

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

Minutes of Thirtieth Meeting

Date : 15 March 2018
Time : 9:30 a.m.
Venue: Conference Room, 15/F, North Point Government Offices,
333 Java Road, Hong Kong

Present

Prof Becky LOO	Chair, Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (“KTF”)
Mr Andy LEWIS	Representing Business Environment Council
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Anthony CHEUNG	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 Alan LO	
Mr NGAN Man-yu	
Ms Nixie LAM	Co-opted Member
Mr YUEN Hoi-man	Co-opted Member
Ms Doris HO	Deputy Secretary (Planning and Lands) ¹ , Development Bureau (“DEVB”)
Ms Kery KWOK	Senior Manager (Tourism) 31, Tourism Commission (TC)
Mr LEE Chi-shing	Chief Traffic Engineer/Kowloon, Transport Department (TD)
Mr LI Ping-chi	Senior Engineer /3 (South), Civil Engineering and Development Department (CEDD)
Mrs Doris FOK	Assistant Director (Leisure Services) ¹ , Leisure and Cultural Services Department (“LCSD”)
Miss Katy FUNG	District Planning Officer/ Tsuen Wan & West Kowloon, Planning Department (PlanD)
Mr Larry CHU	Secretary

In Attendance

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
Mr Peter MOK	Project Manager (Harbour), DEVB
Mr Carlos FUNG	Engineer (Harbour), DEVB
Mr Kenneth YIP	District Engineer/Yau Tsim, Highways Department(HyD) (for Item 4)
Mr Warren LI	General Manager/Services, Marine Department (MD) (for Item 4)
Mr Michael CHAN	Senior Marine Officer/Cargo Handling, MD (for Item 4)
Mr CHUNG Yau-tai	Senior Assistant Shipping Master / Cargo Handling (1), MD (for Item 4)
Ms Caroline TANG	Senior Town Planner/Yau Tsim Mong,PlanD

Absent with Apologies

Mr Terence LEE	Representing Real Estate Developers Association of Hong Kong
Prof Raymond FUNG	Co-opted Member
Mr Derek HUNG	Co-opted Member
Dr Edmund LEE	Co-opted Member
Mr WONG Yiu-chung	Co-opted Member

For Agenda Item 2

Mr Louis CHEUNG	Community Planning Committee, Hong Kong Institute of Planners
Mr WONG Lap-ming	no Architects Limited
Ms Wendy HUI	no Architects Limited
Mr Sam LAM Sai-wing	Chief Engineer 1/Major Works, HyD
Mr Joe FONG	Engineer 3/Central Kowloon Route, HyD
Mr Jimmy CHAN	Senior Engineer/Strategic Studies 5,TD
Mr Angus TAO	Engineer/Major Projects 8, TD
Mr Peter FUNG	Engineer/Strategic Studies 10,TD
Ms Joyce LEE	Engineer/Hung Hom, TD

For Agenda Item 3

Ms Elaine YEUNG	Assistant Director (Performing Arts), Leisure and Cultural Services Department (LCSD)
Ms Heidi CHU	Chief Manager (Urban/Cultural Services), LCSD
Mr David CHAIONG	Chief Leisure Manager (Hong Kong West), LCSD
Mr Jeff TUNG	Senior Project Director, New World Development Company Limited (NWD)

Ms Fiona WAN
Mr Kenneth CHEUNG

General Manager, Public Affairs, NWD
Associate Director, Urbis Limited

For Agenda Item 4

Mr Ian BROWNLEE
Ms Cynthia CHAN
Mr Roger NISSIM

Masterplan Limited
Masterplan Limited
Member, Harbour Business Forum

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Welcoming Message

The Chair welcomed all to the meeting especially Ms Nixie LAM, who had been co-opted on the nomination of Tsuen Wan District Council and attended the Task Force meeting for the first time. In addition, she informed the meeting that Mr LEE Chi Shing had taken over the post of Chief Traffic Engineer of the Transport Department (TD) from Mr Simon LAU; Miss Katy FUNG had taken over the post of District Planning Officer of the Planning Department (PlanD) from Mr Lawrence CHAU and attended the meeting for the first time. The Chair further informed Members that Ms Kery KWOK, Senior Manager of Tourism Commission (TC), attended the meeting on behalf of Mr Simpson LO; and Mr LI Ping-chi, Senior Engineer of the Civil Engineering Department (CEDD) attended on behalf of Mr Raymond LEE.

Item 1 Confirmation of Minutes of the 29th Meeting

- 1.1 **The Chair** said that the Secretariat circulated the draft minutes of the 29th meeting on 12 March 2018. The revised draft minutes with Members' comments incorporated were circulated again on 14 March 2018 and were tabled at the meeting. There being no further amendment, the draft minutes were confirmed at the meeting.

Item 2 Matters Arising

- A. Terms of Reference (ToR) (paragraphs 2.1 - 2.7 of the minutes of the 28th meeting)
- 2.1 **The Chair** informed Members that following the revised Terms of Reference (ToR) of the Harbourfront Commission (HC) that was endorsed on the 30th meeting of the Commission held on 5

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March 2018, the corresponding amendments for the ToR of the Task Force had been proposed and tabled for Members discussion. She invited Miss Rosalind CHEUNG to brief Members on the proposed amendments.

2.2 **Miss Rosalind CHEUNG** briefed Members on the proposed amendments as follows-

- (a) the first amendment was at paragraph 2 of the ToR, which aimed to state more clearly that the harbourfront areas and adjacent waters were within the harbour limit. This echoed with the updated ToR of HC;
- (b) the second one was at item (d), aiming to spell out the role of HC in providing advice and guidance to the community and stakeholders including the Harbour Office, government departments, project proponents and others as needed; and
- (c) to add a new item (f) to the ToR. Studies to be commissioned by the Harbour Office on behalf of HC would generally take the form of tender exercises, which were subject to stringent Government Stores and Procurement Regulations. The proposed amendments aimed to suggest having the Harbour Office as HC's executive arm so as to ensure compliance with the relevant rules and regulations.

