

TOWN PLANNING BOARD

TPB Paper No. 8859
For Consideration by
the Town Planning Board on 15.7.2011

Kai Tak Development
Urban Design Enhancement Proposals

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PURPOSE

This paper aims to brief Members on the urban design enhancement proposals for Kai Tak Development (KTD) and seek their views on these proposals.

PROGRESS OF DEVELOPMENT

2. Since the approval of the Kai Tak Outline Zoning Plan (approved OZP) in November 2007, the implementation of KTD has been in full swing. The construction of the key projects targeted for completion in 2013 is progressing well. These projects include the cruise terminal building together with the first berth at the former runway, the early phase of a district cooling system, the public housing development and the advance infrastructure supporting these projects.

URBAN DESIGN ENHANCEMENT

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

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

MAJOR PROPOSALS

Kai Tak City Centre

Preservation of Remnants of Lung Tsun Stone Bridge (Annex 1)

4. In response to the public aspirations to preserve the remnants, we conducted a two-stage public engagement exercise from mid 2010 to early 2011 that included site visits, public engagement workshops and consultations with the stakeholders such as District Councils, the Antiquities Advisory Board (AAB) and the Town Planning Board (TPB). To take heed of public opinion and to provide greater flexibility in the interpretation design, we propose to provide a 30 m wide corridor for preserving the remnants (Preservation Corridor) and rezone the entire corridor together with a plaza at its southern end connecting to the Station Square of KTD for “Open Space” (“O”).

5. With a view to providing space for accommodating the Preservation Corridor, we propose to adjust the disposition of three development sites that abut on the corridor. In addition, we propose rezoning the three development sites for “Comprehensive Development Area” (“CDA”) to bring in statutory planning controls for Master Layout Plan submission to the TPB to ensure that the design and layout of these sites will be in harmony with the Preservation Corridor.

6. A dedicated link with heritage theme across Prince Edward Road East (PERE) is proposed to connect the Preservation Corridor with the heritage resources in the vicinity, in particular the Kowloon Walled City Park. On this account, we propose to construct a subway underneath PERE to connect the Preservation Corridor with Shek Ku Lung Road Playground and thence with other heritage resources in the district including Kowloon Walled City Park. Besides, we propose to curtail the PERE section for the planned curvilinear-landscaped-elevated walkway on the approved OZP with a view to rationalizing the pedestrian crossing facilities.

Other Refinements (Annexes 2, 3 and 4)

7. The incorporation of the Preservation Corridor will reduce the area of the adjoining residential site. We propose to raise the domestic plot ratios for the two nearby mixed-use sites, viz. Sites 1E1 and 1F1 as shown in Annex 1, for the sake of maintaining the development quantum of the Kai Tak City Centre.

8. In response to curtailing the PERE section of the planned curvilinear-landscaped-elevated walkway, we propose to merge the walkway with a commercial site and rezone it for “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” only providing venues for outdoor art performance and a public viewing platform on the roof top and grand steps down to the view corridor along the Multi-purpose Stadium Complex. The original commercial Gross Floor Area (GFA) for this site will be transferred to “CDA(2)” site west of Kai Tak River (**Annex 2**). Together with the landmark building in the “CDA(1)” site east of Kai Tak River, a twin-tower concept along the Kai Tak River to reinforce the gateway image is proposed. The same development parameters, i.e. a plot ratio of 8 and two building height sub-zones of 40 m and 175 m above Principal Datum, for each site, are proposed.

9. For the Grid Neighbourhood sites, the planning intention is to create a distinctive residential neighbourhood with intimately scaled urban street blocks. To manifest the planning intention and to enhance community interactions within the neighbourhood and the pedestrian streets, we propose to enhance visual permeability by refining the massing and disposition of high and low building blocks within the development sites as well as incorporating a courtyard design approach to project a well-proportioned neighbourhood environment and vistas as well as urban intimacy (**Annex 3**). In this regard, the height control along the pedestrian street as specified in the approved OZP is proposed to be refined from not exceeding 3 storeys to not exceeding 6 storeys.

