

Task Force on Kai Tak Harbourfront Development

Minutes of Nineteenth Meeting

Date : 18 November 2015 (Wednesday)
Time : 2:30 p.m.
Venue : 15/F., Conference Room, North Point Government Offices,
333 Java Road, North Point

Present

Mr Vincent NG Chairman

Organization Members

Mrs Karen BARRETTO Representing Friends of the Earth
Mr Freddie HAI Representing Hong Kong Institute of Architects
Mr Paul YK CHAN Representing Hong Kong Institute of Landscape Architects
Sr Emily LI Representing Hong Kong Institute of Surveyors
Mr Ivan HO Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN Representing Hong Kong Institution of Engineers
Mr Paul ZIMMERMAN Representing Society for Protection of the Harbour

Individual Members

Ms Lily CHOW Individual Member

Official Members

Miss Christine AU Principal Assistant Secretary (Harbour), Development Bureau (DEVB)
Mr Francis CHAU Principal Assistant Secretary (Works)2, DEVB
Mr Thomas WK CHAN Senior Manager (Tourism)41, Tourism Commission (TC)
Mr Wilson PANG (Acting) Assistant Commissioner/Urban, Transport Department (TD)
Mr Harry MA (Acting) Head/Kai Tak Office, Civil Engineering and Development Department (CEDD)
Mr Tom YIP District Planning Officer/Kowloon, Planning Department (PlanD)
Mrs Doris FOK Assistant Director (Leisure Services)1, Leisure and Cultural Services Department (LCSD)
Miss Ingrid TJENDRO Secretary

Absent with Apologies

Mr CHAN Ka-kui Individual Member
Ms Vivian LEE Individual Member
Mr Hans Joachim ISLER Individual Member
Dr NG Cho-nam Representing The Conservancy Association

Mrs Margaret BROOKE Representing Business Environment Council
Mr LEUNG Kong-yui Representing Chartered Institute of Logistics and Transport in Hong Kong
Prof TANG Bo-sin Representing Hong Kong Institute of Planners
Mr Louis LOONG Representing Real Estate Developers Association of Hong Kong

In attendance

Mr Nicholas BROOKE Chair, Harbourfront Commission
Mr Larry CHU Assistant Secretary (Harbour)1, DEVB

For Item 3

Miss Petty LAI (Acting) Deputy Secretary for Home Affairs (2), Home Affairs Bureau (HAB)
Ms Linda LAW Principal Assistant Secretary (Recreation & Sport)2, HAB
Mr Michael MAK Senior Architect (Recreation & Sport), HAB
Mr Keith MAN Senior Engineer (Recreation & Sport), HAB
Dr Sujata GOVADA Managing Director, UDP International
Mr Frank WONG Senior Associate, UDP International

For Item 4

Ms Winnie HO (Acting) Head of Energizing Kowloon East Office (EKEO)
Ms Vivian LAI Senior Place Making Manager (Planning), EKEO
Ms Echo LEE Senior Project Facilitation Manager, EKEO

For Item 5

Mr Kenneth TO Managing Director, Kenneth To & Associates Limited
Ms Pauline LAM Director, Kenneth To & Associates Limited
Ms Donna HSIUNG Director, Ivanho Architect Limited
Ms Vivian JOHNNY Architectural Assistant, Ivanho Architect Limited

The Chair welcomed all attending the meeting. He introduced **Mrs Doris FOK**, Assistant Director (Leisure Services) 1 of the Leisure and Cultural Services Department, who took over from Miss Margrit LI from 16 September 2015. He thanked Miss LI for her invaluable contribution to the Task Force.

The Chair advised Members that **Mr Francis CHAU**, Principal Assistant Secretary (Works) 2 of Development Bureau attended on behalf of Mr CHAN Chi-ming. **Mr Thomas WK CHAN**, Senior Manager of the Tourism Commission attended on behalf of Mr George TSOI. **Mr Wilson PANG**, (Acting) Assistant Commissioner/Urban of Transport Department attended on behalf of Mr TANG Wai-leung. **Mr Harry MA**, (Acting) Head (Kai Tak Office), attended on behalf of Ms YING Fun-fong.

