

Harbourfront Commission

For discussion
on 13 December 2016

HC/17/2016

Progress Report from Task Force on Kai Tak Harbourfront Development

REPORTING PERIOD

This progress report covers the period from July to November 2016.

MEETING HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS

Twenty Second Meeting – 4 October 2016

2. The Task Force discussed the following items –

(a) Improvement to Hoi Bun Road Park and Adjacent Area

- With the completion of several quick-win projects along Hoi Bun Road, the Energizing Kowloon East Office (EKEO) intends to implement 'Improvement to Hoi Bun Road Park and Adjacent Area' under the Green Operation (a capital project works) with a view to turning Hoi Bun Road into an attractive public open space, with the intent to provide a 'walkable' and 'stayable' environment for public enjoyment. Members were invited to share their views on the improvement project.
- Members in general supported the project, which would enhance connectivity between Hoi Bun Road Park and the inland area. The increase in green coverage and provision of leisure facilities would also enhance the public open space while provision of additional car parking spaces along Hoi Bun Road would meet the demand from visitors.
- Members expressed concern over the increased pedestrian and vehicular traffic caused by the higher utilisation of the waterfront area. EKEO was advised to consider adding pedestrian crossing facilities at both ground and elevated levels in order to cater for the increased pedestrian flow. Enquiries were also raised on the priority of waterfront enhancement projects led by different Government

departments. EKEO was also encouraged to consider organizing more events and introducing food and beverage facilities to further enhance visitors' experience.

- EKEO assured Members that the overall connectivity and traffic conditions of Kwun Tong promenade and its adjoining area would be looked into and that an existing soccer pitch would be turned into a multi-purpose venue as a part of their project to accommodate different sports and activities.
- With the support from the Task Force, EKEO would proceed with preparing their funding application and seek funding approval from the Finance Committee of the Legislative Council.

(b) Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area - Feasibility Study Stage 3 Public Engagement

- EKEO briefed members on public comments received in Stage 2 Public Engagement (PE) of the 'Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area (KTBA) – Feasibility Study' and introduced Stage 3 PE which had just commenced.
- Members in general showed support to EKEO's initiatives and complimented EKEO for adopting a people-oriented approach to improving the connectivity and accessibility of an old and busy district. They commented that enforcement of illegal loading and unloading activities and rationalization of bus services on major roads and within the industrial areas in Kwun Tong would help alleviate traffic congestion. Members also supported the extension of improvement works to other back alleys in KTBA in phases, which would increase attractiveness and vibrancy of back-alleys, thereby diverting pedestrian flow from major roads.
- EKEO supplemented that apart from working closely with the Transport Department and Hong Kong Police Force to implement quick-win measures such as junction improvement works, upgrading bus stop facilities and introducing new pedestrian crossings to rationalise traffic in the area, smart initiatives such as detection technologies would be explored to monitor on-street parking more effectively.

- The Task Force recognised the efforts made by the project team in facilitating the transformation of Kowloon East into CBD2 through promoting green and smart measures in the area. EKEO was reminded to incorporate the elements of Harbour Planning Principles and Guidelines into the planning processes and take members' comments into consideration in taking forward the improvement schemes.

(c) Feasibility of Further Water Quality Improvement at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter for Water Sports Activities

- Kai Tak Office (KTO) briefed the Task Force on the findings of the study on the feasibility of further improving the water quality of Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS) to enable their hosting of water sports activities.
- Members complimented the inter-departmental collaboration in improving the water quality at KTAC and KTTS. They noted that while the water quality at KTTS had significantly improved, that of KTAC was still unsatisfactory. The project team was asked to clarify whether the original proposal of creating a 600-metre opening at the northern section of the former runway would be implemented. KTO explained that with the implementation of the alternative Interception and Pumping Scheme (IP scheme), which could bring about the same improvements to the water quality standard, the 600-metre opening would no longer be necessary.
- In response to Members' concern on the effectiveness of existing mitigation measures, KTO affirmed Members that the efforts in further improving the water quality and tackling the odour problem at the concerned waterbody would continue. They would continue to monitor the water quality at KTAC as well as KTTS and further report to the Task Force in future meetings.

(d) Kai Tak Sports Park Project Design Development and Findings of Urban Design Study

- Home Affairs Bureau (HAB) briefed the Task Force on the latest development of the Kai Tak Sports Park (KTSP) project, which was formerly known as the Multi-purpose Sports Complex. Members' support were sought on the proposed

planning application for (i) relaxation of the building height restriction for the main stadium from +55 mPD to +70 mPD, (ii) the development of a hotel within KTSP, (iii) revision of the disposition of the landscaped deck over the future Shing Kai Road and (iv) introduction of 'Eating Place' in KTSP.

