

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

---

For discussion  
on 14 January 2014

TFKT/05/2014

## **Kai Tak Development –**

### **Stage 2 Infrastructure Works for Developments at the Southern Part of the Former Runway**

#### **PURPOSE**

This paper seeks Members' views on the proposed infrastructure works under Public Works Programme (PWP) Item No. 7711CL(part) to support developments at the Runway Precinct of Kai Tak Development (KTD).

#### **BACKGROUND**

2. Through previous consultations with the former Harbourfront Enhancement Committee, the relevant District Councils and the Legislative Council Panel on Development, we are well aware of public aspirations for better connectivity and accessibility to the waterfront areas in KTD for public enjoyment. We have been keeping the Task Force on Kai Tak Harbourfront Development updated of the amendments of the Kai Tak Outline Zoning Plan (OZP) to fulfill these aspirations.

3. We reported in Paper No. TFKT/08/2011 that for better public accessibility and enjoyment, we strived to enhance the urban design for KTD through relocating two roads and the associated landscaped deck (hereafter referred as the Deck) away from the waterfront to the central Runway Boulevard at the former runway. The Deck above the relocated Road D3A at the central Runway Boulevard serves as an open space and a walkway, as well as an effective traffic noise mitigation barrier for adjoining residential developments. Upon relocation, a northern promenade of 25 metres (m) minimum width will be provided for

# Task Force on Kai Tak Harbourfront Development

---

TFKT/05/2014

public enjoyment. In Paper No. TFKT/19/2011, Members were consulted on the above amendments to the Kai Tak OZP.

4. The amendments to the Kai Tak OZP were gazetted for public consultation in accordance with the Town Planning Ordinance in 2011. Upon approval in September 2012, the OZP was re-numbered as S/K22/4.

5. On the approved OZP, Road D3A in the middle of the Runway Precinct is zoned “Open Space (2)” and will be constructed underneath a landscaped deck. The Explanatory Statement of the approved OZP also sets out that the Deck will serve as a leisure walkway connecting the Metro Park to its north with Cruise Terminal, the Tourism Node and the Runway Park to its south. The relevant parts of the approved OZP and the Explanatory Statement are at **Annex A**.

6. The Environmental Impact Assessment (EIA) report covering Road D3A confirms the need to provide the Deck serving as an effective traffic noise mitigation measure to protect the residential developments at the Runway Precinct. The EIA report was approved with the Environmental Permit granted in May 2013 under the EIA Ordinance.

## PROJECT SCOPE

7. The proposed scope of infrastructure works under PWP Item No. 7711CL(part) comprises the construction of the following major items located at the former runway :

- (a) dual two-lane district distributor roads about 1,700 m in length including the remaining roadworks above Kai Tak Bridge, Roads D3A and D4A (part);
- (b) single two-lane access roads about 590 m in total

# Task Force on Kai Tak Harbourfront Development

---

TFKT/05/2014

length including Roads L12a, L12b, L12c, L13a, L13b, and L14 with vehicular underpass;

- (c) Deck structure about 1,400 m in length with width varying from 11 m to 40 m above Road D3A and Road D4A (part);
- (d) roadside noise barriers about 1,100 m in length along Roads 3A and Road 4A (part); and
- (e) associated footpaths and ancillary works including sewerage and drainage works, water mains, utilities installation, roadside landscaping works, environmental mitigation measures, and related monitoring and audit works.

The proposed works at the former runway are shown at **Annex B**.

8. Upon completion of this project, the Leisure and Cultural Services Department will need to follow up under a separate project the implementation of a future public works item covering the design and construction of the open space on top of the Deck structure provided in item (c) above.

## CONCEPT DESIGN OF THE DECK STRUCTURE

9. The Deck is a prominent component at the Runway Precinct that must meet the functional requirements as both an effective traffic noise mitigation measure for adjoining residential developments and a structural support for the elevated open space above, taking into account the following considerations:

- (a) flexibility in future design of the open space on top of the Deck structure;

# Task Force on Kai Tak Harbourfront Development

---

TFKT/05/2014

- (b) at-grade pedestrian walking experience on the footpaths of Road D3A; and
- (c) light penetration onto the carriageways of Road D3A underneath and hence the driving experience of the drivers.

Two concept design approaches for the Deck structure are described in the following paragraphs.

