

Task Force on Kai Tak Harbourfront Development

Minutes of Thirty-fourth Meeting

Date : 15 May 2019 (Wednesday)
Time : 3:00 p.m.
Venue : Conference Room, 15/F, North Point Government Offices, 333 Java Road, Hong Kong

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 (HK) Charity Limited
Mr Freddie HAI Representing Hong Kong Institute of Architects
Ms Connie CHEUNG Representing Hong Kong Institute of Landscape Architects
Mei-ngor
Sr Raymond CHAN Yuk-ming Representing Hong Kong Institute of Surveyors
Mr Ivan HO Man-yiu Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN Kin-sek Representing Hong Kong Institution of Engineers
Mr Winston CHU Representing Society for Protection of the Harbour
Mr Ken SO Kwok-yin Representing the Conservancy Association

Individual Members

Ms Kelly CHAN Individual Member

Mr NGAN Man-yu	Individual Member
Prof Wallace CHANG	Co-opted Member
Mr Derek SUN	Co-opted Member

Official Members

Ms Doris HO	Deputy Secretary (Planning & Lands) 1, DEVB
Mr Victor CHAN	Principal Assistant Secretary (Works) 2, DEVB
Miss Rosalind CHEUNG	Principal Assistant Secretary (Harbour), DEVB
Miss Ellen CHENG	Senior Manager (Tourism)41, Tourism Commission (TC)
Mr David NGU	Chief Traffic Engineer/Kowloon, Transport Department (TD)
Mr Michael LEUNG	Project Manager (East), Civil Engineering and Development Department (CEDD)
Mrs Doris FOK	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)
Ms Johanna CHENG	District Planning Officer/Kowloon, Planning Department (PlanD)
Mr Gavin YEUNG	Secretary

Absent with Apologies

Prof TANG Bo-sin	Representing Hong Kong Institute of Planners
Mr Terence LEE	Representing Real Estate Developers Association of Hong Kong
Mr CHAN Ka-kui	Individual Member
Mr Hans Joachim ISLER	Individual Member
Ms Christina LEE	Individual Member
Ms Vivian LEE	Individual Member
Hon Tony TSE Wai-chuen	Individual Member
Mr HE Hua-han	Co-opted Member

For Item 3

Mr Aaron LIU	Deputy Commissioner for Tourism, TC
Miss Carol OR	Assistant Commissioner for Tourism (1), TC
Mr Michael LAW	Assistant Commissioner/Urban, TD
Mr CHAN Chung-hin	Senior Engineer/Housing & Planning/Kowloon, TD
Miss Alison TSE	Assistant District Officer (Kowloon City), HAD
Mr George MAK	Chief Engineer/East 5, CEDD

For Item 4

Ms Brenda AU	Head, EKEO
Mr Edwin WONG	Deputy Head, EKEO
Ms Margaret CHAN	Senior Place Making Manager (Planning), EKEO
Ms Yoko CHEUNG	Associate Director, Urban Planning, AECOM

The Chair welcomed all to the 34th meeting of the Task Force on Kai Tak Harbourfront Development (KTTF).

The Chair informed Members that **Mr Gavin YEUNG** had taken over from **Mr Ian CHENG** as the Secretary for the KTTF. He welcomed **Mr YEUNG** and thanked **Mr CHENG** for his contribution to the Task Force.

The Chair announced that **Mr David NGU**, Chief Traffic Engineer/Kowloon of Transport Department, attended on behalf of Mr Michael LAW. **Miss Ellen CHENG**, Manager of Tourism Commission, attended on behalf of Ms Wendy CHUNG.

Item 1 Confirmation of Minutes of the 33rd Meeting

1.1 **The Chair** informed Members that the draft minutes of the 33rd KTTF meeting were circulated to Members for comments on 6 May 2019. The finalised minutes with Members' comments incorporated were further circulated to Members on 14 May 2019.

1.2 There being no further comments received from Members, the minutes of the 33rd meeting were confirmed.

Item 2 Matters Arising

2.1 There was no matter arising from the last meeting.

Item 3 Proposed Arrangements to Facilitate the Use of Runway Park Pier at Kai Tak for Harbour Cruises of Inland Tour Groups (TFKT/05/2019)

Briefing by the proponent

3.1 **Mr Aaron LIU** from the Tourism Commission (TC) briefed Members on the proposed arrangements to facilitate the use of the Runway Park Pier at Kai Tak for harbour cruises of inbound tour groups.

Discussion

Temporary Walkway

3.2 **Mr Aaron LIU** said that to facilitate pedestrian flow along the harbourfront, TC would construct a temporary walkway between the proposed short-term coach parking lot and the Kai Tak Runway Park Phase 1. In response to **Mr Ivan HO's** enquiry on the construction schedule, **Mr Aaron LIU** said that it would be constructed after developing the short-term coach parking lot.

