

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

Minutes of Thirteenth Meeting

Date : 16 May 2013
Time : 2:30 pm
Venue : Conference Room, 15/F, North Point Government Offices
333 Java Road, North Point

Present

Prof Becky Loo	Chair
Mrs Margaret Brooke	Representing Business Environment Council
Prof Carlos Lo	Representing Friends of the Earth
Mr Franklin Yu	Representing Hong Kong Institute of 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	
Mrs Winnie Kang	Principal Assistant Secretary (Harbour), Development Bureau (DEVB)
Miss Margrit Li	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)
Mr Brandon Chau	Senior Manager (Tourism), Tourism Commission (TC)
Mr Wilson Pang	Chief Traffic Engineer/Kowloon, Transport Department (TD)
Mr Janson Wong	Chief Engineer/Kowloon 2, Kowloon Development Office, Civil Engineering and Development Department (CEDD)
Mr Raymond Wong	Assistant Director of Planning/Territorial, Planning Department (PlanD)
Mr Edward Leung	Secretary

Absent with Apologies

Dr Stefan Al
Ir Peter Wong
Ms Ida Lam

Unit would report progress of the working group on a regular basis.

- 2.4 **Mrs Winnie Kang** supplemented that the working group had identified several possible routings from the TST MTR station to the harbourfront, whilst departments were also improving the signages as identified during the site visit. The working group was considering the production of a mobile application for an interactive walking map of the TST waterfront as a pilot project.

Conceptual Design of a Dry Weather Flow Interceptor at Cherry Street Box Culvert (para. 5.15 and 5.16 of the minutes of the 12th meeting)

- 2.5 **The Chair** welcomed the following representatives:

Drainage Services Department (DSD)

Mr Gabriel Woo, Chief Engineer

Mr Raymond Seit, Senior Engineer

Ms Elaine Wong, Engineer

Black & Veatch Hong Kong Limited

Mr Glenn Chan, Project Manager

- 2.6 **The Chair** said that taking into account Members' comments raised at the last meeting, DSD had prepared a revised scheme for the proposed Dry Weather Flow Interceptor (DWFI) at Cherry Street Box Culvert (CSBC) in Tai Kok Tsui. The scheme was circulated to Members for further consideration on 2 May 2013. DSD had responded to the comments raised by Mr Tom Callahan in his email of 10 May 2013 which was tabled at the meeting. Mr Callahan's further comments, which were on how DWFI would improve the water pollution problem in the New Yau Ma Tei Typhoon Shelter (NYMTTS) raised in his email of 14 May 2013, were also tabled at this meeting.
- 2.7 **Mrs Margaret Brooke** added that the 3-4 months maintenance period every year was too long. She further queried whether the proposed site would be the best location for DWFI and if other measures had been explored to improve the water quality in NYMTTS.
- 2.8 **Mr Glenn Chan** clarified that the two storm-water drainage box culverts, including CSBC, were discharging storm-water to the NYMTTS. The discharged storm-water was collected from the entire West Kowloon area including Yau Ma Tei, Mong Kok, Prince Edward, Tai Kok Tsui, etc. Pollution in the storm-water

flow was mainly caused by expedient connections and illegal discharge at the upstream of these two culverts. Government Departments had implemented various measures, such as disconnection of expedient connections and prosecuting illegal discharge with a view to reducing polluted flow. After implementing DWFI, the water quality of NYMTTS was expected to be significantly improved.

2.9 **Mr Gabriel Woo** supplemented the following:

- (a) after constructing DWFI, the tidal water flow to CSBC would be disconnected and DSD could conduct desilting works more effectively there;
- (b) the gradient of the CSBC was gentle and sediments were settling inside the culvert. After constructing DWFI, more desilting works would be needed in the first few years to clean up the accumulated sediments; and
- (c) the maintenance works mainly involved desilting followed by a lengthy dewatering process to drain out water from the excavated mud/silt. Although the maintenance works would require around 3-4 months a year when DWFI was first commissioned, it was expected that the maintenance period could be shortened once silt accumulation in CSBC was cleared after the several years of operation.

2.10 In response to **the Chair's** enquiry, **Mr Glenn Chan** said that only the area behind the penstocks would be closed during the maintenance period and the promenade part would be opened for public use at all times.

2.11 **Mr Paul Zimmerman** opined that the area closed for maintenance should be minimised. He questioned whether the dewatering process could be conducted off-site so that a larger open space could be maintained for public enjoyment. He also expressed concern on the possible odour problem arising from the maintenance works and suggested that DSD should enhance the DWFI's operation by using the latest technology.