## **(A) Approach 1**

10. Approach 1 focuses on widening the Deck structure to approximately 20 m minimum in order to provide more space along its length to allow more design flexibility with extensive landscape areas. Three “Urban Rooms” will be incorporated where the Deck structure widens to about 40 m width to cover road junctions and roundabouts at Road D3A. They will provide more prominent nodal points which can accommodate a wider variety of active recreation activities and uses with integration of art installations, shaded multi-purpose piazzas with seating, green room, pocket sitting out areas or viewing galleries. Day-lighting features will be incorporated into the Deck structure to allow sufficient light penetration to the carriageways below. For illustration purpose, a conceptual impression on the typical section of the Deck structure under Approach 1 is at **Annex C**.

## **(B) Approach 2**

11. Approach 2 seeks to optimize the width of the Deck structure which enhances the experience to at-grade users. The proposed concept design includes a linear open space of 11 m minimum width with the three nodal “Urban Rooms” as described in paragraph 10 above. The width of these “Urban Rooms” will be about 25 m.

# Task Force on Kai Tak Harbourfront Development

---

TFKT/05/2014

12. The linear open space concept can support some landscape schemes to be implemented along the Deck to help foster various spatial/visual experiences with narrower footpaths/walking trails. The width of the Deck structure of about 11 m would be comparable with that of the highly successful High Line elevated linear park in New York and the Promenade Plantée in Paris. Featured design noise barriers about 5.5 m high incorporating substantial amount of transparent materials will extend from the edge of the Deck structure to maximise light penetration and at the same time meet the statutory noise mitigation requirements. A conceptual impression on the typical section of the Deck structure under Approach 2 is at **Annex C**.

13. In gist, Approach 1 provides a wider Deck structure with more elevated open space area for more extensive landscape works, but will create more shadowed road experience and visual pressure to the pedestrians and drivers below. On the other hand, Approach 2 proposes a linear open space concept for the Deck structure with enhanced roadside noise barriers thereby giving better experience to users at-grade whilst at the same time allowing the public to enjoy the open space on the Deck.

## WAY FORWARD

14. Taking into account Members' comments and views collected during public consultation from the relevant District Councils, the concept design of the Deck structure will be further developed into a reference design and incorporated into the Employer's Requirements in the design-and-build (D&B) tender documents for the project.

15. We plan to commence the relevant statutory procedures in Q2 2014 for the proposed infrastructure works set out in paragraph 7 above, whilst proceeding with the

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

---

TFKT/05/2014

prequalification of tenderers in parallel for the D&B contract. We will further update Members on the design of the Deck structure upon award of the D&B contract.

