

Task Force on Kai Tak Harbourfront Development

For discussion
on 14 May 2013

TFKT/07/2013

Central Kowloon Route - Kai Tak and Ma Tau Kok

PURPOSE

This paper seeks Members' views on preliminary proposals for designing the various elements of the Central Kowloon Route (CKR) in Kai Tak Development (KTD) and Ma Tau Kok (MTK).

BACKGROUND

2. We started Phase 2 public engagement for CKR in early December 2012 to consult the public on the detailed design and construction arrangements for the project. (The current layout plan of CKR is at **Annex 1**.) In this regard, Highways Department (HyD) consulted the Harbourfront Commission on 7 January 2013. While Members generally accepted the need for the construction of CKR, they expressed concerns on the impacts of CKR on the waterfront in KTD and MTK particularly on visual impacts, the land taken up by CKR and ancillary facilities (including ventilation and administration buildings) as well as their effects on public enjoyment of the waterfront.

3. We then worked with the concerned departments to improve the design of CKR taking into account Members comments and shared our initial ideas on these at an informal workshop held on 5 February 2013 attended by Members of the Task Force on Kai Tak Harbourfront Development and Task Force on Harbourfront Development in Kowloon, Tsuen Wan and Kwai Tsing. Members generally agreed with our ideas and made the comments summarized at **Annex 2** on further refinements required. We have followed up on these comments and propose the following improvements.

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PROPOSED IMPROVEMENTS

(A) Kai Tak Development

4. As shown in the plan and photomontages at **Annex 3**, the following changes have been made to reduce the land taken up by CKR and the ancillary facilities –

- (a) the ventilation and administration buildings have been combined to minimize their footprint;
- (b) the parking spaces for recovery vehicles have been relocated under the deck of the viaduct for the future Road D3 to reduce the size of the recovery area; and
- (c) the geometry of the loop road for tunnel operations has been tightened.

5. In addition to reduction of the land requirement, the above changes will also increase the clear distance between the ventilation building and Kai Tak River significantly from 10 m to 30 m thus providing more open area along the west bank. We will continue to explore with the concerned departments on how best to make use of the space released for improving amenity and pedestrian connectivity in the vicinity.

6. On pedestrian connectivity, as illustrated at **Annex 4**, the alignment of the section of the mainline of CKR adjacent to the Kai Tak River has been raised slightly to provide an open pedestrian walkway (possibly with cycle tracks) at a level of about +3.6 mPD (or about 1.4 m below the future general ground level of about +5 mPD) for pedestrian movement between the residential areas in the North Apron and the west bank of Kai Tak River. We will continue to discuss with the concerned departments on how best to design and implement the pedestrian routes including provision of appropriate landscaping enhancement and vibrancy elements to enhance walking experience.

7. On accessibility to the land adjacent to the east bank of Kai Tak River and underneath and adjacent to Kai Tak Interchange, as shown coloured green dotted at **Annex 5**, the open space south of the

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CKR mainline will be accessible from the west bank through the deck at the outfall of the Kai Tak River forming part of the future waterfront promenade. The open space north of the mainline will be accessible through the deck crossing Kai Tak River on the southern side of Kai Tak Tunnel. As such, the areas underneath and adjacent to Kai Tak Interchange will be largely accessible to pedestrians. We will discuss with the concerned departments on how best to make use of these areas for improving the landscape and vibrancy of the vicinity.

(B) Ma Tau Kok Waterfront

8. In response to Member's comments, we have omitted the part of the landscape deck spanning over the section of San Ma Tau Street fronting the Grand Waterfront so as to preserve the view corridor in the area. The revised design for the landscape deck is shown in the photomontages at **Annex 6**.

9. On vibrancy, we are discussing with the concerned departments on the need for provision of vibrancy elements on the landscape deck and waterfront promenade (such as food and beverage facilities). If necessary, we will build in appropriate support for providing these facilities including taking into account the loadings of these facilities in designing the deck structure and provisions for making utility connections.

10. On parking, we are discussing with Transport Department and Planning Department on the long-term parking demand for the area and how best to cater for such demand. Meanwhile, the layout of Kowloon City Ferry Pier public transport interchange will be optimized to facilitate provision of more metered car parking spaces on the northern side of the interchange.

11. On the revitalization of the disused vehicular ferry pier, Government will consider the need for revitalization and, if so, how best to take forward the initiative.

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WAY FORWARD

12. Through the Phase 2 public engagement completed in March 2013, we understand that the public and relevant District Councils generally continue to support the implementation of CKR to relieve the traffic congestion at the major east-west corridors in central Kowloon and to cope with traffic demand arising from on-going and future development. Various stakeholders had made feedbacks on the detailed design and construction arrangements. We will continue to engage with them on their feedbacks.

13. Public inspection of the Environmental Impact Assessment (EIA) report was conducted between 25 March 2013 and 23 April 2013. We will follow up the public comments on EIA report in accordance with the provisions of the Environmental Impact Assessment Ordinance (Cap 499). We anticipate that the EIA process will be completed within this year. We currently target to gazette the CKR project under the Roads (Works, Use and Compensation) Ordinance within this year. Subject to completion of the statutory procedures and obtaining funding approval from Legislative Council, construction is scheduled to start in 2015 for completion in 2020.

