

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

**Minutes of Fourteenth Meeting**

Date : 2 December 2013  
Time : 2:30 pm  
Venue : Conference Room (Room G46) at Upper Ground Floor,  
Hong Kong Heritage Discovery Centre, Kowloon Park,  
Tsim Sha Tsui

**Present**

Mr Nicholas Brooke	Chair, Harbourfront Commission
Prof Becky Loo	Chair, Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Mrs Margaret Brooke	Representing Business Environment Council
Mr Franklin Yu	Representing Hong Kong Institute of Architects
Ir Prof Choy Kin-kuen	Representing Hong Kong Institution of Engineers
Dr Peter Cookson Smith	Representing Hong Kong Institute of Planners
Mr Lau Chun-kong	Representing Hong Kong Institute of Surveyors
Dr Sujata Govada	Representing Hong Kong Institute of Urban Design
Mr Shuki Leung	Representing Real Estate Developers Association of Hong Kong
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 Wilson Pang	Chief Traffic Engineer/Kowloon, Transport Department (TD)
Ms Joyce YY Lau	Senior Engineer/ 1, Kowloon Development Office, Civil Engineering and Development Department (CEDD)
Ms Amy Cheung	Assistant Director of Planning/Territorial, Planning Department (PlanD)
Ms Stephanie Lai	Senior Manager (Tourism) 2, Tourism Commission
Mr Edward Leung	Secretary

**Absent with Apologies**

Mrs Karen Barretto

Mr Paul Chan Yuen-king

Mr Lam Kin-lai

Mr Paul Zimmerman

### In Attendance

Mr Tom Yip

Senior Town Planner/Yau Tsim Mong, PlanD

### Action

#### **Welcoming Message**

**Mr Nicholas Brooke**, Chair of the Harbourfront Commission, welcomed all to the meeting.

#### **Item 1 Election of Task Force Chair**

- 1.1 **Mrs Margaret Brooke** nominated and **Mr Shuki Leung** seconded **Prof Becky Loo** to be the Chair of the Task Force. **Mr Nicholas Brooke** declined the nomination by **Dr Peter Cookson Smith**.
- 1.2 With the support of Members, **Mr Brooke** declared that **Prof Becky Loo** was elected as the Chair of the Task Force. **Prof Loo** took over the chairmanship from **Mr Brooke**, and thanked Members for their support.

#### **Item 2 Confirmation of Terms of Reference ("ToR") of the Task Force**

- 2.1 **The Chair** informed Members that the proposed ToR of the Task Force was the same as the other geographical Task Forces, differing only in the geographical coverage. As this was the first meeting of the new term, **the Chair** asked Members if they had any views on the ToR.
- 2.2 **The Secretary** said that Mr Paul Zimmerman, in his email dated 29 November 2013 which was tabled at the meeting, suggested to delineate the harbourfront areas north of Yau Ma Tei, including Tsuen Wan, Cheung Sha Wan and Tsing Yi.
- 2.3 **Mrs Winnie Kang** said that the current coverage of harbourfront areas under the Task Force was thoroughly discussed when the

Task Force was first established in 2010. Such definition had been widely adopted by Government departments and stakeholders. Extensive consultation would need to be carried out should there be any proposed change in the current coverage. Harbour Unit would continue to ask proponents of projects relevant to public enjoyment at and accessibility to the harbourfront to consult the Task Force as appropriate.

- 2.4 **Mrs Margaret Brooke** suggested that the Task Force should also request the proponents of projects that might have negative impact on the harbourfront to consult the Task Force.
- 2.5 **The Chair** said that the Task Force could adopt a proactive approach in identifying and inviting specific projects, which might have negative impact on the harbourfront, to consult the Task Force. As for the focus of this Task Force, it would remain as what had been laid down in the ToR.
- 2.6 The meeting endorsed the proposed ToR of the Task Force.

