

# Task Force on Kai Tak Harbourfront Development

## Minutes of Seventeenth Meeting

Date : 30 April 2015  
Time : 2:30 p.m.  
Venue : Conference Room, 15/F, North Point Government Offices,  
333 Java Road, North Point

### Present

Mr Vincent NG Chairman

### Organization Members

Mr Tom CALLAHAN Representing Business Environment Council  
Mr LEUNG Kong-yui Representing Chartered Institute of Logistics and  
Transport in Hong Kong  
Mr LAM Kin-lai Representing The Conservancy Association  
Mrs Karen BARRETTO Representing Friends of the Earth  
Mr Andy LEUNG Representing Hong Kong Institute of Architects  
Mr Paul YK CHAN Representing Hong Kong Institute of Landscape  
Architects  
Mr TAM Po-yiu Representing Hong Kong Institute of Planners  
Mr Ivan HO Representing Hong Kong Institute of Urban Design  
Ir Peter WONG Yiu-sun Representing Hong Kong Institution of Engineers  
Mr Shuki LEUNG Representing Real Estate Developers Association of Hong  
Kong  
Mr Paul ZIMMERMAN Representing Society for Protection of the Harbour

### Individual Members

Mr CHAN Ka-kui Individual Member  
Mr Sam FARRANDS Co-opted Member  
Mr Nelson CHAN Co-opted Member  
Wah-yu

### Official Members

Mr CHAN Chi-ming Deputy Secretary (Works)2, Development Bureau (DEVB)  
Miss Christine AU Principal Assistant Secretary (Harbour), DEVB  
Mr Thomas WK CHAN Senior Manager (Tourism)41, Tourism Commission (TC)  
Mr Wilson PANG Chief Traffic Engineer / Kowloon, Transport Department  
(TD)  
Ms YING Fun-fong Head/Kai Tak Office, Civil Engineering and  
Development Department (CEDD)

Ms Irene MAN	Town Planner/Kowloon 10, Planning Department (PlanD)
Ms LI Shuk-ming, Selina	(Acting) Chief Executive Officer(Planning)1, Leisure and Cultural Services Department (LCSD)
Miss Ingrid TJENDRO	Secretary

Absent with Apologies

Mr Joseph HO Hin-ming	Co-opted Member
Ms Connie LAM	Co-opted Member
Ms Lily CHOW	Individual Member
Mr Raj Sital MOTWANI	Individual Member
Dr Paul HO	Representing Hong Kong Institute of Surveyors

For Item 3

Ms HO Wing-yin, Winnie	Deputy Head of Energizing Kowloon East Office (EKEO)
Mr CHAN Kwok-leung, Clarence	Senior Works Consolidation Manager, EKEO
Mr YAM Wing-kin, Xavier	Works Consolidation Manager (2), EKEO
Mr LUK Wai-hung	Chief Engineer/Drainage Projects, Drainage Services Department (DSD)
Mr LAU Chi-keung	Senior Engineer/Drainage Projects 3, DSD
Mr CHAN Hak-keung	Engineer/Drainage Projects 22, DSD

For Item 4

Mr MOK Wai-chuen	Assistant Director (Air Policy), Environment Protection Department (EPD)
Mr Dave HO	Principal Environment Protection Officer(Air Policy), EPD

For Item 5

Ms Irene MAN	Town Planner/Kowloon 10, PlanD
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**The Chair** welcomed all attending the meeting. He announced that Ms Jasminia Kristine CHEUNG, alternate representative of the Friends of the Earth (FoE) in the Commission and its Task Forces, had resigned from the Task Force on 1 April 2015. FoE had nominated **Ms WONG Mee-chun** to replace Ms CHEUNG as their new alternative.

**The Chair** advised Members that **Miss Christine AU**, Principal Assistant Secretary (Harbour) of Development Bureau (DEVB) attended on behalf of Mr Thomas CHAN; **Mr Thomas WK CHAN**, Senior Manager of the Tourism Commission (TC) attended on behalf of Mr George TSOI; **Ms Irene MAN**, Town Planner/Kowloon 10 of Planning Department (PlanD) attended on behalf of Mr Tom YIP; **Ms Selina LI**, Acting Chief Executive Officer (Planning)<sup>1</sup> of Leisure and Cultural Services Department (LCSD) attended on behalf of Ms Margrit LI; **Mr Wilson PANG**, Chief Traffic Engineer/Kowloon of Transport Department (TD) attended on behalf of Mr Albert LEE.

### **Item 1 Confirmation of the Minutes of the last Meeting**

1.1 The draft minutes of the 16<sup>th</sup> TFKT meeting were circulated to Members for comments on 1 April 2015. The revised draft minutes with Members' comments incorporated were circulated again on 23 April 2015.