## **VIEWS SOUGHT**

16. Members' views are invited on the project and the approaches in concept design of the Deck structure.

**Civil Engineering and Development Department  
January 2014**

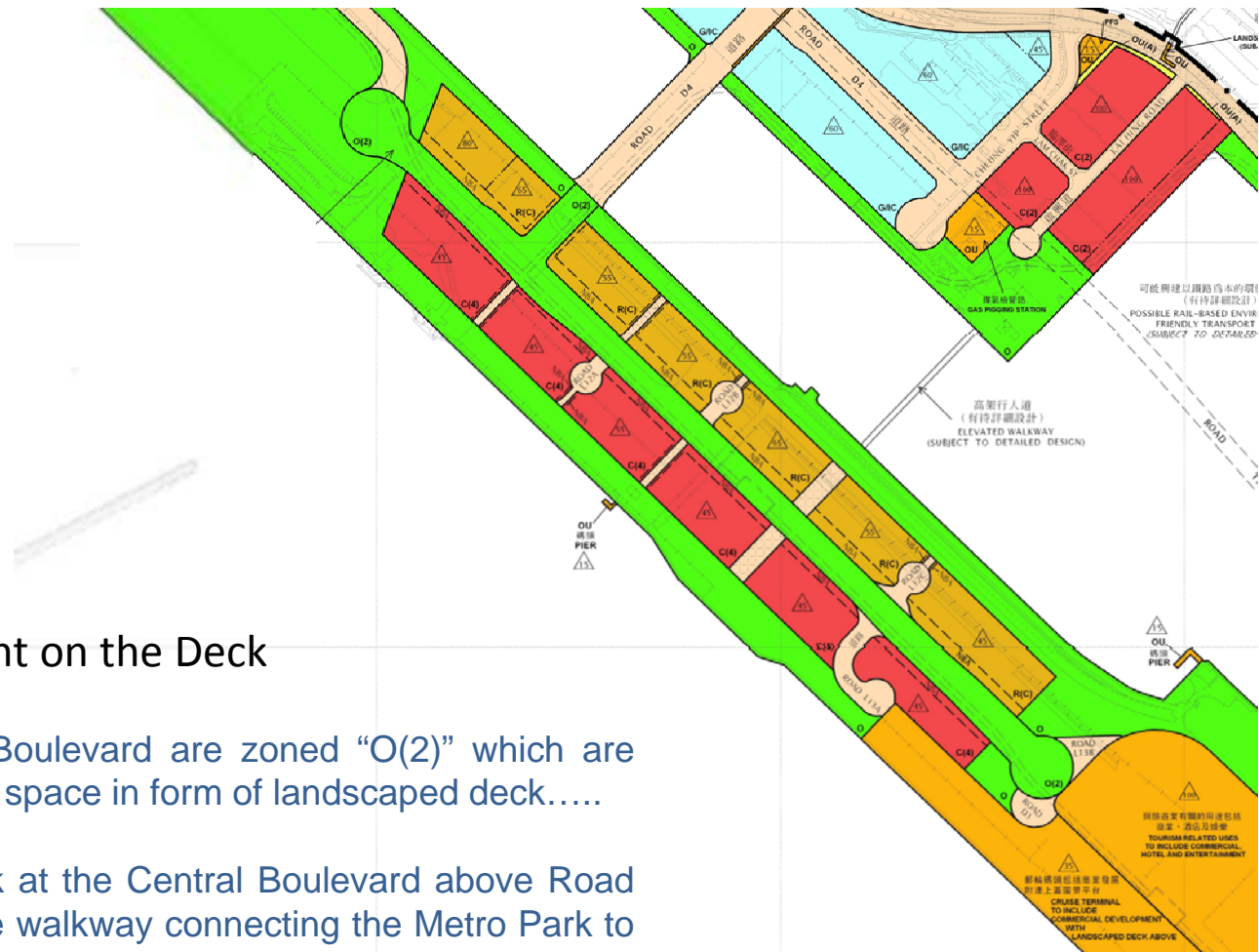
## **Annexes**

Annex A - Relevant parts of the approved OZP and Explanatory Statement on the Deck

