

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

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For discussion  
on 1 Jun 2011

TFKT/08/2011

## **Kai Tak Development Urban Design Enhancement Proposals**

### **PURPOSE**

The purpose of this paper is to brief Members on the proposed urban design enhancement for Kai Tak Development (KTD) to be taken forward.

### **PROGRESS OF DEVELOPMENT**

2. Since the approval of the Kai Tak Outline Zoning Plan (approved OZP) in November 2007, implementation of the KTD has been in full swing. Construction of key projects targeted for completion in 2013 is progressing well. These projects include the cruise terminal building and the first berth at the former runway, the public housing development at the north apron area and the associated supporting infrastructure. In addition, the early phase of the District Cooling System has commenced construction in the first quarter of 2011.

### **URBAN DESIGN ENHANCEMENT**

3. On the basis of the approved OZP, we strived to enhance the urban design for KTD to meet the vision for developing “A Distinguished, Vibrant, Attractive and People-oriented Kai Tak by Victoria Harbour” in respect of :

- (a) relocation of roads away from the waterfront to improve accessibility; and
- (b) preservation of the remnants of the Lung Tsun Stone Bridge (Bridge) taking account of the views collected in the public engagement exercise.

### **KEY PROPOSALS**

#### Enhancement of Accessibility to the Waterfront

*The Runway*

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4. At the second meeting of the Task Force in November 2010, we presented Paper No. TFKT/06/2010 on the conceptual enhancement to accessibility of waterfront along the former runway under active investigation.

5. We now propose relocating two planned roads and the associated landscaped deck away from the waterfront to the central Runway Boulevard to enhance public accessibility and enjoyment. Due to the existence of at-grade vehicular connections to the Cruise Terminal and the underground infrastructure for the District Cooling System, the relocated road will be designed as an at-grade carriageway with connections to planned residential and commercial developments, the Cruise Terminal as well as the Metro Park and the Runway Park. Similar to the original arrangement, a landscaped deck will be provided above the road at the central Runway Boulevard which will serve as an open space and a walkway, as well as an effective traffic noise mitigation barrier for adjoining residential developments.

6. We propose widening the Runway Boulevard from 32m to 36m to accommodate more tree-planting. As for the promenades, we propose to maintain the total width of the promenades as shown on the approved OZP. The promenade facing the Victoria Harbour will be about 35m wide to accommodate more active recreational uses and major activities nodes to complement the vibrant atmosphere of the commercial development. The promenade facing the Kai Tak Approach Channel will be about 25m wide to provide a comfortable setting for passive leisure uses in the tranquil residential setting. The resulting area of “Open Space” would be similar to that shown on the approved OZP.

7. As a result of the above changes, the boundaries of the development sites at the Runway Precinct would have to be adjusted. While there will be slight increase in both domestic and non-domestic Gross Floor Area (GFA), it will be comparable to the original development intensity. (See **Annex 1**)

### *The South Apron*

8. We presented Paper No. TFKT/07/2010 at the third meeting of the Task Force in January 2011, on the conceptual enhancement of accessibility to South Apron waterfront being pursued.

9. After further investigation, we now propose relocation of the planned local road along the waterfront to an area next to Trunk Road T2 to enhance public accessibility and enjoyment. Pedestrian links will be extended to enhance connectivity with the Kowloon Bay hinterland. The layout of road interchange is also refined, as described in Paper No. TFKT/07/2010, to minimise visual intrusion caused by above-ground structures.

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10. Opportunity is also taken to merge a number of amenity areas south of Kai Fuk Road opposite the Hong Kong International Trade and Exhibition Centre and rezone as “Government, Institution or Community” (“G/IC”) use (about 1.7 hectares) (See **Annex 2**).

## Preservation of Remnants of Lung Tsun Stone Bridge

11. In March 2011, we presented Paper No. TFKT/04/2011 at the fourth meeting of the Task Force on the public engagement exercise on the preservation of the Bridge remnants and the public views collected. The public engagement process came to a close at end April 2011.

