

Harbourfront Commission

For discussion
on 28 January 2021

HC/02/2021

Progress Report from Task Force on Kai Tak Harbourfront Development

REPORTING PERIOD

This progress report covers the period from May to December 2020, where two Task Force meetings and one site visit had been conducted.

MEETINGS HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS

Thirty-seventh Meeting – 3 September 2020

2. The Task Force discussed the following items –

(a) Planning and Urban Design Review for Developments at Kai Tak Runway Tip

- The Energizing Kowloon East Office briefed Members on the recommendations of the Planning and Urban Design Review for Developments at Kai Tak Runway Tip (KTRT) Feasibility Study, which covers the Tourism Node (TN) site, Kai Tak Runway Park, Runway Waterfront Promenade, etc. Amongst others, an indicative massing of the TN had been developed under the Study to demonstrate the technical feasibility of the development, and a number of quick-wins at KTRT were proposed.
- Members raised various suggestions regarding the design of developments at KTRT by enhancing the water-land interface at the water edge, as well as the connectivity and versatility of public open space. Members also expressed concerns over the traffic access to the Runway Tip and the design of the at-grade public transport interchange.

- In conclusion, the Chair invited the project team to take into account Members' comments in taking forward developments at KTRT and in formulating the development brief for the TN site.

(b) New Acute Hospital at Kai Tak Development Area

- A briefing session was conducted by the Hospital Authority (HA) and the Architectural Services Department (ArchSD) on 7 July 2020 to consult Members on the design of the promenade adjacent to New Acute Hospital (NAH). The project team had subsequently refined the design proposal taking into account Members' comments and briefed Members on the updated design of NAH.
- Members were concerned about the connectivity from the hinterland to the waterfront and between the promenades fronting NAH and Hong Kong Children's Hospital (HKCH), the location and design of the service block, the interface treatment with the hospital block, as well as the lack of sufficient sitting and shading along the promenade. Members also stressed the importance for the design of the NAH promenade to be complementary to that of HKCH in order to deliver an integrated and holistic open space for public enjoyment.
- In response, the project team expressed that they would take into account Members' comments in further reviewing the design of the promenade, improving the natural lighting and ventilation of the service block, and enhancing shading for the pavilions. On the other hand, in view of the location constraints, it would be difficult to relocate the service block.
- In conclusion, the Chair invited the project team to take into account Members' comments in further refining the overall design and to consult Members on the revised design at a future Task Force meeting.

Thirty-eighth Meeting – 7 December 2020

3. The Task Force discussed the following items –

(a) New Acute Hospital at Kai Tak Development Area

- Taking into account Members' comments at the thirty-seventh Task Force meeting on 3 September 2020 (see paragraph 2(b) above), HA and ArchSD briefed Members on the revised design of the promenade fronting NAH.
- While acknowledging the improvements demonstrated in the revised design, Members reiterated their concern over the undesirable location of the crossing to the HKCH promenade at Road D4. Members raised further comments in relation to the accessibility from the hospital block, outdoor seating for food and beverage, bicycle parking, as well as vehicular traffic access. Members also considered that the design could be further improved by incorporating sustainable development elements, enhancing its soft landscape, and better integrating with the promenade fronting HKCH.
- The project team responded that they would take into account Members' comments in further reviewing the design of the promenade, and would further liaise with relevant departments on the feasibility of relocating the crossing connecting the HKCH promenade.
- The Chair concluded that the Task Force was generally supportive of the revised design proposal. He invited the project team to take into account Members' comments in taking forward the project.

(b) Design of Public Open Space adjoining Road D3 (Metro Park Section) and near the Head of Kai Tak Approach Channel

- A briefing session was conducted by the Civil Engineering and Development Department (CEDD) on 1 December 2020 to consult Members on the design of the

public open space (POS) adjoining Road D3 (Metro Park Section) and near the head of Kai Tak Approach Channel. The project team had subsequently refined the design and briefed Members on the updated design proposal.

- Members raised comments on accessibility, water edge treatment, thematic planting, ecology preservation, synergy with the nearby Kai Tak River, and the need for sufficient water sports and related facilities. The project team was also suggested to provide sufficient electricity, water, and drainage provision for future events, and refine the design of the circular ramp so as to better integrate with the observation deck and cater for the needs of wheelchair users.
- The project team was also suggested to develop activity centres for water sports storage and food and beverage purposes at the site.
- In conclusion, the Chair invited the project team to take into account Members' comments in refining the design and taking forward the implementation.

(c) Design of Public Open Space in Private Development at Site 4A2 in Runway Precinct

- A briefing session was conducted by CEDD on 1 December 2020 to consult Members on the design proposal of POS in Private Development at Site 4A2. The project team had subsequently refined the design and briefed Members on the updated proposal.
- Members considered that the design could be further refined by enhancing the ventilation of the toilet block given its semi-sunken design and providing more tables and sufficient shading along the promenade. Members also suggested the project team to review and address potential issues on the management and maintenance of the bike parking facilities and the operation of the retail zone. The project team was suggested to enhance and integrate the landing steps into the design of the waterfront with sufficient shading.

- The Chair concluded that the Task Force was supportive of the design proposal. The project team was invited to take into account Members' comments in taking forward the project.

VISIT

4. The Task Force conducted a visit to the promenade adjacent to HKCH on 24 November 2020.

PAPER CIRCULATION

5. The following Task Force papers were circulated to Members during the period –
- (a) TFKT/2/2020 – Kai Tak Development Progress Report as of May 2020;
 - (b) TFKT/3/2020 – Proposed Redevelopment of an Existing Industrial Building with Minor Relaxation of Plot Ratio Restriction at No. 7 Kai Hing Road, Kowloon Bay;
 - (c) TFKT/6/2020 – Proposed Temporary Canoe Centre at Kai Tak Lower Embankment;
 - (d) TFKT/7/2020 – Draft Planning Briefs for the "Comprehensive Development Area (2)" ("CDA(2)"), "CDA(3)", "CDA(4)" and "CDA(5)" Zones in Kai Tak Development; and
 - (e) TFKT/8/2020 - Kai Tak Development Progress Report as of September 2020.

Secretariat

**Task Force on Kai Tak Harbourfront Development
January 2021**