

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

Minutes of Thirty-first Meeting

Date : 16 May 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

Members

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| Mr Andy LEWIS | Representing Business Environment Council |
| Mrs Karen BARRETTO | Representing Friends of the Earth |
| 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 | Individual Member |
| Prof Raymond FUNG | Co-opted Member |
| Mr Derek HUNG | Co-opted Member |
| Ms Nixie LAM | Co-opted Member |
| Mr YUEN Hoi-man | Co-opted Member |

Official Members

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| 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 Raymond LEE | Chief Engineer /S1, Civil Engineering and Development Department (CEDD) |
| Mrs Doris FOK | Assistant Director (Leisure Services) ¹ , Leisure and Cultural Services Department (LCSD) |
| Ms Katy FUNG | District Planning Officer/ Tsuen Wan & West |

Mr Larry CHU
Kowloon, Planning Department (PlanD)
Secretary

In Attendance

Miss Rosalind CHEUNG Principal Assistant Secretary (Harbour), 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

Absent with Apologies

Mr Terence LEE Representing Real Estate Developers Association of
Hong Kong

Mr Alan LO
Dr Edmund LEE Co-opted Member
Mr WONG Yiu-chung Co-opted Member

For Agenda Item 2

Mr Samson LAM Assistant Commissioner / Planning, TD
Mr Kelvin SIU Chief Engineer / Major Projects, TD
Mr Gordon KWOK Senior Engineer / Major Projects 1, TD
Ms Florence KWAN Engineer/ Major Projects 7, TD
Ms Joyce LEE Engineer / Hung Hom, TD
Mr Sam LAM Chief Engineer 1 / Major Works, HyD
Mr Roy LAM Senior Engineer 3 / Central Kowloon Route, HyD

For Agenda Item 3

Mr Charles KUO Chairman of Functions and Events Committee, Hong
Kong Institute of Landscape Architects

For Agenda Item 4

Mr Thomas WONG Deputy Director, Wong Tung & Partners Ltd
Mr David MORTEL Director / Landscape Designer, Urbis Limited
Mr Christopher FOOT Director, Scenic Landscape Studio Limited
Mr Dickson HUI Director, Llewelyn-Davies Hong Kong Ltd
Ms Winnie WU Associate Director, Llewelyn-Davies Hong Kong Ltd
Mr Man HO Associate, Llewelyn-Davies Hong Kong Ltd

For Agenda Item 5

Dr William CHAN Chief Operating Officer, WKCDA
Mr Derek SUN Head, Planning & Development, WKCDA
Mr Y C NG Head, Technical Services, WKCDA
Mr Y M FU Planner, WKCDA

Welcoming Message

The Chair welcomed all to the meeting. She welcomed and thanked Prof Raymond FUNG, Honorary Adjunct Associate Professor of the School of Architecture of the Chinese University of Hong Kong for joining the Task Force as a co-opted Member and informed the meeting that Ms Kery KWOK, Senior Manager of Tourism Commission attended the meeting on behalf of Mr Simpson LO.

Item 1 Confirmation of Minutes of the 30th Meetings

- 1.1 **The Task Force** confirmed the minutes of the 30th meeting in principle. **The Chair** added that Members who had further comments could relay to the Secretariat for consolidation and re-circulation.

[Post-meeting notes: No further comments were received after the 31st meeting.]

Item 2 Matters Arising

- A. *Proposed Short Term Tenancy for Fee-paying Public Car Park at Chi Kiang Street, To Kwa Wan, Kowloon (paragraphs 2.24 - 2.51 of the minutes of the 30th meeting) (Paper No. TFK/04/2018)*

Presentation by the Transport Department

- 2.1 With the aid of Powerpoint, **Ms Florence KWAN** of the Transport Department (TD) briefed Members on the proposal of setting up a Short Term Tenancy (STT) carpark at Chi Kiang Street, To Kwa Wan until 31 March 2019.

