectively. To reflect the common values and the recommended intentions of the design guidelines, the consultant proposed a series of public spaces connected by the signature Greenway of Kai Tak (a shared use pathway for cyclist and pedestrian) along the promenade sections. These spaces include the community base camp which is signified by a lookout tower, a water plaza, a multi-purpose activities ground and an amphitheatre as well as a floating theatre and a multi-purpose plaza which are introduced along the linear promenade at the future gateway to Metro Park. Contract requirements based on the conceptual design will be further developed. The proposed design will be included in the design guidelines as reference example to facilitate project proponents' future application.

VIEWS SOUGHT

6. Members are invited to comment on the draft guidelines for Kai Tak promenades.

Task Force on Kai Tak Harbourfront Development

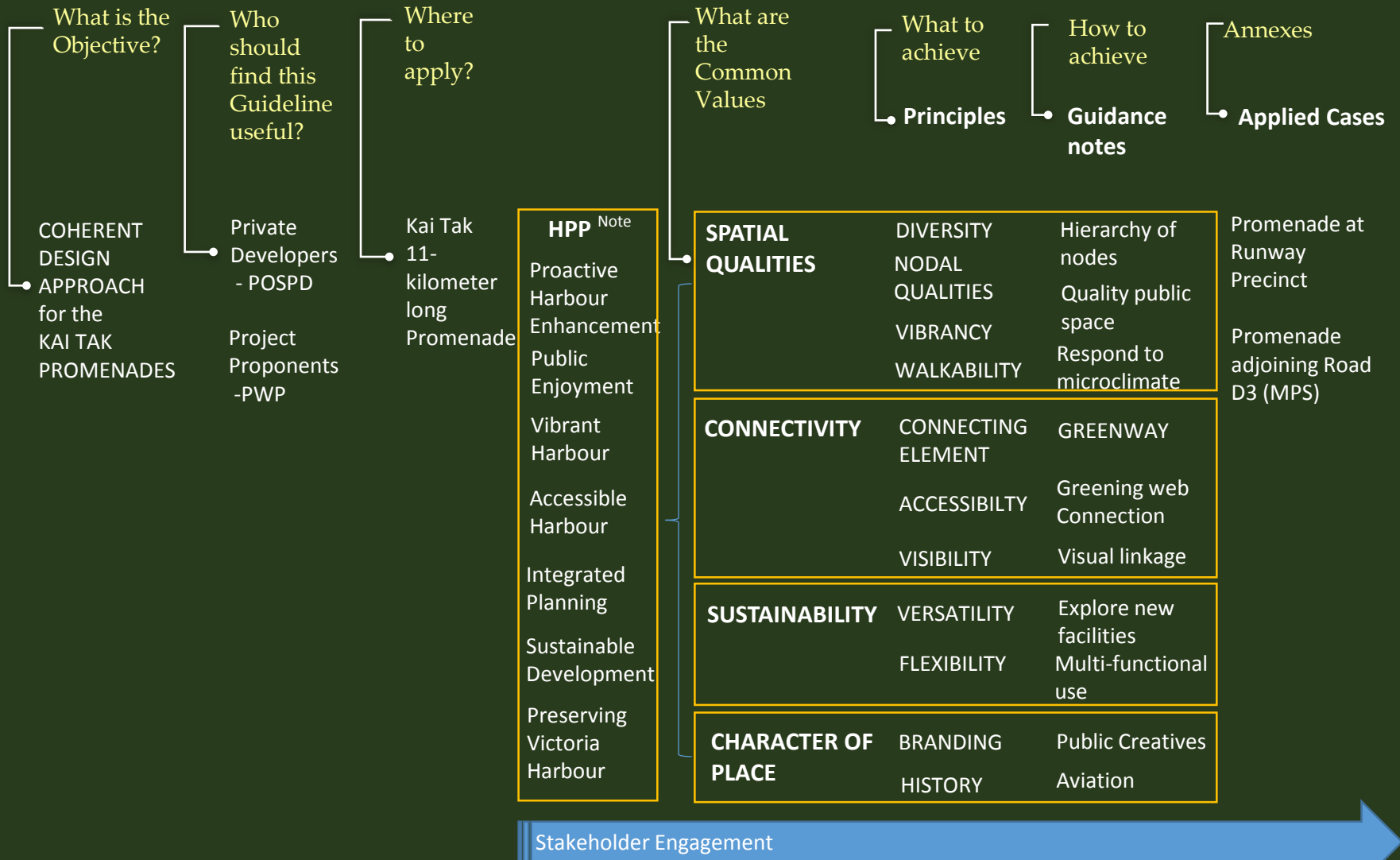
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ATTACHMENTS