1.2 There being no further comments received from Members, the draft minutes were confirmed.

### **Item 2 Matters Arising**

*Signature Project Scheme in Kwun Tong: Construction of Music Fountains at Kwun Tong Promenade (paragraph 3.7 of the confirmed minutes of the 16<sup>th</sup> meeting)*

2.1 In response to the Chair's enquiry about the works

schedule of Kwun Tong Promenade Stage II, LCSD had provided a written reply in the form of post-meeting notes for Members' reference.

Progress Report on Kai Tak Development (KTD) (Paper No. TFKT/01/2015)

2.2 **Ms YING Fun-fong** introduced the paper and highlighted the key progress since the last meeting for Members' information.

2.3 **Mr Paul ZIMMERMAN** raised the following questions and suggestions:

- (i) with regard to the format of the progress report, he suggested the project titles should be highlighted for ease of reference;
- (ii) why proposals of ferry routes and the pontoons for ferry mooring at Kai Tak Cruise Terminal (KTCT) were not covered in the report;
- (iii) regarding the efficiency of the district cooling system (DCS) and the connection of public housing estates to the DCS, the number of housing units in Kai Ching and Tak Long Estates which had installed air conditioning;
- (iv) the works programme and detailed design of the Multi-purpose Sports Complex (MPSC);
- (v) given that good ideas of the shortlisted entries of the Kai Tak Fantasy - International Ideas Competition (KTF) would be investigated in the coming detailed study, whether there was further information on the indications of good ideas, implementation schedule, and resources required;
- (vi) the feasibility study of cycle track network in KTD should include the provision of ancillary facilities such as parking areas and repair facilities, *etc.* A plan indicating the roads and areas in housing estates where cycling was allowed could be included for illustrative purpose;
- (vii) on the issue of walkability, there should be a plan showing the footbridge and subway network connections with the buildings in KTD;

- (viii) the completion date for open space projects under LCSD's purview should match the occupation of buildings in the area, in particular for the residential developments;
- (ix) the latest progress of the proposed rezoning of Government, Institution or Community (G/IC) sites in the South Apron Area to commercial use;
- (x) whether there was a plan to show the proposed colonnade, emergency vehicle access (EVA), walking routes and outdoor seating in Kai Tak Park; and
- (xi) the design of the head of Kai Tak Approach Channel (KTAC).

2.4 **The Chair** said that Mr ZIMMERMAN's comments were noted and the planning and design of the open space at the opening of KTAC would be discussed under Any Other Business (AOB) of the meeting. He invited representatives from various departments to respond to Mr ZIMMERMAN's enquiries and comments.

2.5 **Ms YING** gave the following responses:

- (i) the proposed mooring location of the pontoon was within the restricted security area of KTCT. Relevant parties were looking into the issue of security, while TC would continue to liaise closely with the operator of KTCT for the arrangement of ad-hoc ferry service;
- (ii) the DCS was primarily intended for the provision of air conditioning to the commercial section of the public housing estates, whereas such installation for the residential buildings with centralised air-conditioning would be provided upon request;
- (iii) the construction works of the MPSC had not started. Pre-construction works, including a technical services consultancy and site investigation would commence soon subject to funding approval;
- (iv) apart from the implementation and management aspects of the cycle track network for KTD, the feasibility study would also examine the provision of ancillary facilities;
- (v) in terms of walkability, all the developments in KTD

would be connected by the 100-hectare open space areas. Subways and footbridges had also been planned and built to link up KTD with the hinterland, such as Wong Tai Sin district;

- (vi) to minimise level changes in pedestrian walkways, a footbridge across Price Edward Road East would provide direct access to the future Trade and Industry (TI) Tower. Also, a subway was under construction to link up KTD with San Po Kong. This subway was planned to pass through a G/IC site and other specified uses development site connecting to the future Kai Tak station of the Shatin-Central Link;
- (vii) the proposed rezoning had gained support from 3 District Councils and the Task Force. The proposal of minor relaxation of the development intensity for 19 sites was submitted to the Town Planning Board in mid-February and was approved on 17 April 2015. The rezoning of G/IC sites to commercial use at the South Apron would be done at the later stage; and
- (viii) the design of Station Square (i.e. Kai Tak Park) had not started and thus the provision of outdoor seating would be considered at a later stage.

*(Post-meeting notes: For item (i), the feasibility of transforming the ex-fireboat pier at the southern part of the former runway for use as public landing steps is being investigated. For item (iii), the Finance Committee of the Legislative Council approved the funding application of the pre-construction works of the MPSC project on 3 July 2015. The pre-construction works would start later this year. )*

2.6 **Ms Winnie HO** said that the result of the KTF was announced in November 2014. Energizing Kowloon East Office (EKEO) would conduct a planning and engineering consultancy study in mid-2015. The main design theme of the winning entry “Kai Tak 2.0: Healthy Lift-Off” and creative elements of other shortlisted entries would be examined and further explored in the said study. The project team would report to the Task Force at the appropriate juncture.