12. During the public engagement, the public generally accepted having a preservation corridor of not less than 25m wide to provide adequate space for appreciation of the Bridge remnants and the display of associated interpretative facilities. To allow greater design flexibility, we now propose to provide a 30m-wide preservation corridor and zone it together with a plaza at its southern end connecting with the Station Square as “Open Space” (“O”). A subway is proposed across the Prince Edward Road East (PERE) in lieu of the PERE section of the planned elevated landscaped walkway in the approved OZP, to connect the preservation corridor to Kowloon City and hence other cultural resources, especially Kowloon Walled City Park. The boundaries of the development sites in the vicinity of the preservation corridor will be adjusted. The three development sites abutting the corridor are proposed to be rezoned as “Comprehensive Development Area” (“CDA”) to ensure harmony in design and layout through statutory mechanism. The enhancement in connection with preservation of Bridge remnants is at **Annex 3**.

## **OTHER REFINEMENTS**

13. In connection with the above key proposals, we propose other refinements described below that will further enhance the gateway image in the Kai Tak City Centre and to maintain the overall development scale of Kai Tak.

14. In line with development of the cruise terminal, 39,400m<sup>2</sup> of non-domestic GFA of the previously planned 50,000m<sup>2</sup> in the cruise terminal site is proposed to be transferred to the adjoining Tourism Node so that its overall non-domestic GFA is increased to 229,400m<sup>2</sup>.

15. At the Kai Tak City Centre, we propose to merge the planned elevated landscaped walkway with a commercial site and rezone it as “Other Specified Uses” (“OU”) for arts and performance-related uses.

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The original commercial GFA will be transferred to a “CDA” site west of Kai Tak River, forming a twin-tower gateway together with the landmark building in the “CDA” site east of Kai Tak River (See **Annex 4**). The domestic and non-domestic plot ratios of the two “Other Specified Uses (Mixed Use)” sites will be adjusted to accommodate the domestic GFA displaced by the Bridge preservation corridor. For the Grid Neighbourhood sites, we propose to enhance the urban design with the concept of having high and low residential blocks with central courtyard (See **Annex 5**). Regarding the Underground Shopping Street connecting to Kowloon City, we suggest to align it to connect to the two proposed stations of the Shatin-to-Central Link located in the Kai Tak City Centre.

## **WAY FORWARD**

16. We will proceed to initiate amendments to the Outline Zoning Plan for Kai Tak after consulting the relevant District Councils, this Task Force, the Antiquities Advisory Board and the Town Planning Board on the above proposals.

## **ADVICE SOUGHT**

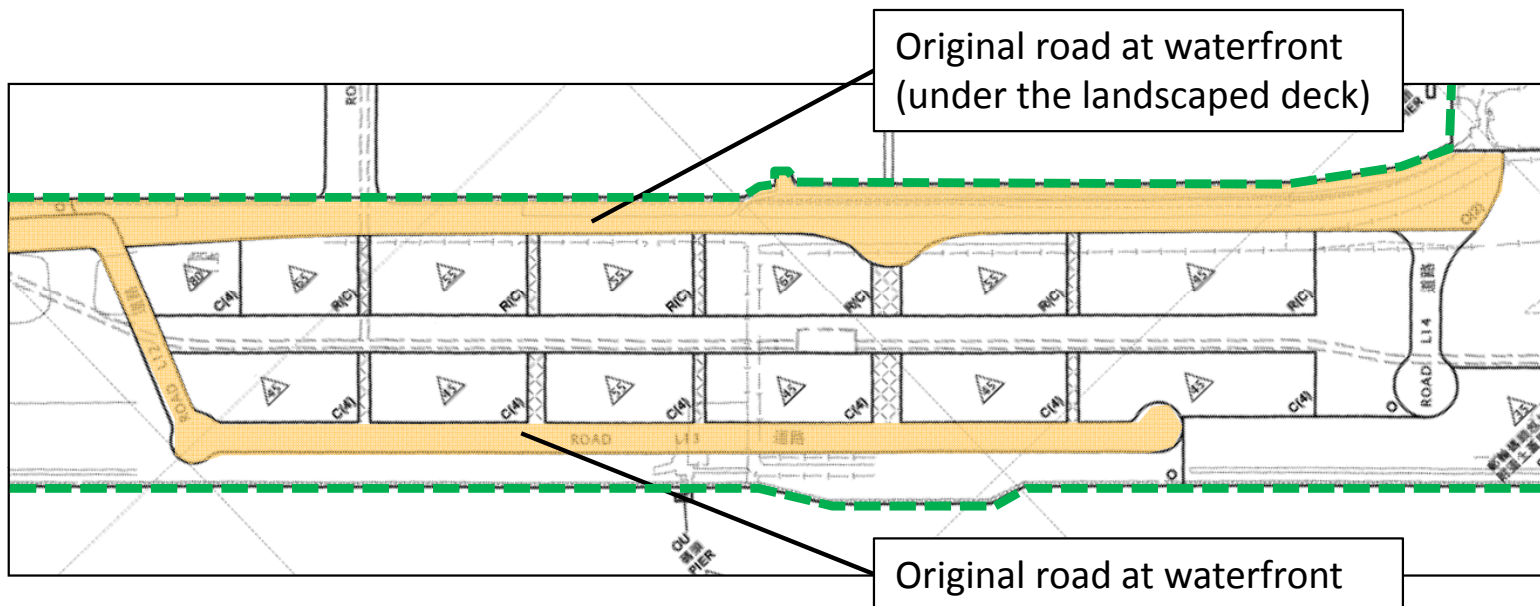
17. Members are invited to comment on the proposals set out in paragraphs 4 to 10 above and to note the other proposed refinements at Kai Tak Development set out in paragraphs 11 to 15 above.