Annex A	Draft Guidelines
Annex B	Location Plan- Promenade at Runway Precinct
Annex C	Conceptual Design Scheme- Zoning Framework (Promenade at Runway Precinct)
Annex D	Artist Impressions- Promenade at Runway Precinct
Annex E	Location Plan- Promenade adjoining Road D3
Annex F	Conceptual Layout Plan- Promenade adjoining Road D3
Annex G	Artist Impressions- Promenade adjoining Road D3

**Civil Engineering and Development Department
March 2018**

Draft Guidelines



Location plan

Kowloon City

Kai Tak
City Centre

Kai Tak
Sports
Centre

Kowloon Bay

Ma Tau Kok
To Kwa Wan

Runway
Precinct

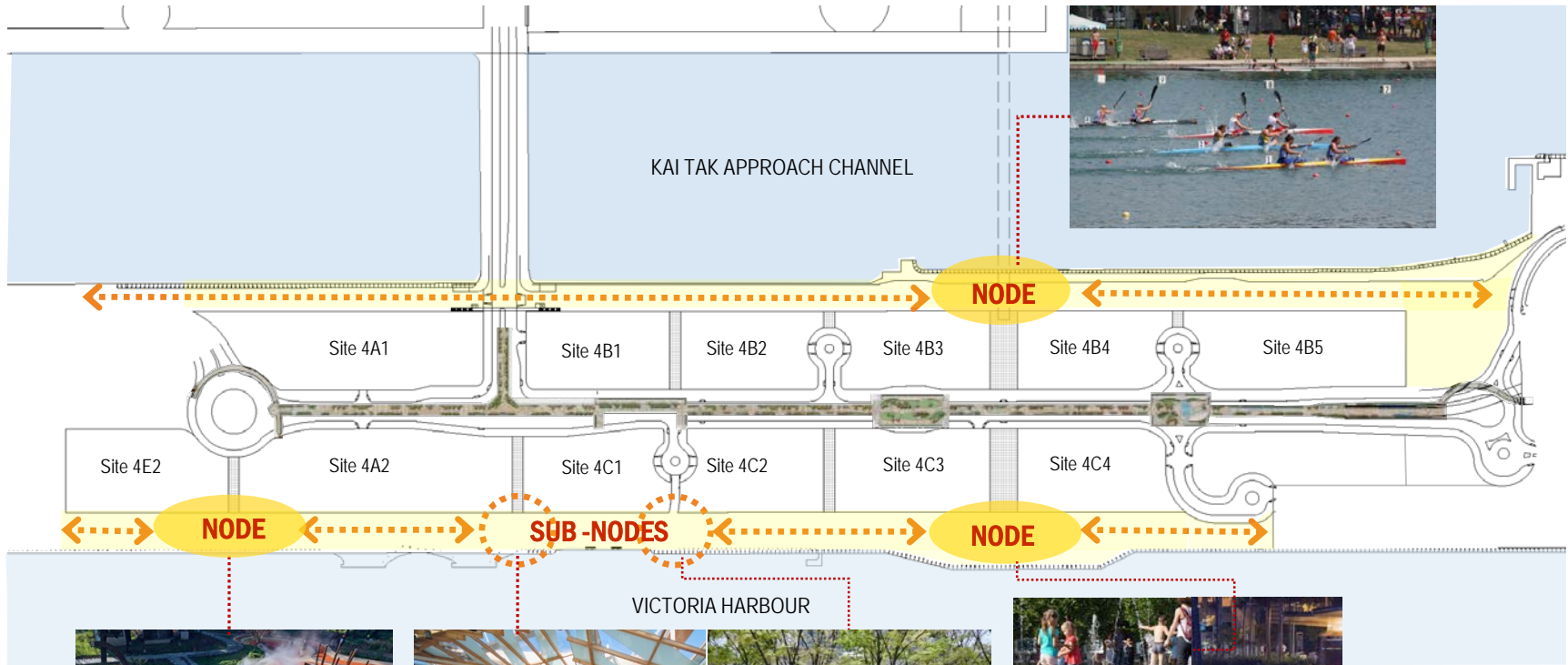
Promenade at Runway
Precinct to be developed
by POSPD approach



