

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

Minutes of Forty-fourth Meeting

Date : 29 June 2023
Time : 3:00 p.m.
Venue : Room 1303, 13/F, Wing On Kowloon Centre, 345 Nathan Road, Kowloon

Present (attending in person)

Prof Becky LOO	Chairlady, Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF)
Mr Vincent NG	Chairman, Harbourfront Commission
Dr Vivian WONG	Representing Friends of the Earth (HK) Charity Limited
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Mr Sam CHOW	Representing the Chartered Institute of Logistics and Transport in Hong Kong

Present (attending online)

Mr Benny CHAN	Representing Hong Kong Institute of Urban Design
Dr Rico WONG	Representing the Conservancy Association
Mr Jacky CHEUNG	Representing the Hong Kong Institute of Architects
Ir Ringo YU	Representing the Hong Kong Institution of Engineers
Ms Sam LOK	Representing the Hong Kong Institute of Planners
Mr Jeff TUNG	Representing the Real Estate Developers Association of Hong Kong
Ir Janice LAI	Individual Member

Official Members (attending in person)

Ms Leonie LEE	Commissioner for Harbourfront, Development Bureau (DEVB)
Mr Vincent CHOW	Senior Engineer/Kowloon District Central, Transport Department (TD)
Mr Peter POON	Chief Engineer/South 1 (Ag.), Civil Engineering and Development Department (CEDD)
Mr Henry WONG	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)

Ms Vivian LAI District Planning Officer/Kowloon, Planning
Department (PlanD)
Mr Nelson SO Secretary

Official Members (attending online)

Ms Anny TANG Senior Manager (Tourism) 21, Tourism
Commission (TC)
Mr LAW Lap-keung Assistant Director/Planning & Services, Marine
Department (MD)

In Attendance

Mr NG Shing-kit Senior Engineer (Harbour) 2, DEVB
Mr Nelson CHU Architect (Harbour) 1, DEVB

Absent with Apologies

Mr Andy LEWIS Representing Business Environment Council
Ms Iris HOI Representing the Hong Kong Institute of
Landscape Architects
Sr Francis LAM Representing the Hong Kong Institute of
Surveyors
Ms Christina LEE Individual Member
Dr Lawrence LI Individual Member

For Agenda Item 3

Prof Kenneth LEUNG Director, State Key Laboratory of Marine
Pollution, City University of Hong Kong
Dr Juan Carlos Assistant Professor, Hong Kong Metropolitan
ASTUDILLO P University
Ms Cheryl CHU Research Assistant, State Key Laboratory of
Marine Pollution, City University of Hong Kong
Ms Charlene LAI Research Assistant, State Key Laboratory of
Marine Pollution, City University of Hong Kong

For Agenda Item 4

Dr Eddy LI Chairman, Campell Group / Ever Sun
International Holdings Ltd.
Mr Alvin YAU Chief Operating Officer, Campell Group / Ever
Sun International Holdings Ltd.
Ms Theresa YEUNG Director, ARUP
Mr Mark LIM Urban Planning Manager, ARUP
Mr Jason WONG Assistant Town Planner, ARUP
Ms Doris LEE Director, Associated Architects Limited
Mr John IP Architect, Associated Architects Limited

Welcoming Message

The Chairlady welcomed all to the 44th meeting of the Task on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF) and informed the meeting that -

- (a) **Ms Leonie LEE**, Commissioner for Harbourfront of Development Bureau, attends on behalf of Ms Louisa YAN, Acting Deputy Secretary (Planning and Lands) 1; and
- (b) **Ms Anny TANG**, Senior Manager of the Tourism Commission (TC), attends on behalf of Ms Elsa HUNG, Assistant Commissioner for Tourism (2).

Item 1 Confirmation of Minutes of the 43rd Meeting

- 1.1 **The Chairlady** informed Members that the draft minutes of the 43rd meeting were circulated on 26 June 2023. No comment had been received from Members. There being no further amendment, the draft minutes were confirmed at the meeting.

