

Task Force on Kai Tak Harbourfront Development

Minutes of Thirty-first Meeting

Date : 23 May 2018 (Wednesday)
Time : 3:00 p.m.
Venue : Conference Room (Room G46), Upper Ground Floor, Hong Kong
Heritage Discovery Centre, Kowloon Park, Tsim Sha Tsui

Present

Mr Vincent NG Chairman

Organization Members

Mr Andy LEWIS Representing Business Environment Council
Mr LEUNG Kong-yui Representing Chartered Institute of Logistics and
Transport in Hong Kong
Mrs Karen BARRETTO Representing Friends of the Earth
Mr Anthony CHEUNG Representing Hong Kong Institute of Architects
Ms Connie CHEUNG Representing Hong Kong Institute of Landscape
Mei-ngor Architects
Prof TANG Bo-sin Representing Hong Kong Institute of Planners
Sr Raymond CHAN Representing Hong Kong Institute of Surveyors
Yuk-ming
Mr TAM Po-yiu Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN Representing Hong Kong Institution of Engineers
Kin-sek
Mr Paul ZIMMERMAN Representing Society for Protection of the Harbour
Mr Ken SO Kwok-yin Representing the Conservancy Association

Individual Members

Mr CHAN Ka-kui	Individual Member
Ms Kelly CHAN	Individual Member
Mr NGAN Man-yu	Individual Member
Mr Tony TSE Wai-chuen	Individual Member
Prof Wallace CHANG	Co-opted Member

Official Members

Ms Doris HO	Deputy Secretary (Planning & Lands) 1, DEVB
Miss Rosalind CHEUNG	Principal Assistant Secretary (Harbour), DEVB
Miss Ellen CHENG	Senior Manager (Tourism) 41, Tourism Commission (TC)
Mr Peter WONG	Assistant Commissioner/Urban, Transport Department (TD)
Mr George MAK	Chief Engineer/East 5, Civil Engineering and Development Department (CEDD)
Mr Michael CHIU	Chief Executive Officer (Planning) 1, Leisure and Cultural Services Department (LCSD)
Mr Tom YIP	District Planning Officer/Kowloon, Planning Department (PlanD)
Mr Ian CHENG	Secretary

Absent with Apologies

Mr Hans Joachim ISLER	Individual Member
Ms Vivian LEE	Individual Member
Mr HE Hua-han	Co-opted Member
Mr Derek SUN	Co-opted Member
Mr Terence LEE	Representing Real Estate Developers Association of Hong Kong

For Item 3

Mr David CHAK	Project Director 2, ArchSD
Mr Michael LI	Chief Project Manager 202, ArchSD
Mr Patrick HAU	Senior Manager (Capital Projects) 5, HA
Mr Matthew CHENG	Manager (Capital Projects) 51, HA
Ms Elise CHAN	Associate Director, Arup
Mr Ronson LUI	Director, Wong Tung & Partners Ltd

For Item 4

Ms Brenda AU	Head of EKEO
Mr Edwin WONG	Deputy Head of EKEO
Ms Echo LEE	Senior Project Facilitation Manager, EKEO

For Item 5

Mr WONG Hip-lik, Thomas	Chief Engineer/Drainage Projects, DSD
Mr CHAN Hak-keung	Senior Engineer/Drainage Projects 2, DSD
Ms Winsy CHOI	Engineer/Drainage Projects 2, DSD
Ms Joyce TANG	Senior Works Consolidation Manager, EKEO
Mr Jeffrey CHAN	Associate Director, Atkins China Ltd

The Chair welcomed all to the 31st meeting of the Task Force on Kai Tak Harbourfront Development (KTTF).

The Chair announced that **Mr George MAK**, Chief Engineer/East 5 of Civil Engineering and Development Department (CEDD), attended on behalf of Mr Anthony LO. **Mr Michael CHIU**, Chief Executive Officer (Planning) 1 of Leisure and Cultural Services Department, attended on behalf of Mrs Doris FOK. **Miss Ellen CHENG**, Senior Manager of Tourism Commission (TC), attended on behalf of Ms Wendy CHUNG.

