

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

Minutes of Twenty-ninth Meeting

Date : 10 November 2017
Time : 2:30 p.m.
Venue : Conference Room (Room G46) at Upper Ground Floor,
Hong Kong Heritage Discovery Centre, Kowloon Park,
Tsim Sha Tsui

Present

Prof Becky LOO	Chair, Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (“KTF”)
Mrs Margaret BROOKE	Representing Business Environment Council
Mr Freddie HAI	Representing Hong Kong Institute of Architects
Ms Connie CHEUNG	Representing Hong Kong Institute of Landscape Architects
Dr Eunice MAK	Representing Hong Kong Institute of Planners
Sr Francis LAM	Representing Hong Kong Institute of Surveyors
Mr TAM Po-yiu	Representing Hong Kong Institute of Urban Design
Ir Victor CHEUNG	Representing Hong Kong Institution of Engineers
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Mr Ken SO	Representing the Conservancy Association
Mr NGAN Man-yu	
Mr Derek HUNG	Co-opted Member
Mr YUEN Hoi-man	Co-opted Member
Ms Doris HO	Deputy Secretary (Planning and Lands) ¹ , Development Bureau (“DEVB”)
Mr Edward LEUNG	Senior Manager (Tourism) 21, Tourism Commission (“TC”)
Mr Simon LAU	Chief Traffic Engineer/Kowloon, Transport Department (“TD”)
Mr Tommy WONG	Senior Engineer/1 (Kowloon), Civil Engineering and Development Department (“CEDD”)
Mrs Doris FOK	Assistant Director (Leisure Services) ¹ , Leisure and Cultural Services Department (“LCSD”)
Mr Lawrence CHAU	District Planning Officer/ Tsuen Wan & West Kowloon, Planning Department (“PlanD”)
Mr Larry CHU	Secretary

In Attendance

Mr Nicholas BROOKE	Chair, Harbourfront Commission
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Miss Rosalind CHEUNG	Principal Assistant Secretary (Harbour) ("PAS(H)"), DEVB
Ms Jenny WONG	Assistant Secretary (Harbour) Special Duties, DEVB
Mr Ian CHENG	Assistant Secretary (Harbour) 2, DEVB

Absent with Apologies

Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Terence LEE	Representing Real Estate Developers Association of Hong Kong
Mr Alan LO	

For Agenda Item 3

Ms Karen WONG	Senior Town Planner (West Kowloon Cultural District), Home Affairs Bureau
Mr WONG Ka-wing	Senior Divisional Officer (Planning Group), Fire Services Department ("FSD")
Mr WONG Ho-man	Assistant Divisional Officer(Planning Group)3 (Acting), FSD
Mr HO Tat-hei	Senior Project Manager 233, Architectural Services Department ("ArchSD")
Mr Benedict YOUNG Man-to	Senior Project Manager 237, ArchSD
Mr Ellis LEUNG Heung-kwan	Director, Andrew Lee King Fun & Associates Architects Ltd
Mr Marcus CHOI Ching-yu	Associate Architect, Andrew Lee King Fun & Associates Architects Ltd

For Agenda Item 4

Mr YC NG	Head, Technical Services, West Kowloon Cultural District Authority ("WKCDA")
Mr Patrick CHAN	Senior Architect, WKCDA
Mr YM FU	Planner, WKCDA
Mr Rocco YIM	Executive Director, Rocco Design Architects Ltd.
Mr Freddie HAI	Associate Director, Rocco Design Architects Ltd.

For Agenda Item 5

Mr Sam LAM Sai-wing	Chief Engineer 1/ Major Works, Highways Department ("HyD")
Mr Roy LAM Man-san	Senior Engineer 3/ Central Kowloon Route, HyD
Mr Ivan CHEUNG	Senior Engineer/Major Projects 4, TD

Welcoming Message

The Chair welcomed all to the meeting and informed Members that Mr Derek HUNG Chiu-wah and Mr YUEN Hoi-man had been co-opted on the nominations of Yau Tsim Mong District Council (“DC”) and Sham Shui Po DC respectively and attended the first Task Force meeting of this term. She said that Miss Rosalind CHEUNG had taken over from Miss Christine AU as PAS(H) of DEVB with effect from 27 October 2017. The Chair welcomed Miss CHEUNG for attending the Task Force meeting for the first time and thanked Miss AU for her contribution to the Task Force. The Chair further informed Members that Mr Edward LEUNG, Senior Manager of TC, attended the meeting on behalf of Mr Simpson LO; and Mr Tommy WONG, Senior Engineer of CEDD, attended the meeting on behalf of Mr Raymond LEE.