Item 2 Matters Arising

- 2.1 No matters arising were raised at the meeting.

Item 3 Pilot Site Trials of Sustainable Measures at Seawalls within Victoria Harbour - Tsuen Wan Promenade

Introduction

- 3.1 **The Chairlady** welcomed representatives of the project proponent to the meeting, and invited Members to declare any conflict of interest.
- 3.2 Upon **the Chairlady's** invitation, **Mr Nelson SO** briefed Members on the background of the project as follows:
 - (a) DEVB commissioned a project team involving specialists from the University of Hong Kong (HKU) and the City University of Hong Kong (CityU) led by Professor Kenneth Leung to study the sustainable measures in an attempt to enhance marine bio-diversity along the waterfront. The study aimed at investigating the effectiveness and feasibility

of implementing eco-shoreline features on seawalls to enhance marine biodiversity within Victoria Harbour. The seawalls at Tsuen Wan Promenade were selected as the pilot site trials, at which eco-shoreline features were installed in order to increase the marine species in the nearby waters; and

- (b) Components of the eco-shoreline features were installed at Tsuen Wan Promenade in December 2021. Following a 12-month monitoring period, the study team had completed the monitoring and data collection.

Presentation by the Project Proponent

- 3.3 With the aid of a PowerPoint, **Prof Kenneth LEUNG** presented to Members the study.

Discussion

- 3.4 **Mr Paul ZIMMERMAN** expressed concerns if the project would worsen the existing odour problem along the waterfront. **Prof Kenneth LEUNG** explained that the primary cause of the odour problem was the presence of organic matters in the sediment. During the summer season, the rise in temperature would lead to increased microbial activity. These microorganisms consumed oxygen, resulting in the production of hydrogen sulphide and other gases that contributed to the smell problem. To address this issue, it was crucial to halt the discharge of pollutants and implement dry weather flow interceptors to mitigate the continuous release of organic matters from drainage systems. Regarding the eco-shoreline project, its primary focus was to enhance biodiversity, and it would not aggravate the odour problem.
- 3.5 **Mr Sam CHOW** enquired about the ability of the features to withstand extreme weather conditions and the recommended frequency of complete immersion in water to achieve optimal results.
- 3.6 **Prof Kenneth LEUNG** responded that the features met the Engineering requirements, with their compressive strength exceeding 30 MPa. Under normal circumstances without any ship collisions, they could remain in place for a duration of 20 years. However, certain components might detach from the seawall during rough conditions. One of the four panels was displaced and it remained uncertain whether this detachment was impacted by a collision of a vessel. Hence, additional

anchoring points would be incorporated in future projects to enhance stability. Regarding the placement level, different tidal zones would host various types of organisms. The appropriate level was below 1.5m Chart Datum (CD) as it allowed significant biological diversity with less heat stress at a low tide condition. For future implementation, it was recommended to place the panels below 1.2m CD to further improve their effectiveness in biodiversity enhancement.

- 3.7 **The Chairlady** enquired about the possibility of adopting local features in other areas along the Victoria Harbour. **Prof Kenneth LEUNG** explained that CEDD had a plan to adopt the local features extensively. Specifically, the consultancy services on site trials of eco-shoreline in the West Kowloon Cultural District and the New Yau Ma Tei Typhoon Shelter commenced in April 2023, with proposed features similar to those installed at Tsuen Wan Promenade.
- 3.8 **The Chairlady** asked if the team would continue monitoring the seawall following the completion of the 12-month trial period, and whether the features would be removed or retained at the site. **Prof Kenneth LEUNG** responded that the team member would continue the monitoring and academic study to observe any further growth in species diversity and volume over a longer period. CEDD had no objection to retain the features in place and would in parallel monitor the structural integrity of the seawall as part of their routine. In case the features need to be relocated, other suitable locations might be identified for such purpose.
- 3.9 **The Chairlady** raised concerns regarding potential challenges to the oyster shell reef when scaling up the project in the future. **Prof Kenneth LEUNG** advised that if the settled oysters reproduced successfully and their offsprings grew on the oyster shell reef, the shells would eventually join together, requiring no further maintenance. However, if the settled oysters did not grow well due to water pollution or diseases, the oyster reef would not develop as a cohesive structure and the oyster shells would disappear under the impact of strong waves and erosion over time.
- 3.10 **The Chairlady** suggested DEVB to provide relevant educational programmes to students. **Prof Kenneth LEUNG** remarked that DEVB and CEDD planned to display QR codes on the railings along the eco-shoreline. Besides, the project team had launched a dedicated website (<https://www.ecoshoreline.org/>) that provided information

