

# Harbourfront Commission

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For discussion  
on 8 May 2017

HC/03/2017

## **Progress Report from Task Force on Kai Tak Harbourfront Development**

### **REPORTING PERIOD**

This progress report covers the period from December 2016 to April 2017.

### **MEETING HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS**

Twenty Fourth Meeting – 13 January 2017

2. The Task Force discussed the following items –

#### **(a) Revitalisation of Tsui Ping River**

- The Drainage Services Department (DSD) sought Members' views on the preliminary revitalisation plan for the Tsui Ping River. The project comprised drainage improvement works to strengthen the flood protection capability of the existing King Yip Street Nullah and enhancement measures to revitalise the watercourse into Tsui Ping River. Members were in support of the project which would beautify and enhance the flood conveyance function of the existing river channel. While some Members were concerned that the proposed floating pontoons and in-stream planting might increase the risk of flooding at the downstream area, the provision of such water and greening features would help foster a pleasant environment for the community and promote a "water-friendly culture". DSD was suggested to consider deepening the river channel to increase its capacity and installing necessary alarm system to monitor the river flow as well as water quality.
- Members opined that the connectivity of Tsui Ping River with the harbourfront, as well as with open space in its vicinity should be further enhanced and that the design of the open space and proposed footbridges could be further reviewed. It was concluded that Members' views and comments would be incorporated as part of the views gauged during the public

engagement exercise for the project.

**(b) Central Kowloon Route – Proposed Temporary Government Land Allocation for Works Area at Kai Tak**

- The Highways Department (HyD) briefed Members on the proposed Temporary Government Land Allocation (TGLA) for works area to facilitate the construction of the Central Kowloon Route (CKR) at the 22<sup>nd</sup> meeting on 4 October 2016. While recognising the need of having temporary works area and barging facilities for the construction works of the project, Members could not support the-then TGLA application from a harbourfront enhancement perspective. HyD noted the Task Force's concern in relation to accessibility to the harbourfront and the need for harbourfront enhancement measures. A refined application was hence prepared for Members' consideration.
- Members noted HyD's efforts in reducing the area and duration that these sites would need to occupy but reiterated that temporary uses of harbourfront land must comply with the Harbour Planning Principles and Guidelines. The construction of a temporary pedestrian path with landscape elements and necessary support facilities abutting the site would be necessary to enhance connectivity and facilitate public enjoyment of harbourfront areas. Members would like HyD to supplement further information in relation to the design of the proposed temporary pedestrian path. HyD agreed to report to the Task Force with a more detailed proposal by July 2017. In this connection, the Task Force had no objection to the TGLA application.

**(c) Proposed Short Term Tenancy by Open Tender of Tourism Node Site at Former Kai Tak Runway, Kai Tak, Kowloon**

- The Lands Department (LandsD) briefed the Task Force on the proposed tendering of the Government land at the former Kai Tak Runway by way of short term tenancy (STT) for the purpose of "organizing and managing events and activities". As part of Kai Tak Fantasy, the concerned site was planned primarily for the development of a Tourism Node at Kai Tak, with the provision of tourism-related, commercial, hotel and entrainment facilities.

- Members commented that the use of this vacant site for organizing events would help enhance the vibrancy of Kai Tak waterfront. Some Members considered that the proposed one-year certain tenancy period might give little incentive to tenants to rent and invest on the site; the Government was urged to facilitate the organizing of events thereat through the provision of basic facilities and utility connection points. LandsD was asked to supplement information in relation to the availability of basic utilities and connections at the site. While supporting the use of the site as a temporary event site in the interim, the Task Force would like the Government to report on the latest progress and development schedule of the Kai Tak Fantasy project and Tourism Node in future meetings.

## Twenty Fifth Meeting – 24 February 2017

3. The Task Force discussed the following items –

### **(a) Update on Implementation of Public Creatives in Kai Tak Development**

- Kai Tak Office (KTO) and its consultants updated Members on the Implementation of Public Creatives in Kai Tak Development (KTD).
- Members welcomed the incorporation of the elements of Public Creatives into the design of various development projects as well as streetscape within KTD. Specific comments were raised in relation to the design of street furniture and amenities; KTO was suggested to provide a more pleasant walking environment within KTD through minimizing the number of railings and the use of concrete profile barrier on roads. KTO assured Members that creating a railing-free environment was a shared vision and specific designs for street furniture such as streetlights and street name poles were drawn up to help foster an identity for KTD.
- It was concluded that the Task Force supported the implementation of Public Creatives in KTD and opined that the incorporation of Public Creative design concepts into private developments would achieve better synergy

between developments from architectural and urban design perspectives.

**(b) Station Square at Kai Tak**

- The Leisure and Cultural Services Department (LCSD) and Architectural Services Department (ArchSD) consulted the Task Force on the design of the Station Square.
- The Task Force noted that the site was slightly distanced from the waterfront. Members were in support of the creation of passive open space in the Station Square and commented that the number of built structures and railings should be minimised to bring about a large green space for public enjoyment.
- Some Members pointed out that the relationship and interaction between the Station Square and the adjacent commercial developments would affect the vibrancy and variety of activities at the open space concerned. Considerations should be given to integrating the proposed cycle track in KTD with the open space to enhance accessibility to the future Mass Transit Railway Station. On the other hand, the project team was asked to work with departments concerned to look into measures to enhance accessibility to the harbourfront through the Kai Tak River. It was concluded that the Task Force had no objection to the proposal. The project team would proceed with implementation of the project subject to funding approval from the Legislative Council.