Item 1 Confirmation of Minutes of the 28th Meeting

- 1.1 **The Chair** said that the Secretariat circulated the draft minutes of the 28th meeting on 8 November 2017. The revised draft minutes with Members’ comments incorporated were circulated again on 10 November 2017 and were tabled at the meeting. There being no further amendment, the draft minutes were confirmed at the meeting

Item 2 Matters Arising

- A. Proposed Temporary School (Private Primary School) for a period of 5 years at G/F, 1/F and R/F of Cheung Kei Center Tower B, One Harbourgate, No. 18 Hung Luen Road, Kowloon (Kowloon Inland Lot No. 11111) (paragraph 5.19 of the minutes of the 28th meeting)
- 2.1 **The Chair** informed Members that a letter summarizing Members’ views to the Town Planning Board (“TPB”) was issued to PlanD on 21 September 2017 and the views were conveyed to the Metro Planning Committee (MPC) of TPB at the meeting on 22 September 2017. The MPC had rejected the proposed school as it was not in line with the planning intention and would have undesirable precedent effects.
- B. Enhancement of the Tsuen Wan Waterfront (paragraphs 6.22 and 7.3 of

the minutes of the 28th meeting)

- 2.2 **The Chair** informed Members that a working session was held on 24 October 2017 subsequent to the last Task Force meeting for Task Force Members to discuss the proposed way forward. An exchange session was also held on 2 November 2017 for Members to exchange views with the representatives of the Tsuen Wan District Council ("TWDC") including the Chairman and Vice Chairman of DC, as well as Chairlady and Vice Chairman of its Coastal Affairs Committee ("CAC").
- 2.3 Upon the Chair's invitation, **Miss Rosalind CHEUNG** reported the discussion of the exchange session and the proposed way forward with the aid of a PowerPoint for Members' further discussion.
- 2.4 **The Chair** would like to formally register her appreciation to the participation of the TWDC and KTF representatives at the exchange session and she also thanked the assistance of Mr Alex FAN for acting as the facilitator of the session. She said that a site visit cum meeting would be arranged in Tsuen Wan for further exploring the place-making and local engagement strategies, as well as the way forward of the quick-win project.

**the
Secretariat**

[Post-meeting note: a site visit to Tsuen Wan cum sharing session with the representatives of the TWDC was organised for Members of the Task Force on 19 January 2018.]

- 2.5 **Mr Paul ZIMMERMAN** commented that -
- (a) resources should be mobilised for engaging a consultant to carry out a staged place-making exercise;
 - (b) different phases of a proper place-making exercise shall include (i) identification of opportunities and constraints of the district; (ii) envision of uses, activities and facilities; (iii) drafting of quick-win and long-term plans; and (iv) formulation of the final plan; and
 - (c) while the project area had been identified, the study area shall encompass the entire waterfront from Tsuen Wan to Tsing Yi as some area would be more residential and some could be more commercial.

- 2.6 **The Chair** said that there had been discussion on the traditional planning and public engagement process and how commercial elements could blend in with the residential area.
- 2.7 **Mr Freddie HAI** noted that there had been an opinion from TWDC that they did not want an over-commercialised waterfront while one of the proposed project deliverables would lead to activation of open space, which to him would be contradictory. He said that the part of waterfront to be activated should be carefully selected.
- 2.8 **The Chair** clarified that TWDC representatives expressed the view that they would like more events to be organised along its waterfront. They did not want over-commercialisation in the form of permanent retail facilities, e.g. shopping malls.
- 2.9 **Miss Rosalind CHEUNG** supplemented that what she heard from TWDC was in line with what the Chair had just mentioned and said that the activation of waterfront and not being over-commercialised were not conflicting. She said that the process would be open and on-going and local views would be taken into account during the evolving process.
- 2.10 **Mr Derek HUNG** opined that there had been fruitful exchanges of aspiration and opinion at the exchange session. He said that the anchorage areas in Tsuen Wan should be cleared up to achieve a more pleasant environment.
- 2.10 **The Chair** agreed and expressed her wish to further strengthen the collaboration of the TWDC and KTF by delivering a holistic place-making approach for the Tsuen Wan harbourfront with short, medium and long-term enhancement measures.