10. In the light of the public aspirations for a landscaped urban river channel running from Wong Tai Sin through KTD to the sea, we propose to construct a new subway across PERE along the Kai Tak River. In addition, the introduction of the Preservation Corridor necessitates adjustments to the boundary of some development sites. We also propose to refine the layout of the Underground Shopping Streets (USS) connecting to Kowloon City and San Po Kong to enhance the connectivity with the surrounding districts and provide flexibility for achieving a holistic design for the USS as well as flexibility in the implementation programme and the future management of the USS (**Annex 4**). With the refinement to the alignment of the USS, we recommend, in addition to the two-storey retail belt along the edge fronting the Multi-purpose Stadium Complex, introducing flexibility to provide retail elements on the ground floor of the residential development along local roads to capitalize on the anticipated pedestrian flow.

The Runway

Enhancement of Accessibility to the Waterfront (Annex 5)

11. We propose relocating two planned roads and the associated landscaped deck away from the waterfront to the central Runway Boulevard so as 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 the planned residential and commercial developments, the Cruise Terminal as well as the Metro Park and the Runway Park. Similar to the original arrangements, 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 residential developments along the northern side of the former runway.

12. After the relocation, the area zoned for “Open Space” and the total width of the north and the south promenades will be similar to that shown on the approved OZP.

Other Refinements

13. After an unsuccessful land tender for the cruise terminal site, the Government announced in September 2008 its decision to finance the implementation of the Cruise Terminal project. The Government decided to reduce the amount of non-domestic GFA in the Cruise Terminal Building from 50,000m² to 10,600m². To maintain the development quantum in the Runway area and consider the need for a cluster effect of tourism and leisure facilities, we propose to transfer the remaining 39,400m² GFA to the adjoining Tourism Node site. The maximum non-domestic GFA of the Tourism Node will be increased to 229,400 m².

The South Apron

Enhancement of Accessibility to the Waterfront (Annex 6)

14. We propose to relocate the planned road along the waterfront to an area next to Trunk Road T2 to enhance public accessibility and enjoyment. To this end, the existing and the proposed pedestrian links will be extended to enhance the connectivity with the Kowloon Bay hinterland. The proposed

layout of a road interchange is refined to minimise the visual intrusion due to above-ground structures. 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 to rezone it for "Government, Institution or Community" ("G/IC") use (about 1.7 hectares).

OVERALL DEVELOPMENT INTENSITY OF KAI TAK

15. By incorporating the above preservation and enhancement proposals, we expect that the overall development quantum of Kai Tak, including the domestic and non-domestic GFAs, will remain largely the same as compared with that in the approved OZP.

CONSULTATION

16. The Wong Tai Sin District Council, the Kowloon City District Council, the Kwun Tong District Council, the AAB and the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission have been consulted on the above proposals. We are in the process of preparing amendments to the approved OZP on the basis of the above proposals. We aim to submit these amendments to the Metro Planning Committee of the TPB for consideration in August 2011 before gazetting for public inspection.

ADVICE SOUGHT

17. Members are invited to comment on the above proposals set out in paragraphs 4 to 14 above. Subject to Members' comments, the proposals would form the basis to amend the approved Kai Tak OZP.