2.7 **Mr Sam FARRANDS** enquired why the progress report did not cover the issues on water-land interface, and what facilities would be constructed to facilitate the future use of the waterway at Kai Tak.

2.8 **Ms Ying** replied that broad issues on water-land interface would be discussed and reported in the Task Force on Water-land Interface. With regard to the use of waterbody of Kwun Tong Typhoon Shelter and KTAC, she said that the bio-remediation works was completed and the result was being reviewed. She added that the water quality in Kwun Tong Typhoon Shelter was substantially improved and the *e. coli* concentration level was close to the standard suitable for secondary contact recreational uses. However, KTAC was at the receiving end of half of the rainwater discharged from the Kowloon side and the flow of water was relatively slow. As a result, the content levels of dissolved oxygen and *e. coli* were still subpar for water-related recreational use. Relevant departments would formulate further measures to effectively improve the water quality of the inner part of the waterbody.

2.9 Noting that there were proposals for the use of the waterbody at Kai Tak, **Mr Sam FARRANDS** would like to know the points where people would be allowed to reach the water from the land, and where land-side supporting facilities would be built to facilitate the use of the waterbody for water sports activities.

2.10 **Ms YING** replied that the Hong Kong Water Sports Council (HKWSC) submitted an application to the Lands Department (LandsD) for the use of a piece of land and part of the waterbody for water sports and recreational activities and the application was being processed. **Miss Christine AU** supplemented that the Secretariat would inform Members if HKWSC's application was approved.

*(Post-meeting notes: LandsD relayed to the applicant the consolidated comments from various government departments on 24 April 2015 for their follow-up. The applicant's response is pending for further processing. )*

2.11 **Mr TAM Po-yiu** congratulated Ms YING that the road works for the southern part of the Kai Tak runway had been supported

by the Panel on Development of the Legislative Council (LegCo). Regarding the progress report, he gave the following comments:

- (i) he recalled that Members discussed the integration and relationship between harbourfront greening, cycle track, pedestrian walkways and the nearby developments in previous Task Force meetings. To ensure that Members' concerns were addressed, he suggested that Kai Tak Office could brief Members on the blueprint approved by LegCo regarding the relevant works;
- (ii) as the Metro Park occupied a sizable land area, he queried how and when Members would be consulted in relation to the design of the Metro Park and whether the Metro Park could be opened for public enjoyment in phases; and
- (iii) noting that the Government intended to use Kowloon East as a pilot area to explore the concept of a Smart City as promulgated in the Policy Address, he opined that the relevant feasibility study should include both the Kowloon East and KTD. He believed that KTD had great potential to spearhead the development of a Smart City in Kowloon East.

2.12 **Mr Paul ZIMMERMAN** suggested that government departments respond to Members' comments in the form of post-meeting notes. He also requested for a marine use plan to illustrate the short term and permanent uses of the waterbody in Kai Tak, so that the Task Force could deliberate the supporting land uses accordingly. He expressed that the role of the Task Force should be clarified and the Task Force should set standards for the work delivered by the Government.

*(Post-meeting notes: The Harbour Unit, PlanD and the Marine Department (MD) made a presentation at the 20<sup>th</sup> Meeting of the Harbourfront Commission on 15 June 2015, during which an updated plan for harbourfront and harbour planning was tabled for Members' discussion. Kai Tak was suggested as one of the key opportunity areas for further water-land interface enhancement, with the Kwun Tong Typhoon Shelter and KTAC identified as a potential venue for water sports events. )*



2.13 **The Chair** said that Members' concerns were valid. Harbour Unit and Kai Tak Office should undertake to respond to Members' comments after the meeting. He added that the planning and urban design strategy of such a vast area as Kai Tak would have to be revisited from time to time on both macro and micro levels.

**Harbour  
Unit and  
Kai Tak  
Office**

**Item 3 Energizing Kowloon East - Revitalization of Tsui Ping River (Paper No. TFKT/02/2015)**

3.1 **The Chair** briefed Members on the background of the EKEO's initiative of transforming and beautifying the existing King Yip Street nullah into Tsui Ping River. The project included environmental and landscape upgrading of the nullah as well as other public open space in the vicinity. He invited Members to declare interests. **The Chair** welcomed **Ms Winnie HO**, **Mr Clarence CHAN** and **Mr Xavier YAM** from EKEO, and **Mr LUK Wai-hung**, **Mr LAU Chi-keung** and **Mr CHAN Hak-keung** of Drainage Services Department (DSD) to the meeting.

3.2 **Ms Winnie HO** and **Mr LUK Wai-hung** presented the conceptual and technical aspects of the Tsui Ping River project with the aid of a PowerPoint.

