

**Task Force on Harbourfront Developments  
in Kowloon, Tsuen Wan and Kwai Tsing**

**Minutes of Ninth Meeting**

Date : 18 April 2012  
Time : 2:30 pm  
Venue : Conference Room, 15/F, North Point Government Offices  
333 Java Road, North Point

**Present**

Prof Becky Loo	Chair
Mr Franklin Yu	Representing Hong Kong Institute of Architects
Ir Peter Wong	Representing Hong Kong Institution of Engineers
Mr Leslie Chen	Representing Hong Kong Institute of Landscape Architects
Ms Pong Yuen-yee	Representing Hong Kong Institute of Planners
Dr Peter Cookson Smith	Representing Hong Kong Institute of Urban Design
Mr Paul Zimmerman	Representing Society for Protection of the Harbour
Mr Nicholas Brooke	
Ms Dilys Chau	
Ms Ida Lam	
Ms Gracie Foo	Deputy Secretary (Planning & Lands)1, Development Bureau (DEVB)
Mr Vincent Fung	Assistant Commissioner for Tourism 2
Mr K L Ip	Chief Traffic Engineer/Kowloon (Acting), Transport Department (TD)
Mr Joe Yip	Senior Engineer/1(Kowloon), Civil Engineering and Development Department (CEDD)
Miss Margrit Li	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)
Mr Raymond Lee	Assistant Director of Planning/Territorial, Planning Department (PlanD)
Mr Edward Leung	Secretary

**Absent with Apologies**

Mr Tom Callahan	Representing Business Environment Council
-----------------	---



General Management of Promenades (para. 2.3 of the minutes of the 8<sup>th</sup> meeting)

- 2.2 **The Chair** said that the issue of general management of promenades was presented by the LCSD at the 9<sup>th</sup> Harbourfront Commission (HC) meeting held on 8 March 2012. At the meeting, Members discussed and raised concerns on different issues including restrictions and rules in parks. In response, LCSD advised that it was necessary to balance interests and preferences of different users, and that the development of promenades was led by vision with reference to users' requirements.

Proposed Commercial (Office/Shops) Development at Kowloon Inland Lot No. 11111, Hung Luen Road, Hung Hom (para. 2.5 of the minutes of the 8<sup>th</sup> meeting)

- 2.3 **The Chair** said that TD had submitted an information note with regard to the footbridge connection to the proposed development across Hung Luen Road in Hung Hom. TD had confirmed that the subject footbridge would not deprive pedestrians' rights of crossing Hung Luen Road at grade, particularly for local and short-distance commuting purposes. **The Chair** opined that it was important that both options were made available to the pedestrians.

Connectivity at Tsim Sha Tsui and Hung Hom Harbourfront (para. 3.5 of the minutes of the 8<sup>th</sup> meeting)

- 2.4 **The Chair** said that TD had prepared two plans showing the locations of existing pedestrian crossings and other facilities for barrier-free pedestrian movements in Tsim Sha Tsui and Hung Hom respectively. Specifically, it was noted that the construction of lifts at Mody Road were expected to be completed around June to October 2012.

Connectivity at Tsim Sha Tsui and Hung Hom Harbourfront (para. 3.12 and 3.14 of the minutes of the 8<sup>th</sup> meeting)

- 2.5 **The meeting** noted that the walking map of Hung Hom Promenade and Extension of Tsim Sha Tsui Promenade had been promulgated at the websites of DEVB and HC. Additional channels to promulgate the walking map were being explored.