Item 1 Confirmation of Minutes of the last Meeting

1.1 **The Chair** informed Members that the draft minutes of 30th KTTF meeting were circulated to Members for comments on 17 May 2018. The minutes that incorporated Members' comments were further circulated on 21 and 23 May respectively.

1.2 Given that some comments were received right before the meeting, **the Chair** decided to postpone the confirmation of minutes at the next meeting.

Item 2 Matters Arising

A. Landing Facilities and Water Sports Activities in Kai Tak Approach Channel (KTAC) (paragraphs 4.37 (a) and (e) of the minutes of the 30th meeting)

Discussion

2.1 **Mr Paul ZIMMERMAN** recapped from the minutes of the last meeting that the Government was keen to identify suitable locations for water sports activities in KTAC and Kwun Tong Typhoon Shelter (KTTS). He suggested providing landing steps and other ancillary facilities to support water sports development in the area.

2.2 **The Chair** agreed that the provision of landing facilities could activate the KTAC and thus encourage water sports development, which was in line with the vision of KTTF. It has also been agreed in discussions at the Task Force on Water-land Interface meetings that regardless of whether they are in active usage, all existing landing steps along the Harbour should be preserved for re-activation in future.

B. Possible Facilities on the Landscape Deck above the underpass of Road D3 (Metro Park Section)

Discussion

2.3 **Mr Paul ZIMMERMAN** opined that KTO should make provisions for structures to be built on top of the underpass. **Mr Andy LEWIS** said the proposal was worthy of consideration even if it might incur higher construction costs.

2.4 Instead of building large structures on top of the landscaped

deck, **Mr TAM Po-yiu** suggested having smaller structures, such as billboards or kiosks, along the waterfront fronting KTAC.

2.5 **The Chair** said that the proposed landscape deck above Road D3 (Metro Park Section) would be an important connector between the Metro Park and the waterfront area and should be able to accommodate one-storey atop. He requested KTO to provide figures on loading capacity.

2.6 **Mr George MAK** said that he would provide the loading information to facilitate the Task Force's consideration. While appreciating Members' proposal, the additional structures to be built on top of the landscaped deck should not undermine pedestrian connectivity.

Way Forward

2.7 **Miss Rosalind CHEUNG** responded that Members had expressed similar comments in previous meetings. She advised KTO to update Members by providing layout plans and figures on loading capacity at the next meeting.

2.8 **The Chair** said that KTO should follow-up Mr ZIMMERMAN's comments on the provision of landing facilities in KTAC and report back to the Task Force. He further concluded that the Task Force supported any suggestions that could activate the use of harbourfront areas. Informal sessions could be arranged to update Members before the next meeting.

Item 3 New Acute Hospital at Kai Tak Development Area
(Paper No. TFKT/06/2018)

3.1 **Ir Raymond CHAN Kin-sek** declared that his company was involved in the project and the Chair decided that he could remain in the meeting but refrain from making comments.

Briefing by the project team

3.2 **Mr Patrick HAU** from the Hospital Authority and **Mr Ronson LUI** from Wong Tung & Partners Ltd briefed Members on the preliminary design concept of the New Acute Hospital (NAH) with the aid of a PowerPoint.

Discussion

Connectivity Network

3.3 For the link bridge connecting Block C and Block D, **Mr Tony TSE** noted that the public could only come down to the pedestrian level via the staircases built outside the building. He considered the staircases visually intrusive and suggested incorporating them into Block D.

3.4 **Mr Andy LEWIS** understood that the sections of waterfront promenade fronting Hong Kong Children Hospital (HKCH) and NAH would be constructed by different agents. He hoped that there would be seamless connectivity network between two hospitals and their corresponding sections of promenade.