14. On the interfaces between CKR and the waterfront in KTD and MTK, we have revised the design of the works of CKR taking into account the comments made by Members of the Harbourfront Commission and the concerned task forces and reported the outcome as a series of preliminary proposals in the foregoing paragraphs. These proposals are largely conceptual in relation to the landscaping, pedestrian facilities and vibrancy elements. As these elements will be constructed in the latter parts of the construction cycle, there should still be ample opportunity to further develop the design of these elements in the coming years. We will continue to consult the Harbourfront Commission at key stages of the design development.

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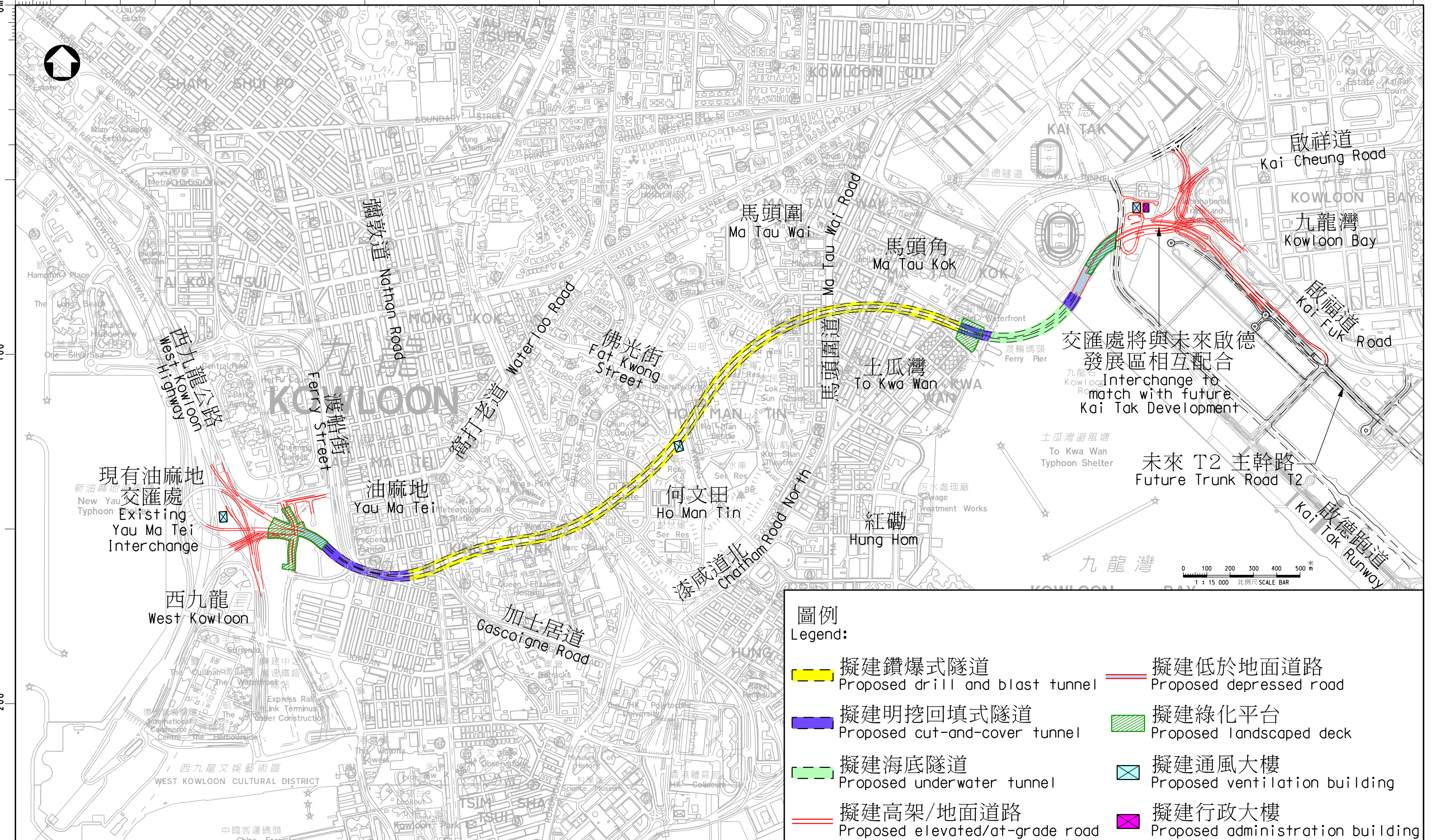
ADVICE SOUGHT

15. Members are invited to comment on preliminary proposals for designing the various elements of CKR in KTD and MTK.

**Major Works Project Management Office
Highways Department
May 2013**

Attachments

- Annex 1 – CKR General Layout Plan
- Annex 2 – Summary of Task Force Members' comments
- Annex 3 – Plan and photomontages of Kai Tak Ventilation and Administration Building
- Annex 4 – Photomontages of Kai Tak River Walk
- Annex 5 – Plan on amenity areas at Kai Tak Interchange
- Annex 6 – Plans and photomontages of the Ma Tau Kok Promenade and landscape deck



圖例
Legend:

擬建鑽爆式隧道
Proposed drill and blast tunnel

擬建明挖回填式隧道
Proposed cut-and-cover tunnel

擬建海底隧道
Proposed underwater tunnel

擬建高架/地面道路
Proposed elevated/at-grade road

擬建低於地面道路
Proposed depressed road

擬建綠化平台
Proposed landscaped deck

擬建通風大樓
Proposed ventilation building

擬建行政大樓
Proposed administration building

圖則名稱 plan title	設計 designed		SIGNED	繪圖 drawn		SIGNED	圖則編號 plan no.	比例 scale			
	Y.C.FUNG		18/12/12	W.L.LAM		18/12/12					
	覆核 checked		SIGNED	批准 approved		SIGNED					
	Y.C.FUNG		18/12/12	C.L.LEUNG		18/12/12					
中九龍幹線 - 總平面圖 Central Kowloon Route - General layout plan	主要工程管理處 MAJOR WORKS PROJECT MANAGEMENT OFFICE						© 版權所有 COPYRIGHT RESERVED				
							HIGHWAYS DEPARTMENT HONG KONG				

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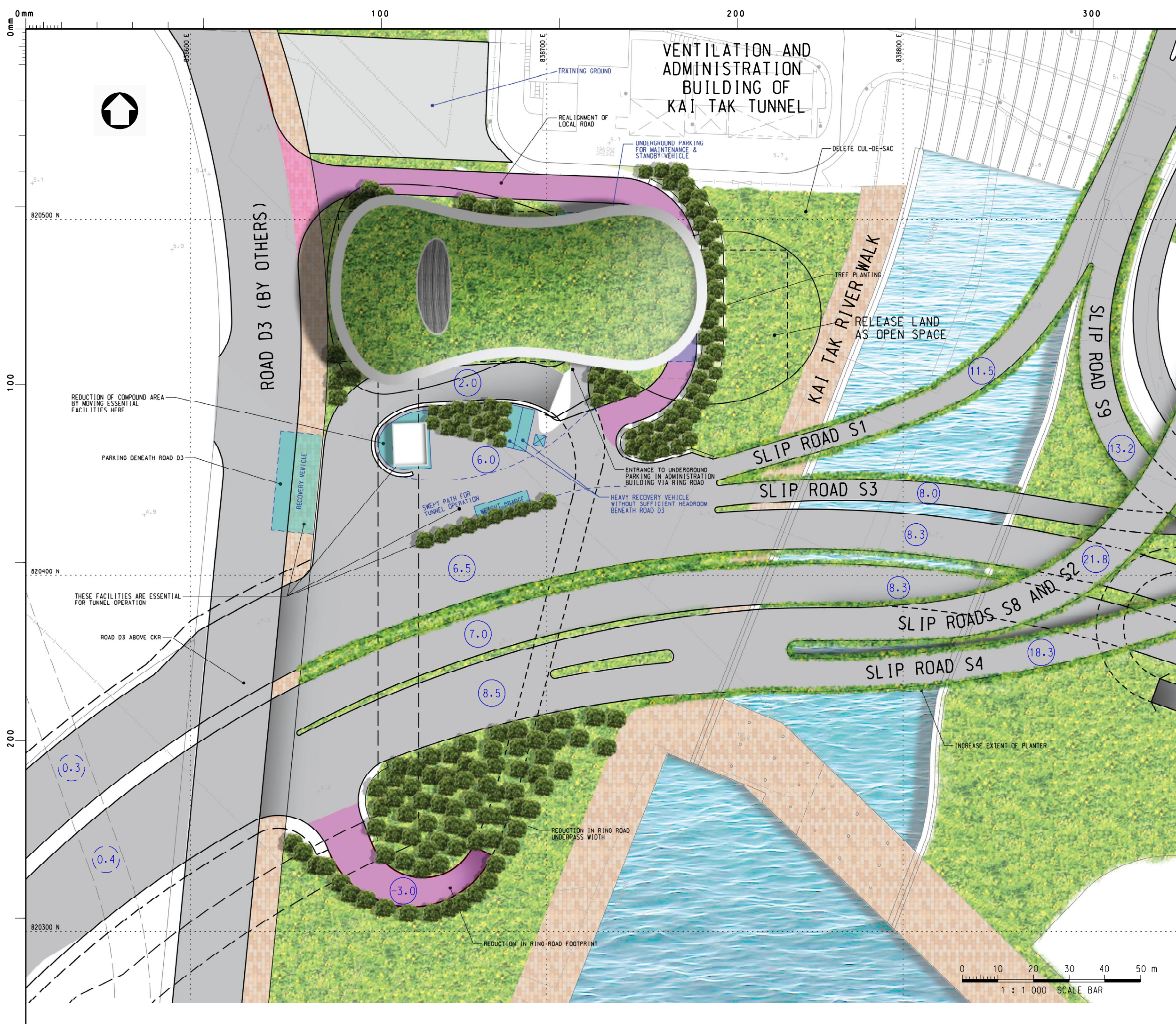
Summary of Members' comments in respect of CKR project at Kai Tak and Ma Tau Kok waterfront*(A) Kai Tak*