Item 1 Confirmation of the Minutes of the last Meeting

1.1 The draft minutes of the 18th TFKT meeting were circulated to Members for comments on 28 October 2015. The revised draft minutes with Members' comments incorporated were circulated again on 13 November 2015.

1.2 There being no further comments received from Members, the draft minutes were confirmed.

Item 2 Matters Arising

Kai Tak Development – Kai Tak Approach Channel and Kwun Tong Typhoon Shelter Improvement Works (paragraph 5.34 of the confirmed minutes of the 18th meeting)

2.1 In response to Members' concern about further water quality improvement works for Kai Tak Approach Channel and Kwun Tong Typhoon Shelter, Kai Tak Office (KTO) provided a written

response in the form of post-meeting notes. KTO was undertaking another study to identify further improvement measures in order to facilitate the hosting of water sports activities in the waterbody. KTO would brief Members on the findings at the suitable juncture.

2.2 **Mr Nicholas BROOKE** asked for the schedule of the aforementioned study as there was much anticipation for development of water sports at Kai Tak.

2.3 **Mr Harry MA** responded that KTO shared Members' aspiration for creating a vibrant waterbody at Kai Tak and strived to achieve the water quality standard required for water sports. He said that the consultant was collecting data and assessing the other feasible improvement measures. It was expected that interim findings would be available in mid-2016. KTO would notify relevant departments/bureaux and brief Members again at an appropriate juncture.

2.4 **The Chair** enquired the approximate timing of such a briefing.

2.5 **Mr Harry MA** replied that KTO aimed to brief Members on the subject in late 2016 subject to availability of the study.

2.6 **Mr Paul ZIMMERMAN** enquired whether a decision had been made on abandoning the original proposal of a 600m opening at the former runway.

2.7 **The Chair** recalled that at the last meeting, Members discussed and agreed to accept the newly proposed Interception and Pumping Scheme (IP Scheme) as a replacement proposal for the original 600 m opening as a means to tackle the problem of odour as suggested in the Environmental Impact Assessment (EIA) report for KTD.

2.8 **Mr Paul ZIMMERMAN** said that the standard for odour mitigation was different from that required for water sports activities. It was not clear whether the 600m opening would be warranted, perhaps in the future, to bring water quality to a level suitable for water sports activities. In view of the uncertainty, he said that the option of 600m

opening should not be foregone before its environmental performance and functions were clarified.

2.9 **Mr Harry MA** reaffirmed it was the shared aspiration of both the public and the Government to host water sports activities at Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS) with improved water quality. A separate study currently undertaken by KTO was conducted with this objective in mind and upon availability of the study findings, Members would be consulted again in future meetings.

2.10 **The Chair** recapped the conclusion established at the last meeting that Members accepted the proposed IP Scheme to alleviate odour at the waterbody. It was understood that both options would have the same environmental effect, and neither could help attain the water quality standard required for water sports use. In this connection, the Task Force requested relevant Government departments to further examine possible improvement measures so as to facilitate water sports development at Kai Tak. He said that whether the 600m opening would be reconsidered in the future would be subject to further study.

(Post-meeting notes: The newly proposed IP Scheme would serve the same objective and function, and achieve the same effect with the original 600m opening. However, neither the 600m opening nor the IP Scheme was the solution to realise the aspiration of the Commission for more water sports activities at Kai Tak. CEDD is now conducting a study with a view to reducing the E.coli level at KTAC/KTTS to facilitate hosting water sport activities within this area. The study is scheduled for completion by mid-2016.)

Progress Report on Kai Tak Development (KTD) (Paper No. TFKT/10/2015)

2.11 **Mr Harry MA** introduced the paper and highlighted the key progress since the last meeting for Members' information.

2.12 **Mr Paul ZIMMERMAN** enquired why the District Cooling System (DCS) fails to cover residential properties, and truly contribute to the building of a "green" and "smart" city. He also asked what other

kind of “green” solutions had been introduced at Kai Tak.

(Post meeting notes: The DCS is an energy-efficient air-conditioning system as it consumes 35% and 20% less electricity as compared with traditional air-cooled air-conditioning systems and individual water-cooled air-conditioning systems using cooling towers respectively. Implementation of a DCS in KTD will bring about significant environmental benefits. Due to better energy efficiency, the maximum annual saving in electricity consumption upon completion of the entire DCS project is estimated to be 85 million kilowatt-hour, with a corresponding reduction of 59,500 tonnes of carbon dioxide emission per annum.)