ATTACHMENTS

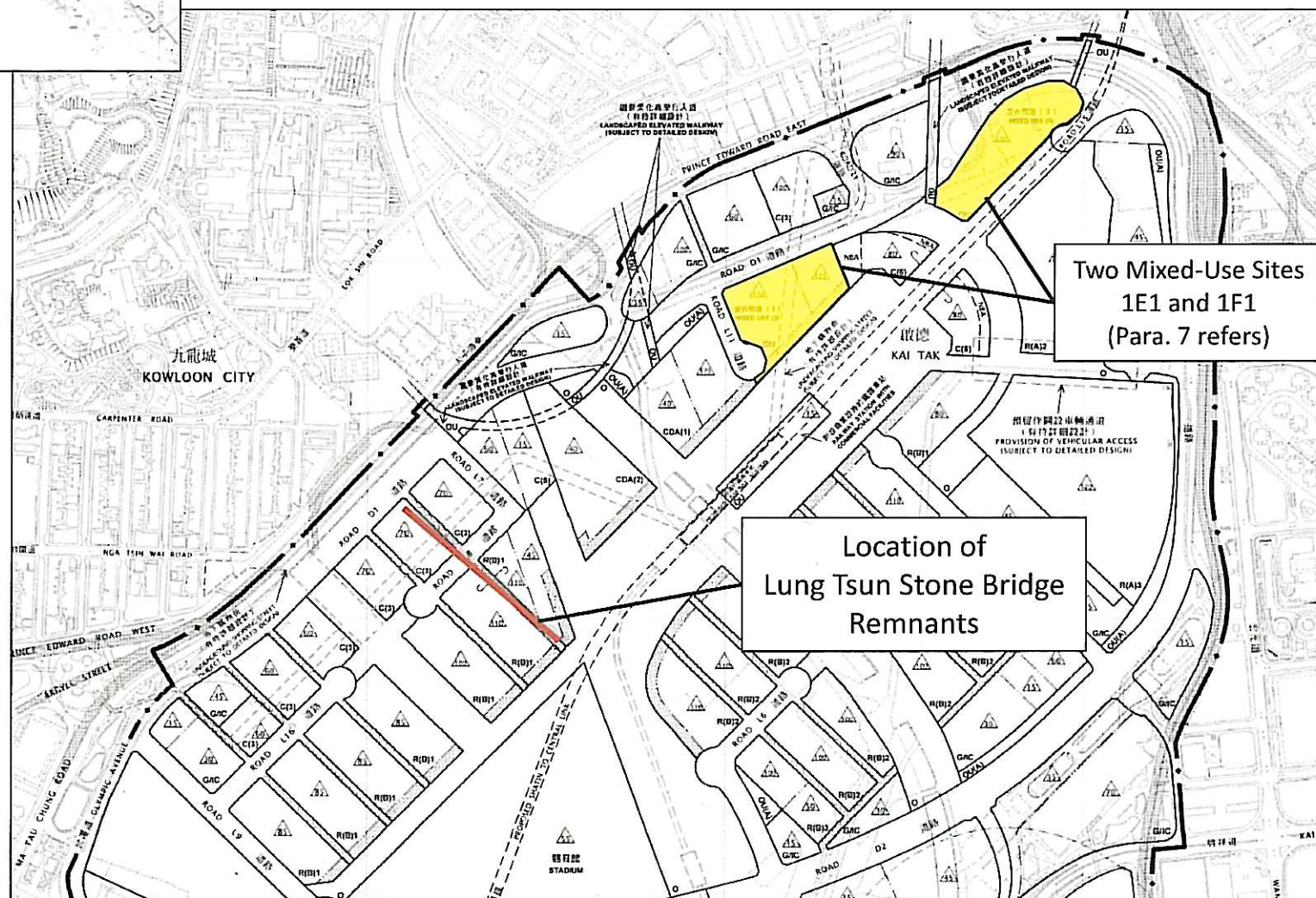
- Annex 1 – Proposed Enhancement in Connection with Preservation of Lung Tsun Stone Bridge
- Annex 2 – Proposal to Reinforce Gateway Image and Provision of a Large Landscaped and Community Area for Arts and Performance
- Annex 3 – Design Concept having Residential Towers and Low Blocks with a Courtyard is adopted at Grid Neighbourhood
- Annex 4 – Proposed Alignment of Underground Shopping Street
- Annex 5 – Proposed Relocation of Roads and the Associated Landscaped Deck at Runway away from the Waterfront
- Annex 6 – Proposed Relocation of Road at South Apron away from the Waterfront