- (i) Members appreciated that Highways Department (HyD) had, taken into account Members' views, reduced the footprint of the ventilation shaft, administration building and the recovery area at the Kai Tak Interchange, and subsequently freed up more open space for public enjoyment. Members requested HyD to liaise with government departments to consider ways to better integrate the open space with the neighbouring areas, in particular those along Kai Tak River and the pedestrian walkway.
- (ii) Members were supportive of the proposed at-grade pedestrian walkway underneath the flyovers at the west bank of Kai Tak River. Nonetheless, Members suggested that the CKR team could consider further lifting the road structure (or reducing the thickness of the bridges) to create more headroom for the walkway and allow more sunlight penetration to enhance the walking experience underneath the bridges.
- (iii) To explore the feasibility of creating an activity corridor along the Kai Tak River and around the Kai Tak interchange area, Members would like to know more about the dimensions of the space available (headroom and width of the pedestrian walkway) as well as the site constraints such as non-building areas near Kai Tak Interchange.

(B) Ma Tau Kok Waterfront

- (i) Noting the disused Kowloon City Vehicular Ferry Pier will have a close interface with the Ma Tau Kok Promenade, Members urged for the revitalization of the disused Pier as an integral part of the promenade development under the CKR project.
- (ii) Members also suggested that, having regard to the tunnel works thereat, the project team and TD should take this golden opportunity to explore the underground use of the Ma Tau Kok Public Transport Interchange (PTI) as the cost of creating basement carpark would be moderate given the already planned tunnel works.

- (iii) Members were looking for a more vibrant Ma Tau Kok waterfront with decent catering outlets other than small traditional kiosks. Members also suggested provision of Gross Floor Area (GFA) at the landscaped deck above the PTI.



LEGEND:

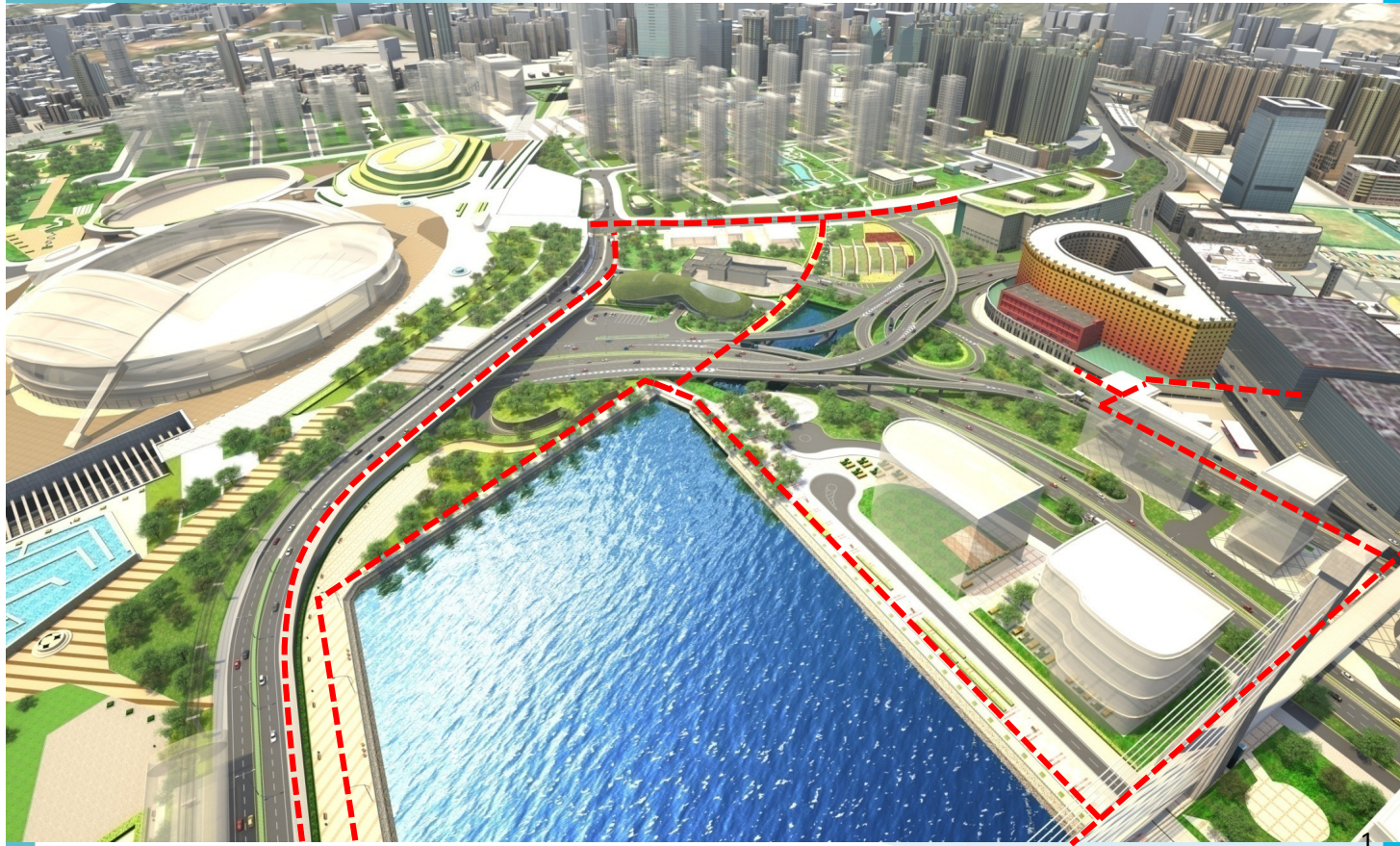
(10.0) SPOT LEVEL (mPD)