Discussion

Short-term measures to meet parking needs

- 2.2 **Mr Derek HUNG, Prof Raymond FUNG, Ms Nixie LAM, Mr Victor CHEUNG, Sr Francis LAM, Dr Eunice MAK and Ms**

Connie CHEUNG supported in-principle the proposal as a short-term measure to meet local parking needs.

- 2.3 **Mr Paul ZIMMERMAN** opposed to the proposal for the reason that the TD did not provide a permanent solution for the parking problem in the district.
- 2.4 **Mr Samson LAM** responded by emphasising that the proposed STT carpark was a transitional arrangement and the TD had no intension to further extend the STT upon its expiry on 31 March 2019.

Provision of parking space in coming years

- 2.5 Although there were five new development/redevelopment projects currently known in To Kwa Wan and Hung Hom which would provide additional parking spaces, the earliest completion date for these projects was 2023. **Mr Ken SO** and **Ms Connie CHEUNG** were concerned about the insufficient parking space during the gap between 2019 and 2023. **Mr Ken SO** further enquired whether the number of estimated parking spaces at the development sites in To Kwa Wan would all be opened for public use.
- 2.6 **Mr Paul ZIMMERMAN** was of the view that there were parking spaces currently available at Kai Tak and other sites which should be suitably utilised. The number of STT car park at harbourfront areas should be reduced gradually.

Underground parking and application of automated parking system

- 2.7 **Mrs Doris FOK** said that the Hoi Sham Park Extension (HSPE) project to be carried out at the site had been included in the "Five-year Plan for Sports and Recreation Facilities". This project was already at a very advanced stage. Any proposal of incorporating an underground car park in this project would not only render the current design unusable but also mean a re-start of the planning process back to the technical feasibility study stage, resulting in significant delay in the project implementation. She added that underground parking at the site might also be costly given that this site was full of

underground utilities and was close to the sea.

- 2.8 **The Chair, Mr Freddie HAI, Mr Paul ZIMMERMAN, Prof Raymond FUNG, Dr Eunice MAK, Sr Francis LAM, Mr Victor CHEUNG and Mr PY TAM** urged the TD to explore the feasibility of underground parking say underneath the Hoi Sham Park. **Sr Francis LAM** also suggested the application of automated parking system for increasing the number of parking spaces to meet the demand.
- 2.9 **Mr Samson LAM** responded that the TD would liaise with relevant departments on the technical feasibility of incorporating an underground public car park at the Hoi Sham Park. For automated parking system, he said that a pilot study had been commissioned and the TD would liaise with Electrical and Mechanical Services Department closely to explore the feasibility of adopting the system in Hong Kong.

Illegal parking

- 2.10 **The Chair and Mr Ken SO** asked whether the illegal parking problem had worsened in To Kwa Wan after the closure of the STT KX2010 car park in San Ma Tau Street.
- 2.11 **Mr Freddie HAI** suggested the TD consider regularising the arrangement of allowing night-time parking for good vehicles and coaches at loading/unloading spaces.
- 2.12 **Mr Kelvin SIU** of the TD and **Mr Sam LAM** of the Highways Department (HyD) responded that the illegal parking problem had worsened after the closure of STT KX2010 car park during night time, especially at San Ma Tau Street where the car park was originally located.
- 2.13 **Mr Samson LAM** added that the TD had continued to identify suitable loading/unloading bays for converting into parking use at night-time, especially for commercial vehicles. **Mr Kelvin SIU** supplemented that a total of 300 of such converted night-time parking spaces had been provided territory-wide, of which ten of them were at To Kwa Wan district.

