

Agreement No. CE 79/2014 (DS)
**Energizing Kowloon East –
Revitalization of Tsui Ping River
– Investigation**

Report on Public Engagement

April 2018



ATKINS

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1 INTRODUCTION

1.1 Project Background

- 1.1.1 The Government has been dedicated to turning Kowloon East into a Green Core Business District. In 2012, the Development Bureau proposed the Energizing Kowloon East Conceptual Master Plan and adopted a visionary, co-ordinated and integrated approach to facilitate the transformation of Kowloon East into Hong Kong's attractive alternative central business district – CBD2 to support the economic development. To achieve the aforesaid objective, the Energizing Kowloon East Office published the Conceptual Master Plan version 5.0 (CMP 5.0) in November 2016 which advocates five main focuses. The revitalization of the existing King Yip Street nullah into Tsui Ping River is one of the major tasks under the CMP 5.0.
- 1.1.2 The Revitalization of Tsui Ping River (“the Project”) aims to develop environmental, ecological and landscape proposals to transform King Yip Street nullah into a unique Tsui Ping River without compromising its stormwater discharge function and capacity. The Project will enhance the image of the district, improve connectivity and the public space, so as to create synergy and enable the public to enjoy an accessible and green community.

1.2 Site Location

- 1.2.1 Situated along Tsui Ping Road and King Yip Street and extending to the harbourfront from Kai Lim Road, the King Yip Street nullah is located in the centre of Kwun Tong District. The King Yip Street Nullah was constructed more than 50 years ago. As shown in **Figure 1**, the nullah is split into four sections (termed Zones A, B, C and D) under the Project. The project study area not only covers a wider area than the nullah itself and its immediate vicinity, but also extends to streets in the neighbourhood of the nullah, such as Wai Yip Street, Hung To Road, Hing Yip Street and Shing Yip Street.

1.3 Scope of the Project

- 1.3.1 The Project is to revitalize about one kilometer of the existing nullah alongside King Yip Street, King Yip Lane and Tsui Ping Road into Tsui Ping River with environmental, ecological and landscape upgrading. The Project also includes the associated works to match with the project theme, such as beautification of adjoining walkways, enhancement of connectivity and walkability by means of provision of walkways and landscaped decks beside the river.

1.4 Purpose and Structure of Report

- 1.4.1 The purpose of this report is to summarize the public engagement activities undertaken, highlight key issues identified and comments collected during the engagement process and how the issues were addressed and list out follow-up actions required.
- 1.4.2 The structure of the Report is divided into the following sections:
- Section 1 introduces the project background and objective of the report;

- Section 2 details the Public Engagement channels and activities;
- Section 3 summarizes the major comments received during the Public Engagement and responses by the project team; and
- Section 4 concludes the findings from the Public Engagement and proposes the way forward.

2 DETAILS OF PUBLIC ENGAGEMENT CHANNELS AND ACTIVITIES

2.1 Introduction

2.1.1 The Stage 1 Public Engagement (PE) Exercise was launched from 12 January 2017 to 11 March 2017, and the following PE activities were arranged:

- Consultation with Kwun Tong District Council (KTDC) District Facilities Management Committee (DFMC);
- Consultation with the Task Force on Kai Tak Harbourfront Development (TFKT) under Harbourfront Commission;
- Roving Exhibitions;
- Community Workshop;
- Focus Group Meeting;
- Distribution of project pamphlets and posters; and
- Setting up of a project website including introduction of preliminary design concepts, publicity of PE activities and a project video.
- Provision of opinion forms on the website and during the Community Workshop.

2.2 Channels for Enquiry, Comments and Opinion

2.2.1 During the Stage 1 PE, opinion forms (as shown in **Appendix A**) were made available during the Community Workshop and Focus Group Meeting.

2.2.2 The public and stakeholders were also invited to submit their enquiries or provide their comments and opinions via the following channels:

- (i) Email: EnquiryTsuiPing@atkinsglobal.com
- (ii) Hotline: (852) 9256 1378
- (iii) Fax: (852) 2890 6343
- (iv) Mail: Drainage Services Department, Drainage Projects Division, 44/F, Revenue Tower, 5 Gloucester Road, Wan Chai, Hong Kong

2.3 Project Website

2.3.1 A project website (<http://www.tsuipingriver.hk/>) was launched on 12 January 2017 and updated regularly to provide information on the preliminary design and public engagement activities.

2.3.2 The front page of the project website is shown in **Appendix B**.

- 2.3.3 During the Stage 1 PE, 12 nos. of written comments were received via the above channels. Major comments on the Project are summarized and responded to in **Section 3** of the Report.

2.4 Pamphlets

- 2.4.1 Pamphlets were published in January 2017 to introduce the preliminary design concepts as well as promote the PE activities. Apart from uploading onto the project website, the pamphlets were also distributed to the following parties:

- Residents and stakeholders within the vicinity of the Tsui Ping and Kwun Tong area through the Hong Kong Post Circular Service (about 37,000 copies);
- Principals of primary schools, secondary schools, special schools and school organisations through invitation to the Community Workshop;
- Various community organisations within Kwun Tong District through invitation to the Community Workshop;
- Various concern groups through invitation to the Community Workshop;
- Kwun Tong District Council Members through invitation to the Community Workshop;
- Members of Kwun Tong South Area Committee and Kwun Tong Central Area Committee through invitation to the Community Workshop;
- Kwun Tong District Office;
- Professional institutions through invitation to the Focus Group Meeting;
- Green groups through invitation to the Focus Group Meeting, and
- Academia through invitation to the Focus Group Meeting.

A sample of the pamphlet is shown in **Appendix C**.

2.5 Project Video

- 2.5.1 A project video was produced using aerial filming plus animation to give the stakeholders and the public a better understanding of the project. The video was dubbed in English, Cantonese and Mandarin.
- 2.5.2 The four-minute Cantonese-dubbed project video was shown at the Community Workshop on 11 February 2017. Similarly, the four-minute English-dubbed video was shown at the Focus Group Meeting at the Energizing Kowloon East Office on 2 March 2017. **Appendix D** shows some screen captures of the project videos.
- 2.5.3 The versions of the respective Cantonese, English and Mandarin project videos are appended in the links below:

<http://tsuipingriver.hk/projectvideo/> (Cantonese)

<http://tsuipingriver.hk/en/projectvideo/> (English)

<http://tsuipingriver.hk/sc/projectvideo/> (Mandarin)

2.6 Poster

- 2.6.1 To effectively lobby the public's support and interest for the project, a poster was designed to inform the launching of the PE Exercise and distributed to the invitees of the Community Workshop and Focus Group Meeting. The locations and period of the roving exhibitions, the Community Workshop and channels to express their views are shown in the posters. A copy of the poster can be found in **Appendix E** of the report.

2.7 Roving Exhibition

- 2.7.1 The roving exhibition aims to introduce to the public the objectives of the Project, which are to transform the existing one-kilometre King Yip Street nullah into Tsui Ping River with environmental, ecological and landscape upgrading to enhance the image of the district and to improve connectivity with the neighbouring areas so as to integrate the Tsui Ping River with surrounding developments.
- 2.7.2 Roving exhibitions were arranged at various locations in the vicinity of Tsui Ping River as listed in the table below:

Period	Venue
16/1/2017 – 2/3/2017	Exhibition Hall, Energizing Kowloon East Office
16/1/2017-26/1/2017	Kwun Tong Swimming Pool
19/1/2017-25/1/2017	MTR Kwun Tong Station
1/2/2017-10/2/2017	Laguna Park
1/2/2017-11/2/2017	Shing Yip Street Rest Garden
11/2/2017	Kwun Tong Community Centre
13/2/2017-23/2/2017	Kwun Tong Promenade
13/2/2017-23/2/2017	Tsui Ping (North) Commercial Complex
20/2/2017-26/2/2017	Phase 1 Laguna City Clubhouse
27/2/2017-5/3/2017	E-Plaza

- 2.7.3 **Appendix F** shows the exhibition panels.
- 2.7.4 Photos taken at the roving exhibition locations are shown in **Appendix G**.

2.8 Consultation with Kwun Tong District Council

- 2.8.1 The project team attended the meeting of District Facilities Management Committee (DMFC) under the Kwun Tong District Council (KTDC) on 12 January 2017. The preliminary design concepts were presented to the members of the DFMC and their views were solicited. The discussion paper, presentation materials and meeting minutes are attached in **Appendices H, I and J** respectively.

2.9 Consultation with Harbourfront Commission

- 2.9.1 The project team attended the meeting of the Task Force for Kai Tak Harbourfront Development of the Harbourfront Commission on 13 January 2017. The preliminary design concepts were presented to the members of the Task Force and their views were solicited. The discussion paper, presentation materials and meeting minutes are attached in **Appendices K, L and M** respectively.

2.10 Community Workshop

- 2.10.1 A Community Workshop was held at the Kwun Tong Community Centre on 11 February 2017 to introduce the preliminary design concepts and to elicit and understand views and concerns of public members on the project through discussion and exchange of ideas. 28 people attended the workshop and were split into four groups. A facilitator and an engineering specialist were assigned to each group to guide the discussion and provide technical responses to queries. The presentation material for the Community Workshop and photos taken at the Workshop are attached in **Appendices N and O** respectively.

2.11 Focus Group Meeting

- 2.11.1 A Focus Group Meeting was held at the Energizing Kowloon East Office on 2 March 2017 with professional bodies, the academia and green groups to introduce the preliminary design concepts of the revitalisation and to collect comments and views. 27 representatives from professional institutes, academics and green groups attended the Focus Group Meeting and shared their views through questions and answers sessions. The presentation material for the Focus Group Meeting and photos taken at the event are attached in **Appendices P and Q** respectively. A gist of the Focus Group Meeting is provided in **Appendix R**.

3 SUMMARY OF MAJOR COMMENTS AND RESPONSE

3.1 Summary of Major Comments

3.1.1 During the Stage 1 PE, a Focus Group Meeting, a Community Workshop and consultation with KTDC DFMC and TFKT under the Harbourfront Commission were held. Comments and opinions from stakeholders on the Project were elicited through various channels. The various parties were in support of the project in principle. The meeting minutes for KTDC DFMC and TFKT can be found in **Appendix J** and **Appendix M** respectively. Major comments are categorized into a number of aspects, namely (i) flood protection and water quality; (ii) connectivity and walkability improvement; (iii) design of public space; (iv) ecological enhancement and (v) future management, operation and maintenance, and these are summarized and responded to below.

(i) Flood Protection and Water Quality

- 3.1.2 There was concern that the revitalization works, such as the proposed floating pontoon and in-stream plantation, may reduce the capacity of the Tsui Ping River, and whether the Drainage Services Department (DSD) would consider deepening the river to increase the capacity of Tsui Ping River.
- 3.1.3 Stakeholders were concerned whether adequate and continuous water flow could be maintained in the river from scenic considerations.
- 3.1.4 Enquiries on whether high flows during wet season would damage the in-stream planting and measures to safeguard visitors on the floating pontoon during major storm events were also raised.
- 3.1.5 Implementation of an additional water gate near Wai Yip Street to regulate the water level and an alarm system which would be triggered when the upstream flow exceeded a certain level was suggested.
- 3.1.6 There were also concerns about the water quality. Participants raised their observation of the discharge of polluted water into the river which in turn caused odour problem, and asked what measures could be adopted to tackle the problem.
- 3.1.7 Some professionals were concerned about the treatment or removal of polluted sediments upstream and measures to improve/maintain water quality and hygiene with respect to ecology, landscape, and amenity. They also provided their views with regards to water quality assessment, hydraulics and hydrodynamic investigations, especially in view of climate change effects. It was suggested that a comprehensive hydraulic model taking into account roughness of the eco-friendly features should be applied. Furthermore, they also proposed water gate operation modes under fine and rainy weather conditions and stressed that “fail-safe” mechanism should be incorporated to ensure the water gate could be lowered to restore the hydraulic capacity under disruption of electricity supply.
- 3.1.8 While participants supported the introduction of water-friendly features, such as the water gate, landscaping and ecological enhancement measures in the channel etc., they also opined that the impacts on the flood conveyance capability of the nullah due to the provision of these water-friendly features should be assessed.
- 3.1.9 Some participants enquired about the arrangement and operation of the water gate.

(ii) Connectivity and Walkability Improvement

- 3.1.10 Participants of the Community Workshop agreed that the existing ramp of footbridge KF90 near Tsui Ping Road, which was proposed to be removed, should be re-provisioned to ensure barrier-free access could still be maintained even when the lift was out-of-service.
- 3.1.11 There were suggestions to strengthen connectivity between Laguna City / Laguna Park and the Kwun Tong Promenade by providing a cross-river walkway at the estuary of Tsui Ping River. Besides, some public members expressed the need for additional pedestrian crossing across Wai Fat Road to enhance the linkage between Laguna Park and the Tsui Ping River.
- 3.1.12 Other public members were concerned about traffic condition and walking environment in the vicinity of Tsui Ping River, and opined that pedestrian connectivity and walkability of the pedestrian network in the neighbourhood of Tsui Ping River could be improved through alleviating traffic congestion on Shing Yip Street and King Yip Street.
- 3.1.13 Local public raised the opportunity to enhance the currently congested footpath along Tsui Ping Road near Kwun Tong Recreation Ground under the Project.
- 3.1.14 Some participants suggested to provide crossing facility across Wai Yip Street for a direct linkage towards the Kwun Tong harbourfront.
- 3.1.15 Some participants opined there was no necessity to provide a cantilevered walkway along Wai Fat Road as they considered a footpath close to the Kwun Tong Bypass up-ramp would not be a pleasant walking environment.
- 3.1.16 Participants also suggested to look into the feasibility of providing jogging track and cycle track under the Project.
- 3.1.17 Participants acknowledged the existing carpark at King Yip Street would be transformed into the Tsui Ping River Garden. They enquired whether additional parking facilities would be provided in the future so as to accommodate parking demand.
- 3.1.18 There were suggestions to plan and develop the space beneath the existing Kwun Tong Bypass flyover so as to strengthen the linkage with the surrounding residential development and parks.

(iii) Design of Public Space

- 3.1.19 Participants suggested the design of Tsui Ping River should be compatible and blend and integrate well with adjacent environment and development. Moreover, artistic elements creating a vibrant public space should be considered in the Project.
- 3.1.20 Participants anticipated the promotion of a water-friendly culture through provision of facilities allowing public to get close to the water.
- 3.1.21 Some professionals pointed out that the site area of the engineered wetland adjacent to Kwun Tong Recreation Ground was small and suggested to simplify the architectural design.
- 3.1.22 Participants gave various ideas on public space design (e.g. inclusion of art sculptures,

near-water design, greening, special lighting design, covered area with benches, enhanced pedestrian connections etc.), programme and activities for promotion of Tsui Ping River (e.g. musical performances, educational programmes, display panels to showcase history of Tsui Ping River and guided tours etc.).

- 3.1.23 Some professionals raised the importance of compatible design for the Project that various considerations, such as edge treatment of the cantilevered walkways, provision of street furniture, interfacing between structures and the water body of Tsui Ping River, walking environment and design continuity with surrounding areas, should be considered. They also emphasized on visual connectivity, land requirements, connectivity with Tsui Ping River Garden and linkage with the Kwun Tong Road Footbridge.
- 3.1.24 Participants suggested that amenities for users with different needs, information display and way-finding signage should be included in the design.
- 3.1.25 There were also suggestions of providing Wi-Fi hotspots.

(iv) Ecological Enhancement

- 3.1.26 Considerations on enhancing habitats of Tsui Ping River, such as creation of habitats and space for a substantial habitat with ecological value, were brought up by various participants.
- 3.1.27 Some participants opined that ecological survey should be conducted at the existing nullah to allow comparison be made after the revitalization works.
- 3.1.28 Some professionals suggested that the water gate should be designed to match the tidal rhythms.
- 3.1.29 Other professionals expressed their concern on whether the landscape and ecological design would be robust enough to withstand a change in the salinity of the water and water flow. Mangroves and other brackish plants could be planted along the riversides of the revitalized Tsui Ping River to enhance the habitat, and to make reference to the semi-natural setting of the Kam Tin River in developing design of the river bed treatment. They also pointed out that a riverine system should be established instead of providing a landscaped concrete channel. They also enquired how the ecologically friendly features could be maintained when the channel might need regular dredging to remove silts deposited on the channel bed.
- 3.1.30 Participants voiced their views that the existing Ficus trees along Tsui Ping River should be preserved.
- 3.1.31 Participants reminded DSD to review relevant overseas case studies, and to tailor the measures to suit the Project.

(v) Future Management, Operation and Maintenance

- 3.1.32 Rubbish from upstream, mosquito/pest control of the engineered wetland, water pollution control, long-term maintenance responsibility by the Government etc., were raised and the participants reminded DSD to carefully considered these issues.

- 3.1.33 Participants opined that an effective implementation of the future management, maintenance, daily cleansing and mosquito / pest control would be instrumental to the cleanliness and hygiene of the river.
- 3.1.34 Some participants suggested that inter-departmental collaboration would be helpful in delivering the Project.
- 3.1.35 Participants also recommended that DSD should work closely with the Food and Environmental Hygiene Department in order to properly handle future environmental and hygiene issues.
- 3.1.36 Some participants were concerned about the operating hours of the water gate and whether the noise of the water gate motor would affect the public in the neighbourhood.

3.2 Responses to Major Comment

(i) Flood Protection and Water Quality

- 3.2.1 Drainage impact assessments were undertaken with the aid of hydraulic modelling to ensure that the flood protection levels of the river would meet the required standard.
- 3.2.2 The project team would consider implementing system for weather monitoring so as to disseminate information to visitors.
- 3.2.3 While river revitalization and creation of public space are the objectives of the Project, the project team reiterated that the river would primarily remain as a stormwater channel and the water gate would be lowered when heavy rain was to be anticipated to restore the flood conveyance capacity of the river.
- 3.2.4 The objective of the water gate was to maintain a water body along the river during the low tide period so as to create waterscape and promote water-friendly culture. During high tide, the water gate would be lowered to allow ingress of water into the nullah from the harbour. After the high tide, the water gate would be raised to an adequate level to allow a body of water upstream of the water gate be maintained. During the low tide period, the water gate would be lowered gradually at a controlled rate to allow a continuous moderate flow downstream of the water gate.
- 3.2.5 The project team considered the provision of a water gate near Hung To Road could help create different waterscape characteristics along the King Yip Street section of the Tsui Ping River. They considered providing an additional water gate at Wai Yip Street would not bring about much benefit to enhancing the waterscape as any waterfall effect created by water flowing across the water gate could not be visualized due to the water gate being located immediately next to the Wai Yip Street footpath / landscaped deck.
- 3.2.6 The water retention system would be designed to allow exchange of water.
- 3.2.7 Different types of water gate and their respective operation arrangement were being studied.
- 3.2.8 The project team expressed that they had been working closely with the Environmental Protection Department to address issues related to polluted discharge into the existing nullah. On one hand, the departments would try to tackle the problem from the source

upstream. On the other hand, the project team was carrying out water quality surveys and trying to tackle the problem with design solutions such as installation of interceptors.

(ii) Connectivity and Walkability Improvement

- 3.2.9 The project team was well aware of the stakeholders' views of re-providing the ramp of the Kwun Tong Road Footbridge and the re-provisioning works had been included in the conceptual layout presented in the Public Engagement.
- 3.2.10 The project team had worked closely with other departments to review the different suggestions on improving the connectivity between the river and other neighbouring areas. The project team would also continue to work closely with the relevant departments on their development and improvement projects.
- 3.2.11 The revitalized Tsui Ping River would link up with Kwun Tong Promenade. The project team was working with the relevant departments in this regard.
- 3.2.12 The project team considered that the provision of cantilevered walkways along Wai Fat Road could make the pedestrian network alongside Tsui Ping River more complete and could allow creation of more open space.
- 3.2.13 Regarding the provision of jogging tracks and cycle tracks, the project team opined that this was related to matching with the overall network in the district. The project team would liaise with relevant departments to explore the feasibility.
- 3.2.14 The project team would study on how to strengthen the connectivity of Tsui Ping River with adjacent areas by making use of vacant land underneath Kwun Tong Bypass flyover.

(iii) Design of Public Space

- 3.2.15 Different suggestions of public facilities aiming at enhancing the design of the public space were acknowledged and the suitability of incorporating them into the project would be further explored.
- 3.2.16 The project team explained that the primary function of the revitalised river would continue to be a drainage channel. While the project would involve facilities like the floating pontoon to permit public to stay close to water, access to water was not recommended for safety reasons.
- 3.2.17 The project team explained that the small-scaled engineered wetland in the project could enhance greening while also act as an educational facility to raise public awareness on environmental protection.
- 3.2.18 The project design would cover amenities targeting users with different needs, information display and way-finding signage.

(iv) Ecological Enhancement

- 3.2.19 The existing King Yip Street nullah was a concrete-lined nullah. With regard to ecology, the project team intended to create different types of habitat first and hopefully the different species would be attracted to the river.
- 3.2.20 The project team noted that issues regarding habitat was a complex one. The project team would try to create more diversified and enriched in-stream habitats. The project

team understood the importance of trees and would preserve the trees as far as practicable, particularly those Ficus trees along King Yip Lane. Also, as the study area was in the intertidal zone, a small-scaled planting trial was being planned to assist decisions in relation to the selection of plant species.

- 3.2.21 The water gate would follow tidal patterns as far as possible.

(v) Future Management, Operation and Maintenance

- 3.2.22 The project team was well aware of the maintenance and management needs of the project and was actively discussing with relevant Government departments on the responsibility and arrangement of management and maintenance. The project team was open-minded in considering different modes of maintenance and management.
- 3.2.23 The project team would liaise with relevant Government departments to explore how to handle public hygiene issues.

4 WAY FORWARD

- 4.1.1 Through a series of PE activities in the Stage 1 PE, a general consensus supporting the Revitalisation of Tsui Ping River was noted. The public generally agreed that the transformation of the existing King Yip Street Nullah into Tsui Ping River would benefit the community and enhance the environment in Kwun Tong, and would also improve connectivity and create vibrant public space.
- 4.1.2 The PE activities also revealed a number of concerns of the public. These concerns, including maintaining adequate flood prevention capability of the nullah, re-provision of the footbridge ramp of the Kwun Tong Road Footbridge, pedestrian connection of Laguna Park to the river, provision of attractive waterscape, improvement of water quality and creation of habitat in the river etc., should be studied in greater details and appropriate design measures should be devised.
- 4.1.3 Comments and opinions received in the Stage 1 PE would serve as an important basis for formulating the preliminary design, which would be further developed in the detailed design stage and put forward for public discussion and comments under the Stage 2 PE.

Figure



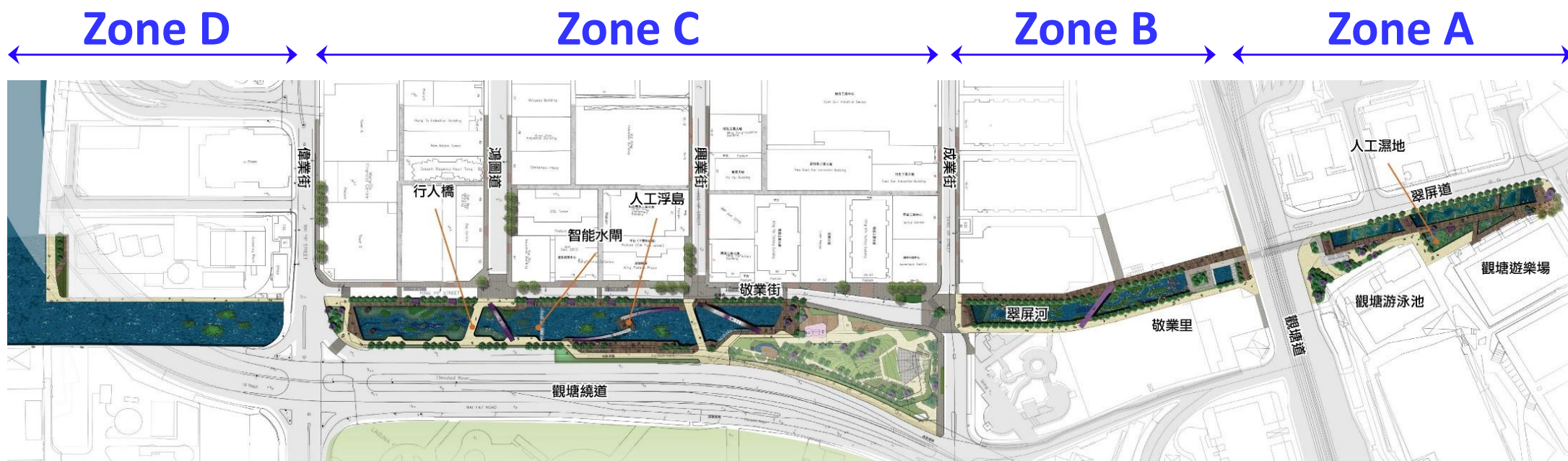


Figure 1 Project Layout Plan

Appendix A



Opinion Collection Form



1. The personal data provided by means of this form will only be used for the above project and sending you other related information.
2. The personal data you provide by means of this form may be disclosed to other government bureau and departments and other organizations for the purposes mentioned in paragraph 1 above.
3. You have the right of access and correction with respect to personal data as provided by means of this form.
4. For enquiries concerning the personal data collected by means of this form, including the making of access and corrections, please e-mail to EnquiryTsuiPing@atkinsglobal.com.

Appendix B



Project Website

1. English Website



2. Chinese Website



3. Simplified Chinese Website



Appendix C



Pamphlets

活化翠屏河計劃 第一階段公眾參與

Revitalisation of Tsui Ping River Stage 1 Public Engagement

「翠屏河」在哪兒？

Where is "Tsui Ping River"?

在香港談及河道，大家想到的或是城門河、錦田河、林村河等，它們大都是位於新界或較鄉郊的地方，你有否想過，在九龍鬧市中的觀塘，亦將擁有一條河道？這就是位於翠屏道及敬業街旁，現時稱為敬業街明渠的一段水道。

A river in Hong Kong? When asked this question, one may think of Shing Mun River, Kam Tin River or Lam Tsuen River—typically one in a rural setting. What about a river in the urban area, especially one in a busy district like Kwun Tong? Has it ever occurred to you that the watercourse along Tsui Ping Road and King Yip Street, known at present as "King Yip Street Nullah", can be transformed into a green river?

為何要活化「翠屏河」？

Why Revitalise "Tsui Ping River"?

現時的明渠位於翠屏道及敬業街旁，由佳廉道伸延到海旁，在觀塘區的中央位置，毗鄰民居及繁盛的工商業區，地理位置優越，加上河道的水質特質，有極佳條件成為市區中一個珍貴的河畔公共空間。我們期望在加強翠屏河防洪功能的同時，為它注入生氣和活力，並加強河道與周邊地區的連接，為公眾帶來一個全新的近水休憩設施。

Situated in the centre of Kwun Tong District adjacent to residential developments and bustling commercial cum industrial areas, coupled with its inherent riverine characteristics, the watercourse is a precious space lending itself very well to being transformed into a riverside environment for public enjoyment.

「活化翠屏河」將包括甚麼工作？

What does "Revitalisation of Tsui Ping River" comprise?

- 減低水浸風險
Reducing Flood Risk
- 改善行人環境 加強區內連繫
Improving Walking Environment and Connectivity
- 活化河道
Revitalising the River
- 營造一個具活力的公共空間
Fostering a Vibrant Public Space

計劃的目標是利用水景、園景和生態概念活化河道及改善水質，改造翠屏河為一個感受河景和休閒活動的地標，為社區建設綠化河道走廊，聯同旁邊的翠屏河公園及觀塘繞道下的文化及藝術空間，為觀塘區增添活力和多元色彩。

Through water scenery, landscaping, ecological and water quality enhancement, the Project is aimed at creating a green river channel with water scenery and amenity for the community. This coupled with the adjacent Tsui Ping River Garden and the arts and cultural space beneath the Kwun Tong Bypass flyover will offer synergy and add diversity to the Kwun Tong District.

是「渠」？是「河」？ "Nullah" or "River"?

或許大家都已很習慣「敬業街明渠」的名字，的確，在過往的五十年，它的主要功能，就是作為觀塘區的一個排洪設施。我們計劃將它活化，成為「翠屏河」，不僅進一步加強防洪功能，同時更從多方面提升其質素，包括水質、生態、景觀和公共空間等，令從前的明渠親切地成為市區中的一個河道綠洲。

To many, maybe "King Yip Street Nullah" is a more familiar name. This is to be expected as the facility has, for the past 50 years, been serving its primary function of discharging rainwater. The conversion into "Tsui Ping River" will involve enhancement in multiple aspects, among which are water quality, aesthetics, ecology, amenity, accessibility, etc.

「活化翠屏河」 如何與週邊發展聯繫？ How does "Revitalisation of Tsui Ping River" connect with the surrounding developments?

政府在2016年發佈「起動九龍東概念規劃計劃5.0」，提出了多個發展焦點，「活化翠屏河」是其中一個主要發展項目，我們會與區內各發展項目保持緊密聯絡，發揮協同效應，攜手令九龍東成為一個充滿活力的綠色核心商業區。

The Government launched the "Energizing Kowloon East – Conceptual Master Plan 5.0" in 2016, and "Revitalisation of Tsui Ping River" is one of the focal points. We will collaborate closely with various developments in the vicinity to turn Kowloon East into a lively, vibrant and green central business district.



[你的意見] YOUR VIEWS

市民大眾可於2017年3月11日或之前透過以下途徑就「活化翠屏河」項目發表意見。

Members of the public can give your views on "Revitalisation of Tsui Ping River" through the following channels on or before 11 March 2017.

郵遞 By mail: 渠務署排水工程組
Drainage Services Department Drainage Projects Division
香港灣仔告士打道5號稅務大樓四十四樓
44/F, Revenue Tower, 5 Gloucester Road,
Wanchai, Hong Kong

(請註明「活化翠屏河 - 調查研究」)
(Please specify "Revitalisation of Tsui Ping River - Investigation")
電郵 Email: EnquiryTsuiPing@atkinsglobal.com

傳真 By Fax: 2890-6343

請瀏覽本項目網頁查詢詳細資料

Please visit our project website for more details

www.tsuipingriver.hk

公眾參與活動

PUBLIC ENGAGEMENT ACTIVITIES

社區工作坊 COMMUNITY WORKSHOP

地點 Venue: 聯豐社區中心 (聯豐翠屏道17號)
Kwun Tong Community Centre
(17 Tsui Ping Road, Kwun Tong)

日期 Date: 2017年2月11日 (星期六)
11 February 2017 (Saturday)

時間 Time: 上午10:00 am - 中午12:00 noon

查詢 Enquiry: EnquiryTsuiPing@atkinsglobal.com

如欲參加社區工作坊，請於2017年2月7日或之前透過以下途徑預先登記

To participate in the Community Workshop, please register through the following channels before 7 February 2017.

登記電話 Tel: 9256-1378

電話登記服務時間 上午9:00 am - 下午6:00 pm

Service Hours: 星期一至星期五 (公眾假期除外)

Monday to Friday (except public holidays)

電子郵件 Email: EnquiryTsuiPing@atkinsglobal.com

巡迴展覽 ROVING EXHIBITIONS

振興九龍東辦事處展覽廳

Exhibition Hall,

Energizing Kowloon East

Office

16/1/2017 - 23/2/2017

港鐵觀塘站展覽位

MTR Kwun Tong Station

Exhibition Site

19/1/2017 - 25/1/2017

觀塘游泳池對出空地 (近翠屏道)

Kwun Tong Swimming Pool

(Open space near Tsui

Ping Road)

16/1/2017 - 26/1/2017

藍灣公園

Laguna Park

1/2/2017 - 10/2/2017

成業街休憩花園

Shing Yip Street Rest Garden

1/2/2017 - 11/2/2017

觀塘海濱花園

Kwun Tong Promenade

13/2/2017 - 23/2/2017

翠屏(北)商場對出空地

(近翠屏樓)

Tsui Ping Commercial

Complex (Open Space near

Tsui On House)

13/2/2017 - 23/2/2017

藍灣城第一期住客會所大堂

Phase 1 Laguna City

Clubhouse Lobby

20/2/2017 - 26/2/2017

康樂廣場

E - Plaza

27/2/2017 - 5/3/2017

項目進度 PROJECT STATUS

「活化翠屏河」的調查研究工作正在進行，而第一階段公眾參與活動剛剛開始。我們預期詳細設計工作於2017年內展開。

The Project is now in the investigation phase, and the Stage 1 Public Engagement activities have just begun. We anticipate detailed design to commence within 2017.



渠務署

Drainage Services Department

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活化翠屏河

Revitalisation
of
Tsui Ping
River

我們期望在加強翠屏河防洪功能的同時，為它注入生氣和活力，營造生境，並加強河道與周邊地區的連接，為公眾帶來一個全新的近水休憩設施。

We aspire to create a Tsui Ping River that is revitalised environmentally and ecologically, and well connected with the neighbourhood, to serve the dual purposes of not only an upgraded drainage infrastructure, but also a water-friendly public amenity.



* If you would like to opt out from receiving this mail, please place a "No Circular Mail" sticker on the letter box. The stickers are freely available at all post offices, Public Inquiry Service Centres of District Offices as well as estate management offices of public housing estates and selected private residential developments. However, stickers posted by the Government and related organisations, Legislative Council, District Councils, and other authorities, and charitable bodies eligible for tax relief under section 85 of the Inland Revenue Ordinance are exempted from this opt-out scheme.