3.5 **Mr Paul ZIMMERMAN** and **Mr Anthony CHEUNG** urged

the project proponent to incorporate greening and seating in the link bridges for public so as to enhance walkability. They viewed that the bridges should not fulfil mere basic transport needs.

3.6 **Mr TAM Po-yiu** said that the promenade sections of HKCH and NAH were separated by Shing Fung Road. He further suggested widening and shifting the pedestrian crossing towards the waterfront, with a view to enhancing the connectivity between the two promenade sections. He noted that a pedestrian crossing was planned across Shing Cheong Road, connecting HKCH and Block A of NAH. In view of this, he queried about the road disposition at different levels.

3.7 For the link bridges connecting Block D and Block E on different floors, **Mr Anthony CHEUNG** asked whether the bridges would be opened for public access round the clock. He also asked whether there would be any proposals to enhance the connectivity between Kowloon Bay and the waterfront.

3.8 **Mr LEUNG Kong-yui** suggested providing wider link bridges connecting different hospital blocks so as to cope with the frequent flow of staff, patients and visitors. Noting that most of the hospitals were operating round the clock, the link bridges should also be opened for the whole day. He also suggested allowing 24-hour access between the hinterland and the waterfront.

3.9 **Ms Kelly CHAN** said that both covered and uncovered link bridges should be provided for users, which could cater for different needs under different weather conditions.

3.10 **Mr CHAN Ka-kui** suggested having a direct access between the podium garden and the waterfront promenade.

3.11 **Mr Wallace CHANG** asked whether there would be any themed spatial connections between the hospital blocks and the waterfront promenade.

3.12 Instead of connecting the NAH and HKCH by link bridges, **Sr Raymond CHAN Yuk-ming** suggested constructing a large and sound-proof landscaped deck to integrate the two hospitals.

3.13 **Mr Patrick HAU** assured that access via link bridges for public between the hinterland and the waterfront would be provided on a 24-hour basis. In response to Mr TAM's enquiry, he supplemented that HKCH and Site A of NAH is separated by Shing Cheong Road and the Central Kowloon Route (CKR) Trunk Road T2 which would pass through Shing Cheong Road by an underpass.

Design of the Waterfront Promenade

3.14 **Mr Paul ZIMMERMAN** and **Mr LEUNG Kong-yui** wished to have sight of the design brief later.

3.15 Given that the promenade sections of NAH and HKCH would be constructed by different agents, **Ms Kelly CHAN** stressed the importance of design coherence between the two.

3.16 **Mr Paul ZIMMERMAN** said that landing steps should be provided at the eastern tip of the NAH promenade to improve the water-land interface.

3.17 **Sr Raymond CHAN Yuk-ming** opined that some ancillary facilities like lavatories and tuck shops could be provided inside the hospital wing so as to better support the users of the promenade.

3.18 **Mr Patrick HAU** said that the team would further liaise with the Leisure and Cultural Services Department (LCSD) on the facilities to be provided along the promenade.

Management of Waterfront Promenade

3.19 In response to Chair's enquiry on division of labour, **Mr Ronson LUI** replied that LCSD would be responsible for management, while HA and the consultant team would be responsible for the design and construction of the promenade.

Landscape and Architectural Design

3.20 **Mr Andy LEWIS** asked whether microclimate design would be adopted to enhance the comfort level for hospital users.

3.21 **Ms Kelly CHAN** enquired if the height of Block D and Block E would be similar to that of HKCH to achieve visual harmony. She appreciated that the concept of wellness had been incorporated into the design and further advised the project team to strike a balance between infectious control and connectivity. **Ms Connie CHEUNG** and **Mr Ken SO** concurred. Ms CHEUNG added that the wellness of visitors and employees of the hospital should also be taken care of.

3.22 **Mr Patrick HAU** responded that the landscape design of NAH was still at a preliminary stage and the project team would further incorporate the concepts of health and wellness into the design.

