

# **Harbourfront Commission**

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For discussion  
on 9 February 2011

HC/02/2011

## **Progress Report from Task Force on Kai Tak Harbourfront Development**

### **REPORTING PERIOD**

This progress report covers the period from January to February 2011.

### **MEETING(S) HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS**

#### Third Meeting - 11 January 2011

2. The Task Force discussed the following items -

#### **(a) Programme of Kai Tak projects**

CEDD tabled a concise programme chart illustrating the key planning activities and project programmes for Members' reference. Members discussed early community access to the waterfront, vehicular access to the runway area, open space projects being available late in the development, scope of cruise terminal, timing of private developments, whether bioremediation would need repeated application, and alignment of Environmentally Friendly Transport System, among all. It was also considered that more information on planning and design timeframe of key projects could be provided, so that the Task Force could offer timely comments in this regard.

## **(b) Enhancement of waterfront accessibility in South Apron**

CEDD briefed Members on proposed enhancement of accessibility in South Apron further to previous discussions on the subject. The enhancement measures included optimisation of the interchange of Central Kowloon Route and realignment of a local road, as well as a direct pedestrian link along Kai Tak River to the waterfront under investigation. The resulting revised layout would free up a strip of land originally occupied by flyovers for potentially more appropriate use. Apart from widening the promenade at the outfall of Kai Tak River, realignment of the waterfront local road to the back of the development sites would remove a road barrier to pedestrians.

Members were supportive of the proposed enhancement measures. On the layout of road infrastructure, Members enquired the feasibility of more depressed highways and fine-tuning of alignment. Regarding the freed-up area, Members suggested enhancing its accessibility and reviewing possibility for G/IC uses. It was generally considered that the South Apron area should have good pedestrian connection to Kowloon Bay and across the Kai Tak Approach Channel.

## **(c) First phase of Runway Park at Kai Tak**

LCSD proposed an initial development of about 1.2 ha of land at the tip of the former runway as Runway Park Phase 1 for early public enjoyment of the harbourfront upon commissioning of the Cruise Terminal Building in 2013, before full development of the park to dovetail with other adjoining facilities and infrastructure pending development. Phase 1 development was envisaged to provide mainly passive facilities while major features would be provided in

the Phase 2.

Members discussed the attractiveness of Phase 1 development, accessibility, design, scale of development and mode of management. Appreciating the unique and prominent harbourfront view offered by the site and its vicinity to the future Cruise Terminal, Members suggested that Phase 1 development comprised a more extensive lawn area with simple facilities, with a view to facilitating early public enjoyment of the harbourfront while allowing flexibility and reducing abortive works for Phase 2 development. The design for Phase 1 would be revised accordingly with the lawn area enlarged. Provision of facilities for Phase 2 development, with more design options, and mode of management could be further deliberated at an appropriate juncture.

#### **(d) Beautification of perimeter of Kai Tak site**

CEDD showed Members some photographs of banners of special design being erected on the perimeter fence of Kai Tak site for beautification. While being supportive to the initiative, Members suggested possible improvement to the banner design and using the banners as means of engaging the public on the development project, including incorporation of planting.

**Secretariat**

**Task Force on Kai Tak Harbourfront Development**

**February 2011**