

9th Meeting of Harbourfront Commission
Task Force on Kai Tak Harbourfront Development
12 March 2012 (Monday) at 2:30 p.m.
in 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
Mr Tom CALLAHAN	Representing Business Environment Council
Mr LAM Kin-lai	Representing Conservancy Association
Mr Andy LEUNG	Representing Hong Kong Institute of 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
Ir Dr CHAN Fuk-cheung	Representing Hong Kong Institution of Engineers
Ms Ann SO	Non-official Member (Individual)
Mr Sam FARRANDS	Co-opted Member
Ms Gracie FOO	Deputy Secretary (Planning and Lands) ¹ , Development Bureau
Mr Vitus NG	Chief Assistant Secretary (Works) ³ , Development Bureau
Mr Thomas CHAN	Senior Manager (Tourism) ⁴¹ , Tourism Commission
Mr TO Kam-biu	Assistant Commissioner/Urban, Transport Department
Prof Carlos LO	Representing Friends of the Earth
Mrs Sorais LEE	Head(Kai Tak Office), Civil Engineering and Development Department
Miss Margrit LI	Assistant Director (Leisure Services) ¹ , Leisure and Cultural Services Department
Ms Fiona LUNG	District Planning Officer/Kowloon, Planning Department
Mr Edwin FUNG	Senior Marine Officer/Planning and Development)(1) (Ag.), Marine Department
Mr Jeff MAN	Secretary

Absent with Apologies

Mr Nicholas BROOKE	Non-official Member (Individual)
Mr Benjamin CHA	Non-official Member (Individual)
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport

	in Hong Kong
Mr Patrick LAU	Representing Hong Kong Institute of Landscape Architects
Ms Lily CHOW	Non-official Member (Individual)
Ms Vivian LAU	Co-opted Member
Miss Connie LAM	Co-opted Member

In attendance

Mr LING Kar-kan	Head (Energizing Kowloon East Office)
Mrs Winnie KANG	Principal Assistant Secretary (Harbour), Development Bureau
Mr Ronald LEUNG	Assistant Secretary (Harbour) ² , Development Bureau
Mr Stephen CHAN	Senior Town Planner / Kowloon 3, Planning Department
Mr Sunny LO	Senior Engineer (Kowloon) ² , Civil Engineering and Development Department
Mr WONG Yiu-kan	Co-opted Member, Task Force on Water-Land Interface

For Item 3

Mrs Sorais LEE	Head(Kai Tak Office), Civil Engineering and Development Department
Ms YING Fun-fong	Chief Engineer (Kowloon) ³ , Civil Engineering and Development Department
Ms Julie O	Senior Engineer (Kowloon) ⁷ , Civil Engineering and Development Department
Mr Igor HO	Technical Director, AECOM

For Item 5

Mr LING Kar-kan	Head/Pre-Kowloon East Development Office, Development Bureau
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Item 1 Confirmation of Minutes of Last Meeting

1.1 The draft minutes of the 8th meeting were circulated to Members for comments on 1 March 2012. The revised draft minutes with members' comments incorporated were circulated to Members on 9 March 2012. No further proposed amendments had been received from Members. The revised draft minutes were confirmed at the meeting without further amendment.

**Item 2 Matters Arising
(Paper No. TFKT/03/012)**

Progress of Kai Tak Development (KTD)

2.1 **The Chair** reported that the Civil Engineering and Development Department (CEDD) submitted **Paper No. TFKT/03/2012** on the latest progress of KTD for Members' information.

2.2 **Mrs Sorais LEE** briefed the meeting on the paper. In response to **Mr LAM Kin-lai's** enquiry, she said that there would be a temporary bus terminal along a public road outside the two public rental housing areas in KTD.

Centre of Excellence in Paediatrics (CEP) in Kai Tak

2.3 **Mrs Winnie KANG** reported that the Harbour Unit had met with CEDD, the Leisure and Cultural Services Department (LCSD) and the Architectural Services Department (ArchSD) to follow up on concerns raised by Members at the last meeting over the interface between the CEP and its adjoining promenade, and would continue to monitor progress.

Item 3 Connecting Kowloon East - Environmentally Friendly Linkage System (EFLS) (Paper No. TFKT/04/2012)

3.1 **The Chair** welcomed **Mrs Sorais LEE, Ms YING Fun-fong**

and **Ms Julie O** of CEDD, and **Mr Igor HO** of AECOM.