Accessibility

3.23 **Mr Paul ZIMMERMAN** asked whether bicycle parking spaces would be provided for NAH staff. Noting that NAH would be closed to one of the stations planned under the Environmentally Friendly Linkage System (EFLS), he asked for updates of the project.

3.24 **Mr LEUNG Kong-yui** enquired about the public transport services for NAH and HKCH.

3.25 **Mrs Karen BARRETTO** asked about the number of parking spaces in the hospital. Owing to the ageing problem, she suggested introducing electric shuttle bus service between the hospital and the hinterland areas.

3.26 **Mr Patrick HAU** responded that the KTO had commissioned consultant to undertake a Detailed Feasibility Study on EFLS. The project team would further co-ordinate with relevant departments to dovetail the two projects. To further improve accessibility, laybys and mini-bus stops would be provided at the entrance of the hospital. The team would further explore the feasibility of providing bicycle parking spaces.

Way Forward

3.27 **The Chair** concluded that Members have no adverse comments on the preliminary design concept of the hospital. He hoped the project team would address Members' concerns on connectivity and the interface between the hospital and the promenade and report to the Task Force with the detailed design in due course.

Item 4 Proposed Operation of a Weekend Flea Market at Kai Tak Runway Tip (Paper No. TFKT/07/2018)

Briefing by the Energizing Kowloon East Office (EKEO)

4.1 **Mr Edwin WONG** from EKEO briefed Members on its initiative to invite proposals from non-profit making organizations (NPOs) for operating a weekend flea market on the Kai Tak Runway Tip.

Discussion

Site Location

4.2 **Mr CHAN Ka-kui** and **Mr LEUNG Kong-yui** both supported the idea but expressed the view that the proposed location was not ideal due to poor accessibility. **Mr Paul ZIMMERMAN** concurred, adding that the proposed location would only be suitable for organizing special and designated activities. He counter-proposed to locate the flea market along the Kwun Tong Promenade, where people could easily access by public transport.

4.3 **Mr Anthony CHEUNG** shared the concern about the flea market's ability to attract and retain visitors. Instead of designating the area closer to KTAC as a transport zone, he suggested that the area should be designated as a leisure and activity zone so that public could go closer to the waterfront area.

4.4 In response, **Ms Brenda AU** acknowledged the difficulty that the site location might present but looked forward to the vibrancy or patronage that the flea market, which would provide thematic events and activities, could bring about to the runway tip. As regards the site

arrangement,, she explained that the current location of the transport zone could allow easy access to and from Shing Fung Road. Locating the leisure and activity zone nearer to the Kai Tak Cruise Terminal (KTCT) could also allow the KTCT building to shield off some sunlight, which would give visitors in the said zone better comfort in summer.

Transportation

4.5 **Prof Wallace CHANG** suggested connecting the site and the Kwun Tong Promenade by water taxis and floating pontoons.

4.6 **Ir Raymond CHAN Kin-sek** noted that the proposed site was far away from public transport facilities and said that accessibility would be a key factor for the flea market to succeed.

4.7 **Mr Anthony CHEUNG** opined that the existing public transport service was insufficient to cater for the surge in visitors in future and advised the Government to introduce special transport arrangements. **Mr TAM Po-yiu** agreed, adding that the enhanced transport arrangement could also serve KTCT.

4.8 **Mr LEUNG Kong-yui** suggested providing more parking spaces in the market and making use of the existing ones in KTCT. **Ir Raymond CHAN Kin-sek** concurred and further suggested providing shuttle bus service between the market and the hinterland areas.

4.9 **Ms Brenda AU** responded that the operator would be required to submit traffic and transport plans to cope with the operation of the market, and EKEO was liaising with the Transport Department (TD) for increasing the frequency of public transport services. . She envisaged that the visitor flow of the flea market would not adversely

affect that of KTCT as the visitors to the market would be spread out. In response to Mr LEUNG's comments on the provision of parking spaces, she responded that apart from the 150 car parking and 10 coaching parking spaces, a bicycle parking area would also be provided at the site, and there were also parking facilities in KTCT.