Connectivity at Tsim Sha Tsui and Hung Hom Harbourfront (para. 3.28 of the minutes of the 8<sup>th</sup> meeting)

- 2.6 **The Chair** reported that TD had clarified the erection of pedestrian directional signs on public roads (including footbridges and subways) was to guide pedestrians to general places of interest or facilities with heavy pedestrian usage, whereas the directional signs provided by Mass Transit Railway Company Limited (MTRCL) within their underground station areas usually involved popular places and particular buildings in the vicinity of the exit points. The two signage systems served different purposes. However, in case of any inconsistency in the two systems pointing to the same locations, TD would liaise with the MTRCL to rectify it as appropriate.
- 2.7 **Mr Paul Zimmerman** said that Designing Hong Kong was involved in a study on walkability, which was partly funded by MTRCL and included a survey on Tsim Sha Tsui. The study was being undertaken by the Civic Exchange. One of the issues identified related to way-finding and difficulties in mapping. He would be glad to make a presentation on the survey in a future Task Force meeting.
- 2.8 **The Chair** welcomed the presentation and mentioned that while strategic discussions of pedestrian connections and mapping at the waterfront could be taken to the HC, progress and details in relation to specific area studies could be reported at Task Force level.

Management Mode of Avenue of Stars (AoS) (para. 4.19(b), 4.19(d), 4.22 and 4.26 of the minutes of the 8<sup>th</sup> meeting)

- 2.9 **The Chair** said that LCSD would take Members' suggestions on the management of AoS to the next AoS Management Committee meeting scheduled for May 2012 for discussion.

*[Post-meeting note: As advised by LCSD, Members' suggestions were taken to the AoS Management Committee meeting which was held on 27 June 2012.]*

Action Areas for Next Meeting (para. 5.4 of the minutes of the 8<sup>th</sup> meeting)

- 2.10 **The Chair** said that matters under the WKCD Action Area would be discussed under Agenda Item 6 of this meeting.

*Site Visits (para. 5.5 of the minutes of the 8<sup>th</sup> meeting)*

- 2.11 **The Chair** said that the Secretariat was liaising with concerned departments on the routing of the walking trips. Members were invited to join the trips once the details were confirmed in due course. **Secretariat**

**Item 3 Amendments to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/28 (Paper No. TFK/02/2012)**

- 3.1 **The Chair** said that this item was on the amendments incorporated into the Approved Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/28 which were published in the Gazette and exhibited for public inspection on 24 February 2012 for two months. The amendments related to the harbourfront development mainly involved the imposition of building height (BH) restrictions on various development zones and the designation of non-building areas and building gaps on the OZP to facilitate air ventilation.
- 3.2 The following representatives were invited to the meeting:
- Planning Department (PlanD)  
Mr C K Soh, District Planning Officer/Tsuen Wan and West Kowloon (Acting)  
Mr K T Ng, Senior Town Planner/Tsuen Wan
- 3.3 **Mr K T Ng** presented the paper with the aid of PowerPoint slides and a fly-through video clip.
- 3.4 In response to the Chair's enquiry, **Mr K T Ng** clarified that the buildings coloured grey, yellow and green on the video clip represented existing, committed and planned developments respectively.
- 3.5 **Mr Franklin Yu** enquired whether the BH was reduced under the restrictions; and if so, whether there was corresponding adjustment to the permitted plot ratio (PR). With lower BH and unchanged permitted PR, the same amount of gross floor area (GFA) would probably be accommodated via larger floor plates, which could result in massive buildings.
- 3.6 **Dr. Peter Cookson Smith** considered that the visual impact assessment as shown in the presentation was not effective in showing the differences between the with- and without-BH-

restriction scenarios. He opined that the facilitation of air ventilation should be applicable to the whole town area instead of a localised scale. He also suggested that non-building areas should be planned comprehensively to form a distinctive network of open space.

3.7 **Mr Paul Zimmerman** raised the following enquiry and comments:

- (a) it was enquired if the Harbour Planning Principles (HPPs) had been taken into account in reviewing the OZP or whether there would be upcoming comprehensive review of the OZP to better meet the HPPs;
- (b) a comprehensive review on the connectivity to the waterfront and the walkable spaces in the area could be explored; and
- (c) the podium structures on the waterfront "Comprehensive Development Area" ("CDA") sites as shown on the video clip appeared to be massive and impermeable at the ground level, which was where open space near the waterfront should be located.