3.2 **The Chair** informed the meeting that the Secretariat had circulated / provided links to the following reference materials:

- (i) paper and PowerPoint on “Energizing Kowloon East” presented to the Harbourfront Commission by the Development Bureau and CEDD on 13 December 2011;
- (ii) a letter from the “Joint Conference of Hong Kong Marine Sectors (JCHKMS)” on “關注觀塘避風塘用途的未來發展” issued on 1 February 2012; and
- (iii) a letter from “Chuang's Consortium” on “Link Bridge across Kwun Tong Typhoon Shelter - Kwun Tong Transportation Link at Kowloon East Development” issued on 29 February 2012

3.3 **The Chair** reported that Mr WONG Yiu-kan had been invited to join the meeting as a co-opted Member of the Task Force on Water-Land Interface. **The meeting** noted that **Mr WONG** also represented JCHKMS, and agreed that he could stay at the meeting and participate in the discussion on this item.

3.4 **Ms YING Fun-fong** presented the paper with the aid of a PowerPoint.

3.5 **Mr WONG Yiu-kan** said that the EFLS should not affect the primary function of the Kwun Tong Typhoon Shelter (KTTS) as a water body for vessels to take refuge during adverse weather. He suggested changing the alignment of the EFLS by terminating at the tip of the former runway instead of directly connecting to Kwun Tong via the Kwun Tong Transportation Link (KTTL). Alternatively, he suggested increasing the clearance between the sea surface and the KTTL to about 40 to 50 metres to allow continued usage of KTTS by dumb steel lighters with high masts.

3.6 **Mr WONG Yiu-kan** further said that KTTS, being one of the few typhoon shelters at the eastern part of Victoria Harbour, was of strategic importance to the marine sector. He considered that if an alternative were to be provided, it should be located in the proximity

so as to cater for the needs of the sector.

3.7 **Mr Andy LEUNG** recalled that there had been previous discussions by the Task Force over a direct linkage between Kwun Tong and the tip of the former runway. While it was then considered that possible alternatives to the current proposal of the KTTL could be a taller bridge or a tunnel, it was also acknowledged that residents in Kwun Tong should be provided with some form of direct pedestrian access to the tip of the former runway to promote usage of the facilities thereat. If the level of KTTL were to be increased to 40 to 50 metres above the sea, there would be issues of pedestrian safety and visual impact.

3.8 With the aid of photos of existing examples, **Mr Andy LEUNG** then suggested that an alternative for KTTL in the form a movable bridge could cater for the needs of both land transport and marine uses. He believed that it could become a landmark and would be feasible from the operational point of view given the non-excessive level of marine traffic at KTTS.

3.9 **Ms Ann SO** said that the Kwun Tong District Council (KTDC), which was supportive of the current EFLS proposal and the transformation of KTTS into a water sports centre, passed a relevant motion in its recent KTDC meeting. She added that KTDC preferred the alignment option of Hoi Yuen Road over that of King Yip Street as the former would be more direct and convenient for pedestrians.

3.10 While **Dr Sujata GOVADA** was supportive of the “Energizing Kowloon East” initiative, she considered that the EFLS and KTTL were of high cost and low rate of financial return. She suggested having trams or water taxis and a swing bridge as respective alternatives so that the financial savings could be used for enhancing the public realm, particularly the pedestrian environment, of KTD.

3.11 **Mr Winston CHU** said that pursuant to the Court of Final Appeal’s judgement in 2004, an “overriding public need” had to be demonstrated for any harbour reclamation involved in developing KTTL. While he echoed the view that some form of direct linkage

between Kwun Tong city centre and the cruise terminal at the tip of the former runway was essential, he considered that a pedestrian walkway alone without EFLS would suffice as it only involved a reasonable distance, would pose fewer technical constraints for developing a movable bridge to facilitate marine uses, and would provide room for further reduction in size and height of the bridge to mitigate its visual impact.

3.12 While **Mr Sam FARRANDS** shared Members' view that connectivity among all parts of KTD was important, he said that monorail was largely unsuccessful around the world and alternatives to EFLS should therefore be considered. He also observed that there was no existing monorail operator in Hong Kong.

3.13 **Mr TO Kam-biu** said that appropriate traffic management measures (including the diversion of bus routes) should be developed to mitigate the traffic impacts resulting from the closure of one of the three traffic lanes of Hoi Yuen Road for accommodating the proposed EFLS alignment along the road. He also said that the existing Kwun Tong Vehicle Ferry Pier required a minimum headroom clearance of about 25 metres and the Kowloon Bay Vehicle Examination Centre would need to be relocated for the depot of EFLS in "Action Area 2". Given the need to maintain continuous operation of the vehicle examination centre and the long lead time required for its relocation, it might be necessary to consider speeding up the relocation work or searching another depot site for EFLS if it was necessary to advance its completion date.