發展局
Development Bureau

渠務署
Drainage Services Department



渠務署

Drainage Services Department

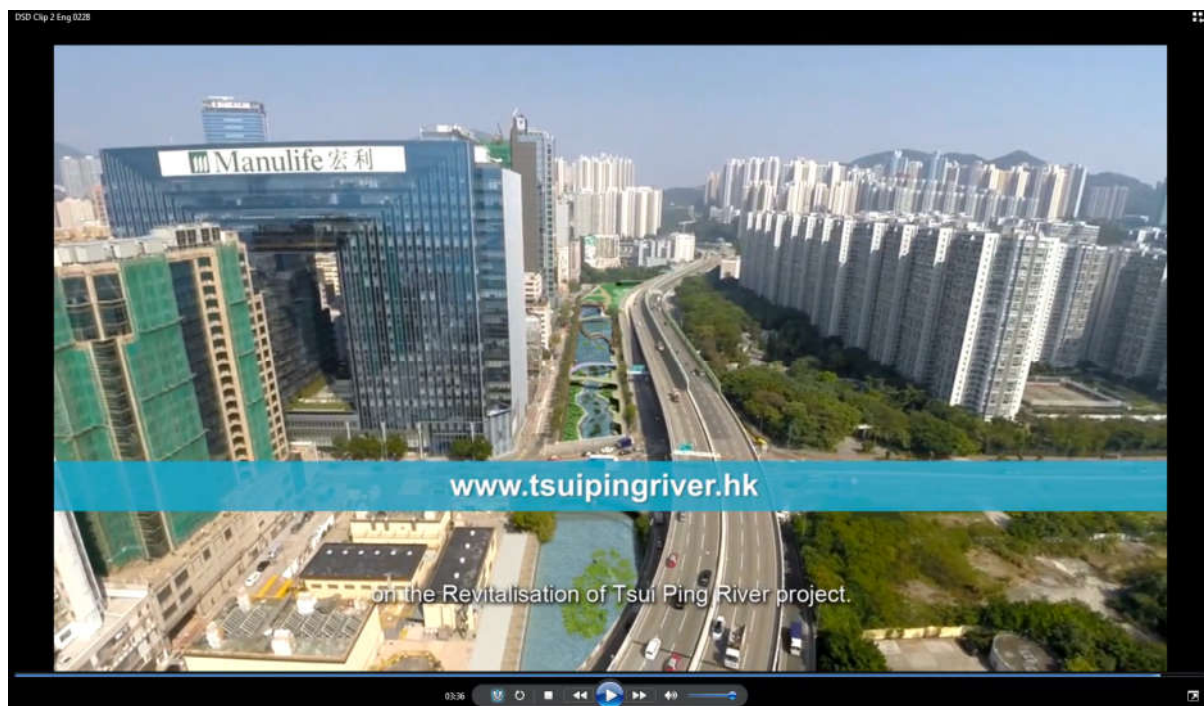
ATKINS

Appendix D

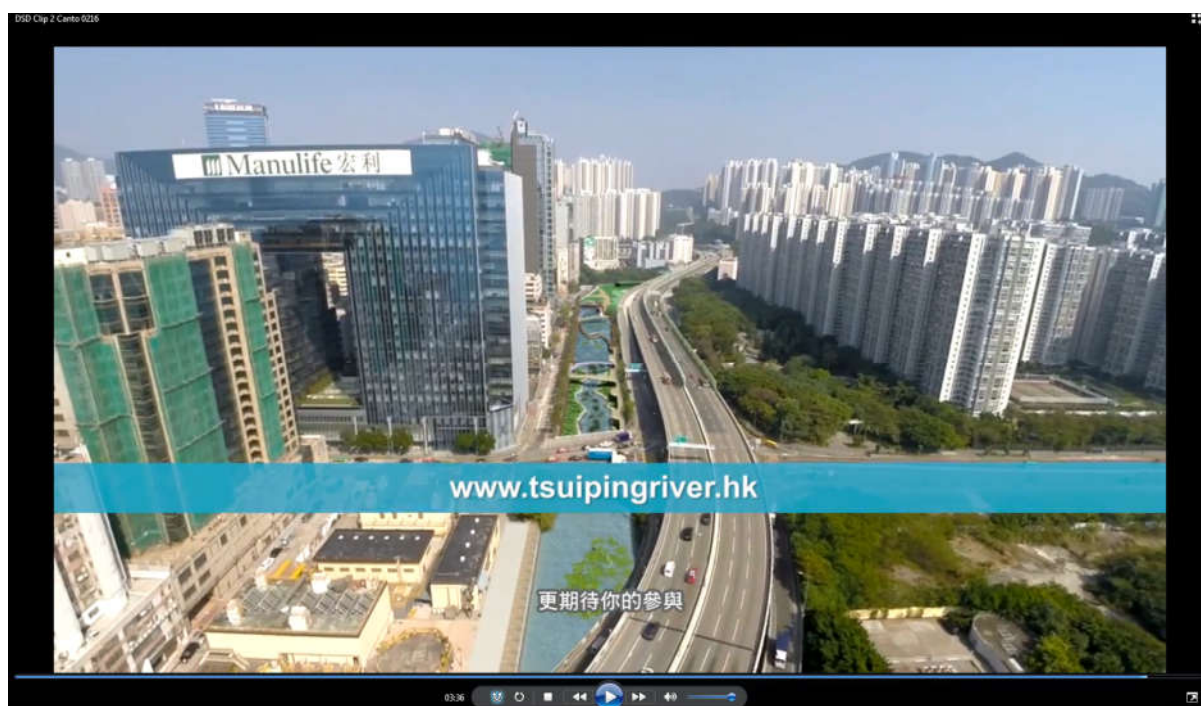


Project Videos

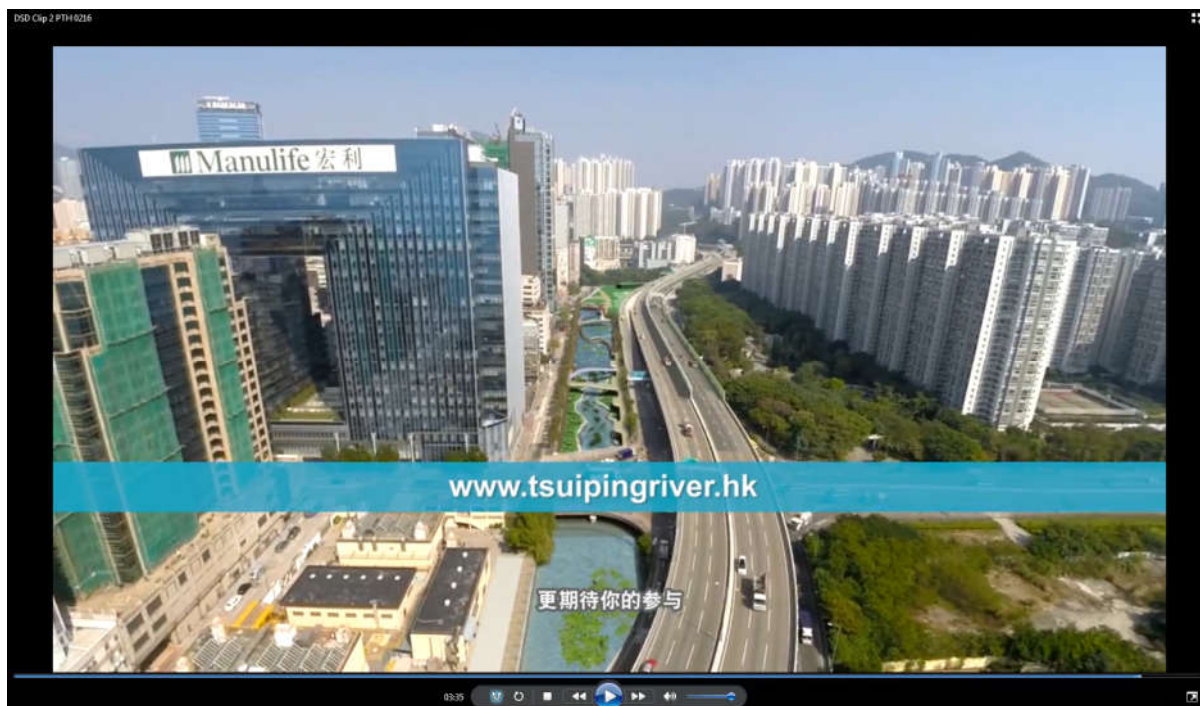
1. English Video



2. Cantonese Video



3. Mandarin Video



Appendix E



Poster

活化翠屏河計劃

Revitalisation of Tsui Ping River

第一階段公眾參與

Stage 1 Public Engagement

12/1/2017 - 11/3/2017

渠務署已於2017年1月展開「活化翠屏河」計劃的第一階段公眾參與活動，以收集公眾對計劃的意見，我們誠意邀請您參與。

The Drainage Services Department launched the Stage 1 Public Engagement for the "Revitalisation of Tsui Ping River" in January 2017 to collect the public's views on the project. You are cordially invited to participate in the activities.

你的意見 YOUR VIEWS

市民大眾可於**2017年3月11日或之前**透過以下途徑就「活化翠屏河」項目發表意見。

Members of the public can give your views on "Revitalisation of Tsui Ping River" through the following channels **on or before 11 March 2017**.

郵遞：
渠務署排水工程部
香港灣仔告士打道5號
稅務大樓四十四樓

By mail:
Drainage Services Department
Drainage Projects Division
44/F, Revenue Tower,
5 Gloucester Road,
Wanchai, Hong Kong

(請註明「活化翠屏河 - 調查研究」)
(Please specify "Revitalisation of Tsui Ping River - Investigation")
電郵 Email: EnquiryTsuiPing@atkinsglobal.com
傳真 By Fax: 2890-6343
請瀏覽本項目網頁參閱詳細資料
Please visit our project website for more details
www.tsuipingriver.hk

社區工作坊 COMMUNITY WORKSHOP

地點:
Venue: 觀塘社區中心 (觀塘翠屏道17號)
Kwun Tong Community Centre
(17 Tsui Ping Road, Kwun Tong)
日期:
Date: 2017年2月11日 (星期六)
11 February 2017 (Saturday)
時間:
Time: 上午 10:00 am - 中午 12:00 noon
查詢 Enquiry: EnquiryTsuiPing@atkinsglobal.com

如欲參加社區工作坊，請於**2017年2月7日或之前**透過以下途徑預先登記。

To participate in the Community Workshop, please register through the following channels **on or before 7 February 2017**.

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Service Hours: 星期一至星期五 (公眾假期除外)
Monday to Friday (except public holidays)
電子郵件 Email: EnquiryTsuiPing@atkinsglobal.com

巡迴展覽 ROVING EXHIBITIONS

起動九龍東辦事處展覽廳
Exhibition Hall,
Energizing Kowloon East
Office
16/1/2017 - 23/2/2017

港鐵觀塘站展位
MTR Kwun Tong Station
Exhibition Site
19/1/2017 - 25/1/2017

觀塘游泳池對出空地(近翠屏道)
Kwun Tong Swimming Pool
(Open space near Tsui Ping Road)
16/1/2017 - 26/1/2017

麗港公園
Laguna Park
1/2/2017 - 10/2/2017

成業街休憩花園
Shing Yip Street Rest
Garden
1/2/2017 - 11/2/2017

觀塘海濱花園
Kwun Tong Promenade
13/2/2017 - 23/2/2017

翠屏(北)商場對出空地
(近翠屏樓)
Tsui Ping Commercial
Complex (Open Space
near Tsui On House)
13/2/2017 - 23/2/2017

麗港城第一期住客會所大堂
Phase 1 Laguna City
Clubhouse Lobby
20/2/2017 - 26/2/2017

東廣場
E-Plaza
27/2/2017 - 5/3/2017



活化
翠屏河

Revitalisation
of
Tsui Ping
River

我們期望在加強翠屏河防洪功能的同時，為它注入生氣和活力，營造生境，並加強河道與周邊地區的連接，為公眾帶來一個全新的近水休憩設施。

We aspire to create a Tsui Ping River that is revitalised environmentally and ecologically, and well connected with the neighbourhood, to serve the dual purposes of not only an upgraded drainage infrastructure, but also a water-friendly public amenity.



發展局
Development Bureau

起 Energizing 動 Kowloon East Office
九龍東辦事處



渠務署

Drainage Services Department

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Appendix F



Roving Exhibition Panels



Roving Exhibitions

<i>Period</i>	<i>Venue</i>
16/1/2017 – 2/3/2017	Exhibition Hall, Energizing Kowloon East Office
16/1/2017-26/1/2017	Kwun Tong Swimming Pool
19/1/2017-25/1/2017	MTR Kwun Tong Station
01/2/2017-10/2/2017	Laguna Park
01/2/2017-11/2/2017	Shing Yip Street Rest Garden
11/02/2017	Kwun Tong Community Centre
13/2/2017-23/2/2017	Kwun Tong Promenade
13/2/2017-23/2/2017	Tsing Ping (North) Commercial Complex
20/2/2017-26/2/2017	Phase 1 Laguna City Clubhouse
27/2/2017-05/3/2017	E-Plaza



活化翠屏河計劃 第一階段公眾參與
Revitalisation of Tsui Ping River
Stage 1 Public Engagement

「翠屏河」在哪兒？

Where is "Tsui Ping River"?

在香港談及河道，大家想到的或是城門河、錦田河、林村河等，它們大都是位於新界或較鄉郊的地方。你有否想過，在九龍鬧市中的觀塘，亦將擁有一條河道？這就是位於翠屏道及敬業街旁，現時稱為敬業街明渠的一段水道。

A river in Hong Kong? When asked this question, one may think of Shing Mun River, Kam Tin River or Lam Tsuen River – typically one in a rural setting. What about a river in the urban area, especially one in a busy district like Kwun Tong? Has it ever occurred to you that the watercourse along Tsui Ping Road and King Yip Street, known at present as "King Yip Street Nullah", can be transformed into a green river?

是「渠」？是「河」？

"Nullah"? or "River"?

或許大家都已很習慣「敬業街明渠」的名字，的確，在過往的五十年，它的主要功能，就是作為觀塘區的一個排洪設施。我們計劃將它活化，成為「翠屏河」，不僅進一步加強防洪功能，同時更從多方面提升其質素，包括水質、生態、景觀和公共空間等，令從前的明渠確切地成為市區中的一個河道綠洲。

To many, maybe "King Yip Street Nullah" is a more familiar name. This is to be expected as the facility has, for the past 50 years, been serving its primary function of discharging rainwater. The conversion into "Tsui Ping River" will involve enhancement in multiple aspects, among which are water quality, aesthetics, ecology, amenity, accessibility, etc.

我們期望在加強翠屏河防洪功能的同時，為它注入生氣和活力，營造生境，並加強河道與周邊地區的連接，為公眾帶來一個全新的近水休憩設施。

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Revitalisation of Tsui Ping River



為何要活化「翠屏河」？

Why Revitalise "Tsui Ping River" ?

現時的明渠位於翠屏道及敬業街旁，由佳麗道伸延到海旁，在觀塘區的中央位置，毗鄰民居及繁盛的工商業區，地理位置優越，加上河邊的水景特質，有極佳條件成為市區中一個珍貴的河畔公共空間，我們期望在加強翠屏河防洪功能的同時，為它注入生氣和活力，並加強河道與周邊地區的连接，為公眾帶來一個全新的近水休憩設施。

Situated in the centre of Kwun Tong District adjacent to residential developments and bustling commercial cum industrial areas, coupled with its inherent riverine characteristics, the watercourse is a precious space lending itself very well to being transformed into a riverside environment for public enjoyment.

「活化翠屏河」將包括甚麼工作？

What does "Revitalisation of Tsui Ping River" comprise ?

- 減低水浸風險
Reducing Flood Risk
- 改善行人環境 加強區內連繫
Improving Walking Environment and Connectivity
- 活化河道
Revitalising the River
- 營造一個具活力的公共空間
Fostering a Vibrant Public Space

計劃的目標是利用水景、園景和生態概念活化河道及改善水質，改造翠屏河為一個感受河景和休閒活動的地標，為社區建設綠化河道走廊，聯同旁邊的翠屏河公園及觀塘繞道下的文化及藝術空間，為觀塘區增添活力和多元色彩。

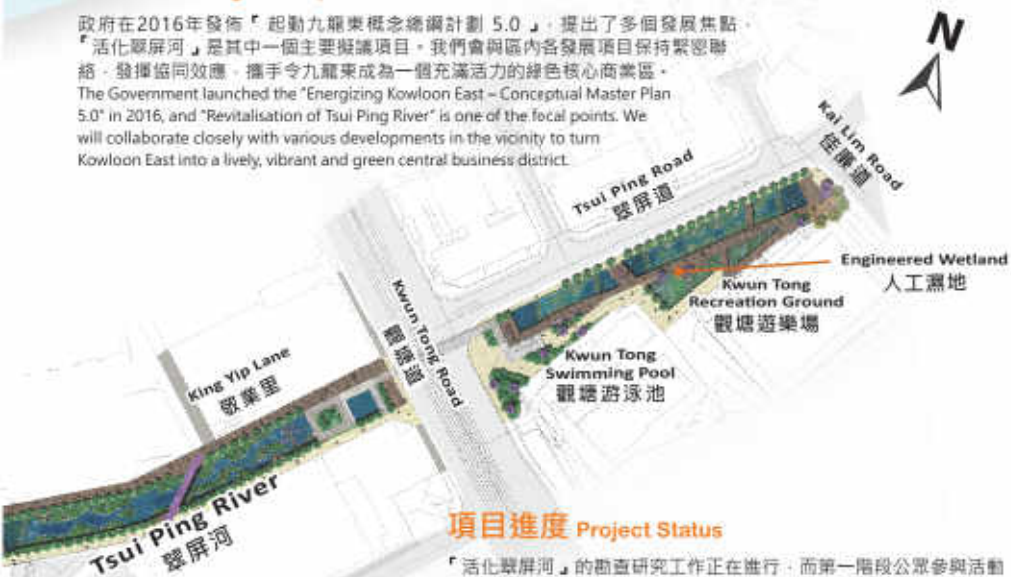
Through water features, landscaping, ecological and water quality enhancement, the Project is aimed at creating a green river channel with water scenery and amenity for the community. This coupled with the adjacent Tsui Ping River Garden and the arts and cultural space beneath the Kwun Tong Bypass flyover will offer synergy and add diversity to the Kwun Tong District.



「活化翠屏河」如何與週邊發展聯繫？

How does "Revitalisation of Tsui Ping River" connect with the surrounding developments?

政府在2016年發佈「起動九龍東概念綱領計劃 5.0」，提出了多個發展焦點。「活化翠屏河」是其中一個主要擬議項目。我們會與區內各發展項目保持緊密聯絡，發揮協同效應，攜手令九龍東成為一個充滿活力的綠色核心商業區。
The Government launched the "Energizing Kowloon East - Conceptual Master Plan 5.0" in 2016, and "Revitalisation of Tsui Ping River" is one of the focal points. We will collaborate closely with various developments in the vicinity to turn Kowloon East into a lively, vibrant and green central business district.



項目進度 Project Status

「活化翠屏河」的調查研究工作正在進行，而第一階段公眾參與活動剛剛開始。我們預期詳細設計工作於2017年內展開。
The Project is now in the investigation phase, and the Stage 1 Public Engagement activities have just begun. We anticipate detailed design to commence within 2017.



[你的意見] YOUR VIEWS

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Members of the public can give your views on “Revitalisation of Tsui Ping River” through the following channels on or **before 11 March 2017**.

郵遞 By mail: 渠務署排水工程部
Drainage Services Department Drainage Projects Division
香港灣仔告士打道5號稅務大樓四十四樓
44/F, Revenue Tower, 5 Gloucester Road,
Wanchai, Hong Kong

(請註明「活化翠屏河－勘查研究」)

(Please specify “Revitalisation of Tsui Ping River - Investigation”)

電郵 Email: EnquiryTsuiPing@atkinsglobal.com

傳真 By Fax: 28906343

請瀏覽本項目網頁參閱詳細資料

Please visit our project website for more details

www.tsuipingriver.hk



公眾參與活動

PUBLIC ENGAGEMENT ACTIVITY



社區工作坊 COMMUNITY WORKSHOP

地點 Venue: 觀塘社區中心 (觀塘翠屏道17號)
Kwun Tong Community Centre
(17 Tsui Ping Road, Kwun Tong)

日期 Date: 2017年2月11日 (星期六)
11 February 2017 (Saturday)

時間 Time: 上午 10:00 am – 中午 12:00 noon

查詢 Enquiry: EnquiryTsuiPing@atkinsglobal.com

如欲參加社區工作坊，請於**2017年2月7日**或之前透過
以下途徑預先登記

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through the following channels before **7 February 2017**.

登記電話 Tel: 9256-1378

電話登記服務時間 上午 9:00 am – 下午 6:00 pm

Service Hours: 星期一至星期五(公眾假期除外)
Monday to Friday (except public holidays)

電子郵件 Email: EnquiryTsuiPing@atkinsglobal.com

發展局
Development Bureau

起Energy行動 Kowloon East Office
九龍東辦事處

 **渠務署**
Drainage Services Department

ATKINS



渠務署

Drainage Services Department

活化翠屏河計劃 第一階段公眾參與

Revitalisation of Tsui Ping River

Stage 1 Public Engagement

Appendix G



Roving Exhibition Photos

Photos of Roving Exhibition

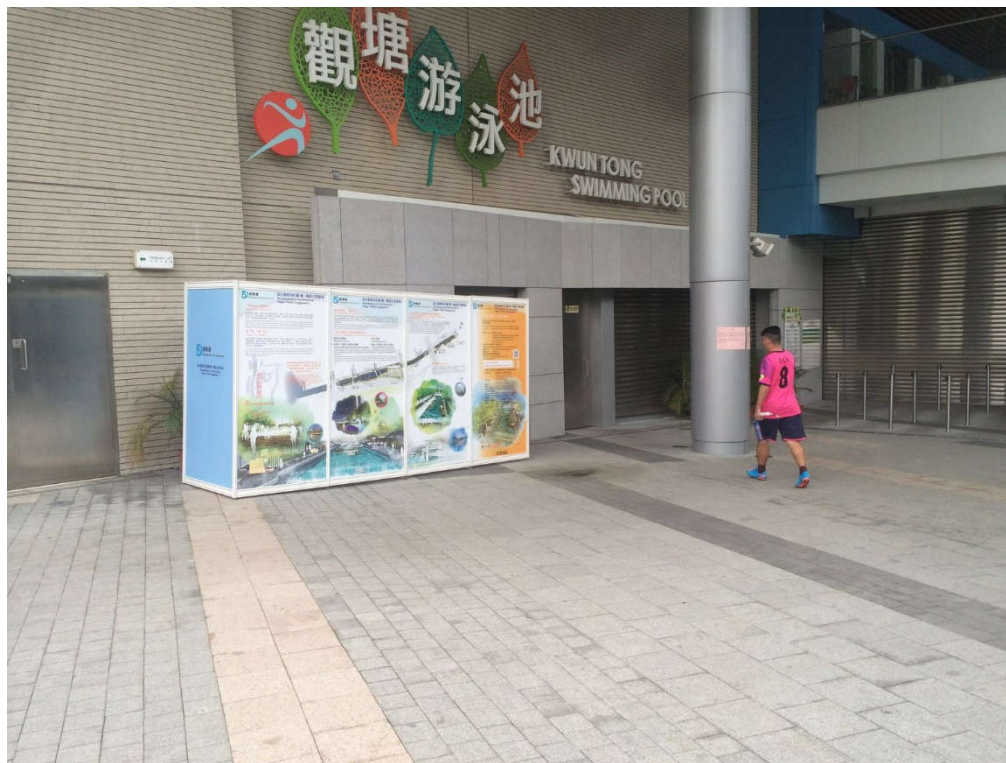
1. Roving Exhibition at EKEO Entrance



2. Roving Exhibition at Kwun Tong MTR Station Exhibition Site



3. Roving Exhibition at Kwun Tong Swimming Pool (Open space near Tsui Ping Road)



4. Roving Exhibition at Laguna Park



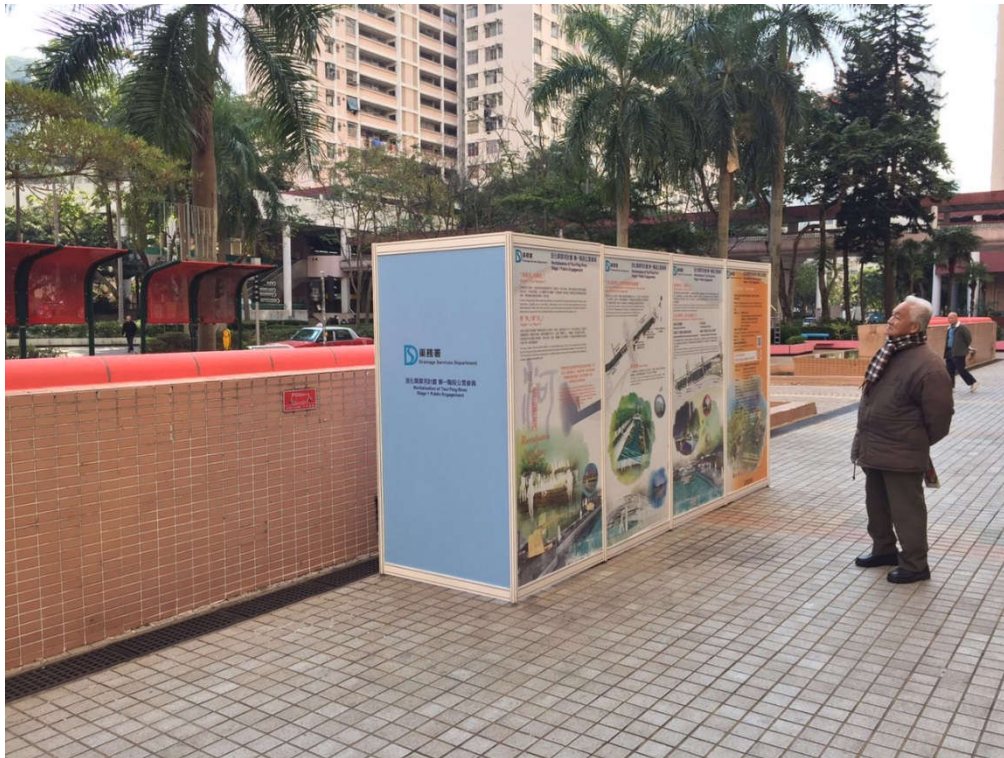
5. Roving Exhibition at Shing Yip Street Rest Garden



6. Roving Exhibition at Kwun Tong Promenade



7. Roving Exhibition at Tsui Ping Commercial Complex (Open space near Tsui On House)



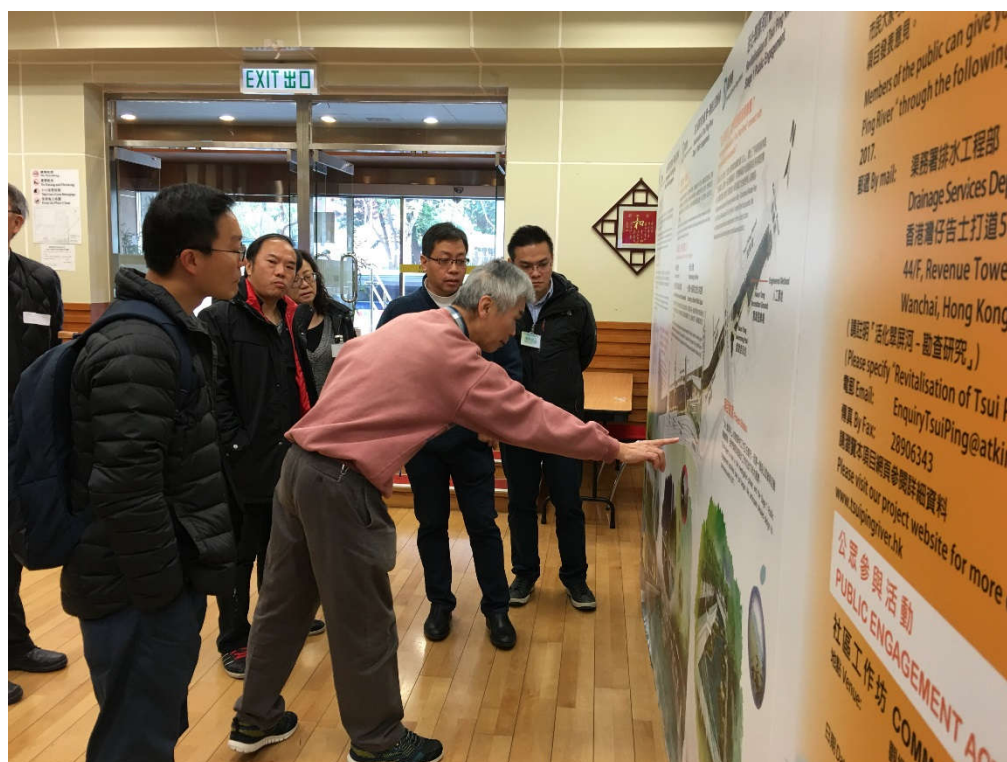
8. Roving Exhibition at Phase 1 Laguna City Clubhouse Lobby



9. Roving Exhibition at E-Plaza



10. Roving Exhibition at Kwun Tong Community Centre Public Engagement Workshop



Appendix H

Kwun Tong District Council – Discussion Paper for the District Facilities Management Committee Meeting on 12 January 2017 (Chinese Version only)

活化翠屏河計劃 第一階段公眾參與

目的

本文旨在向委員介紹「活化翠屏河計劃」的初步設計概念，並諮詢委員的意見。

背景

2. 敬業街明渠建造至今已超過50年，並一直為觀塘區服務，我們計劃將它活化成為「翠屏河」，不僅進一步加強防洪功能，同時更從多方面提升其質素，包括水質、生態、景觀、公共空間等，令從前的明渠確切地成為市區中的一個河道綠洲。

3. 2011/12年《施政報告》中，政府宣佈會採用富遠見、相互協調的綜合模式，加快把包括啟德發展區、觀塘和九龍灣的九龍東轉型為另一個具吸引力的商業中心區，以支持香港長遠的經濟發展。政府在2016年發佈了「起動九龍東概念總綱計劃 5.0 版本」，提出了五個發展焦點，包括發展九龍東成為綠色核心商業區，而把現有敬業街明渠活化成翠屏河便是其中的主要擬議項目之一。

項目特色

4. 敬業街明渠位於翠屏道及敬業街旁，由佳廉道伸延到海旁，在觀塘區的中央位置(請參考附件一)，毗鄰民居及繁盛的工商業區，地理位置優越，加上河道的水景特質，有極佳條件成為市區中一個珍貴的河畔公共空間。我們期望在加強翠屏河防洪功能的同時，為它注入生氣和活力，並加強河道與周邊地區的連接，為公眾帶來一個全新的近水休憩設施。

項目重點

5. 「活化翠屏河計劃」會將現有沿敬業街，敬業里和翠屏道的一段長約一公里的明渠，透過改善環境、生態和景觀，活化成翠屏河。為配合活化翠屏河的主題，本項目亦會一併美化毗鄰行人道和加強行人通道間的連繫。有關項目將包括以下工作重點：

(i) 減低水浸風險

防洪是渠務署的基本目標，我們會加強現有水道的排洪能力，配合東九龍雨水排放整體計劃檢討的建議，制定中期及長遠排水系統的優化措施。

(ii) 河道活化

我們會利用水景、園境和生態概念活化河道，改善水質，為社區建設綠化河道走廊，提升生活環境。

(iii) 改善行人環境 加強區內連繫

計劃會參照「易行城市」的可持續發展環保概念，我們會於河道兩旁加建行人通道，並提供連接兩岸的行人天橋及觀景平台，藉以加強翠屏河與周邊地方的連繫。

(iv) 提供具活力的公共空間

計劃的目標是改造翠屏河為一個感受河景和休閒活動的地標，聯同旁邊的翠屏河公園及觀塘繞道下的文化及藝術空間，為觀塘區增添活力和多元色彩。

工程摘要

6. 為配合上述工作重點，「活化翠屏河計劃」將包括以下工程項目：

- (i) 活化現有明渠 – 提供富吸引力的水景設計及河景設施，藉活化工程優化現有明渠排洪能力；

- (ii) 加建河道兩旁及連接河道兩岸的行人通道，以加強行人通道間的連繫；
- (iii) 於翠屏河上增建園景平台，提供休閒用地；
- (iv) 翻新現有觀塘道的行人天橋；及
- (v) 美化現有明渠旁的街道。

7. 本項目的初步設計概念圖請參考附件二。

項目時間表

8. 「活化翠屏河計劃」的勘查研究工作已於2015年7月展開，我們將於2017年1至3月舉行第一階段公眾參與活動，向公眾介紹項目的初步設計概念，並收集公眾意見。我們預期詳細設計工作可於2017年內展開。

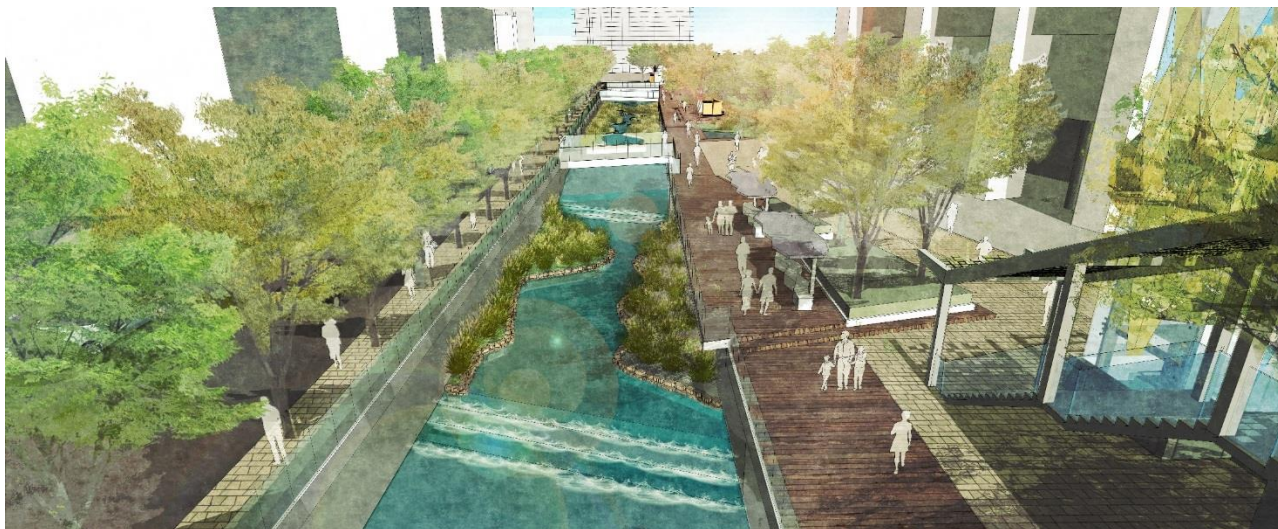
意見諮詢

9. 歡迎各委員就上述項目提出意見。

渠務署排水工程部
2017年1月



敬業街明渠位置圖



「活化翠屏河計劃」初步設計概念圖（佳廉道至觀塘道段）



「活化翠屏河計劃」初步設計概念圖（成業街至偉業街段）



Appendix I

Kwun Tong District Council – Presentation Material for the District Facilities Management Committee Meeting on 12 January 2017 (Chinese Version only)

