

Harbourfront Commission

For discussion
on 21 October 2019

HC/07/2019

Progress Report from Task Force on Kai Tak Harbourfront Development

REPORTING PERIOD

This progress report covers the period from February to October 2019, where two Task Force meetings had been conducted.

MEETINGS HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS

Thirty-fourth Meeting – 15 May 2019

2. The Task Force discussed the following items –

(a) Proposed Arrangements to Facilitate the Use of Runway Park Pier at Kai Tak for Harbour Cruises of Inbound Tour Groups

- The Tourism Commission (TC) briefed Members on the arrangements to facilitate the use of the Runway Park Pier at Kai Tak for harbour cruises of inbound tour groups.
- Members acknowledged the need to alleviate the problem of coach congestion in the Kowloon City District resulting from the influx of inbound tour groups. Members also agreed that channelling some harbour cruises from To Kwa Wan to Kai Tak could add vibrancy to and bring more tourists to the Kai Tak harbourfront. In particular, Members appreciated TC's initiative to construct the temporary walkway between the proposed short-term coach parking lot and the Kai Tak Runway Park Phase 1.
- Members raised concerns over the impact of the proposal on the existing uses in the Runway Park Pier (e.g. the licensed ferry service between North Point and Kwun Tong, the proposed water taxi services). Members also urged for the provision of sufficient ancillary facilities in the Pier.
- TC responded that efforts would be made to coordinate with different parties on the co-use of the pier by different activities,

and enhancement works would be carried out to ensure that there would be sufficient ancillary facilities.

(b) Recommended Outline Development Plan on Kwun Tong Action Area

- The Energizing Kowloon East Office (EKEO) briefed Members on the Recommended Outline Development Plan prepared under the Planning and Engineering Feasibility Study on Kwun Tong Action Area.
- Members expressed concerns over the blockage of seaview from the elevated green deck and the vertical connectivity due to the height level difference between the elevated green deck and the ground level.
- To improve the vibrancy of waterfront area, Members suggested increasing the provision of retail facilities at at-grade level or at the elevated landscaped deck. Some Members also suggested making use of the rooftop of the Kwun Tong Passenger Ferry Pier to allow room for a variety of uses. In response, EKEO said they would consider the suggestions and examine the loading capacity of the pier to see if the suggestion could be taken on board.

Thirty-fifth Meeting – 11 September 2019

3. The Task Force discussed the following items –

(a) Central Kowloon Route – Proposed Arrangement of Works Areas at Kai Tak Development Area

- The Highways Department (HyD) briefed Members on the proposed extension of works areas and relocation of barging facility for the Central Kowloon Route (CKR) project up to end December 2023, as well as the provision of the temporary north-south promenade by end 2023.
- While recognising the need to extend the works areas and barging facilities for the CKR project, Members also acknowledged HyD's effort in reducing and co-sharing the total works area.

- Members also supported the incremental approach of first providing temporary promenade for public's early enjoyment while pending the long-term development of the Metro Park. They further suggested providing some basic facilities and cycle tracks along the temporary promenade.
- In conclusion, Members had no objection to the extension of works areas and barging facility. HyD agreed to report back to the Task Force on the detailed design of the temporary promenades when ready.

(b) Lok Sin Tong Modular Social Housing Scheme – Junction of Sung Wong Toi Road & To Kwa Wan Road Project

- The Lok Sin Tong Benevolent Society, Kowloon briefed Members on the proposed transitional housing project at the junction of To Kwa Wan Road and Sung Wong Toi Road for a period of three years.
- Noting that the location of the site is relatively distant from the harbourfront, Members did not find the project objectionable. A few Members urged for preservation of the tree currently located at the centre of the site and further suggested setting back the boundary of the chain link fence so as to widen the pedestrian walkway outside the site.
- The Task Force concluded that the project would bring no adverse impacts to the harbourfront and Members had no objection to the project.

**Secretariat
Task Force on Kai Tak Harbourfront Development
October 2019**