

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

For discussion  
on 5 April 2017

TFKT/08/2017

## **Kai Tak Development - Stage 2 Infrastructure Works for Developments at Southern Part of Former Runway**

### **Landscape Design of Associated Open Spaces**

#### **PURPOSE**

This paper seeks Members' views on the landscape design of associated open spaces to be constructed under the captioned project (the Project) ongoing at the southern part of former runway in Kai Tak Development (KTD).

#### **BACKGROUND**

2. The design-and-build (D&B) works contract of the Project, commenced in November 2015 for substantial completion in 2019, aiming to provide essential infrastructure supporting the planned developments for residential, commercial and other specified uses at the southern part of former runway. As shown at **Annex A**, the Project covers realignment and widening of the existing single 2-lane Shing Fung Road to form a dual 2-lane distributor road, construction of a semi-noise enclosure (comprising a landscaped deck above and noise barriers along the eastern side of the realigned Shing Fung Road), associated open spaces, footpaths, pedestrian streets, street lighting, traffic aids, drainage, sewerage, water mains, landscaping and ancillary works.

3. According to the approved Kai Tak Outline Zoning Plan, the realigned Shing Fung Road in form of a dual 2-lane distributor road running along the centre of the former runway is zoned as "Open Space (2)", where the landscaped deck constructed above the road will form a green connector linking up the Metro Park to the north and the Kai Tak Cruise Terminal (KTCT), the Tourism Node and the Runway Park to the south of the former runway. Forming part of the semi-noise enclosure, the landscaped deck will not only serve the purpose of mitigating road traffic noise impact on the adjoining residential sites, but also support the public open space atop. In addition, the Project will provide an at-grade roadside local open space adjacent to KTCT.

## Public Consultation

4. We consulted the Housing and Infrastructure Committee, and the Leisure and District Facilities Management Committee of the Kowloon City District Council on 9 January and 6 November 2014 respectively, and obtained their general support for the schematic design of the semi-noise enclosure and the preliminary landscape design of open spaces.

5. We consulted this Task Force at its meeting held on 14 January 2014 and at its workshop held on 20 February 2014 about the schematic design of the semi-noise enclosure. Members had no objection to the schematic design. After commencement of the D&B works contract of the Project, we conducted two workshops with this Task Force on 17 May and 31 August 2016 to seek Members' views and comments on the landscape design of open spaces whilst giving an update on the design of the semi-noise enclosure. The landscape design of open spaces has since been further developed, which is given in this paper, for Members' consideration.

6. We consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS)<sup>1</sup> which considered at its meeting held on 15 November 2016 that the aesthetic design for the semi-noise enclosure's structures was acceptable.

## LANDSCAPE DESIGN OF OPEN SPACES

7. The design concepts of open spaces are inspired by the site's former use as the runway of Kai Tak Airport representing the collective memory of aviation history and, at the same time, take heed of KTD's place branding concept of the "Current of Vitality". These two overarching concepts weave throughout the design

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<sup>1</sup> The Chairperson and the Secretary of ACABAS are the Regional Highway Engineer and the Senior Landscape Architect respectively of the Highways Department (HyD). The other members include one representative each from the Architectural Services Department, the Civil Engineering and Development Department, the Housing Department, the Bridges and Structures Division of HyD, the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institute of Planners and the academic sector (Department of Architecture of the Chinese University of Hong Kong, Department of Architecture of the University of Hong Kong and School of Design of the Hong Kong Polytechnic University on rotation).

linking the Project to the past and future in order to provide a passive recreational open spaces for public use.

8. The elevated open space atop the landscaped deck features leisure walkways, urban rooms, urban nodes and lookout galleries. Soft landscape along the leisure walkways and within the urban rooms are designed to provide an array of species emphasizing both the richness of planting variety of Hong Kong and the natural changes throughout the year with seasonal flowers. The roadside local open space to be formed at-grade at the southern end of the landscaped deck is intended to be a local lush green space with a multi-functional amphitheatre for creative and interactive public events. A brief account of landscape design of the open spaces produced by the D&B contractor is at **Annex B**.

### CONNECTIVITY OF OPEN SPACES

9. Under the D&B works contract of the Project, 10 nos. staircases and 2 nos. passengers lifts, viz. Lift A and Lift B, will be provided to connect the elevated open space atop the landscaped deck with the at-grade footpaths and the waterfront promenades at the former runway. The lifts will be located at two bus lay-bys on the realigned Shing Fung Road in order to attract patronage of the elevated open space from visitors; it would be the key source of visitors in the first few years of the Project's completion while many developments at the southern part of former runway are still under construction. The landscaped deck has made provision for future pedestrian connections with the adjoining developments sites. In addition, Government will mandate the commercial developments to provide pedestrian connections linking their development sites and the elevated open space atop the landscaped deck. The pedestrian facilities at the southern part of former runway being constructed are shown in **Annex C**.

