

Task Force on Kai Tak Harbourfront Development

For discussion
on 24 February 2017

TFKT/06/2017

Station Square at Kai Tak

PURPOSE

This paper seeks Members' views on the design of the Station Square at Kai Tak.

BACKGROUND

2. Upon the relocation of the Hong Kong International Airport to Chek Lap Kok in July 1998, Kai Tak has offered an opportunity for re-developing South East Kowloon. The Chief Executive in Council approved the draft Kai Tak Outline Zoning Plan in November 2007, and the project of Station Square at Kai Tak was included in the draft Recommended Outline Development Plan for Kai Tak. The proposal has the support of the Home Affairs Bureau.

3. The project site of Station Square covers about 12 hectares (ha) and surrounds the Kai Tak Station of the future Shatin to Central Link (SCL), extending to the northern fringe of the future Kai Tak Sports Park (KTSP), forming a contemporary square and park which serves as a gateway to the Kai Tak area. A location plan is at **Annex 1**.

SCOPE OF WORKS

4. The scope of the project includes –

Western portion

- a. cycling ground;
- b. cycle track connected to the Kai Tak cycle track network;
- c. jogging track;
- d. fitness stations (including fitness equipment for the elderly);
- e. two lawn bowling greens;
- f. Tai Chi plaza;
- g. children's play areas;
- h. large lawn for casual leisure use;
- i. soft landscaping;
- j. pet garden;
- k. shaded seating areas;
- l. ancillary facilities including a park management office, toilets, changing rooms, refuse collection chamber, a service yard, and a pavilion and store-room adjacent to the lawn bowling greens; and
- m. a pedestrian passage of sufficient width to facilitate visitors walking between the future SCL Kai Tak station and the KTSP with covered protection against adverse weather conditions.

Eastern portion

- a. "landmark" features such as works of art and decorative paving and lighting;
- b. an open plaza;
- c. soft landscaping;
- d. large lawn for casual leisure use;
- e. shaded seating areas;
- f. ancillary facilities including toilets, changing rooms, refuse collection chamber, a service yard, pavilions and store-rooms; and
- g. pedestrian pathways to facilitate movement between

the commercial and residential areas and the future Kai Tak MTR station with covered protection against adverse weather conditions.

PROPOSED DESIGN

5. The design of the project includes leisure and recreational facilities so as to allow a wide choice of facilities available to the Kai Tak community. The site is divided into two main areas namely, the western portion which is close to the KTSP and the eastern portion including the area surrounding the future SCL Kai Tak Station. We have taken into account the following Harbour Planning Principles when drawing up the design :

- a. ***Vibrant and Accessible Harbour*** – In terms of urban planning, the Station Square will be an iconic hub in the heart of Kai Tak Development area. Although Station Square is not directly fronting the promenade, it provides a pleasant, safe and efficient access between the hinterland and the SCL Kai Tak Station. Besides, it also provides various leisure and recreational facilities to enhance the vibrancy of the area;
- b. ***Sustainable Development*** – Kai Tak Station Square will be a multi-purpose open space area which provides leisure and recreation areas, connection with the future SCL Kai Tak Station, buffer space for Kai Tak Sports Park, shaded area of canopy of trees, large lawn, landscaping area, and water feature, etc. The project will also provide high quality greenery that helps to meet the social and environmental needs of the nearby residents, tourists and visitors;
- c. ***Integrated Planning*** – The Station Square is designed to respond to the surrounding streets, grid neighbourhood and axis in order to achieve an

integrated planning for the whole area. The project will also integrate seamlessly with the adjacent developments by its open landscaping design and bringing vast greenery to the surrounding neighborhood. It is a holistic planning of connections, space and landscaping which link up the surrounding infrastructure and open space developments including the future SCL Kai Tak Station, the KTSP, Avenue Park, Lung Tsun Stone Bridge Preservation Corridor and Kai Tak River, etc;

- d. **Public Enjoyment** – The open plaza and surrounding landscaped areas in the Station Square will be suitable for holding various functions for public enjoyment. The project will also provide leisure facilities such as lawn bowling greens, cycling ground, jogging track, cycle track connected to the Kai Tak cycle track network, landscaping areas with canopy of trees, children’s play areas, seating areas and ancillary facilities which all aim to better serve the community; and

- e. **Stakeholder Engagement** – We consulted the Leisure and District Facilities Management Committee (LDFMC) under the Kowloon City District Council (KCDC) on the scope and reported on the latest progress of the proposed project in May 2008, January and April 2016 respectively. Besides, a Value Management Workshop was held on 26 January 2016 to collect views to facilitate design of the project, with participation of stakeholders, including members of the Task Force on Kai Tak Harbourfront Developments and the LDFMC of the KCDC. An outline design was then drawn up and the LDFMC of the KCDC was consulted on 10 November 2016. LDFMC has agreed with the outline design of Station Square and requested for its early implementation.