觀塘區議會
地區設施管理委員會

活化翠屏河計劃
第一階段公眾參與
(諮詢文件第1/2017號)

2017年1月12日

會議內容

- 向委員介紹「活化翠屏河計劃」的初步設計概念
- 介紹公眾參與活動時間表
- 諮詢委員對項目的意見

背景

敬業街明渠

- 建造至今已超過50年，觀塘區其中一條主要排洪渠道
- 位於翠屏道、敬業里及敬業街旁，由佳廉道伸延到海旁



活化翠屏河

- 敬業街明渠位於觀塘區的中央位置，毗鄰民居及繁盛的工商業區，地理位置優越，加上河道的水景特質，有極佳條件成為市區中一個珍貴的河畔公共空間。
- 我們期望在加強翠屏河防洪功能的同時，為它注入生氣和活力，營造生境，並加強河道與周邊地區的連接，為公眾帶來一個全新的近水休憩設施。

項目重點

1. 減低水浸風險

- ◆ 加強現有水道的排洪能力

2. 河道活化

- ◆ 水景、園境、生態、改善水質
- ◆ 建設綠化河道走廊

3. 改善行人環境 加強區內連繫

- ◆ 於河道兩旁加建行人通道
- ◆ 提供連接兩岸的行人天橋及觀景平台

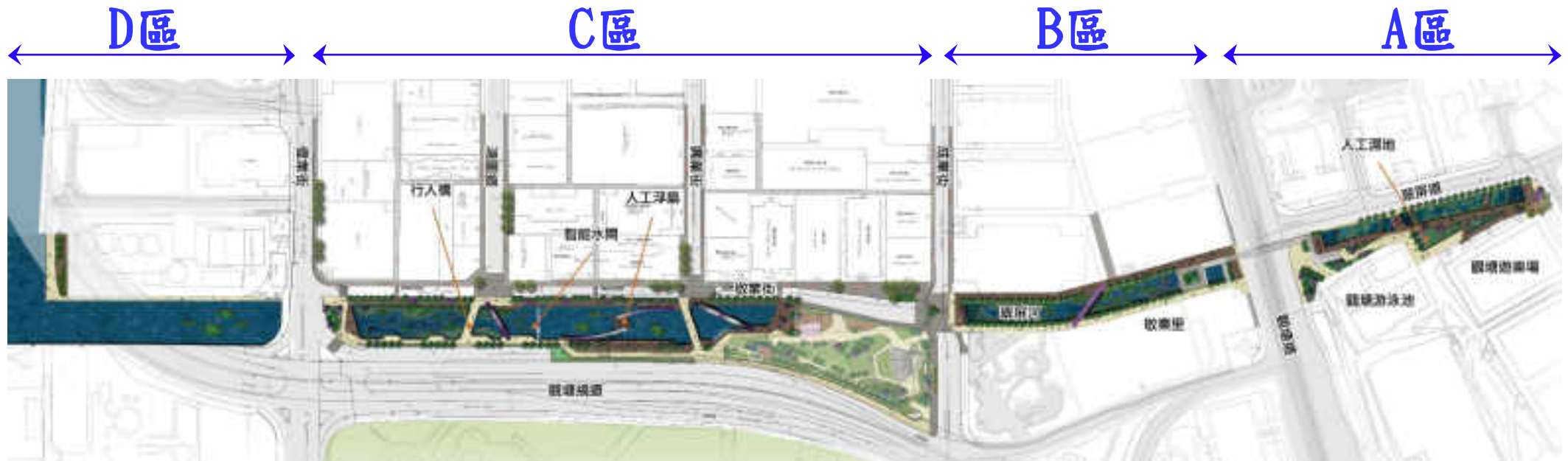
4. 提供具活力的公共空間

- ◆ 改造翠屏河為一個感受河景和休閒活動的地標

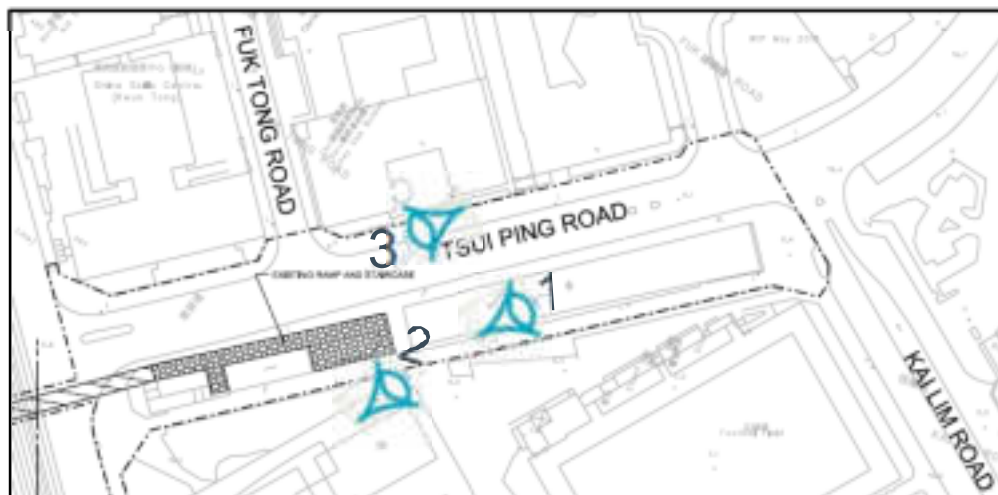
工程概要

- 活化現有明渠 – 提供富吸引力的水景設計及河景設施，藉活化工程優化現有明渠排洪能力
- 加建河道兩旁及連接河道兩岸的行人通道，加強行人通道間的連繫
- 於翠屏河上增建園景平台，提供休閒用地
- 翻新現有觀塘道的行人天橋
- 美化現有明渠旁的街道

初步設計概念



A區-佳廉道至觀塘道



視點 1



視點 2



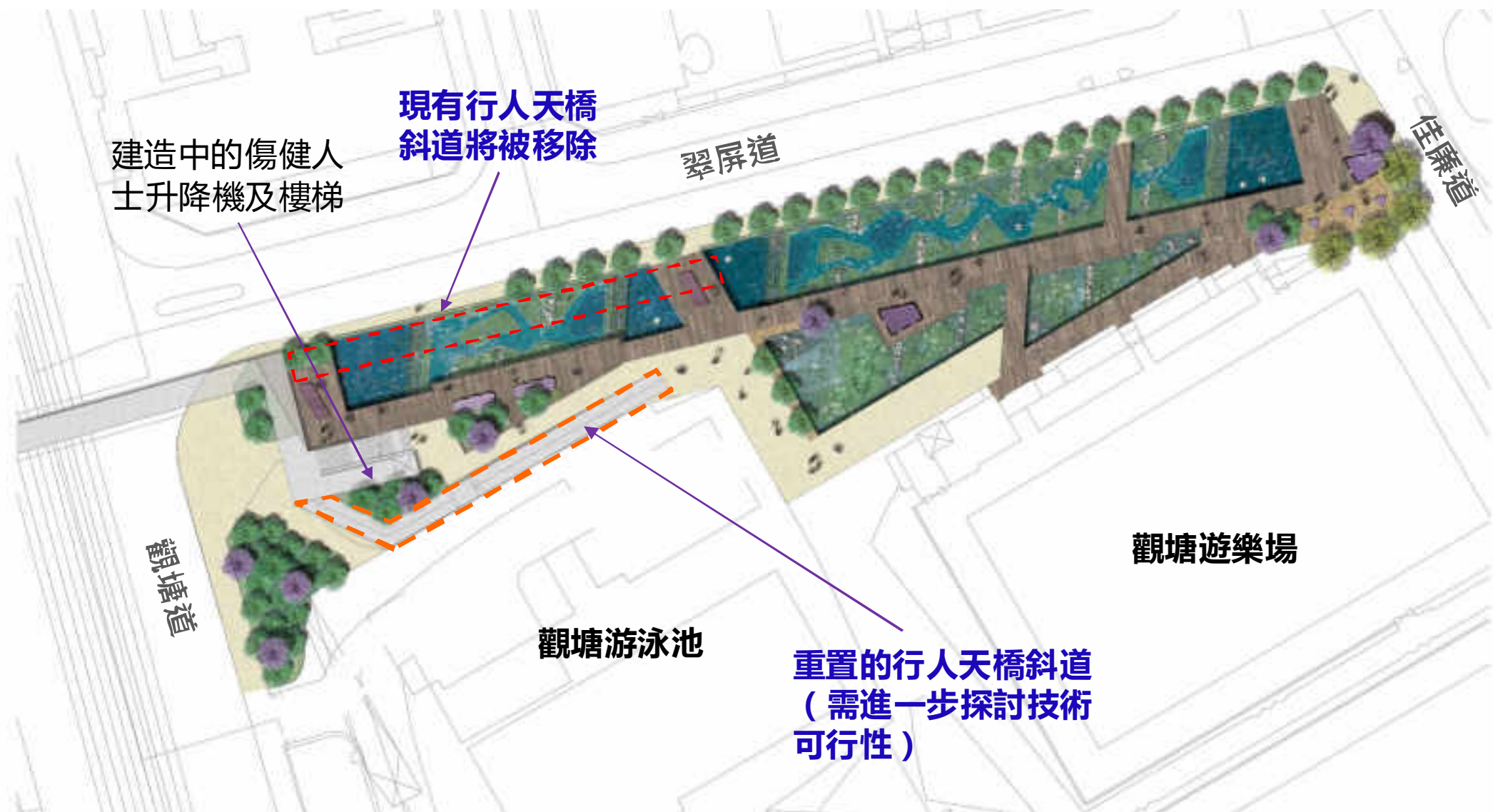
視點 3

A區-佳廉道至觀塘道



A區-佳廉道至觀塘道

重置斜道方案（可行性有待研究）



A區-佳廉道至觀塘道

初步設計概念圖A1（近觀塘遊樂場）

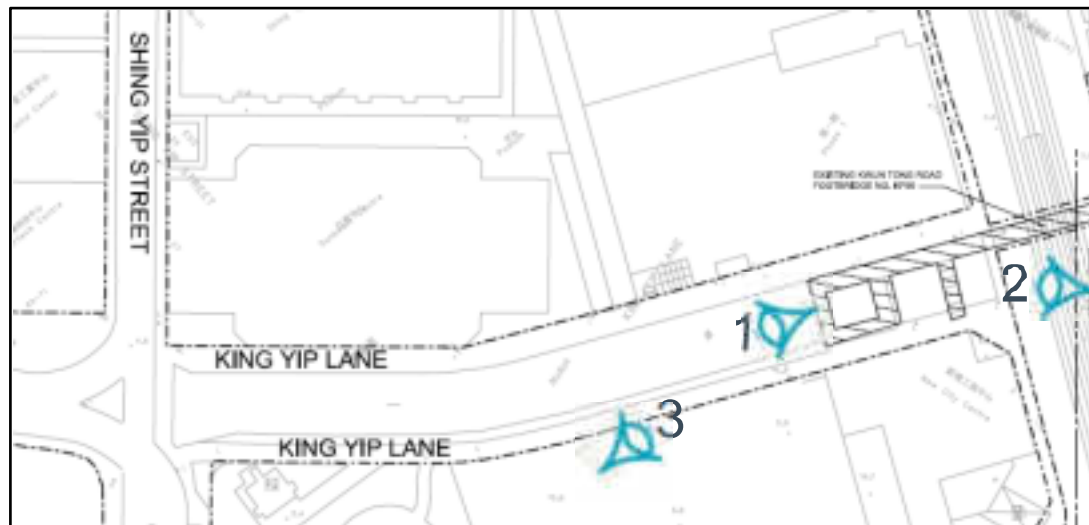


A區-佳廉道至觀塘道

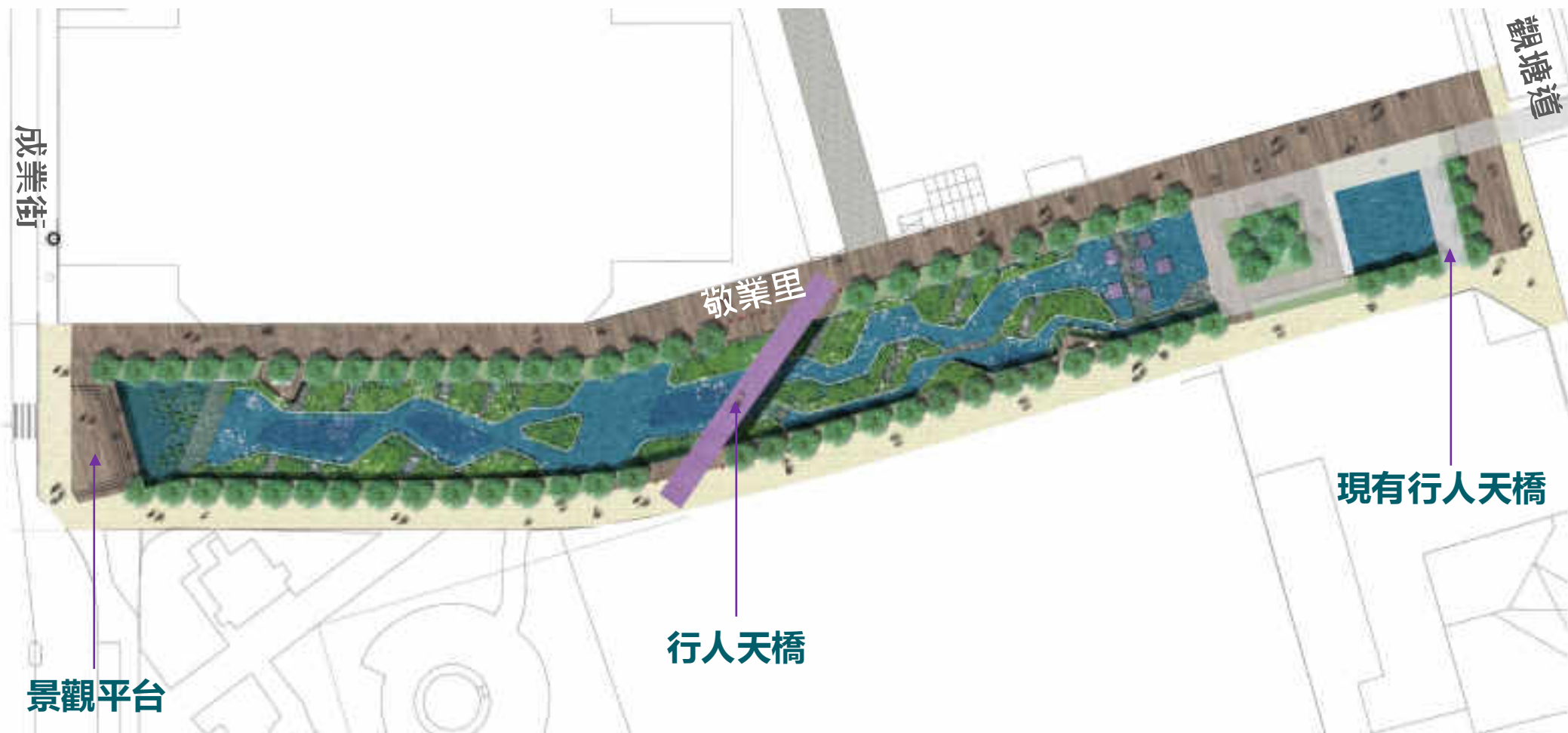
初步設計概念圖A2（近觀塘游泳池）



B區-觀塘道至成業街



B區-觀塘道至成業街



B區-觀塘道至成業街

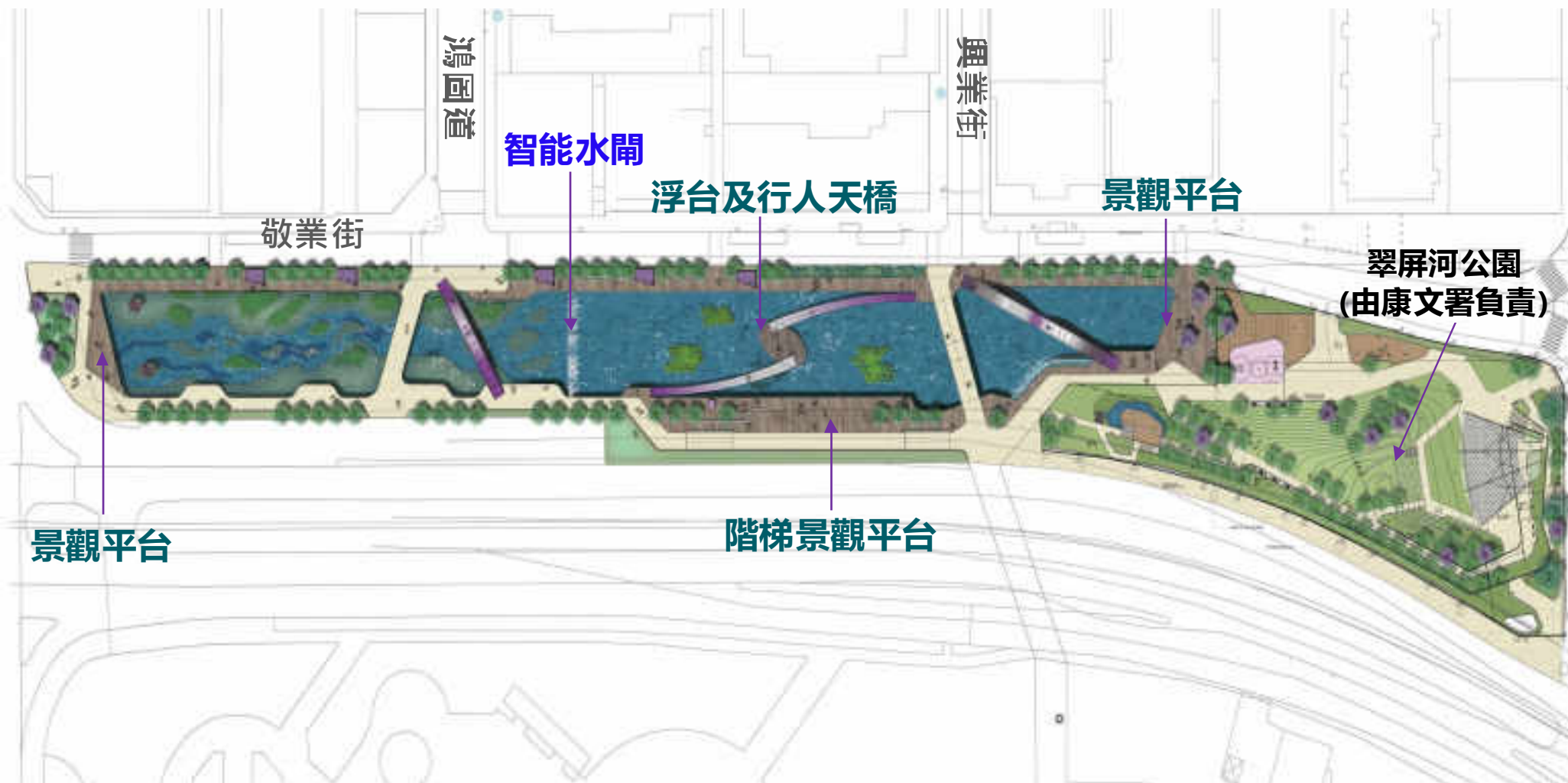
初步設計概念圖B1（近成業街）



C區-成業街至偉業街



C區-成業街至偉業街



C區-成業街至偉業街

初步設計概念圖C1（近翠屏河公園）



C區-成業街至偉業街

初步設計概念圖C2（近翠屏河公園）



C區-成業街至偉業街

初步設計概念圖C3（近鴻圖道、擬建之智能水閘）



C區-成業街至偉業街

初步設計概念圖C4 (近鴻圖道)



C區-成業街至偉業街

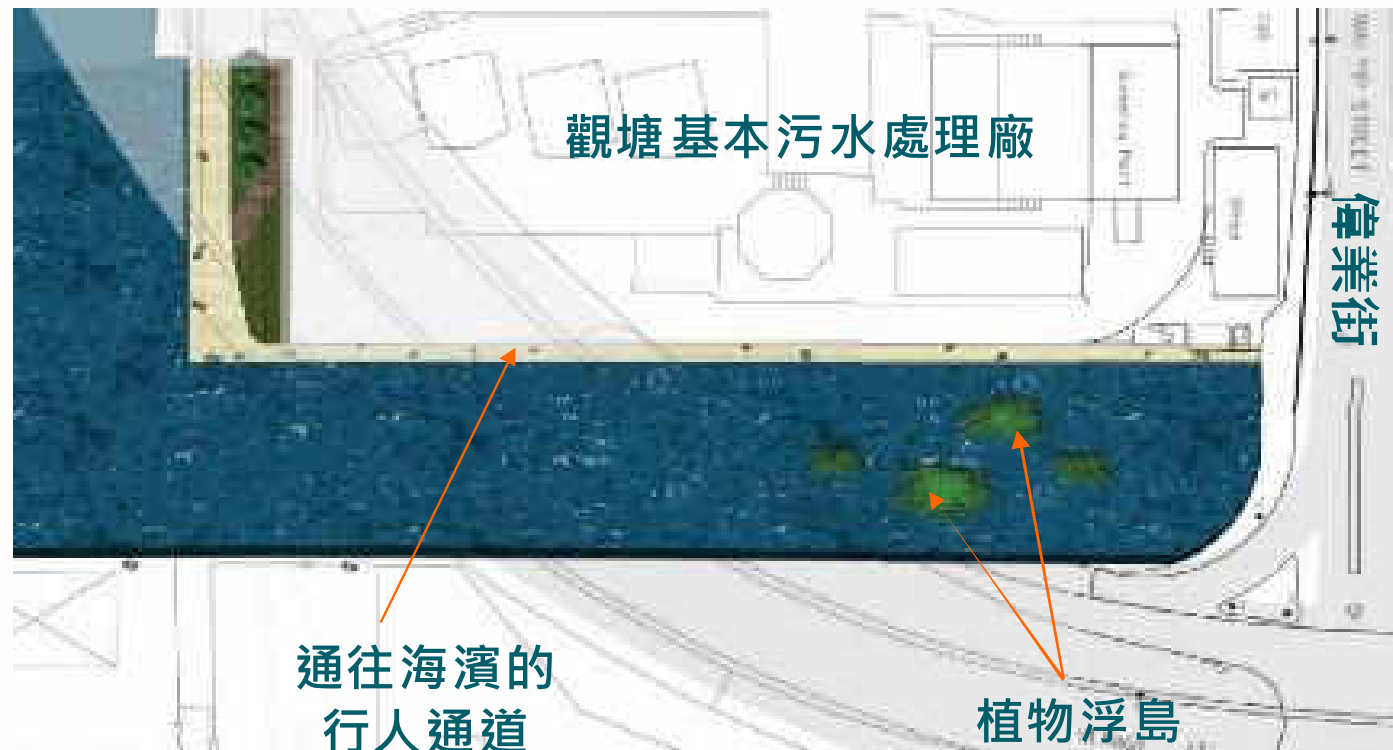
初步設計概念圖C5（近偉業街）



D區-偉業街至維港



D區-偉業街至維港



初步設計概念



第一階段公眾參與活動

- 諮詢觀塘區議會地區設施管理委員會（1月12日）
- 巡迴展覽（1月16日至3月5日）
 - ◆ 起動九龍東辦事處展覽廳
 - ◆ 觀塘海濱花園
 - ◆ 觀塘地鐵站
 - ◆ 翠屏(北)商場對出空地
 - ◆ 觀塘游泳池對出空地
 - ◆ 麗港城第一期住客會所大堂
 - ◆ 麗港公園
 - ◆ 東廣場
 - ◆ 成業街休憩花園
- 社區工作坊（2月11日）
- 項目網頁：www.tsuipingriver.hk

項目進度

- 「活化翠屏河計劃」的勘查研究工作正在進行，而第一階段公眾參與活動剛剛開始。
- 我們預期項目的詳細設計工作將於2017年內展開。

歡迎各委員
就項目提供意見

謝謝



Appendix J

Kwun Tong District Council District Facilities Management Committee Minutes of Meeting on 12 January 2017

**第五屆觀塘區議會屬下
地區設施管理委員會
第八次會議記錄**

日期：2017 年 1 月 12 日（星期四）

時間：下午 4 時正

**地點：九龍觀塘觀塘道 392 號創紀之城 6 期 20 樓 05-07 室
觀塘民政事務處會議室**

出席者：

主席

譚肇卓先生

副主席

鄭強峰先生

委員

歐陽均諾先生

畢東尼先生

陳俊傑先生

陳國華先生，BBS, MH

陳汶堅先生

陳華裕太平紳士，MH

陳耀雄先生

鄭景陽先生

張琪騰先生

張培剛先生

張順華先生

張姚彬先生

符碧珍女士

何啟明先生

洪錦鉉先生

金 堅女士

簡銘東先生

黎樹濠太平紳士，BBS, MH

呂東孩先生

馬軼超先生

莫建成先生

顏汶羽先生

柯創盛先生，MH

潘任惠珍女士，MH

蘇麗珍太平紳士，MH

鄧咏駿先生

謝淑珍女士

黃子健先生

黃春平先生

姚柏良先生

增選委員

潘惠芳女士

秘書

黎穎彤女士

觀塘民政事務處行政主任（區議會）5

政府部門／機構代表

麥瑞禧先生

觀塘民政事務處民政事務助理專員（2）

趙廣堅先生

候任觀塘民政事務處民政事務助理專員（2）

李賢斌先生

觀塘民政事務處高級行政主任（區議會）

蕭潔芝女士

觀塘民政事務處高級行政主任（地區管理）

甘遠清女士

觀塘民政事務處高級聯絡主任（1）

畢敏緻女士

觀塘民政事務處聯絡主任主管（地區設施）

梁家健先生

觀塘民政事務處一級行政主任（地區管理）

陸碧儀女士

觀塘民政事務處二級行政主任（地區管理）

關婉薇女士

康樂及文化事務署圖書館高級館長（觀塘區）

鄧敏華女士

康樂及文化事務署總康樂事務經理（九龍）

郭錦超先生

康樂及文化事務署觀塘區康樂事務經理

蔡楚君女士

康樂及文化事務署觀塘區副康樂事務經理
（分區支援）

俞 真先生

康樂及文化事務署行政主任（策劃事務）5

鄭志榮先生

民政事務總署工程督察（九龍）2

邢永聰先生

民政事務總署助理工程督察（觀塘）

羅諾暉先生

民政事務總署建築師（工程）4

簡漢成先生

渠務署排水工程部總工程師／排水工程

陳克強先生

渠務署排水工程部高級工程師／排水工程 2

陳學文先生

渠務署排水工程部工程師／排水工程 21

陳鈺文先生

阿特金斯顧問有限公司副董事

陳漢華先生

李景勳雷煥庭建築師有限公司主任建築師

凌健民先生

李景勳雷煥庭建築師有限公司項目建築師

李俊文先生

李景勳雷煥庭建築師有限公司建築師

何浩恩先生

李景勳雷煥庭建築師有限公司建築師助理

郭皓永先生

李景勳雷煥庭建築師有限公司建築師助理

黃嘉駿先生

王歐陽（機電工程）有限公司屋宇裝備工程師

缺席者：

陳振彬太平紳士, GBS
徐海山先生
蘇冠聰先生
葉興國太平紳士, MH
陳禧淦先生

郭興城先生
林 峰先生, MH
劉偉文先生
黃啟燊先生

開會辭

主席歡迎委員會成員及政府各部門代表出席會議。

2. 主席表示，秘書處於會前收到劉偉文委員的缺席通知，請委員備悉此事。

I. 通過上次會議記錄

3. 委員並無提出修訂建議，上次會議記錄獲得通過。

II. 活化翠屏河計劃 **(觀塘區議會地區設施管理委員會文件第 1／2017 號)**

4. 渠務署（下稱「署方」）陳克強先生介紹文件。

5. 十一名委員提出意見和查詢如下：

5.1 委員對活化翠屏河計劃表示支持，但關注河流水質及氣味問題，並表示現有行人天橋斜道為附近居民帶來方便，建議署方考慮重置。另外，現時佳廉道至觀塘道近斑馬線一帶較為擠迫，建議署方增加行人通道空間；

5.2 委員同意以升降機取代現有行人天橋斜道，並提醒活化翠屏河計劃的設計應與翠屏河公園互相配合及署方應確保河道內有足夠的流量；

- 5.3 委員對防洪問題表示關注，查詢河道的美化工程會否影響其排洪能力，建議署方新增的設施以耐用為原則，並保留或重置行人天橋斜道，以方便附近居民；
- 5.4 委員擔心洪水會破壞河道內的植物及對浮台上的行人造成危險，查詢署方是否鼓勵行人走到浮台上，以及有沒有相關的安全措施；
- 5.5 委員建議於河畔公共空間內增設無線上網熱點；
- 5.6 委員查詢擬建的智能水閘的開關時間，並建議署方考慮把現有污水處理廠設於地底以增加地面空間，以及考慮於河道兩旁增設緩跑徑；
- 5.7 委員查詢起動九龍東辦事處（下稱「起動九龍東」）和渠務署於活化翠屏河計劃中的角色、項目的預算費用、勘查研究工作的結果，以及署方會如何處理公眾參與活動收集所得的意見；
- 5.8 委員建議署方於河口位置加建連接河道兩岸的行人通道，以加強翠屏河與周邊地方的連繫，並在設計中加入親水概念及藝術元素，增添河道的活力；
- 5.9 委員查詢河道日後由哪些部門負責管理維修；
- 5.10 委員建議有關部門考慮於海濱設置單車徑；以及
- 5.11 委員希望有關部門能有效監察河道日後的管理、維修及清潔工作，以確保河道環境良好。

6. 署方回應如下：

- 6.1 關於河流水質問題，署方表示已聯同環境保護署於區內進行權宜接駁排污渠的勘查並處理有關的個案，署方日後亦會繼續就改善水質問題與環保署保持緊密聯繫。另外，署方會積極研究重置斜道的可行性，以方便附近居民；
- 6.2 關於河道水流的流量，署方會研究於不同時段均維持河道水流的方案；

- 6.3 署方表示防洪是渠務署的重要職責，並會致力提升河道的排洪能力；
- 6.4 署方表示河道為防洪設施，市民可走上浮台觀賞水體，但不建議接觸河水。另外，新增的河道設施會以安全為原則，署方會於進行詳細設計時考慮加入相應的安全設施，例如預警及監察系統；
- 6.5 就增設無線上網熱點的建議，署方會歸納在公眾參與期間收集到的意見，並一併考慮；
- 6.6 關於擬建的智能水閘，署方表示有關設計現時只處於初步研究階段，在進行詳細設計時會充份考慮水閘運作模式對環境的影響及節能問題，如有需要會考慮安裝噪音緩減裝置。另外，署方表示把污水處理廠建於地底的建議並不屬本工程項目範圍之內，會將委員的建議轉達相關分部；
- 6.7 署方表示，起動九龍東負責引導、協調和監察九龍東的整體發展，而渠務署則負責落實及推展活化翠屏河項目。由於項目現處於初步設計階段，故未能提供確實估價。至於活化翠屏河計劃的資料已上載於項目網頁，署方亦會於網頁發布公眾參與活動收集所得的意見，並詳細考慮有關意見，以優化項目設計；
- 6.8 關於在河口位置加建行人通道連接河道兩岸的建議，署方會將委員的建議轉達起動九龍東。另外，署方會考慮在稍後設計中加入藝術元素的建議；
- 6.9 就增設緩跑徑及單車徑的建議，署方需進一步研究其可行性；以及
- 6.10 署方會與相關部門商討河道日後的管理如何分工。

7. 主席建議署方可透過日後的公眾參與活動繼續收集意見，以優化項目設計。

8. 委員備悉有關文件。

III. 康樂及文化事務署觀塘區公共圖書館使用概況匯報
(觀塘區議會地區設施管理委員會文件第 2／2017 號)

9. 康樂及文化事務署（下稱「康文署」）關婉薇女士介紹文件。
10. 委員備悉有關文件。

IV. 康樂及文化事務署於 2016 年 10 月至 11 月份在觀塘區內設施管理的匯報
(觀塘區議會地區設施管理委員會文件第 3／2017 號)

11. 康文署鄧敏華女士介紹文件。
12. 委員備悉有關文件，並通過文件第 8 段的建議。

V. 觀塘區社區中心／會堂使用概況
(觀塘區議會地區設施管理委員會文件第 4／2017 號)

13. 觀塘民政事務處（下稱「民政處」）畢敏緻女士介紹文件。
14. 委員備悉有關文件。

VI. 2016-17 年度製作紀念品內容及財政預算
(觀塘區議會地區設施管理委員會文件第 5／2017 號)

15. 民政處畢敏緻女士介紹文件。
16. 五名委員提出意見和查詢如下：
 - 16.1 委員對環保概念表示支持，但認為建議的兩款紀念品實用性較低，建議製作常用的文件夾；
 - 16.2 委員認為回收報紙文件套表面設計雜亂，擔心難以印上社區會堂的聯絡資料；

