

7th Meeting of the Harbourfront Commission
Task Force on Kai Tak Harbourfront Development
18 October 2011 (Tuesday) at 2:30 p.m.
at Conference Room, 15/F, North Point Government Offices,
333 Java Road, Hong Kong

Minutes of Meeting

Present

Mr Vincent Ng	Chair, Task Force on Kai Tak Harbourfront Development
Mrs Margaret Brooke	Representing Business Environment Council
Mr Leung Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Mr Lam Kin-lai	Representing Conservancy Association
Mr Andy Leung	Representing Hong Kong Institute of Architects
Ir Dr Chan Fuk-cheung	Representing Hong Kong Institution of Engineers
Mr Patrick Lau	Representing Hong Kong Institute of Landscape Architects
Mr Tam Po-yiu	Representing Hong Kong Institute of Planners
Dr Sujata Govada	Representing Hong Kong Institute of Urban Design
Mr Winston Chu	Representing Society for Protection of the Harbour
Ms Ann So	
Mr Nicholas Brooke	
Ms Vivian Lau	Co-opted Member
Miss Connie Lam	Co-opted Member
Mr Sam Farrands	Co-opted Member
Ms Gracie Foo	Deputy Secretary (Planning and Lands) ¹ , Development Bureau
Mr Enoch Lam	Deputy Secretary (Works) ² , Development Bureau
Mr John Kwong	Senior Manager (Tourism) ⁴¹ , Tourism Commission
Mr To Kam-biu	Assistant Commissioner/Urban, Transport Department
Mr Stephen Tang	Head(Kai Tak Office), Civil Engineering and Development Department

Miss Margrit Li	Assistant Director (Leisure Services) ¹ , Leisure and Cultural Services Department
Mr Eric Yue	District Planning Officer/Kowloon, Planning Department
Mr Tommy Wong	Secretary

Absent with Apologies

Prof Carlos Lo	Representing Friends of the Earth
Ms Lily Chow	
Mr Benjamin Cha	

In attendance

Mrs Winnie Kang	Principal Assistant Secretary (Harbour), Development Bureau
Mr Chris Fung	Assistant Secretary (Harbour) ¹ , Development Bureau
Mr Ronald Leung	Assistant Secretary (Harbour) ² , Development Bureau
Mr Harry Tsang	Chief Executive Officer (Planning) ¹ , Leisure and Cultural Services Department
Mr Anthony Lo	Chief Engineer (Kowloon) ¹ , Civil Engineering and Development Department
Mr Sunny Lo	Senior Engineer (Kowloon) ² , Civil Engineering and Development Department

For Item 3

Planning Department

Mr Stephen Chan	Senior Town Planner / Kowloon 3
Ms Karen Wong	Town Planner / Kowloon 7

Action

Item 1 Confirmation of Minutes of the last meeting

1.1 The draft minutes of the 6th meeting were circulated to Members for comments on 11 October 2011. After incorporating the comments received, the revised draft minutes circulated to Members on

14 October 2011. The revised draft minutes were confirmed at the meeting without further amendment.

Item 2 Matters Arising
(Paper No. TFKT/18/2011)

2.1 **The Chair** reported the following -

Centre of Excellence in Pediatrics in Kai Tak

- (i) The Food and Health Bureau (FHB) was working with relevant departments and stakeholders on fine-tuning the conceptual design of the Centre of Excellence in Pediatrics (CEP) located in the Kai Tak Development (KTD), and would brief the Task Force as soon as practicable; and

(Post-meeting note: FHB and the project team will brief Members on the design of the CEP at the next Task Force meeting scheduled for 16 January 2012.)

Updated Programme for KTD

- (ii) The Civil Engineering and Development Department (CEDD) submitted a paper on the updated programme for KTD for Members' information. The paper included a set of two pamphlets on (i) the Energizing Kowloon East (KE) initiative recently announced in Chief Executive's 2011-12 Policy Address and (ii) the proposed Environmentally Friendly Linkage System (EFLS) in KTD.

2.2 **Mr Nicholas Brooke** expressed support to the Energizing KE initiative. He anticipated that the Harbourfront Commission (HC) and this Task Force would have an important role in advising the Administration on such a mega project, which involved major provision of infrastructure and services, and encouraged Members to exercise due diligence in balancing the development and preservation of the

harbourfront.

2.3 **Mr Winston Chu** echoed Mr Brooke's views. He saw a strong need for expansion of the central business district (CBD) in Hong Kong in view of the rising rent for commercial floor space in Central that might impair the overall competitiveness of Hong Kong as a world-class business centre. He said that Kai Tak would be the last large piece of land for the CBD expansion, and considered that future residential developments should be provided in other places so as to leave more land in Kai Tak for developing a critical mass of commercial buildings. With suitable long-term planning, he believed that Kai Tak could become a world-class CBD similar to Canary Wharf in London.