2.3 **Mr Paul ZIMMERMAN** suggested to add "activation" to item (b) so as to allow the Task Force to take a more active role in harbourfront enhancement measures and projects.

2.4 **The Chair** considered that the current wording of "to advocate harbourfront enhancement measures and projects and advise on their implementation strategies" already allowed measures and strategies to activate the Harbourfront to be considered, where appropriate.

2.5 **Mr Paul ZIMMERMAN** pointed out that "activation" was major issue and should be properly covered in the work of the existing Task Forces.

2.6 **The Chair** agreed that "activation" was a major issue and suggested that Mr Paul ZIMMERMAN's suggestion be noted and properly recorded.

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- 2.7 There being no further comments, the Task Force endorsed the proposed ToR of the Task Force.

(Post-meeting notes: The updated ToR of the Task Force had been uploaded to the Harbourfront Commission website.)

- B. Enhancement of the Tsuen Wan Waterfront (paragraphs 2.2 – 2.10 of the minutes of the 29th meeting)

- 2.8 **The Chair** welcomed representatives of the Harbour Unit and volunteered planners from the Community Planning Committee of the Hong Kong Institute of Planners to the meeting. As background, she informed the meeting that Members of the Tsuen Wan District Council (TWDC) and Task Force paid a site visit to the Tsuen Wan waterfront and exchanged views on 19 January 2018. A place-making exercise had also been conducted with the assistance of the volunteers. Among others, agreement had been reached that a long term vision to deliver a vibrant Tsuen Wan waterfront and the implementation of short to medium-term improvement initiatives should go hand in hand. In addition, a holistic and phased implementation approach having regard to the site conditions and necessary infrastructure works should be pursued. .

- 2.9 Upon the Chair's invitation, **Miss Rosalind CHEUNG** and **Mr Louis CHEUNG** presented the latest development with the aid of a PowerPoint.

- 2.10 **Ms Nixie LAM** thanked the volunteers for their assistance and noted that the suggestions made by members of the TWDC and Task Force during the exchange session and site visit had been taken on board. She hoped that the proposed timeline to implement the works could be followed. Nothing that the funding earmarked at the moment might not be sufficient to support the long-term enhancement initiatives, she enquired about the implementation plan for the long-term initiatives.

- 2.11 **The Chair** considered that the project had been proceeding satisfactorily in accordance with the planned timeline.

- 2.12 **Mr Andy LEWIS** said that the proposed theme of "Retreat", "Square" and "Corridor" was a good approach in taking forward the implementation of different initiatives along the waterfront. In view of the lack of shades at the site, he suggested having more trees for the purpose.

2.13 **Dr Eunice MAK** thanked the efforts made by the young planners and had the following observations-

- (a) taking the theme of “Square” as an example, she opined that local element on the historical aspect should be reflected in the design in a cost-effective manner, for instance, spinning factories;
- (b) the element of interface with water should be incorporated as some water activities might be organised at the waterfront, such as dragon boat race; and
- (c) the provision of supporting facilities such as kiosks and appropriate commercial activities would help to activate the waterfront.

2.14 **Mr Paul ZIMMERMAN** made the following comments-

- (a) he wanted more details on the place-making exercise, including its duration, number of participants, frequency of using the promenade, and information provided to participants;
- (b) he agreed with the concept of “Retreat” as it could help to reduce nuisance to nearby residents. Although he had no particular comments on the design of the shelter lounge, he was not aware of any local demand for more shading;
- (c) the proposal did not present any information on the current and future use of the whole waterfront areas (e.g. location of the proposed cycle track), underground and ground constraints, etc. Without such background information, it would be difficult for Members to provide comments;
- (d) he was concerned about the location of the proposed “Square”, which might duplicate the function of the existing activity hub near the Serenade Cove. Besides, the proposed seating had no shade and might not be suitable for Hong Kong’s subtropical climate;
- (e) he agreed with Dr Eunice MAK’s comments on water access and he liked the proposed idea and design of the

railing at the waterfront; and

- (f) he would like to clarify whether the quick-win initiatives were proposed as part of the long-term plan or just selected as a result of funds availability. He suggested having a better overall plan and not trying to rush for something that might not work well for the district.

2.15 **Mr TAM Po-yiu** agreed with Members comments and had the following opinion-

- (a) the themes of "Retreat", "Square" and "Corridor" were clear but needed better interaction with each other and local characteristics;
- (b) he supported implementing "quick-wins" first providing it would not affect the long-term development at a later stage; and
- (c) the "Square" should be designed to allow different activities.

2.16 **Mr Anthony CHEUNG** had the following comments-

- (a) he agreed that the design should help to highlight Tsuen Wan's local characteristics, as well as its historical local activities and culture, e.g. entertainment vessels, Hakka community, etc; and
- (b) details on the planned and future development of the waterfront would be useful.

2.17 **The Chair** agreed with Members views and invited the project team to consider incorporating more local characteristics of Tsuen Wan into the design.

2.18 **Miss Connie CHEUNG** supported the themes and proposals. She added her comments as follows-

- (a) she agreed with the importance of overall planning, which required coordination among different stakeholders, including the HC, TWDC, Harbour Unit, CEDD and LCSD, etc,;
- (b) the site had good potential for developing into a linear open space that could link up other small areas and a

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sense of place could be created;

- (c) as regards the proposed “quick-win” initiatives at zone 2 (The Square), she was concerned that the relevant budget might not be sufficient for replacing the existing paving material;
- (d) she supported incorporating the element of water access in the design and exploring the possibility of building suitable open space using the enclosed sea; and
- (e) the priority of the “quick-win” and long-term initiatives should be carefully considered. For the short-term initiatives, she was supported having more shelter seating or planting.