16.3 委員認為製作回收報紙文件套成本昂貴；

16.4 委員認為若用以製作文件套的回收報紙內容不當，容易造成誤會；以及

16.5 委員建議製作實用的文件盒。

17. 民政處代表回應，由於招標及製作等程序需時，故委員新建議的紀念品很可能無法在本財政年度內製成。

18. 主席表示，預留用以製作紀念品的撥款需於本財政年度內使用，建議把本年度撥款退還財務及行政委員會，並於來年製作紀念品時參考委員上述意見。

19. 委員備悉有關安排。

VII. 觀塘區康樂及文化工程進展報告
(觀塘區議會地區設施管理委員會文件第 6／2017 號)

20. 委員備悉有關文件。

VIII. 於牛頭角下邨興建東九文化中心進度報告

21. 康文署俞真先生報告，東九文化中心的工程項目進展良好，地基工程已於 2016 年 1 月動工，目前進展順利；而上蓋工程的招標文件已於 2016 年 10 月中發佈，預期工程可於 2017 年年中展開。

22. 委員備悉有關資料。

IX. 觀塘地區小型工程 2016／2017 新建議項目
(觀塘區議會地區設施管理委員會文件第 7／2017 號)

23. 民政處蕭潔芝女士介紹文件，並就茜發道復康徑興建有蓋行人過路處的工程作出補充，指有委員於會前提出雖然上屆委員會曾就該項工程進

行實地視察，但由於工程涉及費用較高，故建議安排先再作實地視察。為此，處方會配合委員意見，於下次會議再提交予委員會通過有關工程。

24. 委員通過有關文件建議的第 1 至 6 及第 8 項工程項目。

X. 地區小型工程計劃進度報告
(觀塘區議會地區設施管理委員會文件第 8／2017 號)

25. 李景勳雷煥庭建築師有限公司（下稱「顧問公司」）李俊文先生介紹文件。

26. 委員提出意見和查詢如下：

26.1 委員查詢鯉魚門道鯉魚門廣場對面 24 號小巴士站（油塘方向）設置避雨亭的工程進度，並希望以圖片展示；

26.2 委員就文件中所載數項工程「正研究可行性」查詢具體所指為何；

26.3 委員讚賞負責跟進地區小型工程的民政處同事工作盡責、辦事有效率；以及

26.4 委員查詢茜發道麗港城 32 座外及對面小巴士站附近設置 2 個避雨亭的工程進度。

27. 顧問公司代表說明「正研究可行性」所指為何。以秀明道秀明樓外小巴士站設置避雨亭的工程為例，在探井挖掘工程完成後，顧問公司需要查看地下是否有管線或地基是否受石頭阻礙，才可研究如何進一步改善地基工程。另外，關於鯉魚門道鯉魚門廣場對面 24 號小巴士站（油塘方向）設置避雨亭的工程，早前發現阻礙地基的石頭已得到處理，現正安排進行恢復工程，預計 2017 年 3 月完工。至於茜發道麗港城 32 座外及對面小巴士站附近設置 2 個避雨亭的工程，由於完成探井挖掘工程後發現地下管道較密，故現階段正研究地基遷就管道的可行性。

28. 主席表示，本屆區議會的地區小型工程進度令人滿意，對負責跟進工程項目的民政處及相關部門同事予以感謝及讚賞。

29. 委員備悉有關文件。

XI. 地區設施管理委員會 2016／17 年度財政報告
(觀塘區議會地區設施管理委員會文件第 9／2017 號)

30. 秘書介紹文件。

31. 委員通過有關文件。

XII. 其他事項

觀塘區社區中心／社區會堂管理工作小組會議

32. 工作小組主席報告，小組第三次會議已於 2016 年 12 月 15 日舉行，主要內容如下：

32.1 組員備悉社區會堂和社區中心違規記分制度的檢討及修訂，對新安排由 2017 年 4 月 1 日起生效並無異議；

32.2 組員備悉租用社區會堂和社區中心的抽籤程序，並建議小組可於下次會議再討論如何優化抽籤程序及遞交電子表格的可行性；

32.3 關於個別會堂的維修及設施改善事宜，各會堂經理會作出跟進；以及

32.4 小組在會後收到個別團體查詢，當社區會堂被臨時徵用作避暑中心、避寒中心或收容中心時，有何機制通知已租借場地的團體。工作小組主席表示可於下次會議討論有關事項。

33. 委員備悉有關資料。

觀塘社區中心外牆懸掛慶回歸圖畫

34. 民政處蕭潔芝女士報告，為慶賀香港回歸 20 周年，全港各區將由 2017 年 1 月起舉辦連串慶祝活動。民政處希望安排邀請青年、少數族裔人

士及長者等合作繪畫以慶回歸為題的圖畫，並以橫幅壁畫形式於觀塘社區中心外牆展示。

35. 委員備悉有關安排。

XIII. 下次會議日期

36. 下次會議定於 2017 年 3 月 16 日（星期四）下午 2 時 30 分舉行。

37. 議事完畢，會議於下午 6 時正結束。

本會議記錄於 2017 年 3 月 16 日獲得通過。

觀塘區議會秘書處

2017 年 3 月



Appendix K

Harbourfront Commission Task Force for Kai Tak Harbourfront Development – Discussion Paper for the Meeting on 13 January 2017

Task Force on Kai Tak Harbourfront Development

For discussion
on 13 January 2017

TFKT/01/2017

Revitalisation of Tsui Ping River

PURPOSE

This paper aims to brief Members on the project “Revitalisation of Tsui Ping River” to be implemented by the Drainage Services Department, and to seek Members’ views on the project.

BACKGROUND

2. The King Yip Street nullah, of a length of about 1 km, was constructed more than 50 years ago, and constitutes the downstream section of the stormwater drainage network in central Kwun Tong. The bottom of the nullah is concrete-lined. Along parts of its length are solid walls as well as other facilities, including the supporting structure of an access ramp of the Kwun Tong Road footbridge KF90.

REVITALISATION OF TSUI PING RIVER

3. The Revitalisation of Tsui Ping River project will comprise drainage improvement works to strengthen the flood protection capability of the existing watercourse.

4. Alongside drainage improvement, enhancement measures will be undertaken to revitalise the watercourse into a green and lively Tsui Ping River, as well as to improve its accessibility to the neighbourhood. The River is centrally located in the Kwun Tong district, adjacent to residential developments and the bustling commercial cum industrial areas (see **Annex A**). Coupled with its inherent riverine characteristics, the revitalised River will lend itself very well to becoming a popular public space and amenity.

Task Force on Kai Tak Harbourfront Development

TFKT/01/2017

5. At the same time, the Government is working to facilitate the transformation of Kowloon East into an attractive alternative Core Business District – CBD2 to sustain the economic growth of Hong Kong. The latest Conceptual Master Plan version 5.0 promulgated by the Energizing Kowloon East Office (EKEO) in November 2016 advocates 5 main focuses, one of which is to develop Kowloon East into a Green CBD. The proposed revitalisation of Tsui Ping River will be a key feature of the Green CBD.

THE PROJECT PROPOSAL

6. Implementation of the project will serve a number of key objectives:-

- (i) reducing flood risk;
- (ii) revitalising the river;
- (iii) improving walkability and connectivity; and
- (iv) fostering a vibrant riverine public space.

7. Through water features, landscaping, ecological and environmental enhancement, the project aims at creating a green river channel with water scenery and amenity for the community. A preliminary layout plan and photomontages are shown in **Annexes B and C** respectively.

8. More specifically, the project scope comprises the following works items:-

- (i) revitalisation of the existing River, through the provision of waterscape design and water features;
- (ii) provision of landscaped walkways and footbridges along the River to enhance walkability and connectivity;
- (iii) provision of landscaped decks over the River;

Task Force on Kai Tak Harbourfront Development

TFKT/01/2017

- (iv) modification and face-lifting of the Kwun Tong Road Footbridge; and
- (v) related enhancement work in the vicinity of the River.

WAY FORWARD

9. The project is currently in the investigation stage. The first-stage public engagement (PE) commences in mid-January 2017 to collect and consolidate the public's views on the preliminary revitalisation plan and the project. The PE activities will last for two months. Detailed design and subsequent work for the project are targeted to start within 2017.

VIEWS SOUGHT

10. Members' views on the project are welcome.

ATTACHMENTS

Annex A – Location Plan of King Yip Street Nullah

Annex B – Project Layout Plan of Revitalisation of Tsui Ping River

Annex C – Photomontages of Revitalisation of Tsui Ping River

Drainage Services Department
January 2017

Annex A

Location Plan of King Yip Street Nullah



Project Layout Plan of Revitalisation of Tsui Ping River



Task Force on Kai Tak Harbourfront Development

Annex C

Photomontage for Revitalisation of Tsui Ping River (Section between Kai Lim Road and Kwun Tong Road)



Task Force on Kai Tak Harbourfront Development

Photomontage for Revitalisation of Tsui Ping River (Section between Shing Yip Street and Wai Yip Street)





Appendix L

Harbourfront Commission Task Force for Kai Tak Harbourfront Development – Presentation Materials for the Meeting on 13 January 2017

**Harbourfront Commission
Task Force on Kai Tak Harbourfront Development**

**Revitalisation of Tsui Ping River
Stage 1 Public Engagement**

(Paper No. TFKT 01/2017)

13 January 2017

Content

- To introduce preliminary design concepts of “Revitalisation of Tsui Ping River”
- To introduce the schedule of Stage 1 Public Engagement
- To seek Members’ views on the Project

Background

King Yip Street Nullah

- Constructed more than 50 years ago
- Located along Tsui Ping Road, King Yip Lane and King Yip Street, between Kai Lim Road and the harbour



Background

Energizing Kowloon East

- Transformation of Kowloon East into an attractive alternative Core Business District 2
- Five main focuses under the Conceptual Master Plan version 5.0 promulgated by EKEO in November 2016
 - ♦ Walkability & Mobility
 - ♦ Green CBD
 - ♦ Smart City
 - ♦ Socio-economic Vibrancy
 - ♦ The Spirit of Creation
- The proposed revitalisation of Tsui Ping River will be a key feature of the Green CBD.

Background

Revitalisation of Tsui Ping River

- Situated in the centre of Kwun Tong District, coupled with its inherent riverine characteristics, the watercourse is a precious space lending itself very well to being transformed into a riverside environment for public enjoyment.
- We aspire to create a Tsui Ping River that is revitalised environmentally and ecologically, and well connected with the neighbourhood, to serve the dual purposes of not only an upgraded drainage infrastructure, but also a water-friendly public amenity.

Key Objectives

1. Reducing Flood Risk

- ♦ To enhance the flood conveyance function of the existing river channel

2. Revitalising the River

- ♦ To provide waterscape, landscape, ecological and water quality enhancement
- ♦ To provide green riverine corridor

3. Improving Walkability and Connectivity

- ♦ To provide walkways alongside the river
- ♦ To provide cross-river walkways and landscaped decks

4. Fostering a Vibrant Riverine Public Space

- ♦ To make Tsui Ping River a landmark where one can experience the riverine scenery and leisure activities

Works Items

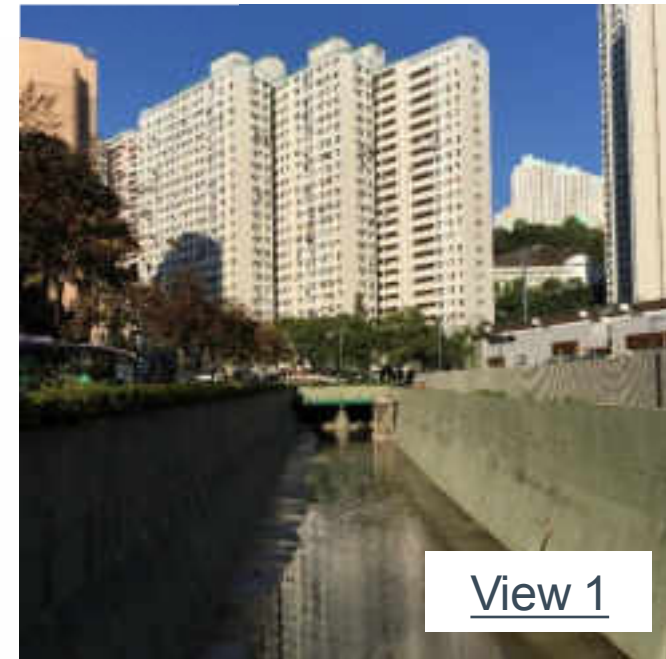
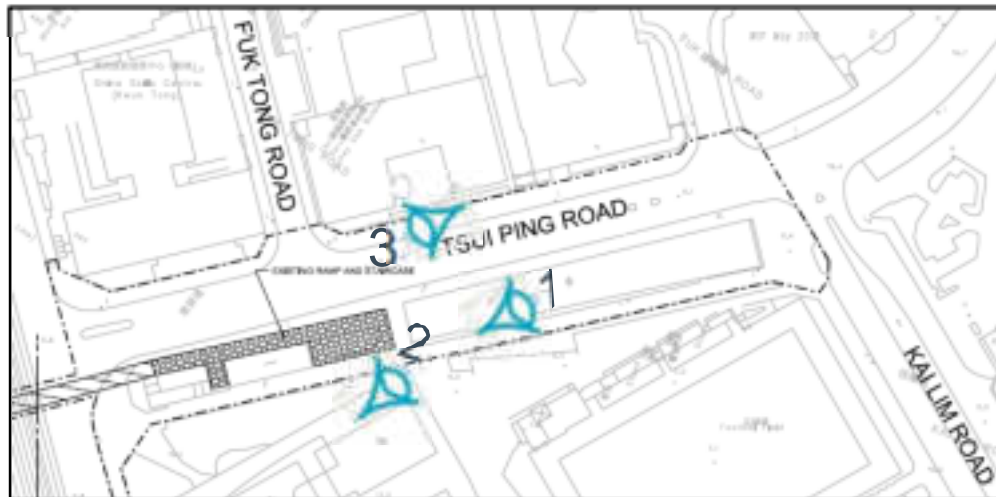
- Revitalisation of the existing River, through the provision of waterscape design and water features
- Provision of landscaped walkways and footbridges along the River to enhance walkability and connectivity
- Provision of landscaped decks over the River
- Modification and face-lifting of the Kwun Tong Road Footbridge
- Related enhancement work in the vicinity of the River

Preliminary Design Concepts



Zone A

(Between Kai Lim Road and Kwun Tong Road)



View 1



View 2



View 3

Zone A

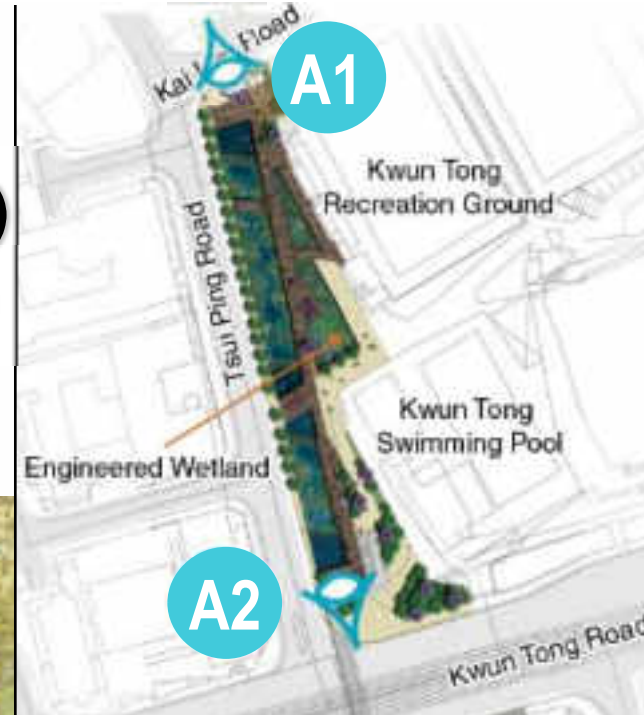
(Between Kai Lim Road and Kwun Tong Road)



Zone A

(Between Kai Lim Road and Kwun Tong Road)

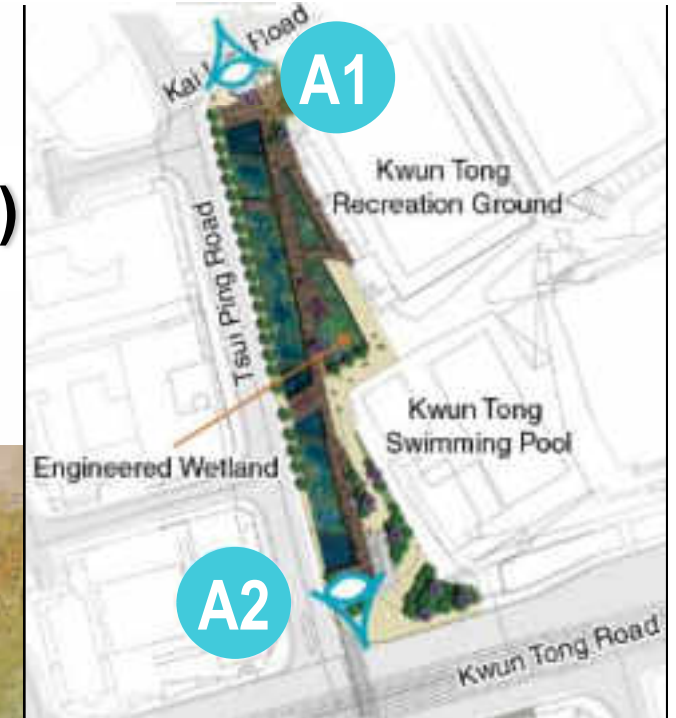
Photomontage A1 (near Kwun Tong Recreation Ground)



Zone A

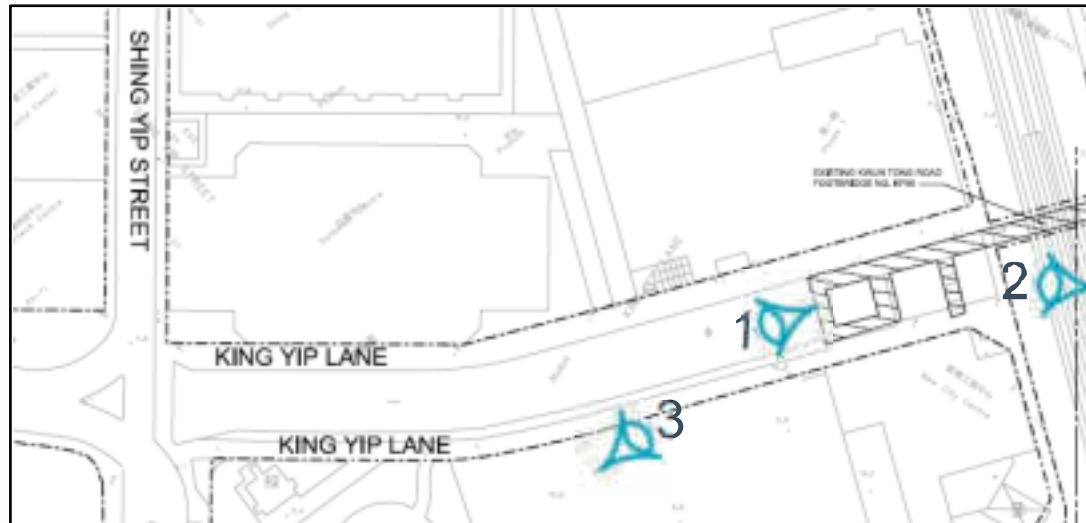
(Between Kai Lim Road and Kwun Tong Road)

Photomontage A2 (near Kwun Tong Swimming Pool)



Zone B

(Between Kwun Tong Road and Shing Yip Street)



View 1



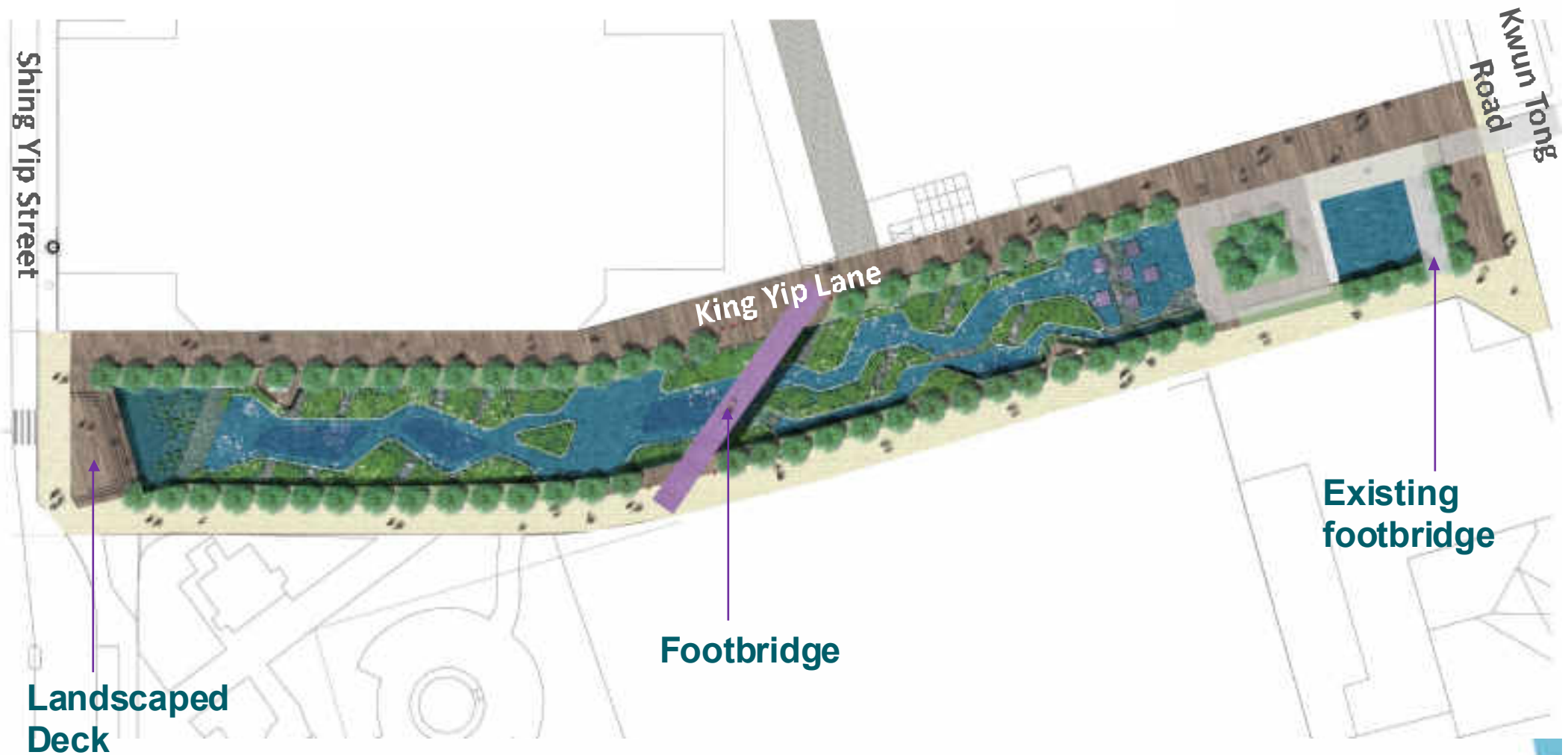
View 2



View 3

Zone B

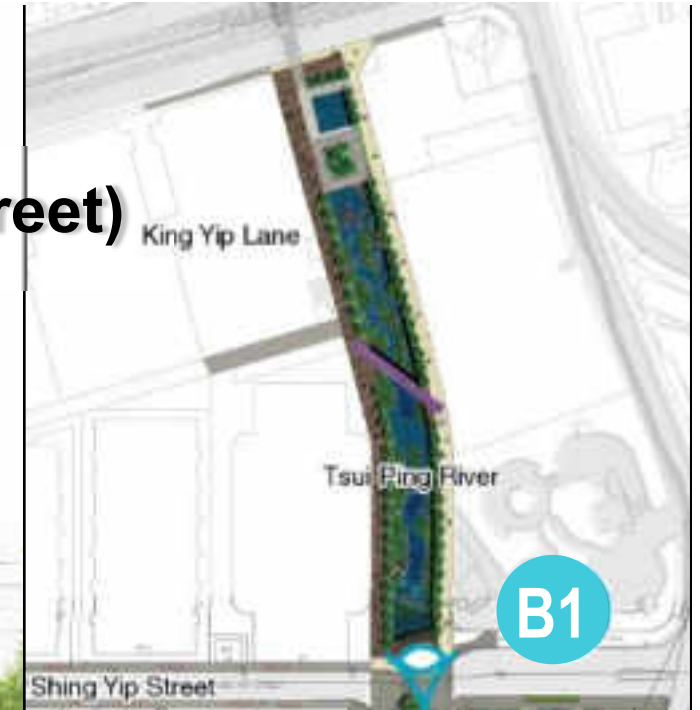
(Between Kwun Tong Road and Shing Yip Street)



Zone B

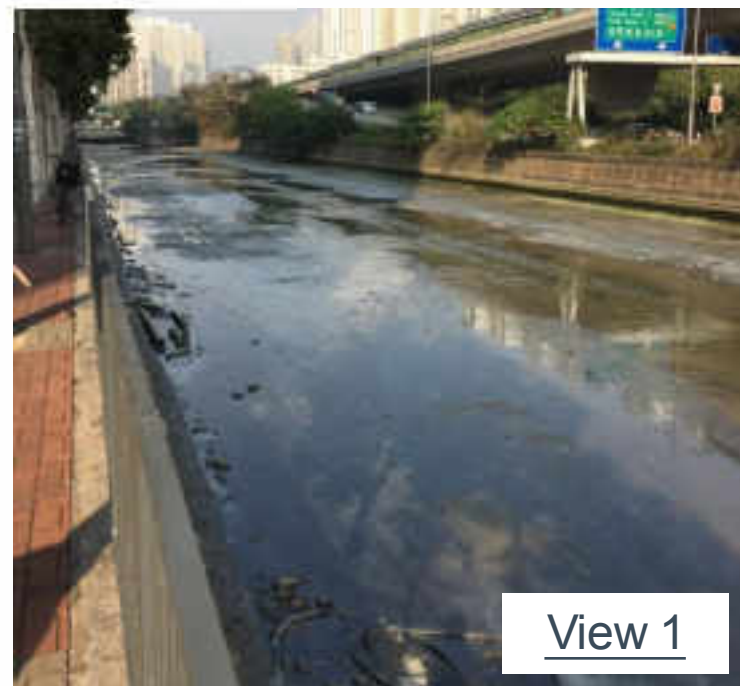
(Between Kwun Tong Road and Shing Yip Street)

Photomontage B1 (near Shing Yip Road)



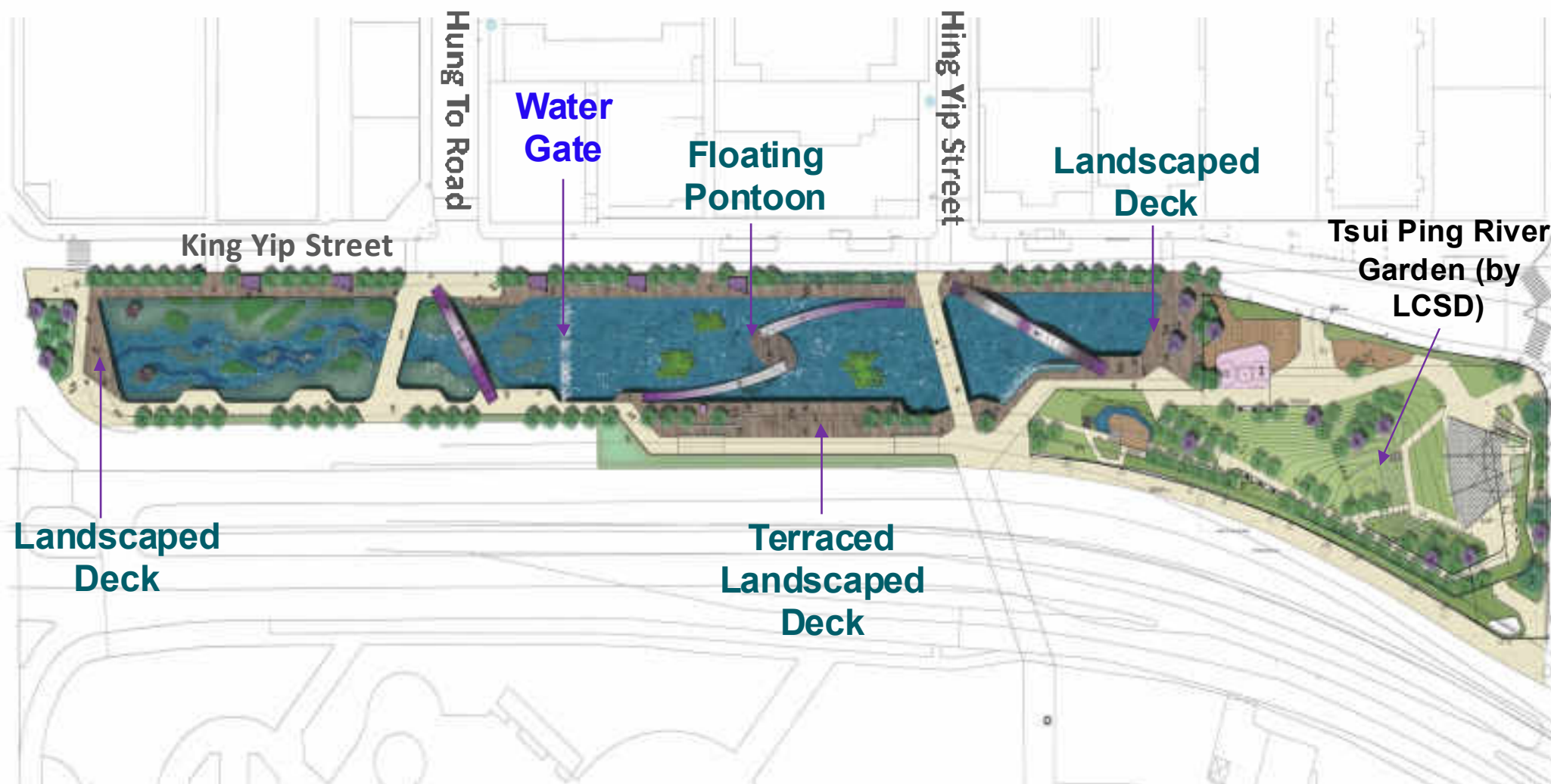
Zone C

(Between Shing Yip Street and Wai Yip Street)



Zone C

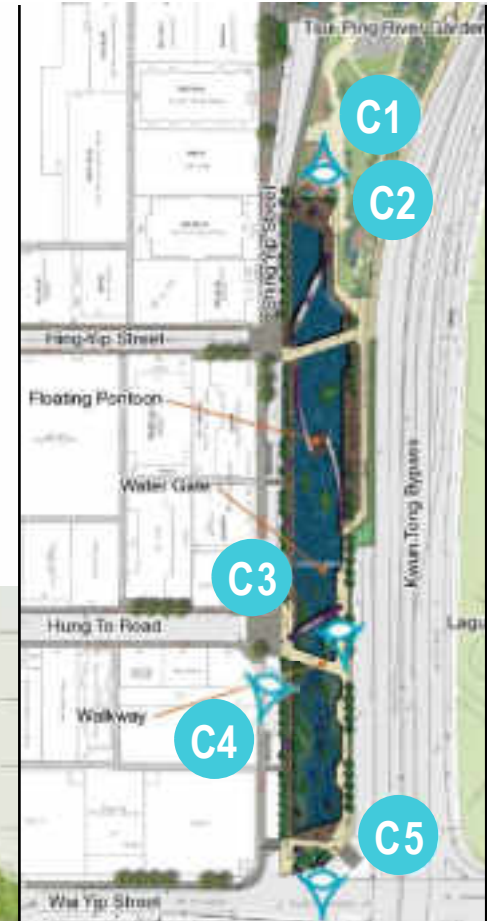
(Between Shing Yip Street and Wai Yip Street)



Zone C

(Between Shing Yip Street and Wai Yip Street)

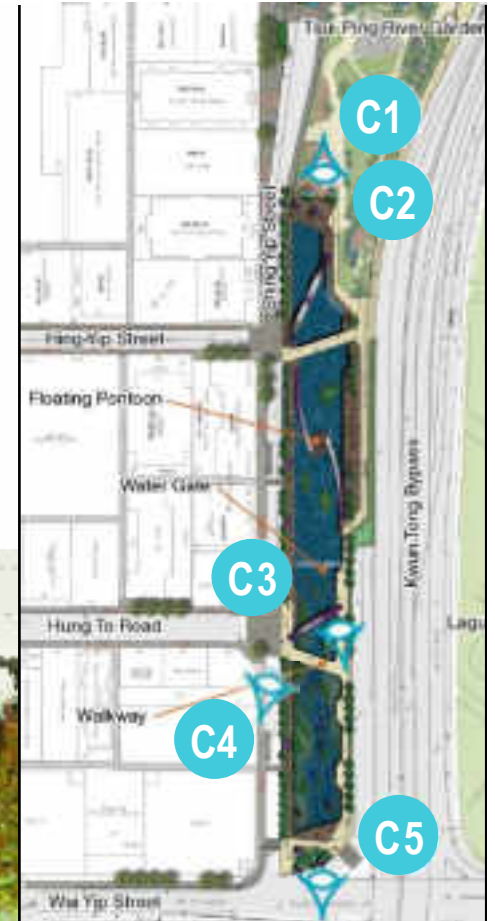
Photomontage C1 (near Tsui Ping River Garden)



Zone C

(Between Shing Yip Street and Wai Yip Street)