10. In view of the recently proposed increase in development intensity and change in land uses of development sites at the southern part of former runway, it is planned to enhance the connectivity and accessibility amongst the elevated open space and the waterfront promenades by providing 6 nos. additional passenger lifts. Besides, Government will mandate the

residential developments<sup>2</sup> that are at the western side of the realigned Shing Fung Road to provide pedestrian connections linking their retail elements and the elevated open space atop the landscaped deck. The proposed enhanced arrangement and indicative locations of pedestrian facilities to be provided at the southern part of former runway are shown in **Annex D**. Government will arrange for the pedestrian facilities so as to dovetail with the development schedule of sites at the former runway.

## WAY FORWARD

11. Members are invited to express their views on the landscape design of associated open spaces.

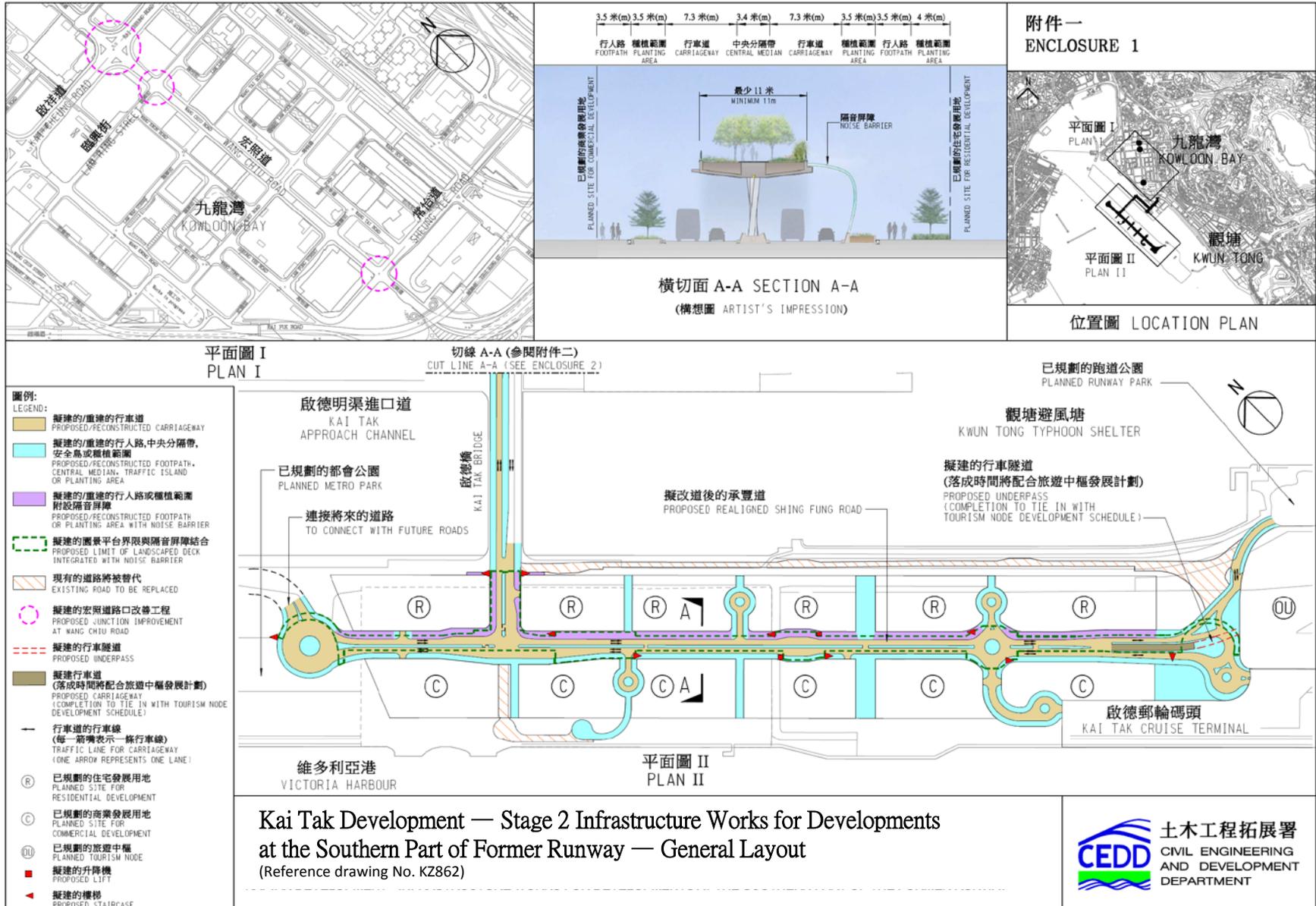
**Kai Tak Office, Kowloon Development Office  
Civil Engineering and Development Department  
April 2017**