**Civil Engineering and Development Department  
Planning Department  
May 2011**

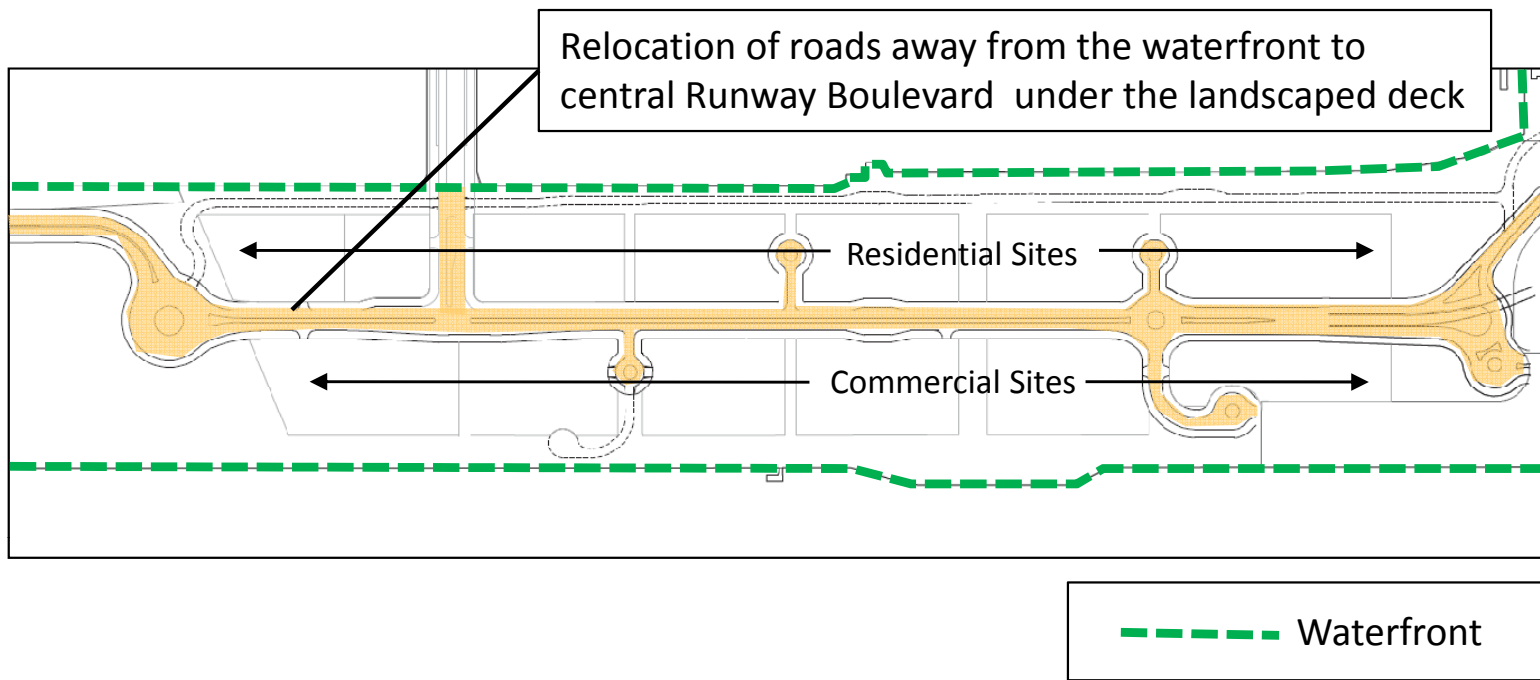
## Proposed Relocation of Roads and the Associated Landscaped Deck at Runway away from the Waterfront