### **Item 3 Confirmation of Minutes of the 13<sup>th</sup> Meeting**

- 3.1 The draft minutes of the 13<sup>th</sup> meeting which was held on 16 May 2013 were circulated to Members on 17 September 2013. As no comments had been received, the meeting confirmed the draft minutes without amendment.

### **Item 4 Matters Arising**

*Enhancement of Pedestrian Connectivity in Tsim Sha Tsui (TST) (para. 2.3 of the minutes of the 13<sup>th</sup> meeting)*

- 4.1 **The Chair** said that according to the news report, the Sogo Department Store in TST would be closed in early 2014. This might affect the pedestrian access to the TST waterfront.
- 4.2 At the invitation of the Chair, **Mr Wilson Pang** informed the meeting that the developer and its consultant had informed TD on the proposed closure of pedestrian exit within Sogo. TD had provided them with initial comments on their proposal of an alternative access and was waiting for their response. As regards the at-grade pedestrian crossing between Peninsula Hotel and Salisbury Garden across Salisbury Road, he added that support from Yau Tsim Mong District Council on the design had been

obtained. The detailed design of the crossing was being prepared by the Highways Department (HyD), and site investigation work would start soon. It was expected that the pedestrian crossing would be completed by mid-2014.

- 4.3 **The Chair** appreciated TD's effort in providing the at-grade crossing as requested by the Task Force. Such provision would reduce reliance on pedestrian access to the TST waterfront through the commercial buildings.
- 4.4 In response to **Mr Nicholas Brooke's** enquiry, **Mr Wilson Pang** said that the closure of Sogo exits was temporary and TD would ask the developer to provide an alternative access during the closure period.
- 4.5 **The Chair** asked TD to provide further information on the timeframe of the closure and the proposed alternative access. **TD**
- 4.6 **Mr Lau Chun-kong** enquired whether the developer had any obligation under the land lease to maintain an underground pedestrian access from TST MTR station through his property to the Hong Kong Cultural Centre Complex.
- 4.7 **Mrs Winnie Kang** said that the Secretariat would follow up with the Lands Department and report the finding. **Secretariat**
- [Post-meeting note: the Lands Department was looking into the legal interpretation of the lease to ascertain if the grantee of the lot had any obligation under lease to provide and maintain a public access near Exit J4 of TST MTR station for public use.]*
- 4.8 **The Chair** then invited **Miss Venus Tsoi** of Harbour Unit to update Members on the work of Interdepartmental Working Group on Enhancement of Pedestrian Connectivity in TST.
- 4.9 **Miss Venus Tsoi** presented the progress with the aid of PowerPoint.
- 4.10 **The Chair** appreciated the initiative to produce a mobile application for an interactive map, and that the recommendations made by the Task Force on erection of additional signages, as identified in previous site visits, had been taken on board.
- 4.11 **Mr Nicholas Brooke** emphasized that the pedestrian passage through Sogo was important for the public to access to the harbourfront. He suggested that Members should be updated

when there was any new development.

- 4.12 **Dr Sujata Govada** enquired if the pedestrian connectivity at all levels (underground, at grade and elevated level) had been examined.
- 4.13 **Miss Venus Tsoi** responded that the Working Group was working on the existing pedestrian connections at all levels, and signages would then be aligned or added to facilitate pedestrian accessibility to the waterfront. With the opening of the at-grade crossing at Salisbury Road, the connectivity from TST MTR station and the hinterland to the waterfront could be much improved. Harbour Unit would continue working with relevant departments in enhancing pedestrian connectivity in TST.
- 4.14 **The Chair** suggested that the Working Group should take into account Members' comments by examining pedestrian routings at all levels when producing the mobile application.
- 4.15 **Mr Shuki Leung** commented that more attention should be given to crowd management, safety and universal access on special occasions such as display of fireworks.
- 4.16 **Dr Peter Cookson Smith** said that pedestrians would prefer at-grade routings. As a related matter, he enquired about the status of the planned development at the MTRC freight yard in Hung Hom.
- 4.17 **Mr Tom Yip** responded that the Hung Hom District Study completed by PlanD in 2008 had recommended hotel and waterfront-related uses at the MTRC freight yard site. The implementation of the recommendation would hinge on the construction of the Shatin to Central Link (SCL). Development of this site could only be implemented after the completion of SCL in 2020.
- 4.18 **The Chair** concluded this item by asking the Working Group to take into account Members' comments in further enhancing the pedestrian connectivity in TST.