Civil Engineering and Development Department

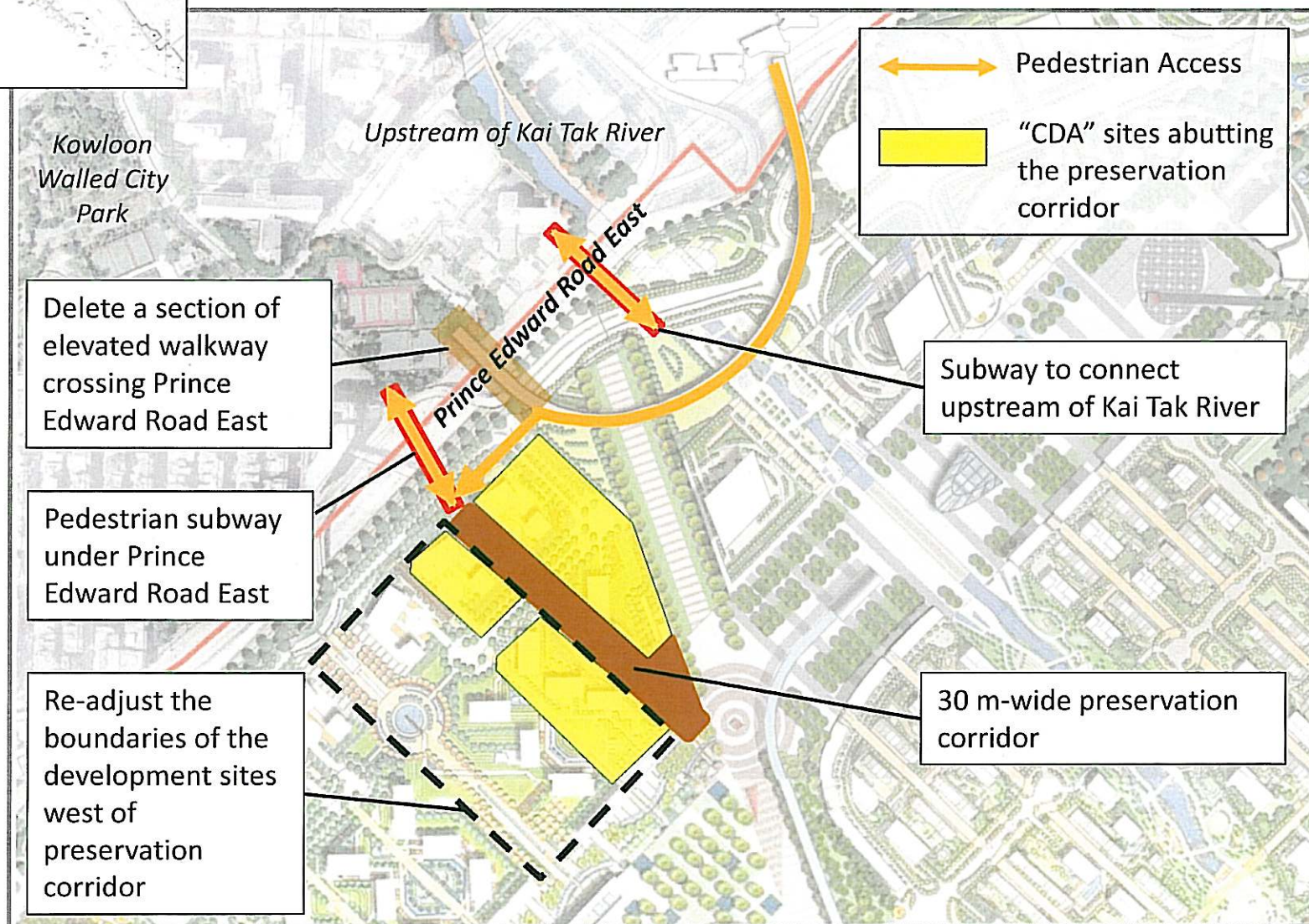
Planning Department

July 2011

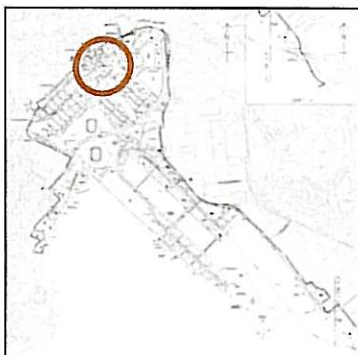
Original Proposal in Kai Tak OZP and Its Relation with Lung Tsun Stone Bridge