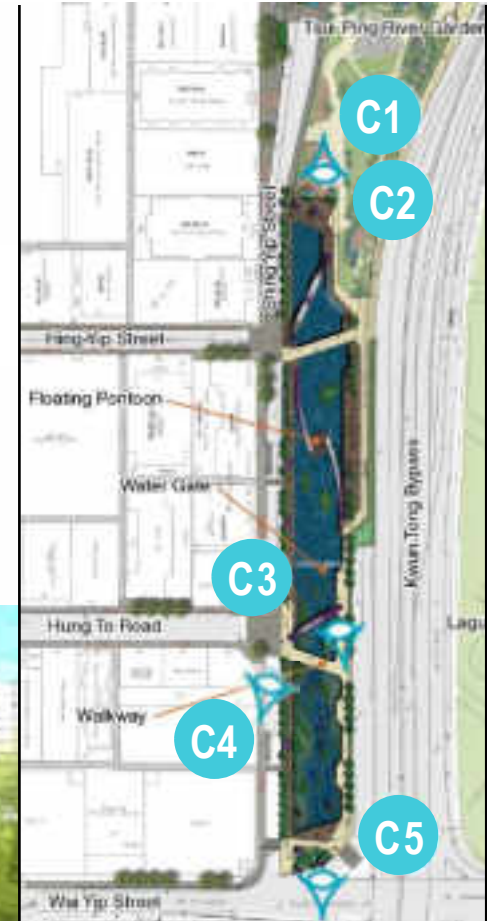
Photomontage C2 (near Tsui Ping River Garden)



Zone C

(Between Shing Yip Street and Wai Yip Street)

Photomontage C3 (near Hung To Road / Proposed Water Gate)



Zone C

(Between Shing Yip Street and Wai Yip Street)

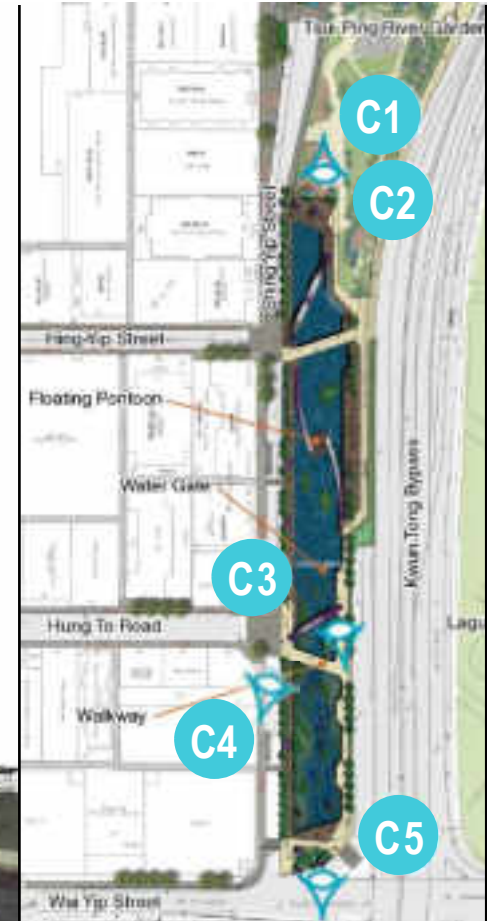
Photomontage C4 (near Hung To Road)



Zone C

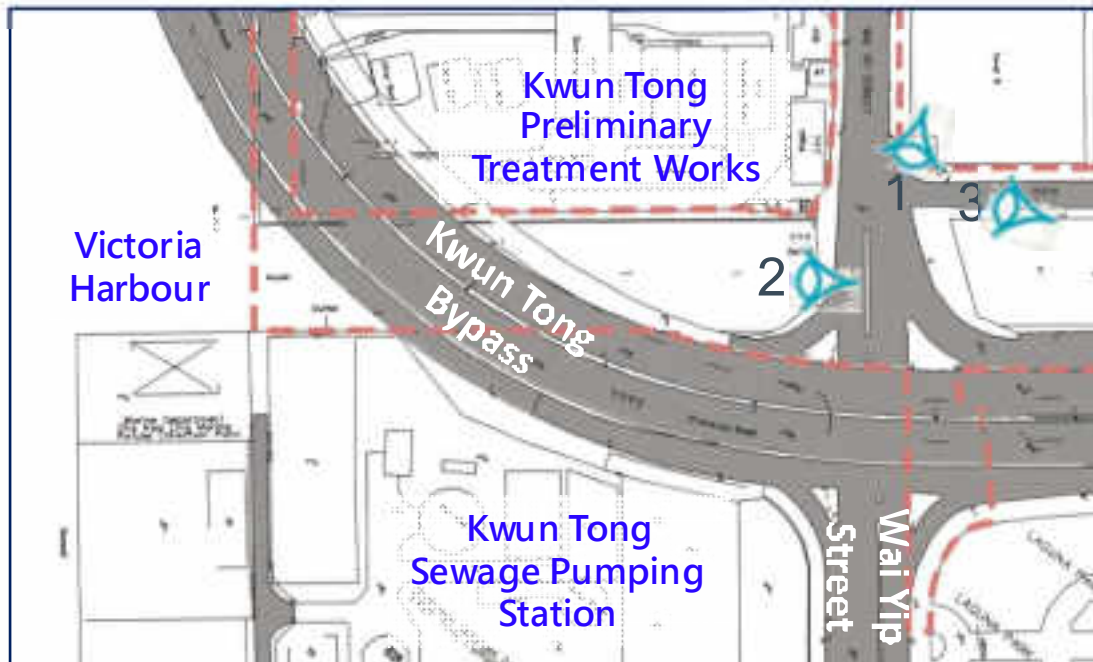
(Between Shing Yip Street and Wai Yip Street)

Photomontage C5 (near Wai Yip Street)



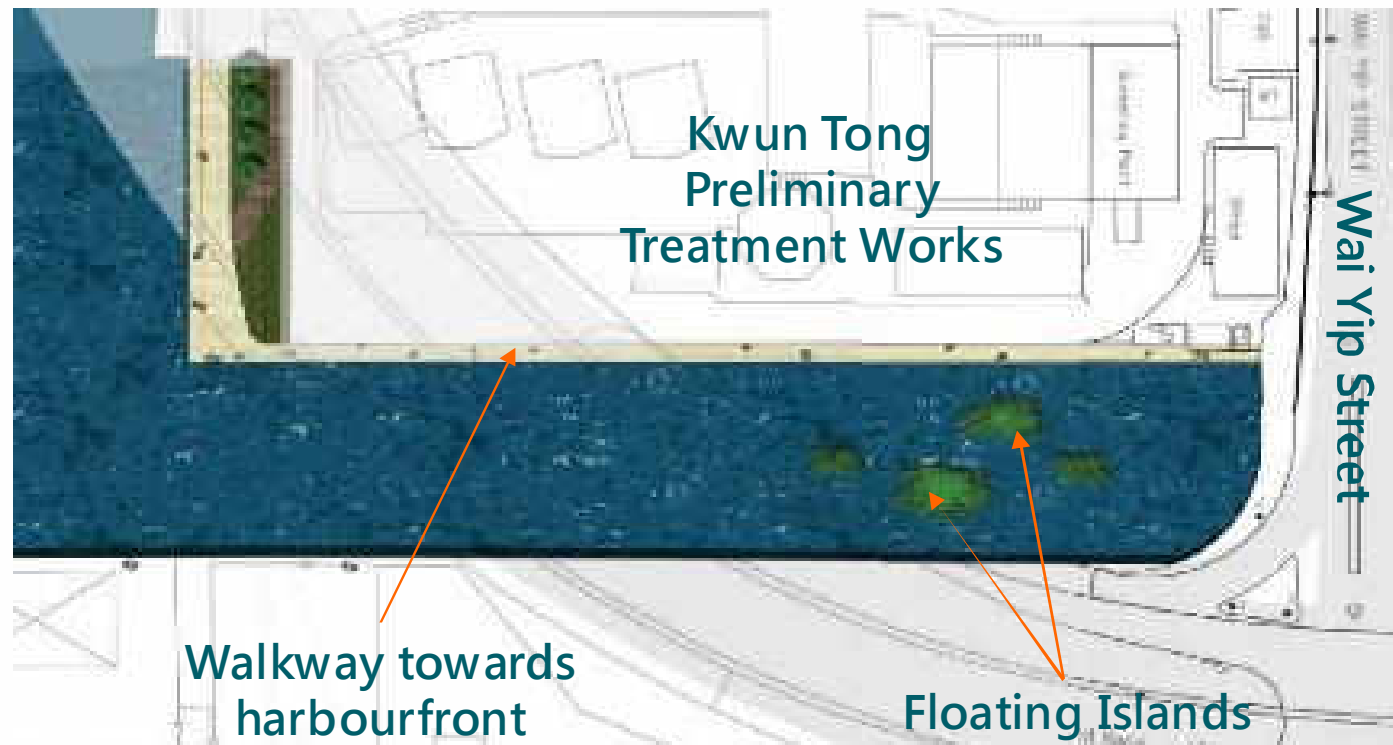
Zone D

(Between Wai Yip Street and Victoria Harbour)



Zone D

(Between Wai Yip Street and Victoria Harbour)



Stage 1 Public Engagement

- Consultation with District Facilities Management Committee under Kwun Tong District Council (12 Jan 2017)
- Consultation with Task Force on Kai Tak Harbourfront Development under Harbourfront Commission (13 Jan 2017)
- Roving Exhibition (16 Jan to 5 Mar 2017)
 - ♦ EKEO Exhibition Hall
 - ♦ Kwun Tong MTR Station
 - ♦ Kwun Tong Swimming Pool
 - ♦ Laguna Park
 - ♦ Shing Yip Street Rest Garden
 - ♦ Kwun Tong Promenade
 - ♦ Tsui Ping Commercial Complex
 - ♦ Phase 1 Laguna City Clubhouse
 - ♦ E-Plaza
- Community Workshop (11 Feb 2017)
- Project Website : www.tsuiipingriver.hk

Study Progress

- The Project is now in the investigation phase
- The Stage 1 Public Engagement activities have just begun
- Detailed design is anticipated to commence within 2017

**Members' views on the Project
are welcome.**

Thank you!



Appendix M

Harbourfront Commission Task Force for Kai Tak Harbourfront Development - Minutes of Meeting on 13 January 2017

Task Force on Kai Tak Harbourfront Development

Minutes of Twenty-fourth Meeting

Date : 13 January 2017 (Friday)
Time : 11:00 a.m.
Venue : Liquor Licensing Board (LLB) Conference Room (Room 102),
1/F, 258 Queen's Road East, Wanchai, Hong Kong

Present

Mr Vincent NG Chairman

Organization Members

Mrs Margaret BROOKE	Representing Business Environment Council
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Mr Ken SO	Representing The Conservancy Association
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Freddie HAI Tuen-tai	Representing Hong Kong Institute of Architects
Mr Paul YK CHAN	Representing Hong Kong Institute of Landscape Architects
Prof TANG Bo-sin	Representing Hong Kong Institute of Planners
Mr Ivan HO	Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN Kin-sek	Representing Hong Kong Institution of Engineers
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour

Individual Members

Mr Derek SUN	Co-opted Member
Mr YIP Hing-kwok	Co-opted Member

Official Members

Mr Francis CHAU	Principal Assistant Secretary (Works)2, DEVB
Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB
Mr Thomas WK CHAN	Senior Manager (Tourism)41, Tourism Commission (TC)
Mr Wilson PANG	Assistant Commissioner/Urban, Transport Department (TD)
Ms YING Fun-fong	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 Emily SOM	Secretary

Absent with Apologies

Mr CHAN Ka-kui	Individual Member
Ms Kelly CHAN Yuen-sau	Individual Member
Mr Hans Joachim ISLER	Individual Member
Ms Vivian LEE	Individual Member
Mr NGAN Man-yu	Individual Member
Mr Duncan CHIU	Co-opted Member
Mr LO Chiu-kit	Co-opted Member
Ms Melissa Kaye PANG	Co-opted Member
Sr Emily LI	Representing Hong Kong Institute of Surveyors
Mr Louis LOONG	Representing Real Estate Developers Association of Hong Kong

In attendance

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

For Item 3

Mr KAN Hon-shing	Chief Engineer/Drainage Projects, Drainage Projects Division, Drainage Services Department (DSD)
Mr CHAN Hak-keung	Senior Engineer/Drainage Projects 2, DSD
Mr CHAN Hok-man	Engineer/Drainage Projects 21, DSD
Mr Jeffrey CHAN	Associate Director, Atkins China Limited

For Item 4

Mr Roy LAM	Senior Engineer 3/Central Kowloon Route, Highways Department (HyD)
Ms Karen CHUI	Project Coordinator 3/Central Kowloon Route, HyD
Mr Franki CHIU	Director, Arup - Mott MacDonald Joint Venture (AMMJV)
Mr Ray TANG	Associate, AMMJV
Mr MAK Lin-fat	Senior Engineer, AMMJV

For Item 5

Mr YIU Siu-hung, Edmond	Estate Surveyor/Kai Tak Airport (District Lands Office,
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Kowloon East), Lands Department (LandsD)

The Chair welcomed all attending the 24th meeting of the Task Force on Kai Tak Harbourfront Development.

The Chair informed Members that **Mr Francis CHAU**, Principal Assistant Secretary (Works) 2 of Development Bureau (DEVB) attended on behalf of Mr Vincent MAK. **Miss Christine AU**, Principal Assistant Secretary (Harbour) of DEVB attended on behalf of Mr Thomas CHAN. **Mr Thomas WK CHAN**, Senior Manager of Tourism Commission (TC) attended on behalf of Mr George TSOL.

Item 1 Confirmation of the Minutes of the last Meeting

1.1 The draft minutes of the 22nd and 23rd Task Force meeting were circulated to Members for comment on 9 January 2017. The revised draft minutes with Members' comments incorporated were circulated again on 12 January 2017.

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

Item 2 Matters Arising

Progress Report on Kai Tak Development (TFKT/08/2016) (paragraph 2.17 of the confirmed minutes of the 22nd meeting)

2.1 **The Chair** reported that, in response to Members' enquiries on the Review Study of Kai Tak Development, the Planning Department (PlanD) and Civil Engineering and Development Department (CEDD) had arranged an informal briefing with Members on 28 October 2016 prior to the formal consultation with the Task Force at its 23rd meeting on 18 November 2016. The Secretariat provided a written response in the form of post-meeting notes.

Improvement to Hoi Bun Road Park and Adjacent Area (TFKT/09/2016) (paragraph 3.9 of the confirmed minutes of the 22nd meeting)

2.2 In response to Mr ZIMMERMAN's enquiry on waterfront open space projects in KTD, **the Chair** reported that the Secretariat was preparing a list which would be disseminated to Members for information when ready.

**The
Secretariat**

(Post-meeting notes: The Harbour Unit gave a presentation on the open space projects in Kai Tak Development and its neighbouring area at the 25th Task Force meeting on 24 February 2017. Members were invited to express their views on any proposed projects that could be funded by the sum of \$500 million as initial dedicated funding for harbourfront enhancement as promulgated in the 2017 Policy Address.)

Feasibility of Further Water Quality Improvement at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter for Water Sports Activities (TFKT/11/2016) (Paragraph 5.17 of the confirmed minutes of the 22nd meeting)

2.3 In response to Mr ZIMMERMAN's enquiry about the treatment of polluted discharge collected by dry weather flow interceptors, CEDD supplemented further information in the form of post-meeting notes issued for Members' information on 9 January 2017.

Kai Tak Sports Park Project Design Development and Findings of Urban Design Study (TFKT/12/2016) (paragraph 6.30 of the confirmed minutes of the 22nd meeting)

2.4 At the 22nd meeting, Members requested the project team to supplement information in relation to the impact and costs of the recommended noise mitigation measures for the Kai Tak Sports Park Project, including the proposed acoustic retractable roof at the Main Stadium. Details of the Environmental Impact Assessment (EIA) Report on "Noise Impact Assessment" (Chapter 5 of the EIA) were disseminated for Members' information on 9 January 2017.

Review Study of Kai Tak Development (TFKT/14/2016) (paragraph 1.31 of the confirmed minutes of the 23rd meeting)

2.5 **The Chair** reported that, after the consultation with Kai Tak Task Force on the Review Study of Kai Tak Development at the 23rd

meeting on 18 November 2016, PlanD and CEDD consulted the Harbourfront Commission (HC) on the refined schemes at its 25th meeting on 13 December 2016. The Secretariat provided a written response in the form of post-meeting notes.

2.6 **Mr Nicholas BROOKE** enquired about the latest progress of the refined schemes for Area 4 of the Review Study of Kai Tak Development.

2.7 **Miss Christine AU** updated Members that, subsequent to the 25th HC meeting, PlanD and CEDD were in the process of preparing a 3-dimensional model to illustrate the refined scheme and reassured the Task Force that a workshop would be arranged for Members to view the physical model prior to the Town Planning Board (TPB) meeting scheduled in January 2017.

(Post-meeting notes: Subsequent to the 25th HC meeting, PlanD and CEDD organized an informal workshop on 18 January 2017 during which the notional scheme for Area 4 and a 3-dimensional model were presented to Members.)

2.8 **Mr Paul ZIMMERMAN** would like to correct a typo in para. 2.5 of the confirmed minutes of the 23rd meeting, which was a minor spelling mistake with his name. Regarding the Review Study, he enquired whether and when the Government would conduct an urban design study and land use review for the head of the Kai Tak Approach Channel (KTAC). He believed that this area could be developed into a renowned harbourfront area similar to the Marina Bay in Singapore and the Darling Harbour in Sydney.

2.9 **Ms YING** responded that CEDD would commence a consultancy study with a view to developing a conceptual plan for the 11 km long waterfront promenade at Kai Tak, including the section near the estuary of KTAC. She pointed out that the Kai Tak waterfront promenade stretched across different types of land use and development sites, e.g. commercial, residential, recreational sites as well as hospital clusters. Given that a certain number of infrastructure projects in Kai Tak Development (KTD) had commenced and their details were available, it was a suitable juncture to develop some planning and design guidelines for the 11km long waterfront promenade holistically. She

supplemented that the consultancy study was expected to start in early 2017 and ascertained that Members would be consulted and engaged during the course of the study.

(Post-meeting notes: CEDD arranged a workshop on 23 March 2017 to exchange views with Members on the Study of Design Control and Guidelines for Kai Tak promenade, among other issues.)

2.10 **The Chair** enquired whether the scope of the consultancy study would include the waterbody abutting the promenade.

2.11 To cater for the flexibility for carrying out water sports and recreational activities at “Open Space” (“O”) zone along the waterfront, **Mr YING** said that it was proposed under the Review Study to include ‘water sports/recreation use’ under Column 1 of the “O” zone in the Notes of the Kai Tak Outline Zoning Plan (OZP). She informed Members that following the implementation of various enhancing measures by the Government, the water quality of KTAC and Kwun Tong Typhoon Shelter (KTTS) had progressively and significantly improved. She confirmed that the study would examine how the promenade be designed to facilitate water sports activities.

2.12 **Mr Paul ZIMMERMAN** would like to know how the existing bollards and landing steps along the promenade adjoining the Hong Kong Children’s Hospital (HKCH) would be handled. Noting that the consultancy study of the Kai Tak promenade would only commence after the amendment of the Kai Tak OZP, he asked how the findings of the study could be reflected in the OZP. He pointed out that the uses at the ground level of the properties and development would define the level of activity of the adjacent waterfront open spaces. He queried whether the Government would further amend the OZP with reference to the results of the study.

(Post-meeting notes: The staircase near the north end of the promenade adjacent to the Hong Kong Children's Hospital (HKCH) could not reach the sea level and was therefore unable to serve as landing steps to facilitate boarding / disembarking. Its width was sufficient for maintenance staff but not for public use. The purpose of this staircase was to provide a maintenance access to the retaining wall beneath the taxiway bridge of the former Kai Tak Airport (now

part of Shing Fung Road). As reported in the meeting on 18 August 2015, the staircase would be fenced off with planting and excluded from the existing design. As for the seawall, it was also reported in the meeting that the existing seawall would be retained. Having consulted the Task Force and the Kowloon City District Council in 2015, ArchSD had developed the design of the promenade fronting the hospital accordingly. In view of public safety and as there was no landing steps facility at the promenade, there would be railing on top of the seawall. The design of the railing had already taken into account the need for public enjoyment of the waterfront while balancing the need for public safety, aesthetics and maintenance requirement.)

2.13 **Ms YING** recalled that the project team of HKCH had consulted KTTF on the design of the project in previous meeting(s). She would relay Mr ZIMMERMAN's enquires to the project team for follow up. The width of the promenade at Kai Tak was not narrow in general, except the section adjoining HKCH. There was sufficient space on both sides of the former runway to support the development of waters sports in KTD and provision of relevant facilities. She expected that, in terms of land use, findings of the consultancy study would not affect the proposed amendments of the Kai Tak OZP.

2.14 **Mr Paul ZIMMERMAN** reiterated his view that the level of activity and characters of open space and waterfront promenade would be directly affected by the nature of its adjacent development. He raised two questions:

- (a) how the review of the promenade could echo with that of the Kai Tak OZP; and
- (b) how the land use interface issues between the open space and the adjoining developments would be addressed.

2.15 **Ms YING** clarified that the land use in KTD was reviewed through the Review Study and proposed amendments to the Kai Tak OZP. As a further step in urban planning, this consultancy study of waterfront would be carried out with a view to developing an overall planning concept and design guidelines for the 11km long waterfront promenade, thereby enhancing consistency among different sections of the promenade before proceeding to the detailed design stage. She said that, except the section along HKCH had a detailed design, the

remaining sections of the Kai Tak promenade would be delivered at different stages by different parties. Thus, the study outcome would provide a framework for different parties to follow.

2.16 **Mr Paul ZIMMERMAN** stressed that the atmosphere of waterfront promenade would be defined by the land use of the adjacent developments at ground and mezzanine levels, as well as the actual design of the promenade itself.

2.17 **Mrs Margaret BROOKE** shared Mr ZIMMERMAN's view and recalled that some detailed design ideas could not be adopted given they had not been incorporated into the OZP, she was worried that this would happen again, leaving little flexibility on the design of the promenade.

2.18 **The Chair** noted Members' views. He agreed that there were interface issues between the urban design study on the waterfront promenade in Kai Tak and the land use as stated in the Kai Tak OZP. There were also interface issues between the promenade and the adjoining waterbody, in terms of planning and design perspectives, as well as the provision of facilities. Members should note that the urban planning process and the construction and management of relevant facilities would involve a high degree of coordination within the Government. From an urban design perspective, he shared Members' views that land uses and planning restrictions stated in the OZP could be refined and amended with sufficient justifications if opportunities arose. Members could raise comments on the OZP during the public inspection period for PlanD's consideration. He opined that Members should welcome CEDD's initiative to take a step forward in carrying out an urban design study for the Kai Tak promenade. Members could offer opinions to help resolve the interface issues between the promenade and the adjoining land uses as well as setting some design criteria on the promenade, with a vision to building a vibrant harbourfront. Instead of having a single Government department being responsible for all the planning issues, it was more practical for CEDD and its consultants to come up with design inputs and ideas to address the interfacing issues between the waterfront and the adjoining land uses.

2.19 In response to Members' concern, **Mr Tom YIP** replied that

there would be frontage areas at the ground level of the proposed developments along the promenade in Area 4 as stated in the OZP. The project team endeavoured to realize and implement the planning concepts in accordance with the Harbour Planning Principles and Guidelines. He assured Members that CEDD and PlanD would take comments received from previous consultation sessions onboard in taking the scheme forward.

2.20 **Mr Ivan HO** opined that it should be seen as an improvement that the Government would take the initiative in formulating a planning concept for the Kai Tak promenade by means of urban design study prior to land disposal. He understood that Members were concerned whether the OZP would pose constraints on the design of the promenade. In view of this, he suggested CEDD and its consultants to provide regular updates of the study to Members at the interim stage. He would also like to know how the planning and design concepts recommended by the study could eventually be implemented.

2.21 **The Chair** said that Mr HO's question pointed out the importance of ensuring that the study findings would be implementable.

2.22 **Mr Tom YIP** replied that the consultancy study would recommend a set of design guidelines for the promenade. The project team would keep Members informed on the progress during the course of the study. He said that among different mechanism, the simplest and most direct way to implement the planning concept and design guidelines was to include relevant requirements into the land lease of development sites as lease conditions.

2.23 **The Chair** enquired whether the consultant study would be jointly carried out by CEDD and PlanD.

2.24 **Ms YING** said that the study would involve a number of Government departments, including PlanD, CEDD, the Harbour Unit and the Leisure and Cultural Services Department.

2.25 **The Chair** commented that the Government had taken a big step forward in enhancing the urban design in Kai Tak through inter-departmental coordination and efforts. He advised the project

team to report to the Task Force regularly so that Members could express their views and monitor the progress closely.

2.26 **Mr Nicholas BROOKE** viewed that the interface issues between the land use review and the promenade study had to be addressed in the early stage and should be stipulated as one of the scopes of the consultancy study.

2.27 **The Chair** thanked Mr BROOKE for his comment. He presumed that the project team agreed with Members' suggestions and they would be incorporated into the study.

2.28 **Ms YING** supplemented that the consultancy study was at its preparation stage and the scope of the study would be suitably adjusted taking into account the constraints of available funding.

2.29 **Miss Christine AU** understood that Members' concern centered on the interfacing issues between the open space and its adjoining land use. She opined that the overall planning of open space, as well as its integration with adjoining developments had been suitably addressed in the OZP. For instance, retail belt and underground shopping streets were planned in Area 4 and Area 2 of the Kai Tak Development respectively. There would also be commercial developments in Area 2. She pointed out that interfacing issues would necessarily be featured in the study given that it would be fundamental to look into the planning of adjoining development before coming up with design ideas for a particular section of open space.

2.30 **The Chair** agreed and stressed that the promenade should not be segregated from the neighbouring land uses. He assumed that the consultants would address the aforesaid interfacing issues in the study.

2.31 **Mr Paul ZIMMERMAN** reminded Members that the presentation on the Review Study of Kai Tak Development did not feature human activities or experience on the ground level of the waterfront area, he opined that these should be included into the study.

2.32 **The Chair** advised the project team to take note of Mr

ZIMMERMAN's and Members' remarks in the consultancy study.

Item 3 Revitalisation of Tsui Ping River
(Paper No. TFKT/01/2017)

3.1 **The Chair** recalled that the Energizing Kowloon East Office (EKEO) and the Drainage Services Department (DSD) had briefed Members on the transformation of Tsui Ping River project at the meeting held in April 2015. DSD had now provided a discussion paper (TFKT/01/2017) to update and seek Members' views on the project.

3.2 **The Chair** welcomed **Mr KAN Hon-shing**, **Mr CHAN Hak-keung** and **Mr CHAN Hok-man** from DSD, and Mr Jeffrey CHAN from Atkins China Limited to the meeting.

3.3 **Mr KAN** and **Mr CHAN Hak-keung** presented the improvement project with the aid of a PowerPoint.

3.4 **The Chair** commented that the Tsui Ping River project resembled the Cheonggyecheon Stream in South Korea. He recalled that Members supported the Tsui Ping River revitalisation project as presented at the 17th meeting and invited Members to give views on the preliminary design concepts of the project.

3.5 **Mr Wilson YIP** said that the Kwun Tong District Council had given its support to the project in principle. He raised the following enquiries:

- (a) he noted that the project targeted to enhance the flood conveyance function of the existing river channel. He would like to know whether the capacity of Tsui Ping River would be affected by the proposed floating pontoons and in-stream planting and intensify the risk of flooding at Fuk Tong Road and Tsui Ping Road. He enquired whether DSD would deepen the river to increase the capacity of Tsui Ping River;
- (b) the existing carpark at Shing Yip Street would be transformed into Tsui Ping River Garden to be managed by

- Leisure and Cultural Services Department (LCSD). He enquired whether these parking facilities would be reprovisioned near the future Tsui Ping River; and
- (c) the project team should also consider aesthetics in developing the design for the proposed walkways and footbridges alongside and across the river so as to create a unique character for the future Tsui Ping River.

3.6 **Mr Nicholas BROOKE** was in support of the proposal. He believed that DSD would further refine the design of the project after taking into account Members' comments. He said that the initiative would result in a remarkable transformation of the Kwun Tong district. He had three observations:

- (a) he suggested DSD to extend the public engagement period from two months to three or four months to allow sufficient time for members of the public to express their views;
- (b) in terms of the overall design, he opined that the fundamental goal was to encourage people to go near the river. The current design was sophisticated and suggested that the project team could start with a base case and add on special features step by step; and
- (c) regarding water quality of Tsui Ping River, he was aware that polluted water was discharged into the river and caused odour problem. He wondered if these problems could be tackled through the revitalisation project.

3.7 **Mr Ivan HO** supported the proposal and noted that the local community was enthusiastic about the project. He raised four points to the project team for consideration:

- (a) apart from the proposed water gate near Hung To Road, he suggested to install an additional one at Wai Yip Street in order to maintain a constant flow of water in the river and to control the water level. The project team could make reference to similar cases in Macau and Panama Canal;
- (b) the general public was also concerned that the downstream would be flooded during raining season. He shared that

the Barcelona Government had installed an alarm system which would be triggered when the water level at the upstream of the river reached a certain level, such that people at the downstream would be alerted and evacuated in advance;

- (c) in terms of pedestrian connectivity and accessibility, he supported the idea of demolishing the existing pedestrian ramp above the nullah which would help improve the visual environment. For a similar project in Yuen Long, he noted that a new footbridge would be erected above the nullah instead. It appeared to him there was inconsistency within the Government in handling these similar projects; and
- (d) to enhance walkability and connectivity, he said that space underneath the existing Kwun Tong Bypass flyover should also be planned so as to link up with the nearby Laguna Park and Laguna City. He viewed that DSD and the consultant could suitably review the number of footbridges and walkways.

3.8 **Prof TANG Bo-sin** supported the project. He enquired whether the concept of the proposed engineered wetland in Zone A could also be used in the future Tsui Ping River Garden at King Yip Street.

3.9 **Mr Paul YK CHAN** expressed appreciation for the project as well as the illustration in the PowerPoint presentation. He raised the following comments:

- (a) he pointed out that the site area of the engineered wetland between Kai Lim Road and Kwun Tong Road in Zone A was relatively small. It appeared to him that the wetland mainly served a decorative purpose. He suggested to simplify the architectural design and asked whether it could be replaced with a bioswales and rain garden;
- (b) the Government had launched a public consultation on Biodiversity Strategy and Action Plan for Hong Kong in 2016. He asked whether the project team could also provide some biodiversified landscape and create roadside

buffers between the wetland area and the neighbouring community facilities;

- (c) given the waterbody of Tsui Ping River was not large, it might not be necessary to have covered decks along the riverside. He asked whether the floating pontoons and footbridges would serve as open space, thereby encouraging social interaction; and
- (d) in order to help promote a “water-friendly culture” in Hong Kong, the general public should have access to water in certain parts of the river under safe conditions.

3.10 **Mr LEUNG Kong-yui** would like the project team to provide further information regarding the sources of water running into Tsui Ping River during dry seasons.

3.11 **Ir Raymond CHAN** fully supported the proposal and credited the photomontages and video presented by the project team. He realized that the presentation was based on a dry weather flow situation. Noting that the main function of Tsui Ping River was flood control, he would like to know more about the situation of the river and the condition of the proposed drainage infrastructures in rainy seasons.

3.12 **Mr Paul ZIMMERMAN** raised the following enquiries:

- (a) how to maintain constant water flow in the river and tackle the problem of odour in dry weather. Despite all the efforts by the Government, he said that expedient connections could not be practically eliminated;
- (b) would DSD improve the hydraulics of the river for wet weather seasons;
- (c) whether DSD would prepare a coordinated scheme that covered the Tsui Ping River revitalisation project, the upgrading of Kwun Tong preliminary treatment works and enhancement works for Kwun Tong sewage pumping station which had been separately presented to the Task Force;
- (d) whether it was feasible to move the proposed cantilevered footpath along Wai Fat Road to King Yip Street. Given the proposed footpath along Wai Fat Road was at a close

proximity to the highways where vehicles were going up Kwun Tong Bypass, he was concerned that it would result in an unpleasant pedestrian environment;

- (e) whether the pavement works in the vicinity would also be taken up by the project team to enhance the streetscape, and whether the Transport Department (TD) was involved for the pedestrian crossing enhancement works in the area; and
- (f) he shared Mr YIP's concern regarding the availability of carparking facilities and it appeared to be more sensible to retain the existing carpark to allow visitors to park their cars and visit the Tsui Ping River. He said that TD should update Members with an overall car parking and congestion relief plan for Kwun Tong. He also raised the interfacing issue between the future commercial site at King Yip Lane and the river; and
- (g) he expressed support for the project and would like the project team to highlight the major changes of the project between the current presentation and the last presentation which was discussed at the 17th meeting in April 2015.

3.13 **Mr Freddie HAI** fully supported the project and recognised and praised DSD's efforts in carrying out the upgrading and improvement works. Assuming that the future Tsui Ping River would become a very popular destination with wide biological diversity, it would be important for the project team to work closely with the Food and Environmental Hygiene Department to tackle the potential waste materials produced within the site in the near future. For instance, visitors should be encouraged to observe the 'leave-no-trace' principle. He also supported Mr ZIMMERMAN's suggestion that there should be a pedestrian link bridge at the river's mouth to improve connectivity along the promenade. He cited example in Canary Wharf, London, that such kind of link bridge could be a local landmark and would not need to be over-engineered or over designed.

3.14 **Mrs Karen BARRETTO** supported the project and raised two questions:

- (a) whether the current ecological function of the waterway had been assessed; and

- (b) what would be the impacts of the upgrading works and the installation of water gate to the ecological function of the waterway.

3.15 **Mr Ken SO** noticed that the Tsui Ping River project emphasised the need for enhancing and preserving biodiversity. He echoed Mrs BARRETTO's views and encouraged the project team to conduct a detailed assessment on biodiversity at the current King Yip Street Nullah, and on this basis devise educational messages to the general public through the project in the future. He noted that the project team had responded to public concern on the preservation of trees at the concerned location and he supported the project.