Demand on parking spaces

- 2.14 **The Chair** and **Ms Connie CHEUNG** opined that the use of public transportation should be further encouraged to curb the demand for car parking. **The Chair** said that the transport demand and behaviour should be better managed.
- 2.15 **Mr Freddie HAI** considered that the estimation of ancillary parking spaces required for new development/redevelopment projects should be critically reviewed since many new residential developments were “nano flats” and the actual demand on parking spaces might not be reflected.
- 2.16 **Mr Sam LAM** and **Mr Samson LAM** responded that the Tai Wai to Hung Hom Section of the Shatin to Central Link (SCL) was expected to be commissioned in mid-2019 and might alleviate the parking demand in the To Kwa Wan area given that people might opt for public transportation then.
- 2.17 **Mr Kelvin SIU** said that the TD had adopted the higher end of parking standard stipulated in the Hong Kong Planning Standards and Guidelines in determining the number of parking spaces required for new development/redevelopment projects. The ratio for provision of parking spaces would vary with different gross floor area.

Other comments/suggestions

- 2.18 **Mr PY TAM** opined that there should be better coordination among relevant departments at district level when considering future planning and development.

Way forward

- 2.19 **The Chair** thanked the TD and the HyD for providing supplementary information to facilitate discussion. She said that Members understood the need for a substitute STT car park after releasing the public car park at San Ma Tau Street (KX2010) to facilitate the construction of the Central Kowloon Route. As a short-term measure to deal with the shortage of

parking space in To Kwa Wan, members had no in-principle objection to the proposed STT carpark at Chi Kiang Street till 31 March 2019. She added that the feasibility of underground carpark at Hoi Sham Park should be explored and discussed when the HSPE project was presented at future Task Force meeting.

B. Enhancement of Tsuen Wan Waterfront

2.20 **Miss Rosalind CHEUNG** informed members that the enhancement plan was presented to the Tsuen Wan District Council on 27 March 2018 and obtained general support. The Architectural Services Department had been engaged and commenced the design work for individual enhancement items. The Civil Engineering and Development Department had also been invited to explore possible room in their cycle track project for taking on more harbourfront enhancement initiatives. The project had been progressing well in accordance with the planned schedule. It was expected to consult the Task Force again on a preliminary design in September 2018 with a view to commissioning the first phase of construction works by October 2019.

Item 3 Transforming Tsim Sha Tsui Star Ferry Bus Terminus into a Piazza (Paper No. TFK/03/2018)

3.1 **The Chair** welcomed Mr Charles KUO from the Hong Kong Institute of Landscape Architects (HKILA).

Introduction

3.2 **The Chair** informed Members that the Harbourfront Commission (HC) received letters from the HKILA on 29 September 2017 and 9 November 2017, appealing for support from the HC to their proposal of transforming Tsim Sha Tsui (TST) Star Ferry Bus Terminus into a Piazza. Another letter from Our Bus Terminal “尖碼之聲” was received on 14 March 2018, objecting to the proposal of relocating the TST Start Ferry Bus Terminus.

3.3 **The Chair** invited members to declare interest. **Ms Connie**

CHEUNG declared that she was a Council Member of the HKILA and would like to join the presentation and respond to Members' comments. **The Chair** considered that Ms Connie **CHEUNG** could join in the HKILA for presentation and discussion.

Presentation by the HKILA

- 3.4 **Mr Charles KUO** of the HKILA briefed the Task Force on the proposal of transforming TST Star Ferry Bus Terminus into a Piazza with the aid of a PowerPoint.

Discussion

Proposal presented by the HKILA

- 3.5 **Mr Freddie HAI, Prof Raymond FUNG, Mr Andy LEWIS and Sr Francis LAM** supported in-principle HKILA's proposal, considering that it could provide a large piece of public open space (POS) and enhance the vibrancy of the harbourfront.