2.19 **Mr Francis LAM** appreciated the efforts made by the volunteers within a short period of time and had the following comments-

- (a) the enclosed sea was surrounded by the three zones and the design of the promenade should echo with the enclosed sea so as to highlight the strong relationship between them; and
- (b) the budget of \$30 million might not be sufficient to build an artificial landscape with seating and an event space, or railing with a “viewing deck”. Architectural Services Department’s early inputs on cost estimation would be useful.

2.20 **Mr Alan LO** thanked the volunteers for working out the draft scheme within a short period. He further made the following comments-

- (a) he would like to know more about the design process;
- (b) he opined a clearer project vision was needed for more holistic planning;
- (c) in addition to the hardware design, the software (e.g. how to attract people to the waterfront) should be further discussed; and
- (d) the proposed provision of artwork in the “quick-win” initiatives was a good idea. It would help to build a sense

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of place and attract more people to the waterfront.

2.21 **The Chair** concluded and suggested the following way forward-

- (a) for developing the long-term vision, local elements such as spinning factories or fried crab could be incorporated into the design;
- (b) more public participation should be allowed in the development of the long-term vision;
- (c) in developing the long-term vision, it would be important to preserve the fluid circulation and the integration between the three zones (i.e. "Retreat", "Square" and "Corridor");
- (d) an overall planning of the area and more cross-institutional cooperation should be made; and
- (e) she hoped that the implementation works could commence in October 2019.

2.22 Although **Mr Paul ZIMMERMAN** was grateful for the volunteers' participation, he would like to deploy sufficient resources to the place-making exercise.

2.23 **The Chair** asked the Harbour Unit to consider Mr Paul ZIMMERMAN's comments. That said, she valued and welcomed participation of the younger generation in the development of the waterfront on a voluntary basis and out of their own motivations to contribute to the society. She expressed her appreciation to the bottom-up self-motivated initiatives from the local community and professional bodies, and considered these elements to be essential to the success of "place-making". The Chair encouraged the volunteer team to keep up with the excellent work.

C. *Proposed Short Term Tenancy for Fee-paying Public Car Park at Chi Kiang Street, To Kwa Wan, Kowloon (paragraphs 5.1 to 5.25 of the minutes of the 29th meeting)*

2.24 **The Chair** welcomed representatives from Highways Department (HyD) and Transport Department (TD). She informed Members that at the last meeting, HyD and TD had consulted Members on the proposal to let out a government site at Chi Kiang Street in To Kwa Wan as a short term tenancy (STT) temporary public car park, which would be closed off to facilitate

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the construction of Central Kowloon Route (CKR). Members considered it difficult to phase out the proposed car park after the proposed tenure and it might affect the development of the Hoi Sham Park Extension at the site. She had asked for the item to be discussed in a meeting to resolve the differences. Thereafter, the proponent departments had circulated to Members some requested supplementary information in December 2017 and January 2018. At the 30th Harbourfront Commission meeting held on 5 March 2018, Members raised further comments, which were conveyed to TD, HyD and Lands Department (LandsD) on 7 March 2018.

- 2.25 **The Chair** briefed the meeting that before HC/the Task Force had indicated its agreement, a tender exercise had already been launched by the relevant department for operating a STT car park on the site. In response, LandsD stressed the tender would only be awarded upon seeking Task Force's agreement on the matter.
- 2.26 **The Chair** further informed Members that three letters were received from some Members of the Kowloon City District Council (KCDC), expressing the imminent need for the temporary car park at the site for resolving the car parking problem in the Kowloon City district.
- 2.27 **Mr Sam LAM** reported that a supplementary paper for endorsement was circulated to Members on 6 December 2017 after the last Task Force meeting held on 10 November 2017. Further information was also provided to Members on 11 January 2018. As both HyD and TD were not aware of the need to discuss the matter at a Task Force meeting again, HyD had asked LandsD to launch the tender exercise in February 2018. He sincerely apologized for the misunderstanding. He then briefed Members on the needs of the proposed STT as follows-
- (a) following the approval of the Finance Committee of Legislative Council on 20 October 2017, the CKR project had commenced in end 2017 for completion by 2025;
 - (b) as the existing site which hosted metered car parking spaces for 23 private cars, 16 coaches and 2 good vehicles had to be vacated for the construction of CKR's tunnel, the existing temporary car park at San Ma Tau Street adjacent to Wyler Garden under STT KX2010 would be terminated for reprovisioning of the metered car parks ;

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- (c) the proposed STT at Chi Kiang Street was designed with car parking spaces in like-with-like principle for relieving the coaching parking problem as well as extra-over parking problem due to termination of KX 2010; and
- (d) as the subject site would be part of the Hoi Sham Park Extension (HSPE) project which would not be implemented earlier than end March 2019, the proposed STT with the term to be granted up to 31 March 2019 would not affect the HSPE development.