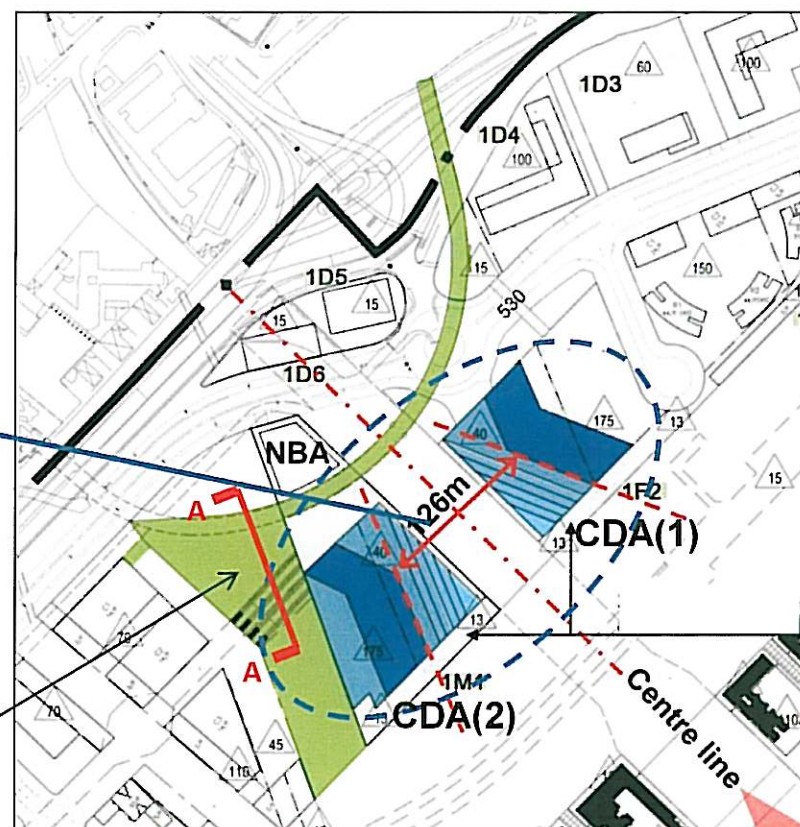
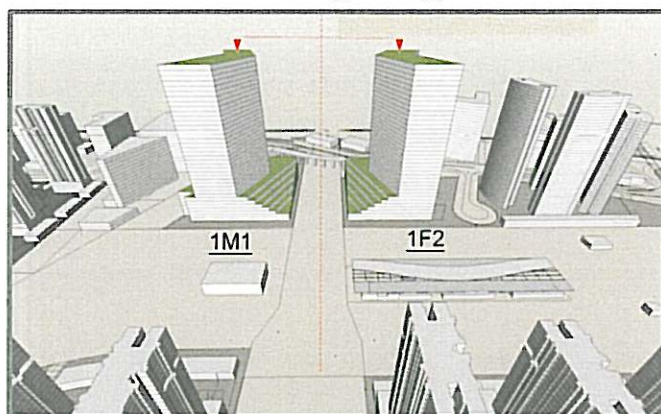
Proposed Enhancement in Connection with Preservation of Lung Tsun Stone Bridge



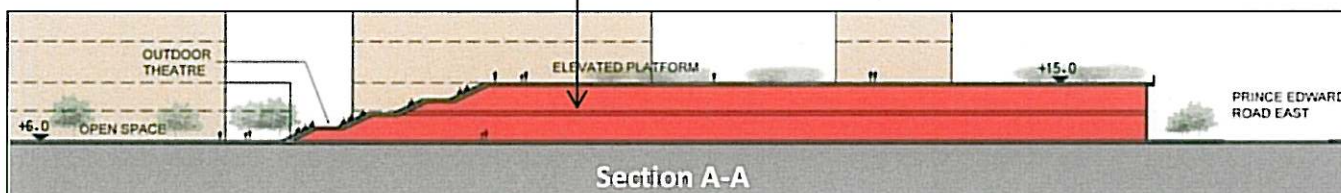
Proposal to Reinforce Gateway Image and Provision of a Large Landscaped and Community Area for Arts and Performance