- Annex A**     General Layout of the Project
- Annex B**     Landscape Design of Open Spaces
- Annex C**     Pedestrian Facilities Being Constructed
- Annex D**     Enhanced Arrangement of Pedestrian Facilities

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<sup>2</sup> Residential sites No. 4A2, 4C1 to C3 and 4E2 include retail elements.

# THE PROJECT – GENERAL LAYOUT



# LINKING WALKWAY - OVERVIEW

(ARTIST'S IMPRESSION)



# Landscape Design of Associated Open Spaces

## 1.0 DESIGN CONCEPT

The landscape design is twofold viz. elements of the conceptual design are inspired by the site's former use as the Kai Tak Airport runway representing our collective memory of aviation history, while other conceptual design aspects look to the future by relating to the Kai Tak Development's place branding of "Current of Vitality". These two overarching concepts weave throughout the design linking the Project to the past and future in order to provide a passive recreational open space for the public's use. Key features of the proposed open spaces, as shown in **Figure B1**, are as follows -

### Elevated Open Space

- (1) Urban Rooms
  - Urban Room A: (Urban Plaza) A predominantly hard landscape urban square, arranged to be simple, modern and elegant. This Room may potentially interface in the future with the proposed Environmentally Friendly Linkage System.
  - Urban Room B: (Green Room) A mainly passive recreational space with a garden like character, in which lawns and educational gardens are provided.
  - Urban Room C: (Civic Plaza) A civic multi-functional open space provided with lawn areas and interactive water play.
- (2) Urban Node Plazas – These are located at junctures along the linking walkways to take advantage of waterfront views.
- (3) Lookout Galleries – Gateways that mark the north and southern entrances to the landscaped deck.
- (4) Linking Walkways – A linear corridor connecting the north and southern lookout galleries acting as the spine of the landscaped deck. Landscape design for passive recreational use.

### Ground Level Local Open Space

- (5) An internally focused lush park with shelters and water play areas.

## 2.0 LANDSCAPE DESIGN OF ELEVATED OPEN SPACE

### 2.1 VARIETY

While the deck is designed in such a manner as to reflect the aviation history of the site, the design also makes reference to place branding of "Current of Vitality". The design variety could be presented on planting and paving pattern.

#### *PLANTING*

The planting areas along the linking walkways and within the Urban Rooms provide an array of species that emphasize the richness of planting variety of Hong Kong and emphasize natural changes throughout the year with contributing to the visual identity of the area.

#### *PAVING PATTERN*

The paving pattern along the deck weaves the two themes of aviation history and the "Current of Vitality". The variation in patterns provide a unifying effect through the colours, textures and alignment of paving units, as shown in **Figures B2 & B3**.

### 2.2 FEATURES

#### *ACTIVATION BY "WATER"*

The theme of water weaves through the deck level experience represented by the raindrop paving patterns at north end of the deck passing through Urban Room A, and the education rain gardens in Urban Room B representing the collection of water. The views of the Urban Rooms can be found in **Figures B4 and B5**. More meandering paving patterns move south along the deck recall the flow of water in rivers and a build-up on energy. The southern end of the deck provides interactive dry water fountains in Urban Room C, as shown in **Figure B6**, engaging the public and acting as an attraction to the community driven room, further south mist features and water cascades symbolize "take-off" into the clouds and reflect the sky above to recall the experience of take-off and sky gazing. Please refer to **Figure B7**.

#### *SEATING*

Seating and informal gathering spaces are provided along the length the deck with tree planting providing shade. The seating design shall make subtle reference to the arrangement of concourse, airport lounge and aeroplane seating to recall experiences of air

travel relating to the site's former use.

#### *OPEN VIEWS*

Key open views, such as at the Urban Node Plazas and the Lookout Galleries are celebrated with informal paved spaces to enjoy views of the Kowloon and the Victoria Harbour.

#### *EDUCATIONAL GARDEN*

Urban Room B includes educational gardens that consists of Chinese herbs, native flora and rainwater harvesting garden for different sensory enjoyment and learning experience of the visitors.

#### *OPEN SPACE COMMUNITY*

Urban Room C is a multi-functional open space and events plaza designed for the community. Lawn areas, raised deck spaces and interactive dry fountains provide space for passive recreation and gathering. Please refer to **Figure B6**.