*Conceptual Design of a Dry Weather Flow Interceptor at Cherry Street Box Culvert (para. 2.16 and 2.17 of the minutes of the 13<sup>th</sup> meeting)*

- 4.19 **The Chair** said that the written response from the Drainage Services Department (DSD) was circulated to Members on 10 June 2013.

Coach Parking in TST (para. 2.24 of the minutes of the 13<sup>th</sup> meeting)

- 4.20 **The Chair** said that as requested by Members at the last meeting, the locations of the nine off-street coach parking spaces were sent to Members on 17 September 2013. Another plan showing these nine coach parking spaces as well as the existing spaces was circulated to Members on 26 November 2013.

**Item 5 Progress Update on the West Kowloon Cultural District (WKCD) (Paper No. TFK/09/2013)**

- 5.1 **The Chair** welcomed the following representatives to the meeting:

West Kowloon Cultural District Authority (WKCDA)

Mr Derek Sun, Head, Planning and Development

Ms Lau Man-Sze, Manager, Destination Development

and invited members to declare interests.

- 5.2 **The Chair** said that the Task Force was briefed on the development of WKCD at its meeting on 4 October 2010, 31 May 2011, 19 October 2011 and 18 April 2012 respectively. The Development Plan (DP) for WKCD was approved by the Chief Executive-in-Council in January 2013. At this meeting, WKCDA would brief Members on the latest development progress, highlighting Xiqu Centre, the M+ and park development.
- 5.3 **Mr Derek Sun** of WKCDA presented the paper with the aid of Powerpoint.
- 5.4 **Mr Nicholas Brooke** expressed that WKCDA should present the development progress of WKCD on a holistic manner instead of focusing on individual components, and should provide a holistic plan for the waterfront area within the remit of WKCDA. He was concerned about the proposed relaxation of development density which might reduce the space available for public enjoyment.
- 5.5 **The Chair** concurred Mr Brooke's view regarding the importance of adopting a holistic approach. She suggested setting back the current construction sites slightly away from the waterfront to facilitate pedestrian public access between Xiqu Centre to the east and the M+ to the west, and implement the SmartBike scheme at an early stage and beyond the Park.

5.6 In response, **Mr Derek Sun** made the following points:

- (a) WKCDA attached importance on implementing its development holistically and the approved DP had provided an overall framework. Due to its scale, the implementation would be divided into phases having regard to funding and technical considerations;
- (b) the waterfront area of WKCD was planned mainly for public open space and promenade development. A holistic design was considered important, and WKCDA would seek Members' comments when a preliminary design was available;
- (c) MTRC currently occupied the middle part of WKCD for the construction of Express Rail Link (XRL). WKCDA would optimize the use of the concerned area for public enjoyment as soon as the site was released;
- (d) to balance technical considerations, development programme and public enjoyment, the construction of M+, needed to acquire some of the park and promenade area next to it as works sites to facilitate timely delivery of the facility; and
- (e) consideration was given to allow SmartBike in a wider area for better public enjoyment when more space became available.