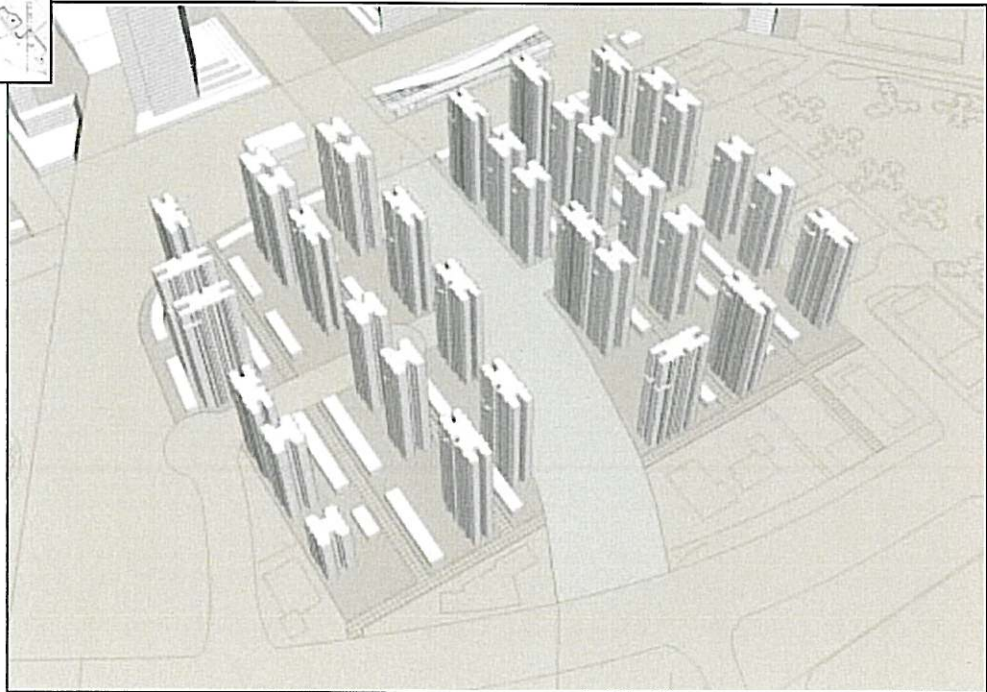
Two landmark buildings along Kai Tak River



"OU" for arts and performance



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

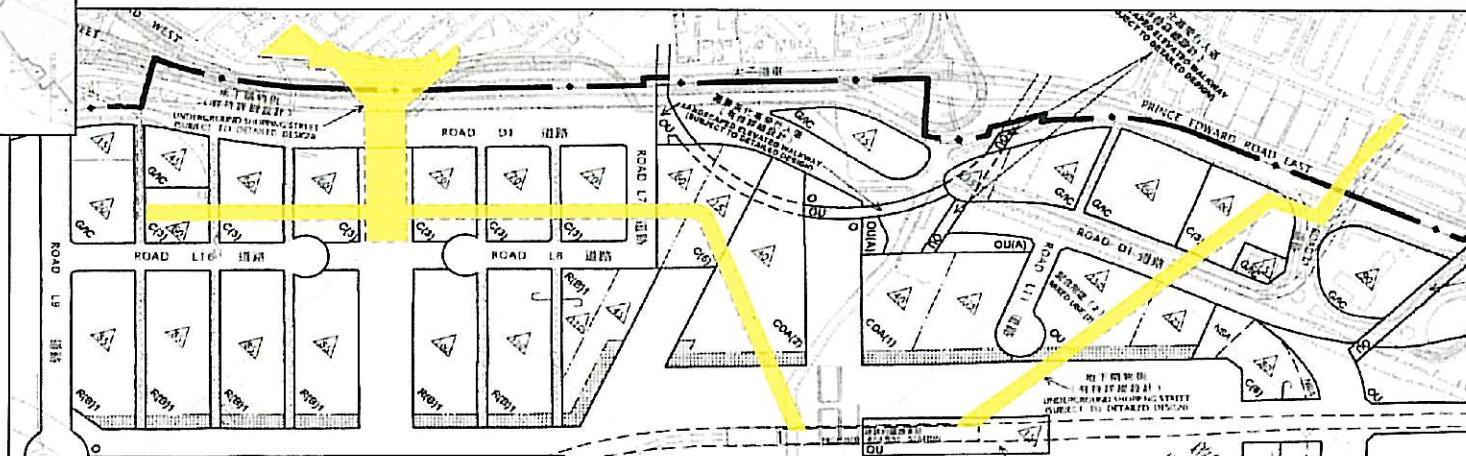
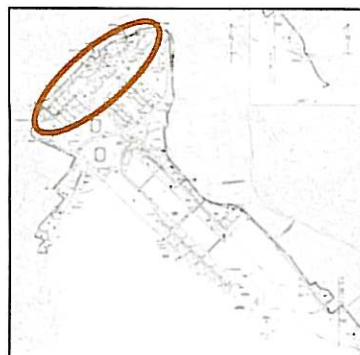