6. Layout plans and the proposed design of the project are at **Annex 2**.

THE WAY FORWARD

7. After consultation with the Task Force and the District Councils, ArchSD will incorporate comments received into the detailed design.

VIEWS SOUGHT

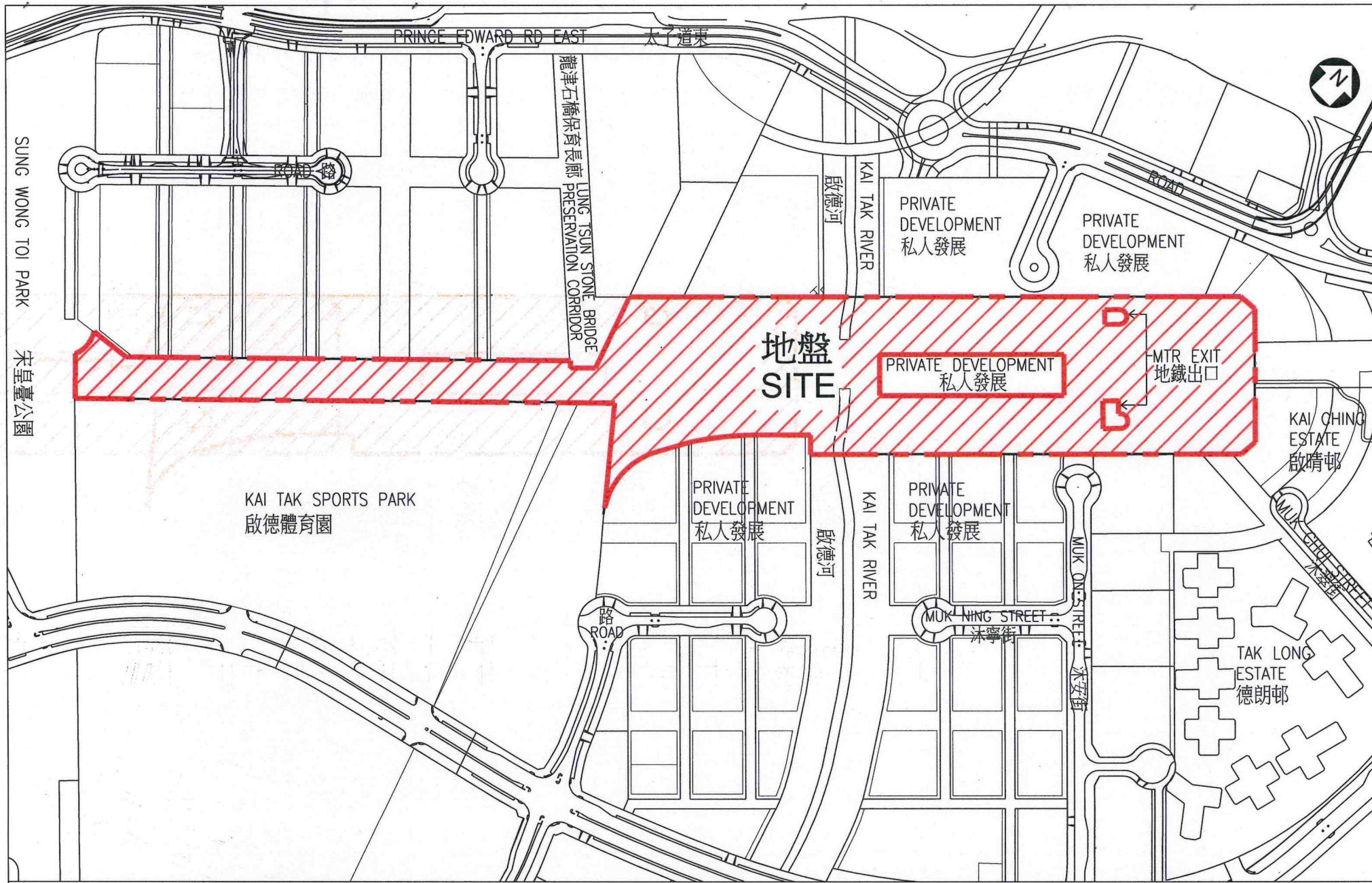
8. Members are invited to give comments on the design of the project.

ATTACHMENTS

Annex 1 – Location Plan

Annex 2 – Layout Plan

**Architectural Services Department
Leisure and Cultural Services Department
February 2017**



SITE LOCATION PLAN

地盤位置圖

1 : 5000 in A4

20m 0 40m