Conceptual design scheme – Zoning Framework Promenade at Runway Precinct



- AD-HOC EVENTS
- WATER SPORTS



• **PLAYSCAPE**



• **CULTURAL**



• **RETREAT- CITY FOREST**

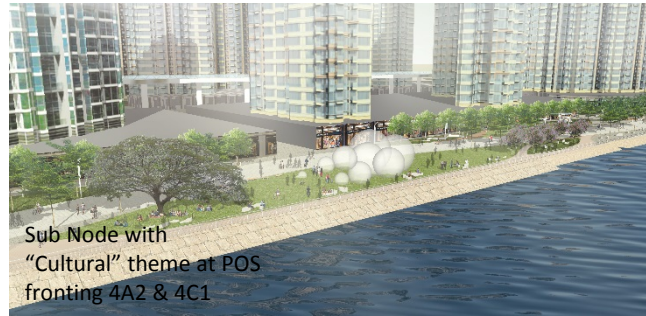


• **WATERSCAPE**

Artist Impressions Promenade at Runway Precinct



Node with “Playscape”
theme at POS fronting
4E2 & 4A2



Sub Node with
“Cultural” theme at POS
fronting 4A2 & 4C1



Sub Node with
“Retreat - City Forest” theme
at POS fronting 4C1 & 4C2



View from Kai Tak Approach Channel to
lower embankment fronting site 4B4 and 4B5



Node with “Waterscape”
theme at POS fronting 4C4