Preservation of TST Star Ferry Bus Terminus

- 3.6 **Mr Freddie HAI and Dr Eunice MAK** appreciated that the proposal presented by the HKILA had encompassed the preservation of the bus terminus function together with the development of POS. It struck a right balance between preserving the bus terminus and creating a better common good for community.
- 3.7 **Mr YUEN Hoi-man and Mr Derek HUNG** raised concerns on the relocation of the bus terminus and re-routing of bus routes. **Mr Derek HUNG** said that a proposal of relocation of bus terminus and diversion of bus route proposed a few years ago received strong objection from the public. It would be difficult to move forward the proposal if the bus terminus had to be relocated. **Mr YUEN Man-hoi** considered that the TST Star Ferry Bus Terminus was serving a practical function. A cautious approach should be adopted in dealing with the

relocation of the TST Star Ferry Bus Terminus.

- 3.8 While **Mr Andy LEWIS** acknowledged the history of the TST Star Ferry Bus Terminus, he saw little architectural merits for its preservation. He said that the bus transfer function could be retained because the bus terminus located at Mody Road was not ideal given that it was quite far away from the TST Star Ferry.
- 3.9 **Ms Nixie LAM** opined that transport need outweighed the need for a POS from the perspective of the local community. The existing transport network along Nathan Road to TST was far from satisfactory and the Government needed to have a holistic plan for bus route development.
- 3.10 **Sr Francis LAM** acknowledged that the busy road traffic with high level of patronage at the bus terminus supported the retention of the TST Star Ferry Bus Terminus. With the completion of the New World Centre Redevelopment located at Salisbury Road, it might be an opportunity to consider possible new transport arrangement or facilities to relieve the heavy traffic at the TST Star Ferry Bus Terminus.
- 3.11 **Mr Paul ZIMMERMAN** commented that the TD should reconsider the relocation of TST Star Ferry Bus Terminus or other possible option such as to put the bus terminus underground provided that it was technically feasible.

Holistic plan for improvement of TST Star Ferry and Bus Terminus area

- 3.12 **The Chair** thanked HKILA for its presentation that could stimulate discussion on possible improvements to the existing environment of the TST Star Ferry Pier and the bus terminus area. As the TST Star Ferry Pier and the bus terminus area was part of the Tsim Sha Tsui East Action Area, she opined that the Task Force should continue to follow up on this subject.
- 3.13 **Dr Eunice MAK** showed appreciation to the HKILA for their efforts to improve the existing environment. She saw it would be the opportune time the HC to come up with a position for moving forward the improvement of the area.

- 3.14 **Mr PY TAM** said that the existing design of the TST Star Ferry Pier and bus terminus was undesirable in accordance with the Harbour Planning Principle and Guidelines (HPP&G). The options on developing an elevated platform or underground spaces were worth exploring so that the above-ground space could be released for alternative development so as to bring vibrancy to the area. The promenade along the harbourfront area at TST should be further enhanced for better connectivity and accessibility.
- 3.15 **Mr Paul ZIMMERMAN** suggested putting together the TST Star Ferry Pier and bus terminus as a whole study area so as to consider improvement works holistically.
- 3.16 **Mr Charles KUO** responded that a unique bus terminus next to the TST Star Ferry Pier might be worth further exploring so that a POS and bus terminus could co-exist at the same place. It was the time to move forward the idea for better utilising the area for public enjoyment.
- 3.17 **Ms Connie CHEUNG** supplemented that the presentation aimed to bring up an idea for revisiting the possibility of better enhancing the area.
- 3.18 **Ms Doris HO** said that the “Development of a Piazza in TST” project was proposed by the Government in 2008. During the period of gazettal of works for construction of the new turnaround under the project in 2009 and 2010, public concerns over the traffic and transport arrangements and preservation of the bus terminus were received. In 2011, the revised proposal of expanding the planned turnaround outside the Hong Kong Cultural Centre into a new public transport interchange with all bus routes retained was supported by the HC and Yau Tsim Mong District Council. However, during the gazettal period in 2011, a large number of representations was received proposing that the TST Star Ferry Pier Bus Terminus should be preserved. The proposal was subsequently shelved having regard to the widely divergent local views as well as other considerations. To move forward any proposal of improving the design and feasibility of preserving the bus terminus, relevant departments such as TD and Tourism Commission should be involved.