3.3 **Mr Nelson CHAN** agreed that the Tsui Ping River project would improve not only the streetscape but also the vibrancy of the Kwun Tong district. The project provided a good opportunity for the Government to tackle and resolve hygienic and odour problems of the exiting nullah, and the safety and flooding issues caused by heavy rainstorm and tidal difference. As part of the revitalization project, he suggested that the project team consider the improvement of road transport and transport facilities along Kwun Tong Road and Shing Yip Street, as well as a comprehensive and integrated design for the river section near Tsui Ping Estate.

3.4 **Mr Andy LEUNG** supported the project in principle but also foresaw possible technical, design and planning challenges. He gave the following comments:

- (i) Tsui Ping River was a combined project for engineering and urban design. It could create an attractive connection between the inner Kwun Tong city centre to the waterfront promenade from a macro perspective;
- (ii) the usable area along the sideway of the nullah was limited and traffic flow at King Yip Street was high. Thus in addition to the provision of an elevated walkway over Tsui Ping River, the project team should consider how the area could be better utilised as wider pedestrian pavements and access to the waterfront;
- (iii) terms and conditions might be inserted in the land leases to require private developers to provide public access and connections from the upstream at Kwun Tong Road North to Tsui Ping River during future land sale;
- (iv) the alignment of the proposed Environmentally Friendly Linkage System (EFLS) was yet to be determined, but it might have implications to the design of Tsui Ping River. The project teams should take this into account when designing the project; and
- (v) the east-west connectivity across the nullah would be driven by the future urban renewal projects. Good urban planning could enhance connectivity between the industrial sites on the west, Laguna City on the east and the surrounding facilities, thereby encouraging people to enjoy the future Tsui Ping River.

3.5 **Mr CHAN Ka-kui** was in favour of the people-oriented approach of the project. Subject to technical feasibility, he recommended the project team to consider how the design of the elevated walkway could bring people closer to the river so as to create a water-friendly environment. The design of the deck should also be in proportion to the width of Tsui Ping River.

3.6 **Mr TAM Po-yiu** concurred with Mr Andy LEUNG, and said that Members would be happy to provide further inputs to the project at the detailed design stage. He viewed that the site opposite to the existing Kwun Tong Preliminary Treatment Works had great potential for G/IC uses and greening. He said that the relocation of Tsui Ping River Garden with the adjacent public car park site could

improve the efficiency of land resources. Building conditions should be imposed on the future development over the relocated commercial site to ensure the provision of public access at the ground floor. As part of the beautification project, **Mr TAM** proposed to modify the Kwun Tong Road footbridge and to introduce barrier-free facilities to improve pedestrian flow.

3.7 **Mr Paul YK CHAN** was in support of the project. He emphasised that the design of the landscaped deck should echo the design of Tsui Ping River, and that a good edge treatment could enhance public enjoyment. He agreed that the relocation of the future Tsui Ping River Garden could achieve a better connectivity between the river and the park. He observed that it was a common mentality to build park on land that had no other alternative uses, but would like to raise an important point that parks did possess its own design requirements and functions. He advised that the project team should carry out a feasibility study for the future Tsui Ping River Garden to evaluate constraints associated with the nearby Kwun Tong Bypass.

3.8 **Mr Paul ZIMMERMAN** recommended lifting the permanent water flow to a higher level and decking the entire nullah so that unpleasant smell caused by the water could be suppressed and infrastructure submerged so that people could get closer to the water. He also raised the following comments and enquiries:

- (i) the area underneath the landscaped deck could be kept clean with special equipment;
- (ii) whether the existing King Yip Street nullah was a possible solution area for the traffic congestion at street level. The proposed plan should achieve a balance of economic, social and environmental benefits;
- (iii) noting that the future Tsui Ping River Garden and road junctions might disrupt the continuity of the Tsui Ping River, he enquired whether it was possible to realign road infrastructure at the area and open up the river to ensure the whole river could be seen;
- (iv) he opined that the objectives of the proposal were not clear. If greening was one of the objectives, the future Tsui Ping River Garden would not benefit from denser

tree planting because of the existence of underneath structure; and

- (v) what was the water quality of the exiting nullah and how much control had to be introduced to improve the water quality.