on the project. He considered that a separate webpage could be created specifically for the Tsuen Wan project. Furthermore, CEDD would explore the possibility of arranging exhibition panels in certain areas.

- 3.11 **Dr Juan Carlos ASTUDILLO P** supplemented that they had engaged with student interns and collaborated with non-government organisations to demonstrate to students how oyster shells could naturally form reefs and enhance biodiversity. The team had also organised visits for students to study the seawall in Tsuen Wan as part of the educational experience.
- 3.12 **Mr Paul ZIMMERMAN** enquired about comprehensive data regarding the water pollution and the reports on the smell problem at the Tsuen Wan waterfront. He opined that apart from concerns about marine life, efforts should also be made to improve the living environment for seabirds when advancing the project in the future.
- 3.13 **Prof Kenneth LEUNG** shared that they had surveyed for water birds during the project; but only very few birds were found at Tsuen Wan Promenade due to high disturbance from human activities like running and jogging, thereby making the habitat unappealing to the birds. However, a significant number of birds were discovered along the eco-shoreline of Ma Liu Shui, where they preferred sitting on the armouring units and tidal pools. The team also measured various water quality parameters, including ammonia levels. **Mr Paul Zimmerman** further suggested enhancing tree growth to create suitable habitat for birds.
- 3.14 **Dr Rico Wong** asked if it was feasible to implement the project at the piers. **Prof Kenneth LEUNG** explained that the features would be vulnerable to damage from ships during the docking process. However, the panels could be installed on the non-docking side of the piers.

Way Forward

- 3.15 **The Chairlady** concluded that the Task Force supported the project and looked forward to its further implementation. Also, she suggested providing more education initiatives, such as adding QR codes to the railings, organising campaigns to promote biodiversity in the Victoria Harbour, and implementing exhibitions, decorations, and stickers to effectively convey the information and raise public awareness

about the project.

Item 4 Proposed Commercial Development at Yau Tong Marine Lots 73 and 74 (YTMLs 73 & 74) in Yau Tong Bay (Paper No. TFK/02/2023)

Introduction

- 4.1 **The Chairlady** welcomed the project proponent to the meeting and invited Members to declare any conflict of interest.
- 4.2 **Mr Sam CHOW** declared that his colleagues were involved in the project. **Ms Sam LOK** declared that her company was one of the developers of the Consortium. **The Chairlady** decided that both could stay at the meeting but should refrain from giving comments on the project.
- 4.3 Upon **the Chairlady's** invitation, **Mr Nelson SO** briefed Members on the background of the project as follows:
 - (a) The subject site, Yau Tong Marine Lots 73 and 74 (YTMLs 73 & 74), was currently occupied by Wing Shan Industrial Building with a site area of about 4,600 m²;
 - (b) At the 38th KTF Meeting held in September 2020, the project proponents, including the proponent of this item, presented their scheme to rezone the subject site (which formed part of the then application site) from "Comprehensive Development Area" ("CDA") to "Commercial (1)", within which the subject site (YTMLs 73 & 74) would be developed to a maximum plot ratio of 11 and building height of not more than 140mPD to facilitate the redevelopment of Wing Shan Industrial Building to a commercial/office building, among others. Also, the proponents proposed to provide a connected public waterfront promenade (PWP) of not less than 15m wide with 24-hour access. They would also take up the management and maintenance responsibility of the PWP in front of their land lots;
 - (c) However, the then KTF considered it premature to render support to the proposal at that stage as Members cast doubt on the execution and details of the proposed scheme, and invited the proponents to refine it with due consideration to Members' concerns;
 - (d) In September 2022, the developer of YTMLs 73 & 74, i.e. the proponent of this item, submitted an s.12A rezoning

application (No. Y/K15/6) to the Town Planning Board (TPB) with parameters similar to the proposal presented to KTF in 2020; and