2.28 **Ms Joyce LEE** briefed Members the following short term and ongoing measures, as well as other measures taken by TD in resolution of the parking problems at To Kwa Wan-

- (a) TD had attached great importance to meeting the demand for parking spaces for different types of vehicles, especially coaches, in To Kwa Wan;
- (b) to mitigate shortage of parking spaces for coaches, TD had adopted some short-term measures, including (i) provision of additional parking spaces for coaches adjacent to Hong Kong Coliseum; (ii) studying the feasibility of parking spaces for coaches at a site near Hung Hom Road and Bailey Street; and (iii) changing the use of loading/unloading spaces to allow night-time parking for good vehicles and coaches;
- (c) as ongoing measures, TD and LandsD had been searching for suitable sites for providing sufficient car parks. Private developers were required to provide parking spaces in their projects. For instance, the recent proposed development of Lucky House at San Ma Tau Street had been required to provide parking spaces in their project. Another proposed development by Urban Renewal Authority (URA) between Ngan Hon Street and Hung Fook Street would provide more than 200 and 4 car parking spaces for private car and coaches for the district; and
- (d) as far as the shortage in parking spaces for coaches in To Kwa Wan area was concerned, KCDC had set up the "Working Group on Concern about the Problems Caused by Coaches in the District" to monitor the problem. District Tourism Ambassadors were engaged by KCDO for advising coach drivers to obey relevant traffic rules. Besides

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enforcement actions, the Hong Kong Police Force, together with Tourism Commission and KCDO were closely liaising with the tourism trade to remind coach drivers to park their coaches in proper facilities.

2.29 **Mr Angus TAO** briefed Members the following medium to long-term measure -

- (a) a consultancy study on parking for commercial vehicles had commenced in December 2017 with a view to assessing the commercial vehicles parking demand by districts and would formulate suitable response measures. In light of the results, appropriate measures would be examined, including updating standards related to the parking spaces for commercial vehicles as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) as well as opening up of parking spaces and loading/unloading bays currently designated for own use of the development projects concerned and putting them up for night-time public parking of commercial vehicles ;
- (b) developers including URA would be invited to provide additional parking spaces in suitable projects for public use.. These developments would be required to provide specific number of parking spaces after taking into account individual circumstances, among others, the local shortfall of parking spaces, impact on the development projects and traffic impact on local road network;
- (c) guidelines stipulated by the Buildings Department had been revised with a view to offering incentives for developers to provide underground public parking spaces; and
- (d) currently, the San Ma Tau Street STT (KX 2010) had 222 parking spaces for private car and the utilisation rate was about 56% to 79%. The Bailey Street STT (KX 2962) had 235 and 70 parking spaces for private and good vehicles and coaches, with an utilisation rate of 75-90% and 40-75% respectively. The proposed Chi Kiang Street STT (KX 3067) would provide about 200 parking spaces for private cars as well as 14 coach parking spaces.

2.30 **The Chair** said that it was not a new subject matter and was discussed at length in the last meeting. While noting the need to provide sufficient parking spaces in the district, Members were

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worried that the support of the proposal might lead to the never-ending extension or renewal of STT for car park on harbourfront areas. Specifically, the Task Force would like to hear about the medium to long-term solution for the parking problem in To Kwa Wan district so that it would not require further extension.

- 2.31 Noting that the tender invitation for the proposed STT car park had been issued, **Mr Ken SO** asked whether Members comments would have implication of the granting of the tender. He was given to understand that there was high demand on park spaces for coaches, however, the utilisation rate of coach parking spaces at Bailey Street was only 40%-75%. He questioned whether coaches would use the proposed car park.
- 2.32 **Dr Eunice MAK** believed that Members did not object in principle to accept the 12-months of STT carpark but was concerned about the arrangement upon expiry of the STT. She asked about the timetable of the Hoi Sham Park extension project. She also acknowledged that there was a need to commission a consultancy study for assessing the demand and formulate measures to address the problem in the long run. However, as the study would probably last for two years and it might take even a longer time for implementing the recommended measures, she enquired whether a more specific and substantive measure could be introduced to mitigate the problem as soon as possible.
- 2.33 **Mr Paul ZIMMERMAN** had the following views -
- (a) HC had been striving for phasing out STT carpark within harbourfront areas, and had been requesting relevant departments to address the problem for a very long time;
 - (b) he shared Dr Eunice MAK's view that a more specific and substantive measure should be introduced and it would not be sensible to rely on a long-term consultancy study;
 - (c) the proponent departments disregarded Members' views and go ahead with the tender invitation. The explanation from them was unacceptable; and
 - (d) he was extremely disappointed that the proponent departments did not provide any actual figures and a proper analysis with the required time and resources for

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solving the carparking problem in To Kwa Wan . Unless the requested figures were provided, he would not support the proposal.

- 2.34 **The Chair** asked the proponent departments to elaborate more on its proposed medium to long-term measures for resolving the carparking problem in the district as well as the proposed timetable.
- 2.35 **Ms Nixie LAM** pointed out that the shortage of parking space was a territory-wide problem and long-term measures for resolving the parking problem should be seriously considered in a holistic approach. In the light of the imminent parking need which might had an adverse import on the livelihood of community, she agreed to support the STT car park proposal. She shared Members' views that sufficient data should be provided for reference in order to facilitate Members' consideration. She asked the proponent department to provide information for circulation after the meeting.
- 2.36 **Mr YUEN Hoi-man** remarked that the Task Force had clearly requested the proponent departments to come back with a medium to long-term plan for easing the carparking problem in the district. The explanation from the proponent departments that it was a misunderstanding was not acceptable. He added that residents' views were divided on whether the provision of carpark could really alleviate the problem of illegal parking, given the utilisation rate of the existing parking space was not high. On the other hand, the proponent departments should provide Members with the concrete timetable for the commencement of HSPE project as well as the proposed replacement of To Kwa Wan Vehicle Examination Centre.
- 2.37 **Mr Anthony CHEUNG** opined that the Task Force had to stand clear that temporary carpark within the harbourfront area should be phased out and not allow for any further extension of STT. In this regard, unless TD could provide a holistic plan for resolving the parking problem at To Kwa Wan, he would not support the proposal. He opined that the Government should consider more specific measures to resolve the parking problem, for instance, to consider using the loading/unloading bays at mega malls. The carpark charges should be reasonable or otherwise people might not use the parking spaces and could not solve the problem of illegal parking.