3.9 **Mr Ivan HO** supported the proposal and said that the study report introduced by EKEO and DSD was well beyond technical engineering considerations, and the quality of work was equivalent to that delivered by urban designers and architects. He noted that the proposal adopted a people-oriented approach, and advised the project team to consider the following comments and suggestions when taking forward the project:

- (i) it was important for the project team to ensure that the consultancy agreement and the multi-disciplinary consultant could fully deliver the essence and merits of the proposal under the leadership and supervision of EKEO and DSD;
- (ii) the suggestions of relocation of the park and the provision of a 3m wide landscaped walkway outside the Kwun Tong Preliminary Treatment Works should be pursued. Subject to technical constraints, he enquired whether the 3m landscaped walkway could be further widened;
- (iii) the project team could make reference to overseas experience in the handling of hygiene and safety issues of the river. The concept of biodiversity could also be explored for the project;
- (iv) he advised that the adjustable floor of Victoria Park Swimming Pool was a good demonstration to address DSD's prime concern on the depth of water level of the nullah; and
- (v) echoing Mr LEUNG and Mr TAM's views, he agreed that the east-west connectivity across the future river should be improved.

3.10 With reference to the past partnership experience with EKEO, **Mr LEUNG Kong-yui** commented that EKEO was a professional and innovative team. From the engineering design point

of view, he said that the design of Tsui Ping River was much more sophisticated than other similar projects a decade ago. He appreciated the idea of using weirs for the adjustment of water level of the river. He believed that these weirs could create movement of water up and down the stream at different times of a day, which would be visually appealing.

3.11 **Mr Shuki LEUNG** supported the project and highlighted two particular strong points:

- (i) changing the name from “channel” to “river” and from “King Yip” to “Tsui Ping” could create a branding effect and raise public liking for a place; and
- (ii) the project was a good example of how water-land interface issue could be addressed. It also adopted a multi-disciplinary and holistic approach for an iconic subject.

3.12 **Mr Shuki LEUNG** also shared Mr HO’s view, and said that the project team could learn from Singapore’s experience in introducing biodiversity in urban environment. Tidal water in Tsui Ping River would bring in organic matters that attracted biodiversity. He hoped that the future consultant would consider the concept of biodiversity in the detailed design of the project.

3.13 **Mr Tom CALLAHAN** noted that the project team had introduced plans to beautify the mid-stream area of Tsui Ping River. He pointed out that Wai Yip Street was a large road cutting across the existing nullah, and enquired how the mid-stream area would connect to down-stream section including the Kwun Tong Promenade and Cha Kwo Ling.

3.14 **Mrs Karen BARRETTO** enquired how wildlife function of the exiting nullah could be enhanced. She shared that natural water purification was applied in New Zealand for replanting in polluted water. She also queried whether fishermen would be accommodated during the implementation of the project.

3.15 **Ms Winnie HO** thanked Members for their

encouragement and support towards the project. She reassured Members that the project would be properly delivered taking into account Members' expectations. She shared that the multi-disciplinary approach of the project, where urban planning and engineering expertise combined, was the collaborative outcome among DSD, LCSD, Architectural Services Department (ArchSD) and EKEO. She gave the following responses to Members' enquires and comments:

- (i) EKEO and relevant departments were invited to assess proposals submitted by the consultant. She said that many of these submissions contained innovative ideas and elements from urban design, engineering and architectural perspectives;
- (ii) the project aimed at bringing development opportunities to the surrounding area. Tsui Ping River contained good urban elements to enhance connectivity. Regarding the east-west connectivity, the relocation of Tsui Ping River Garden would create a wider area and more convenient linkage to facilitate pedestrian connection between Laguna City and Kwun Tong city centre;
- (iii) understanding that the underground structure of the future park might affect tree planting, the project team considered introducing themed planting at the future Tsui Ping River Garden;
- (iv) as regards to the commercial site, it was intended that certain conditions would be built in the land lease to encourage future developers to provide ground floor open space and alfresco dining area for the public. Also, better connection would be provided between the swimming pool and the commercial site to replace the existing footbridges so as to improve the urban environment;
- (v) the project team had been liaising closely with Kai Tak Office about different options of the alignment and design of EFLS;
- (vi) improving the traffic network and walkability of Kwun Tong district was one of the key tasks undertaken by EKEO. A consultancy study on Pedestrian Environment

Improvement Scheme for Kwun Tong Business Area was ongoing and there would be Stage 2 Public Engagement exercise from August to September 2015. The project team would holistically consider the potential of the Tsui Ping River beautification project together with the long-term improvement measures for the entire Kwun Tong district; and

- (vii) the project team would explore the possibility of widening the proposed 3m wide elevated walkway near the Kwun Tong Preliminary Treatment Works.

3.16 **Ms HO** supplemented that the project team would also take into account collectively good ideas on aesthetic, use of space, art and culture, visual, lighting and tidal effect proposed by the consultants.