5.7 **Dr Peter Cookson Smith** made the following comments:

- (a) the park should be completed as soon as possible for public enjoyment, but to commence the park construction in 2014 for completion in 2015 might be too optimistic in view of the latest progress;
- (b) cutting cost would have an adverse impact on the quality of development;
- (c) the design of the M+ was similar to a commercial block. The two separate blocks proposed for storage purpose should be located elsewhere;
- (d) town planners and urban designers should be included in the jury panel of future design competition to ensure holistic design of the entire area; and

- (e) introducing more office/residential developments as a result of relaxation of development intensity in WKCD would not necessarily guarantee greater diversity and vibrancy.
- 5.8 **Dr Sujata Govada** concurred and made the following comments:
- (a) cutting cost would lead to a utilitarian development. More emphasis should be given to the urban design within WKCD;
  - (b) the M+ with an elongated slab was too bulky and would create wall effect; and
  - (c) marine access to WKCD and pedestrian access to the M+ should be considered holistically in the design.
- 5.9 **The Chair** referred members to the written comments of **Mr Paul Zimmerman** tabled at the meeting and pointed out that similar concerns about cost was also raised.
- 5.10 **Mr Derek Sun** made the following responses:
- (a) WKCDA had secured an initial endowment for developments in early phases, including Xiqu Centre and the M+;
  - (b) since park development was fundamentally different from building development, whether the park would be built in one go or by phases would be subject to further consideration when a preliminary design was available;
  - (c) in the DP, retail, dining and entertainment (RDE) facilities occupied about 15-20% of the overall GFA of WKCD. The number of these facilities had not been fixed on the DP so as to allow flexibility. Subject to the approval of Town Planning Board, the proposed modest increase in the overall plot ratio through minor relaxation would bring more RDE facilities accordingly; and
  - (d) WKCDA recognised the importance of marine access and provision of marine transportation services in bringing people to WKCD, especially in the early stage when other transportation means were not well developed. On the early concept plan, there might be a pier close to the M+. WKCDA would further explore the feasibility of marine access taking into account the Protection of Harbour Ordinance and other



technical issues.

- 5.11 **Mrs Winnie Kang** said that it was important to make better use of the waterfront areas and improve the connectivity and accessibility from harbourfront enhancement perspective. While noting that the middle part of the WKCD was currently occupied by the works sites of XRL, WKCD was suggested to explore the possibility of providing an advance promenade 10m wide with simple design to connect Xiqu Centre and the M+ so that people could walk along the waterfront when the development of other areas was ongoing.
- 5.12 **Mr Shuki Leung** commented that the waterfront access should not be sacrificed during the construction of XRL. It would benefit WKCD to connect Xiqu Centre and the M+. WKCD was suggested to discuss with MTRC on the possibility of setting back the XRL construction sites so as to improve connectivity at the waterfront.
- 5.13 **Dr Peter Cookson Smith** added that the urban design context of the area, in particular the interface between the building edges and the public realm, was important as it would attract people to use the space. In the long run, a holistic and comprehensive design, with consideration on how the public could use the space, should be prepared for WKCD.
- 5.14 **Mrs Winnie Kang** said that while an advance promenade to enhance connectivity and accessibility was considered sufficient during the construction stage, Members expected an integrated and holistic design in the longer run. Harbour Unit might render assistance to WKCD in liaising with other Government bureau and departments where necessary.
- 5.15 **The Chair** concluded that WKCD should keep the Task Force updated about the progress of the WKCD development on a regular basis, and consult the Task Force on the application for minor relaxation of development intensity when more details were available so that the Task Force's views could be conveyed to the Town Planning Board.

**WKCD**

## **Item 6 Reprovisioning of Yau Ma Tei Police Station (Paper No. TFK/10/2013)**

- 6.1 **The Chair** welcomed the following representatives from the project team to the meeting:

Hong Kong Police Force (the Police)

Ms Janet Ong, Superintendent/Planning and Development Branch

Mr M K Sharp, Chief Inspector/Yau Ma Tei Assistant Divisional Commander (Administration)

Architectural Services Department (ArchSD)

Mr Benedict Young, Senior Project Manager

Mr Laurence Kwan, Senior Project Manager

Simon Kwan & Associates Ltd.