3.16 **The Chair** summarised that Members supported the project in principle. He said that the Secretariat would record Members' views and comments in detail and that it should be incorporated as part of the views gauged during its public engagement exercise. He invited the project team to provide an initial response to Members' comments.

3.17 **Mr KAN** thanked Members for their invaluable views. He gave the following responses:

- (a) in terms of flood prevention, he supplemented that Tsui Ping River was located at the downstream of the catchment area in central Kwun Tong. DSD had recently completed the Review of Drainage Master Plan in East Kowloon – Feasibility Study. The Tsui Ping River project in coordination with other flood prevention measures at the upstream would enhance the protection capacity of the entire catchment;
- (b) the aesthetical design of footbridges would be considered and handled at the next stage;
- (c) an interdepartmental steering committee including TD as a member would monitor the progress of the project. DSD would work closely with relevant departments in addressing the carparking issue;
- (d) water quality was the key to the success of the Tsui Ping River project. DSD and the Environmental Protection

Department (EPD) had identified some expedient connections at the upstream and carried out rectification measures. The Government would continue the work on this front;

- (e) to realise the “water-friendly culture” as promulgated in the Policy Address, it was proposed to feature floating pontoons in the project. He assured Members that safety measures and alarm or alert system would be suitably introduced; and
- (f) the existing King Yip Street Nullah was lined with concrete and biodiversity value was relatively low. The Revitalisation of Tsui Ping River would introduce aquatic planting and diversify habitat which would help enhance its biodiversity.

3.18 **The Chair** repeated Mr BROOKE’s question and asked whether the consultation period of the Public Engagement exercise of the project could be extended.

3.19 **Mr KAN** replied that the Stage 1 Public Engagement exercise would last for 2 months but there would be a further public engagement exercise during the detailed design stage. Within the 2-month public engagement period, DSD would organize roving exhibitions at different locations in Kwun Tong and a community workshop to collect views from the general public. **The Chair** noted.

3.20 On the issue of carparking, **Mr Tom YIP** supplemented that public carparking spaces would be provided within a commercial site at the north of the future Tsing Ping River Garden.

3.21 In response to Mr ZIMMERMAN’s concern on road crossings and facilities, **Mr Wilson PANG** said that TD would provide inputs from the traffic and transport perspective as member of the interdepartmental steering committee.

3.22 **Mr Paul ZIMMERMAN** enquired whether the public consultation of the Tsui Ping River project, the upgrading of Kwun Tong preliminary treatment works and enhancement works for Kwun Tong sewage pumping station would be carried out separately. He said that

TD should take the opportunity to improve the pedestrian and vehicular connections in the vicinity.

3.23 **The Chair** concluded that the Secretariat would record and convey Members' views to DSD for incorporation into the public engagement report. He thanked the project team for the presentation.

Item 4 Central Kowloon Route - Proposed Temporary Government Land Allocation for Works Area at Kai Tak (Paper No. TFKT/02/2017)

4.1 **The Chair** recalled that the Highways Department (HyD) briefed Members on the temporary land requirements for the Central Kowloon Route (CKR) project along the Kai Tak waterfront at the 22nd Task Force meeting on 4 October 2016. While Members had no objection to the need of having temporary works area and barging points to facilitate the construction works of the project, it was agreed that HyD should (i) minimize the site area and occupation duration of the proposed TGLAs, (ii) introduce harbourfront enhancement measures and (iii) coordinate with the Kai Tak Office (KTO) on other temporary land use within the Kai Tak Development (KTD). The project team was reminded to take into account Members' views in refining their Temporary Government Land Allocation (TGLA) proposals. HyD had now provided a discussion paper (TFKT/02/2017) to seek Members' views on the revised TGLA for the CKR project. He welcomed **Mr Roy LAM** and **Ms Karen CHUI** from HyD; **Mr Franki CHIU**, **Mr Ray TANG** and **Mr MAK Lin-fat** from Arup-Mott MacDonald Joint Venture (AMMJV) to the meeting.

4.2 **Mr Roy LAM** briefed Members on the revised TGLA for the CKR project with the aid of a PowerPoint.

4.3 **Mr Paul ZIMMERMAN** asked whether there would be a strategy for the temporary use of vacant land as well as the provision of temporary footpaths and roads in KTD. He urged KTO to coordinate with relevant departments and applicants who would apply for land for temporary uses in order to come up with a strategy and provide a timeframe for the provision of temporary cycle tracks, roads and

footpaths.

4.4 **Mr Derek SUN** shared Mr ZIMMERMAN's view and said that the discussion should centre on the proposed temporary pedestrian path along the waterfront. The project proponent should commit to building a temporary pedestrian path to enhance connectivity along the waterfront, with landscape elements and other supporting facilities incorporated in the design. He believed that it would not cause any significant financial implications on the CKR project.

4.5 From a public enjoyment perspective, **Mr Nicholas BROOKE** supported the construction of a temporary pedestrian path along the waterfront. He enquired whether the allocation of these TGLA sites would cause any traffic impact.

4.6 **The Chair** invited HyD to provide an initial response to Members' comments.

4.7 **Mr Roy LAM** gave the following responses:

- (a) HyD would closely liaise with the bureau and departments concerned on the provision of the pedestrian path along the waterfront. He said that the waterfront portion of the TGLA sites could be released for the construction of temporary pedestrian path by end 2020. The project team would also pay attention to landscape and design elements when planning for the temporary footpath; and
- (b) the barging facility was proposed to be set up at the former Kai Tak runway in order to facilitate the construction of the CKR project. The works area at Kowloon City Ferry Pier was connected to the barging facility through To Kwa Wan Road and Road D2 (i.e. Shing Kai Road). The traffic impact should hence be minimal.

4.8 **Mr Paul ZIMMERMAN** recalled that Members of the Harbourfront Commission visited the waterfront of the Olympic Village in Vancouver in 2009. Members learnt that the management agent of the Olympic Village was responsible for the provision and maintenance of temporary cycle tracks, pedestrian walkways, street furniture and

others supporting facilities within the entire site. He stressed that the Government should introduce a similar strategy in Kai Tak with a view to enhancing connectivity and promoting public enjoyment of the waterfront in the interim.

4.9 **The Chair** noted Members' views but pointed out that the location and occupation duration of TGLA works area should not be the centre of discussion in the Task Force. For temporary occupation of waterfront area, he said that the uses should comply with the Harbour Planning Principles and Guidelines and that the site area and occupation duration for any undesirable uses should be minimised as far as practicable. Members should note that the project team had suitably refined their TGLA applications with reference to Members' comments as expressed at HyD's last consultation with the Task Force at the 22nd meeting in October 2016. In this regard, he opined that the Task Force should give HyD the green light to proceed with its land application. Meanwhile, he requested the project team together with relevant departments to brief Members on the design of the proposed temporary pedestrian path along the waterfront in a few months' time.

4.10 **Mr Roy LAM** thanked the Chair and Members for their support to HyD's TGLA applications. He reiterated that the temporary works sites for the CKR project were targeted for release by end 2020 and there should be sufficient time to carry out the design work for the temporary pedestrian path afterwards. The project team in consultation with relevant departments would report to the Task Force once the design was ready.

4.11 **Mr Ivan HO** would like the project team to specify when HyD would be ready to consult the Task Force on this follow-up matter.

4.12 **Mr Roy LAM** responded that HyD would brief Members on the proposal of the temporary pedestrian path in this area with KTD within 2017.

4.13 **The Chair** concluded that HyD should in consultation with relevant departments brief the Task Force within a reasonable period and suggested that HyD should report to the Task Force by July 2017. He thanked the project team for the presentation and responses.

4.14 **Mr Paul ZIMMERMAN** enquired whether KTO and the Harbour Unit would prepare a strategy or plan on temporary land uses in KTD for Members' information.

4.15 **Ms YING** replied that KTO and the Harbour Unit would work together in trying to address Mr ZIMMERMAN's concern.

4.16 **The Chair** advised that Mr ZIMMERMAN's enquiry would be relevant to the discussion on Agenda Item 5.

Item 5 Proposed Short Term Tenancy by Open Tender of Tourism Node Site at Former Kai Tak Runway, Kai Tak, Kowloon (Paper No. TFKT/03/2017)

5.1 **The Chair** informed Members that the Lands Department (LandsD) had provided a discussion paper (TFKT/03/2017) to seek Members' views on the proposed tendering of the Government land at the former Kai Tak Runway by way of short term tenancy (STT) for the purposes of "organizing and managing events and activities". Members might note that as part of Kai Tak Fantasy, the Tourism Node was planned primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities. At the 19th meeting in November 2015, the Energizing Kowloon East office (EKEO) briefed Members on the "Development of Tourism Node at Kai Tak – Initiation for Expression of Interest".

5.2 He welcomed **Mr Edmond YIU Siu-hung** from LandsD to the meeting.

5.3 **Mr Edmond YIU** briefed Members on the proposed STT with the aid of a PowerPoint.

5.4 **The Chair** paraphrased that the proposed site at the former Kai Tak runway tip was designated for tourism related use in the long term and was currently vacant. With the purpose of allowing early public enjoyment of waterfront, LandsD proposed to lease the site in the form of STT for organizing events and activities.

5.5 **Mr Paul ZIMMERMAN** supported the proposal and said that positive use of vacant sites to enhance the vibrancy of Kai Tak waterfront should be encouraged. He raised three enquiries:

- (a) whether the current proposal had made reference to the experience of the Central Harbourfront Event Space;
- (b) what was the percentage of maximum and minimum amount of space to be dedicated for carparking within the STT site; and
- (c) whether the Government would provide sewage discharge connections, water and electricity supply and other ancillary facilities in the STT site to facilitate the organization of events.

5.6 **Mr Ivan HO** concurred with Mr ZIMMERMAN's views and said that the Government as the landlord should bear the responsibility of providing basic facilities and utility connection points to help tenants shorten the preparation time needed for setting up events and activities.

5.7 **Mr Nicholas BROOKE** opined that a one-year certain tenancy period gave little incentives to tenants to rent and invest on the subject site. He assumed that tenants would organise one-off events and activities due to the nature of the tenancy and doubted whether the proposal would be attractive to potential tenderers.

5.8 **The Chair** pointed out that the subject site was intended for the development of Tourism Node in the long run instead of serving as a temporary event space. He reminded Members that Kai Tak Fantasy International Design Competition on Urban Planning and Design had been carried out to look for creative ideas for reference and future implementation. Members may recall that the "Development of Tourism Node at Kai Tak – Invitation for Expression of Interest" was discussed at the 19th meeting in November 2015. He requested relevant departments to report on the latest progress and the development schedule of the Kai Tak Fantasy project. He also enquired whether the proposed STT site would be renewed after expiry of the one-year tenancy agreement and when the long term planning vision of the site would be realised.

(Post-meeting notes: The Tourism Commission of the Commerce and Economic Development Bureau is working with relevant policy bureaux and departments on the tender arrangement for the Tourism Node development and will announce the details within this year. Besides, the Energizing Kowloon East Office of the Development Bureau is going to consult the public on the design plan of the adjoining Runway Park, as well as the preliminary outline development plan of the Kwun Tong Action Area within this year.)

5.9 **Mr Edmond YIU** responded to Members' comments as follows:

- (a) LandsD had made reference to the case of Central Harbourfront Event Space. He understood that the Central Harbourfront Event Space was granted to the tenant with a 3-year tenancy period, however, the proposed STT site at Kai Tak could only be tendered out for a one-year fixed-term tenancy. He said that there had been market demand for using the subject site for entertainment or leisure purpose and that the proposed STT could better utilize available land resources at Kai Tak in the interim. Similar to the Central Harbourfront Event Space, the tenant of the subject site would be allowed to sublet part of the site to subtenants;
- (b) when it came to parking space, there was restriction in the tenancy document to prevent the tenant from turning the entire site into a fee-paying car park. He supplemented that only carparks serving the event/activity would be allowed. The tenant would be required to submit a traffic and transport plan to illustrate the number and layout of car parking space to the Transport Department (TD) and the Hong Kong Police Force (HKPF) for prior approval; and
- (c) with reference to previous experiences, e.g. Tung Wah Charity Carnival, tenants were capable of handling and arranging necessary basic utilities and facilities for their events and activities.

5.10 **Mr Freddie HAI** was concerned that each application for the supply of water, electricity and other utilities would take a

considerable amount of time encroaching well into the STT period thus limiting the effective use of the site. He agreed with the Chair's suggestion and urged LandsD to look into the interfacing between the proposed temporary use and the permanent development at the site. It would be important to have a definite period for temporary uses.

5.11 **Mr Paul ZIMMERMAN** said that the site as part of the Kai Tak Fantasy project fell under the purview of EKEO, while KTO served as the coordinator of projects in KTD. He viewed that both departments shouldered the responsibility of ensuring that basic and necessary facilities would be available at the site. He suggested LandsD to supplement some information in relation to the location and availability of connection points for sewage, water and electricity supply. He noted that Members were in support of the proposal in principle but reiterated that the Government should formulate an active temporary land strategy or plan for the Task Force's consideration.

5.12 **Mr Ken SO** commented that the occupation period of each the proposed events and activities as stated at Appendix 2 of the discussion paper was very short. He raised two enquires:

- (a) whether applicants of individual events were required to arrange and apply necessary basic facilities and utilities by themselves; and
- (b) how these one-off events and activities would enhance public enjoyment of the waterfront and benefit the Kwun Tong community.

5.13 **Mr Edmond YIU** supplemented that organizers of events previously held at the subject site were responsible for arranging electricity supply and temporary toilets. Similarly, future event organisers would be expected to do the same. He said that the list of proposed events and activities would be subject to approval.

5.14 Regarding the Kai Tak Fantasy project, **Miss Christine AU** responded on behalf of EKEO. In the 2013 Policy Address, the Chief Executive announced that the former runway tip in KTD had excellent potential to be developed into a tourism and entertainment hub and landmark. The 90-hectare planning area of Kai Tak Fantasy comprised

the Tourism Node (about 5.93 hectares), the former runway tip, the Kwun Tong Action Area and the waterbody in between. Members might recall that the Kai Tak Fantasy – International Ideas Competition was held from 2013 to 2014. She informed Members that two detailed planning and engineering studies namely “Planning and Urban Design Review for Developments at Kai Tak Runway Tip – Feasibility Study” and the “Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study” were being undertaken by the Government to further look into the Kai Tak Fantasy project. The aforementioned studies had been introduced at previous Task Force meetings.

5.15 In consideration of the time gap prior to the implementation of the Kai Tak Fantasy project and the market demand for event sites along the waterfront, LandsD put forward the proposal for Members’ consideration and comment. In response to Members’ concern about the provision of basic utilities, **Miss AU** advised that LandsD could supplement a plan showing the location and availability of basic utilities and connections at the proposed STT site after the meeting.

5.16 **Miss AU** further explained that the nature and the tendering procedure of the Central Harbourfront Event Space and this particular proposal were different. The former adopted a two-envelope tendering procedure, whilst the Tourism Node site was proposed to be granted by cash tender. For the list of proposed events and activities, she said that some organizers had registered its interest in applying for use of the site with EKEO or other parties. The future tenant could further liaise with these potential organizers on making detailed arrangements.

5.17 For the time being, she suggested LandsD to liaise with relevant Government departments in preparation of a plan to illustrate the provision of basic utilities and connections at the site constraints for Members’ information. The Secretariat would also invite EKEO to update Members on the latest progress of the Kai Tak Fantasy project in due course.

5.18 **The Chair** concluded that Members had no strong views on the proposed STT by open tender of Tourism Node site for organizing temporary events and activities. Echoing Miss AU’s recommendations,

he requested LandsD to provide supplementary information to Members after the meeting. Regarding Mr ZIMMERMAN's concern on the overall strategy of temporary and permanent land uses at KTD, he enquired whether KTO and the Harbour Unit could give Members a presentation on the topic at the next Task Force meeting.

(Post-meeting notes: Watermain record plans showing water mains of fresh and salt water connection for this site prepared by the Waters Supplies Department was issued for Members' information on 29 March 2017. The Drainage Services Department confirmed that no sewerage connection was available for the site at this moment. As for electricity connection, the organizers were required to arrange electricity supply for their events and activities with power companies.)

5.19 **Ms YING** said that the 25th meeting would be held by the end of February 2017. Given the short duration between the 24th and 25th Task Force meetings, she proposed to give a presentation on the topic at future meeting. **The Chair** agreed.

5.20 **The Chair** thanked Mr YIU for the presentation.

5.21 **Mr Edmond YIU** supplemented that the occupation period of the proposed events and activities as stated at Appendix 2 had already included the setting up and dismantling days needed for the events.

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 1:15 pm.

Secretariat

**Task Force on Kai Tak Harbourfront Development
March 2017**

Appendix N



Presentation Material for Community Workshop on 11 February 2017

活化翠屏河計劃 第一階段公眾參與

社區工作坊

2017年2月11日

工作坊流程

時間	內容
9:30 – 10:00	出席者登記
10:00	工作坊開始
10:05	歡迎辭
10:10 – 10:35	簡介「活化翠屏河計劃」
10:35 – 11:20	小組討論
11:20 – 11:50	匯報討論成果
11:50 – 12:00	總結
12:00	工作坊結束

「活化翠屏河計劃」

背景

敬業街明渠

- 建造至今已超過50年，觀塘區其中一條主要排洪渠道
- 位於翠屏道、敬業里及敬業街旁，由佳廉道伸延到海旁



活化翠屏河

- 敬業街明渠位於觀塘區的中央位置，毗鄰民居及繁盛的工商業區，地理位置優越，加上河道的水景特質，有極佳條件成為市區中一個珍貴的河畔公共空間。
- 我們期望在加強翠屏河防洪功能的同時，為它注入生氣和活力，營造生境，並加強河道與周邊地區的連接，為公眾帶來一個全新的近水休憩設施。

項目重點

1. 減低水浸風險

- ◆ 加強現有水道的排洪能力

2. 河道活化

- ◆ 水景、園境、生態、改善水質
- ◆ 建設綠化河道走廊

3. 改善行人環境 加強區內連繫

- ◆ 於河道兩旁加建行人通道
- ◆ 提供連接兩岸的行人天橋及觀景平台

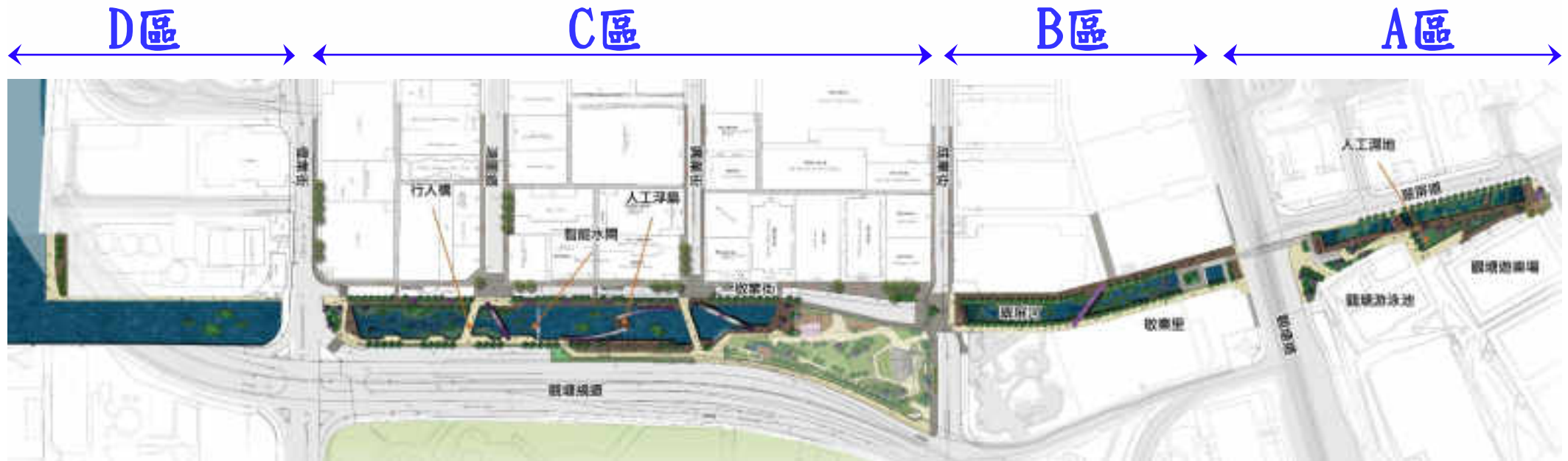
4. 提供具活力的公共空間

- ◆ 改造翠屏河為一個感受河景和休閒活動的地標

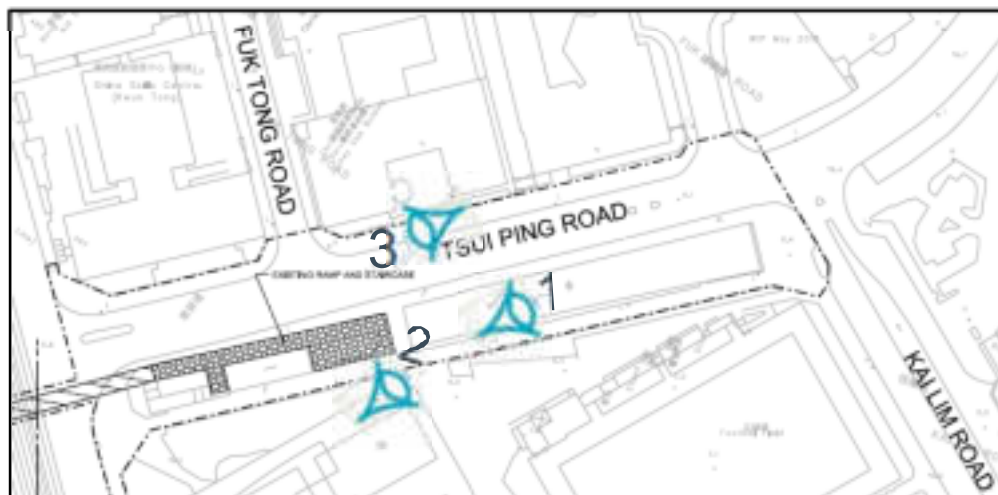
工程概要

- 活化現有明渠 – 提供富吸引力的水景設計及河景設施，藉活化工程優化現有明渠排洪能力
- 加建河道兩旁及連接河道兩岸的行人通道，加強行人通道間的連繫
- 於翠屏河上增建園景平台，提供休閒用地
- 翻新現有觀塘道的行人天橋
- 美化現有明渠旁的街道

初步設計概念



A區-佳廉道至觀塘道



視點 1



視點 2



視點 3

A區-佳廉道至觀塘道



A區-佳廉道至觀塘道

重置斜道方案（可行性有待研究）



A區-佳廉道至觀塘道

初步設計概念圖A1（近觀塘遊樂場）

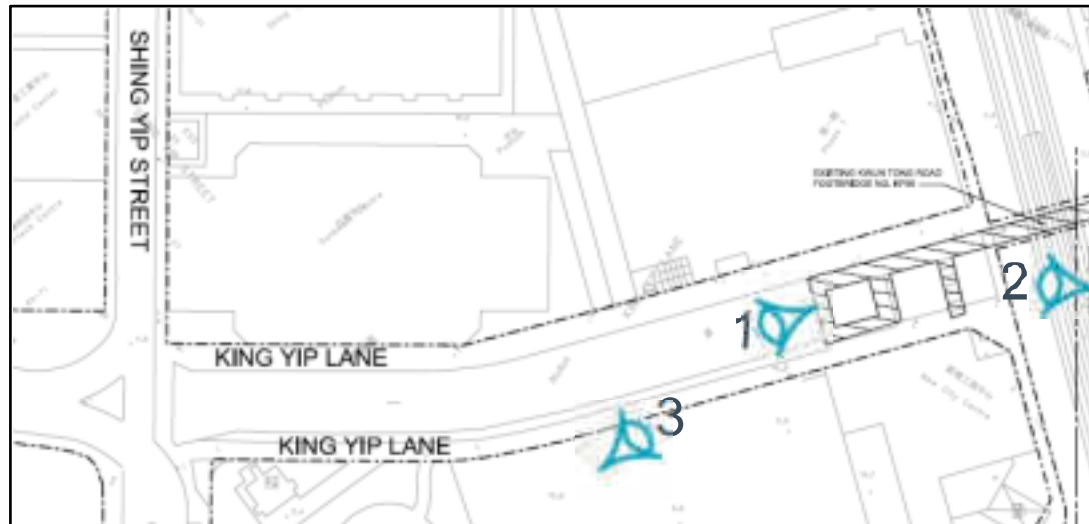


A區-佳廉道至觀塘道

初步設計概念圖A2（近觀塘游泳池）



B區-觀塘道至成業街



視點 1

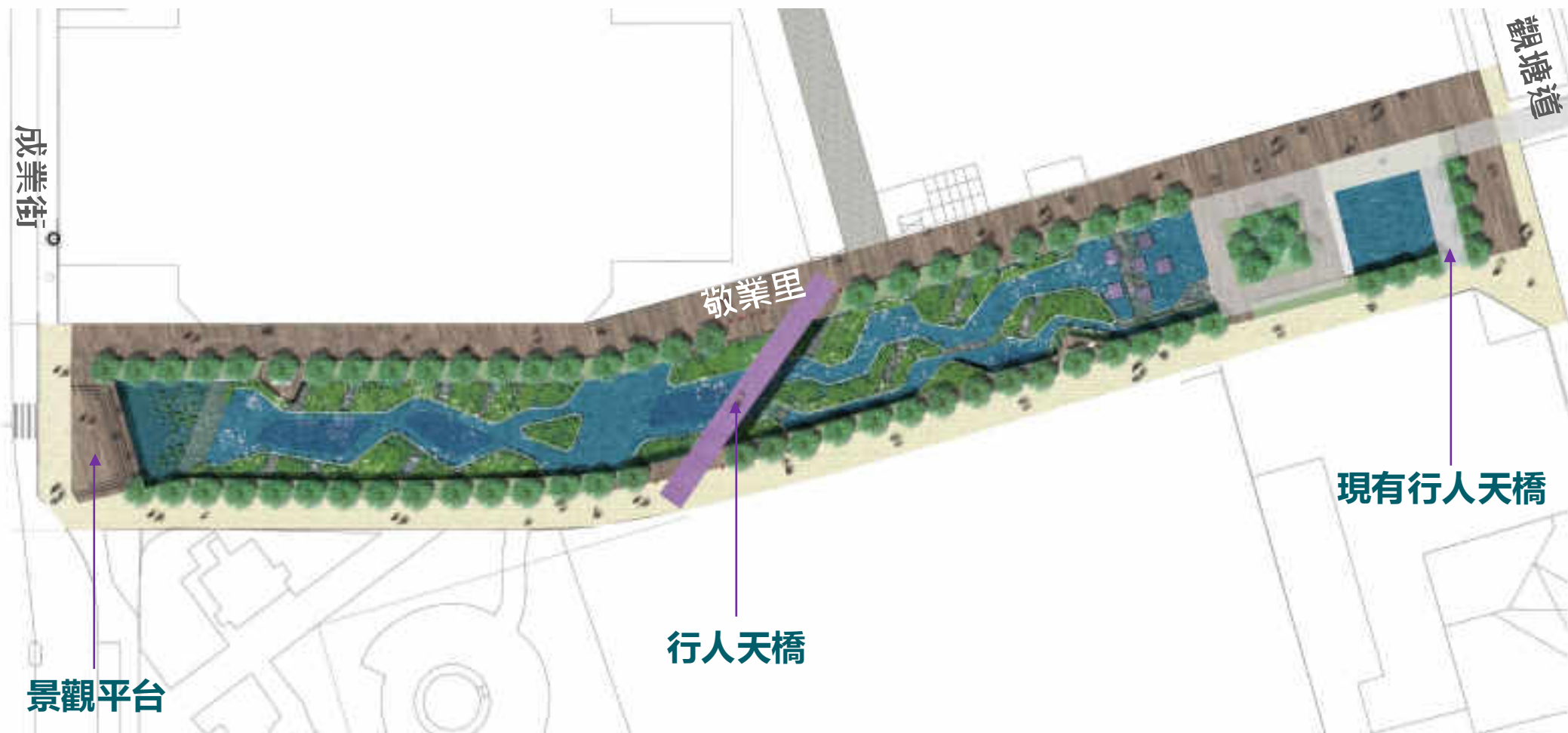


視點 2



視點 3

B區-觀塘道至成業街



B區-觀塘道至成業街

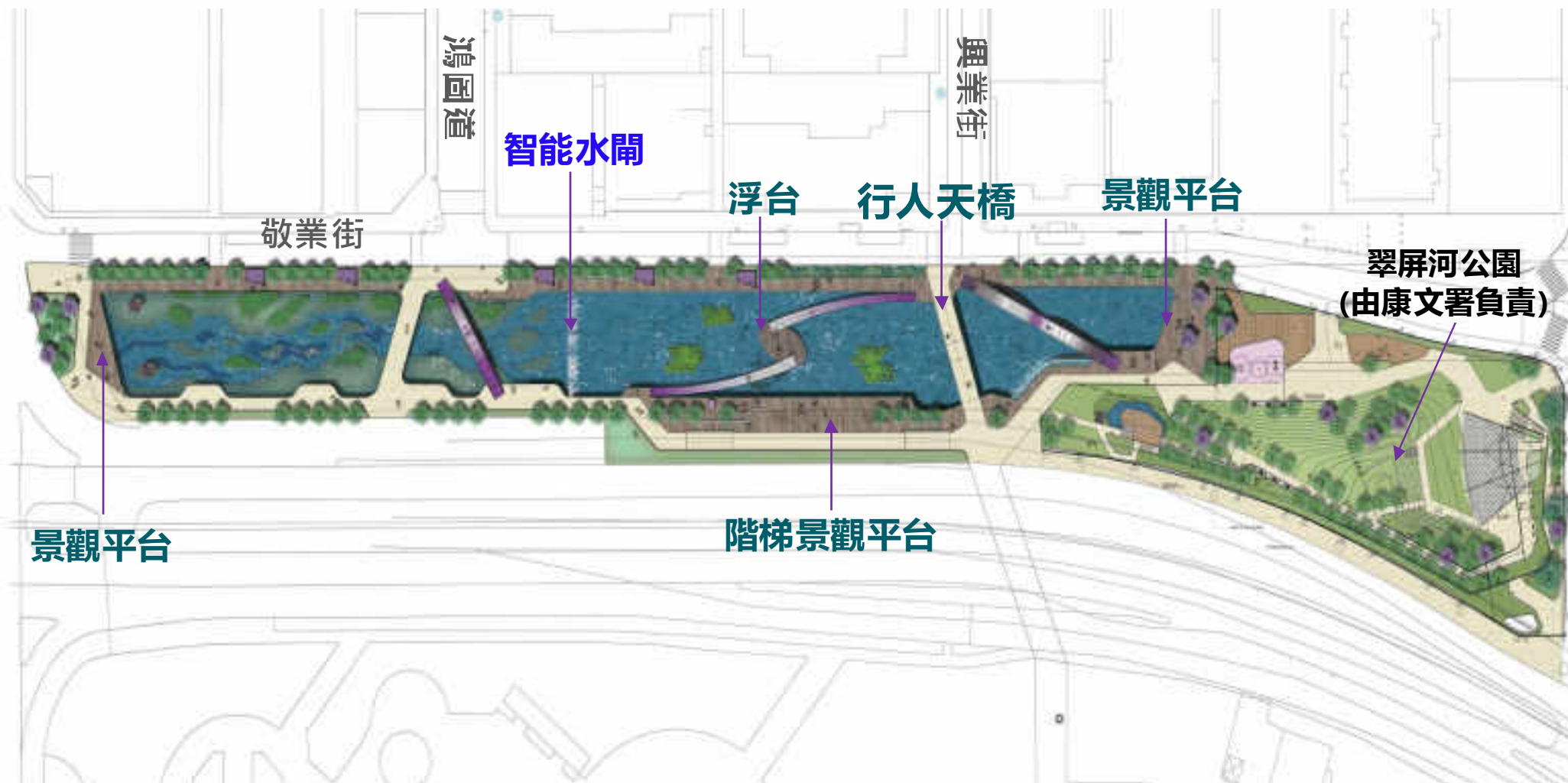
初步設計概念圖B1（近成業街）



C區-成業街至偉業街



C區-成業街至偉業街



C區-成業街至偉業街

初步設計概念圖C1（近翠屏河公園）



C區-成業街至偉業街

初步設計概念圖C2（近翠屏河公園）



C區-成業街至偉業街

初步設計概念圖C3（近鴻圖道、擬建之智能水閘）



C區-成業街至偉業街

初步設計概念圖C4 (近鴻圖道)



C區-成業街至偉業街

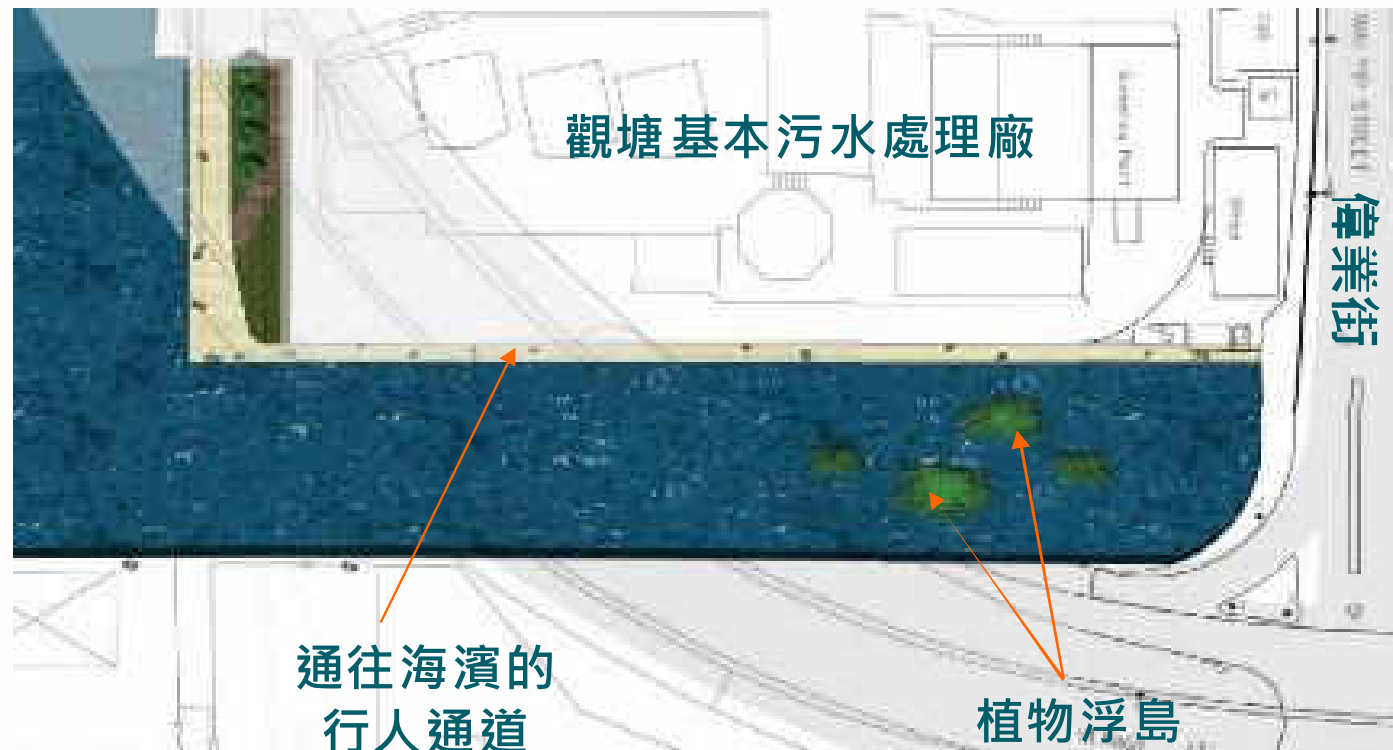
初步設計概念圖C5（近偉業街）



D區-偉業街至維港



D區-偉業街至維港



第一階段公眾參與活動

- 諮詢觀塘區議會地區設施管理委員會（1月12日）
- 巡迴展覽（1月16日至3月5日）
 - ◆ 起動九龍東辦事處展覽廳
 - ◆ 觀塘海濱花園
 - ◆ 觀塘地鐵站
 - ◆ 翠屏(北)商場對出空地
 - ◆ 觀塘游泳池對出空地
 - ◆ 麗港城第一期住客會所大堂
 - ◆ 麗港公園
 - ◆ 東廣場
 - ◆ 成業街休憩花園
- 社區工作坊（2月11日）
- 項目網頁：www.tsuipingriver.hk

項目進度

- 「活化翠屏河計劃」的勘查研究工作正在進行，而第一階段公眾參與活動現正進行。
- 我們預期項目的詳細設計工作將於2017年內展開。

初步設計概念

活
化
翠屏河

謝謝



Appendix O



Photos of Community Workshop on 11 February 2017



Chief Engineer, Mr Kan Hon-shing, was giving the Welcome Speech



Discussion at the table



Discussion at the table



Discussion Summary



Discussion Summary



Group Photo with DSD

Appendix P

Presentation Materials for Focus Group Meeting on 02 March 2017

Revitalisation of Tsui Ping River Stage 1 Public Engagement

Focus Group Meeting

2 March 2017

Agenda

Time	Task
5:00pm – 5:30pm	Registration
5:30pm	Introduction
5:35pm – 6:00pm	Introduction of “Revitalisation of Tsui Ping River”
6:00pm – 7:00pm	Discussion Session on: <ul style="list-style-type: none">1. Revitalisation Works2. Walkability and Connectivity3. Open Space Provision
7:00pm	Concluding Remarks

Revitalisation of Tsui Ping River

Background

King Yip Street Nullah

- Constructed more than 50 years ago
- Located along Tsui Ping Road, King Yip Lane and King Yip Street, between Kai Lim Road and the harbour



Background

Revitalisation of Tsui Ping River

- Situated in the centre of Kwun Tong District, coupled with its inherent riverine characteristics, the watercourse is a precious space lending itself very well to being transformed into a riverside environment for public enjoyment.
- We aspire to create a Tsui Ping River that is revitalised environmentally and ecologically, and well connected with the neighbourhood, to serve the dual purposes of not only an upgraded drainage infrastructure, but also a water-friendly public amenity.