3.3 **Mr Ivan HO** opined that the setback area of about 5 metres between the coach parking lot and the harbourfront was insufficient. **Mr LEUNG Kong-yui** concurred and suggested widening the setback area to 10 metres in order to facilitate public access. **Mr Aaron LIU** noted their comments and said that the feasibility of widening the temporary walkway would be explored.

Connection to the waterfront

3.4 **The Chair** noted from the Annex of the paper that the site located to the northwest of the proposed medium-term coach parking lot had not been set back from the waterfront. He suggested that public access to the waterfront through the site should be allowed as far as practicable for public enjoyment of the harbourfront. **Miss Rosalind CHEUNG** explained that the site would be developed as a water sports centre and direct marine access would be required to facilitate water sports activities. That said, the Harbour Office would liaise with the operator and relevant departments to explore the provision of public access to the waterfront through the water sports centre. For the site located to the southeast of the medium-term coach parking lot, **Mr George MAK** clarified that it was the works area for the construction of the Government Flying Service Kai Tak Division at the runway tip and that setback area had already been reserved.

[Post-meeting note: Subsequent to the meeting, the Secretariat had conveyed Members' request to the Lands Department. The operator had agreed to allow public access to the water sports centre at reasonable times. Relevant provision would be included in the terms of the short-term tenancy.]

Coach Parking Spaces

3.5 As regards **Mr LEUNG Kong-yui's** query on the number of coach parking spaces to be provided in the proposed short-term and medium-term coach parking lots, **Mr Aaron LIU** said that the two lots would each provide about 20 coach parking spaces.

3.6 **Mr Frankie NGAN** suggested making use of the parking

spaces in Kai Tak Cruise Terminal (KTCT) for coach parking. In response, **Mr Aaron LIU** clarified that, under the tenancy agreement, coaches could not be parked at KTCT; coach drivers were only allowed to drop off and pick up passengers on the spot.

Implications on Runway Park Pier and traffic

3.7 As regards **Mr Frankie NGAN**'s concern on the receiving capacity of the Runway Park Pier, **Mr Aaron LIU** said that there was seasonal variation in the number of inbound tour groups to Hong Kong and hence the Runway Park Pier might not be used for harbour cruises all year around. It was estimated that the Runway Park Pier may only be used for receiving inbound tour groups on one-third of the calendar days throughout the year.

3.8 In response to **Mr Ivan HO**'s enquiry on whether there were enough ancillary facilities at the Runway Park Pier, **Mr Aaron LIU** said that some enhancement works, such as provision of additional lighting facilities and portable toilets, would be carried out.

3.9 **Mr Raymond CHAN Kin-sek** and **Mr LEUNG Kong-yui** were concerned about the increased traffic load brought by the inbound tour groups to the area. In reply, **Mr Michael LAW** said that about 20 coach parking spaces would be provided in each parking lot and the associated impact on the traffic was expected to be minimal.

Other comments

3.10 **Mr Freddie HAI** asked if this proposal would induce conflicts with the water sports activities to be held nearby. **Mr Aaron LIU** responded that efforts would be made to coordinate with different parties

on the co-use of the pier by different activities, e.g. the proposed water taxi services.

3.11 **Mr Frankie NGAN** enquired about the impact brought by this proposal on the existing licensed ferry service operating between North Point and Kwun Tong via the Runway Park Pier. In response, **Mr Michael LAW** said that this proposal would not affect the said ferry service and the Transport Department would continue to monitor the patronage of that route.

Way Forward

3.12 **The Chair** concluded that Members were generally supportive of this proposal as it would not only alleviate the problem of coach congestion in the Kowloon City District, but also add vibrancy to and bring more tourists to the Kai Tak harbourfront. It was considered a win-win solution.

Item 4 Recommended Outline Development Plan on Kwun Tong Action Area (TFKT/06/2019)

4.1 **The Chair** informed Members that the Secretariat received on 15 May 2019 a letter from the Hong Kong Boating Industry Association (HKBIA), which expressed in-principle support for the Recommended Outline Development Plan (RODP) for the Kwun Tong Action Area (KTAA) and suggested promoting water sports activities in the Kwun Tong Typhoon Shelter (KTTS). It also recommended relocating a portion of the anchoring and mooring spaces from KTTS to the To Kwa Wan Typhoon Shelter to allow more room for water sports activities. HKBIA's letter was tabled for Members' information.

Briefing by the project team

4.2 **Ms Yoko CHEUNG** briefed Members on the RODP prepared under the Planning and Engineering Feasibility Study on KTAA.

Discussion

Visibility

4.3 **Mr Freddie HAI** opined that the public transport interchange (PTI) proposed at the waterfront location would pose visual impact. **Mr Ivan HO** concurred and asked if the PTI could be relocated. In response, **Ms Brenda AU** said that the proposed PTI had been reduced in size considerably as compared to that proposed on the Preliminary Outline Development Plan by adopting a sawtooth layout to address Members' previous concern. The other major road enhancement works would be essential to alleviate the existing congestion at the Hoi Yuen Road/Wai Yip Street roundabout, and hence there was not much scope to change the PTI location.