2.12 **Mr Nicholas Brooke** pointed out that the landscaping in the open area might be damaged by maintenance vehicles.

2.13 **Mrs Margaret Brooke** enquired whether there could be any better arrangement for the desilting works.

- 2.14 **The Chair** said that while the project would improve the water quality of NYMTTS, the design might be further enhanced to minimize disturbances to the general public. She enquired if the public could still use the pedestrian connection between the promenade and Hoi Fai Road during the maintenance period.
- 2.15 **Mr Gabriel Woo** and **Mr Glenn Chan** made the following responses:
- (a) the concerned site was small and partial closure of the site during the maintenance period was unavoidable;
 - (b) during the desilting works, mobile equipment would be deployed to grab sediments which were mainly silty and sandy materials mixed with organic matters. The dewatering process would then be carried out in the containers before transporting the mud/silt collected to the landfill site by trucks;
 - (c) it was considered more desirable to complete the dewatering process in-situ to avoid acquiring a separate site; and
 - (d) the desilting works would only be carried out during dry season so that the flood mitigation function of CSBC could be maintained during wet season. The period required for desilting works would be reduced gradually.
- 2.16 **The Chair** concluded that the need for implementing the project to improve the water quality in NYMTTS was recognized and the revised scheme was an improvement with a widened waterfront promenade. While the Task Force was briefed on the reasons why the desilting works would take 3-4 months a year, Members should be provided with more details in relation to the annual maintenance operation on the following: **DSD**
- (a) how the odour and disturbance to the nearby residents could be minimised; and
 - (b) whether a pedestrian access between the waterfront promenade and Hoi Fai Road could be maintained during the maintenance period.
- 2.17 **Mr Paul Zimmerman** further asked DSD to provide the following information: **DSD**
- (a) details of the desilting operation;

- (b) the area that would be closed off during the maintenance period;
- (c) where the water would be discharged after dewatering;
- (d) measure to prevent vessels to discharge sewage in NYMTTS; and
- (e) whether a site for expansion could be provided to the Marine Department (MD), which had harbour patrol facilities in the vicinity.

2.18 **Mr Raymond Seit** responded that the existing access from Hoi Fai Road to the landing steps adjacent to the works site and the access from Hoi Fai Road to the waterfront promenade would be maintained during the maintenance period.

2.19 **The Chair** opined that the issue on control of vessels should better be handled by the Task Force on Water-land Interface. She said that MD might have its position on the provision of facilities in the area, but Members' suggestions would be conveyed to MD for consideration.

[Post-meeting note: DSD's written responses to Members' comments at the meeting were circulated to Members on 10 June 2013.]

Lei Yue Mun Car Parking Sites under Short Term Tenancies (STTs)
(para. 7.4 of the minutes of the 12th meeting)

2.20 **The Chair** said that Lands Department (LandsD) was considering whether it was appropriate and practical to incorporate any objective landscaping standards in future tenancy agreement of STT car parks in the area.

2.21 **Mrs Winnie Kang** supplemented that Harbour Unit had been in liaison with LandsD to explore if it could incorporate landscaping standards in the tenancy agreement of STT car parks in harbourfront areas. Due to differences in site circumstances, a standard landscaping clause for all STT car park sites might not be practicable. Nevertheless, Harbour Unit had conveyed Members' views to LandsD in considering the possible way forward.

Coach Parking in TST (para. 7.4 of the minutes of the 12th meeting)

2.22 **The Chair** informed the meeting that TD had responded that:

- (a) the overall supply of parking spaces for coaches in the territory could by-and-large meet the demand;
- (b) TD had been liaising with the Police to step up necessary enforcement actions at roads where illegal parking was often spotted. TC and TD would maintain dialogue with the tourism trade with a view to alleviating the problem caused by coaches loitering at popular tourist destinations;
- (c) TD would continue looking for more coach parking spaces and nine off-street coach parking spaces had been added in TST since 2011. TD circulated a proposal in end-2012 for two additional coach parking spaces at Kimberley Road, but the proposal was shelved because of local objections. TD recently proposed another two coach parking spaces at Chatham Road South, the implementation of which would be subject to the result of local consultation; and
- (d) TD would request for adequate parking as well as loading and unloading facilities to be provided within new developments.

2.23 **Mr Paul Zimmerman** questioned whether the demand of coach parking in harbourfront areas, especially in TST, could be met with the measures implemented. He further asked about the locations of the nine off-street coach parking spaces and how TC would manage the demand of coach parking at tourist attractions.