3.14 **Mr TAM Po-yiu** recalled that apart from KTTL and the existing typhoon shelter use by the marine sector, there were also proposals for using KTTS as a water sports centre and a marina. He said that a balance should be struck among the aspirations and needs of various stakeholders. He considered that the Government should explore development of marinas outside Victoria Harbour such as Lantau Island and other parts of south-western New Territories since the ever-growing high-end market for berthing of pleasure vessels from Mainland China far exceeded the capacity of KTTS. Meanwhile, he saw merits in preserving the use of KTTS as a typhoon shelter for

the marine sector to uphold marine safety and accommodating a water sports centre for enhancing vibrancy and enjoyment by the general public in parallel with the potential development of KTTL.

3.15 While acknowledging the benefits of enhanced connectivity in KTD and catalytic impact on redevelopment of Kwun Tong, **Mr Tom CALLAHAN** expressed reservation towards the EFLS proposal given its low rate of financial return (i.e. revenue would barely cover operating cost) and the resulting difficulty for the Government to secure an operator from the private sector without providing operating subsidies. He had additional concern over its incorporation into the KTTL given the potential preclusion of the marine uses of KTTS and land-water interfaces of the waterfront thereat, which was by far the longest piece of sheltered waterfront in Victoria Harbour. He therefore suggested developing KTTL as a pedestrian walkway, potentially with a cycleway, in the form of a movable bridge such as a swing bridge or a raised bridge.

3.16 **Prof Carlos LO** considered that a mass transit system such as EFLS would be essential for providing connectivity within KTD, and said there were successful overseas examples of using monorail for similar inter-district transportation. Meanwhile, he considered the incorporation of EFLS into KTTL optional since the former would not be a circular line anyway. He also suggested that further studies be conducted on the potential for future expansion with respect to estimated demand and maximum capacity of the current EFLS proposal.

3.17 **Mr Edwin FUNG** said that the Marine Department had the responsibility to ensure sufficient typhoon shelter spaces were provided to all local vessels and non-local vessels visiting Hong Kong for marine safety. KTTS was performing an essential function for the local working vessels and logistics community. The marine sector and the public should be consulted extensively on changes affecting the use of KTTS as a typhoon shelter. He also saw limitations in the operational feasibility of two movable bridges for KTTL i.e. one for pedestrians at a lower level and the other for EFLS at a higher level. The EFLS service would then have to be suspended for several hours to

allow movement of vessels into and out of KTTS before and after typhoons respectively. The risk of contact between vessels and the bridge structures was also a concern. **Mr WONG Yiu-kan** supplemented that vessels were required to retreat to typhoon shelters when Typhoon Signal No. 3 was hoisted. Vessels situated far away from typhoon shelters would start retreating when Typhoon Signal No. 1 was hoisted. If KTTL were to be a movable bridge, the required closure time could be long and unpredictable.

3.18 **Mr LAM Kin-lai** considered that connectivity and integration of KTD with the old Kwun Tong district would be its key to success. KTTL was therefore essential in providing direct access from Kwun Tong to the former runway. He considered that there was no particular need for having a typhoon shelter near the town centre and it would be worth closing down KTTS, or reprovisioning it if necessary, in exchange for this enhanced connectivity. He did not have particular preference over the incorporation of EFLS into KTTL.

3.19 **Dr CHAN Fuk-cheung** said that Vancouver was aspiring to become the greenest city in the world by 2020 and one of its means was to adopt a mass transit railway system. He considered that the EFLS could benefit Hong Kong in similar way. While acknowledging that the capital invested would not be recouped in the initial years of operation, he reminded Members that EFLS would also bring about intangible economic benefits to the surrounding areas. As regards the alignment, he considered that a circular line would facilitate better connectivity and the alignment option of Hoi Yuen Road was better than that of King Yip Street. Administrative arrangements could be made to lessen the traffic impacts of the aforementioned closure of one of the three traffic lanes.