- (e) On 21 June 2023, the proponent submitted Further Information to TPB to amend (i) the building height to not more than 130mPD and (ii) the increase in the width of the promenade to not less than 15m (and with an area of about 1,205 m² based on the 20m wide PWP area provision) in their s.12A application. The proponent would consult KTF on the proposed development at YTMLs 73 & 74 at today's meeting.

Briefing by the Planning Department

4.4 With the aid of a PowerPoint, **Ms Vivian LAI** briefed Members on the background and history of the case as follows -

- (a) The purpose of the subject s.12A application was to request the rezoning of the subject site from "CDA" to "Commercial (1)". Currently, the site was fully occupied by the Wing Shan Industrial Building.
- (b) The Yau Tong Bay "CDA" zone was subject to a maximum plot ratio of 4.5 and a maximum building height of 120mPD. Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions may be considered by the Town Planning Board on application. Under no circumstances shall the total plot ratio exceed 5.0. A PWP of not less than 15m wide and with a site area not less than 24,700m² (for the whole "CDA" zone) shall be provided to form a continuous promenade connecting Lei Yue Mun and Cha Kwo Ling.
- (c) The applicant proposed a maximum plot ratio of 11 and a maximum building height of 130mPD at the subject site. They also suggested the inclusion of landing steps in the current proposal.
- (d) The applicant raised the possibility of developing a marina in Yau Tong Bay. To support such development, the applicant proposed to incorporate 'Marine Related Facilities' and 'Marina' as Column 1 and 2 uses respectively for the "Commercial (1)" zone. However, the marina itself was not part of the current proposal under the subject s.12A application.

(e) The subject site formed part of the Yau Tong Bay “CDA” zone. The latest s.16 application No. A/K15/112 for proposed comprehensive development (including residential, commercial, hotel and pier (landing steps)) and minor relaxation of plot ratio restriction from 4.5 to 5 was approved in 2015. The application was submitted by a Consortium owning the majority of the land which, however, did not include the subject site and some other private lots / government land in the “CDA” zone. Under the approved Master Layout Plan, the building height would ascend gradually from 60.5mPD and 72mPD at the two ends to a maximum of 120mPD at the middle.

Presentation by the Project Proponent

4.5 With the aid of a PowerPoint, **Ms Theresa YEUNG** presented to Members the design of the project.

Discussion

General Comments

4.6 **Mr Paul ZIMMERMAN** enquired about the ownership and responsible party for the maintenance of the promenade upon its completion, as well as whether it would be open 24 hours daily and had adequate shading. **Ms Theresa YEUNG** responded that according to the lease conditions of the Yau Tong Bay CDA, the private landowner would have the responsibility of the private landowner to construct and maintain the waterfront promenade. However, the Leisure and Cultural Services Department (LCSD) reserved the right to reclaim the land as needed. Therefore, the land should be treated as a government land and should be open 24 hours a day and free of charge. **Mr Paul ZIMMERMAN** expressed concerns if LCSD would have the final authority over the promenade.

4.7 **Mr Paul ZIMMERMAN** suggested proceeding with the proposed construction of a breakwater to support the proposed marina, without waiting for the proposed amendments to the Protection of the Harbour Ordinance (PHO) to take effect. **The Chairlady** clarified that the current agenda item focused on the s.12A application and did not cover discussions regarding the proposed breakwater and marina. She suggested that the matter be discussed under the Task Force on Water-land Interface and Harbourfront Activation (TFWLHA) or other future occasions.