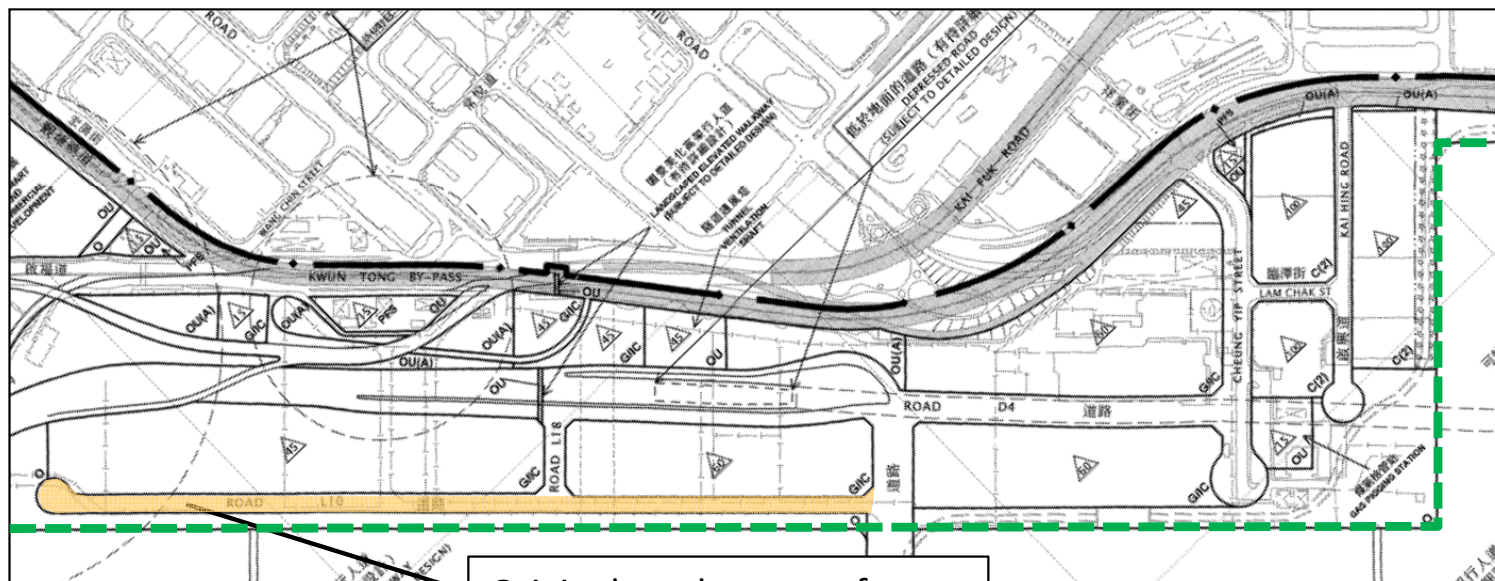
Original Roads in Kai Tak OZP



Proposed Roads

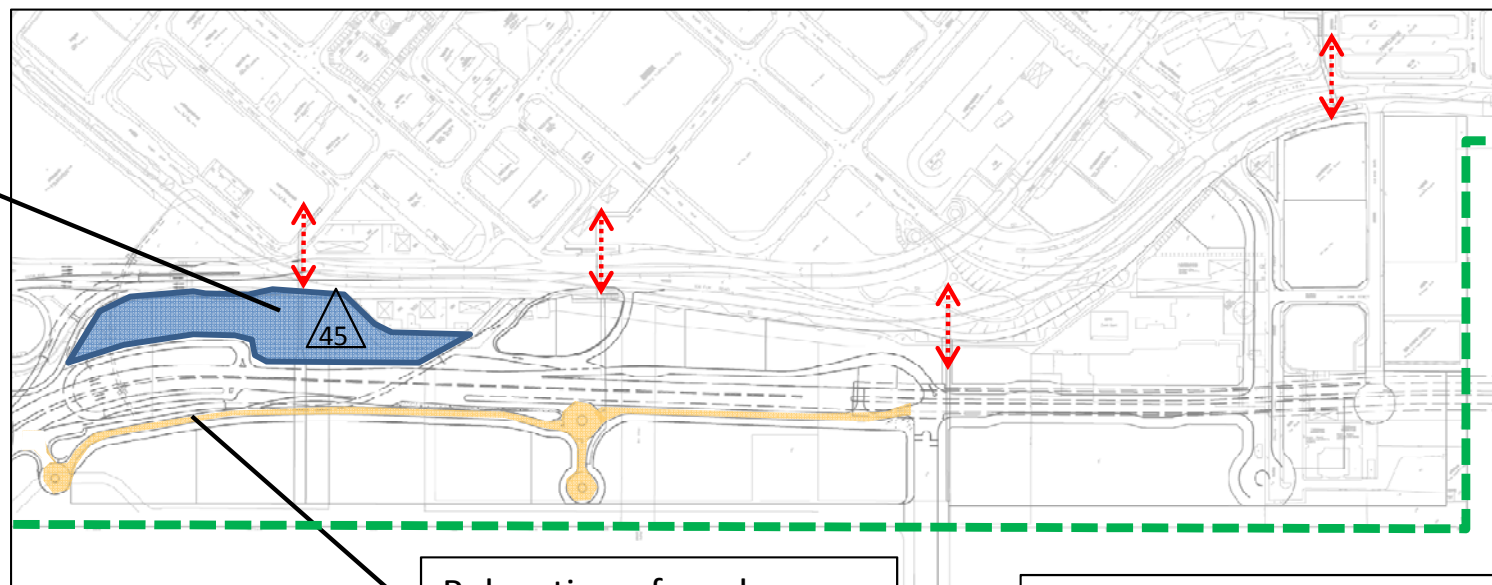


# Proposed Relocation of Road at South Apron away from the Waterfront



Original Road in Kai Tak OZP

Original road at waterfront



New "G/IC" Site

Proposed Road

Relocation of road away from the waterfront

Legend:

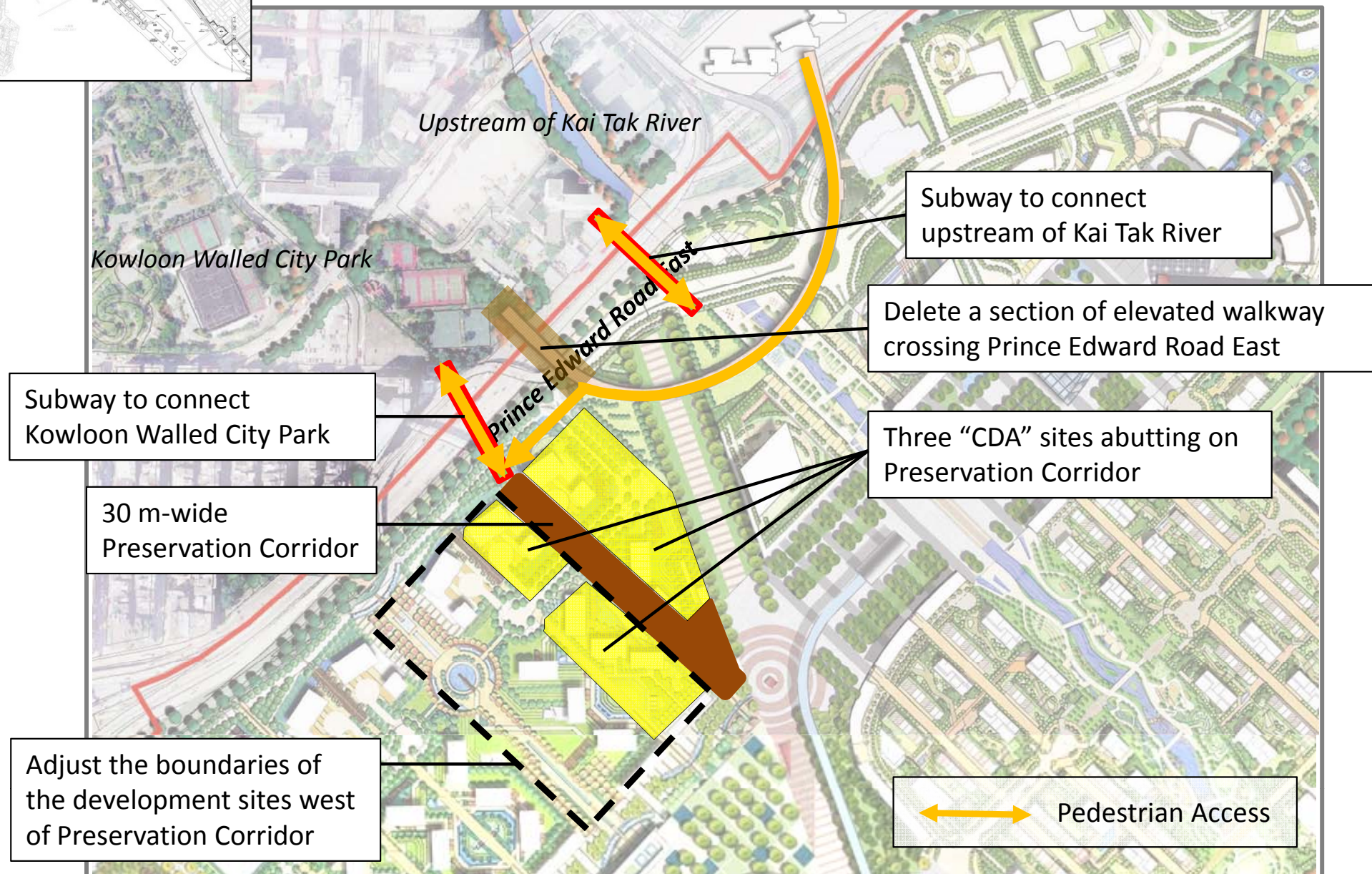
- Waterfront
- ↔ Pedestrian Link

## Original Proposal in Kai Tak OZP and Its Relation with Lung Tsun Stone Bridge



Location of  
Lung Tsun Stone Bridge

## Proposed Enhancement in Connection with Preservation of Lung Tsun Stone Bridge

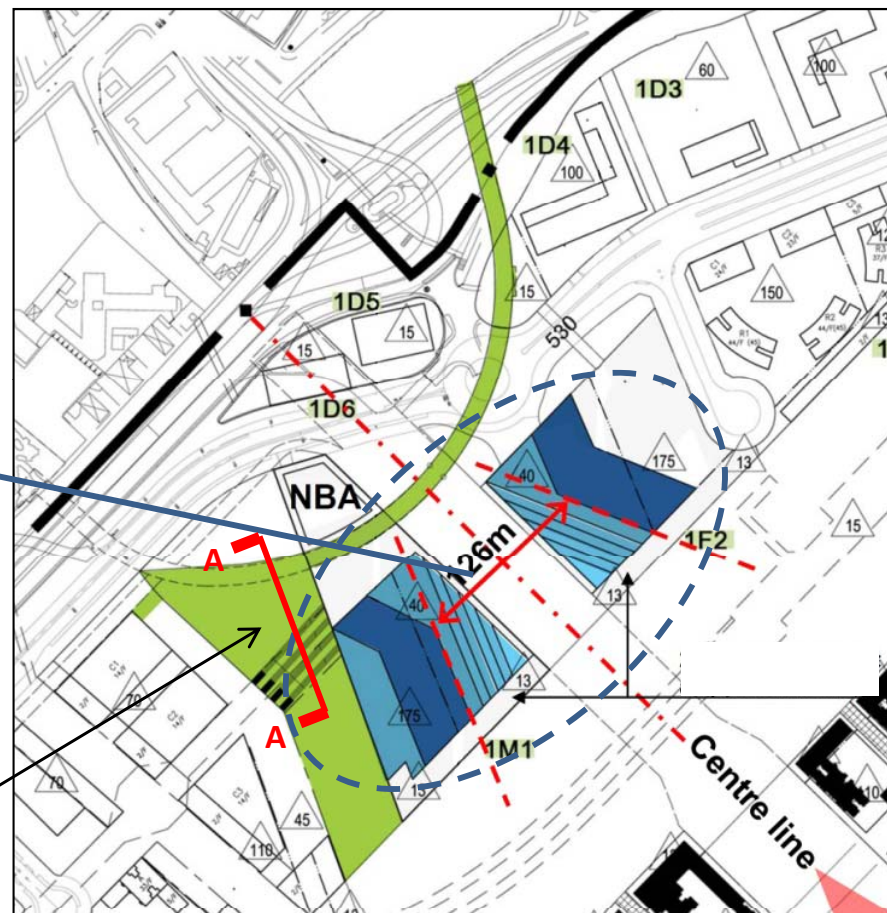
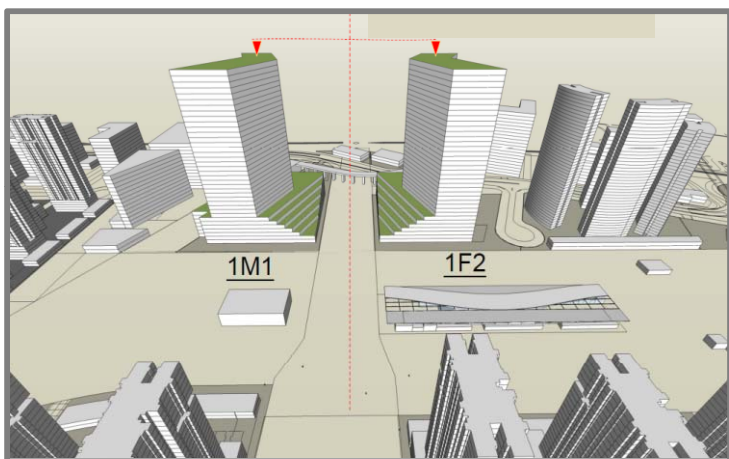