no.	date	description	initial
REVISION			
designed	SIGNED	drawn	SIGNED
C.W.KO	02/05/13	K.S.LEUNG	02/05/13
checked	SIGNED	approved	SIGNED
C.W.KO	02/05/13	M.S.LAM	02/05/13
contract no.			
file no.			
project no.		6461TH	
contract			
drawing title CENTRAL KOWLOON ROUTE - KAI TAK VENTILATION AND ADMINISTRATION BUILDING LAYOUT PLAN			
drawing no.		scale	
HMW6461TH-SK0468		1:1000	
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Kai Tak Interchange

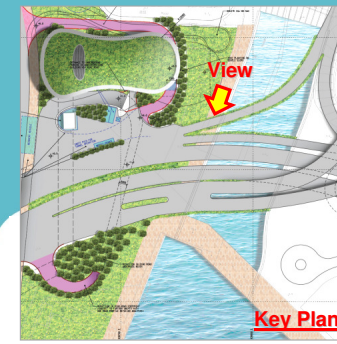
Pedestrian Network around Kai Tak Interchange



1

Kai Tak River Walk View from the Kai Tak

Annex 4

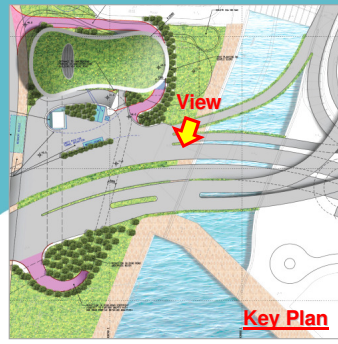


Key Plan



2

Kai Tak River Walk View from the Kai Tak

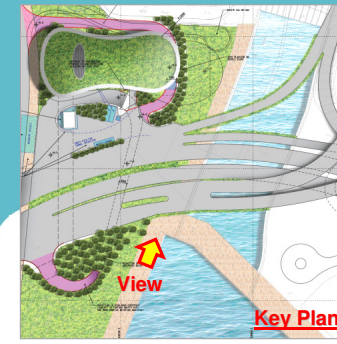


Key Plan



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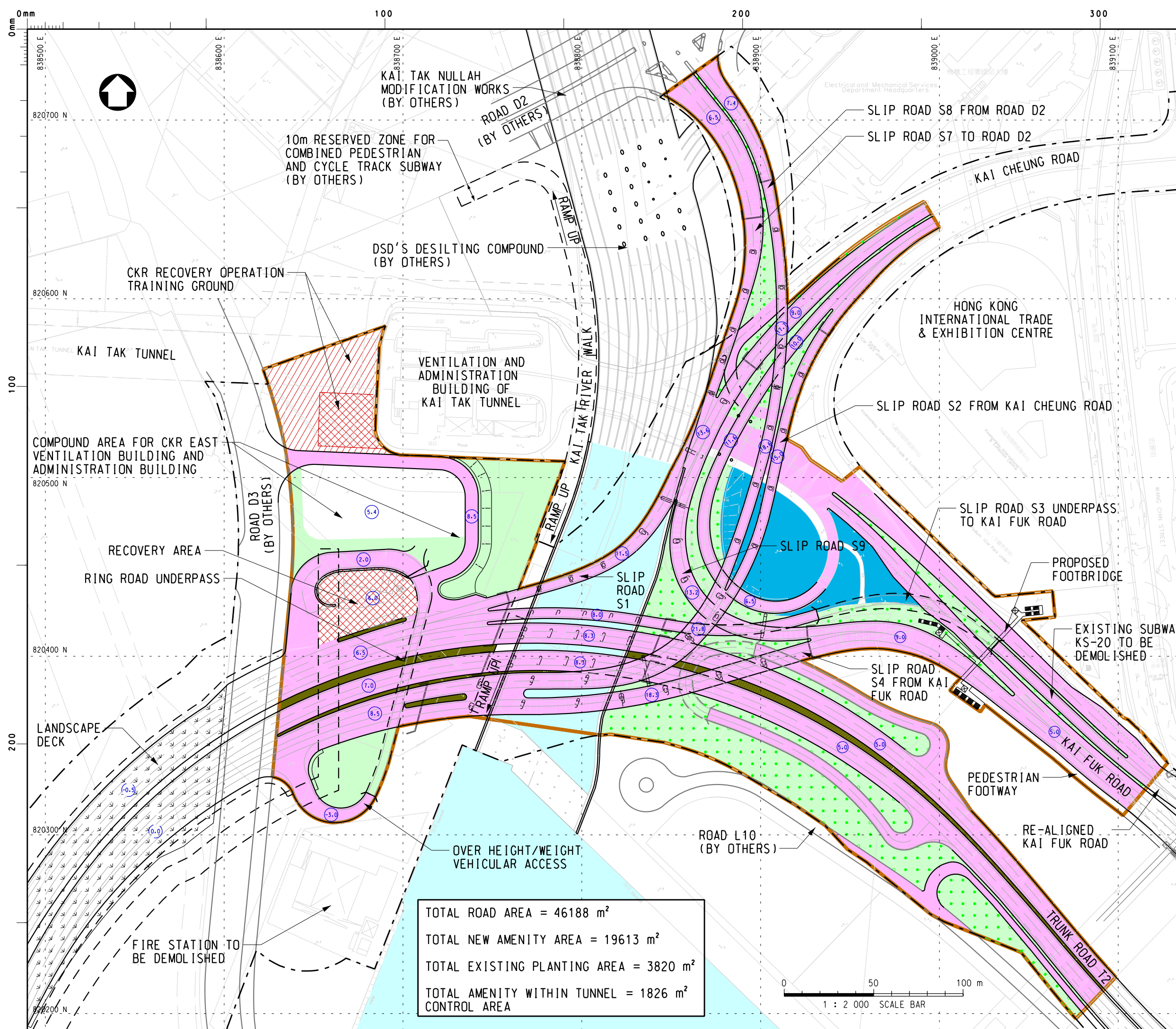
Kai Tak River Walk View from the Promenade