3.8 **Mr K T Ng** made the following responses:

- (a) the HPPs had been taken into account when the BH restrictions were formulated for the Tsuen Wan OZP, including the development proposals along waterfront areas;
- (b) the proposed BH restrictions mainly reflected the existing and committed BH of major developments and adopted a stepped building height profile generally in the Tsuen Wan area. Under the Tsuen Wan OZP, PR and GFA restrictions were already in place. The permitted PR would still be achievable under the new BH restrictions;
- (c) proposals of the podium developments at the waterfront for Sites TW5 and TW6 were already approved by the Town Planning Board (TPB) in June 2011 and February 2012 respectively. For TW5 and TW6, the proposals had been adjusted in accordance with the sustainable building guidelines as well as an increase in the supply of small- and medium-sized flats. Both planning schemes for TW5 and TW6 had also been revised with improvements to the

podium design. Another development at TW7 was currently under construction. The subject OZP amendments including building gaps and BH had reflected the design of the approved schemes;

- (d) according to the Air Ventilation Assessment, those low-rise "Government, Institution or Community" "(G/IC)" sites and "Open Space" areas were essential to maintain good air ventilation in the Tsuen Wan area; and
- (e) Tsuen Wan was already served by a good pedestrian network providing linkage between the Tsuen Wan MTR station and waterfront area. A footbridge network connecting the Tsuen Wan MTR station and the West Rail station was currently under construction and would be completed in due course.

3.9 **Mr Nicholas Brooke** echoed the view that it was difficult to differentiate the with- and without-BH-restriction scenarios. He considered that there were limited references to the HPPs in reviewing the OZP and how the waterfront would benefit from the amendments. He enquired if more significant changes would be introduced.

3.10 **Mr C K Soh** made the following points:

- (a) one of the considerations adopted in reviewing the subject OZP was to maintain the development intensity already permitted under the plan. The restrictions were to keep BH in perspective, preventing excessively tall or out-of-context redevelopments. It was not the objective of the amendments to further limit development intensity in the area;
- (b) the HPPs had always been taken into consideration when the OZP was reviewed and development proposals along the waterfront were being processed and considered by TPB;
- (c) the photomontages on the with- and without-BH-restriction scenarios did not show significant differences in certain areas as Tsuen Wan was already a well-developed district and many existing buildings had been built up to the BH restrictions. Buildings under construction or with approved building plans were also shown as existing buildings in the photomontages; and

(d) the purpose of this review was not to plan for a new townscape for Tsuen Wan. The existing townscape would generally be preserved and the two-city-centre concept would be realised upon completion of the developments.

- 3.11 **The Chair** considered that the paper and the presentation were made without significant reference to waterfront planning and development. She suggested that in future presentations on OZP amendments to this Task Force, there should be explicit references on how the amendments would address the HPPs. The before-and-after scenarios should also be highlighted to facilitate Members to make specific comments.
- 3.12 **Mr Raymond Lee** said that PlanD would focus more on harbourfront enhancement implications in seeking the Task Force's comments on amendments to OZP in future. He added that while OZPs provided a statutory development control framework, it would be more effective if other tools were used in parallel in planning for harbourfront enhancement.
- 3.13 **Mr Paul Zimmerman** said that three specific issues on Tsuen Wan area had previously been discussed by the former HEC and this Task Force, viz. (i) overall pedestrian linkages; (ii) cycling network; and (iii) activities permitted and made available along the waterfront. He suggested that these elements could be set out on a plan.
- 3.14 **Ms Gracie Foo** said that the HPPs and other planning principles were already incorporated in the OZP. She agreed that the HPPs and other harbourfront initiatives should be highlighted for Members' easy reference. As regards the various issues raised by Mr Paul Zimmerman, she said that different departments had been working together and contributing their parts respectively. For example, TD would be responsible for pedestrian connectivity, and CEDD would be responsible for cycle track provision. In fact, CEDD had consulted the Task Force on the provision of cycle track in Tsuen Wan area before. Full cooperation to ensure integrated planning and development having regard to HPPs had been at work in projects such as TW5 Bayside development. Relevant parties would be invited to brief Members on the progress at appropriate junctures.
- 3.15 **The Chair** considered that connectivity analyses could be conducted for different Action Areas and presented at future Task Force meetings.