2.4 **Mr Leung Kong-yui** also supported the development of a second CBD in Kowloon East on several considerations. Firstly, he considered that the massive revitalization and redevelopment of industrial buildings in Kowloon Bay and Kwun Tong would provide sufficient space for such purpose. Secondly, he anticipated that there would not be sufficient road capacity to support further development of commercial spaces in Central. Thirdly, he opined that the premium office space of CBDs would be better developed on the eastern side of Victoria Harbour, which was broadly considered to be a recreational harbour. In passing, he also suggested that the design and provision of transport infrastructure within KTD and its hinterland could be enhanced to better support the Energizing KE initiative.

2.5 **Mr Tam Po-yiu** was generally supportive of the Energizing KE initiative as well as the proposed EFLS. He however cited the example of the Jubilee Line of London and commented that a mass transportation network was vital to the development of multiple CBDs instead of an internal mono rail loop. At present, the MTR Kwun Tong line, especially at the Kwun Tong and Kowloon Bay stations, appeared already very fully utilized and thus he found the connection of an EFLS to these stations would only overload the MTR and would not help the EFLS itself. He thus considered that more work should be done to further facilitate/catalyze the ongoing transformation of Kowloon Bay and Kwun Tong industrial areas to boost the changes already going on

under private sector initiative. As the configuration of the "Government/Institution and Community" sites at the South Apron area was rather odd shaped and piecemeal, Mr. Tam Po-yiu considered that they should be rezoned for commercial uses and integrated into larger land parcels, and be provided with pedestrian / EFLS network linkages to the inner Kowloon Bay area. On the effectiveness of EFLS, he reiterated that a mass transport rail system connecting East Kowloon more directly with West Kowloon should be established, instead of requiring passengers to change several times from the EFLS at Kai Tak, then onto the Shatin Central line and then at Yau Ma Tei onto the Tsuen Wan Line before getting to Central. He also considered that to increase the attractiveness of the EFLS, an extension to the Lei Yue Mun tourist area could be explored.

2.6 As the secretary of HC, **Mrs Winnie Kang** informed the meeting that the Development Bureau (DEVB) together with relevant departments would brief HC on the Energizing KE initiative at its 8th Meeting scheduled for 13 December 2011.

(Post-meeting note: DEVB, CEDD and Planning Department (PlanD) briefed HC on the Energizing KE initiative on 13 December 2011. It was noted that there would be further briefings to this Task Force on matters in relation to the initiative and/or the proposed EFLS in due course.)

2.7 **Dr Sujata Govada** also supported the Energizing KE initiative. She considered that KTD should provide a more comprehensive living experience and save commuting time by meeting both residential and working needs. This would necessitate a balanced mix of land uses as well as a potentially higher development density.

2.8 **Miss Connie Lam** suggested that the provision for public art should be considered at the early stage of urban planning and design for the KE initiative.

2.9 **The Chair** thanked Members for expressing their views on the KE initiative. He noted that there would be opportunities for

Members to further discuss the subject at the upcoming HC meeting.

Item 3 Amendments to the Approved Kai Tak Outline Zoning Plan No. S/K22/2 (Paper No. TFKT/19/2011)

3.1 **The Chair** welcomed Mr Eric Yue, Mr Stephen Chan and Ms Karen Wong of PlanD.

3.2 **Mr Eric Yue** said that the draft Kai Tak Outline Zoning Plan (OZP) was approved by the Chief Executive in Council in 2007. Since then, PlanD and CEDD have explored the feasibility for further enhancement to the urban design for Kai Tak Development (KTD) and conducted public consultation to collect public views on these enhancement proposals. Apart from the incorporation of urban enhancement proposals, amendments to the Kai Tak OZP were also required in order to reflect the latest developments, such as the unearthing of the Lung Tsun Stone Bridge remnants.

3.3 **Mr Stephen Chan** presented the paper with the aid of a PowerPoint to explain the proposed amendments incorporated in the draft Kai Tak OZP No. SK22/3.

3.4 After the presentation, **Mr Eric Yue** introduced Members to a physical model of KTD and further elaborated on the proposed amendments to the Kai Tak OZP. He also took the opportunity to brief Members of the key elements of the policy initiative promulgated in the recent Policy Address on “Energizing Kowloon East”(KE) as well as the Administration’s efforts to help catalyze/revitalize the regeneration of KE.

3.5 **Mr Winston Chu** reiterated that his views that the Administration should make reference to the example of Canary Wharf in London in the planning of KTD.

3.6 **Mr Andy Leung** considered that while commercial developments would be decentralized around KTD, Kowloon Bay and

Kwun Tong, a successful CBD should contain certain focal points supported by convenient multi-modal transportation. He added that the fragmented private ownership in Kowloon Bay and Kwun Tong could present a challenge to taking forward the KE initiative.