Key Plan



4



Annex 5

LEGEND

WORKS LIMIT

CKR KAI TAK INTERCHANGE ROAD AREA BOUNDARY

AMENITY AREAS AT EAST OF KAI TAK RIVER

AMENITY AREAS AT WEST OF KAI TAK RIVER

ROAD AREA

EXISTING PLANTING AREA

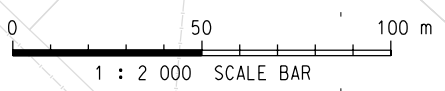
AMENITY AREA WITHIN TUNNEL CONTROL AREA

TUNNEL COMPOUND AREA WITH GREENING

SPOT LEVEL (mPD)

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REVISION			
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C.W.KO	02/05/13	W.L.LAM	02/05/13
checked	SIGNED	approved	SIGNED
C.W.KO	02/05/13	M.S.LAM	02/05/13
contract no.			
file no.			
project no.		6461TH	
contract			
drawing title			
CENTRAL KOWLOON ROUTE - ROADS AND AMENITY AREA AT KAI TAK INTERCHANGE			
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TOTAL ROAD AREA = 46188 m²
TOTAL NEW AMENITY AREA = 19613 m²
TOTAL EXISTING PLANTING AREA = 3820 m²
TOTAL AMENITY WITHIN TUNNEL = 1826 m²
CONTROL AREA



LEGEND

- PLANTING AREA (1200mm SOIL MIX.)
- HARD PAVED AREA
- SKY LIGHT STRUCTURE
- ELDERLY FITNESS STATION AND/ OR TAI CHI AREA (DWG. NO. CKR/F/50/1015)
- PROPOSED NEW TREE
- PROPOSED FEATURE TREE
- PROPOSED IRRIGATION POINT (18 NOS.)
- PROPOSED LIFT
- PROPOSED STAIRCASE
- PROPOSED RAIN SHELTER AND BENCH (DWG. NO. CKR/F/50/1104)
- PROPOSED OUTDOOR TABLE AND SEATS (DWG. NO. CKR/F/50/1104)
- FFL +0.0 PROPOSED FINISH FLOOR LEVEL
- SL +0.0 PROPOSED SOIL LEVEL

no.	date	description	initial
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REVISION

designed	SIGNED	drawn	SIGNED
C.W.KO	02/05/13	W.L.LAM	02/05/13
checked	SIGNED	approved	SIGNED
C.W.KO	02/05/13	M.S.LAM	02/05/13

contract no.

file no.

project no. 6461TH

contract

drawing title
KOWLOON CITY FERRY PIER PTI
AND MA TAU KOK PROMENADE
- LAYOUT PLAN AT DECK LEVEL

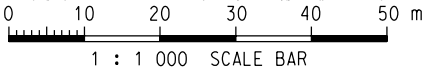
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LANDSCAPE DECK AT MA TAU WAI





Annex 6

LEGEND

COLUMN OF PTI COVER STRUCTURE

PLANTING AREA (1200mm SOIL MIX.)

HARD PAVED AREA

PROPOSED NEW TREE

PROPOSED IRRIGATION POINT (7 NOS.)

PROPOSED LIFT

PROPOSED STAIRCASE

PROPOSED RAIN SHELTER AND BENCH (DWG NO. CKR/F/50/1104)

