

Harbourfront Commission

For discussion
on 5 March 2018

HC/02/2018

Progress Report from Task Force on Kai Tak Harbourfront Development

REPORTING PERIOD

This progress report covers the period from November 2017 to March 2018.

MEETING HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS

Twenty Ninth Meeting – 1 November 2017

2. The Task Force discussed the following items –

(a) Volvo Ocean Race – Hong Kong Stopover 2018

- Subsequent to a briefing session on 2 August 2017, the Home Affairs Bureau (HAB) and its delivery partner, Mayo & Calder, updated Members on the progress of the Volvo Ocean Race Hong Kong Stopover 2018, which was an event held in the Victoria Harbour from January to February 2018.
- Members were supportive of the event in general and expressed their aspiration for more activities of similar nature to be held in Hong Kong, thus bringing better vibrancy to the Harbour. In addition, Members suggested the organiser carefully set out the traffic plan and engage the public, in particular the younger generation, in fostering water sports development in the long run.
- The organiser thanked Members for their support to the event and undertook to liaise closely with relevant Government departments to formulate better transportation arrangements and activities for general public to participate.

(b) Kai Tak Sports Park – Progress Updates & Proposed Temporary Works Areas

- HAB updated Members on the progress of the Kai Tak Sports Park (KTSP) and sought Members' views on three proposed

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works areas for the project in Kai Tak, including an area for temporary barging facility, a temporary stockpile area and a temporary turf nursery area.

- The Task Force continued to support the KTSP project as an important sports and recreation infrastructure to Hong Kong and was aware of the project's engineering complexity. However, Members raised concerns over prolonged occupation of harbourfront areas as works sites, which would compromise the vibrancy of the waterfront and deprive the Task Force of the opportunity to consider alternative uses that would allow early public enjoyment.
- Specifically, Members had reservations on the need of having a 2-hectare site in the harbourfront fenced off as turf nursery for 5 years and asked if the project team had explored any alternative locations. They asked if it was possible for some of the works, such as the stockpiling area, to be located within the site boundary of the KTSP so that other harbourfront spaces could be freed up. Some Members also registered their disappointment towards the reluctance of other infrastructure projects to shared-use their works area and questioned the necessity of a tight construction programme.
- In response to Members' comments, HAB reiterated that the proposed works areas were essential to ensure the timely delivery of the KTSP, and relayed the worries from the local community over possible heavy land traffic to be brought by construction vehicles in case the works areas were not granted. HAB also explained that the KTSP site was too crowded to accommodate the subject works area. In concluding the discussion, the Task Force opined that more information was needed before the Task Force could further deliberate the proposed temporary works area and invited HAB to brief the Task Force on a revised proposal in due course.

(c) Lung Tsun Stone Bridge Preservation Corridor at Kai Tak

- The Architectural Services Department (ArchSD) and the Leisure and Cultural Services Department (LCSD) briefed Members on the design of the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC) at Kai Tak.

- The Task Force noted that the LTSBPC was distant from the waterfront. One Member asked about the management model and opening hours of the LTSBPC, and invited the project team to consider organising more events for both locals and tourists. The project team responded that akin to the arrangement of some other parks, LCSD would manage the LTSBCD, the main access roads of which would be opened 24-hour.

(d) Proposed Establishment of Government Flying Service Kai Tak Division at Ex-Kai Tak Runway Tip

- In response to Members' comments expressed during the 28th Task Force Meeting on 8 September 2017, the Civil Engineering and Development Department (CEDD) provided further information regarding the proposed Government Flying Service (GFS) Kai Tak Division at Ex-Kai Tak Runway Tip, which would be established under a co-location arrangement with the planned cross-boundary heliport.
- Members agreed that the proposed Division was crucial to maintaining the service capacity of GFS and appreciated the project team's effort to conduct thorough site search for the Division. Given that the proposed Division was an always permissible use under the statutory zoning, Members were generally convinced that the current site selection was the most feasible and appropriate one.
- Furthermore, Members suggested the project team to include elements of public enjoyment, such as educational activities, in the Division. The project team responded that guided visit tours could be organised to enhance public understanding on the operation of GFS. Some also suggested elevating the helipad to release the space at the ground level but the project team explained that an elevated design would take up more ground space and might delay rescue time, which would not be desirable from an operational point of view. The expected height after elevation would also exceed the building height restriction laid down in the Outline Zoning Plan and be visually intrusive.
- It was concluded that in general, Members had no objection

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to the project given that the proponent would further deliberate on the co-location arrangement with the cross-boundary commercial heliport, as well as putting in place measures to enhance public participation. The project team appreciated the comments and agreed to consider Members' opinion in taking forward the project.

**Secretariat
Task Force on Kai Tak Harbourfront Development
March 2018**