

Harbourfront Commission

For discussion
on 6 September 2013

HC/14/2013

Progress Report from Task Force on Kai Tak Harbourfront Development

REPORTING PERIOD

This progress report covers the period from May to August 2013.

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

Twelfth Meeting on 14 May 2013

2. The Task Force discussed the following items –

(a) Central Kowloon Route – Kai Tak and Ma Tau Kok

- Further to the Commission's meeting on 7 January 2013, Highways Department (HyD) briefed Members on the landscape design of the open space at Kai Tak and Ma Tau Kok under the Central Kowloon Route (CKR) project.
- The Task Force recognised the efforts made by the project team in taking into account Members' comments and enhancing the proposed landscaping features, road alignment and the ancillary facilities. However, Members still had concern over the substantial land-take of the proposed road works, particularly at the Kai Tak Interchange. To facilitate the development of Kai Tak River banks into a landmark in Kai Tak, some Members suggested creating more spacious open area beneath the flyovers and setting the viaducts further apart to allow more

sunlight penetration. Kai Tak Office of the Civil Engineering and Development Department advised that it was studying the pedestrian connection along the River and would consult the Task Force when the details were available.

- As regards the proposed landscaped deck and promenade under the CKR project at Ma Tau Kok, Members preferred moving the coach parking area underground, with a view to releasing more ground space for better integration between the landscaped deck and the promenade. HyD responded that they would further liaise with the Transport Department, but cautioned that due regard should be given to the technical aspects of the proposal, including the area required for vehicular access ramps and the paramount maintenance and operation cost implications. HyD also undertook to further consult the Task Force when refining the detailed design of the proposal.

(b) Hoi Sham Park Extension for Waterfront Promenade and Reprovisioning of Tennis Courts from Ko Shan Road Park

- The Leisure and Cultural Services Department (LCSD) and Architectural Services Department (ArchSD) briefed Members on the proposed design of the Hoi Sham Park Extension for the waterfront promenade and the reprovisioning of the tennis courts from Ko Shan Road Park, and sought Members' views on the proposed design.
- Members were generally supportive of the proposal and gave comments in several design aspects, including adding greenery and shelters in the park, using ecological seawall along the seashore, better interfacing with the adjacent schools and enhancing the refreshment areas in the park.

- Noting that there was a set of currently disused public landing steps within the proposed park boundary, some Members suggested the revival of the landing steps to become a park feature. Harbour Unit responded that it would liaise with the relevant departments in exploring the feasibility of re-opening the concerned landing steps for public use.

**(c) Proposed Kai Tak Alternative Plan: “Kai Tak For the People”
- A Citizen’s Alternative Plan 2.0”**

- Three civic groups, namely Harmonic HK, the Professional Commons and the Local Research Community (collectively known as the Study Team hereafter) had submitted a section 12A application to the Town Planning Board (TPB) proposing rezoning of the Multi-purpose Stadium Complex in Kai Tak and commercial uses along the southern Runway. The Study Team was invited to introduce their proposal, and the relevant government bureaux and departments also presented their response to the proposal at the meeting.
- While Members appreciated citizens’ initiative and efforts in preparing the proposals, they generally considered that the Task Force was not in a position to comment on the social merits or needs of the proposal for increasing housing supply for the territory.
- Members noted that the Harbourfront Commission and its Task Forces mainly focused on harbourfront development and enhancement, having regard to the Harbour Planning Principles and Guidelines. Since both the proposal put forth by the Study Team and the responses made by the Government did not give much account from the

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harbourfront enhancement angle, Members could not determine whether the proposal would indeed enhance the harbourfront. As such, Members considered that the Task Force was not in a position to either support or object to the proposal from the harbourfront enhancement perspective.

- Noting that the overall planning of Kai Tak Development had evolved over the years to arrive at the current plan, Members queried whether there were sufficient merits to trigger a new round of lengthy planning process and raised concerns on the possible implications the proposed project had on those infrastructure projects that had been completed or were in the pipeline.

SITE VISIT HELD

3. In response to Members' requests at the 11th Task Force meeting, the Tourism Commission and the Energising Kowloon East Office had invited Members to a site visit to Kai Tak Cruise Terminal cum briefing session on Kai Tak Fantasy on 13 August 2013.

Secretariat

**Task Force on Kai Tak Harbourfront Development
August 2013**