Mr Michael Yam, Director

Mr Alex Ho, Project Architect

Hip Hing Engineering Co. Ltd.

Mr Marco Lui, Project Manager (Design Management)

and invited members to declare interests.

- 6.2 **The Chair** said that the Yau Ma Tei Police Station (YMTPS), which was currently situated at a site between Public Square Street and Canton Road, would be affected by the alignment of the Central Kowloon Route (CKR). Since the existing operation of the Police would then be affected and additional police services was anticipated in the area, a new police station would be constructed on a site at Yau Cheung Road within the harbourfront areas. The Police and ArchSD would like to seek Members' comments on the detailed design of the new YMTPS.
- 6.3 **Mr Benedict Young** of ArchSD and **Mr Michael Yam** of Simon Kwan & Associated Ltd. presented the paper with the aid of PowerPoint.
- 6.4 **Mr Shuki Leung** suggested that the new police station should perform both crowd and traffic control management function to facilitate smooth running of activities and events at the harbourfront area.
- 6.5 **Ir Prof Choy Kin-kuen** opined that the vertical greening should be maximized and a green roof could be added to the building.
- 6.6 In response, **Mr Michael Yam** made the following points:
- (a) areas accessible and/or visible to the public would be covered broadly by greening. There would be vertical greening on the external wall at the south-eastern side where

the public entrance would be located, and at the western side where the building façade would be exposed. Greening on the wall along the northern site boundary would be introduced through hanging plants from the podium garden edge. A mixture of plants would be able to complement one another and soften the building façade;

- (b) vertical greening would not be provided at the southern edge in view of its close proximity to the adjacent residential development, and would be hardly visible to the public; and
- (c) the concept of green roof was not feasible as the roof would be occupied by solar panels and renewable energy installations with very little space left. Instead, there would be a central courtyard and a sky garden within the building.

6.7 **Mr M K Sharp** added the following:

- (a) with the foreseeable population increase on the West Kowloon Reclamation, the YMT Division had bid additional resources to cope with the service need and planned to add a new reporting centre in WKCD;
- (b) the reporting centre in the old YTMPS would be maintained in response to the request from the local community; and
- (c) the reporting centre in the XRL West Kowloon Terminus would also commence operation upon its completion.

6.8 **Dr Sujata Govada** enquired whether the building would go for any green building certification. She suggested that vertical greening could be extended to the whole building instead of at the podium level only. She also enquired whether the interface between the building edge and the landscaped deck under the CKR project would be constructed by HyD.

6.9 **Mr Franklin Yu** asked about the colour of the building and whether there would be any vertical greening on the wall along the northern boundary facing the landscape deck, suggested that the leftover space to the north to be covered by the landscaped deck.

6.10 **The Chair** also conveyed **Mr Paul Zimmerman's** written comment regarding the integration of the Police Station with the landscaped deck. She asked the project team to explain the reason for opting for connection at ground level only but not

through the landscaped deck.

6.11 **Mr Michael Yam** made the following responses:

- (a) the building had various green building features to be targeted for BEAM Plus Gold Certification;
- (b) vertical greening on the building facade would not be introduced due to high maintenance cost. Vertical greening at podium level, on the other hand, would be relatively simple to maintain and flourish into a green façade that would help soften the exposed building edge;
- (c) the wall along the northern site boundary would be built right next to the landscaped deck with only a narrow service lane in between. Maintenance of vertical greening on this wall was considered difficult;
- (d) the building would adopt a curtain walling design dressed up by aluminium cladding to produce a grey and silver tone. The building façade would be mostly covered by clear glass to allow penetration of natural light and reflect the surrounding colours to make the design more dynamic and interesting; and
- (e) the future development of the vacant land north of the police station building would depend on the design of landscaped deck under the CKR project.

6.12 **Mr Franklin Yu** suggested that the maintenance agent of the landscaped deck to be responsible for the maintenance of the proposed vertical greening at the wall along the northern site boundary so that the building façade on this side could be improved.