Annex B - The scope of works for the project at the former runway

Annex C - Conceptual impression on typical section of the Deck

## Runway Precinct in approved OZP No. S/K22/4

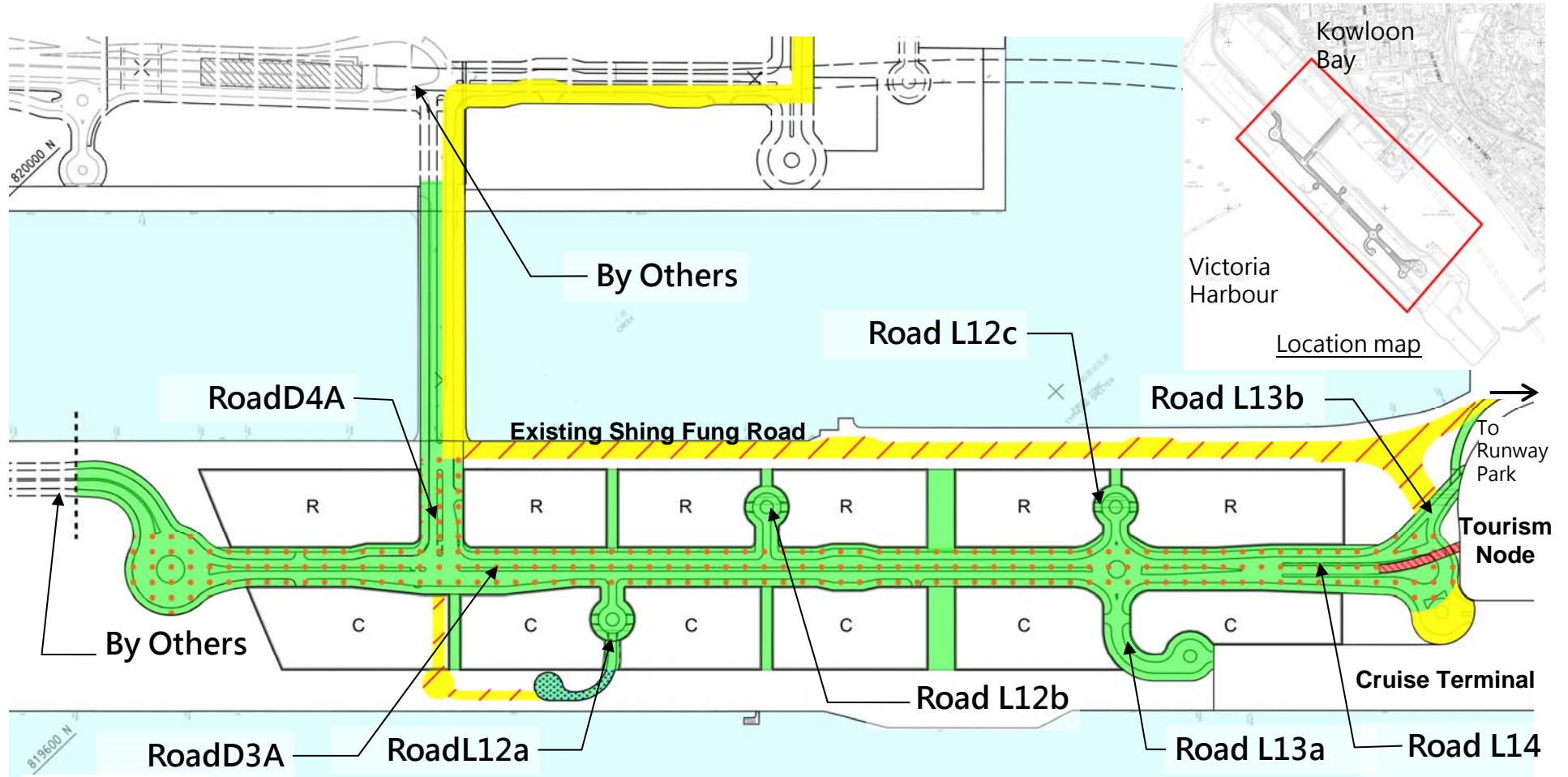


## Explanatory Statement on the Deck









9.7.7 ..... the Central Boulevard are zoned “O(2)” which are intended to provide open space in form of landscaped deck.....

.....The landscaped deck at the Central Boulevard above Road D3 will serve as a leisure walkway connecting the Metro Park to its north with the Cruise Terminal, the Tourism Node and the Runway Park to its south.....