### 2.3 SOFT LANDSCAPE DESIGN

Various planting mixes and a wide selection of planting species (e.g. dense foliage, evergreen trees, native plants and Chinese herbs) are designed to create a naturalistic effect. The tree planting will be distributed evenly along the entire deck. Species selected are differentiated in order to provide different thematic planting effects with its colour and anatomy in each season. Please refer to **Figure B8**.

### 3.0 GROUND LEVEL LOCAL OPEN SPACE

#### 3.1 LAYOUT

The layout of the ground level local open space is inspired and driven by the energy swirls of "Current of Vitality" motif; expressing the vibrancy of Kai Tak. The design allows for free flowing pedestrian passage through the park and up to the deck, in keeping with the overall swirl form. The southern portion of the open space overlooks the water play area, while the northern portion includes a lawn amphitheatre seating area overlooking the multi-functional play space at the centre of the park. Please see **Figures B9 and B10**.

#### 3.2 FACILITIES

The central multi-functional play space is an expression of the ground elements (soil/ water/ minerals). The circular central space enables it to be a performance space for public event. The multi-functional play space shall encourage and enhance opportunities for visitors' interaction, as shall the adjoining low climbing wall and amphitheatre seating. The water-wall and interactive dry fountains located towards the centre of the open space shall welcome visitors upon arrival and allow them to explore and experience a variety of water play.

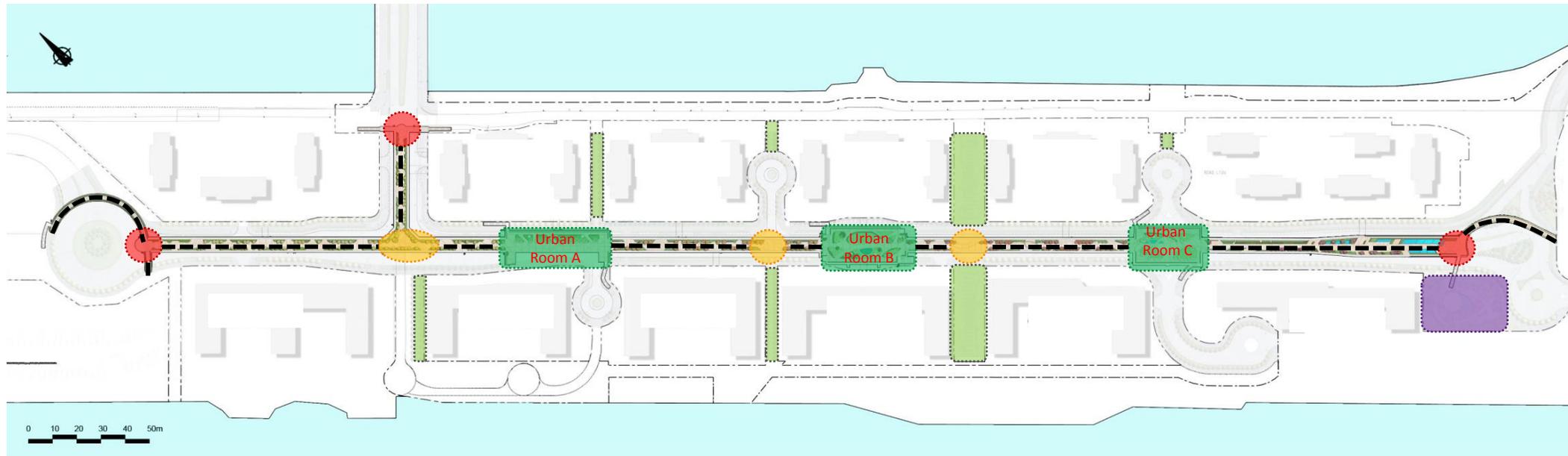
#### 3.3 CONNECTED BY "WATER"

The energy symbolised by the "Current of Vitality" such as 'ripples around a water droplet', extends out from the water wall at the centre of the park, to the interactive water play area. Visitors may have the opportunity to experience a sense of the areas vitality by interacting with the dynamic element of water.

#### 3.4 SOFT LANDSCAPE

The soft landscape shall be utilized in the form of dense, visually impermeable beamed border planting at three sides, with trees of vibrant flowers symbolizing the energetic spirit of Kai Tak. Lower shrubs and lawn are proposed at the inner part of the ground level local open space for visitors to enjoy an enclosed environment.