- 3.16 In conclusion, **the Chair** suggested and the meeting agreed that Members' views on the OZP amendments would be summarised and forwarded to the TPB for consideration.

*[Post-meeting note: Members' views on the item were sent in a letter to the TPB dated 18 June 2012.]*

**Item 4 Proposed Animal Welfare Centre for the Society for the Prevention of Cruelty to Animals (Hong Kong) at Cheung Fai Road, Tsing Yi (Paper No. TFK/03/2012)**

- 4.1 **The Chair** welcomed the following representatives of the Society for the Prevention of Cruelty to Animals (Hong Kong) and its consultants:

Society for the Prevention of Cruelty to Animals (Hong Kong)  
(SPCA)

Mr Sandy Macalister, Executive Director

Toco Planning Consultants Ltd. (Toco)

Mr Chan Tat Choi, Managing Director

Mr Daniel Wei, Planning Assistant

Barrie Ho Architecture Interiors Ltd. (Barrie Ho)

Ms Angie Pi, Director of Architecture

Environ Hong Kong Ltd.

Mr Tony Cheng, Manager

- 4.2 **Mr Chan Tat Choi** of Toco, **Mr Sandy Macalister** of SPCA and **Ms Angie Pi** of Barrie Ho gave a presentation on the subject site, SPCA's history, operation and needs, and design of the centre respectively with the aid of PowerPoint slides.
- 4.3 In response to Ms Pong Yuen-yee's enquiry on the land use type of the proposed centre, **Mr Chan Tat Choi** clarified that it was 'Animal Welfare Centre' under Column 2 of the "G/IC" zone.
- 4.4 **Mr Paul Zimmerman** supported the proposed centre and further made the following remarks:
- (a) considering the location of the site, the presence of a slope behind, and the difficulties in procuring other sites for this type of uses, there might be scope for a taller building

without imposing adverse impacts on other users;

- (b) as a community organisation, pedestrian linkage to the centre from the rest of Tsing Yi should be improved; and
- (c) it was suggested that the promenade in front of the centre should be allowed for dog-walking.

4.5 **Dr Peter Cookson Smith** agreed that such animal welfare centre should be supported in view of the increasing number of dogs in Hong Kong. He enquired how the subject site was chosen and whether spaces under flyovers could be used for the proposed centre.

4.6 **Mr Leslie Chen** supported the proposal in principle. He suggested that consideration could be given to further setting back the building or having part of the building cut into the slope behind so that a larger landscaped area or a park could be provided in front of the building. **Mr Franklin Yu** shared Mr Chen's view.

4.7 In response, **Mr Chan Tat Choi** made the following points:

- (a) the Kwai Tsing District Council welcomed the proposed animal centre as many local residents in the district were keeping dogs. Consideration would be given to providing better pedestrian connection to the centre to facilitate future users. For instance, accessibility could be improved by making use of the existing staircase on the slope connecting to the residential developments nearby with an entrance at the back of the building;
- (b) the subject site enjoyed direct access to the New Territories (NT) where there was a high demand for the centre's service. There was also sufficient flat land for the construction of the proposed centre and open area; and
- (c) the 1.5m setback from the site boundary fronting Cheung Fai Road was proposed as a mitigation measure against the traffic noise.

4.8 **Mr Sandy Macalister** supplemented that the SPCA had explored sites underneath flyovers and the current site was considered the most ideal one.

4.9 **Mr Franklin Yu** agreed a pedestrian network was important.

He also suggested that the area adjacent to the subject site underneath the flyovers could be developed into a pet garden.

- 4.10 **The Chair** enquired whether education initiatives and activities for the public would be provided at the proposed centre.
- 4.11 Noting that there was a high demand for SPCA's service in the NT, **Ms Dilys Chau** enquired whether SPCA had identified any sites in the NT with more space for dog-walking.
- 4.12 **Mr Sandy Macalister** made the following responses:
- (a) education was an integral part of SPCA's work. SPCA ran courses for domestic helpers and humane education programmes under the curriculum of schools in Hong Kong and other provinces in mainland China;
  - (b) SPCA had to serve the whole NT area and it was not easy to identify suitable sites in the NT that could meet all the requirements. SPCA considered the subject site at Tsing Yi the most satisfactory, with easy access to Tsuen Wan, Tuen Mun, Sheung Shui etc.; and
  - (c) people used to drive a long distance to visit the temporary pet garden in Wan Chai. Survey showed that people had more social interactions within pet gardens rather than promenades where pets were not generally allowed to enter.
- 4.13 In conclusion, **the Chair** thanked the project team and advised the team to take into account Members' comments in taking forth the project.