2.13 **Mr Ivan HO** raised the following enquiries:

- (i) what was the progress of the landscaped deck above Road D3 and what were the vetting criteria in the tender process for the project in order to balance the cost and quality of design; and
- (ii) what were the design standard and key functions of the future cycle track network at Kai Tak as they would affect the distribution and use of communal areas in Kai Tak.

(Post meeting notes: (i) The infrastructure works, through which the landscaped deck is built, started on 30 November 2015 for substantial completion in 2019. The technical assessment on tender submissions emphasized the design quality; 64 out of 100 marks of the technical assessment are allocated to design quality assessment. The price to non-price ratio of the tender assessment is in accordance with Administrative Procedures 2015 for Use with the Government of the Hong Kong Special Administrative Region General Conditions of Contract for Design and Build Contracts published by the Development Bureau.)

2.14 **Mr Nicholas BROOKE** shared that the Government should look into better usage of the Cruise Terminal building during the low season. He suggested having community uses in the building in between cruise ship calls.

(Post-meeting notes: The Tourism Commission advised that the design of Kai Tak Cruise Terminal allows the flexibility of turning it into an event venue

during the days with no cruise ships at berth, so as to ensure its good utilisation. There have been a lot of commercial as well as community events that took place in the terminal building and the apron, such as exhibitions, product launch events, music events, competitions and other public leisure and entertainment activities. Connection points between the Kai Tak Cruise Terminal and the future Tourism Node development have been reserved to facilitate potential synergy of the two developments.)

2.15 **Mr Harry MA** responded as follows:

- (i) greening was one of the planning objectives in KTD with over one-third of the 320 hectares of land being planned as open space. Greening measures had been introduced along the roads and rooftops of building structures and where appropriate, vertical greening would also be done;
- (ii) the “Smart City” initiative for Kowloon East was announced in the 2015 Policy Address. To realise the vision, the Energizing Kowloon East Office (EKEO) would take the lead and carry out a consultancy study to explore the feasibility and implementation of such;
- (iii) KTO was vetting the tendering documents for the landscaped deck above Road D3 and would provide further information for Members at a suitable juncture;
- (iv) As the proposed cycle track alignment would pass through many open space areas at Kai Tak, KTO was aware of the importance of having innovative design requirements which would suit the planning theme and urban design of Kai Tak. In this relation, the upcoming feasibility study would examine the integration between the cycle track and the adjoining promenade/open space. The study would make reference to the standards from Transport Departments and other useful guidelines and examples from overseas; and
- (v) Mr BROOKE’s suggestion was noted and would be conveyed to the Tourism Commission.

2.16 **Mr Paul ZIMMERMAN** raised the following follow-up questions:

- (i) whether there were key performance indicators (KPIs) in

- terms of greening at Kai Tak, whether these KPIs were measured by the amount of open space or the carbon footprint of commercial and residential activities;
- (ii) with the exception of wi-fi services, what were the other elements of developing a Smart City;
 - (iii) from an urban design perspective, how to enhance the vibrancy and attractiveness of the parks and open spaces at Kai Tak;
 - (iv) he was made aware of a request by the operator of Kai Tak Cruise Terminal to provide new landing steps at the promenade adjoining the Hong Kong Children's Hospital (HKCH). He opined that the proposed landing steps could enhance accessibility of the waterfront;
 - (v) whether the open space, commercial and other development at and along the estuary of KTAC could be highlighted as under a separated section in the progress report;
 - (vi) what was the status of the application submitted by the Hong Kong Water Sports Council (HKWSC) for the establishment of a temporary water sports centre in Kai Tak; and
 - (vii) with regards to the proposed extension of cycle track network in KTD, whether KTO could provide a detailed plan indicating the open spaces, the roads and the areas within housing estates where cycling was allowed and what cycling facilities will be provided and where by all the different parties. He viewed that cycling in KTD could serve commuting purpose between housing estates, main transport nodes, major developments including hospitals and major attractions in Kai Tak.