Way forward

- 3.19 As a way forward, **the Chair** concluded that relevant departments should be invited to consider various improvements that could be made to the area holistically without confining to the proposal of piazza.

Item 4 Proposed Comprehensive Residential Development at NKIL No. 6549, off Hing Wah Street West, Cheung Sha Wan (Paper No. TFK/05/2018)

- 4.1 **The Chair** informed Members that the private proponent, Sky Asia Properties Limited, had submitted a paper (TFK/05/2018) to brief Members on the indicative scheme of the proposed comprehensive residential development with provision of POS and waterfront promenade at New Kowloon Inland Lot (NKIL) No. 6549, Off Hing Wah Street West, Cheung Sha Wan.
- 4.2 **The Chair** welcomed **Mr Thomas WONG, Mr David MORTEL, Mr Christopher FOOT, Mr Dickson HUI, Ms Winnie WU and Mr Man HO** from the consultant team to the meeting.
- 4.3 **Mr Dickson HUI and Mr Christopher FOOT** introduced the paper with the aid of PowerPoint.

Discussion

Landscape Design Concept

- 4.4 **Mr Andy Lewis, Dr Eunice MAK, Mr Paul ZIMMERMAN and Ir Victor CHEUNG** appreciated the proposed landscape design. **Dr Eunice MAK** said while agreeing that different designs should be adopted for different promenade projects, she would like to know if the Government would adopt some general design guidelines and principles for similar projects.

- 4.5 **Mr Dickson HUI** responded that the consultant team had been actively consulting relevant departments on the landscape design proposal. Given that the project was still at its preliminary stage, he assured Members that the consultants would continue to liaise with the Government and refine the landscape design.
- 4.6 **Ms Katy FUNG** briefed Members that the design of the proposed promenade had to be coherent and integrated with the adjoining site zoned “Comprehensive Development Area (2)” (CDA(2)). Under the Master Layout Plan submission by the proponent, information such as principles of layout design and provision and integration with open space, etc. should be included. The Planning Department (PlanD) would monitor the design consistency and the interfacing with the promenade with the adjoining CDA(2) site. The PlanD had not received the planning application for the CDA(2) site at the moment, but the concerned project proponent could be invited to consult the HC at a suitable juncture.

Management of the Proposed Promenade

- 4.7 **Mr Paul ZIMMERMAN** asked about the demarcation of the promenade to be managed by LCSD in future. **Mr Ken SO** said that the Government should plan in a holistic manner and provide necessary facilities for public enjoyment.
- 4.8 **The Chair** further asked whether there would be a clear demarcation between the public and private open space.
- 4.9 **Mr Dickson HUI** affirmed that the public and private open space within the site was clearly demarcated on the submitted plans.

Odour Problem

- 4.10 **Mr Paul ZIMMERMAN, Mr Yuen Hoi-man, Mr Ken SO** shared the same views that given its proximity to the Stonecutters Sewage Treatment Works and refuse collection points, strong odour remained as a problem in Cheung Sha Wan and Mei Foo area.

4.11 **Mr Dickson HUI** responded that the Government had conducted a number of technical assessments which found the proposed site suitable for residential development. He added that, to ensure that the residential development is feasible from technical aspect, the proponent has also conducted all technical assessments including an odour assessment to the satisfaction of Environmental Protection Department.

Landing Steps and Other Marine-related Facilities

4.12 **Mr Paul ZIMMERMAN** showed his disappointment towards the insufficient marine-related facilities along the proposed promenade. He urged the Government to consider setting back the railings, providing bollards and landing steps to facilitate a vibrant water-land interface.