Original Arrangement

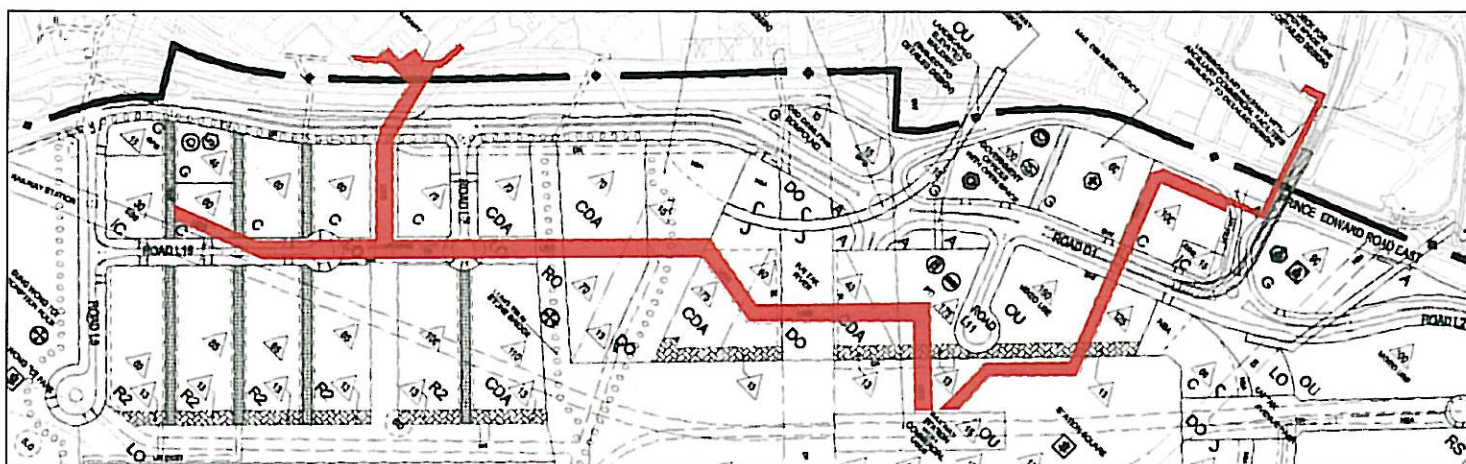


Proposed Arrangement

Proposed Alignment of Underground Shopping Street

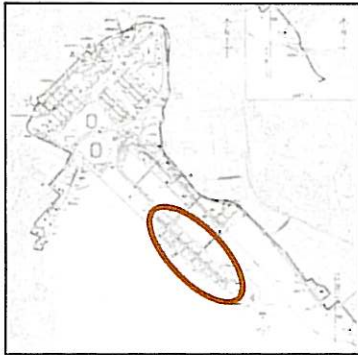


Original Alignment in Kai Tak OZP

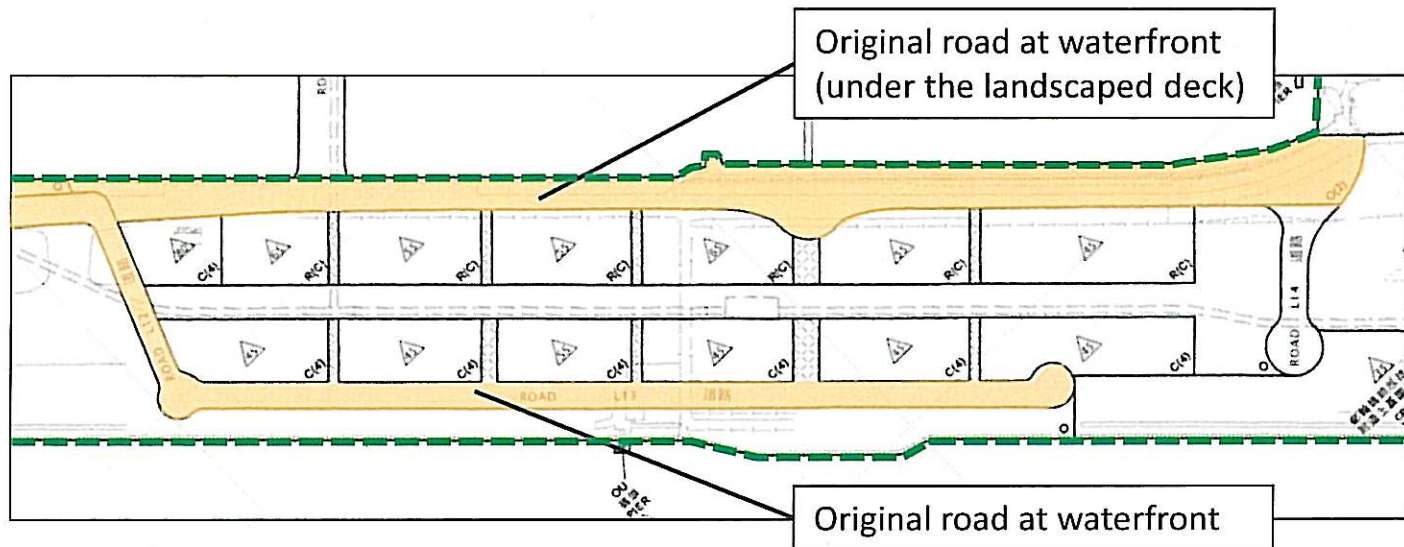


Proposed Alignment

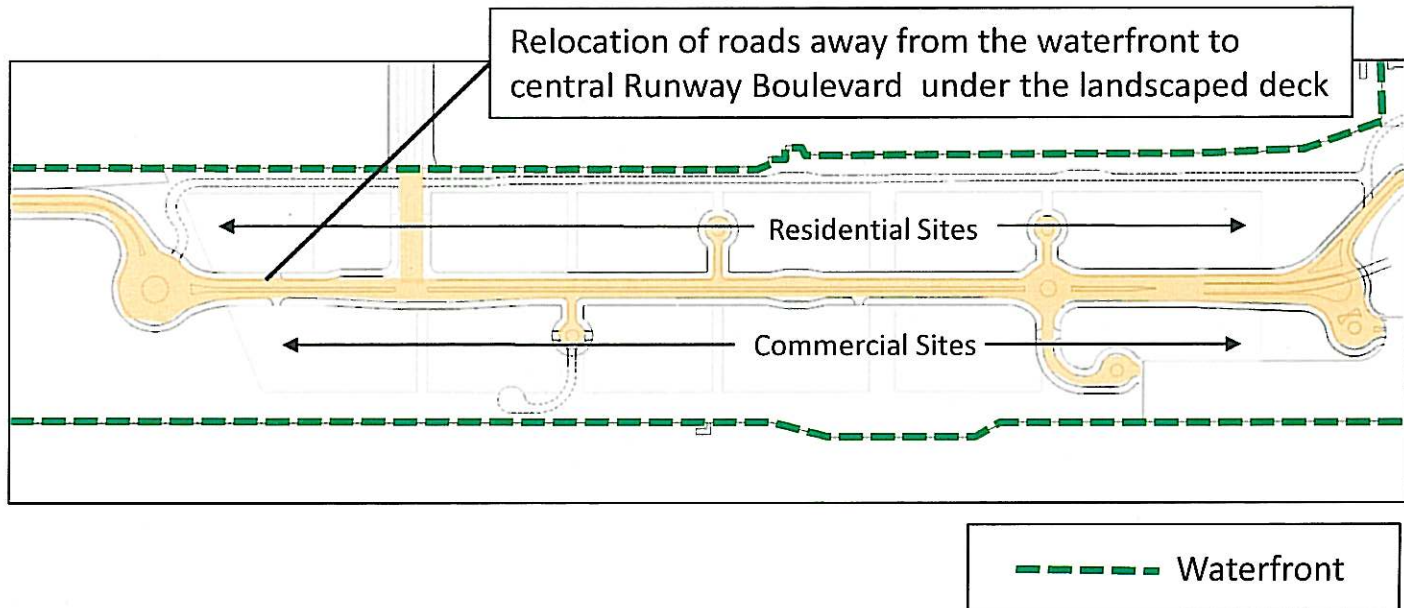
Proposed Relocation of Roads and the Associated Landscaped Deck at Runway away from the Waterfront



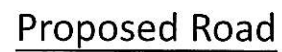
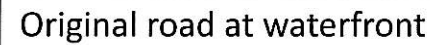
Original Roads in
Kai Tak OZP



Proposed Roads



Annex 6



Relocation of road away from the waterfront

Waterfront

 Pedestrian Link