*[Post-meeting note: Members' views on the item were sent in a letter to TPB dated 18 June 2012.]*

**Item 5 Amendments to the Draft South West Kowloon Outline Zoning Plan No. S/K20/26 (Paper No. TFK/04/2012)**

- 5.1 The following representatives were invited to the meeting:

Planning Department (PlanD)

Mr C K Soh, District Planning Officer/Tsuen Wan and West Kowloon (Acting)

Mr C H Mak, Town Planner/Yau Tsim Mong

- 5.2 **Mr Leslie Chen** declared an interest in this item as he was a member of the West Kowloon Cultural District Authority (WKCDA)'s Working Group on Park Development. **The Chair** said that this item was related to the adjustment of zoning boundary for West Kowloon Cultural District (WKCD) and rezoning to reflect existing as-built condition of the slip roads. They were only partially related to WKCD per se. **The meeting** agreed that Mr Chen's interest was indirect and he should be allowed to stay in the meeting and participate in discussion on this item.
- 5.3 **Mr C K Soh** presented the paper with the aid of PowerPoint slides.
- 5.4 **Mr Paul Zimmerman** enquired on why only part of the seawalls was included in the WKCD Development Plan (DP). **Ms Pong Yuen-yee** further asked if the increased seawall area would be used in plot ratio calculation.
- 5.5 In response, **Mr C K Soh** said that there were two types of seawalls in WKCD, viz. the vertical seawall that did not take up land area and seawall that took up land area. Only the latter was included in and shown on the WKCD DP (marked as Amendment Items F1 and F2). The increased land area would be countable in plot ratio calculation for WKCD.
- 5.6 **Mr Paul Zimmerman** considered that the existing pier located on the breakwater of the former Yau Ma Tei Typhoon Shelter at the eastern side needed a face-lift. He enquired whether it was included in the WKCD DP.
- 5.7 **Mr C K Soh** said that the said pier was currently used by the Fire Services Department (FSD) for berthing of fire boats. It did not form part of the WKCD.
- 5.8 **The Chair** concluded that the amendments on this subject OZP were minor and technical in nature.

*[Post-meeting note: Members' views on the item were sent in a letter to TPB dated 18 June 2012.]*

## Item 6 Action Areas

### West Kowloon Cultural District Area

Draft West Kowloon Cultural District Development Plan No. S/K20/WKCD/1 (Paper No. TFK/05/2012)

6.1 The Chair said that this item related to the Draft WKCD DP which was published in the Gazette and exhibited for public inspection on 30 March 2012 for two months. In drawing up the DP, the WKCDA had consulted the Task Force on 4 October 2010 and 19 October 2011 as part of their Stages 2 and 3 Public Engagement respectively. The website links to the following reference materials that were relevant to this item had been circulated to Members prior to the meeting:

- (a) Paper No. TFK/03/2010 and minutes of the Task Force meeting on 4 October 2010; and
- (b) Paper No. TFK/13/2011 and minutes of the Task Force meeting on 19 October 2011.