2.24 **The Chair** asked and **Mr Wilson PANG** agreed to provide information on the locations of the nine off-street coach parking spaces after the meeting.

TD

[Post-meeting note: The locations of the 9 off-street coach parking spaces were sent to Members on 17 September 2013.]

2.25 **Mr Brandon Chau** said that TC had regular meetings with the trade to urge for improvement in managing the coach parking situation in popular tourist destinations.

2.26 **Mr Nicholas Brooke** said that TD should discuss with the trade to address the coach parking issue in a holistic manner. **The Chair** said that it was not possible to address all the issues at this meeting, but the coach parking and loitering problem in TST

waterfront area should be handled with priority.

*Pedestrian Subway Connecting Sheraton Hotel to Middle Road Subway
(para. 2.9 of the minutes of the 12th meeting)*

- 2.27 **Mr Paul Zimmerman** asked whether the proposed pedestrian subway connecting Sheraton Hotel to Middle Road Subway would be implemented; and suggested that LandsD should take into account the public gain when considering the land premium that the private landowner should pay.
- 2.28 **The Chair** said that the Sheraton Hotel had once submitted a proposal to construct a pedestrian subway connecting its basement to the existing Middle Road Subway, but the proposal was withdrawn in 2011. Any initiative to reactivate the proposal should come from the private landowner. In addition, the option of at-grade crossing across Salisbury Road from the Peninsula Hotel, which was more preferable from connectivity point of view, was now being considered. Nevertheless, Members' comments should be conveyed to LandsD for consideration.

[Post-meeting note: Members' comments were conveyed to LandsD on 29 August 2013.]

Item 3 Action Area

- 3.1 **The Chair** said that the updated Action Areas Table (as at May 2013) was circulated to Members on 14 May 2013. This meeting would focus on TST East and West Action Areas as agreed in the last meeting.

Tsim Sha Tsui East and Tsim Sha Tsui West Action Area

- (a) **Renovation of the Hong Kong Museum of Art (Paper No. TFK/06/2013)**
- 3.2 **The Chair** welcomed the following representatives to the meeting:

Leisure and Cultural Services Department (LCSD)

Dr Louis NG, Assistant Director (Heritage & Museums)

Ms Tam Mei-yee, Eve, Chief Curator (Art)

Mr Tang Hoi-chiu, Chief Curator (Special Projects)

Architectural Services Department (ArchSD)

Miss Vivien Fung, Senior Architect/24

Mr C.F. Wei, Senior Project Manager/325

Ms Lilian Cheung, Project Manager

Mr Law Sin-hang, Architect/210

PlanArch Consultants Ltd

Ms Betty S F Ho, Director

Mr Cheng Pui Kan, Town Planner

- 3.3 **The Chair** said that the website link to the following reference/background materials had been circulated to Members prior to the meeting:

Paper No. TFK/04/2013 "Provision of an Art Square at Salisbury Garden, Tsim Sha Tsui" and the minutes of the TFK meeting on 22 January 2013

- 3.4 **The Chair** said that LCSD had consulted the Task Force on 22 January 2013 on the short and long-term plans to renovate and enhance the Hong Kong Cultural Centre (HKCC) Complex by phases, in particular the conversion of the western part of the Salisbury Garden to an art square. A briefing session was also held on 13 March 2013 to gauge Members' initial views on the renovation of the Hong Kong Museum of Art (HKMA). Taken into account Members' comments, LCSD had come up with an enhanced renovation plan for HKMA which was set out in the discussion paper.
- 3.5 **Dr Louis Ng** and **Ms Eve Tam** of LCSD, and **Miss Vivien Fung** of ArchSD presented the renovation scheme with the aid of a PowerPoint.
- 3.6 **Mr Nicholas Brooke** appreciated the holistic approach which LCSD had adopted in enhancing the TST waterfront. However, he enquired whether it would be possible to demolish and construct a new building for HKMA instead of renovating the existing one.
- 3.7 **Mr Paul Zimmerman** concurred with Mr Brooke's view and made the following comments:
- (a) a storage area for storing mills barriers and an event control room should be provided;
 - (b) canopies should be provided around the building as rain

shelter for pedestrians;

- (c) the main entrance should be provided facing the future at-grade crossing at Salisbury Road;
- (d) the proposed viewing deck should be barrier-free;
- (e) the sitting area for the eating places should not be too close to the kitchen;
- (f) the proposed increase in building height and site coverage were not in line with the Harbour Planning Principles (HPPs);
- (g) electricity consumption for air conditioning would increase due to the transparent design proposed for the additional floor; and
- (h) loading and unloading area of the building should avoid facing the waterfront.