Item 3 Relocation of Supporting Operational Facilities of Tsim Sha Tsui Fire Station Complex, Fire Services Club and Other Fire Services Accommodations to To Wah Road, Jordan (Paper No. TFK/07/2017)

- 3.1 **The Chair** informed Members that the HAB, FSD and ArchSD would like to seek Members' comments on the revised design of a new FSD complex building at To Wah Road, Jordan to

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accommodate its supporting operational facilities to be relocated from the existing Tsim Sha Tsui Fire Station Complex at Canton Road, the existing Fire Services Club at Wang Chiu Road, Kowloon Bay and other fire services accommodations (“The project”) in order to facilitate the development of the West Kowloon Cultural District (“WKCD”) and the provision of public housing. The project was tabled at both the Task Force and Yau Tsim Mong District Council (“YTMD”) for consultation back in 2015 and they would now like to seek Members’ further comments on the revised design proposal of the project.

3.2 Upon the Chair’s invitation, **Mr WONG Ka-wing** and **Mr Marcus CHOI** presented the paper with the aid of a PowerPoint.

3.3 **Mr Paul ZIMMERMAN** said that it would be inefficient land use for the proposed single-purpose government building to occupy a large piece of newly reclaimed land. He said that the overall layout might not be able to respond properly to society’s expectation in terms of land supply, liveability and enjoyment.

3.4 **Dr Eunice MAK** asked whether the non-building area which comprised around half of the site area could be made accessible to the public.

3.5 **Mr Derek HUNG** had the following comments and enquiries –

- (a) he would like to know the enhancement plan for the space at WKCD which would be released from the relocation of supporting operational facilities of Tsim Sha Tsui Fire Station Complex;
- (b) he asked for the height of the nearby buildings such as the Civil Aid Service Headquarters and the CLP Power Hong Kong Limited Centenary Substation for comparison; and
- (c) he asked if the relocation exercise would affect FSD’s performance pledge.

3.6 **Mr YUEN Hoi-man** asked if the Air Ventilation Assessment (“AVA”) had been conducted and he would like to know the result, e.g. the Velocity Ratio.

3.7 **Mr Freddie HAI** expressed the following views –

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- (a) he had no objection to the proposed project in principle;
- (b) as the proposed complex was mainly used as operation support and services club for private use fenced behind solid walls on four sides, he suggested allowing more openness on ground floor for landscaping design with the adjoining buildings and facilities to improve the accessibility and welcoming gesture on ground level so that the building doesn't feel so blocking to the public realm.

3.8 Upon request of the Chair, **Mr Lawrence CHAU** said that the development potential of the site was affected by railway infrastructure and West Kowloon Highway to the east and west of the proposed site respectively. Air ventilation would also be one of the relevant considerations when formulating the development scheme.

3.9 **Mr WONG Ka-wing** responded that –

- (a) only the supporting facilities, but not the operational facilities, at the existing Fire Station Complex at Canton Road would be relocated to To Wah Road. Therefore, the operational performance pledge would not be affected by the proposed relocation; and
- (b) licensing services would be provided at the proposed new complex to serve members of the public. The Fire Services Club would provide basic recreational facilities to about 10,000 serving members of the FSD as well as their family members. Based on the current high usage rate of the Fire Services Club, its capacity will be stretched to the limit and there is no plan to open the Club for public use.

3.10 **Mr NGAN Man-yu** asked what facilities would specifically be included in the Fire Services Club. He suggested exploring the possibility of opening up the Club for members of the public. He also asked why the Club would be relocated to this new complex but not other fire services building.