2.17 **Mr Freddie HAI** was worried that the alignment and stations of the proposed Environmentally Friendly Linkage System (EFLS) would bisect the North Apron area and limit the design flexibility of the Station Square. He opined that the Government should review the alignment of the ELFS taking into account its impact and interface with the adjoining open space.

2.18 **Mr Harry MA** gave the following responses to Members' enquires and comments:

- (i) at the initial stage of planning for the ELFS, a monorail system was proposed to run through KTD and link together a number of MTR stations. Having considered the feedback collected from stakeholders, KTO would review the most suitable mode of transport, alignment and locations of the stations in the detailed feasibility study (DFS). KTO would update the Task Force and the public on the progress of the ELFS project at the appropriate juncture;
- (ii) as discussed in past meetings, the primary function of the cycle track in KTD was for recreational and leisure use. That said, KTO was exploring the possibility of extending the cycle network for commuting purpose as well in the ongoing feasibility study;
- (iii) Mr ZIMMERMAN's views regarding the estuary of the KTAC were noted and would be dealt with in future reports;
- (iv) regarding the proposed addition of landing steps at the promenade adjoining HKCH, KTO would convey Members' comments to LCSD and the Architectural Services Department (ArchSD);
- (v) it was recognised that the extent of Smart City development was way beyond the provision of wi-fi services. To take forward the initiative, EKEO would spearhead a study and would consider possible elements of Smart City to be introduced in Kowloon East. KTO would work closely with EKEO throughout the process; and
- (vi) KTO would supplement further information related to greening measures in the post-meeting notes of the meeting minutes.

(Post-meeting notes: (ii) As per earlier request by Members, KTO had submitted a plan on cycling connectivity in KTD, which was circulated for Members' information on 2 December 2014. (iii) The open space area at the estuary of KTAC will be occupied for the construction of Central Kowloon Route project tentatively until 2023. The request will be dealt with nearer the time. (v) EKEO will soon commence a consultancy study on the development of Kowloon East into a Smart City district, including formulation of a framework and setting priority for smart city proposals and pilot tests. As part of the

study, the consultants will be required to propose proof of concept trials for EKEO's consideration. The purpose of these trials is to verify whether certain innovative concepts have potential for adoption and/or to demonstrate their feasibility. The Kowloon Bay Action Area, which is under a separate planning and engineering feasibility study, would adopt sustainable development concept and integrate smart city elements in respect of information dissemination, traffic management, building design and facilities management, refuse collection and handling, and greening. In addition, requirements relating to green building design, provision of smart water meter systems, electric vehicle charging facilities, and provision of real-time parking information (for commercial car parks at appropriate sites) will be imposed on future land sale sites in Kowloon East. (vi) The recommended minimum greening ratios for development sites and Government, Institution or Community sites within KTD are 30% of the total site area, of which 20% of pedestrian zone and 20% of the roof area should be included to make up the 30% minimum greening requirement. For open spaces, the recommended minimum greening ratio generally ranges from 30% to 60%. Ratios for Distributor Road, Local Road, Landscaped Elevated Walkways and Footbridges are 15%, 10%, 15% and 10% respectively.)

2.19 **Miss Christine AU** said that the Secretariat recently received a letter from the operator of Kai Tak Cruise Terminal regarding the addition of landing steps at the promenade adjoining HKCH. The Secretariat would seek agreement from Task Force Chair and circulate the letter for Members' information and share with departments concerned. In relation to the application submitted by HKWSC, she informed Members that LandsD had relayed comments from various Government departments to the applicant in April 2015 for follow up. Subsequently, a revised proposal was received from the HKWSC in September 2015, which had been circulated to relevant departments for comments. The Harbour Unit would monitor the application and report to Members at the suitable juncture.

(Post-meeting notes: The letter from the operator of Kai Tak Cruise Terminal with regards to the provision of landing steps at the promenade fronting HKCH was circulated to Members for reference on 20 November 2015. The Secretariat has shared the letter with relevant departments including LCSD, ArchSD, TD, CEDD and TC. The proposal would be subject to a number of technical considerations to be further ascertained, such as suitability for marine access at the location concerned, interface with the design of the promenade and possible

implications under the Protection of the Harbour Ordinance. Having regard to the technical feasibility of the proposal, relevant departments would explore enhancement of the promenade design for better interfacing.)