# LANDSCAPE DESIGN OF OPEN SPACES KEY PLAN



LOOKOUT GALLERY



URBAN NODE PLAZA



URBAN ROOM



25M / 10M WIDE PEDESTRIAN STREET

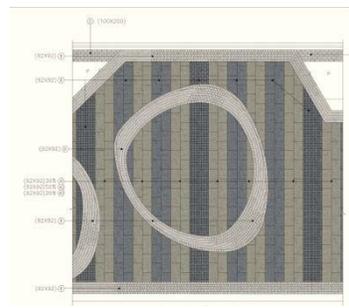
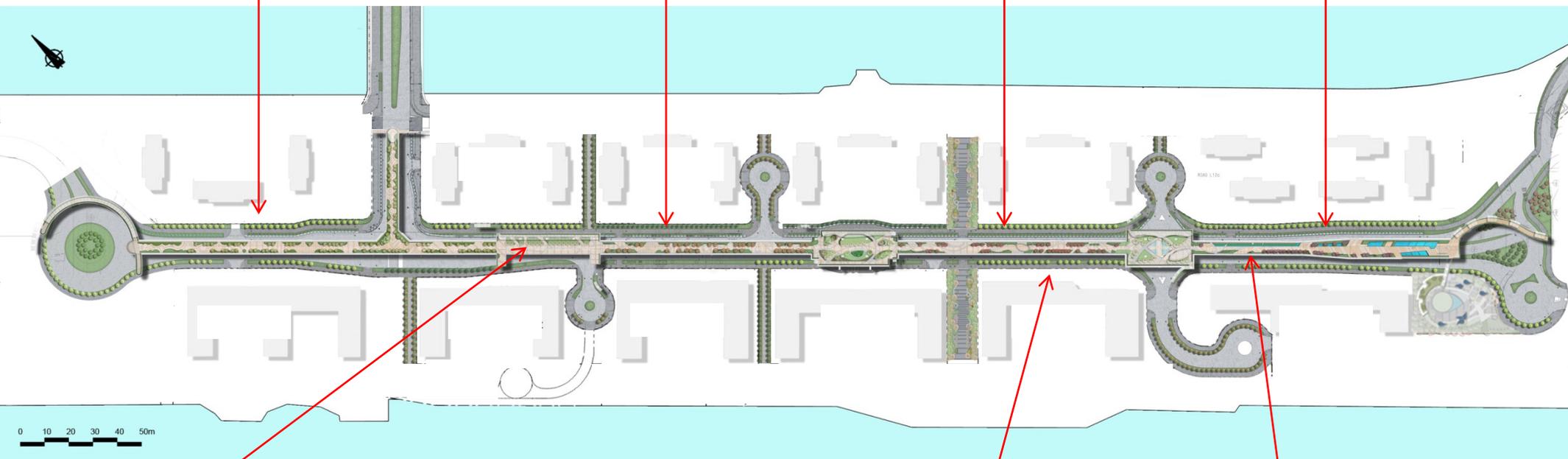


GROUND LEVEL OPEN SPACE

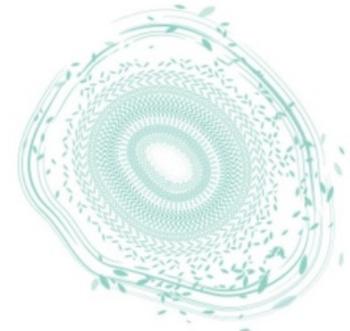


CRESCENT WALKWAYS AND LINKING WALKWAYS

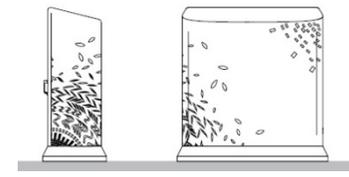
# PLACE BRANDING CONCEPT OF "CURRENT OF VITALITY"



Paving Patterns



"Energy Swirls"



Street Furniture



Glass Balustrade

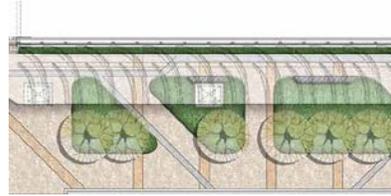
# "AVIATION" HISTORY



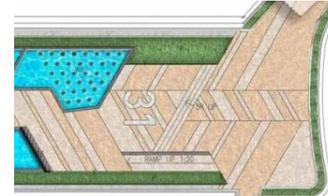
**NORTHERN CRESCENT**  
"Boarding the plane"