4.13 **Mr Dickson HUI** replied that, as stated under the Planning Brief, the adjoining CDA(2) site would be planned for a hotel development with a pier, and the feasibility of providing landing steps could be explored in conjunction with the pier development subject to detailed study by the project proponent of the adjoining "CDA(2)" site.

Food and Beverage Facilities

4.14 **Mr Paul ZIMMERMAN** commented that a basic kiosk would not be enough to satisfy public needs and further enquired if there were any Food and Beverage (F&B) outlets planned along the promenade.

4.15 **Mr Dickson HUI** responded that , as required under the Planning Brief, 500m² of the commercial GFA should be designed for commercial use such as F&B facilities at ground level in the adjoining CDA(2) site, with the aim to enhance the overall enjoyment of the harbourfront.

Opening Hours

- 4.16 **Mr Paul ZIMMERMAN** enquired about the opening hours of the proposed promenade.
- 4.17 **Mr Dickson HUI and Mrs Doris FOK** responded that the POS along the promenade would be opened for 24 hours.

Air Ventilation

- 4.18 **Mr YUEN Hoi-man** said that the air quality in Cheung Sha Wan area was rather poor due to insufficient ventilation.
- 4.19 **The Chair and Dr Eunice MAK** questioned if the residential blocks were well-separated or built in a mass block. They were concerned that if the spacing between each residential block was insufficient, the air ventilation would be seriously affected.
- 4.20 **Mr Dickson HUI** responded that additional building gaps and “Urban Windows” were introduced in addition to the requirements under the Planning Brief. “Urban Windows” were specifically designed at the lower floors of several blocks to promote air ventilation at pedestrian level effectively..
- 4.21 **Mr Derek HUNG** doubted if the proposed “Urban Windows” could improve the air ventilation effectively.

Enhancement of Connectivity

- 4.22 **The Chair and Mr YUEN Hoi-man** considered that the connectivity of the proposed site was rather poor and the drivers could only access to the site via Hing Wah Street West. He suggested TD improving the connectivity to the area by linking the roads to the existing Cheung Sha Wan Wholesale Food Market.
- 4.23 **Mr LEE Chi-shing** responded that elevated walkways were being built across the major junctions so as to improve the

connectivity between the hinterland and the harbourfront area. Through these walkways, the pedestrians could be easily accessed to the harbourfront from the Nam Cheong Station. TD would take Members' comments on board and continue to enhance the connectivity with the neighbouring area.

Proposed Cycling Track along the Promenade

4.24 **Mr Freddie HAI and Mr YUEN Hoi-man** wished to have a cycle track network connecting Tsuen Wan all the way to Cheung Sha Wan and suggested reserving spaces for cycling tracks along the proposed promenade. **Mr Paul ZIMMERMAN** echoed with their comments and reminded the Government to minimise the possible conflicts between the pedestrians and the cyclists.

4.25 **Mr Dickson HUI** noted Mr HAI's comments and said that it is more appropriate to obtain LCSD's departmental view on the provision of cycling tracks along the proposed promenade as LCSD will be the management agent of the waterfront promenade.

4.26 **Mrs Doris FOK** said that LCSD would take up the future management and maintenance of the promenade built by the private developer. This promenade would mainly provide passive recreation facilities serving the local community..

Other Comments

4.27 **Mr Ken SO** appreciated that native species would be planted along the promenade. He reminded the proponent to select the species carefully and poisonous species should be avoided.

4.28 **Mr Andy LEWIS** recommended that the Government should go further and make a strong statement on harbourfront enhancement. The Government should also ensure that all the harbourfront-related projects could be well-delivered.

4.29 **Ir Victor CHEUNG** suggested installing solar panels in order to make good use of the abundant sunlight in the late afternoon.

- 4.30 **Mr YUEN Hoi-man** suggested the Government closely monitoring the opening hours of the future promenade of the adjoining the CDA(2) site if they were to be managed privately

Way Forward

- 4.31 **The Chair** thanked the consultants for the presentation and Members' comments. She concluded that the harbourfront should be planned and designed for the enjoyment of all public, not just the residents living nearby. Members showed in-principle agreement to the proposed development and their comments would be conveyed to the Town Planning Board (TPB) for further consideration.