6.2 The following representatives were invited to the meeting:

Planning Department (PlanD)

Mr C K Soh, District Planning Officer/Tsuen Wan and West Kowloon (Acting)

Mr C H Mak, Town Planner/Yau Tsim Mong

West Kowloon Cultural District Authority (WKCDA)

Ms Bonny Wong, Director, Chief Executive Officer's Office

Dr. Chan Man-wai, Executive Director, Project Delivery

Mr Garmen Chan, Executive Director, Communications and Marketing

Mr Derek Sun, Head, Planning and Development

Foster+Partners

Mr Colin Ward, Partner

Mott MacDonald HK Limited

Mr Sai-ching Hung, Project Director

LD Asia

Mr Dickson Hui, Director

MVA

Mr Steven Ho, Associate Director  
Mr Fred Brown, Managing Director

Earthasia

Mr Paul Chan, Associate (Project)

Terry Farrells & Partners

Mr Felix Li, Senior Project Director

6.3 The following Members declared an interest in this item:

- (a) Mr Leslie Chen - being a member of WKCDA's Working Group on Park Development
- (b) Ms Ida Lam - being a member of the Consultation Panel of WKCDA

6.4 **The meeting** agreed that Mr Chen's and Ms Lam's interests were direct. They were allowed to stay in the meeting but should refrain from participating in the discussion on this item.

6.5 **Mr C K Soh** presented the paper with the aid of PowerPoint slides. In response to Mr Paul Zimmerman's enquiry regarding FSD's pier, he supplemented further that the pier would be retained for its current use until a suitable location could be identified for reprovisioning of the facility.

6.6 **Mr Paul Zimmerman** had the following comments:

- (a) the FSD's pier had low usage rate and it would be an unsightly facility at the future WKCD waterfront. He opined that it should be included in the WKCD DP and the WKCDA should allocate resources to have the pier properly enhanced;
- (b) to facilitate the implementation of the facilities including piers and floating pontoons, it was necessary to mark these facilities on the DP for early public information. In doing so, the WKCDA could produce cogent materials in establishing public support and an overriding public need for these water-related facilities with regard to the Protection of the Harbour Ordinance (PHO);

- (c) it was noted that the permitted BHs were low;
- (d) some north-south running non-building areas were reserved as circulation spaces. Since the ownership of these spaces was unclear on the DP, to avoid creating implementation and management problems, he suggested that these areas be shown as 'Road' on the DP; and
- (e) cycling should be a transport mode within WKCD for purposes including security and venue management. It should be provided for throughout the district, not only in the parks. There should also be space reserved for the east-west through traffic either along the waterfront or along the main road north of the site if the former generated too many conflicts between pedestrian and cycling traffic. Cycling connectivity should be indicated on the DP.

6.7 In relation to para. 6.6(e), **the Chair** drew Members' attention that the Secretariat had received a letter from Hong Kong Cycling Alliance (HKCA) before the meeting (on 18 April 2012). The letter was tabled for Members' reference. PlanD and WKCDA were invited to provide written responses after the meeting.

*[Post-meeting note: The reply to HKCA from the Secretariat with a coordinated response from PlanD and WKCDA was sent out on 15 May 2012. The reply was forwarded to Members on 21 May 2012.]*

6.8 Ms Pong Yuen-yee agreed that public support for the water-related facilities should be secured early. That notwithstanding, the proposed floating pontoon should not be located too close to the piers. She also sought clarification on the kind of 'Eating Place' permitted within the "Open Space (2)" ("O(2)") zone.

6.9 Mr C K Soh made the following points:

- (a) in the public engagement exercise of WKCDA, two piers were proposed to be included in WKCD. Subject to establishment of the overriding public need of the piers under the PHO, they could be included in the WKCD development;
- (b) the BH restrictions were incorporated with the objectives to protect the ridgelines when viewing from major vantage points and to maintain a stepped building height profile in

WKCD in general. As stated in the modified concept plan put forward in the public engagement exercise, the BH profile would be refined at the detailed design stage;

- (c) it was well recognised that the management of the common areas and facilities in WKCD should be worked out at an early stage. The issue was being considered by relevant government departments together with the WKCDA;
- (d) cycle paths/tracks would be provided for within the park area at the current stage. Extension of the facility to the rest of the WKCD would be subject to detailed design to be taken forward in the near future;
- (e) the 'Eating Place' use permitted within "O(2)" zone would be of limited scale, restricted to a total gross floor area of not more than 300m<sup>2</sup> and of not more than one storey in height, mainly to complement the use of the Avenue; and
- (f) the DP was a statutory plan providing planning control over the general layout and major development parameters of different land uses. Detailed design including safety, convenience and integration of the piers, pontoons, landing steps and viewing platforms etc would be considered at a later stage in the preparation of the Outline Development Plan (ODP) as mentioned in the Explanatory Statement (ES) of the ODP.