FFL +0.0

PROPOSED FINISH FLOOR LEVEL

SL +0.0

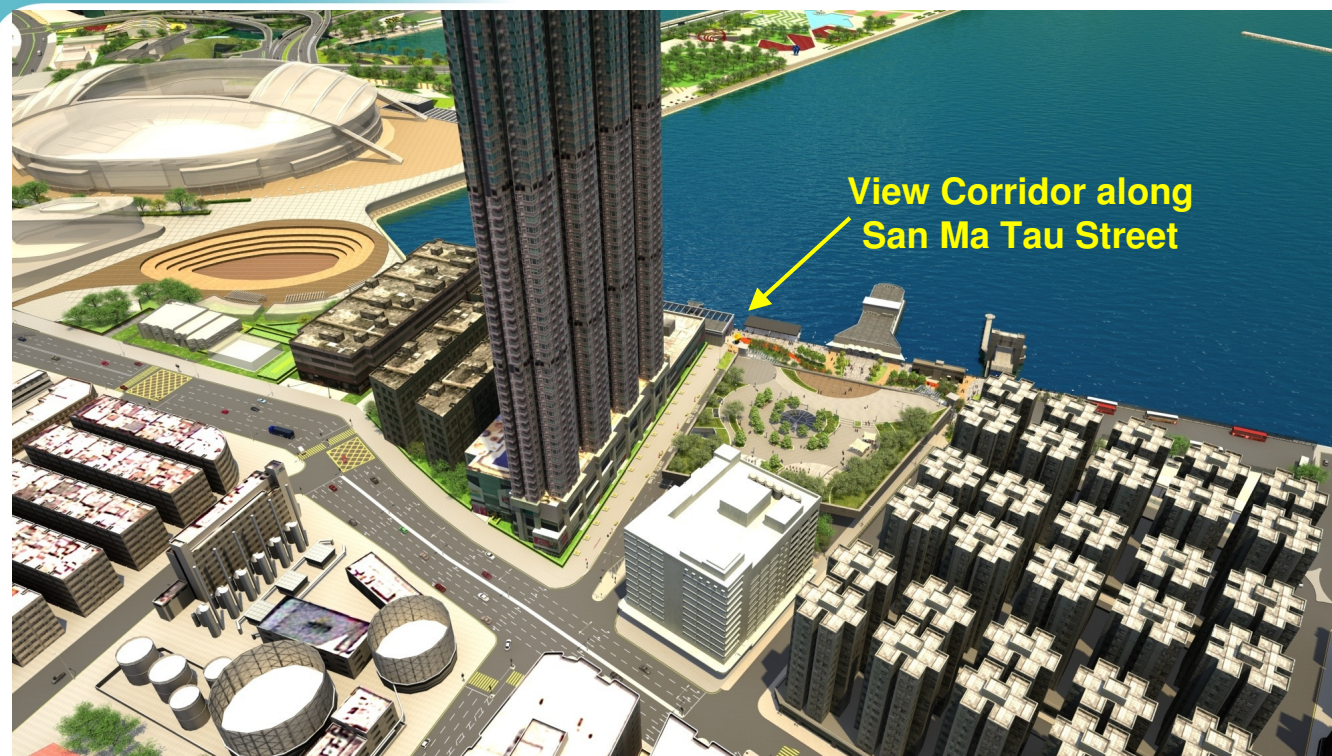
PROPOSED SOIL LEVEL

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checked	SIGNED	approved	SIGNED
C.W.KO	02/05/13	M.S.LAM	02/05/13
contract no.			
file no.			
project no. 6461TH			
contract			
drawing title			
KOWLOON CITY FERRY PIER PTI AND MA TAU KOK PROMENADE - LAYOUT PLAN AT GROUND LEVEL			
drawing no.		scale	
HMW6461TH-SK0470		1:1000	
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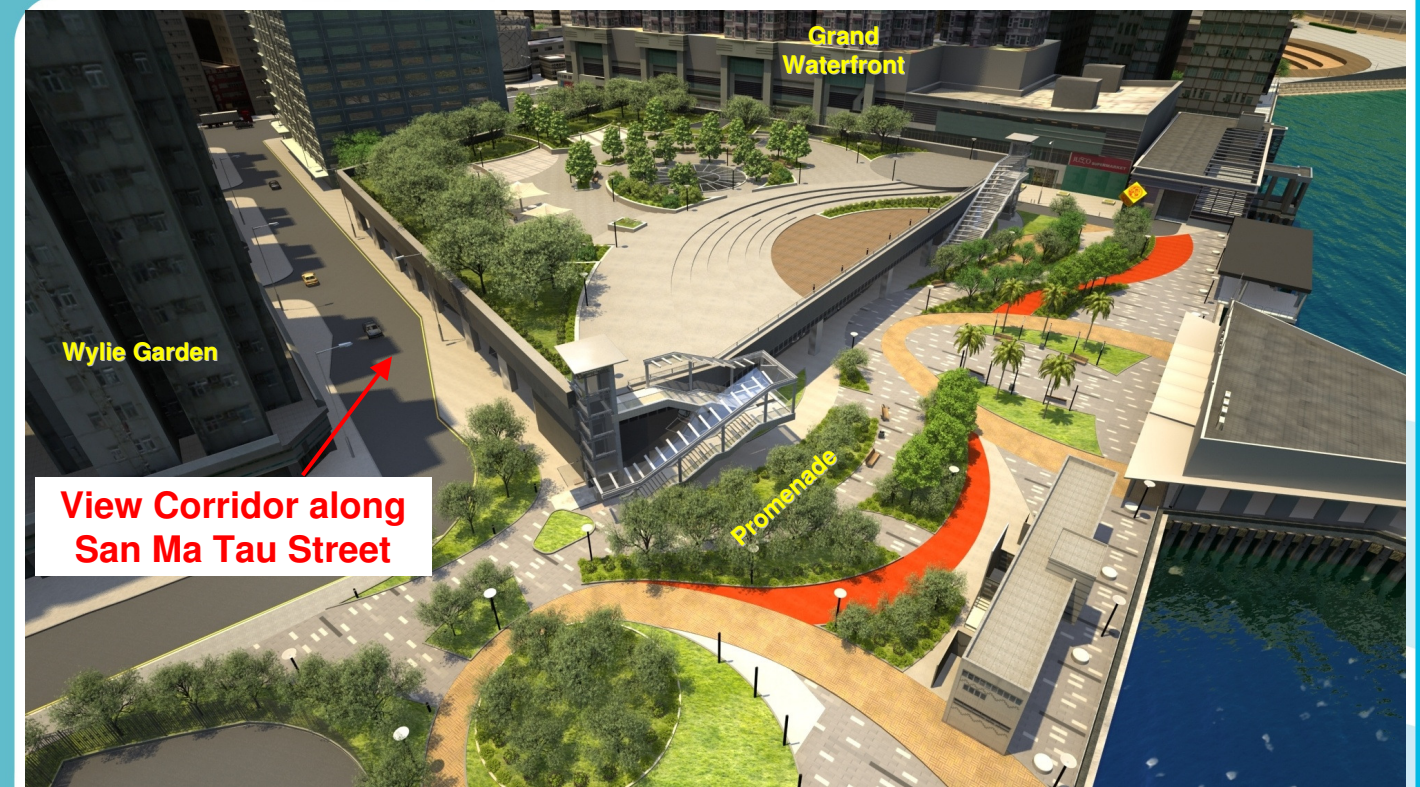
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Ma Tau Kok Promenade and Landscape Deck