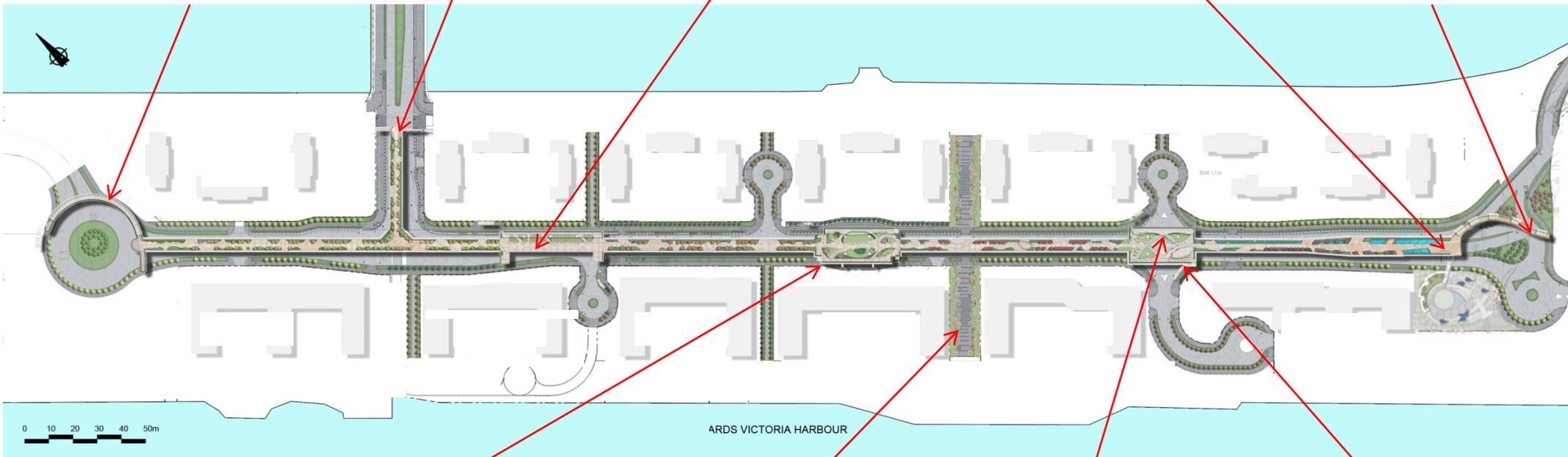
**ROAD D4A  
LOOKOUT GALLERY**



**AVIATION INSPIRED LAYOUT AND PAVING PATTERNS**



**SOUTHERN CRESCENT**  
"Alighting the plane"



**LIFTS**



**25M WIDE  
PEDESTRIAN STREET**



**INTERACTIVE DRY FOUNTAINS AND  
MULTI-FUNCTIONAL OPEN SPACE**

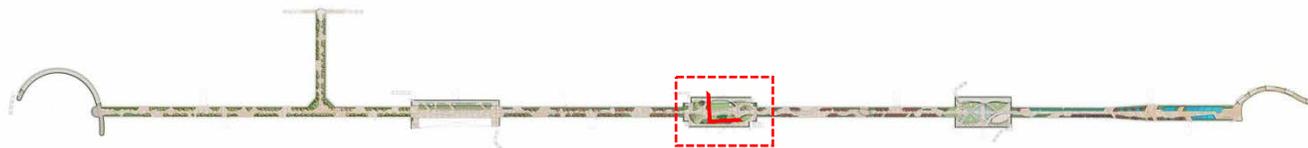
# URBAN ROOM A

(ARTIST'S IMPRESSION)



# URBAN ROOM B

(ARTIST'S IMPRESSION)



# URBAN ROOM C

(ARTIST'S IMPRESSION)



**VIEW TOWARDS WATER PLAY AREA**



**VIEW OF MULTI-FUNCTIONAL  
OPEN SPACE**



# LINKING WALKWAYS TO THE SOUTH OF URBAN ROOM C

(ARTIST'S IMPRESSION)



# BIODIVERSITY OF PLANTING SPECIES

(ARTIST'S IMPRESSION)



# GROUND LEVEL OPEN SPACE — OVERVIEW

(ARTIST'S IMPRESSION)