3.20 **Mrs Sorais LEE** thanked Members for expressing their views on the EFLS proposal. She said that the proposal was only at an initial stage of public engagement and the views of the Task Force would be taken into account in conducting further studies and consultations with stakeholders. She also responded to Members' specific comments as follows:

- regarding the uses of KTTS, the views of the marine sector were duly noted. In its public consultation documents, CEDD mentioned that EFLS and KTTL might affect the use of KTTS as typhoon shelter for high-mast vessels. Further to the meeting between the Development Bureau (DevB) and the marine sector in February 2012, CEDD would continue to liaise with the trade to map out solutions, including the possibility of providing alternative typhoon shelters. **Mr Vitus NG** supplemented that DevB had been looking into suggestions on the uses of KTTS and the alignment of KTTL with regard to various aspects such as water quality and other planned submarine infrastructure works in KTTS, etc;
- regarding the form of KTTL, there were overseas examples of movable bridges for pedestrian and/or vehicles but not for monorail. Developing a pedestrian walkway alone might not provide a popular option for the public especially during summer time since the distance from the Cruise Terminal to the Kwun Tong MTR Station was over one kilometre;
- regarding the alignment options, KTDC's preference for a direct linkage from Kwun Tong to the former runway (i.e. the alignment option of Hoi Yuen Road) was noted. More views from the public would be sought;
- regarding alternatives to EFLS, it was considered that road-based green transport modes such as electric bus would have adverse impact on road traffic of the neighbouring old districts in the long run. Meanwhile, water taxis were of limited capacity in general and could not adequately replace KTTL in providing a convenient connection between Kwun Tong town centre and the former runway. According to overseas experiences, the success of monorail hinged on the planning of the surrounding developments, not the monorail itself; and
- regarding procurement matters and operation of EFLS, further studies would take place in the next stage of project

implementation should public consensus on EFLS be established in the on-going public consultation.

3.21 Responding to **Mr Winston CHU**'s further enquiry on the "overriding public need" for KTTL, **the Chair** said that having a direct linkage between Kwun Tong and the tip of the former runway was a public consensus obtained in the extensive public engagement exercise of the then Kai Tak Planning Review completed in 2006. **Mrs. Sorais LEE** added that the requirements of the Protection of the Harbour Ordinance would be addressed at a later stage of project implementation.

3.22 In concluding the discussion, **the Chair** said it would be practically difficult, if not infeasible, to accommodate every desired use in KTTS. He considered it important to have strategic planning on the usage of various water bodies around Victoria Harbour.

Item 4 Any Other Business

"Energizing Kowloon East" initiative

4.1 **The Chair** welcomed **Mr LING Kar-kan**, Head/Pre-Kowloon East Development Office of DevB.

4.2 With the aid of a PowerPoint, **Mr LING Kar-kan** presented the progress of the "Energizing Kowloon East" initiative and advised that the new office would be re-named as Energizing Kowloon East Office (EKEO), which would be located underneath the Kwun Tong Bypass.

4.3 **Dr Sujata GOVADA** expressed her appreciation towards the design of the structure for EKEO, in particular the use of recycled building materials. She suggested that an exhibition area and/or gallery could be provided to encourage visits by the public.

4.4 **Prof Carlos LO** suggested that the advice of EKEO should be taken into account in approving development plans of private sites

in the area. **Mr Andy LEUNG** shared his view and suggested that EKEO should take up a coordinating role in the planning of these developments. He considered that the task would be more challenging than KTD, which was a piece of virgin land primarily owned by the Government.

4.5 **Mr Winston CHU** said that many local organizations faced financial difficulties in renting space for conducting meetings and activities. He suggested that the EKEO should consider discussing with District Councils what support could be provided.

4.6 **Ms Ann SO** suggested incorporating sensual elements into Kwun Tong Promenade Stage 2 for the physically handicapped.

4.7 **Mr LING Kar-kan** thanked Members for their suggestions. He said that an exhibition area, which could accommodate around 100 persons, was developed as part of the new office of EKEO. He added that while EKEO was not intended to become the approval authority, it would monitor upcoming developments in the area, communicate with respective developers and provide inputs to the approval process with respect to the “Energizing Kowloon East” initiative.

4.8 **The Chair** thanked Mr LING Kar-kan for his presentation. He informed the meeting that a site visit to the new office of EKEO to explore good use of the adjoining space under the Bypass would tentatively be held in June.

Date of next meeting

4.9 **The Chair** informed the meeting that the next meeting was tentatively scheduled for July 2012. The Secretariat would inform Members of the meeting schedule in due course. **Secretariat**

4.10 There being no other business, the meeting adjourned at 4:30pm.

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