3.7 In response, **Mr Eric Yue** said that there was a commercial belt in KTD running along Prince Edward Road East supported by a Government-building cluster in the vicinity. He also noted the importance of having efficient/well-connected road networks and focal points for KTD, and reiterated that the two Action Areas put forward under the new policy initiative could serve as the catalyst for the regeneration of the wider area. **Mr Anthony Lo** supplemented that the twin-tower gateway concept was put forward with a view to enhancing the prestigious image of the region.

3.8 In response to **Mr Tam Po-yiu's** query on how the proposed EFLS would be connected to the surrounding districts, **Mr Eric Yue** said that the feasibility of the connections of the EFLS with the Mass Transit Railway (MTR)'s Kwun Tong Line (i.e. the Kowloon Bay and Kwun Tong stations) as well as the future Shatin to Central Link (i.e. the Kai Tak Station) would be further explored and the proposals would be further consulted.

3.9 In response to **Mr Nicholas Brooke's** query on whether the underground shopping street (USS) was attractive enough and **Mr Andy Leung's** query on whether there was sufficient space for pedestrians to return from the USS to the street level at Kowloon City, **Mr Anthony Lo** said that the proposed USS was designed to overcome the physical barrier of Prince Edward Road East. He said that emphasis had been placed on enhancing the streetscape and the walking environment to help make it vibrant and attractive for use by pedestrians, and added that it would connect with two MTR stations nearby.

3.10 **Mr Andy Leung** considered that the vibrancy of KTD at night could be insufficient if an extensive portion of land were zoned for commercial use.

3.11 **Mr Eric Yue** responded that there would be a balanced mix of land uses to ensure that the residential, commercial and sports/tourism-related developments would be integrated to ensure the vibrancy of KTD at night.

3.12 **The Chair** supported the relocation of vehicular roads away from the harbourfront, but considered that the resulting 35-metre-wide and normally vehicle-free harbourfront promenade along the former runway should be put to good use, providing public open space for a variety of activities to generate vibrancy.

3.13 In response, **Mr Eric Yue** said that sites abutting the waterfront promenade along the runway were zoned for commercial uses, which would have interactions with the promenade. The facilities to be provided at the waterfront promenade would be subject to detailed design.

3.14 **Mr Andy Leung** advised that plantings should not be allowed along the interface between the commercial sites and the promenade to avoid creating segregation amongst them.

3.15 In response to **Mr Winston Chu's** query on the height and nature of the building located at the end of the former runway, **Mr Eric Yue** said that the planning intention was to have a signature building at the end of the former runway as a building or structure incorporating the public observation gallery would be proposed, where the public could enjoy the panoramic view of Victoria Harbour. He added that there would be opportunities for the public to provide comments upon submission of the relevant planning application to the Town Planning Board by the future developer.

3.16 **The Chair** thanked PlanD and CEDD for the detailed presentation, and considered the physical model very helpful in enhancing Members' understanding. He saw planning as a dynamic process, and anticipated that the Task Force would continue to provide its views on KTD to the Administration for consideration.

3.17 **Mr Winston Chu** further enquired whether there was updated information on the current needs of the cruise industry, ways to promote Hong Kong's share in the world's cruise market and the provision for future expansion of the Kai Tak Cruise Terminal.

3.18 **The Chair** asked the Tourism Commission (TC) to provide the relevant information for the Task Force's reference after the meeting.

TC

(Post-meeting note: In response to the enquiry, TC prepared a note for the Task Force's information. It was circulated among Members by the Secretariat on 10 January 2012.)

3.19 **The Chair** concluded that the Task Force was generally supportive of the amendments to the Kai Tak OZP put forward.

Item 4 Any Other Business

4.1 **Ms Ann So** invited members to join the opening ceremony of an exhibition on the EFLS launched by the Joint-Conference on the Development of Kwun Tong to be held at MegaBox on 13 November 2011.

4.2 In response to **Mr Andy Leung's** query on whether the area covered by the KE initiative would fall under the area of responsibility of this Task Force, **Mr Stephen Tang** said that the Kowloon Bay and Kwun Tong harbourfronts were already so. Important topics in related to the KE initiative such as the EFLS would also be put on the agenda of meetings of this Task Force for discussion.

4.3 **The Chair** informed the meeting that this was the last formal Task Force meeting in 2011. The Secretariat would inform Members of the meeting schedule for 2012 in due course.

4.4 **The Chair** also announced that CEDD had taken over the secretariat role of this Task Force from DEVB.

4.5 There being no other business, the meeting adjourned at 4:00pm.

**Task Force on Kai Tak Harbourfront Development Secretariat
January 2012**