- 4.8 In response to the Chairlady's clarifications, **Ms Theresa YEUNG** expressed that the marina proposal would be discussed separately at another time. The team would fulfill their commitment to provide the proposed landing steps.

Design and Facilities

- 4.9 **Mr Paul ZIMMERMAN** expressed concerns about the potential light pollution at night arising from the rainbow design on top of the proposed commercial tower. **Ms Doris LEE** responded that the design would not include strong illumination on the panels; rather, only coloured glass panels would be used to present the rainbow concept.
- 4.10 **Mr Paul ZIMMERMAN** requested for an area for alfresco dining and asked the proponent to identify the emergency vehicular access (EVA). Besides, he suggested providing facilities for fresh water and waste water discharge at the promenade to support water sports activities. **Ms Doris LEE** responded that the Cha Kwo Ling Road would serve as EVA of the development and this EVA would cover not less than 25% of the major façade of the building. The alfresco dining area was designed to face the waterfront.
- 4.11 **Mr Paul ZIMMERMAN** suggested that the proponent revisit KTF and present a revised floor plan that clearly showed the areas designated for alfresco dining, as well as the marine services such as water pumps, sewage pumps and fuel supply.

Building Height

- 4.12 **Mr Vincent NG** expressed his understanding on the difficulties in taking forward development projects at the CDA site. He mentioned that making a separate application for a change of land use zoning was understandable noting the involvement of multiple landowners within the CDA site who might develop their sites at different pace. He suggested that the discussion focused on whether the proposed development had adhered to the Harbour Planning Principles and Guidelines. In order to facilitate the connection of the waterfront promenade, it was essential to adopt a pragmatic approach by providing incentives, such as allowing a change in land use zoning or an increase in building height, for developers. The proposed design suggested a relatively restrictive building footprint with improved connectivity and visual permeability of the harbourfront. However, he

expressed concerns about the proposed building height of 130mPD and enquired whether any other building along the harbourfront, say from Kwun Tong to Kai Tak and Tsim Sha Tsui, was of the same level of height of 130mPD. He enquired about the justification for the proposed increase in building height from 120mPD to 130mPD. **The Chairlady and Mr Jacky CHEUNG** concurred.

- 4.13 **Mr Paul ZIMMERMAN** supported the design and had no concerns regarding the proposed building height of 130mPD.
- 4.14 **Ms Doris LEE** responded that they aimed to strike a balance between the floor-to-floor height and other design considerations for their proposed development. The site area was 4,600 m², including a promenade area of 1,205 m², and a 25m and 17.2m separation from adjacent residential buildings at the ground level and at tower portion respectively. The buildable area was only 2,800 m², and the greenery provision was 30% of the net site. To achieve the proposed plot ratio of 11, the development required a total of 28 storeys. They noted that the current standards for floor-to-floor heights of Grade A office were around 4.4m. With the consideration of the depth of structure and building services zones, the resultant clear ceiling height would be limited to 2.6m to 2.7m. Further reduction in the floor-to-floor height would adversely affect the lighting and the quality of interior space. They intended to reserve space to ensure a separation of 25m and 17.2m at the ground level and tower portion from the residential development respectively to enhance visual and wind permeability. After conducting tests, they considered the current design and building separation appropriate.
- 4.15 **Ms Theresa YEUNG** added that the proposed 25m separation from the adjacent buildings at the ground level was necessary to meet the baseline requirements for permeability and ventilation, as it was a part of the Consortium's previous submission. A visual impact assessment was conducted for building heights of 140mPD and 130mPD, which revealed minimal differences in the visual landscape.
- 4.16 **Ms Vivian LAI** explained that the proponent must provide justifications for the rezoning and for the relaxation of the plot ratio and building height which might include citing site constraints or the benefits that justified the increased building height. Additionally, assessments needed to be conducted on various issues such as the environment, drainage and sewerage, and transport. The TPB would carefully consider all

these factors before making a decision.