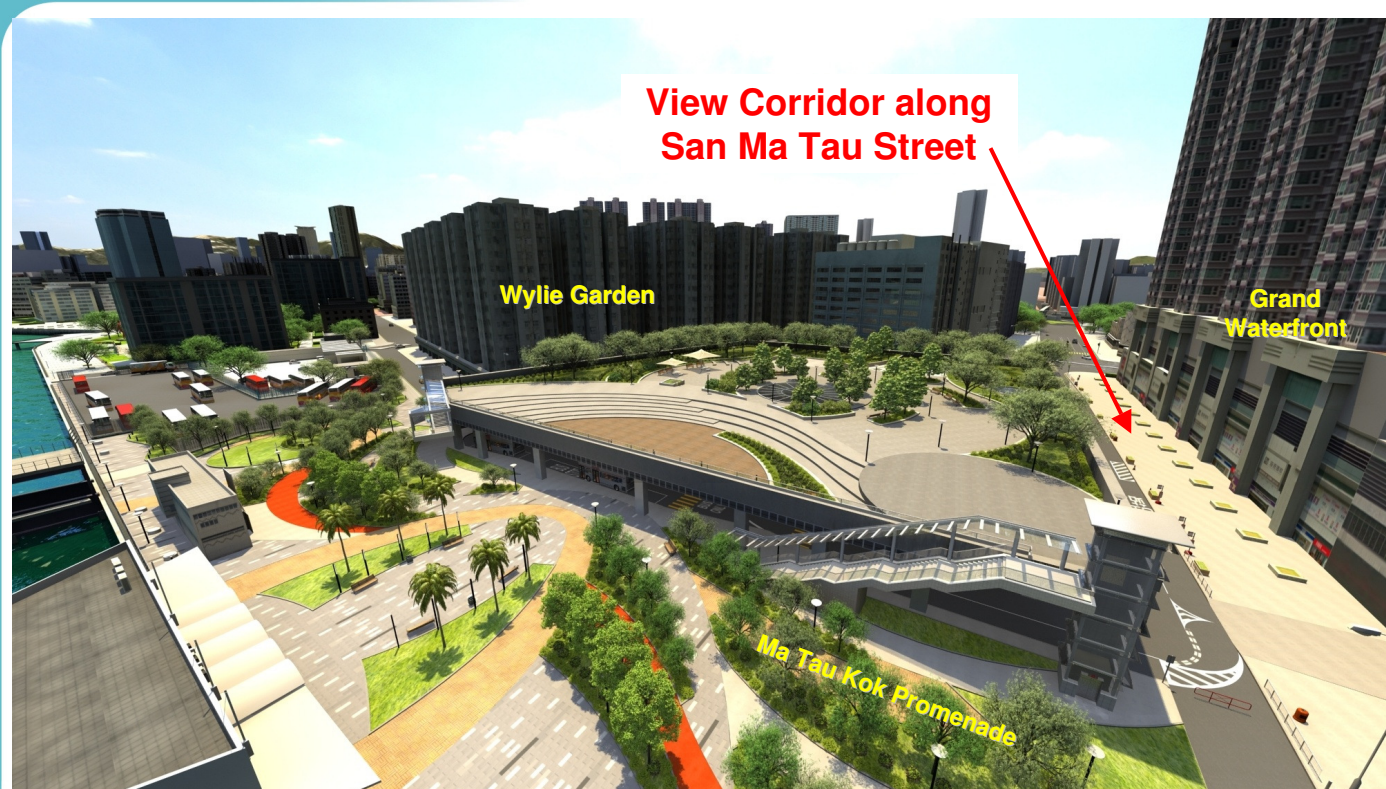
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Ma Tau Kok Promenade and Landscape Deck



2

Ma Tau Kok Promenade and Landscape Deck



3