**Item 3 Multi-purpose Sports Complex (MPSC) at Kai Tak -
Proposed Master Layout Plan and Findings of Planning
Study (Paper No. TFKT/11/2015)**

3.1 **The Chair** informed Members that the Home Affairs Bureau (HAB) and the Architectural Services Department (ArchSD) first briefed the Task Force on the conceptual planning of the MPSC at the 14th Task Force meeting held on 14 January 2014. HAB provided a discussion paper (Paper No. TFKT/11/2015) to update and seek Members' views on the findings of the planning study and the indicative master layout plan of the MPSC. A planning application for the proposed design scheme would be submitted to the Town Planning Board (TPB) later for consideration.

3.2 **The Chair** welcomed **Miss Petty LAI, Ms Linda LAW, Mr Michael MAK** and **Mr Keith MAN** from HAB; **Dr Sujata GOVADA** and **Mr Frank WONG** from UDP International to the meeting.

3.3 **Miss Petty LAI** highlighted the background and the major infrastructures of the MPSC project. **Mr Michael MAK** and **Dr Sujata GOVADA** presented the updated Master Layout Plan and key findings of the planning study with the aid of a PowerPoint.

3.4 **Mr Ivan HO** offered the following comments on the proposal:

- (i) without having a detailed design of the stadium available at this stage, it was not certain whether applying for a relaxation in the building height from 55 to 75 meters above principal datum (mPD) would be merited;
- (ii) from the perspective of urban design, there was not much integrative design among the different components of MPSC or between KTD and the old districts in the hinterland;

- (iii) whether there would be alternative uses of the MPSC when there was no sports event;
- (iv) in terms of connectivity, how would the MPSC be linked with the surrounding neighbourhood, particularly the older districts;
- (v) there was no three-dimensional design given in the presentation;
- (vi) what kind of safety and security measures would be implemented within the MPSC;
- (vii) the design of the proposed hotel did not seem to complement with that of the MPSC and the surrounding environment. The average size of each hotel room was not given, and it was doubtful if a 300-bedroom hotel would be sufficient to meet the demand during international sports events;
- (viii) what kind of ancillary facilities would be provided in the proposed hotel;
- (ix) whether users of the hotel would be allowed to use the sports facilities in the MPSC; and
- (x) how would the proposed hotel in MPSC synergise with the row of hotel sites at the former runway area, the proposed “dining cove” to its west and the adjoining promenade.

3.5 **Mr Freddie HAI** noted that a retractable roof was proposed for the 50,000-seat main stadium. He advised the project team to consider including a base case scenario in the Environmental Impact Assessment (EIA) with a simplified design for the main stadium. In the likely event that the budget required for a retractable roof system was excessive, the MPSC project could still be pursued without the retractable roof and without having its progress hindered. It was assumed that a 300-bedroom hotel would provide around 15,000 bed spaces. Mr HAI opined that the project team should make reference to the Building Department’s Sustainable Building Design Guidelines (SBD Guidelines) and consider traffic impact during major sports events, the positioning and target customers of the proposed hotel.

3.6 **Mr Paul ZIMMERMAN** concurred with Mr HO’s views and said the project team should come up with a detailed design for the MPSC before submitting an application to TPB for relaxation of building

height limit. He also raised the following comments and enquiries:

- (i) it was agreed that Hong Kong required more sports facilities like the MPSC, however the function of the MPSC should also provide uses meeting the needs of the local community;
- (ii) a three-dimensional animation to illustrate the connectivity between the MSPC and the adjoining districts should be provided. Noting that the MPSC was situated at the north-western corner of KTD, there should be convenient connections for nearby residents to walk and cycle through the site at-grade and at an elevated level;
- (iii) what kind of atmosphere and user experience would the MPSC provide for the community and visitors;
- (iv) what uses would the open space at the deck of the stadium serve during normal days;
- (v) a certain degree of commercial elements could be introduced to enhance the vibrancy of the MPSC; and
- (vi) the site boundary of the project could be reviewed to include the “dining cove” and to strengthen the connection between the landscaped podium and the waterfront.