# The scope of works for the project at the former runway

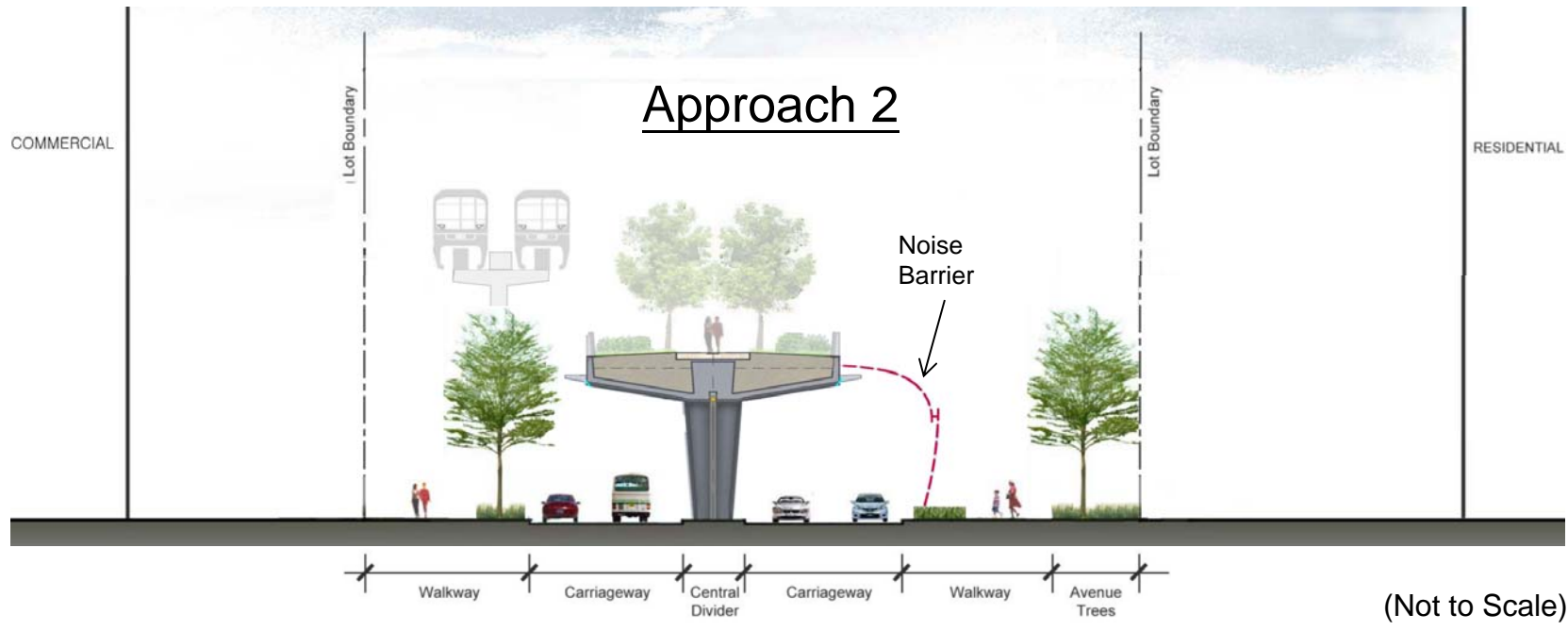
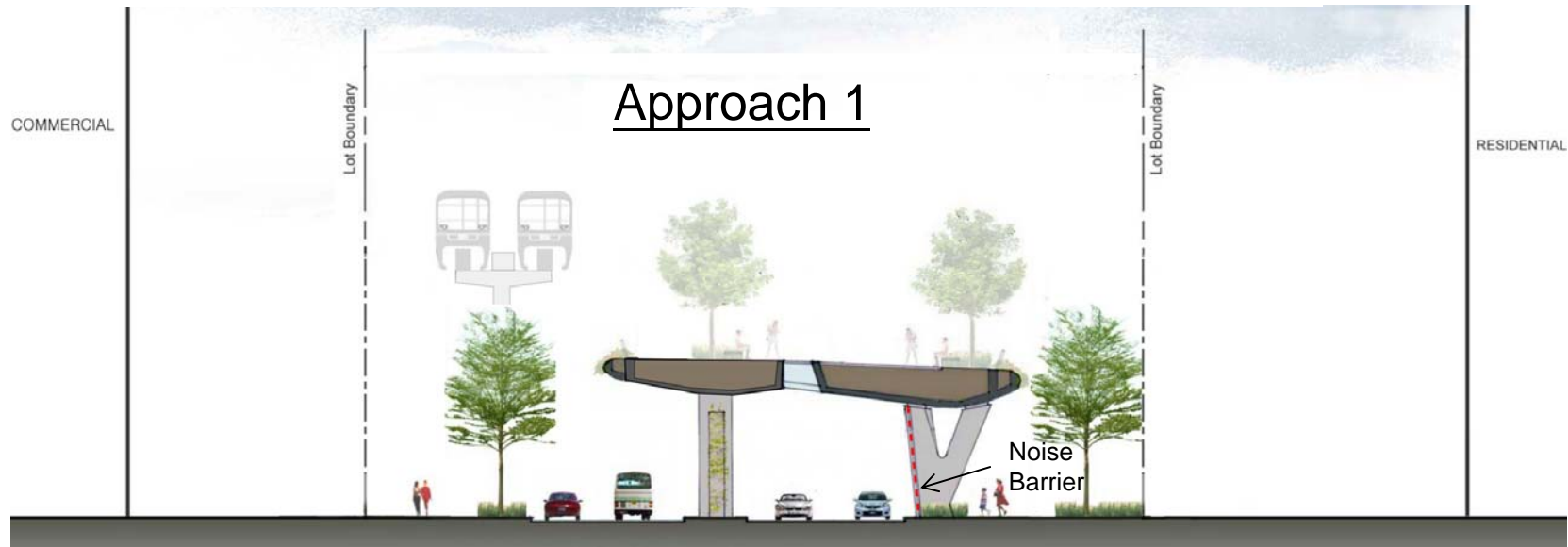


Legend:

- |   |  |  |  |
|---|--|--|--|
|  Proposed carriageway and footpath |  Proposed carriageway and footpath with landscaped deck and noise barrier                                       |  Proposed vehicular tunnel connecting to the future Tourism Node        |  Residential Site |
|  Existing road and footpath        |  Existing road and footpath proposed to be closed, part of which for future development as waterfront promenade |  Proposed temporary footpath, may be used as emergency vehicular access |  Commercial Site  |



# Conceptual impression on typical section of the Deck



(Not to Scale)