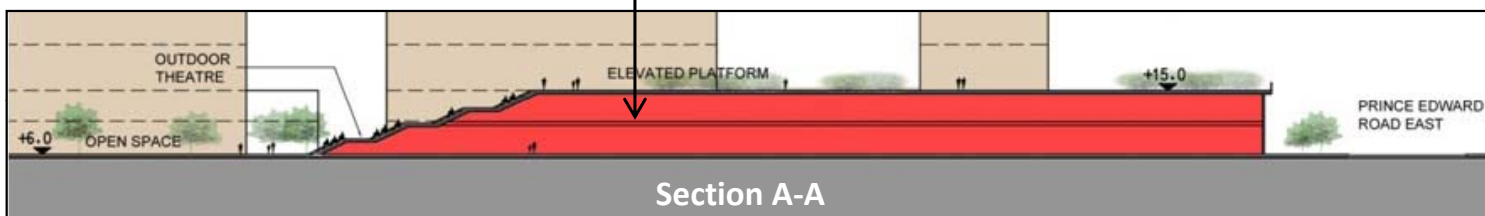
# Proposal to Reinforce Gateway Image and Provision of a Large Landscaped and Community Area for Arts and Performance



Two landmark buildings along Kai Tak River



“OU” for arts and performance



**Design Concept having Residential Towers and Low Blocks with a Courtyard is Adopted at Grid Neighbourhood**



Original Arrangement



Proposed Arrangement