3.7 **Mr Nicholas BROOKE** opined that most members of the public would arrive at the site by public transport. He suggested for the project team to further look into the connectivity between the MPSC and the adjacent MTR stations in order to let the public reach the site in a convenient and comfortable way.

3.8 **Ir Raymond CHAN** opined that the main stadium would be a new landmark for KTD and its external design should be iconic and creative. An increase in the height limit from 55mPD to 75mPD was considered reasonable as it would allow more creativity and flexibility for the MPSC project. He also considered the retractable roof necessary for hosting a wide variety of sports events in less favourable weather conditions. He agreed with Mr ZIMMERMAN that the MPSC should serve other communal uses on normal days.

3.9 **Miss Petty LAI** responded as follows:

- (i) HAB noted Members’ comments. However, the project

team would not be able to give concrete responses to Members' enquiries at this planning stage since the detailed design of the MPSC was yet to be confirmed. HAB strived to incorporate and respond to the views collected while ensuring that the project would be within budget;

- (ii) there would be around 57,000 square meter (sq.m.) of retail space and 16,000 sq.m. of office space within the MPSC. The experience of the Wembley Retail Park in the UK suggested that residential and retail developments nearby would help boost patronage to the stadium area on normal days;
- (iii) the provision of open space and greenery within the MPSC was to enhance the environmental well-being for visitors and residents in the vicinity;
- (iv) the project team would take into account Members' comments on the design of the proposed hotel as far as possible;
- (v) ramps were proposed to connect the MPSC and the podium deck with the surrounding new development projects. The proposed EFLS would hopefully enhance connectivity among different landmark spots, including the MPSC, in KTD and its surroundings; and
- (vi) HAB had been working closely with the project teams of Sung Wong Toi Park and Station Square to explore the possibility of providing covered pedestrian walkways from the MTR stations to the MPSC.

3.10 **Dr Sujata GOVADA** supplemented the details of the proposed hotel development as follows:

- (i) there would be around 15,000 bed-space supplied by the hotels in the vicinity of the MPSC. The proposed hotel would be a 3 or 4-star one with 300 bedrooms and the individual room size would be about 28 sq.m. The hotel was mainly targeted for athletes and official staff during sports events. The retail and catering facilities within the hotel development would be open to all and could help attract more visitors on normal days; and
- (ii) the indicative design was to give Members an idea on the

locations of the major components of the project and the connective function of the landscaped deck for the MPSC with the MTR stations and the Metro Park. Further details of the project would be provided later on at the detailed design stage.

3.11 **Miss Petty LAI** supplemented that with different target customers, the proposed 3 or 4-star hotel within MPSC would not compete directly with the luxury hotels along the former Kai Tak Runway. She also assured Members that the MPSC would not be an isolated area but would be well-connected with the Metro Park, Kai Tak Cruise Terminal and the Kai Tak Fantasy to its south.

3.12 **The Chair** invited Members to give another round of comments.

3.13 **Mr Nicholas BROOKE** viewed that HAB's presentation was a piece of work in progress and he appreciated the team's efforts in engaging the Task Force in the process. However, he believed it would be premature for the project team to submit an application to TPB at the present stage, especially when necessary impact assessments and studies were yet to be completed and a detailed design was not available as yet. He suggested that the project team should take on board Members' comments expressed at the meeting and beef up their design before approaching TPB.

3.14 **Mr Ivan HO** reiterated that an urban design study was required for the MPSC project in order to ensure high quality waterfront development at Kai Tak. He raised further comments and enquiries as follows:

- (i) the reasons for segregating retail facilities from the proposed hotel;
- (ii) a standalone 3 or 4-star hotel might not be financially viable. It would be preferable if the hotel could synergise with the future hotel belt along the former runway;
- (iii) a hotel with rooms too small might not be sufficient to support the development of the MPSC; and
- (iv) there should be more creative design for the hotel.