3.11 **Mr TAM Po-yiu** had the following comments –

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- (a) the focus of discussion of the Task Force should relate directly to the Harbour Planning Principles and Guidelines (“HPP&G”) such as the permeability of the proposed development and the accessibility from the hinterland to the waterfront, rather than commenting on the architectural design of the building itself;
- (b) the proposed site was actually not easily accessible and he was glad that the site could be taken up by a government department; and
- (c) he would like to know the planned uses and zonings of the surrounding sites so that he could provide further comment in a holistic manner.

3.12 **Mr Nicholas BROOKE** commented that there should be improvement on porosity and permeability on ground level.

3.13 **Mr Derek HUNG** followed up on the question of building heights of the nearby buildings and said that the site next to the proposed site was a temporary bus terminus arising from the works of Express Rail Link. The bus terminus would be moved away later next year.

3.14 **Mr TAM Po-yiu** said that the temporary facilities and the phasing of construction in the vicinity of the proposed fire services complex should be taken into consideration.

3.15 **The Chair** asked if it was feasible to elevate the building and allow members of the public to walk through the building on ground level.

3.16 **Mr Lawrence CHAU** said that –

- (a) there was short -term use at the open space on the eastern side to the site;
- (b) there was no particular requirements on the design of the building as stipulated on the relevant statutory plan; and
- (c) there was no building height restriction. Proposed building height that would cause no adverse impact to the surrounding as demonstrated in the AVA would be acceptable.

3.17 **Mr WONG Ka-wing** further responded that -

- (a) the facilities to be included in the Fire Services Club are restaurants, karaoke room, table tennis room, billiards room, television room, reading room and children' s amusement game centre, etc.; and
- (b) it is expected that a number of fire appliances will be parked on the ground floor open area (as part of the Fire Services Workshop) of the new complex per day for maintenance or pending collection and hence it might not be appropriate to open up this portion of the complex to the public from the safety and operational point of view.

3.18 **Mr Marcus CHOI** also replied that -

- (a) the building height of the proposed building was +56.5mPD while that of the Sorrento, the Civil Aid Service Headquarters and the CLP Power Hong Kong Limited Centenary Substation were around +284.9mPD, +30mPD and +30mPD respectively;
- (b) the proposed building had gone through AVA and the outcome was satisfactory;
- (c) the non-building area was important in terms of enhancing air ventilation; and
- (d) a landscaping area would be created at the corner of the site for better utilising the land resources.

3.19 **Mr Paul ZIMMERMAN** reiterated that it was an inefficient use of land resources to have different buildings of only several storeys high spreading around the area. He asked FSD to consider moving all services currently provided at the fire station complex at Canton Road to the new building instead of just relocating the supporting operational facilities.

3.20 **Ms Doris HO** supplemented that -

- (a) as the proposed "Government, Institution or Community" (G/ IC) site and its adjacent site to be zoned "Open Space" (O) were encompassed by main roads,

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these sites were subject to development constraints such as noise pollution and residential development was not considered suitable;

- (b) the proposed relatively low-rise complex planned next to the high-rise residential building such as the Sorrento could improve the air ventilation in the area and alleviate the possible visual impact of squeezed high-rise buildings; and
- (c) there was a set of internal guidelines and procedures governing the formulation of plot ratio for G/IC sites to ensure that land was used efficiently. For this particular case, PlanD had confirmed that the development density of the new complex was optimal taking into account nearby developments.

3.21 **Ms Connie CHEUNG** asked the team if there was any cross-section plan showing the landscape interface with the street. As the existing buildings in the district had been quite congested already, she would suggest a soft interface for the proposed site in terms of streetscape design. She also asked about the dimensions of soft landscaping or the soil width surrounding the site to support a soft edge treatment.

3.22 **Dr Eunice MAK** further expressed her views as follows -

- (a) so far only the landscape deck on 11/F was shown to Members but she would like to see some greening on the ground level which could be seen by other pedestrian; and
- (b) as a government building and given that there was a large piece of non-building area within the site, there should be much room for providing greened passive open space for public enjoyment.

3.23 **Mr WONG Ka-wing** responded that the non-building area was reserved, as part of the Fire Services Workshop, for the access and maneuvering as well as temporary staging area for fire appliances and thus it might not be appropriate to open this area for public enjoyment due to safety and operational concern.