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- 2.38 **Mr TAM Po-yiu** asked if the proponent departments had considered all possible solutions in resolving the parking problem, for example, whether government buildings in the vicinity had been explored for providing public parking spaces. As the Hoi Sham Park extension project would not commence in the near future, he supported using the site as STT carpark for resolving the parking problem within the district.
- 2.39 **The Chair** said that the Task Force was always willing to co-operate with government departments in problem-solving. It was noted that LandsD would hold not award the tender before agreement from the Task Force was sought. She invited LCSD to brief Members on the timetable for the commencement of HSPE project.
- 2.40 **Mrs Doris FOK** responded that the HSPE had been included in the “Five-year Plan for Sports and Recreation Facilities” and LCSD had been taking forward the project actively. On the basis that the proposed term of STT would end on 31 March 2019, which would not affect the implementation program, LCSD had no objection to the proposed STT carpark.
- 2.41 **The Chair** asked if LCSD could obtain funding before 31 March 2019, and if so, would it reclaim the site and advance the works schedule of HSPE.
- 2.42 In response, **Mrs Doris FOK** said that the chance for advancement was slim since funding application involved a lot of procedures. In principle, LCSD would accord top priority for taking forward the project.
- 2.43 **Mr Larry CHU** said that the approval of STT would rest with the District Lands Conference (DLC), which comprised an interdepartmental and multi-disciplined group of Government officials. For the proposed STT carpark application, LandsD issued the tender invitation upon request by the proponent departments and if the Task Force had arrived at a conclusion that the STT should not be proceeded, the Secretariat would write to the Chairman of DLC to express the Task Force’s views and the DLC would then provide a response.
- 2.44 **The Chair** invited proponent departments to response, inter alia, whether they had explored converting loading/unloading bays into parking spaces at night, what was the proposed completion date of the consultancy study on parking for commercial vehicles,

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and whether there were any developments on increasing the parking spaces in the district. She reiterated that the Task Force fully noticed the need for a STT carpark for mitigating the parking problem immediately. That said, the Task Force would like to have a clear picture of how the parking problem would be addressed after the expiry of the proposed STT car park, if approved.

- 2.45 **Mr Sam LAM** apologised again for the misunderstanding that occurred during the previous consultation process with the Task Force and reassured that HyD would continue to collaborate fully with the Task Force and HC in future. As regards the tender invitation, he undertook to work with LandsD to ensure that it would not be awarded unless an agreement had been reached with the Task Force. In response to the concern about illegal parking in To Kwa Wan, he replied that the Hong Kong Police Force would be asked to step up relevant enforcement action against illegal parking problem in the vicinity.
- 2.46 **Mr Angus TAO** responded that the Government's prevailing policy in the provision of parking spaces is to accord priority to meeting the parking demand of commercial vehicles. In respect of parking for private cars, the Government had been studying various means to curb the growth of private car and encourage the public to use public transport.
- 2.47 In response to Members' concerns, **Mr Peter FUNG** responded that the consultancy on parking for commercial vehicles had commenced in December 2017. The study would explore and examine possible measures, including the feasibility of revising the standards for parking spaces and loading/unloading bays for commercial vehicles in the HKPSG. The study would last for two years.
- 2.48 **The Chair** would like the proponent departments to further clarify the implementation timetable for the medium to long-term arrangements for addressing the parking problem at To Kwa Wan, including the demand for coach parking spaces.
- 2.49 **Ms Joyce LEE** responded that TD saw an opportunity to increase parking space at To Kwa Wan by Urban Renewal Project. As mentioned earlier, one of the renewal projects at Hung Fook Street would provide a number of parking spaces (over 200 for private car and 4 for coaches) for the district. Moreover, TD had identified loading/unloading bays at Man Lok Street and Man

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Yue Street for converting into parking use at night-time. The consultation was being conducted through Kowloon City District Office. This would be taken forward once ready.

- 2.50 **Mr Paul ZIMMERMAN** asked whether cars from the proposed STT car parks at Chi Kiang Street would move to the Bailey Street STT car park upon expiry and whether the HSPE would cover the site.
- 2.51 **The Chair** asked the proponent departments to come back in a meeting. In all circumstances, if the Task Force was to lend its support to the proposal, the arrangement should only last for 1 year and should not be further extended.

**Item 3 Progress update on enhanced Avenue of Stars
(Paper No. TFK/01/2018)**

- 3.1 **The Chair** welcomed the representatives from LCSD and the New World Development (NWD) and invited members to declare interest, if any. She informed Members that LCSD and the NWD had updated the Task Force on the progress of enhancement of the Salisbury Garden (SG), Tsim Sha Tsui East Promenade, and the Avenue of Stars (AoS) in September 2016. LCSD and the NWD would brief the Task Force on the latest works progress at the current meeting.
- 3.2 **Mr Anthony CHEUNG** declared that although he did not personally take part in the project, he worked for an Architect Firm, which was the consultant for the project proponent and directly involved in the project. **The Chair** considered that Mr CHEUNG had no direct involvement in the project and could stay at the meeting but should refrain from giving comments.
- 3.3 **Ms Elaine YEUNG** reported that the NWD had engaged the world-renowned urban design and landscape architect in revitalizing the AoS and renovating the neighbouring SG so as to ensure a holistic transformation of the Tsim Sha Tsui waterfront. SG was officially re-opened in December 2017 and was currently under the management of LCSD.
- 3.4 **Mr Jeff TUNG** briefed the Task Force on the highlights of the new SG and the latest updates on the design of AoS with the aid of a PowerPoint.