Key Objectives

1. Reducing Flood Risk

- ♦ To enhance the flood conveyance function of the existing river channel

2. Revitalising the River

- ♦ To provide waterscape, landscape, ecological and water quality enhancement
- ♦ To provide green riverine corridor

3. Improving Walkability and Connectivity

- ♦ To provide walkways alongside the river
- ♦ To provide cross-river walkways and landscaped decks

4. Fostering a Vibrant Riverine Public Space

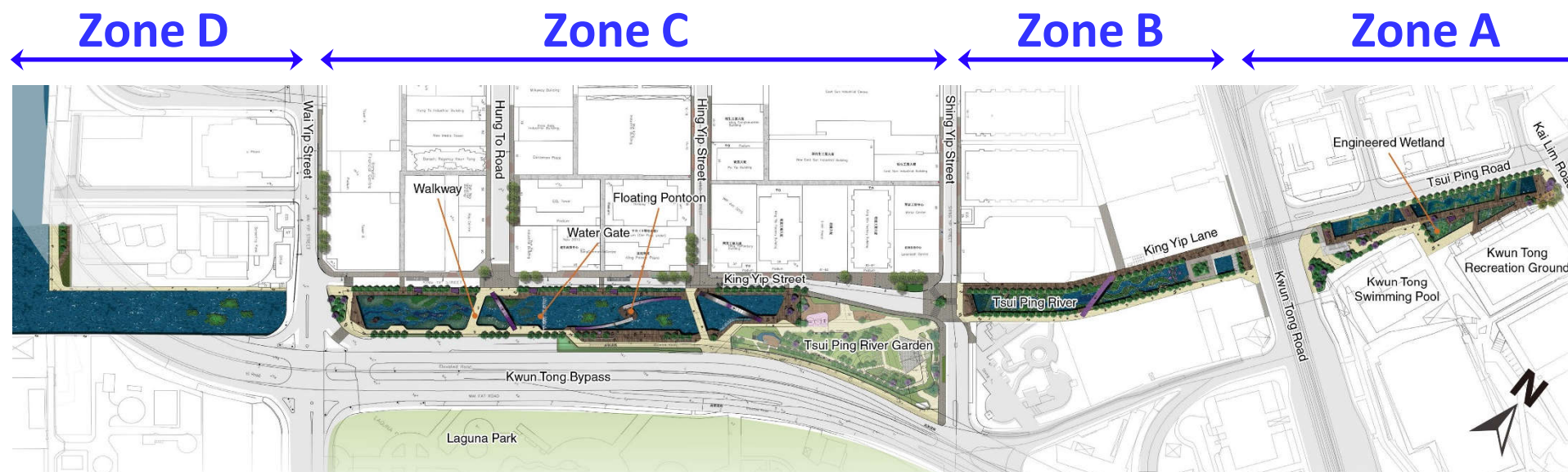
- ♦ To make Tsui Ping River a landmark where one can experience the riverine scenery and leisure activities

Works Items

- Revitalisation of the existing River, through the provision of waterscape design and water features
- Provision of landscaped walkways and footbridges along the River to enhance walkability and connectivity
- Provision of landscaped decks over the River
- Modification and face-lifting of the Kwun Tong Road Footbridge
- Related enhancement work in the vicinity of the River

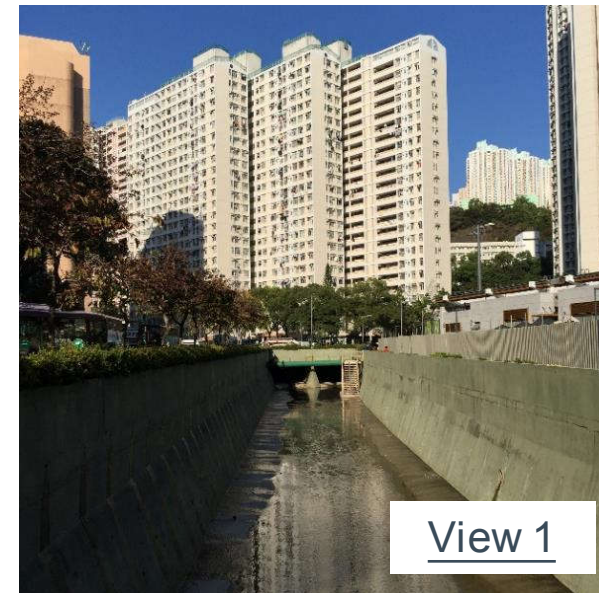
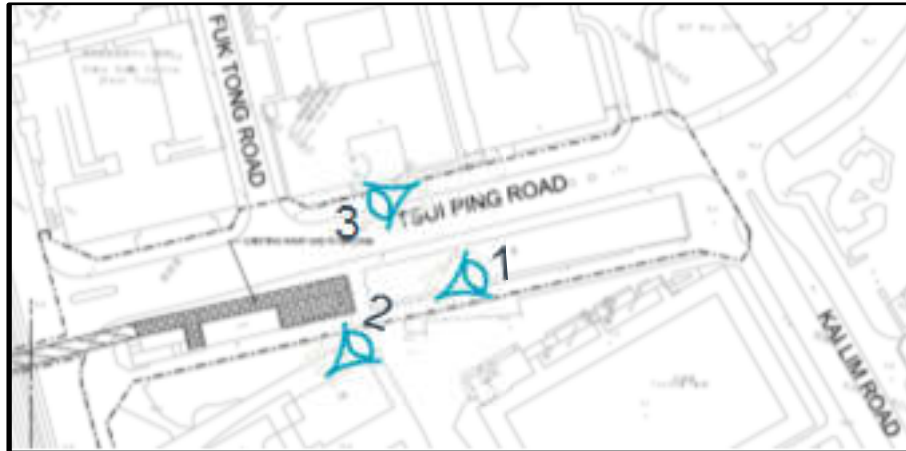


Preliminary Design Concepts



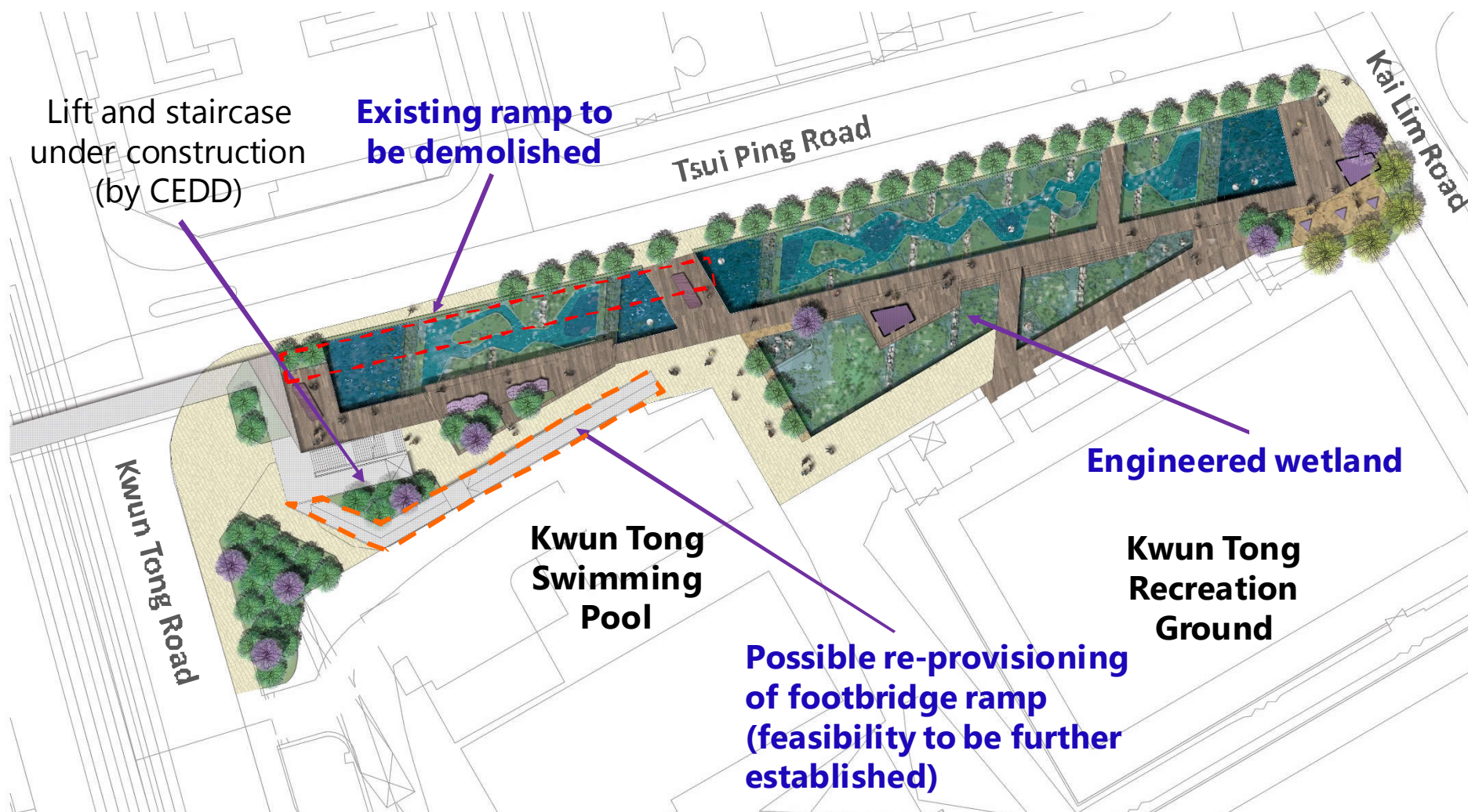
Zone A

(Between Kai Lim Road and Kwun Tong Road)



Zone A

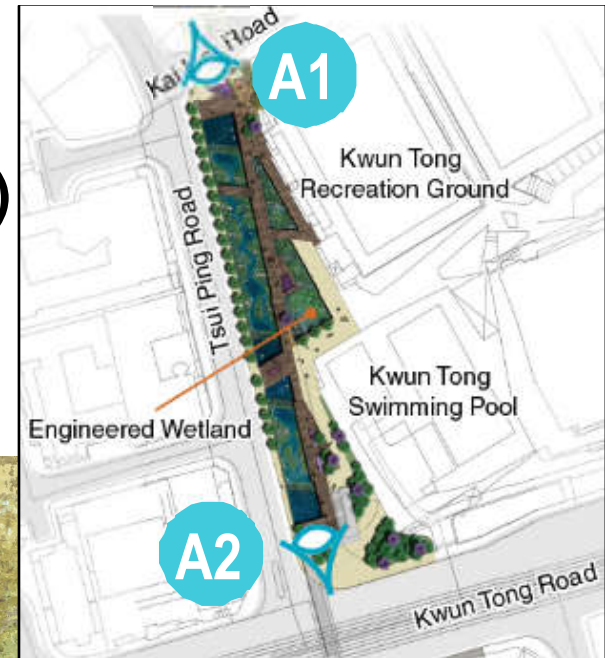
(Between Kai Lim Road and Kwun Tong Road)



Zone A

(Between Kai Lim Road and Kwun Tong Road)

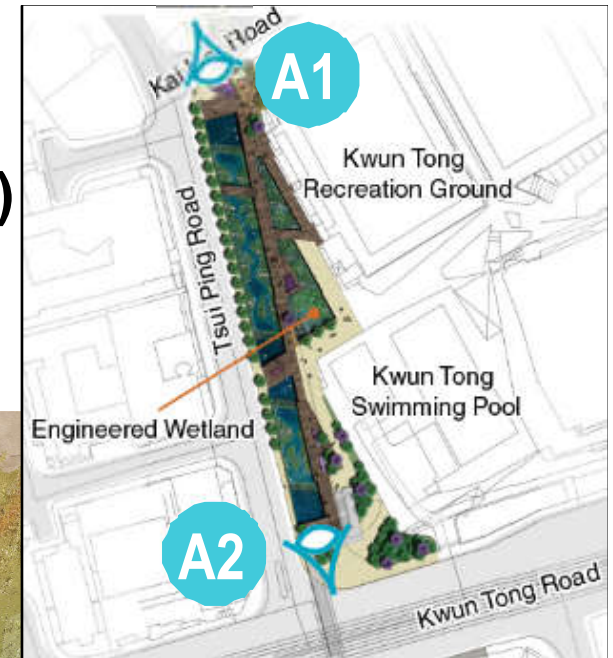
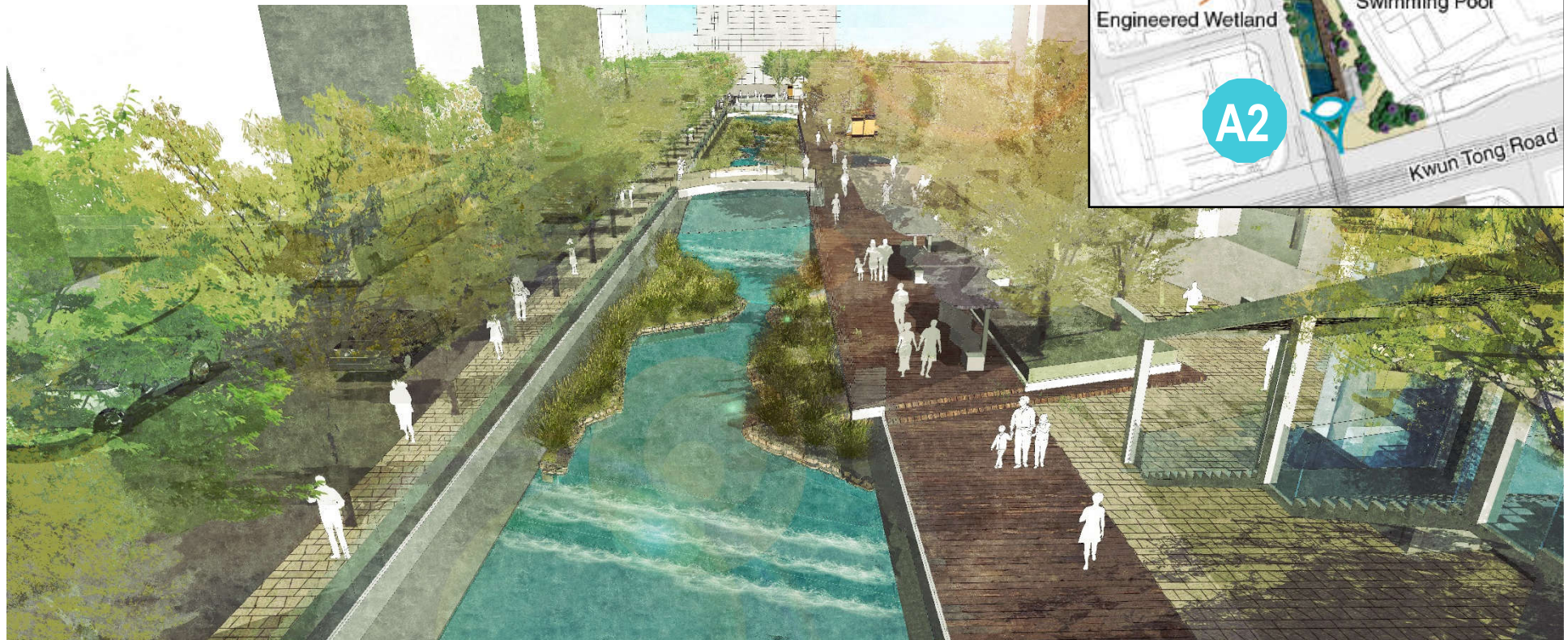
Photomontage A1 (near Kwun Tong Recreation Ground)



Zone A

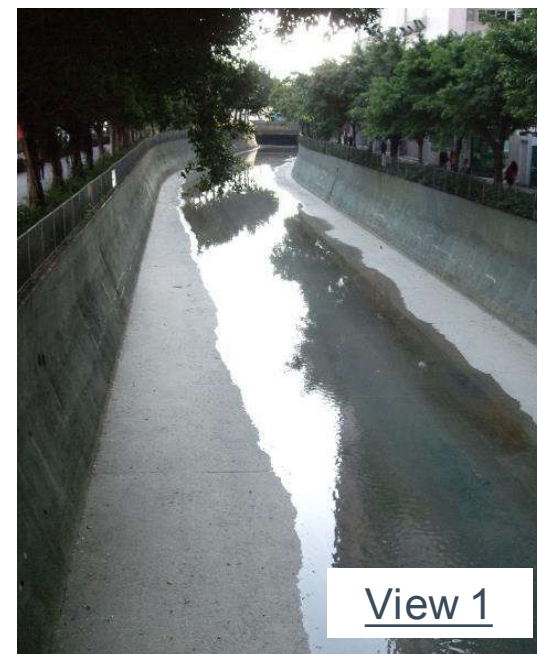
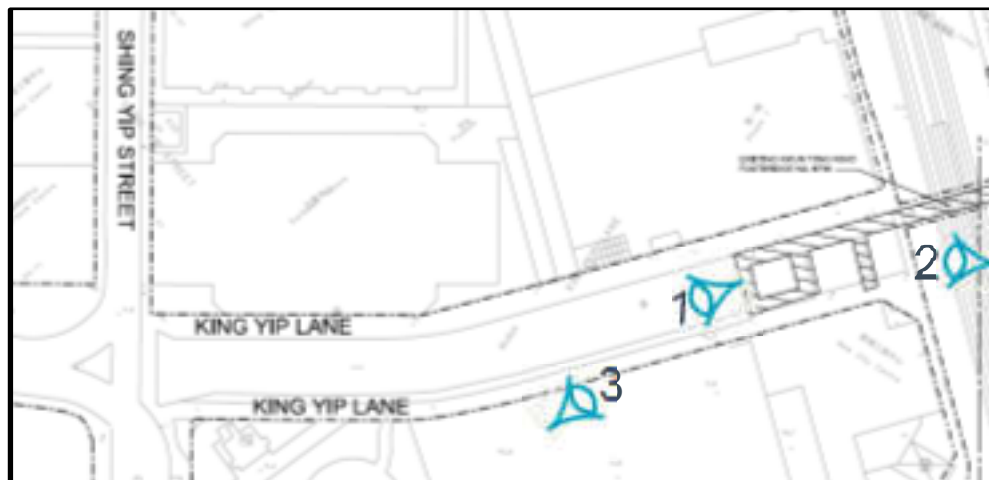
(Between Kai Lim Road and Kwun Tong Road)

Photomontage A2 (near Kwun Tong Swimming Pool)



Zone B

(Between Kwun Tong Road and Shing Yip Street)



Zone B

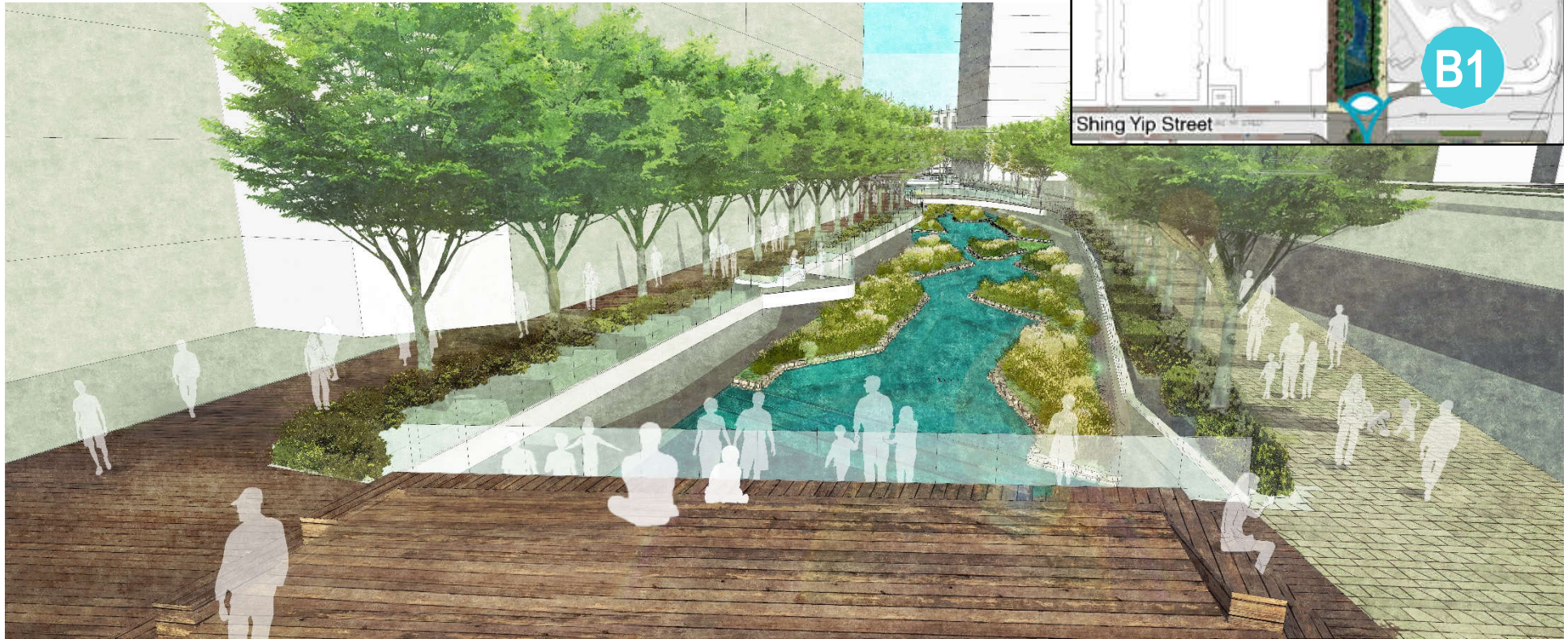
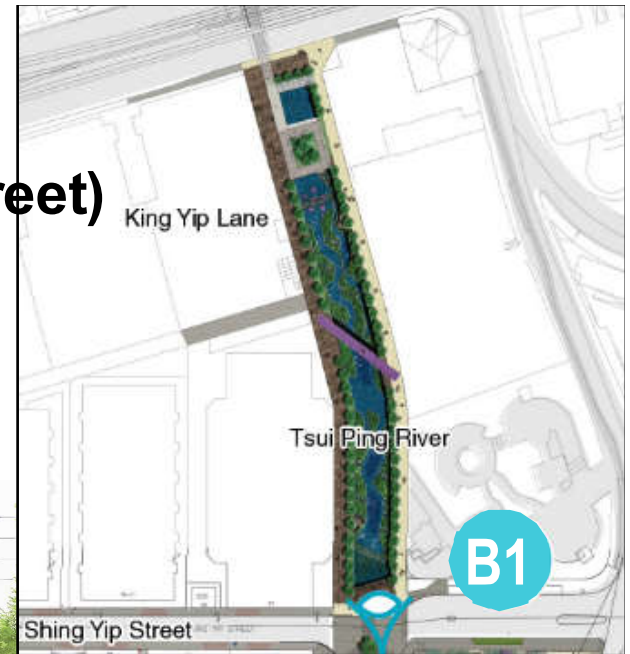
(Between Kwun Tong Road and Shing Yip Street)



Zone B

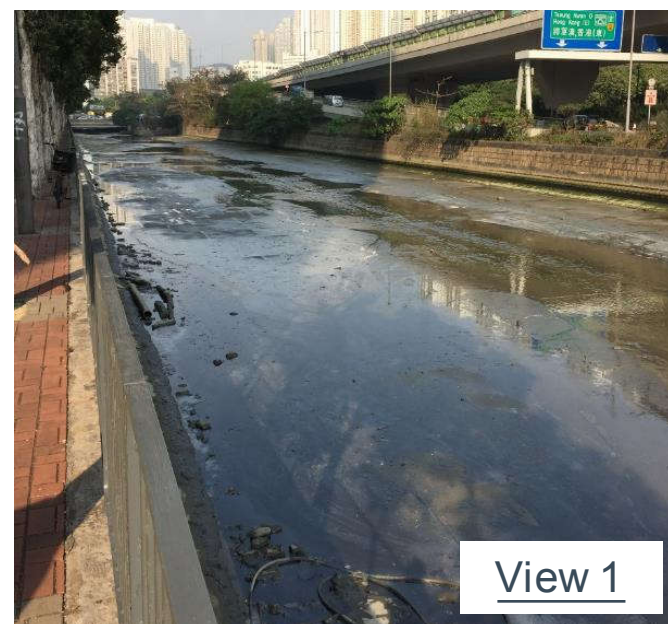
(Between Kwun Tong Road and Shing Yip Street)

Photomontage B1 (near Shing Yip Road)

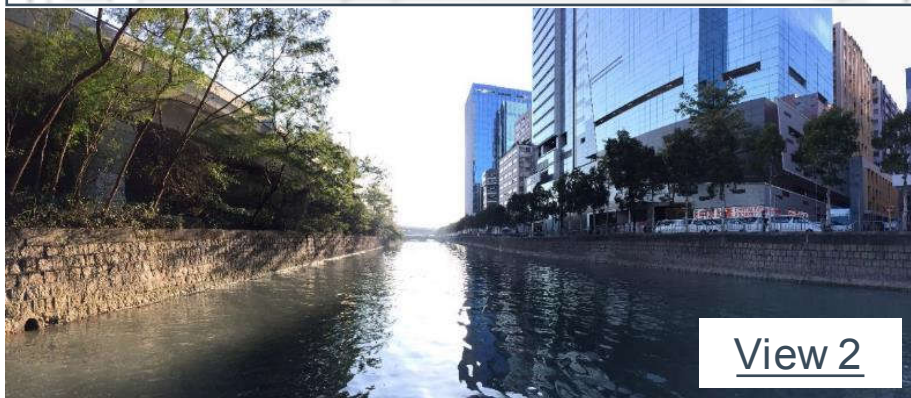


Zone C

(Between Shing Yip Street and Wai Yip Street)