# GROUND LEVEL OPEN SPACE — MULTI-FUNCTIONAL PLAY SPACE

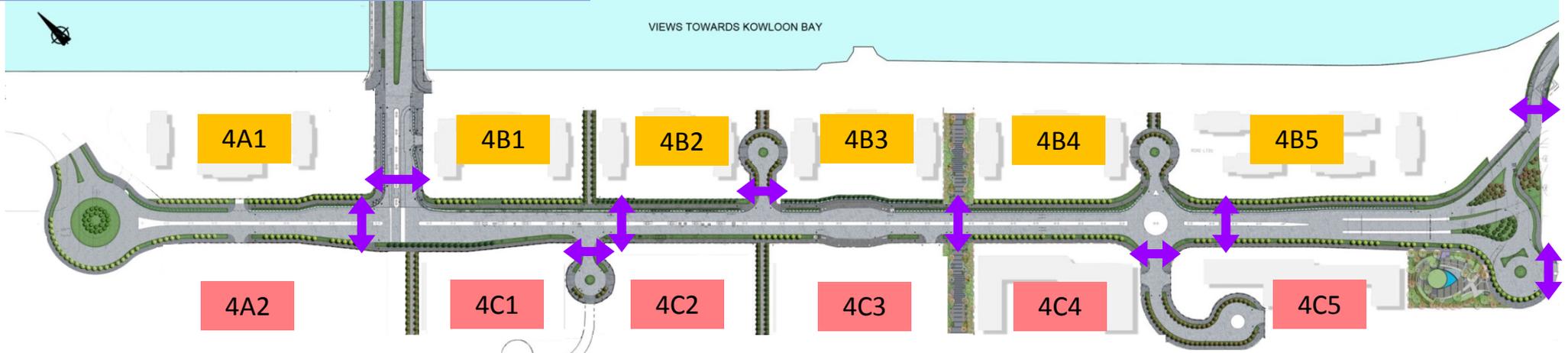
(ARTIST'S IMPRESSION)