Operator

4.10 **Mr CHAN Ka-kui, Mr Anthony CHEUNG and Mr LEUNG Kong-yui** doubted if NPOs, given the lack of resources and business experience, could operate the market successfully.

4.11 **Mr TAM Po-yiu** asked if EKEO would consult the Task Force and District Council when selecting the suitable NPO to operate the flea market.

4.12 **Ms Connie CHEUNG** enquired if there were any clauses in the tender document allowing the NPO to sublet the Food & Beverage (F&B) outlets to one single operator.

4.13 **Ms Brenda AU** responded that they had previously consulted a number of NPOs to tap their experiences in flea market operation and their comments had been taken into account when formulating the proposal. She further said that one level of subletting would be allowed under the terms of Invitation for Proposal.

Theme of Flea Market

4.14 To attract more visitors, **Mr LEUNG Kong-yui** suggested organising different themed activities from time to time. **Sr Raymond**

CHAN Yuk-ming concurred and suggested converting part of the market area to pet garden.

Other Comments

4.15 **Mrs Karen BARRETTO** asked for waste reduction plans and said that disposable items should not be used in the market.

4.16 **Mr TAM Po-yiu** enquired about the future development of the site located north of the flea market.

4.17 **Ms Connie CHEUNG** suggested selling traditional Hong Kong cuisine.

4.18 **Ms Brenda AU** took note of Members' suggestion on waste management and supplemented that there would be around 20 F&B stalls and several food truck pitches in the market. In response to Mr TAM's comments, she said that the area north of the market was reserved for a proposed temporary water sports centre and the development of Kai Tak Runway Park Phase II.

Way Forward

4.19 **The Chair** concluded that any proposals that could bring about more vibrancy to the harbourfront, including the subject proposal of EKEO, would be worth supporting and experimenting. He hoped that EKEO would sail through, but not be bounded by, the constraints. EKEO was advised to take Members' views into consideration with a view to inviting proposals later this year.

Item 5 Revitalisation of Tsui Ping River (Paper No. TFKT/08/2018)

5.1 **Ms Connie CHEUNG** declared that her company was involved in the project and the Chair decided that she could remain in the meeting but refrain from making comments.

Briefing by the Drainage Services Department (DSD)

5.2 **Mr CHAN Hak-keung** and **Mr Thomas WONG** from DSD updated Members on the project with the aid of PowerPoint.

Facilities along the Tsui Ping River

5.3 **Mr Anthony CHEUNG** supported the project and asked if there would be any water-friendly or educational facilities provided along the river. Furthermore, he suggested adding visual landmarks such as signboards so that the pedestrians and drivers could gain better sight of the revitalized river from the roadside.

5.4 **Mr TAM Po-yiu** enquired about the design of the modification works for the existing footbridge across Lei Yue Mun Road.

5.5 **Mr Andy LEWIS** appreciated the project and commented that balance should be struck between flood risk prevention and the provision of amenity spaces.

5.6 **Mr Paul ZIMMERMAN** asked if eating and drinking would be allowed along the river side and further suggested providing some water refill points.

5.7 With the provision of new lift, **Prof Wallace CHANG** asked if

it was still necessary to re-provide the footbridge ramp at Zone A. Noting that the proposed footpath adjacent to the Kwun Tong Preliminary Treatment Works (KTPTW) was rather narrow, he asked if DSD had any plans to widen the footpath.

5.8 **Mr Ken SO** advised the project team to provide vertical greening on the external wall of KTPTW.