6.10 **Mr Paul Zimmerman** enquired about the pedestrian connections from WKCD to the surrounding areas such as Canton Road, Kowloon Park and Tsim Sha Tsui MTR station.

6.11 **Mr Vincent Fung** said that the provision of trees in the park area should be considered with respect to the preference for lawn areas of some members of the public.

6.12 **Mr Franklin Yu** made the following points:

- (a) according to the DP, there would be no mass transport system in the vicinity. People would have to walk a long distance to transit nodes from the Mega Performance Venue; and
- (b) the buildings along the waterfront should be well integrated with the promenade.

6.13 **The Chair** enquired whether the planned completion dates of Phases I and II of the development could be advanced. She also suggested building the viewing platforms on the first floor of buildings along the waterfront to avoid reclamation.

6.14 In response, **Mr C K Soh** made the following points:

- (a) the importance of accessibility and connectivity within WKCD (i.e. both the east-west and north-south connections) and between WKCD and its adjoining areas was well recognised. WKCD had carried out various assessments to ascertain pedestrian needs and sought views in the Public Engagement Exercise. The feasibility of all pedestrian connections proposed under the Stage 3 Public Engagement Exercise and mentioned in the ES of the DP would be explored together with relevant Government departments. The WKCDA was also examining the use of environmentally friendly transport system (EFTS) for connection with the surrounding areas;
- (b) a concept landscape plan had been included in the ES of the DP and the more detailed Master Landscape Plan for WKCD was under preparation together with the ODP. Members' comments on the open space including provision of trees would be taken into account; and
- (c) the suggestion for the viewing platform would be examined in terms of accessibility and integration to ensure an enjoyable experience for visitors.

6.15 **Dr Chan Man-wai** of WKCDA made the following points:

- (a) the WKCDA, in collaboration with relevant government departments, would explore the feasibility of possible enhancement of the FSD's pier;
- (b) the planned completion dates of the WKCD venues had been published. Members of the public would be enjoying some WKCD facilities in the second half of 2012 the earliest;
- (c) the WKCDA was keen to put the proposed piers in place and was prepared to address the challenges for their implementation. The feasibility of funding the piers by WKCDA would also be explored;
- (d) Members' comments on the detailed design of the facilities

including the floating pontoons and waterfront promenade would be taken into consideration; and

- (e) the WKCDA was investigating the use of eco-bus, which was environment friendly and flexible in nature, for connections within WKCD and from WKCD to the surrounding areas.

6.16 **Mr Fred Brown** of MVA made the following points:

- (a) as regards the major east-west connection, various travel mode options, at-grade and elevated, were being examined. Different planning considerations and possible impacts on the ground movements had to be taken into account;
- (b) the piers would be an important facility. While franchised ferry service might not be financially feasible, other forms of transportation (e.g. water taxis) during special events would be investigated; and
- (c) much effort had been made on the provision of pedestrian linkages from WKCD to Austin MTR station, Express Rail Link station and The Elements. Connections from WKCD to the old Tsim Sha Tsui area were also being pursued.

6.17 **Mr Paul Chan** of Earthasia advised that there would be different types of open space within WKCD, e.g. piazza, terrace garden, park and waterfront promenade. While some areas would have trees for provision of shaded environment, other areas would be treated with different planting strategies subject to detailed design.

6.18 **Mr Paul Zimmerman** enquired whether the eco-bus option being explored would be provided underground, at grade or at an elevated level.

6.19 **Ms Pong Yuen-yee** expressed preference for more trees in the park area and suggested that tree planting at the nursery should take place as soon as possible.

6.20 In response, **Dr. Chan man-wai** said that design of the tree nursery had already commenced. He confirmed that the eco-bus, if provided, would run underground within the WKCD.

