

Harbourfront Commission

For discussion
on 25 June 2018

HC/08/2018

Progress Report from Task Force on Kai Tak Harbourfront Development

REPORTING PERIOD

This progress report covers the period from March to June 2018, where two Task Force meetings have been conducted.

MEETINGS HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS

Thirtieth Meeting – 29 March 2018

2. The Task Force discussed the following issues/items –

(a) Kai Tak Sports Park – Proposed Temporary Works Area

- To address the concerns raised at the 29th Task Force Meeting on 1 November 2017, the Home Affairs Bureau (HAB) presented a revised proposal for the proposed temporary works area for the Kai Tak Sports Park project.
- Members noted that the previously proposed turf nursery at the runway tip had been given up and that agreement had been secured for the shared-use of barging facilities amongst other projects in the vicinity.
- Taking into account also the views expressed by Members at a previous briefing session held on 7 March 2018, it was concluded that the Task Force had no objection towards the proposed works area, given that the site would not be made available for public use soon and that it would be more practical to allow barging facility to expedite the works. On a separate note, the Kai Tak Office (KTO) was also invited to closely monitor and coordinate the shared-use of barging facilities between projects in Kai Tak.

(b) Study of Kai Tak Promenade Design Control and Guidelines – Conceptual Design Scheme for Promenade at Runway Precinct and Promenade adjoining Road D3 (Metro Park Section)

- KTO briefed Members on the findings of the “Study on Kai Tak Promenade Design Control and Guidelines” and the conceptual design scheme for promenades at the former runway and adjoining Road D3 (Metro Park Section) respectively, which are planned for implementation in the coming few years.
- Members raised a number of suggestions regarding the elements to be incorporated in the two promenades, such as water-friendly activities, landscaping as well as food and beverage facilities, with a view to enhancing the vibrancy at the Kai Tak harbourfront. Noting that the public open space (POS) at the former runway would be delivered under the Public Open Space in Private Development (POSPD) approach, some were concerned about the compatibility of design between different sections of promenade.
- In response to Members’ concerns on how to ensure adherence of the POS design to the promulgated guidelines, the Development Bureau and KTO pointed out that the private developers would be required to submit a landscape master plan for approval by Government departments. During the process, developers would also be invited to consult the Harbourfront Commission and District Council. This would provide the opportunity for the relevant parties to comment on their design.
- Separately, Designing Hong Kong (DHK) also presented a proposal on setting back Road D3 (Metro Park Section) to the middle of the runway so as to free up more space at the waterfront along the Kai Tak Approach Channel for organisation of water sports. While agreeing to having more water sports and recreational activities in Kai Tak, the Task Force did not support DHK’s proposal as it was in conflict with the alignment which had been discussed and agreed by the Task Force in previous meetings. Instead, the Task Force suggested exploring the opportunity to include water sports facilities in the lower levels of future commercial development at Area 3.

(c) Proposed Rezoning of the Site from “Other Specified Uses” annotated “Tunnel Ventilation Shaft” (OU) and “Government, Institution or Community” (G/IC) to “Commercial (9)” (C(9)) Zone at Nos. 3-5 San Ma Tau Street, Ma Tau Kok

- On behalf of the applicant, Kenneth To & Associates Limited consulted the Task Force on the rezoning application of a Site at Nos. 3-5 San Ma Tau Street from “OU” and “G/IC” to “C(9)” for a commercial and office development. In particular, the proponent sought Members’ views on the planning and design of the proposed development in terms of land use compatibility, urban design, visual impact and connectivity etc.
- While supporting the idea of enhancing connectivity to the harbourfront, Members raised comments on the location of connections and their interface with surrounding developments. In view of the shortage of parking spaces in the district, some also urged for the incorporation of underground coach parking spaces at the proposed development so as to avoid occupying harbourfront sites for temporary car parking.
- The meeting concluded that in terms of building height and mass and other development parameters, the proposed rezoning was generally in line with the Harbour Planning Principles and Guidelines (HPP&Gs) and the Task Force had no strong views towards the proposal.

(d) New Acute Hospital at Kai Tak Development Area

- Due to time constraint, the item was deferred to the next meeting.

Thirty-first Meeting – 23 May 2018

3. The Task Force discussed the following issues/items –

(a) New Acute Hospital at Kai Tak Development Area

- The Architectural Services Department and Hospital Authority sought Members’ views on the preliminary design concept of the New Acute Hospital (NAH) at Kai Tak, including the buildings disposition, connectivity network, as well as the architectural and landscape design vision and

principles. This would be followed by procurement of relevant foundation works.

- Members had no strong views on the proposed connectivity network but asked which part of the network would be open to public round the clock. They also hoped that the future design of the footbridges could include landscaping or seating to make the journey more comfortable. In addition, Members were concerned about the facilities to be put in the waterfront promenade abutting the NAH and how the hospital façade would integrate with the open space. Members suggested including facilities like lavatories and tuck shops in the hospital wing to better support users of the promenade.
- The project team assured the meeting that balance would be struck between medical control and connectivity, and that a number of accesses would be provided on a 24-hour basis. The project team explained that the current design was a preliminary one and undertook to take Members' comments into consideration when taking the project forward.

(b) Proposed Operation of a Weekend Flea Market at Kai Tak Runway Tip

- The Energising Kowloon East Office (EKEO) briefed Members on its initiative to invite proposals from non-profit-making organisations (NPOs) for operating a weekend flea market on the Tourism Node site at the Kai Tak Runway Tip.
- While supporting the idea as a means to enhance vibrancy at the harbourfront, the Task Force expressed concerns on the location of the flea market and in particular, how people could easily access the site and whether the existing road network and land or sea transportation could cater for the surge in visitors in future. Some also raised comments on the orientation of facilities, car parks within the site and waste management.
- EKEO acknowledged the difficulty that the current site location might present but looked forward to the positive change that the flea market could bring about. It explained that the current proposal had already incorporated views from potential NPOs during market sounding. As regards

site accessibility, apart from inviting transportation proposals from potential bidders, EKEO was also working with the Transport Department to discuss with the relevant public transport service providers with a view to identifying more possible solutions.

- In concluding the discussion, the Task Force agreed that any proposals that could bring about more vibrancy to the harbourfront, including that of EKEO, would be worth supporting and experimenting. It hoped that EKEO would sail through, but not be bounded by, the constraints. EKEO would take Members' views into consideration with a view to inviting proposals later this year.

(c) Revitalisation of Tsui Ping River

- The Drainage Services Department (DSD) updated Members on the "Revitalisation of Tsui Ping River" project, which was under a second stage public engagement exercise. The project scope included revitalisation of the existing nullah, as well as provision of walkways and landscaped decks along the waterbody.
- Members appreciated the progress made since the Task Force last discussed the item in 2017. They also provided further views regarding wayfinding and railing design, more water-friendly activities, widening the proposed footpath adjacent to the Kwun Tong Preliminary Treatment Works, and the ecological function of the waterbody. DSD thanked for Members' support and undertook to incorporate Members' views during detailed design stage.
- All in all, Members agreed that the project was in line with the HPP&Gs. Members congratulated DSD for putting forward a good initiative that could reduce flood risk for society and at the same time, enhance walkability and connectivity to provide an enjoyable riverside environment to the public. The Task Force regarded the project as an exemplar for other Government departments to follow.

Secretariat

**Task Force on Kai Tak Harbourfront Development
June 2018**