5.9 **Mr CHAN Hak-keung** thanked Members for their invaluable views and responded to Members' comments as follows:

- (a) he said that the Tsui Ping River was the major drainage channel for Tsui Ping catchment in Kwun Tong. It was not recommended for the public to get into the river for the sake of safety;
- (b) he supplemented that a pavilion had been proposed as educational facility and that information panels would be displayed;
- (c) for the visual landmarks, DSD would consider appropriate streetscape enhancement works along the Tsui Ping River;
- (d) for the footbridge across the Lei Yue Mun Road, he explained that local residents had expressed request for the re-provision of footbridge ramp ;
- (e) DSD would also consider Members' suggestions on greening and amenity facilities;
- (f) for the footpath adjacent to KTPTW, he explained that the width of the proposed footpath would be limited by the facilities and access of KTPTW. Nonetheless, the project team would further explore the feasibility of widening the footpath; and

- (g) it would be however difficult to allow the public entering the KTPTW due to safety and operation concerns.

Interfacing with Adjoining Areas

5.10 **Mr Anthony CHEUNG** hoped that there would be seamless connection between the river and adjoining recreational facilities, such as Kwun Tong Swimming Pool and the Tsui Ping River Garden.

5.11 **Mr PAUL ZIMMERMAN** suggested reducing the use of fences and railings so as to provide seamless connection of POS. **Prof Wallace CHANG** concurred, saying that this could be done by means of knitting the water and open space together.

5.12 **Mr CHAN Hak-keung** responded that DSD had been liaising with relevant departments of adjacent projects to better coordinate the design and interfacing issues.

Biological and Ecological Concerns

5.13 **Ir Raymond CHAN Kin-sek** noticed that the salinity of the river flow would vary during different periods of time and enquired how this would impact in-stream plantation. .

5.14 **Mrs Karen BARRETTO** opined that the proposed facilities were human-centered and was concerned about the loss of ecological function after the completion of project.

5.15 **Mr Andy LEWIS** asked if the size of the proposed engineered wetland would be large enough to function.

5.16 **Mr Paul ZIMMERMAN** asked if access facilities would be provided so that trespassed animals could leave the river area.

5.17 **Mr CHAN Hak-keung** responded that the existing King Yip Street Nullah was a conventional concrete channel with low ecological value. The project would introduce ecological enhancement works along the river, DSD was conducting a small-scale planting trial in the existing King Yip Street Nullah for selection of suitable aquatic plants.

Water Quality

5.18 In response to **Mr TAM Po-yiu's** enquiry on water quality, **Mr CHAN Hak-keung** responded that while the Tsui Ping River was a drainage channel which collected stormwater from the upstream catchment, expedient connections at upstream may affect the water quality of Tsui Ping River and DSD had been collaborating continuously with the Environmental Protection Department (EPD) to identify expedient connections at the upstream with a view to improving the water quality of the revitalized river.

Other Comments

5.19 In response to **Prof Wallace CHANG's** query on the expected completion date, **Mr CHAN Hak-keung** responded that the project was currently under the detailed design stage and the Stage 2 Public Engagement (PE) Exercise would last until mid-July 2018. After the PE Exercise, the project team would refine its design and prepare for statutory gazettal.

Way Forward

5.20 **The Chair** concluded that the project was in line with the Harbour Planning Principles & Guidelines (HPP&Gs). Members congratulated DSD for putting forward a good initiative that could reduce flood risk and at the same time, enhance walkability and connectivity to provide an enjoyable riverside environment to the public. The Task Force also regarded the project as an exemplar for other departments to follow.

Item 6 Any Other Business

Updates on Kai Tak Sports Park (KTSP)

6.1 Noting that one of the prequalified tenderers dropped out from the tender exercise, **Mr Andy LEWIS** asked if the Secretariat could provide any updates on the KTSP development.

6.2 **Miss Rosalind CHEUNG** responded that the two-stage tender exercise had been launched for the KTSP project and three prequalified tenderers were shortlisted after Stage 1 Exercise. The Stage 2 exercise would end in August 2018 and she said that Members would be suitably updated in due course.

Date of next meeting

6.3 The Chair informed Members that the next meeting was tentatively scheduled for September 2018. The Secretariat would inform Members of the meeting date in due course.

6.4 There being no other business, the meeting was adjourned at 6:05pm.

Secretariat

Task Force on Kai Tak Harbourfront Development

September 2018