Twenty Sixth Meeting – 5 April 2017

4. The Task Force discussed the following items –

**(a) Amendments Incorporated in the Draft Kai Tak Outline Zoning Plan No. S/K22/5**

- The draft Kai Tak Outline Zoning Plan No. S/K22/5 incorporating the amendments, the Notes and Explanatory Statement was published on 17 February 2017 for public inspection for a two-month period. The Planning Department (PlanD) and Civil Engineering and Development Department (CEDD) sought the views of the Task Force on the amendments incorporated in the draft Kai Tak OZP.

- The Task Force noted that the OZP amendments were the recommendations of the Review Study on Kai Tak Development on which Members had been briefed at the 23<sup>rd</sup> meeting. While understanding the need to increase the supply of housing and office land and enhancing the land use proposals for KTD, Members reiterated that the original planning intention including substantial greening elements, wide pedestrian streets, visual and physical permeability as well as accessibility to the harbourfront should be maintained despite the intensification of development density and increase in population intake.
- On the proposed rezoning of some commercial sites for residential developments at the former runway, Members appreciated that the proponent had purposely conducted urban design studies to enhance the vibrancy and diversity of the area concerned. Members reminded the proponent in ensuring that the open space would be open to the public round the clock and sufficient seating facilities would be provided. The proponent was further advised to activate the ground level of the development sites in KTD and adjoining waterfront promenade through an optimal amount of commercial and retail activities.
- The Task Force commented that environmental and traffic mitigation measures should be put in place to ensure the liveability and connectivity of KTD. CEDD was asked whether the 'Environmental Friendly Linkage System' would be adopted in KTD.
- With regard to the proposed rezoning of land in Cha Kwo Ling (CKL) waterfront for the development of a Vocational Training Council (VTC) campus, Members pointed out that compliance with the established Harbour Planning Principles and Guidelines was of utmost importance. While the Task Force had all along recognized the need to have diversity of uses at the harbourfront and also to cater for the different needs of the society, having a large-scale VTC campus with massive building form, bulk and footprints at the harbourfront might not be the most desirable. From a harbourfront enhancement perspective, a reduction in the provision of open space by 1 hectare at the CKL waterfront would not be supported. Members emphasized that any proposals to be put forward at the CKL waterfront that would

have compromised the future development of a park thereon would not be supported. They further commented that the straightening of the public open space into a uniformly shaped rectangle was not conducive to the vision of creating an interesting harbourfront. Considerations should be given to reconfiguring the land at CKL waterfront so that the proposed campus and nearby community facilities could be grouped together, hence releasing more open space for the development of a harbourfront park.

- In conclusion, Members had no objection to the proposed amendments put forward by the project team for other parts of KTD but the Task Force could not support the rezoning proposal for the development of a VTC campus at CKL waterfront. The Secretariat would convey Members' views in detail to the Town Planning Board for consideration.

**(b) Kai Tak Development – Stage 2 Infrastructure Works for the Development at Southern Part of Former Runway – Landscape Design of Associated Open Spaces**

- The Task Force was briefed on the landscape design of associated open spaces to be constructed under Stage 2 Infrastructure Works for development at southern part of the former runway.
- Members pointed out that the original intention of the noise barrier was to screen off the noise and nuisance to be caused by Road D3 to residents in adjacent developments. Noting that the commercial sites facing the harbour would be converted into residential developments, some Members were wary that the semi-enclosed noise barrier could not serve its intended function.
- With regards to the design and functions of the landscaped deck, Members opined that more greening and a wider range of activities should take place on the landscaped deck to enhance vibrancy and attract patronage. The project team was advised to include the provisions of food kiosks and beverage stalls in the design of the landscaped deck, as well as providing sufficient seating facilities for visitors.
- Members further commented that the public open space within the deck should be well connected to the harbourfront and adjacent development sites, especially the retail frontage

to be situated within the adjacent residential sites. In addition, the pedestrian connectivity between the deck and the at-grade level should also be enhanced. It was concluded that the Task Force had no adverse comments on the design of the landscaped deck. CEDD would provide updates to Members in future meetings as appropriate.

**(c) Avenue Park at Kai Tak**

- LCSD and ArchSD would like to consult the Task Force on the design of Avenue Park at Kai Tak. The project site for Avenue Park is located adjacent to Kai Ching and Tai Long public housing estates, as well as the Station Square. Due to time constraint, the item was not discussed at the meeting. Members' views were sought by means of paper circulation from 6 April to 19 April 2017.
- While Members did not have any comment on the project, the Commission has received written submissions from the Owners' Committee of De Novo outlining its request for a temporary footpath connecting the housing estate with the nearby Ching Long Shopping Centre prior to the implementation of the Avenue Park project. Relevant comments would be conveyed to the proponent for follow-up actions.

**(d) Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station**

- The Security Bureau (SB) and ArchSD prepared a paper to seek Members' views on the proposed development of Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station on Concorde Road, Kai Tak. The scope of works included the construction of an integrated complex for the re-provisioning of certain police units and facilities.
- Due to time constraint, the item was not discussed at the meeting. Members' views were sought by means of paper circulation from 6 April to 19 April 2017. Members had no comment on the project.

**Secretariat**

**Task Force on Kai Tak Harbourfront Development**

**May 2017**