3.15 **Mr Paul ZIMMERMAN** gave the following views and comments:

- (i) an urban design plan for the subject site with its surrounding at the ground and elevated levels was required;
- (ii) what was the design of the connection with the MTR stations;
- (iii) the periphery of the project site should integrate with the surroundings better and should be accessible for both pedestrian and cyclists;
- (iv) whether the “dinning cove” would be incorporated into the boundary of the project and whether there would be designated outdoor dining areas;
- (v) how would shading and greening be addressed as the trees on the podium deck as indicated on the plans had rather small canopies and would not be able to provide much shading;
- (vi) concurring with Mr BROOKE’s view, he said that the project team should address Members’ comments first before seeking approval from TPB; and
- (vii) he believed that Members did not oppose to the idea of relaxing the building height for the main stadium and adding gross floor area (GFA) to make the site more lively and exciting.

3.16 Echoing Mr ZIMMERMAN’s views on connectivity, **Sr Emily LI** asked for the location of the main entrance and the point of arrival. She also asked who the target audience of the MPSC and the potential tenants of the office and retail shops would be.

3.17 **Miss Petty LAI** responded that the project team would further modify and fine-tune the plans to address Members’ concerns. She also gave the following responses to Members’ enquires and comments:

- (i) the project team noted Members’ concerns and would indicate cycle tracks and pedestrian pathways on the plans

in the next round of consultation with the Task Force. She assured Members that the project team would continue to work closely with CEDD and other relevant departments for the project;

- (ii) there was no single point of entry in the conceptual design of the MPSC. The intention was for visitors to arrive at the stadium freely from at grade and elevated connections around the site;
- (iii) the project team was willing to liaise with partners in the hotel industry to optimise mutual benefits through collaboration;
- (iv) the project team noted Member's suggestion related to the integrated design of hotel and the stadium and would explore more creative elements in the design;
- (v) food and beverages would be available inside the three sport centres;
- (vi) subject to the detailed design of the MPSC, the proposed office and retail areas could be integrated with the stadium; and
- (vii) the project team would take into account Members' comments on the provision of greening and shading on the podium deck.

3.18 **The Chair** said that the MPSC was one of the iconic projects at Kai Tak. He concluded that although the Task Force did not object to the proposed increase in the building height or hotel development, however, without a detailed design, Members opined that it was premature to submit any planning applications to TPB at this stage. Making reference to the Harbour Planning Principles, he advised the project team to further examine the urban design aspects of the project, including its connectivity, the use of its surrounding open space, interface with the cycle track and pedestrian walkways, access to the harbourfront and alternative use of the stadium during normal days.

3.19 **Mr Paul ZIMMERMAN** asked about the management plan of the MPSC.

3.20 **The Chair** advised the project team to update Members the detailed design as well as the management approach of the MPSC at

future meetings. He thanked the project team for the presentation.

Item 4 Development of Tourism Node at Kai Tak - Invitation for Expression of Interest (Paper No. TFKT/12/2015)

4.1 **The Chair** informed Members that that the Energizing Kowloon East Office (EKEO) had provided a discussion paper (TFKT/12/2015) to brief Members on the arrangement for the Expression of Interest (EOI) exercise and preliminary development requirements for the Tourism Node (TN) at Kai Tak. He recalled that the “Kai Tak Fantasy - International Ideas Competition” was completed earlier and had successfully gauged planning and design ideas from the public. The TN, as part of Kai Tak Fantasy, would be implemented with reference to the winning entry. He welcomed **Ms Winnie HO**, **Ms Vivian LAI** and **Ms Echo LEE** of EKEO to the meeting.

4.2 **Mr Ivan HO** declared that he was the professional advisor of the Kai Tak Fantasy ideas competition.

4.3 **The Chair** declared that he was also one of the jurors of the competition. Given that the competition had already ended and the project was handed back to EKEO, he viewed that there would not be any direct conflict of interest for Mr HO and himself in the matter.

4.4 **Ms Winnie HO** presented the Paper with the aid of a PowerPoint.

4.5 **Mr Ivan HO** said that the competition area of Kai Tak Fantasy covered both land and water. He would like to know how future implementation agent would be encouraged to made good use of the waterbody and enhance water-land interfaces to achieve objective of Kai Tak Fantasy.