6.21 **Ms Bonny Wong** of WKCDA supplemented as follows:

- (a) transport system at different levels had been examined. It was considered that an elevated transport system would spoil the environment of WKCD and an underground eco-bus system was hence suggested;
- (b) a pedestrian link from the Western Harbour Crossing Toll Plaza (the area close to the Mega Performance Venue) to the International Commerce Centre was proposed;
- (c) the WKCDA intended to achieve a smooth integration of the building space and the waterfront promenade. That would be addressed at the design stage;
- (d) feasibility to provide cycle tracks along the waterfront or in other areas of WKCD would be examined; and
- (e) the WKCDA had approached Mr Winston Chu of the Society for Protection of the Harbour, who had expressed support for the proposed piers at WKCD. The WKCDA would formulate a working programme for pier provisions at WKCD.

6.22 In response to Mr Franklin Yu's enquiry, **Dr. Chan Man-wai** said that it was the WCKDA's target to achieve a low-carbon environment for WKCD in the short term; and become carbon neutral in the long run. Details including the use of renewable energy were being explored.

6.23 **The Chair** said that it was important to work towards a low-carbon environment in all aspects from energy, building, transportation to lifestyle. She concluded that Members' views on this item would be summarised and forwarded to the TPB for consideration.

*[Post-meeting note: Members' views on the item were sent in a letter to TPB dated 18 June 2012.]*

## Item 7 Any Other Business

### Action Areas for Next Meeting

7.1 Members had no specific views on the Action Areas to be discussed at the next meeting. **The Chair** asked the Secretariat to explore items for discussion or reporting in the next meeting.

**Secretariat**

Mr Paul Zimmerman's Enquiries on Private Coach Parking and Holding Areas in Kowloon and Management of Promenade and Public Space in Tsim Sha Tsui in relation to Handling of Passengers for Harbour Tours and Cruises

- 7.2 **The Chair** said that, Mr Paul Zimmerman raised enquiries via email on 22 March 2012 regarding private coach parking in Kowloon and management issues of the promenade and public space in Tsim Sha Tsui in relation to the handling of passengers for harbour tours and cruises. Responses from LCSD had been sent to Mr Zimmerman on 13 April 2012, and copied to all Members on 17 April 2012 for information. Feedback from TD was being sought and would be sent out once available.

TD

*[Post-meeting note: TD's response was sent to Members on 12 July for information.]*

- 7.3 **Mr Paul Zimmerman** said that the coach parking and holding area problem at Salisbury Road should be taken up in the design of Tsim Sha Tsui piazza to address the long-term needs for these facilities in the area. Currently, TD did not have a clear plan to accommodate the need for holding and drop-off areas around the harbourfront areas. The approach in handling passengers for harbour tours and cruises was a harbour-wide issue which should be dealt with by the Water-land Interface Task Force.

TD &  
Harbour  
Unit

- 7.4 **The Chair** said that the issue for coach parking and holding area was a general issue and TD was requested to look into the matter for discussion at the Commission level.

TD

Proposed Commercial (Office/Shops) Development at Kowloon Inland Lot No. 11111, Hung Luen Road, Hung Hom

- 7.5 In response to Mr Paul Zimmerman's enquiry on the proposed footbridge connection from the commercial development at Hung Luen Road, **the Chair** said that the plans submitted by TD discussed under Item 2 of this meeting ("Connectivity at Tsim Sha Tsui and Hung Hom Harbourfront") only showed the existing pedestrian facilities. TD was requested to provide a plan of Hung Hom waterfront with existing and planned pedestrian networks for Members' reference.

TD

*[Post-meeting note: The plans on existing and planned pedestrian networks in Tsim Sha Tsui and Hung Hom waterfront were circulated to Members on 12 July 2012 for information.]*

Next Task Force Meeting

- 7.6 **The Chair** said that the next meeting was tentatively scheduled for mid July 2012. Members would be informed of the exact meeting date in due course.
- 7.7 There being no other business, the meeting adjourned at 5:45pm.

**Secretariat  
Task Force on Harbourfront Developments  
in Kowloon, Tsuen Wan and Kwai Tsing  
July 2012**