- 4.17 **The Chairlady** opined that the map illustrated a gradation of height profile with descending building height towards the harbourfront. Specifically, the building height of the structure nearest to the harbour was 110mPD, followed by another structure with building height of 130mPD. The proposed development under consideration was situated in closest proximity to the harbour.
- 4.18 **Ms Theresa YEUNG** responded that the observation on the gradation was accurate. However, behind their site, there was only the tunnel portal, whereas the Cha Kwo Ling village area was densely populated with numerous buildings. Hence, this area adopted a stepped height profile with a gradual increase in height from the harbourfront. They noted that the proposed public housing development in Cha Kwo Ling village had a maximum building height of 130mPD. They considered that their proposal aligned with the prevailing building height standards across the entire area.
- 4.19 **Ms Vivian LAI** supplemented that the Planning Brief specified that the maximum building height for the "CDA" site was 120mPD, but the two westernmost ends should have a maximum building height of 60mPD. To the further northwest of the subject site was the planned public housing development at Cha Kwo Ling Village, where the maximum building height was set at 110/130mPD with a domestic plot ratio equivalent to 7.5. Further north was the Kwun Tong Business Area (KTBA) generally zoned "Other Specified Uses" annotated "Business" with plot ratio of 12 and building height restriction of 100mPD along the harbourfront. There were cases in KTBA involving an increase in building height, but they arose from the industrial building revitalisation policy (i.e. 20% increase in plot ratio) and were assessed on individual merits.

Connectivity

- 4.20 **The Chairlady** raised concerns about the connectivity between Cha Kwo Ling Road and the harbourfront. She also enquired about how the proposed 20m-wide promenade would effectively connect with both ends of the subject site, ensuring a seamless connection along the entire promenade.
- 4.21 **Ms Doris Lee** responded that the 3m access from Cha Kwo Ling Road leading to the promenade would be available for

public use 24 hours a day and it would be a covered access.

- 4.22 **Ms Theresa YEUNG** added that the developer of the adjoining site also proposed to provide a 3m access. There would be a minor level difference with the adjoining sites, with the adjacent building situated at 5.5mPD and their proposed promenade at 5.6mPD. The project proponent had considered the Water Supplies Department's requirement of a minimum 4.66mPD to take into account the impact of changes in sea level, ensuring their proposed site level could withstand extreme weather.
- 4.23 **The Chairlady** suggested widening the 3m access to at least 5m, considering the significant available space nearby. She emphasized the importance of providing a suitable pathway from the hinterland to the harbourfront, especially in case the Consortium's completion of the other promenade sections might be delayed. Besides, it was imperative to address the 10cm-level difference from the adjoining sites to ensure a smooth and universally accessible promenade for all users, including wheelchair users. **Ms Doris Lee** responded that the 10cm difference could be solved architecturally.

Way Forward

- 4.24 **The Chairlady** concluded that KTF recognised the need for providing incentives to expedite the redevelopment process, while emphasizing the importance of ensuring a well-connected promenade that seamlessly linked the adjoining sites on both sides of the subject site. Besides, KTF suggested widening the 3m access to Cha Kwo Ling Road, and providing continuous shading to enhance pedestrian access to the promenade. Concerns were also expressed regarding the proposed building height of 130mPD, having regard to the location of the subject site abutting the waterfront and the overall gradation of Kowloon East. Moreover, the landing steps should be made accessible to the public to facilitate water sports, fishing, and other recreational activities. As KTF focused primarily on the rezoning application, discussions regarding the marina proposal would be conducted at separate occasions, such as the TFWLHA.

Item 5 Any Other Business

- 5.1 **The Chairlady** said that the Secretariat would inform Members of the date of the next meeting in due course.

5.2 There being no other business, the meeting adjourned at 5:40 p.m.

**Secretariat
Task Force on Harbourfront Developments
in Kowloon, Tsuen Wan and Kwai Tsing
Harbourfront Commission
September 2023**