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- 3.5 In view of the tight schedule, **the Chair** proposed and Members agreed to move agenda item 5, i.e. Transforming Tsim Sha Tsui Star Ferry Bus Terminus into a Piazza, to a future meeting in order to allow sufficient time for discussion on this and the next agenda item.
- 3.6 **The Chair** took the opportunity to record a vote of thanks to LCSD and the NWD for their efforts in the renovation of SG, which had received a lot of good public comments. She added her comments as follows-
- (a) the wave energy demonstrator was a very good idea for developing the AoS. It could serve not only as a place of attraction for locals and tourists but also help to educate the younger generation about wave energy and cultivate their enthusiasm for the harbour; and
 - (b) she was glad that the team had considered the Task Force's previous recommendation and looked into the feasibility of providing landing steps in the current project notwithstanding difficulties involved. This project had served as a good model for future projects that if the Harbourfront Commission could give feedback on project design at an early stage, it would be much easier for the project proponents to take on board Members' comments.
- 3.7 **Mr Paul ZIMMERMAN** raised the following-
- (a) while he fully support the provision of landing steps, he wished to see a better design for the landing steps, for instance, with some lighting effects and shading;
 - (b) the use of two enclosed sea areas for temporary water features such as art exhibition and stage performance was not questionable, but it would have a concern if these were permanent features which might have a problem with the Protection of the Harbour Ordinance;
 - (c) the crowd control issue should be taken into account in the design of the AoS and the police passage area of 1.2 metres should be clearly indicated;
 - (d) the design of elevated platforms and staircase should be thoughtfully considered as it might pose a significant crowd control risk from the Police point of view, especially during

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festive occasions such as Chinese New Year fireworks. If not properly designed, the Police might have to fence off the elevated platforms and staircase with mill barriers and this might undermine the intended use of the features; and

- (e) he had questioned the overall budget of the project repeatedly but the answer was still outstanding. While the NWD had done a fantastic job in revitalizing the Tsui Sha Tsui waterfront, the community should be informed of the details of the deal between the Government and the NWD.

3.8 Mr TAM Po-yiu made the following comments-

- (a) the AoS design could provide reference to the enhancement project of the Tsuen Wan waterfront, particularly the promotion of sustainable development and the use of environmentally friendly materials;
- (b) he appreciated the efforts of the project team in working out a lot of humane and creative design, such as the use of information technology of QR code, and he suggested further considering the use of Augmented Reality (AR) technology. In addition, he applauded the proposal of relocating the handprints to the handrails which would allow easier public viewing and photo-shooting;
- (c) the feasibility of having temporary performance stage or pontoon could be further explored with relevant government departments;
- (d) the connectivity between the hinterland and the waterfront had always been the main concern of the Task Force. He would like to know if sufficient, consistent and clear signage had been provided along the entire stretch of the Tsim Sha Tsui promenade starting from the Mass Transit Railway (MTR) Station to Salisbury Road and to the Tsim Sha Tsui promenade; and
- (e) he asked about the details of design on the eastern side of the movie café and whether the footbridge connecting the Intercontinental Hong Kong with the promenade was still in use. If so, whether the design would be integrated with the AoS.

3.9 Ms Connie CHEUNG wished that the AoS could be re-opened as

soon as possible. In view of the time constraints, she agreed that landing steps should be provided to benefit the community at large. As far as the two enclosed water bodies were concerned, it was worth exploring the possibility of integrating them into the promenade so that the relevant public open space could be further enlarged. While supporting in principle to use the two enclosed water bodies for some temporary water features and stage performance stages, she considered that there was still insufficient water-friendly environment. On the condition that it would not disrupt the targeted works schedule, she hoped the project team could further revise the design to interact with the water directly so as to promote a water-friendly culture.

3.10 **Dr Eunice MAK** said that the project team should be congratulated for their innovative design on the renovation of SG. She added the following comments-

- (a) the provision of landing steps was very important for water sports facilities and for people to use the water space. She fully supported the landing steps but the design should be more in tune with the surrounding infrastructure and wished that it could proceed as soon as possible;
- (b) if the temporary performance stage (in the form of pontoon) was to be adopted, performances should be organised frequently for attracting people to the promenade and bringing vibrancy to the location; and
- (c) the current mode of management of SG should be maintained for people to enjoy the public open space with free access to the large lawn area with beautiful grass.

3.11 **Mr NGAN Man-yu** expressed appreciation to the project team for the creative design on the renovation of the SG and AoS, which had revitalised the Tsim Sha Tsui promenade. However, when he passed by SG several times recently, he also observed that the lawn had been totally fenced off and the screen was switched off. He enquired whether it was a temporary arrangement. On the two enclosed “triangular” water bodies, a more water-friendly design that could interconnect with the Victoria Harbour should be considered. While the postponement of re-opening the AoS was understandable, **Mr NGAN** stressed that it was important to expedite the construction works and re-open the AoS as soon as practicable for meeting the public aspiration for a continuous waterfront promenade along Tsim

Sha Tsui.