6.13 **Mr Benedict Young** responded that ArchSD had two meetings with HyD since June 2013 to discuss the interface and maintenance issues between the two projects and how the surrounding areas could be enhanced. As regards the separation between the landscaped deck and the police station, a gap of 2m wide was supported by the Police for security reasons. The project team would strike a balance among various considerations before making a final decision on this issue.

6.14 **Ms Janet Ong** added that the Police had considered the feasibility of providing a direct entrance to the station from the landscaped

deck. Due to the stringent operational and security requirements, only one entrance to the police station at the ground level would be provided for both the public and police officers.

- 6.15 **Dr Peter Cookson Smith** questioned the need for the new police building and increase of police service in the area without anticipating an increase in crime rate. He also commented that screen walls and sky garden could not improve the urban design.
- 6.16 **Mr Lau Chun-kong** opined that a direct connection would ensure expeditious access by the public from the landscaped deck should there be any urgent need of assistance.
- 6.17 **Mr Franklin Yu** concurred and considered that the HyD should consult the Task Force on the design of the landscaped deck at its preliminary stage to avoid incompatible design and poor interfaces in the area.
- 6.18 **Mrs Winnie Kang** pointed out that police station had its unique function and special security concern, and it was different from other projects which public accessibility should be given priority. Harbour Unit had been discussing with HyD and other possible management agents to identify easier access to the landscaped deck from different directions. The project team was suggested to provide Members more information to explain the decision of not directly connecting the police station to the landscaped deck.
- 6.19 **Mr M K Sharp** made the following responses:
- (a) the actual increase in police manpower would be needed after coinsidering that the number of posts increased would be splitted into 3 shifts under the 24 hour basis;
  - (b) it was expected that about 50% to 60% of walk-in reports in the district would be received by the reporting centre at the old YMTPS;
  - (c) unlike other community facilities, a police station must maintain a security perimeter with restricted access. There should therefore be some form of separation between the station and the public area; and
  - (d) the current design should comply with the requirement of providing barrier free access in all report room facilities and allow members of the public with disabilities to access the police station through the main entrance at Yau Cheung

Road. There would be security concerns if the public were allowed to enter from the landscaped deck.

- 6.20 In concluding the discussion, **the Chair** said that the population in West Kowloon had been increased significantly and many major events were held at this part of the harbourfront in recent years. As such, police service was considered important from this perspective. It was noted that various environmental features had been incorporated in the design. The project team was advised to take into account Members' comments when finalizing the design. If the police station would need to be segregated for security or other valid reasons, the project team was suggested to further work with HyD with a view to softening the interface between the building and the landscaped deck.

## **Item 7 Any Other Business**

- 7.1 **The Chair** said that the updates of harbourfront enhancement initiatives in the Action Areas in Kowloon, Tsuen Wan and Kwai Tsing was circulated to Members on 26 November 2013 and substantial progress had been made for a number of projects and quick-win proposals as highlighted in the Action Areas Table.
- 7.2 **The Chair** informed Members that as previously requested by **Mr Paul Zimmerman** at the last Task Force meeting on 16 May 2013, the Secretariat would organize a visit to Tsuen Wan harbourfront in Q1 2014, preferably before the next Task Force meeting. **The Chair** encouraged Members to participate in these visits. **Secretariat**
- 7.3 **The Chair** suggested and the Task Force agreed that Tsim Sha Tsui, and Tsuen Wan (subject to the organization of site visit) Action Areas would be discussed at the next meeting.
- 7.4 **The Chair** informed Members that the next meeting would be scheduled for Q1 2014.
- 7.5 There being no other business, the meeting was adjourned at 4:45pm.

**Secretariat**  
**Task Force on Harbourfront Developments**  
**in Kowloon, Tsuen Wan and Kwai Tsing**  
**February 2014**