4.6 **Ms Winnie HO** replied that the EOI exercise focused mainly on the TN site of Kai Tak Fantasy. Nevertheless, EKEO welcomed proposals that attempted to maximise the potential and opportunity for public enjoyment of both the TN and its adjoining open space. She supplemented that EKEO had been collaborating with relevant

departments with a view to re-open the ex-fireboat pier adjacent to the TN for public use. EKEO would facilitate events making good use of the water-land interface facilities including the said pier.

4.7 Regarding the area beyond the boundary of the TN (shaded pink in Plan 1 of the discussion paper), **Mr Paul ZIMMERMAN** enquired whether the eventual developer of the TN would be allowed to get involved in the management of the waterbody and the open space areas included in Kai Tak Fantasy. Also, he advised EKEO to take note of the following points:

- (i) the Marine Department (MD) was conducting a review on berthing and sheltered space to assess the supply and demand of berthing spaces for vessels in Hong Kong waters and the study would have implications of the future use of Kwun Tong Typhoon Shelter; and
- (ii) the Fire Services Department (FSD) would need Kwun Tong Ferry Pier to support their operational needs.

4.8 **Mr Nicholas BROOKE** cautioned that the EOI exercise might be seen as a fishing expedition and the private sector might not be willing to offer their best ideas in the market sounding exercise. The responses received might be lukewarm. He suggested that EKEO could make reference to the previous experience in Singapore if another iconic site was to be tendered in the future.

4.9 Concurring with Mr BROOKE's concerns, **Ir Raymond CHAN** said that certain incentives should be given to attract more meaningful market feedback.

4.10 **Ms Winnie HO** responded as follows:

- (i) EKEO would consider including part of the open space area adjoining the TN site into the project scope; and
- (ii) in terms of the operating costs of the TN, EKEO would employ an independent financial consultant to give advice on the business plan. The management of the entire pink area and the TN would have significant financial implications. EKEO and the financial consultant would

further study the business model for the TN at the next stage. She thanked Mr BROOKE and Ir CHAN for their suggestions on soliciting market feedback. She said that the EOI exercise was a market sounding exercise to collect initial response from the private sector. The business consultant would make reference to the experience in foreign countries and also submissions received from the EOI exercise. The Government would formulate the land tender requirements with more details in the next stage, which should not be too restrictive and allow flexibility for innovative proposals.

4.11 The Chair thanked EKEO for their responses and presentation. He advised the project team to take note of Members' comments and views in developing the TN.

Item 5 Proposed Comprehensive Residential Development with “Shop and Services” and “Eating Place” in “Comprehensive Development Area (2)” Zone at KIL 10578, 7628 and 7626 in Ma Tau Kok (Paper No. TFKT/13/2015)

5.1 **The Chair** informed Members that Kenneth To & Associates Ltd., the project proponent, had provided a discussion paper (Paper No. TFKT/13/2015) to seek Members' views on the proposal of a comprehensive residential development at Comprehensive Development Area (2) (CDA (2)) site at Sung Wong Toi Road, Ma Tau Kok. The project proponent would submit a planning application to the Town Planning Board (TPB) at a later stage and Members' comments would be conveyed to TPB for consideration. He welcomed **Mr Kenneth TO** and **Ms Pauline LAM** of Kenneth To & Associates Ltd.; **Ms Donna HSIUNG** and **Ms Vivian JOHNNY** of Ivanho Architect Limited to the meeting.

5.2 **Mr Ivan HO** declared that he was the Director of Ivanho Architect Limited. **The Chair** advised Mr HO to remain in the meeting as an observer but refrain from making comments.

5.3 **Ms Pauline LAM** presented the proposal with the aid of a

PowerPoint.

5.4 **The Chair** invited Members for comments. It was acknowledged that the project proponent had paid regards to the Harbour Planning Principles and Guidelines in its proposal. Noting that Members did not have particular comments or objection to the proposal, the Chair thanked the project proponent for their efforts in engaging and briefing Task Force Members.

Item 6 Any Other Business

6.1 The Chair informed Members that the next meeting would be scheduled in co-ordination with meetings of the Harbourfront Commission and other Task Forces. The Secretariat would inform Members of the meeting date in due course.

6.2 There being no other business, the meeting was adjourned at 5:05 pm.

Secretariat

Task Force on Kai Tak Harbourfront Development

February 2016