- 3.12 **Mr Francis LAM** praised the innovative design of the AoS project. He supported the provision of landing steps and suggested including a berth designed with unique features at the location for pleasure vessels. The proposal of water features at the two enclosed water bodies was supportive if it would not violate the Protection of the Harbour Ordinance.
- 3.13 **Ir Victor CHEUNG** was impressed by the innovative design of the AoS, especially the idea of introducing a wave energy demonstrator. He enquired where would the generator be placed and which government department would be responsible for approving the installation of the wave energy demonstrator. Apart from wave energy, the project team might consider incorporating other types of renewable energy into the design, such as putting solar panel if feasible.
- 3.14 **Mr Alan LO** raised the following-
- (a) the project team had done a great job in taking forward such a visionary project. The project could be used as a showcase for future enhancement initiatives, especially in demonstrating the merits and possibilities of having design companies to take part in harbourfront enhancement projects and the innovation that the collaboration could bring;
 - (b) all the proposed design features for movie industry were existing one without any new features. As the Hong Kong movie industry had been experiencing changes over the years, apart from the handprints and sculptures of the 80's or 90's movie stars, it would be more appropriate to add in new features with highlights of the recent development of the movie industry to offer a better appreciation of the development of the Hong Kong movie industry; and
 - (c) he was supportive of providing landing steps as Hong Kong was lacking such facilities for private leisure boats and pleasure vessels.
- 3.15 **The Chair** suggested adding more recent iconic Hong Kong movie stars like Mr Stephen CHOW to the design as his movies had been well-known and influential both in Hong Kong and beyond ever since the 1990s.

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- 3.16 **Mr Andy LEWIS** supported the proposal of providing landing steps and said that the project team should be applauded for the very satisfactory progress made and for introducing sustainability elements into the design. He shared the views of Mr Paul ZIMMERMAN that the design of landing steps should be further improved. He acknowledged and understood the reasons for delay of the project and hoped that the project could be completed as soon as possible by February 2019.
- 3.17 Upon the Chair's invitation, **Ms Elaine YEUNG** responded to Members' comments and enquiries as follows-
- (a) the NWD was awarded as a management company responsible for the maintenance and daily management of AoS until 2024. A new committee, with representatives from the respective professional fields and relevant stakeholders including government departments and advisory bodies would be set up to oversee the future operation of the AoS;
 - (b) the safety and comfort of both local and overseas visitors had always been the project team's foremost priority. The Police and LCSD have been engaged to review and assess potential scenarios and work out crowd management plans for festivity and other special celebrations;
 - (c) the lawn at SG was currently under maintenance as it had somehow been destroyed after the installation of some sculpture during the opening period. It had been designed for free public access and would be reopened after maintenance as soon as possible; and
 - (d) the movie café, where the "Starbucks" was formerly located, would be the major catering facility under LCSD management. To promote the movie theme, the café would play different Hong Kong movies using the newly installed 3D naked eye projection television from time to time.
- 3.18 **Mr Jeff TUNG** supplemented the following-
- (a) he thanked Members' of their positive feedback on the proposed design and the provision of landing steps;
 - (b) according to relevant feasibility study conducted, it would be technically feasible to install some kind of temporary

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performance stage at the enclosed water bodies. The project team would further liaise with relevant government departments to take forward the proposal;

- (c) the footbridge outside Intercontinental Hong Kong was an emergency access for the premise. The project team would explore with the landlord to see if it could be open to the public;
- (d) new signage had been designed to facilitate wayfinding while ensuring a holistic approach by adopting the same signage design as the Hong Kong Cultural Centre and SG;
- (e) as regards connectivity between the hinterland and the waterfront, public could go from the Tsim Sha Tsui MTR station to SG and the waterfront promenade through a subway where the former Sogo was located or walk along the promenade from the Hung Hom MTR station;
- (f) the project team would further study the possibility of incorporating water-friendly facilities at the two enclosed water bodies; and
- (g) although there was not much space for installing solar panels, the project team would explore the possibility of place them on top of the mobile cart as one of the energy support for cart services.

3.19 **Ms Connie CHEUNG** reiterated that incorporating water-friendly space at the two enclosed water bodies would enlarge the public open space and it might be one of the collective memories in future. She hoped the project team could seriously consider her suggestion.

3.20 **Mr Paul ZIMMERMAN** raised follow-up questions on crowd control. He asked whether the design had accommodated the police passage and reduce the need for mills barrier. He also requested details on the area which could be used for public events, as it seems that the usable area at SG was limited given the elevated seating and this might posed danger from the Police perspective.

3.21 **Ms Elaine YEUNG** responded that the existing mill barriers putting around the lawn in SG would be removed.

3.22 **The Chair** concluded that the Task Force appreciated the efforts made by the project team and encouraged the team to look into the issues raised at this meeting such as those relating to management and public safety and come back to discuss with the Task Force in a future meeting.

Item 4 West Kowloon Waterfront Pedestrian Walkway Connection between Yau Me Tei and Tai Kok Tsui (Paper No. TFK/02/2018)

4.1 **The Chair** welcomed representatives from the Harbour Business Forum (HBF) and the Masterplan Limited and invited Members to declare conflict of interest, if any.

4.2 **Mr Andy LEWIS** declared that he was a HBF member and had involved in formulating the proposal in the early stage. **The Chair** said that **Mr LEWIS** could stay as an observer at the meeting but should refrain from giving comments.

4.3 As background, **the Chair** informed the Task Force that HBF would like to present the preliminary findings of a consultancy study on an alternative route from Tai Kok Tsui to West Kowloon Cultural District (WKCD) since the waterfront access was currently occupied by the New Yau Ma Tei Public Cargo Working Area (NYMT PCWA). She further informed Members that a member of the public had submitted his objection to the proposal, which was tabled for Members information.

4.4 Upon the Chair's invitation, **Mr Ian BROWNLEE, Ms Cynthia CHAN and Mr Roger NISSIM** briefed Members on the study findings with the aid of a PowerPoint.

4.5 **The Chair** thanked HBF for the presentation. She invited Members to give comments and the Harbour Unit to advise who would be the champion for taking forward the proposal, if it was to be adopted.