3.17 **Mr LUK Wai-hung** thanked Members for their comments and said that the project team would refine the initial proposal accordingly. An investigation study would be conducted after the appointment of consultants. He responded to Members' comments as follows:

- (i) in terms of water quality, there were three main sources of water inflow to the existing nullah, i.e. water from the hill, drainage within Kwun Tong district and tides. DSD would continue to coordinate with the Environmental Protection Department (EPD) to locate and rectify the expedient connections linked to the nullah, or to apply dry weather flow interceptors to ensure water quality of the river if necessary. The project team understood that good water quality was a key factor in ensuring the success of the project;
- (ii) for flood control and prevention, DSD had conducted a Review of Drainage Master Plan in East Kowloon and proposed a series of measures to handle water coming from the upper catchment above Anderson Road. He assured Members that flooding problem would be tackled from the up-stream and mid-stream of Kwun Tong Catchment Area; and

- (iii) the locations and level of riverside walkway, water quality and the provision of access to the river would be further studied in the investigation study having regard to overseas experience.

3.18 **The Chair** summarized that Members supported EKEO and DSD's initiative of the Tsui Ping River project in principle. **The Chair** thanked the project team for the presentation. He advised the project team to take into account Members' concerns on flood prevention, water quality, safety and biodiversity, and invited them to update Members on the progress of the project in future meetings.

#### **Item 4 Marine Emission Control in Hong Kong (Paper No. TFKT/03/2015)**

4.1 **The Chair** welcomed **Mr MOK Wai-chuen**, Assistant Director (Air Policy) and **Mr Dave HO**, Principal Environment Protection Officer (Air Policy) of Environmental Protection Department (EPD) to the meeting. By way of background, **the Chair** briefed Members that the Kai Tak Cruise Terminal (KTCT) was expecting to accommodate larger and more cruise vessels in the near future. To address public concern about the air quality in the area, EPD was invited to brief Members on their relevant schemes and regulations to require ocean going vessels (OGVs) to use cleaner fuel while berthing. He invited Members to declare interests.

4.2 With the aid of a Powerpoint, Mr Mok presented the details of marine emission control in Hong Kong. Mr MOK highlighted for Members that the key initiatives included regulation introduced in April 2014 to set the sulphur content limit of locally supplied marine light diesel at 0.05% and a newly enacted regulation to require OGVs to switch to low sulphur fuel (with sulphur content not exceeding 0.5%) while at berth in Hong Kong from 1 July 2015.

4.3 **Mr Paul ZIMMERMAN** welcomed the new legislation. He opined that OGVs should switch to cleaner fuel before entering Hong Kong water. He raised the following enquiries:



- (i) when switching of fuel at the Hong Kong boundary could take place;
- (ii) under the new marine emission control regulation, would gambling vessels and the industry as a whole be required to switch to low sulphur fuel; and
- (iii) noting that there were about 15,000 vessels using low sulphur fuel in Hong Kong, whether the supply of low sulphur fuel and filling stations in Hong Kong would be sufficient.

4.4 As a measure to reduce pollution around Hong Kong water, **Mr Sam FARRANDS** concurred with Mr ZIMMERMAN and said that vessels should switch fuel before entering Hong Kong territorial water.

4.5 **Mr Paul ZIMMERMAN** enquired about the definition of “dark smoke” mentioned in the regulation and whether smoke of other colours which might be equally polluting and imposing threat on health would be regulated as well.

4.6 **Mr MOK** gave the following responses:

- (i) OGVs could possibly be mandated to switch fuel upon entrance into the waters of Hong Kong and the Pearl River Delta through the setting up of an emission control area (ECA) in the region. However, establishing an ECA required lengthy preparations including detailed studies and the proposal had to be submitted by the Central People’s Government to the International Maritime Organisation. Though having its merits, it remained to be a longer-term target. Meanwhile, EPD was liaising with the relevant government departments of the Mainland to explore the feasibility of making fuel switch at berth a common practice in the ports within the Pearl River Delta;
- (ii) gambling vessels were required to comply with the legislation to switch fuel during berthing. According to EPD’s understanding, gambling vessels usually used light diesel for operation;

- (iii) before introducing the regulation to cap the sulphur content of marine light diesel at 0.05%, EPD had consulted the operators and stakeholders in the marine industry. They confirmed that the proposed sulphur cap was feasible and that there would be adequate supply of such fuel in Hong Kong. There were also sufficient filling stations designated by the Marine Department (MD). EPD conducted spot checks to ensure compliance with the legislation; and
- (iv) the emission of “dark smoke” was mainly due to poor engine maintenance. MD was enforcing a regulation against dark smoke emissions from vessels.

*(Post-meeting notes: EPD added that MD used the “Ringelmann Chart” to assess the severity of the dark smoke emissions.)*

4.7 **The Chair** thanked EPD for the presentation, which outlined the details of emission control schemes and Members’ views were noted.

**Item 5 Proposed Amendments to the Approved Ma Tau Kok Outline Zoning Plan No. S/K10/20 (Paper No. TFKT/04/2015)**

5.1 **The Chair** advised Members that the proposed amendments to the approved Ma Tau Kok Outline Zoning Plan (OZP) included two sites at Ma Tau Kok which fell within the harbourfront area and PlanD would brief Members on the amendments proposed. Members were invited to declare interests. **The Chair** welcomed **Ms Irene MAN**, Town Planner/Kowloon 10, from PlanD to the meeting.