3.24 **Mr Marcus CHOI** supplemented that -

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- (a) the non-building area was actually drainage reserve area where it would be technically infeasible to plant tall tree according to the requirements of the Drainage Services Department and Water Supplies Department;
 - (b) more planting including tall trees would be done at the eastern part of the site behind the fence wall, adjoining the site zoned "O"; and
 - (c) the new fire services complex would be enclosed by softer streetscape to balance between security, greening and ventilation on the ground level.
- 3.25 **Ms Connie CHEUNG** followed up her question on the dimensions of soft landscaping, i.e. the soil width surrounding the site to support the soft edge treatment.
- 3.26 **Mr Marcus CHOI** responded that the widest enclosure of the site was the strip facing To Wah Road at the existing bus terminus where the width for greening planters was about 1.5m. For the western side, the width for greening was about 0.8m and scrub would be planted.
- 3.27 To conclude, **the Chair** asked the team to take into account the HPP&G when taking forward the project. In particular, how members of the public could better enjoy the new building and how the building could blend in with the nearby community. Specifically, she also asked the team to explore the feasibility to open up the ground level for public access during non-peak hours.

Item 4 Progress Update on the West Kowloon Cultural District (Paper No. TFK/08/2017)

- 4.1 **The Chair** welcomed representatives from the West Kowloon Cultural District Authority ("WKCD") and Rocco Design Architects Ltd and invited Members to declare conflict of interest, if any.
- 4.2 **Mr Freddie HAI** declared that he was the Associate Director of Rocco Design Architects Ltd and he would represent his company under this item and refrain from giving comments as

Task Force Member.

- 4.3 **Mr Nicholas BROOKE** declared that he had direct interest with WKCDA. **The Chair** said that **Mr BROOKE** could stay as an observer at the meeting but refrain from giving comments.
- 4.4 **Mr Derek HUNG** declared that he was a member of the owners' committee of one of the residential estates above the MTR Kowloon Station. As Mr Hung did not have any direct pecuniary interest in the project, **the Chair** ruled that he could take part in the discussion.
- 4.5 As background, **the Chair** informed the Task Force that WKCDA would like to update Members on the development progress of WKCD, including the Xiqu Centre, the Artist Square Development Area, the Art Park, the Hong Kong Palace Museum ("HKPM"), together with other connectivity improvement efforts on the marine access and the Austin Road Pedestrian Linkage System.
- 4.6 **Mr YC NG** and **Mr Rocco YIM** briefed Members on the progress of WKCD and HKPM respectively with the aid of PowerPoints.
- 4.7 **The Chair** said that the update was encouraging and she was glad to hear various progress updates.
- 4.8 **Mr Paul ZIMMERMAN** said that the design of HKPM was nice and it would become a piece of art on the harbourfront. He raised the following questions and comments –
- (a) he did not want to see the repeat of history of Tamar for having good design but cheap construction;
 - (b) there was much open space within the building and he asked whether exhibits would be displayed at these open space;
 - (c) he asked if the HKPM curators could acquire different exhibits from around the world ;
 - (d) he was concerned about the implementation of design details of the basement facilities such as parking. Again, he did not want to see beautiful design above the ground but bad implementation at the basement level as in the case of Wong Chuk Hang MTR station;

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- (e) he enquired about the link from WKCD to Kowloon Park and its implementation programme;
- (f) as regards the Artist Square Bridge (“ASB”) connecting the Elements and WKCD, he opined that the team should not give up the good design despite rejection from the Legislative Council (“LegCo”);
- (g) he liked the conceptual design of the landing steps that were presented and would like to see more details; and
- (h) he would like to see better integration for underground pedestrian links that were under the management of HyD.

4.9 **Mr Ken SO** also supported the design of the ASB and opined that the team should defend the original design or fight for another equally good option.

4.10 **Mr Derek HUNG** commented that –

- (a) the landscaping and pedestrian road works carried out by WKCDA should be speeded up accordingly along with the relocation of Tsim Sha Tsui Fire Station Complex; and
- (b) WKCDA had the support of this Task Force and relevant DC on the design of ASB and these supportive opinions should be well presented and conveyed to LegCo for consideration.