4.6 **Mr Anthony CHEUNG** would also like to invite the Harbour Unit to look into the matter. He was particularly interested in some of the reference pictures shown in the presentation, for instance the Millennium Park at Chicago. He said that the design of the proposed elevated walkway should be in modern, eventful style rather than just a simple utilitarian walkway.

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- 4.7 **Mr TAM Po-yiu** supported the idea of enhancing connections from the hinterland to the harbourfront as well as strengthening connectivity from the north to the south harbourfront along West Kowloon district from the harbour planning principle point of view. However, he opined that it was not cost-effective to construct the proposed elevated walkway if the construction cost was high given scenery along the harbourfront was rather unimpressive. Given the rather long distance between Tai Kok Tsui and WKDC, he did not think that the proposed elevated walkway would be an attractive one. He stressed that an appropriate balance between the effectiveness and value for money should be achieved in considering the proposal.
- 4.8 **Mr Francis LAM** supported improving connectivity of the waterfront areas. Apart from walkway, he suggested exploring the possibility of cycle track into the proposal, which would add vibrancy to the waterfront.
- 4.9 **Mr Paul ZIMMERMAN** made the following comments-
- (a) he supported the proposal as it would provide a direct connection from the hinterland to the harbourfront. From his observation, many people currently working in the cargo working area would walk along the highway to the nearby MTR stations. However, if the proposed walkway was built, they could avoid walking on the highway and use the walkway instead, which would be a safer option; and
 - (b) he suggested the Task Force to write to the Secretary for Transport and Housing to appealing for their early action in implementing the proposal.
- 4.10 **The Chair** invited Miss Rosalind CHEUNG and Mr Kenneth YIP from Highways Department to give response on the proposal.
- 4.11 In response, **Miss Rosalind CHEUNG** said that the area was currently being actively used by NYMT PCWA. It would be necessary to take into account the operational need of the PCWA and consider if the area concerned could be vacated for constructing the proposed walkway. The Harbour Unit would consult the relevant bureaux and departments including the Marine Department, Transport Department and Highways Department in this regard.
- 4.12 In terms of technical consideration, **Mr Kenneth YIP** responded

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that the elevated options of 150 metres long section with a narrow width of 0.5 metres for the space was insufficient to accommodate a column to support the elevator structure.

- 4.13 **Dr Eunice MAK** opined that it was a great idea and supported the proposal to be taken forward as soon as practicable. She said that public access and the PCWA were not necessarily mutually exclusive. The relevant departments could work together for an integrated design.
- 4.14 **Mr Ian BROWNLEE** responded as follows-
- (a) HBF had been liaising closely with relevant departments. In particular, the Marine Department had suggested constructing an elevated walkway to prevent interference to the active operation of the PCWA; and
 - (b) the proposed elevated walkway, if built, would become a special feature of the waterfront in Hong Kong and the options for both at-grade and elevated walkway were considered practical solutions to connect the West Kowloon harbourfront but additional feasibility studies by the Government would be necessary. The HBF had devote quite some years in consultation with relevant departments in coming up with the proposed options, he hoped that the proposal could be taken forward as quickly as possible.
- 4.15 **Mr Ken SO** supported the proposal. He would like to know which bureau or department would champion and implement the proposal.
- 4.16 **The Chair** noted the suggestion made by Mr Paul ZIMMERMAN. She understood that the Government would need time to further explore the proposal and remarked that the Task Force would keep in view the developments closely.
- 4.17 **Mr Warren LI** had the following responses-
- (a) the NYMT PCWA was an important port facility providing a financial viable choice to small and medium-sized enterprises (SMEs) for loading and unloading of cargo. It not only offered the support of SMEs in both logistic and cargo handling but also offered opportunity for the low-skilled workers. Therefore, MD strived to maintain the daily operation of NYMT PCWA;

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- (b) the NYMT PCWA currently had 29 berths as well as back-up lands and was operated by 29 operators. Its utilization rate always reached 100%;
- (c) MD fully understood the public need for provision of walkway connecting the Tai Kok Tsui and West Kowloon Cultural District while they expected that the proposed works could coexist with the NYMT PCWA's normal daily operation. In principal, the proposed works should be carried out without disturbing the daily operation of the NYMT PCWA;
- (d) the proposal of constructing walkway at ground level would need to relocate the existing gateway of the NYMT PCWA and there would be a new interchange of both walkway and the relocated gateway. Such design might cause inconvenience to the movement of the heavy-duty vehicles of NYMT PCWA and even posed potential danger to the pedestrians;
- (e) part of the existing fencings in a relatively narrow area of NYMT PCWA, which was the existing cargo working and back-up areas of the operators, were required to be fell back in the proposed works. In addition, any change to the PCWA would involve legislative amendment. It was envisaged that the operators and even the industry would definitely lodge strong objections to such proposal. In view of the above, the operators would not support constructing the walkway at the ground level;
- (f) on the other hand, the option of elevated pedestrian walkway would separate the pedestrians from the movement of the heavy-duty vehicles of NYMT PCWA and minimize disturbance to existing PCWA operation, the elevated pedestrian walkway might be better received by the industry; and
- (g) MD stood ready to provide comments when further details of the proposal are available and happy to assist the proponent to consult the industry concerned.

4.18 **The Chair** concluded that the elevated walkway option appeared more feasible and the Task Force would continue to work

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together with the relevant departments in considering the proposal further.

Item 5 Any Other Business

A. Action Areas

5.1 **The Chair** reported that the updated Action Area Table setting out the latest developments in the harbourfront areas was circulated to Members on 12 March 2018.

B. Date of Next Meeting

5.2 **The Chair** said that the Secretariat would inform Members on the schedule of the next Task Force meeting in due course.

C. Any Other Business

5.3 There being no other business, the meeting was adjourned at 1:50 p.m.

Secretariat

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