3.8 **Mrs Margaret Brooke** enquired if the proposed increase in building height would be appropriate for the waterfront setting.

3.9 **Dr Peter Cookson Smith** opined that the current HKMA was not satisfactory in design for waterfront setting and might not be worthwhile to spend money on renovating the existing building. He added that the need for providing cultural facilities at the TST waterfront after development of the West Kowloon Cultural District (WKCD) was doubtful. In respect of the proposed renovation, he suggested that a more transparent building design should be adopted to achieve better interface with the public realm and the ground level of the building facing the harbour should be opened for public use.

3.10 **Mr Franklin Yu** considered that renovation might not be the only way to improve HKMA. Due to the presence of various constraints, space might not be sufficient for providing pedestrian circulation and holding events. He considered that the redevelopment option might be explored.

3.11 **The Chair** said that it was desirable to have arts and cultural facilities in TST to bring people to this part of waterfront despite the development of WKCD, and this was in line with the HPPs. She also made the following enquiries:

- (a) whether the proposed building height increase from 30mPD to 37.5mPD was only applicable to the east wing of HKMA building;
- (b) whether the additional floor on top of the existing building could be justifiable in terms of the proposed uses;
- (c) whether the proposed increase in plot ratio from 3.77 to 4.4 required permission from the Town Planning Board; and
- (d) whether LCSD would consider the option of redeveloping the HKMA instead of renovation.

3.12 **Dr Louis Ng** of LCSD made the following responses:

- (a) different options to enhance HKMA, including relocation, redevelopment and renovation had been explored;
- (b) the existing HKMA building was still in a very good condition in terms of its structural integrity;
- (c) the cost for redeveloping HKMA would be 5 to 6 times more than the proposed renovation;
- (d) the renovation of Salisbury Garden and HKMA would be completed in 2014 and 2017 respectively, which would tie in with the redevelopment of the New World Centre and the opening of WKCD facilities in 2017/18. The renovation of HKCC would then follow. The renovation of HKMA was considered a quick option to upgrade the museum facilities and further strengthen the branding of HKMA while minimising the closure period; and
- (e) the HKCC Complex would not be closed entirely at one time. Different facilities within the Complex would be opened at different time to maintain services to the public as far as possible.

3.13 **Miss Vivien Fung** of ArchSD further explained that many existing facilities such as underground utilities and the MTR vent shaft could not be demolished. To redevelop the museum would result in a higher building block. Also, given that the building height restriction under the current Outline Zoning Plan had imposed constraints to redevelopment, the redevelopment option with the expansion of the facilities was not feasible.

3.14 **Ms Betty Ho** of PlanArch supplemented that:

- (a) the additional floor would cover mainly the eastern and central part of the site while the building height restriction was 30mPD on the OZP. The proposed design would not exceed the height restriction of the western part of the site which was 15mPD;
- (b) no plot ratio restriction was imposed on the OZP for the HKMA site;
- (c) the additional floor would be transparent in design to facilitate the public to enjoy harbour view; and
- (d) the building could be accessed from both Salisbury Road and the waterfront promenade.

3.15 **Dr Louis Ng** of LCSD added that the renovation would be a fast improvement to HKMA and a longer closure of HKMA would be resulted if the redevelopment option was pursued. He said that opportunities would be taken to improve the pedestrian accessibility to HKMA and the TST waterfront.

3.16 **The Chair** said that there was growing public awareness in preserving heritage and the HKCC Complex including HKMA had become part of their collective memories. She concluded that LCSD should take into account Members' comment when enhancing the building design to achieve a better interface with the public realm, and open the ground level area facing the harbour for public use.

[Post-meeting note: The Task Force's views on the item were conveyed to the Town Planning Board on 17 July 2013.]

(b) **Report on the Site Visit to the Tsim Sha Tsui Ferry Pier and Tsim Sha Tsui Public Transport Interchange (Paper No. TFK/07/2013)**

3.17 **The Chair** welcomed the following representatives:

Transport Department

Mr Wilson Pang, Chief Traffic Engineer/Kowloon

Mr M Yeung, Senior Engineer/Kowloon District Central

3.18 **The Chair** said that the walking tour to the TST Ferry Pier and public transport interchange (the TST Pier area) was held on 13

March 2013. She added that Members generally considered that a renovation plan for the TST Pier area should be formulated and improvements to the public transport interchange should also be considered.