4.11 **The Chair** had the following observations –

- (a) the original design of ASB which the Task Force had provided substantial comments on could match with the nearby environment and enhance pedestrian experience to WKCD;
- (b) facilities such as landing steps and piers should be provided within WKCD to facilitate the provision of new ferry services; and
- (c) the proposed HKPM could be a landmark of WKCD and a demonstration of how structure and space were designed to the standard of HPP&G.

4.12 **Mr TAM Po-yiu** expressed the following comments –

- (a) the discussion of the Task Force should focus on HPP&G rather than the structure itself;
- (b) he did not agree to sending comments on behalf of HC or the Task Force to LegCo appealing for the funding support for ASB as there was no unanimous support on the design of ASB during the Task Force discussion;
- (c) the various structures including the ASB being put together within the district were just like a carnival without consistency; and
- (d) the ASB should not be the only link to HKPM. Various linkages from different directions at different levels should be explored instead of persisting in the ASB.

4.13 **Sr Francis LAM** commented that the current landing step appeared to him as a temporary landing facility. In the long run, he recommended a sizable pier be constructed at the northern shore to the HKPM which would be covered within the New Yau Ma Tei Typhoon Shelter (“NYMTTS”).

4.14 **Mr Paul ZIMMERMAN** asked how the team would protect HKPM from being overshadowed by the undesirable design of the surrounding buildings.

4.15 From the perspectives of sustainability and energy consumption, **Ir Victor CHEUNG** said that as substantial glass windows would be used at the east, west and south sides of HKPM for a luminous building, substantial energy might be consumed for keeping a suitable indoor temperature.

4.16 **Mr YC NG** responded as follows –

- (a) the construction works of the proposed pedestrian subway linking the Austin MTR station and Xiqu Centre would not affect the use of the existing subway as there would be level difference between the two;
- (b) the landing steps at the southern end (the proposed pontoon pier No.1) was located at a convenient location which was right next to the park and led to the M+ Museum from its right side. The existing design of landing steps was just preliminary, and once detailed

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design became available the Task Force would be further consulted;

- (c) the landing steps at the northern shore within NYMTTS was actually the proposed pontoon pier No.2. It could be used when there were major events at the Exhibition Centre but it would not be the main pier as it was relatively far from other major museums in the district;
- (d) the team would try to avoid HyD's standardised design and opt for distinguished features for the ASB though the original design could not be adopted due to objection from LegCo;
- (e) the construction of the proposed bridge linking Kowloon Park and WKCD could only start after the Tsim Sha Tsui Fire Complex had been relocated. Meanwhile, a proposed link from Kowloon Park through the China Hong Kong City to the waterfront of WKCD could be explored as an interim measure;
- (f) for the integrated basement, only the vehicular road had to be designed and constructed according to HyD's standard as it was a government funded public facility, though WKCDA might manage part of it. For other components of the basement, design would be done by consultant employed by WKCDA;
- (g) Rocco Design Architects Ltd would be responsible for both the design and construction of the HKPM. As for management, an independent company with its own board of directors would take over the management role; and
- (h) as the Exhibition Centre was still at the technical feasibility study stage, it might be too early to discuss the harmony between its design and that of HKPM.

4.17 On HKPM, **Mr Rocco YIM** responded that -

- (a) his company would oversee the project while the construction would be carried out by another firm;
- (b) it was not the plan to display valuable antique objects at public spaces but Beijing Palace Museum-related modern art. That would create an interesting dialogue between

contemporary and traditional art; and

- (c) to strike a balance between being open and environmentally sustainable, they would look for high performance glasses for the windows to tackle the western sun.

4.18 **The Chair** asked the team to consult the Task Force again when the detailed design of the pier and preliminary design of the Exhibition Centre were ready. In addition, she asked the team to work further on the design of ASB within constraints to provide a better pedestrian experience for members of the public.

4.19 **Mr Paul ZIMMERMAN** added that -

- (a) the officials or the team who would go back again to LegCo on ASB should ensure that the Task Force's views on ASB were fully reflected to LegCo Members; and
- (b) it was not necessary to strictly follow HyD's standards. The design of the road needed not be exactly the same as other standard roads. There could be variations on streetscape features for the basement.

4.20 **The Chair** asked the team to take into account the above views on the streetscape design and convey the comments to HyD, to make sure that the designs of ASB and the basement would be compatible with the surrounding environment. Also, she asked the team to suitably reflect Members' views on ASB to LegCo in the form of minutes of meeting.

