

Harbourfront Commission

For discussion
on 26 October 2017

HC/13/2017

Progress Report from Task Force on Kai Tak Harbourfront Development

REPORTING PERIOD

This progress report covers the period from July to October 2017.

MEETING HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS

Twenty Eighth Meeting – 8 September 2017

2. The Task Force discussed the following items –

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

- The Civil Engineering and Development Department (CEDD) sought Members' views on the preliminary design of the proposed Government Flying Service (GFS) Kai Tak Division at the Ex-Kai Tak Runway Tip under a co-location arrangement with the planned cross-boundary heliport.
- Members questioned if the selected site would be the only option available for locating the GFS Division. Notwithstanding that the site was reserved for a cross-boundary heliport and that the proposed GFS Division was an always permissible use under the statutory zoning, they opined that the site was a prominent location in the Harbour area and unless this was the only feasible location, allowing a facility that might deprive the public of their opportunity to enjoy the Harbour to take up a harbourfront site would not be in line with the Harbour Planning Principles and Guidelines (HPP&G). Members urged the project proponent to provide justification for the selected site and explain the reasons against all the other alternative sites that were considered.
- Members were also concerned about the possible noise impact brought about by helicopters, given that the future Tourism Node, a major world-class entertainment and

leisure facility, would be situated right next to the proposed location. They also queried if noise impact assessments had been done for the adjacent hotel sites on the former Runway.

- It was concluded that Members would welcome to be given more information before further considering the project. CEDD was asked to consult the Task Force again at the next meeting scheduled for 1 November 2017, specifically with details about noise contours and site selection. CEDD agreed to explore possible refinements to the proposal and report back to the Task Force.

(b) Feasibility Study on Cycle Track Network in Kai Tak Development

- Kai Tak Office (KTO) of CEDD and the Leisure and Cultural Services Department (LCSD) briefed Members on the recommendations of the feasibility study on cycle track network in Kai Tak Development (KTD), which included the recommended alignment, ancillary facilities, implementation strategy, the proposed operation and management framework, as well as a proposed pilot scheme on the shared use of pedestrian walkway and cycle path within the network.
- Members were supportive of the proposal to set up a shared-use cycle track network in KTD in general. They acknowledged that there would be challenges in putting forward the plan but agreed that the pilot scheme in Kwun Tong Promenade would be a good opportunity to educate the management agent together with the public. It would also be a testing ground for the introduction of a shared-use concept in Hong Kong.
- In addition, Members enquired if there were plans to include short-term commuting as part of the objectives for the cycle track, as well as whether transportation means within KTD could accommodate for bicycles. One Member objected to the name “GreenWay” as it would run contrary to the shared-use concept and unnecessarily suggest that cycling would be given priority on the use of the space.
- The project team noted Members’ support and agreed that

they would consider Members' opinion in taking forward the project.

(c) Planning and Engineering Study on Kwun Tong Action Area – Preliminary Outline Development Plan

- The Energizing Kowloon East Office (EKEO) sought Members' views on the Preliminary Outline Development Plan (PODP) and co-use proposals of the water bodies that were formulated under the Planning and Engineering Study on Kwun Tong Action Area (KTAA) of Kowloon East (KE) – Feasibility Study.
- One Member viewed that designating part of Kwun Tong Typhoon Shelter (KTTS) for exclusive mooring of non-Pleasure Vessels (non-PVs), which was a measure being enforced by the Marine Department (MD), might have excluded PVs from using KTTS. He opined that the needs of PVs should also be given due consideration under the waterbody co-use proposals.
- Members were particularly concerned about the increase in size of the proposed at-grade public transport interchange (PTI) within KTAA. They were of the view that building a PTI near the waterfront would be an irreversible move and would not be conducive to bringing vibrancy to the area. This is not in line with HPP&G. In addition, Members raised comments regarding both pedestrian and traffic connectivity of KTAA with other parts of Kwun Tong and expressed support to the plan of having food and beverages facilities at the ground level within the area.
- In response to extensive comments made by Members regarding the proposed PTI, the representative of the Transport Department (TD) explained that there was heavy reliance on public transport in Hong Kong and a well-developed harbourfront area would undoubtedly attract patrons and thus generating the demand for public transport services. TD stated that it would be important to register such demand at the planning stage.
- Members urged EKEO to liaise with TD and see whether the PTI could reduce its scale, or be relocated to other areas in the

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vicinity that would not affect public enjoyment of the harbourfront. EKEO agreed that they would follow up accordingly.

**Secretariat
Task Force on Kai Tak Harbourfront Development
October 2017**