Item 5 Progress Update on the West Kowloon Cultural District (Paper No. TFK/06/2018)

- 5.1 **The Chair** welcomed the representatives from the West Kowloon Cultural District Authority (WKCD) and invited members to declare interest, if any.
- 5.2 **Mr Freddie HAI** declared that he was involved in one of the projects at West Kowloon Cultural District (WKCD) and **Ir Victor CHEUNG** declared that he was the Electrical and Mechanical Consultant of the Artist Hostel/Residence project. The Chair decided Mr HAI and Ir CHEUNG should refrain from giving comments on the presentation.
- 5.3 **Dr William CHAN** of the WKCD briefed members on the development progress of WKCD, including the Xiqu Centre, the Artist Square Development Area, the Art Park, the Hong Kong Palace Museum, as well as other connectivity improvement efforts on marine access and the Austin Road Pedestrian Linkage System with the aid of a PowerPoint.

Discussion

Artist Square Bridge (ASB)

- 5.4 **Mr Paul ZIMMERMAN** expressed disappointment with the design of the Artist Square Bridge (ASB).
- 5.5 **Mr PY TAM** opined that the ASB should adopt a more “people-oriented” design rather than a “simplified” structural design. He asked whether the design had involved architectural or urban design experts.
- 5.6 **Mr Derek HUNG** commented that the design of ASB was not satisfactory.
- 5.7 **Mr YC NG** of the WKCDA responded that members from the Joint Subcommittee to monitor the implementation of the West Kowloon Cultural District Project of the Legislative Council (LegCo) had raised concern about the high estimated construction cost for the proposed ASB. The ASB design was therefore revisited with an aim to reducing the construction cost and the revised design had obtained the support of the Joint Subcommittee for submission of funding application to the Public Works Subcommittee of the LegCo tentatively in November 2018. The new ASB design proposed would be an arch structure without much architectural element.

Art, Commerce and Exhibitions

- 5.8 **Mr Paul ZIMMERMAN** asked the followings-
- (a) if a footbridge could be built outside the Art, Commerce and Exhibitions (ACE) across the entrance of Western Harbour Tunnel as a short-cut to further enhance the connectivity between the ACE and the hinterland; and
 - (b) the possibility of assuring the sound quality standard provided at the Lyric Theatre Complex.
- 5.9 **Mr PY TAM** asked about the principles of developing ACE under Build-Operate-Transfer (BOT) and Artist Hostel/Residence under Public-Private Partnership (PPP).
- 5.10 **The Chair** enquired whether there was a plan to open ACE by

phases.

5.11 **Dr William CHAN** responded the following-

- (a) the development of ACE was a whole package comprising an exhibition centre with hotel and rental offices, and the construction works would be completed in one go;
- (b) in the tender document, requirement for meeting specified acoustic standard would be included to ensure its suitability for staging various types of performances;
- (c) ACE would be developed under BOT for a period of 30 years to capture creative opportunities in design, construction and management from commercial point of view; and
- (d) Artist Hostel/Residence would be developed under PPP which allow the WKCDA to be involved more in providing a place for supporting local and visiting artists with arts element.

Austin Road Pedestrian Linkage System (APLS)

5.12 **Mr Paul ZIMMERMAN** commented and enquired the followings-

- (a) whether the new underpass linking the Mass Transit Railway (MTR) Austin Station with the basement of Xiqu Centre was at the same level as the existing pedestrian subway across the junction of Austin Road West and Canton Road. If not, he suggested connecting them; and
- (b) the design of the new underpass and the beautification works for the existing subway and the design guidelines of Highways Department.