Item 5 Proposed Short Term Tenancy for Fee-paying Public Car Park at Chi Kiang Street, To Kwa Wan, Kowloon (Paper No. TFK/09/2017)

5.1 **The Chair** welcomed the government representatives to the meeting and informed Members that proponent departments would like to seek this Task Force's views on the proposed temporary letting of the Government lands at Chi Kiang Street by way of short term tenancy ("STT") for the use as temporary fee-paying public carpark for replacing the existing STT car park next to Kowloon City Ferry Pier Public Transport Interchange, which would be closed off around end 2017 to facilitate the construction of main tunnel under the Central Kowloon Route ("CKR") project.

- 5.2 Upon the Chair's invitation, **Mr Sam LAM** presented the paper with the aid of a PowerPoint.
- 5.3 **The Chair** asked the following questions -
- (a) departments sought to use the proposed site as STT car park for one year fixed term and she would like to know the plan thereafter; and
 - (b) as Hoi Sham Park Extension had been included in the "Five-year Plan for Sports and Recreation Facilities" ("five-year plan"), she would like to know when the project would commence.
- 5.4 **Mr Sam LAM** responded that one year fixed term of STT was proposed as LCSD had confirmed that the implementation of Hoi Sham Park Extension project would not commence in the coming year. Subject to the progress of the Hoi Sham Park Extension, they might seek to extend the STT on a quarterly basis.
- 5.5 **Mrs Doris FOK** supplemented that the proposed term of STT would end on 31 March 2019 which would not affect the implementation program of the Hoi Sham Park Extension project. As the project had been included in the "five-year plan", LCSD would take forward the project actively.
- 5.6 **Mr YUEN Hoi-man** shared his observations that coaches and illegal parking had been a nuisance to local residence in the vicinity of the proposed area, in particular around the Grand Waterfront. He asked about the number of parking spaces to be provided for coaches at the proposed STT car park and what impact this car park would pose to the pedestrian flow and the existing situation of illegal parking.
- 5.7 **Mr Paul ZIMMERMAN** had the following views and questions-
- (a) coaches usually drop off in the vicinity of the proposed area and thus providing parking spaces would not resolve the demand of dropping off;
 - (b) he would like to know how temporary the proposed STT would be as it seemed that the existing STT KX2010 had been in use for around 10 years according to his observation;

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- (c) once parking spaces were provided, parking demand would become permanent which would be difficult, if not impossible, to be removed; and
 - (d) HC had been striving to get rid of STT carpark within harbourfront areas and he opined that the Task Force should not support this proposal unless there was a permanent solution.
- 5.8 **Mr Freddie HAI** agreed that experience showed that STT car parks were very difficult to be removed once provided. He opined that relevant departments should make the temporary nature of carpark very clear at the outset and should not allow any further extension by mobilising the power of local organisations.
- 5.9 **Mr Ivan CHEUNG** replied that STT KX2010 was in heavy use and so the Chi Kiang Street STT car park was proposed given the parking demand in the district. Coach parking spaces would be provided at the proposed car park to ease the on-street coach parking problem. He added that the proposed car park was located fairly close to the public pier for Harbour Cruise, which may relieve the coaches parking demand at busy hours..
- 5.10 Upon request of the Chair, **Mr Simon LAU** supplemented that the Transport and Housing Bureau had submitted a paper earlier this year to LegCo on the long-term solution for territory-wide parking problem in Hong Kong. One of the suggestions was building carpark underneath open space and this required further study on its technical feasibility.
- 5.11 **The Chair** emphasised that the Task Force could only accept the one year term without affecting the implementation program of Hoi Sham Park Extension project. After one year, she opined that the STT should not be further extended even if the works of Hoi Sham Park had yet to commence.
- 5.12 **Mr Paul ZIMMERMAN** commented that the proposed car park was doubling the size of the current car park to be replaced and it would double the parking demand of the district. He urged that the Task Force should not support the proposal.
- 5.13 **Mr Derek HUNG** said that TD should put up a proposal on where the carpark would be permanently relocated after a year.