4.4 **Ms Connie CHEUNG, Mr Derek SUN** and **Mr Ivan HO** considered the building profile and massing massive. **Ms Brenda AU**, in response, said the building profile and massing were indicative only. The future developers would have design flexibility while having regard to the key design requirements to be stipulated in the lease conditions.

4.5 **Ms Connie CHEUNG** and **Mr Derek SUN** expressed concerns over the blockage of seaview by the planting strip on the ground level and Kwun Tong Bypass. In response, **Ms Brenda AU** said that the project team would further consider possible ways to maximize the vista towards the

harbour and the cityscape.

Vibrancy

4.6 **Mr Freddie HAI** suggested introducing retail facilities on the ground level and at the elevated green deck to improve the vibrancy of the waterfront area. **Ms Brenda AU** said that the suggestion would be considered.

4.7 **Prof Wallace CHANG** and **Mr Derek SUN** suggested making use of the rooftop of the Kwun Tong Passenger Ferry Pier (KTPFP) to allow room for a variety of uses. In response, **Ms Brenda AU** said that the project team would follow up and examine the loading capacity of the pier to see if it would be feasible.

Connectivity

4.8 As regards **Mr Wallace CHANG's** query on the existing footbridge connecting Manulife Financial Centre and the waterfront, **Ms Brenda AU** said that the alignment of the footbridge would be reviewed and an additional section might be considered to provide a more direct connection to the podium of the future commercial development.

4.9 Noting the 8-metre height level difference between the at-grade Public Open Space (POS) and the elevated green deck, **Mr Wallace CHANG**, **Mr Freddie HAI** and **Mr Ivan HO** raised concerns over the vertical connection. In response, **Ms Brenda AU** said that there would be design flexibility for the podium. Terraced platforms with barrier-free facilities and other vertical connections such as staircases and escalators could be put in place to improve vertical connection.

Dangerous Goods Vehicle queuing area

4.10 Noting that the Dangerous Goods Vehicle (DGV) queuing area and office abutting the at-grade POS, **Mr Freddie HAI** suggested separating the DGV queuing area and the at-grade POS by building a single-storey retail or food and beverage (F&B) outlet in between. **Ms Brenda AU** responded that, due to potential public safety risk, the DGV queuing area and the at-grade POS should be duly separated and provision of retail or F&B uses that would draw high patronage was not feasible.

4.11 **Ir Raymond CHAN Kin-sek** opined that the design of the DGV queuing area was not coherent with other areas in KTAA and asked if it would be reprovisioned elsewhere. **Ms Brenda AU** said that as road transportation could not be used out of safety consideration, there remained an operational need to transport the dangerous goods across the harbour by ferry, and thus there was no plan for reprovisioning the DGV queuing area and office away from the present location.

Other Comments

4.12 **Mr Freddie HAI** and **Mr Ivan HO** queried the possibility of achieving greenery coverage of 30%. **Ms Brenda AU** explained that the 30% greenery coverage requirement was proposed under the Kai Tak Development Urban Design Guidelines and Manual and had already been proven achievable in other developments.

4.13 In response to **Mr Ivan HO's** query on the resilience measures against extreme weather, **Ms Brenda AU** said that an underground stormwater tank would be constructed to collect the stormwater runoff during heavy rainstorm, thereby relieving the discharge load of the

downstream drainage system.

4.14 **Mr Winston CHU** queried the coverage of the study area. **Ms Brenda AU** explained that the study area mainly included KTAA, KTTS and part of the Kai Tak Approach Channel. She added that a very small portion of the area beneath Kwun Tong Bypass also fell within the study area.

4.15 In response to **Mr Ivan HO's** query on the capacity and design of the basement carpark, **Ms Brenda AU** said that the assumed three-storey basement carpark could provide around 400 parking spaces and the proposed run-in and out of the commercial development had been carefully planned.

4.16 **Mr Ivan HO** further suggested integrating the local open space with the regional open space. **Ms Brenda AU** responded that the local and regional open spaces had been holistically designed in the formulation of the landscape master plan, and more details to ensure integration would be worked out when preparing the schematic design drawings at a later stage.

4.17 **Mr Wallace CHANG** suggested incorporating Government, Institution or Community (GIC) facilities into the action area. In response, **Ms Brenda AU** said that some floor spaces in the commercial development could be allocated for GIC uses.

Way Forward

4.18 **The Chair** shared the importance of providing vertical connection in view of the 8-metre height difference between the elevated landscape deck and the at-grade POS, and concurred with the suggestion of providing additional retail spaces on the ground level and the elevated green

deck. He invited the project team to take into account Members' comments in taking forward the project.

Item 5 Any Other Business

5.1 **The Chair** informed Members that the next meeting was being scheduled in co-ordination with the meetings of other Task Forces. The Secretariat would inform Members of the meeting date in due course.

5.2 There being no other comments, the meeting was adjourned at 5 pm.

Secretariat

Task Force on Kai Tak Harbourfront Development

August 2019