- Noting that the noise generated by the main stadium can only be mitigated through the proposed retractable roof design, some Members expressed concern about its technical performance and financial viability. As KTSP is situated within a busy road network, Members also expressed concern over the possible traffic and environmental implications of the operation of KTSP for the nearby areas.
- Members commented that the public open space within and in the vicinity of the KTSP should be vibrant, well connected, sufficiently shaded and able to provide an enjoyable walking environment for all users. The KTSP should also be integrated with other parts of KTD through the cycle track network. Some Members opined that the KTSP project would be a good opportunity to look into the development of water sports opportunities in KTD.
- The Task Force had no objection to the proposed planning application. HAB was advised to ensure vibrancy of public open space and facilities within the KTSP on both event and non-event days. Mitigation measures should be in place to minimise the traffic and noise issues generated by the project.

(e) Central Kowloon Route – Proposed Temporary Government Land Allocation for Works Area and Temporary Barging Facility 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.
- While recognising the need of having temporary works area and barging facilities for the construction works of the project, Members expressed concern about the prolonged occupation of three sizeable sites along the waterfront from 2017 to 2020 or 2021 and that the TGLA might be further extended to 2025. The Task Force considered it crucial to

minimize the site area and occupation duration of the proposed temporary government land allocations (TGLAs). From the harbourfront enhancement perspective, accessibility to the waterfront should not be hindered by temporary occupation of waterfront areas for work sites. A temporary access route should be provided for the public.

- The Task Force suggested the project team to look into shared workspace for different infrastructure projects and consider shortening the occupation duration of the sites from 3 or 4 years to 2 years. It was concluded that HyD would brief and consult Members on their refined TGLA and proposed harbourfront enhancement measures at the 26th HC meeting.

Twenty Third Meeting – 18 November 2016

3. The Task Force discussed the following items –

(a) Review Study of Kai Tak Development

- The Planning Department (PlanD) and Civil Engineering and Development Department (CEDD) commenced ‘the Review Study of Kai Tak Development’ (the Review) to explore the feasibility of increasing supply for housing and office land and enhancing the land use proposals for KTD. The Task Force was briefed on the proposals recommended under the Review.
- The Task Force commented that environmental and traffic mitigation measures should be put in place to ensure the liveability and connectivity of KTD. The feasibility study on the ‘Environmental Friendly Linkage System’ and the Review should be looked at in parallel to address the demand for public transportation and better connectivity in KTD.
- While understanding the pressure on land resources and housing supply and hence the need for further increasing the development intensity, the Task Force emphasized that KTD would be the last piece of sizeable land within the Victoria Harbour for development. The proposed extent of increase in development intensity might impose adverse environmental, traffic and visual impacts to the surrounding neighbourhood.

- The Task Force was wary that the increase in plot ratio and relaxation of building height restriction of development sites would only result in bulky and impermeable cluster of structures along the former runway. In accordance with the established Harbour Planning Principles and Guidelines, Members opined that developments directly fronting the harbour should adopt a lower development density and gradation of height profile in order to allow for permeability to the water body. Variation in building height profile would help achieve a dynamic skyline, which is more desirable from an urban design perspective. This would also help establish a distinctive identify for KTD.
- In conclusion, Members expressed reservation with the proposals that were put forward by the project team, in particular those on the former runway area and reiterated the importance of complying with the established Harbour Planning Principles and Guidelines. PlanD and CEDD were advised to take into account Members' views and present a refined scheme to Members for consideration at the 26th HC meeting.

(b) Upgrading of Kwun Tong Preliminary Treatment Works and Enhancement Works for Kwun Tong Sewage Pumping Station

- The Drainage Services Department (DSD) and Environmental Protection Department (EPD) briefed the Task Force on the proposed architectural and landscaping design of their projects.
- Members appreciated the efforts made by the project team in face-lifting the sewage treatment facilities and integrating greening features in the design of the projects. The Task Force also showed support to the proposed opening of the landscaped deck at the roof of the plant house to the public.
- Noting that the site boundaries of the Kwun Tong Preliminary Treatment Works (KTPTW) would be set back and released for the construction of the proposed waterfront promenade and footpath near Tsui Ping River, Members suggested the project team to further consider erecting a footbridge across Tsui Ping River to connect the two sides of the river, thereby further enhancing connectivity of the waterfront areas.

Harbourfront Commission

HC/17/2016

Some Members also questioned whether the associated ancillary facilities including the waterfront promenade, footpath and footbridge could be delivered as a package through this project, with a view to ensuring timely implementation and integration among them.

- The project team agreed to take Members' suggestions into consideration in further refining and finalising the proposals. They would consult the Panel on Environmental Affairs of the Legislative Council in early 2017.

Secretariat

**Task Force on Kai Tak Harbourfront Development
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