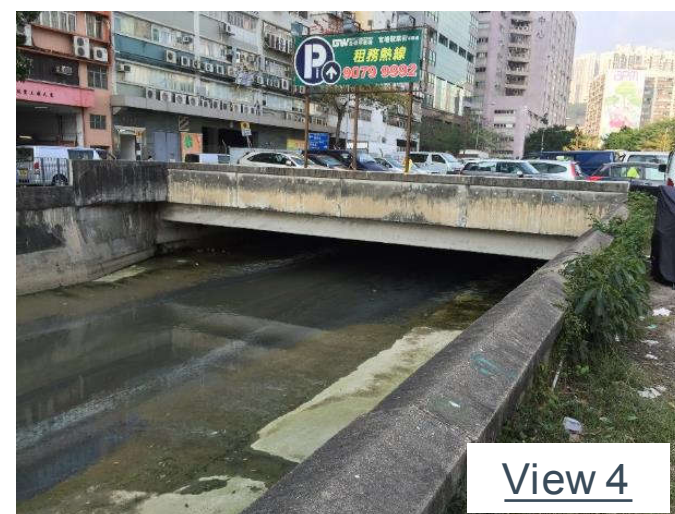
View 1



View 2



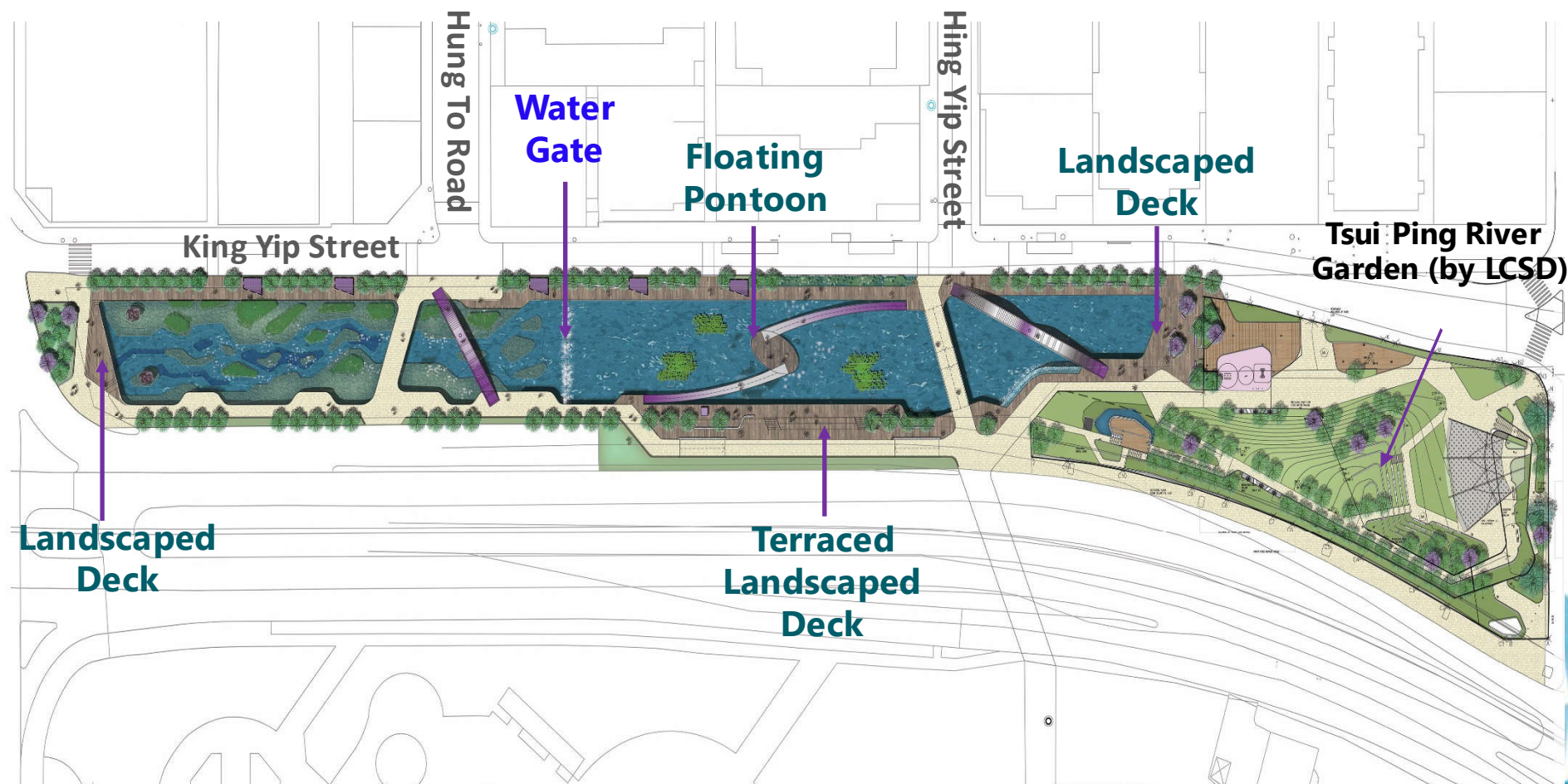
View 3



View 4

Zone C

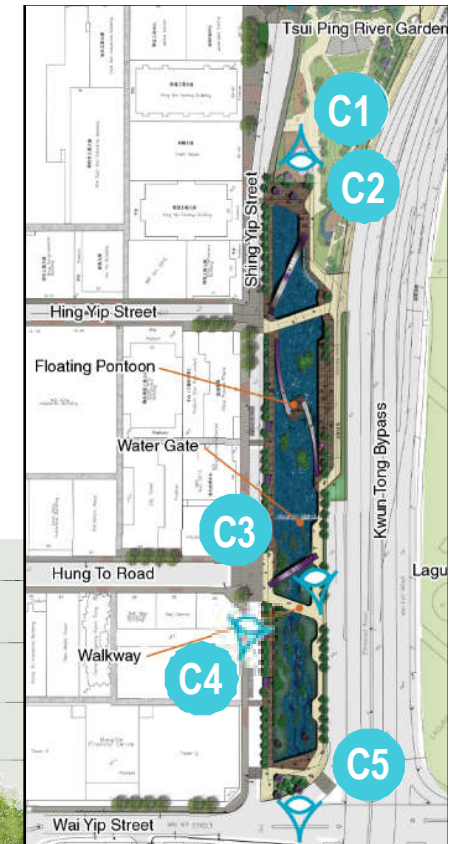
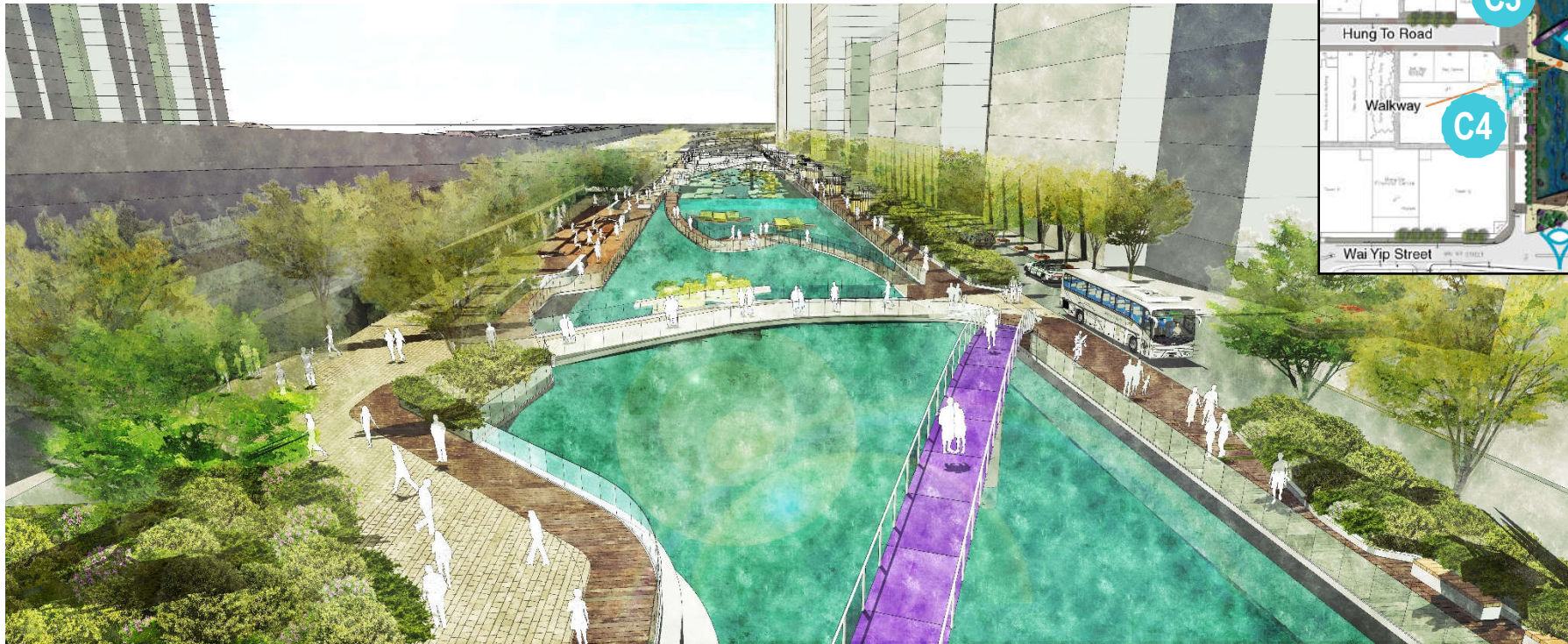
(Between Shing Yip Street and Wai Yip Street)



Zone C

(Between Shing Yip Street and Wai Yip Street)

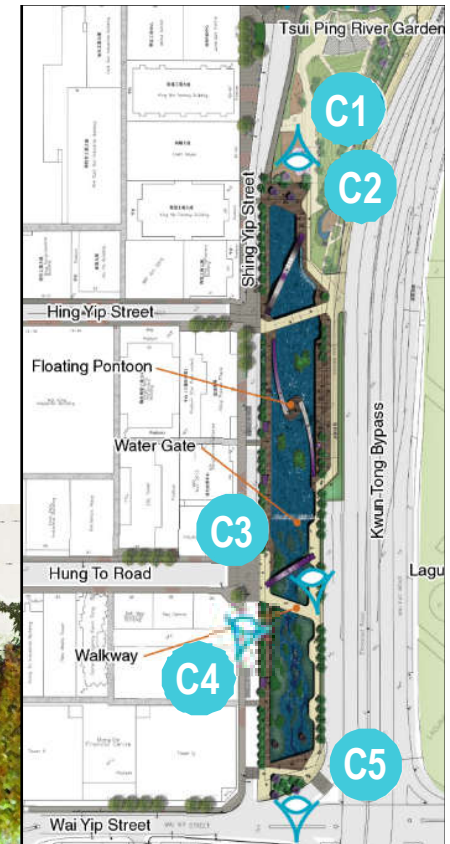
Photomontage C1 (near Tsui Ping River Garden)



Zone C

(Between Shing Yip Street and Wai Yip Street)

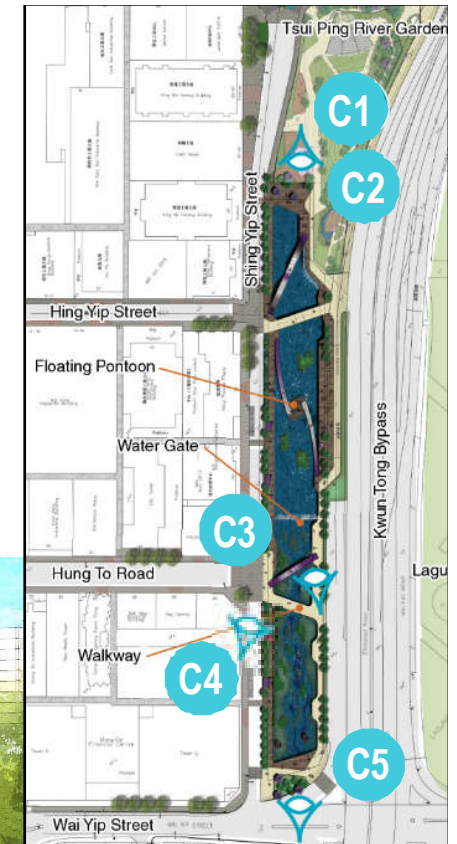
Photomontage C2 (near Tsui Ping River Garden)



Zone C

(Between Shing Yip Street and Wai Yip Street)

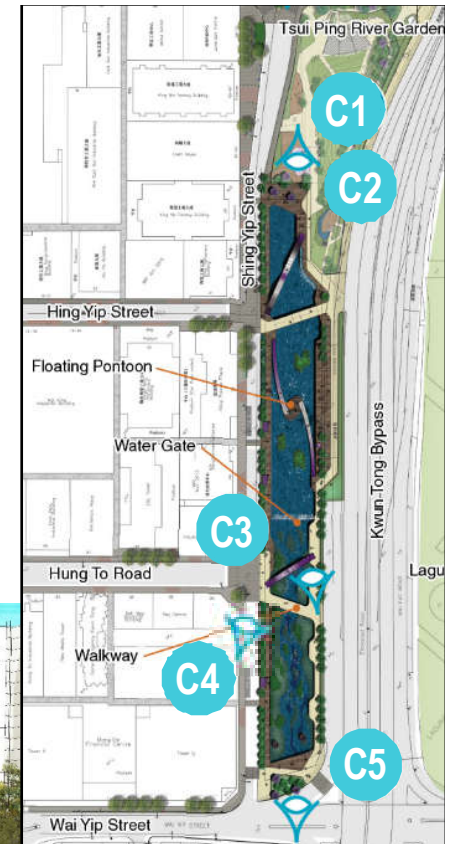
Photomontage C3 (near Hung To Road / Proposed Water Gate)



Zone C

(Between Shing Yip Street and Wai Yip Street)

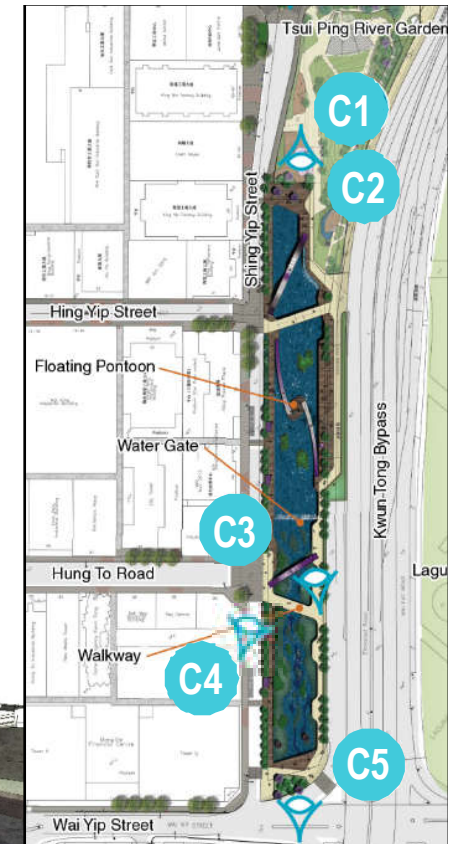
Photomontage C4 (near Hung To Road)



Zone C

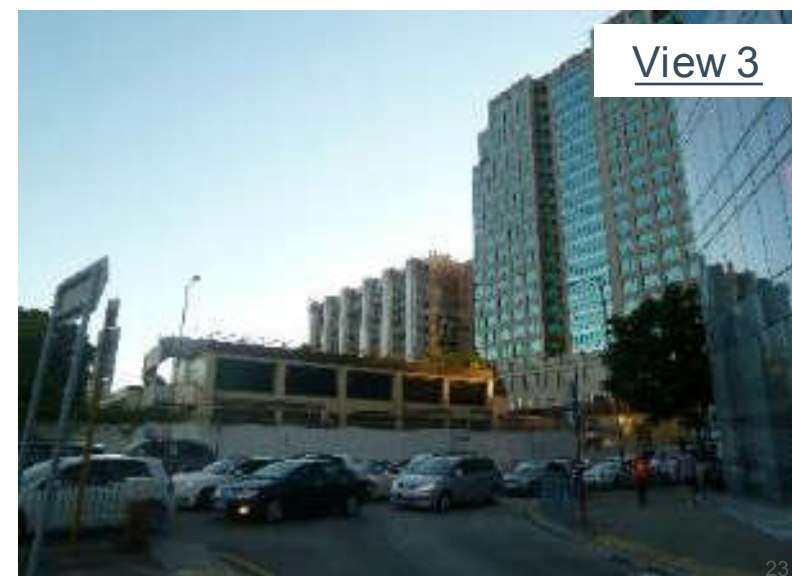
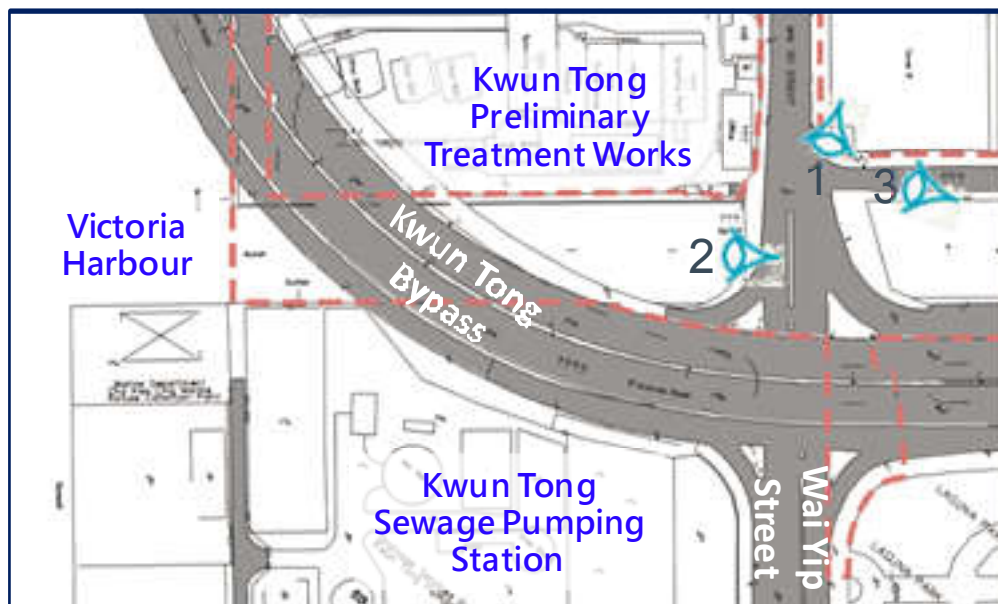
(Between Shing Yip Street and Wai Yip Street)

Photomontage C5 (near Wai Yip Street)



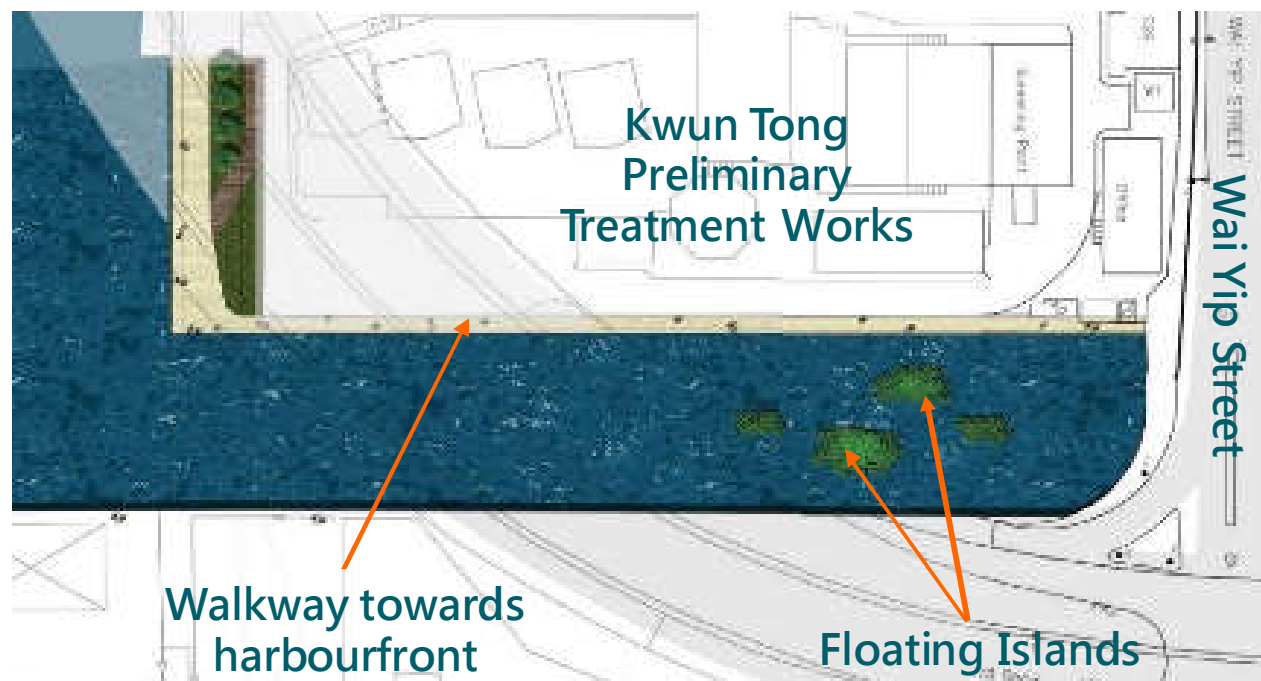
Zone D

(Between Wai Yip Street and Victoria Harbour)



Zone D

(Between Wai Yip Street and Victoria Harbour)



Stage 1 Public Engagement

- Consultation with District Facilities Management Committee under Kwun Tong District Council (12 Jan 2017)
- Consultation with Task Force on Kai Tak Harbourfront Development under Harbourfront Commission (13 Jan 2017)
- Roving Exhibition (16 Jan to 5 Mar 2017)
 - ♦ KEEO Exhibition Hall
 - ♦ Kwun Tong MTR Station
 - ♦ Kwun Tong Swimming Pool
 - ♦ Laguna Park
 - ♦ Shing Yip Street Rest Garden
 - ♦ Kwun Tong Promenade
 - ♦ Tsui Ping Commercial Complex
 - ♦ Phase 1 Laguna City Clubhouse
 - ♦ E-Plaza
- Community Workshop (11 Feb 2017)
- Focus Group Meeting (2 Mar 2017)
- Project Website : www.tsuipingriver.hk

Study Progress

- The Project is now in the investigation phase
- The Stage 1 Public Engagement activities is in progress
- Detailed design is anticipated to commence within 2017

Preliminary Design Concepts



Discussion Session

Discussion Session

1. Revitalisation Works
2. Walkability and Connectivity
3. Open Space Provision

Discussion Session

1. Revitalisation Works
2. Walkability and Connectivity
3. Open Space Provision

Discussion Session

1. Revitalisation Works
2. Walkability and Connectivity
3. Open Space Provision

Thank you!

Appendix Q

Photos of Focus Group Meeting on 02 March 2017



Chief Engineer, Mr Kan Hon-shing, was giving the Welcome Speech



Project Manager, Mr Jeffrey Chan, was giving the Presentation



Question and Answer



Question and Answer

Appendix R



Gist of Focus Group Meeting

Revitalisation of Tsui Ping River
Stage 1 Public Engagement

Focus Group Meeting

Gist of Meeting

Date: 2 March 2017

Time: 5:30p.m. to 7:30p.m.

Venue: Energizing Kowloon East Office Conference Room

Participants:

1	Department of Urban Planning and Design, The University of Hong Kong
2	Department of Geography, Hong Kong Baptist University
3	Department of Civil and Environmental Engineering, The Hong Kong Polytechnic University
4	Association of Engineering Professionals in Society Ltd
5	Hong Kong Institute of Planners
6	Hong Kong Institute of Urban Design
7	Hong Kong Institution of Highways and Transportation
8	Local Biodiversity, World Wide Fund for Nature Hong Kong
9	Kadoorie Farm & Botanic Garden
10	Green Power
11	The Conservancy Association
12	Hong Kong Bird Watching Society

Government representatives:

1	Mr. KAN Hon Shing	Chief Engineer/Drainage Projects, Drainage Services Department (DSD)
2	Mr. CHAN Hak Keung	Senior Engineer/Drainage Projects 2, DSD
3	Ms. CHOI Wing Sze, Winsy	Engineer/Drainage Projects 2, DSD
4	Mr. CHAN Hok Man	Engineer/Drainage Projects 22, DSD
5	Mr. TSE Mang Hin, Roy	Senior Works Consolidation Manager, Energizing Kowloon East Office, Development Bureau

Consultants:

1	Mr. Jeffrey CHAN	Atkins China Limited
2	Ms. Gabrielle COLWILL CHAN	Atkins China Limited
3	Mr. John HUI	Atkins China Limited
4	Mr. John CHARTERS	SCENIC Landscape Studio
5	Ms. Betty S F HO	PlanArch Consultants Ltd. (Facilitator)
6	Miss CHEUNG Hoi Yee	PlanArch Consultants Ltd. (Note-taker)
7	Miss Elizabeth NG	PlanArch Consultants Ltd. (Note-taker)

1. Welcoming speech

Ms. Betty S F HO extended welcome and gave a brief introduction to the meeting's rundown. Mr. KAN Hon Shing gave a welcoming speech to thank the participants for their attendance.

2. Introduction and Presentation on the Project

Mr. Jeffrey CHAN gave a presentation and showed a video clip to introduce the background and preliminary design concepts of the Revitalisation of Tsui Ping River.

3. Gist of Comments and Responses

After a round of self-introduction by the participants, Ms. Betty S F HO invited the participants to share their comments and raised questions. The comments and questions received are categorized as follows:

1. Flood Protection and Water Quality
2. Connectivity and Walkability Improvement
3. Design of Public Space
4. Ecological Enhancement
5. Future Management, Operation and Maintenance
6. Other Issues

Details of the comments and responses were shown as below:

Comment	Response
3.1 Flood Protection and Water Quality	
<ul style="list-style-type: none"> ♦ A participant agreed to revitalising the river for beautifying the community, but he reminded that rubbish from the upstream should be tackled. ♦ There was concern about possible odour from the adjacent sewage treatment works and the sediments on the riverbed exposed during low-tide. He suggested using engineering solution to control the water flow from upstream and help to maintain an adequate water level. ♦ They further elaborated that water quality and hydrodynamic investigation being important elements to realise the masterplan. They suggested the project team to discuss further, especially on the technical aspects, with academia. ♦ They opined that a key to the success of the project was related to pollution control and water quality improvement. ♦ Participants understood the intention of constructing an engineered wetland, but questioned whether it would result in odour problem, which would create a bad impression on the project and had a negative effect. 	<ul style="list-style-type: none"> ♦ DSD pointed out that Tsui Ping River would remain a key drainage channel and DSD would improve its drainage capacity in this Project. They reiterated that the water gate would be lowered when heavy rain was to be anticipated so as not to affect its primary drainage function. Besides, this Project would also revitalize the river and create public space. ♦ DSD stated that the project team had adopted hydraulic modelling to ensure the design of the river revitalization works could meet the DSD's flood protection standard. The project team also simulated climate change effects through hydraulic modelling. ♦ DSD explained that a holistic consideration would be needed to effectively combat challenges posed by climate change. The Project was only looking at a section of river at the lowest reach in the Tsui Ping Catchment. In developing the design, DSD would holistically consider this Project as well as proposed works in other parts of the Tsui Ping Catchment, so as to respond to foreseeable climate change. On the other hand, private lots on both sides of Tsui Ping River would severely constrain the feasibility of widening the existing channel or constructing a new one. ♦ DSD stressed that water quality was one of the most important

Comment	Response
<ul style="list-style-type: none"> ◆ A participant appreciated the project for revitalizing a flood prevention infrastructure but not merely beautifying it. He also mentioned similar projects like the Water Square in Rotterdam were also praised. ◆ A participant pointed out that rainfall could be very intense in Hong Kong and asked whether the hydraulic model used in the design had considered climate change effect. He further queried if any mitigation measures had been considered. ◆ Various participants accepted that drainage infrastructure might eventually be inadequate to meet the flood protection needs owing to climate change. They suggested DSD to consider allowing extra space for future expansion of drainage infrastructure. ◆ Participants questioned the purpose of the water gate, whether a certain water level would always be maintained in the section of river adjacent to King Yip Street, the design concept of the water gate and whether the water level behind the water gate would remain constant all the times. 	<p>issues of the project and explained that there could be different ways to tackle the water quality issues. DSD expressed that they had been working closely with the Environmental Protection Department to address issues related to waste and pollution issues. The departments would try to tackle the problem of polluted discharge from the source upstream. On the other hand, the project team was carrying out water quality surveys and trying to tackle the problem with design solutions such as installation of dry weather flow interceptors. Besides, in-stream plantation could also absorb a certain degree of pollutants from the water and bring about some improvement to water quality.</p> <ul style="list-style-type: none"> ◆ They also reiterated that the project team would look into illegal discharge issues with the relevant Government departments and explained that a range of measures would be required to improve water quality and the engineered wetland alone would not be sufficient. ◆ As for the odour issue, it was mainly caused by the long exposure of sediment on the riverbed in a high temperature environment. The odour could be alleviated by reducing the sediment that would go into the nullah. Besides, the King Yip Street section of the river would have water retained in it, hence the sediment would not be exposed.

Comment	Response
	<ul style="list-style-type: none"> ◆ DSD explained that the water retention system would allow exchange of tidal water. The project team would also consider pumping seawater to supplement water flow in the river. ◆ DSD discussed that they were considering various design options of the water. Regarding the operation of the water gate, DSD explained that the water gates would be lowered during high-tide, to allow ingress of water into the nullah from the harbour; during low-tide, while the level of the water gate would be adjusted during low tide period to an adequate level. DSD further supplemented that the level of the water gate would not be constant but would gradually be lowered according to the upstream water level to maintain a continuous water flow as well as create waterscape. ◆ The project team would ensure a continuous flow of water as a primary measure to prevent mosquito, together with other secondary measures.
3.2 Connectivity and Walkability Improvement	
<ul style="list-style-type: none"> ◆ Participants expressed concern on the connectivity with the hinterland, and suggested better integration with the surrounding facilities, such as Tsui Ping River Garden and the Kwun Tong Swimming Pool, should be considered. 	<ul style="list-style-type: none"> ◆ DSD expressed that the project was not just about the nullah. The project team had received a lot of suggestions on improving connectivity with adjacent areas during the Community Workshop. The project team had worked closely with other departments to

Comment	Response
<ul style="list-style-type: none"> ♦ A participant commented that connectivity of the King Yip Street section would be improved under the proposed scheme but considered access from King Yip Street to Tsui Ping River would still be relatively difficult due to heavy traffic. ♦ A participant proposed to enhance the treatment at road junctions to enable ease of access to Tsui Ping River. ♦ A participant urged the project team to engage with the Transport Department and the Highways Department to explore innovative traffic arrangements and measures, as well as to implement local improvements at Hung To Road and Hing Yip Street. ♦ A participant suggested setting up pedestrian priority zone or part-time pedestrianization scheme. He also opined similar consideration should be applied to the current study area so as to attract more visitors. 	<p>review the feasibility of these suggestions. While DSD agreed that the project team would consider traffic improvement and connectivity issues, they clarified that road management was beyond the scope of this Project.</p> <ul style="list-style-type: none"> ♦ The presenters explained that improving accessibility on King Yip Street was a challenge due to the heavy traffic and discussion with relevant departments would be carried out. ♦ The project team would attempt to improve the connectivity between the revitalized Tsui Ping River and the Kwun Tong Promenade. ♦ With the use of cantilevered walkways and landscape decks, more open space would be created for a more pleasant walking environment with reduced potential conflict with vehicular traffic.
3.3 Design of Public Space	
<ul style="list-style-type: none"> ♦ A participant opined that a stepped profile could be created by terracing the walkways to better utilize the new walkways at King Yip Street and Wai Fat Road, so as to enable public to get closer to the water body. 	<ul style="list-style-type: none"> ♦ DSD pointed out that they did not recommend public members to enter the channel area and to have access to the water body out of safety considerations. However, they would consider providing facilities to enable public to stay close to the water to enrich the

Comment	Response
<ul style="list-style-type: none"> Considering the narrow width of the channel, participants suggested to pay attention to the edge treatment of the river design. They also suggested to widen the project scope beyond the river, so as to integrate the buildings and the community with the water body. Some participants suggested the use of glass balustrade to replace existing opaque flood walls to give a more transparent visual effect. Some participants opined that the Project should not only involve structures construction or improving connectivity of pedestrian network, but also cater for the connections between people of different age groups, through provision of elderly fitness corners, cycle tracks and jogging tracks, in order to meet public's aspirations. 	<p>experience.</p> <ul style="list-style-type: none"> DSD stressed that the existing opaque river walls were with flood protection function, and that they would consider replacing these walls with glass balustrades similar to the type adopted at the Kwun Tong Promenade. The project team intended to provide different facilities to cater for the needs of people of different age groups. The project team would attempt to achieve this aim even though they acknowledged there would be constraints in the Project. Regarding the provision of jogging tracks and cycle tracks, the project team opined that this was related to matching with the overall network in the district. In particular, the space adjacent to Tsui Ping River was restricted and there was no existing cycle track. Constructing an independent cycle track under this Project would not help in expanding the existing cycle track network. Nevertheless, the project team would explore the feasibility with other relevant Government departments.
3.4 Ecological Enhancement	
<ul style="list-style-type: none"> A participant opined that people had never thought of Tsui Ping River as a river. She expressed that while trying to beautify Tsui 	<ul style="list-style-type: none"> It is understood that the project site was a concrete-lined nullah in an urban setting. With regard to ecology, the project team

Comment	Response
<p>Ping River, there was also a need to improve the ecological, landscape and educational value of it, and to allow people to appreciate the natural side of Hong Kong. She queried whether these targets could be achieved in the Project.</p> <ul style="list-style-type: none"> ◆ A participant hoped that during the construction phase adequate measures could be implemented to cater for the needs of birds (like night heron). He shared the result from his site visit in summer 2015 of observing a relatively large number of night herons on the trees near the nullah, which was a rare scene in the urban area. Another participant reminded that the river had an existing ecological value, such as the foraging ground in the shallow water zone of Tsui Ping River and the trees for perching on. She suggested not to create too much change to avoid damaging the existing ecological condition. ◆ A participant opined that the nullah under the current revitalisation project had a much narrower width than that of Tung Chung River. She queried whether there would enough space to create habitat or enhance ecological value. ◆ A participant asked about pest control measures and enquired whether these would affect the engineered wetland the ecosystem in it. 	<p>intended to create different types of habitat and hopefully different species would be attracted to the river gradually.</p> <ul style="list-style-type: none"> ◆ DSD considered that issues regarding habitat was a sensitive and complex one. The project team recognised the importance of trees and would try to create more diversified and enriched in-stream habitats so as to attract more species to the river. Also, as the site area was downstream and was in the intertidal zone, in view of the varying water quality and salinity of the water along the river, the project team would carefully select the planting method and species in the trial planting. ◆ According to the current design, a water retention zone would be created at the upstream of the proposed water gate whereas the shallow water zone suitable for birds would still be maintained at the downstream of the water gate. ◆ DSD explained that only a small-scaled engineered wetland could be constructed due to site constraint, but hoped that this small-scale engineered wetland could serve as an educational facility to raise public awareness on environmental protection and ecology.

Comment	Response
3.5 Future Management, Operation and Maintenance	
<ul style="list-style-type: none"> ◆ Various participants raised concern regarding the responsible parties and availability of funding for operational and maintenance in the future, and urged DSD not to underestimate the maintenance needs to upkeep the condition of Tsui Ping River. ◆ A participant considered that the revitalisation project required an inter-disciplinary effort, an inter-departmental solution and collaborative effort of various technical and design specialist. ◆ A participant hoped that the relevant departments could manage the surrounding areas well, so as to make the community environment appealing to the public. 	<ul style="list-style-type: none"> ◆ DSD replied that the project team was well aware of the importance of maintenance and management, and had been proactively liaising with relevant departments on the responsibility and arrangement. The project team was open-minded in considering different modes of maintenance and management, with a view to provide a comfortable environment for public enjoyment. ◆ The project team would discuss with relevant parties on the maintenance and management responsibilities and how to handle public hygiene issues.
3.6 Other Issues	
<ul style="list-style-type: none"> ◆ Various participants were pleased with the revitalisation project which would benefit the public. ◆ A participant made reference to the example of Cheonggyecheon in Seoul, South Korea, and opined that there would be very high public expectation. Besides, he made the point that the Project could not be dealt with by DSD alone due to considerations such as connectivity. He also opined that people might expect more high-end restaurants and better environment after the revitalisation and 	<ul style="list-style-type: none"> ◆ The project team noticed that there had been gradual increase in economic activities within the vicinity. However, the activeness of the economic activity at King Yip Street had not been as significant as that in the centre of the Kwun Tong industrial and business areas. The Project targets to raise the attractiveness and connectivity of the neighbourhood environment, while the construction works would mainly be carried out where there were less economic activities so as to reduce the impacts on public and the shops in the vicinity. On the other hand, this Project also aims to improve the

Comment	Response
<p>suggested the Government to revitalise the nearby factories.</p> <p>♦ A participant asked about the condition of the current economic activities on King Yip Street, and whether they might be affected by the Project. They commented that the alignment of the bridges and associated spaces should be in line with such economic activities.</p>	<p>vibrancy of the area, and it was anticipated that visitors for leisure and retail purposes would rise.</p>

4. Concluding Remarks and Vote of Thanks

Ms. Betty S F HO thanked the participants for their participation. Mr. KAN Hon Shing made a concluding remark and extended a vote of thanks to all participants.

- End -

Atkins is one of the world's leading design, engineering and project management consultancies. In recent years, it has expanded from its historical base in traditional engineering, management consultancy and property services into related technological consultancy and the management of outsourced facilities. With 18,400 employees worldwide, Atkins has enormous expertise, providing both breadth and depth of knowledge in an extremely diverse range of disciplines.

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