5.13 **Mr Derek HUNG** supported the provision of new linkage system across Austin Road West, linking the MTR Austin Station with the basement of Xiqu Centre. He hoped that it could inject more arts element to the design.

- 5.14 **Mr YC NG** responded that the new underpass linking the MTR Austin Station with the basement of Xiqu Centre and the existing pedestrian subway across the junction of Austin Road West and Canton Road were of different level. Beautification works for the existing subway would be carried out, targeting to complete by end 2018.

Connectivity

- 5.15 **Mr Andy LEWIS** enquired whether it was possible to improve the connectivity between the eastern and western part of WKCD and the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) by developing a temporary connection. If possible, he would like a clear plan of a temporary connectivity arrangement to be included in next progress report.

- 5.16 **Mr PY TAM** asked the followings-

- (a) whether the proposed footbridge from WKCD across Austin Road to Kowloon Park was still available. If so, when the design would be ready; and
- (b) if there was any planned road or linkage for connecting the Elements Shopping Mall and the International Commerce Centre with the western part of the WKCD.

- 5.17 **Mr Derek HUNG** said the following-

- (a) depending on the relocation of the TST Fire Station located at Canton Road, the footbridge from WKCD across Austin Road to Kowloon Park could be developed; and
- (b) TD should have a better traffic arrangement plan during the opening of the Xiqu Centre in end 2018.

- 5.18 **Mr YC NG** responded the following-

- (a) the footbridge for linking the WKCD with Kowloon Park would depend on the relocation of the TST Fire Station;
- (b) the draft design of a proposed footbridge connecting the China Ferry Terminal with the WKCD promenade would be ready by early 2019;

- (c) for temporary connection between XRL and the WKCD, it was planned to develop a pedestrian walkway on the left side of Xiqu Centre, where the public could walk along the walkway down to the WKCD promenade; and
- (d) there was an existing footbridge located at the Western Harbour Crossing Toll Plaza, linking the Elements Shopping Mall to the western part of WKCD.

Study on proposed Marine Access Points

- 5.19 **Mr Paul ZIMMERMAN** asked whether the proposed additional marine access point and the existing landing steps at the New Yau Ma Tei Typhoon Shelter could be included in the tender brief of ACE in order to have a better integration between the design of ACE and the water edge area.
- 5.20 **Mr Derek HUNG** opined that the recommended marine access point at the curved alignment of the shoreline near M+ was a suitable location as a stopover point for water tour.

Other comments

- 5.21 **Mr Paul ZIMMERMAN** commented that the sound barrier at the junction between the Xiqu Centre and MTR Austin Station was an eyesore to the public and asked if it could be further enhanced.
- 5.22 **Mr YC NG** responded that the sound barrier was one of the works items under the construction of XRL in order to mitigate noise, which was not related WKCD.
- 5.23 **Ms Connie CHEUNG** enquired the timeline for opening up the promenade along the harbourfront at WKCD for public enjoyment.
- 5.24 **Mr Derek HUNG** asked and **Mr YC NG** replied that the maximum building height of M+ is 100mPD, i.e. about 15-16 floor.

Way Forward

5.25 **The Chair** thanked the WKCD for the progress update of the WKCD. She reiterated that the Task Force strongly supported the provision of marine access points as well as the development of water tour or possible water service as a transport mode, and would like to see such proposals to be taken forward. She also asked WCKDA to update the Task Force on the WKCD development at a suitable juncture.

Item 6 Any Other Business

A. *Change of Secretary*

6.1 **The Chair** informed Members that Mr Larry CHU would be posted out from the Development Bureau on 18 May 2018. Mr Henry LAI would take over the post as the Secretary of the Task Force on 28 May 2018.

B. *Date of Next Meeting*

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

6.3 There being no other business, the meeting adjourned at 1:40 pm.

**Secretariat
Task Force on Harbourfront Developments
in Kowloon, Tsuen Wan and Kwai Tsing
Harbourfront Commission
October 2018**