Note: Images for illustration purpose and subject to detailed design development

Location plan

Kowloon City

Kai Tak
City Centre

Kai Tak
Sports
Centre

Kowloon Bay

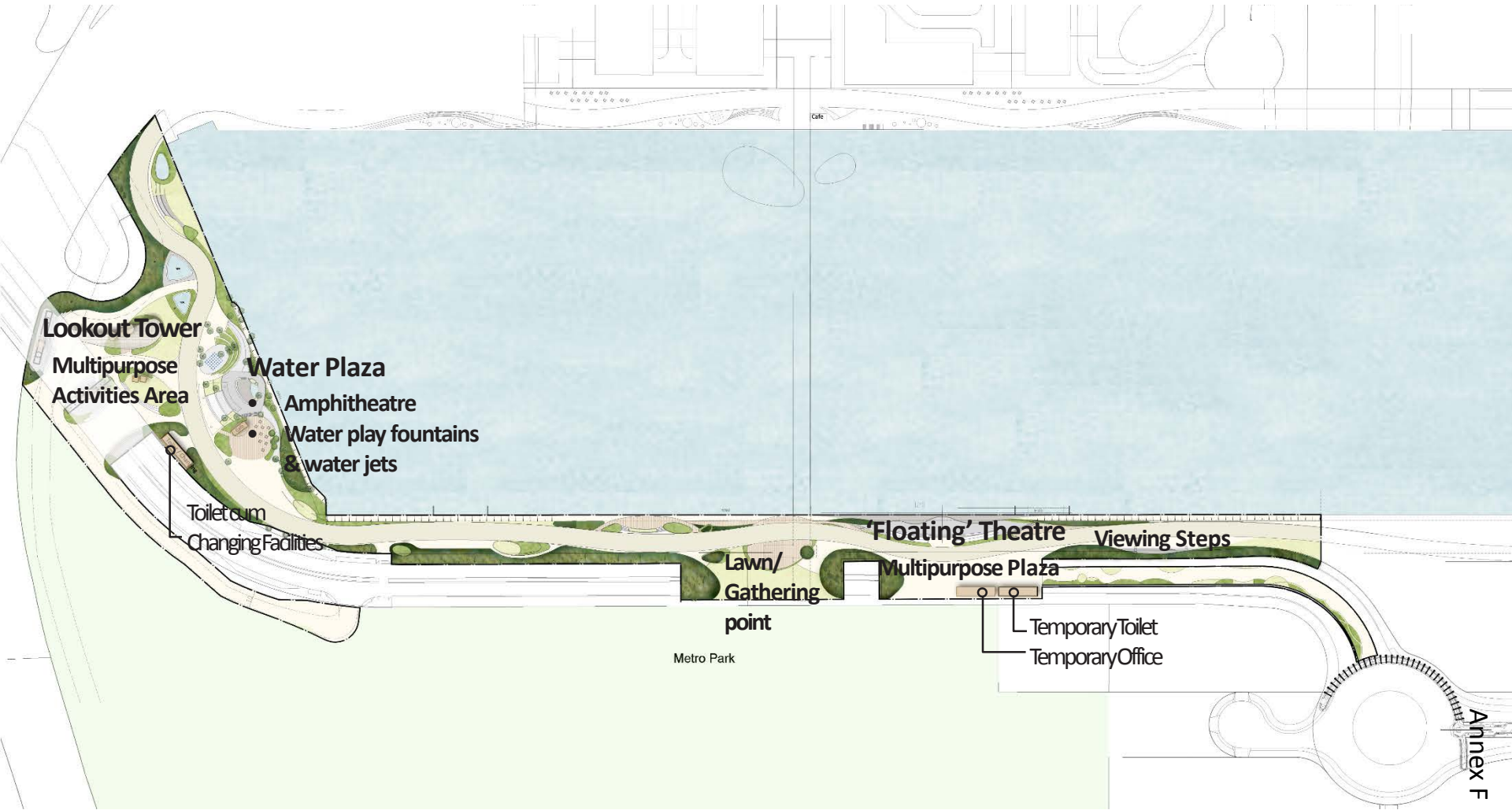
Ma Tau Kok
To Kwa Wan

Runway Precinct

Promenade adjoining
Road D3(MPS) to be
developed by CEDD

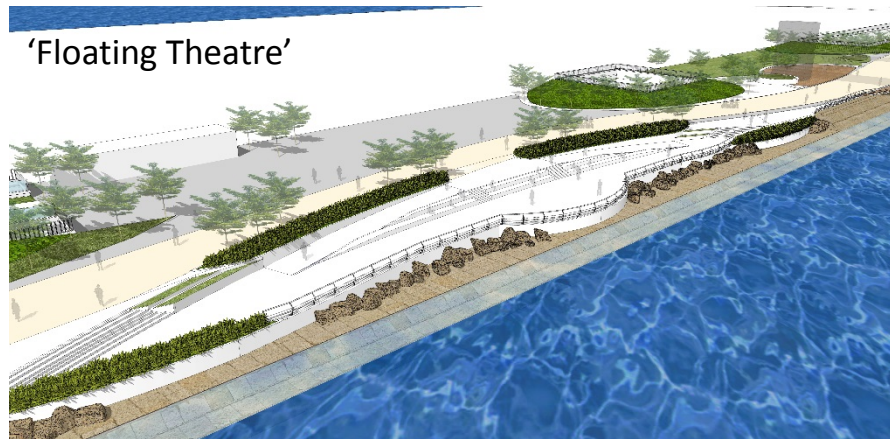
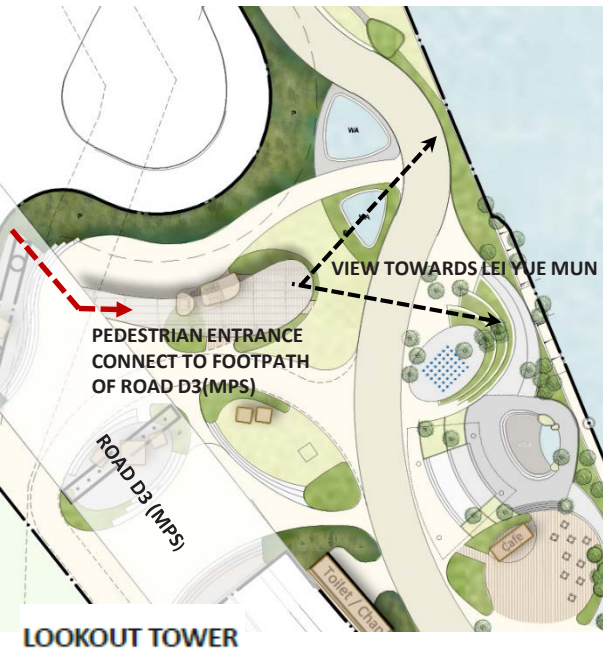


Conceptual layout plan Promenade adjoining Road D3(MPS)



Note: Images for illustration purpose and subject to detailed design development

**Reference Image and Artist Impressions
Promenade adjoining Road D3(MPS)**



Note: Images for illustration purpose and subject to detailed design development