5.2 **Ms MAN** presented the details of the proposal with the aid of a Powerpoint.

5.3 **The Chair** summarized that the two harbourfront-related amendments were the rezoning of two Comprehensive Development Area (CDA) sites for residential use and Government, Institution or Community (G/IC) use respectively. He viewed that the size of these

sites were not substantial. **The Chair** invited Members to give views.

5.4 **Mr TAM Po-yiu** had no objection to the proposed amendments in general, but he suggested that the project proponent should address and further explain to Members the inter-relationship between the land use of the subject sites and the adjoining Kai Tak Development (KTD). He would also appreciate if the project team could provide plans showing the interface issues between the subject sites along To Kwa Wan Road and the KTD waterfront in the future. He supplemented that some worthwhile suggestions in relation to connectivity, walkability, greening, setting back and thematic development *etc.* raised in other consultation platforms and the District Urban Renewal Forum (DURF) should be reflected in the proposal. In terms of the development parameter, **Mr TAM** enquired about the total Gross Floor Area (GFA) and meters above Hong Kong Principal Datum (mPD) of the future G/IC facilities on site B.

5.5 **Mr Paul ZIMMERMAN** agreed with **Mr TAM**'s views. He said that Members would need to see the relationship between the two proposed developments and the actual plan for the area. The presentation did not provide sufficient information for Members to consider the proposed amendments comprehensively. He commented that it was more desirable to relocate the future G/IC facilities closer to the MPSC at KTD so as to allow same-level and barrier-free access for the physically challenged and the blind.

5.6 **Mr LAM Kin-lai** was concerned about the possible noise nuisance caused by the users of the future sports stadium adjacent to the proposed residential site. He had reservations about the suitability of the location of the future public housing and asked for responses from Housing Department (HD) and Environmental Protection Department's (EPD).

5.7 **Mr Ivan HO** reckoned that CDA(3) would be divided into three segments. He mentioned that a sewage pumping station was located opposite to the proposed sites and there were proposals for alfresco dining along the waterfront. He enquired to what extent the proposed amendments would enhance the vibrancy of harbourfront. He viewed that the amendments had limited the opportunity to tie the

four CDA sites with the development of the waterfront together.

5.8 **Mr Andy LEUNG** had no objection to the overall proposed amendments to the OZP. Echoing Mr HO's views, he shared that the segregation of residential and G/IC site from the four CDA sites would restrict the continuity and connectivity with the waterfront. He queried whether HD would apply a standard or a specific public rental housing design to enhance connectivity. He reiterated that he was not against the amendments but reminded that the project proponent should take care of the connectivity and interface of the CDA sites and KTD.

5.9 **Ms Irene MAN** responded to Members' comments as follows:

- (i) she explained that the four CDA sites were yet to be developed and the progress of development was relatively slow . The rezoning proposal could provide an incentive to stimulate the pace of development in the area. Site A was one of the sites planned for residential use to fulfil the ten-year housing programme. The residential project involved the relocation of an Animal Management Centre and the demolition of Electrical and Mechanical Services Department's workshop and ex-quarters
- (ii) as for the G/IC site, she replied that the Hong Kong Society for the Blind's factory cum shelter workshop and care and attention home has been using the site since 1961 and the operator expressed strong wish to have in-situ redevelopment;
- (iii) as for the connectivity of the two sites with their surrounding area, the two proposals were still at a preliminary stage. For the housing proposal, Site A was relatively small in size and abutted a number of roads. The proposed housing block would have to be set back to address the traffic noise issue. The project proponent would conduct environmental assessment study so as to comply with relevant environmental protection requirements and legislations when designing the buildings, so that the residents would not be adversely

affected; and

- (iv) it was to her understanding that under the Environmental Impact Assessment Ordinance, the sewage pumping station opposite to the subject sites was a designated project. The sewage pumping station would have less environmental impact as compared to a sewage treatment plant. As required by the Environmental Protection Department, technical assessments had to be conducted before the construction works was commenced. The two project proponents of Site A and B would also conduct environmental assessment study at the detailed design stage.

5.10 **Mr Ivan HO** said that responses from the project team did not fully address Members' comments and concerns.

5.11 **Mr Paul ZIMMERMAN** suggested that the project team illustrate with a plan to show the location and future look of the sites. He opined that Members should defer the discussion to future meetings and urged PlanD not to proceed putting forward the proposals to the Town Planning Board. Regarding the redevelopment of the HKBS Workshop and Hostel, he queried how service users would be accommodated during the process.