**B10**

# PEDESTRIAN FACILITIES BEING CONSTRUCTED AT SOUTHERN PART OF FORMER RUNWAY

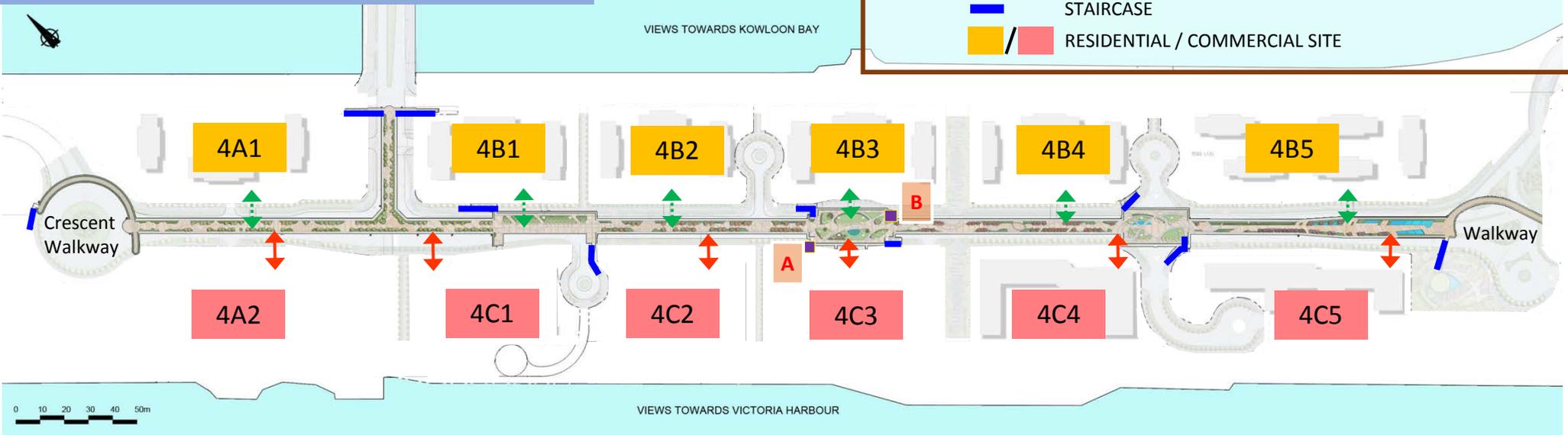
## AT-GRADE LEVEL PEDESTRIAN CROSSING



**LEGEND**

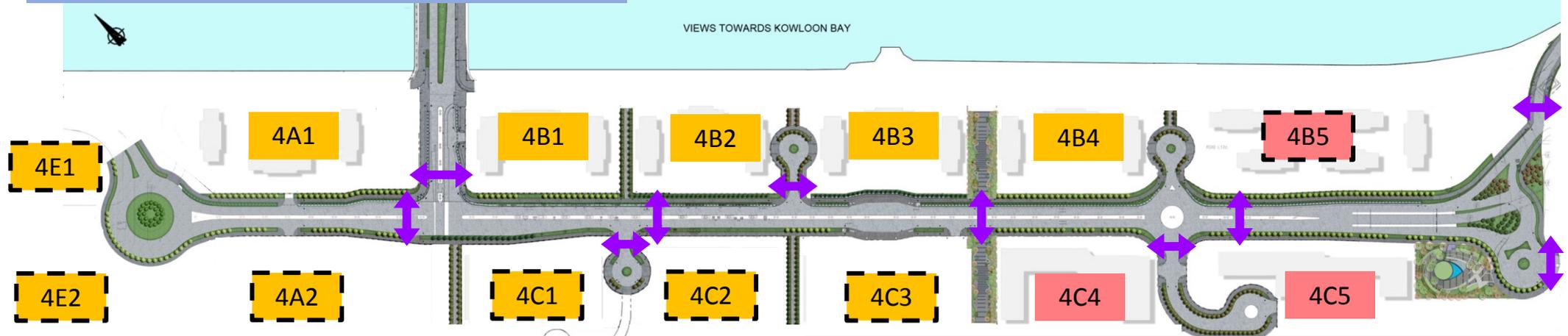
- ↔ (Purple double-headed arrow) AT-GRADE PEDESTRIAN CROSSING
- ↕ (Red double-headed arrow) MANDATORY PEDESTRIAN CONNECTION WITH THE DECK
- ↕ (Green double-headed arrow) PEDESTRIAN CONNECTION POINT RESERVED ON THE DECK
- (Purple square) LIFT
- (Blue square) STAIRCASE
- (Yellow/Red square) RESIDENTIAL / COMMERCIAL SITE

## PEDESTRIAN CONNECTION TO LANDSCAPED DECK

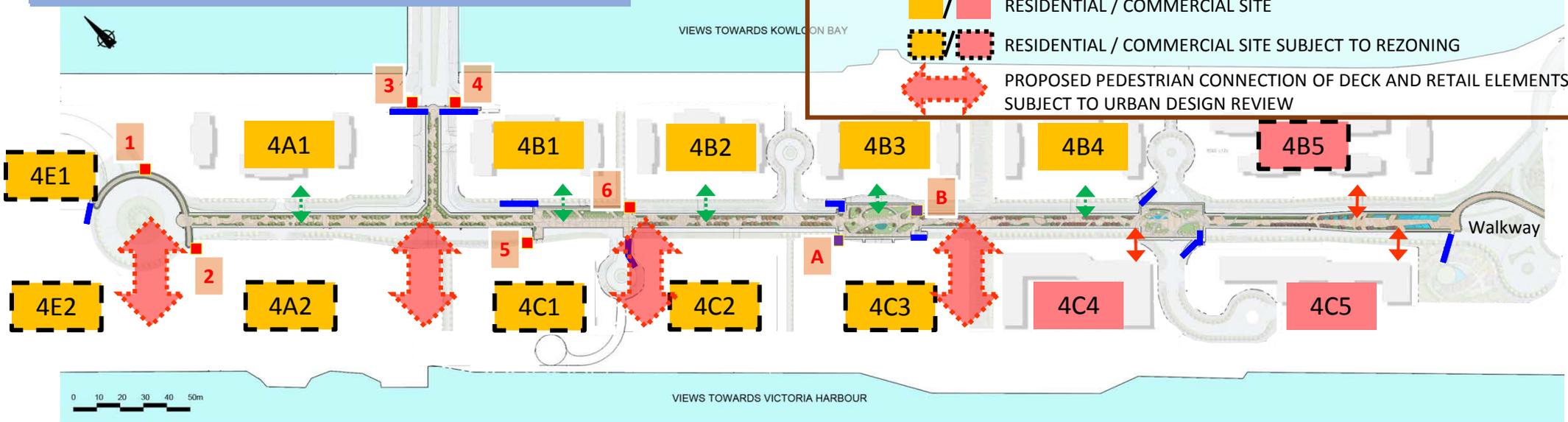


# ENHANCED ARRANGEMENT OF PEDESTRIAN FACILITIES AT SOUTHERN PART OF FORMER RUNWAY

## AT-GRADE LEVEL PEDESTRIAN CROSSING



## PEDESTRIAN CONNECTION TO LANDSCAPED DECK



**LEGEND**

- AT-GRADE PEDESTRIAN CROSSING
- MANDATORY PEDESTRIAN CONNECTION WITH THE DECK
- PEDESTRIAN CONNECTION POINT RESERVED ON THE DECK
- LIFT / PROPOSED LIFT SUBJECT TO REVIEW
- STAIRCASE
- RESIDENTIAL / COMMERCIAL SITE
- RESIDENTIAL / COMMERCIAL SITE SUBJECT TO REZONING
- PROPOSED PEDESTRIAN CONNECTION OF DECK AND RETAIL ELEMENTS SUBJECT TO URBAN DESIGN REVIEW