- 3.19 **Mr Nicholas Brooke** suggested that a bureau should be identified to take the lead in enhancing the TST Pier area holistically.
- 3.20 **Mr Paul Zimmerman** suggested demolishing the canopy outside the Pier and improving the adjacent public toilet managed by FEHD. He also suggested that Harbour Unit invite relevant parties to discuss the way forward together.
- 3.21 **The Chair** was concerned about the lack of progress on the grading assessment of the TST Pier area since March 2013. In this regard, **Ms Pong Yuen-yee** suggested sending a letter to the Antiquities Advisory Board (AAB) to convey Members' views on the matter.
- 3.22 **Mr Franklin Yu** opined that a public transport interchange in TST Pier area might not be the best use of the site in view of its potential for public enjoyment.
- 3.23 **Mr Wilson Pang** responded that TD had attempted to identify different approaches to renovate the canopy. However, as the canopy formed part of the the TST Pier area, any improvement could only be implemented after the grading assessment by AAB.
- 3.24 **The Chair** concluded that the result of the grading assessment for the TST Pier area should be obtained as soon as possible to facilitate relevant parties to consider the way forward. She also suggested that a leading party should be identified to take the lead in enhancing the TST Pier area.

[Post-meeting note: Members' comments were conveyed to the Transport and Housing Bureau which is the policy bureau overseeing TD's efforts in enhancing the TST Pier area on 28 August 2013.]

Item 4 Central Kowloon Route - Landscape Deck in Yau Ma Tei (Paper No. TFK/08/2013)

- 4.1 **The Chair** welcomed the following representatives:

Major Works Project Management Office, Highways Department (HyD)

Mr Tony Lok, Chief Engineer 2/Major Works
Mr Simon Leung, Senior Engineer 2/Central Kowloon Route
Mr M Y Lee, Engineer 2/Central Kowloon Route

Arup-Mott Macdonald Joint Venture

Mr Alan Low, Design Team Leader

- 4.2 **The Chair** said that the website link of the following reference/background materials had been circulated to Members prior to the meeting:

Paper No. HC/05/2013 "Central Kowloon Route – Phase 2 Public Engagement Exercise" and the minutes of the HC meeting on 7 January 2013.

- 4.3 **The Chair** informed the meeting that HyD consulted the HC on the alignment of Central Kowloon Route (CKR) on 7 January 2013 and an informal workshop was held on 5 February 2013 to brief Members of the Kai Tak and Kowloon Task Forces on the preliminary design of open space under the CKR project. Taken into account Members' comments, HyD had prepared a revised preliminary design for the landscape deck in Yau Ma Tei.
- 4.4 **Mr Tony Lok** and **Mr Alan Low** presented the paper with the aid of a PowerPoint.
- 4.5 **Mr Franklin Yu** supported the idea of constructing a landscape deck for public use and integrating it with the adjacent open spaces and pedestrian network. He enquired how the landscape deck would connect to the waterfront to the west and the WKCD to the south.
- 4.6 **The Chair** made the following enquiries/comments:
- (a) whether the landscape deck would be open round the clock and connect with WKCD;
 - (b) whether the gradient from the landscape deck to different connection points would facilitate barrier-free access; and
 - (c) whether clear directional signages would be provided at the connection points.
- 4.7 **Mr Paul Zimmerman** said that HyD would only be responsible for the construction of the landscape deck. It was important to liaise with other responsible parties for management of the entire

pedestrian network to enhance pedestrian connectivity in the area. He also suggested allocating the commercial area to the open space at ground level.

- 4.8 **Dr Peter Cookson Smith** opined that connectivity and continuity of the pedestrian network to link with the waterfront and other attractions were important; and accessibility between the landscape deck and the waterfront should be maximized and barrier-free access should be provided.
- 4.9 **Mr Nicholas Brooke** and **Mr Paul Zimmerman** asked HyD to provide more details on the pedestrian links of the landscape deck at different levels.
- 4.10 **The Chair** concluded that HyD and its consultants should take into account Members' comments when implementing the conceptual plan to improve pedestrian accessibility within the area and putting forward the detailed design for the landscape deck.

HyD

Item 5 Any Other Business

- 5.1 **Mr Paul Zimmerman** considered that walking tours to other harbourfront areas such as Tsuen Wan should be arranged. **The Chair** agreed in principle provided that Members were interested and had time to participate in walking tours.
- 5.2 As this was the last Task Force meeting in the current term of HC, **the Chair** thanked Members for their dedicated service to the Task Force in the last 3 years.
- 5.3 There being no other business, the meeting was adjourned at 4:50pm.

Secretariat
Task Force on Harbourfront Developments
in Kowloon, Tsuen Wan and Kwai Tsing
December 2013