5.12 **Ms Irene MAN** reiterated that the two proposals were at very preliminary stage. PlanD now proposed to rezone the land use, and the detailed design would only be ready later. PlanD would provide further information on these proposals for Members' discussion and consideration in the future.

**PlanD**

5.13 **The Chair** advised that Members' concerns and comments were noted. He said although the site area and amendments of the sites were not substantial, piecemeal development was not encouraged by the Task Force. He reminded the project team to think and plan in context so as to provide a holistic and integrated development plan to show the interface and relationship between the subject sites and KTD. **The Chair** concluded that the Task Force would reserve its position and Members' views would be conveyed to the Town Planning Board for consideration.

**The  
Secretariat**

## **Item 6      Any Other Business**

6.1            **The Chair** informed Members that Mr Paul ZIMMERMAN requested via email to discuss the treatment of the open space at the opening of KTAC. He invited Mr ZIMMERMAN to share his findings.

6.2            **Mr Paul ZIMMERMAN** shared that the open space at the estuary was one of the best visual opportunity to view the entire Kai Tak area. He also outlined the current condition of KTAC and its surrounding land uses. He requested the Harbour Unit and relevant departments to review all the submissions of the Design Ideas Competition of Kai Tak River, which included the head of KTAC, and to suggest possible uses or activities to enhance the vibrancy of the area.

6.3            **Ms YING** responded that a total of 91 entries were received for the Design Ideas Competition of Kai Tak River. More than 40 entries had incorporated some design for the head of KTAC. She showed Members relevant drawings with the aid of a Powerpoint and outlined the key design features of the winning and shortlisted entries. She added that participants of the competition were made aware of the importance of the estuary of KTAC.

6.4            **The Chair** enquired about the follow-up actions after the completion of the design competition.

6.5            **Ms YING** replied that Kai Tak Office had compiled all design ideas and conveyed to LCSD and ArchSD for consideration and reference at the detailed design stage.

6.6            **The Chair** clarified that relevant departments were trying to adopt a better design of an open space without affecting the OZP.

6.7            **Ms YING** said that more deliberation and coordination between government departments would favor a better design at the estuary. She supplemented that Kai Tak Office would consider to realign the road near the estuary on the runway in order to widen the

promenade without affecting the Metro Park.

6.8 **The Chair** said that Kai Tak Office was aware of Members' comments and would incorporate them as much as possible at the detailed design stage.

6.9 **Ms YING** said that Kai Tak Office was confident about the realignment of road away from the harbourfront. For the design of the estuary, she raised the point that substantial modification of the head of the Approach Channel might have implications in relation to the Protection of the Harbour Ordinance (PHO) and should be carefully dealt with.

6.10 **The Chair** noted that creative design ideas might be held back by PHO and its lengthy legal procedures. He suggested the discussion to be resumed in the future meetings.

6.11 **Mr Paul ZIMMERMAN** expressed that the Task Force should agree in principle that the estuary and about 100m on both sides of KTAC were good opportunity areas for harbourfront enhancement. He raised the potential use of pontoons and requested that the design and land uses at the head of KTAC should be included as an agenda item in future meetings.

6.12 **The Chair** said that the winning entry of the KTF had proposed the use of pontoon. He understood that Members were generally in support of the idea of placing pontoons to facilitate embarkation.

6.13 **Mr Paul ZIMMERMAN** added that suitable locations for installing pontoons in Kai Tak should be identified. He requested the Government to present proposals on the use of the area around KTAC in future meetings.

6.14 **Ms YING** supplemented that the use of the waterbody in Kai Tak and the issue of PHO would be considered under the feasibility study of the KTF and the Detailed Feasibility Study (DFS) of the EFLS respectively. She understood that Members were concerned about the use and design of open space and its integration with the

surrounding land parcels. Ms YING opined that given most infrastructure works in KTD had entered into a relatively mature stage, it was about time for relevant departments to consider in detail the design of the open space in an integrated manner.

6.15 **The Chair** pointed out that the Members of the Task Force placed equal emphasis on both the engineering of infrastructure works in KTD as well as the urban design of the development area as a whole. He believed that only urban design and planning that had incorporated unique character and flavors of a district could be attractive. He hoped that future discussions on projects relating to Kai Tak would pay regard to these aspects.

6.16 **The Chair** drew Members' attention to the letter tabled for them, which was from the office of Hon Alan Leong regarding Tsui Ping River, and invited Members to note views from the local community in relation to the project.

6.17 **The Chair** also informed Members that this was the last Task Force meeting for the second term of Harbourfront Commission (HC). The Secretariat would inform Members of the date of the first meeting in the new term in due course. He thanked Members for their contribution and efforts to serve the Task Force in the last two years. There being no other business, the meeting was adjourned at 5:35 pm.

**Secretariat**

**Task Force on Kai Tak Harbourfront Development**

**August 2015**