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He shared the example of “Haiphong Road Temporary Market” adding that the STT carpark has been “temporary” for 40 years.

- 5.14 **Mr TAM Po-yiu** opined that a large-scale urban renewal review and a leading party might be required to renew and re-organise the To Kwa Wan district.
- 5.15 **Mr Ken SO** said that the only reason the Task Force might consider agreeing to the proposal was that the piece of land was vacant in the coming year and there was imminent parking need in the district. However, he had concern on the integrated planning of the district and would like to know the plan after the one year term and the reason why the proposed size of car park had become larger than that of the current one. He also questioned whether coaches would use the proposed car park as it would be fee-paying.
- 5.16 **The Chair** said that there had been consensus among HC that STT car park should be phased out from harbourfront areas as it did not align with the HPP&G.
- 5.17 **Mrs Margaret BROOKE** said that she did not hear any real attempt on resolving the parking problem. She said that she could only accept 12 months of STT car park without further rolling over.
- 5.18 **The Chair** agreed that the Task Force could only accept 12 months of STT car park and relevant departments should come back later to brief Members on their plan upon the expiry of the STT.
- 5.19 **Dr Eunice MAK** said that 12 months of STT carpark was acceptable to her but she questioned that departments might seek further extension after 12 months as they could not really provide their plan upon expiry of the STT. She would like to hear a long-term solution for the traffic problem in the district.
- 5.20 From district perspective, **Mr YUEN Hoi-man** said that the surging number of coaches was due to the increased number of organised tours going to the district. He urged that TD should work closely with the Commerce and Economic Development Bureau in working out a holistic solution for the traffic issue of the district arising from organised tours. He would also like to know the assessment of departments on how the proposed STT car park could improve the traffic of the district.

Action

- 5.21 **The Chair** invited TD to work out a medium to long-term strategy for various traffic issues, especially parking, of To Kwa Wan.
- 5.22 In response, **Mr Simon LAU** said that he would look into the matter and update Members on the progress when ready.
- 5.23 Given that CKR would only be completed in 2025 and the STT KX2010 had been in use for 10 years, **Mr Paul ZIMMERMAN** casted doubt on whether the term of the proposed STT car park would turn out to be one year only. He suggested that any decision be deferred until the next meeting when a clear plan would be available.
- 5.24 **Mr Sam LAM** said he hoped the Task Force would agree to the one-year STT car park first and he would work closely with TD to work out a long-term solution for the district in the coming year. He said that any delay of relocating the existing metered car park would lead to delay of CKR and substantial pecuniary loss. He added that even if this proposal was not agreed, the existing car park would anyhow be terminated and negative sentiment from local users would be expected.
- 5.25 As LegCo had already approved the funding for the implementation of CKR, **the Chair** said that the works of CKR would commence even if the existing STT car park could not be relocated. She would like the team to come back with a medium-to-long-term plan for easing the traffic problem in the district, before the Task Force could arrive at a conclusion.

**proponent
departments**

[Post-meeting note: A supplementary information paper was circulated to Members of the Task Force for comments on 6 December 2017 and no comment had been received by the designated deadline (i.e. 13 December 2017).

Mr Paul ZIMMERMAN and Mr YUEN Hoi-man sent in further questions via emails on 26 December 2017 and 2 January 2018 respectively and the consolidated response from TD, HyD and LCSD was issued on 11 January 2018.

Relevant departments have looked into the above matter. TD had been actively taking measures to address the parking need. In addition, taking into account the implementation program of the Hoi Sham Park extension project and after consulting LCSD, the departments committed to phase out the proposed short-term car park by 31 March

2019 the latest regardless of whether a re-provisioning site would be required so that the extension project would not be affected.]

Item 6 Any Other Business

A. *Date of Next Meeting*

6.1 **The Chair** said that the next Task Force meeting would be scheduled for around three months later, but she would facilitate the consultation of HyD and TD as far as practicable if they would like to brief the Task Force earlier with their plan of solving the traffic problem in To Kwa Wan district.

B. *Any Other Business*

6.2 There being no other business, the meeting was adjourned at 5:50 p.m.

Secretariat

**Task Force on Harbourfront Developments
in Kowloon, Tsuen Wan and Kwai Tsing
March 2018**