

**5th Meeting of the Harbourfront Commission's
Task Force on Water-land Interface
on 19 March 2013 (Tuesday) at 2:30 p.m.
at Conference Room (Room G46), Upper Ground Floor, Hong Kong
Heritage Discovery Centre, Kowloon Park, Tsim Sha Tsui**

Minutes of Meeting

Present

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|------------------------|---|
| Mr Leung Kong-yui | Chair, Task Force on Water-land Interface |
| Mr Tom Callahan | Representing Business Environment Council (BEC) |
| Mr So Kwok-yin | Representing Conservancy Association |
| Mr Andy Leung | Representing Hong Kong Institute of Architects |
| Mr Tam Po-yiu | Representing Hong Kong Institute of Planners |
| Dr Sujata Govada | Representing Hong Kong Institute of Urban Design |
| Mr Paul Zimmerman | Representing Society for Protection of the Harbour |
| Mr Nicholas Brooke | |
| Mr Vincent Ng | |
| Captain Cheung Tai-kee | Co-opted Member |
| Mr Karl Kwok | Co-opted Member |
| Mr Thomas Chan | Deputy Secretary (Planning and Lands)1, Development Bureau (DEVB) |
| Ms Stephanie Lai | Senior Manager (Tourism) 2, Tourism Commission |
| Mr Cheung Jin Pang | Principal Transport Officer/Urban, Transport Department (TD) |
| Mrs Sorais Lee | Head (Kai Tak Office), Civil Engineering and Development Department (CEDD) |
| Mr Donald Choy | Assistant Director (Leisure Services) 3, Leisure and Cultural Services Department |
| Mr Tsang Cheuk-yin | General Manager/Planning, Development & Port Security, Marine Department (MD) |
| Mr Raymond Wong | Assistant Director/Territorial, Planning Department |
| Miss Venus Tsoi | Secretary |

In attendance

Mrs Winnie Kang Principal Assistant Secretary (Harbour), DEVB

Absent with Apologies

Mr Francis Lam Representing Hong Kong Institute of Surveyors

Mr Peter Cookson Smith Representing Hong Kong Institute of Urban Design

Mr Wong Yiu-kan Co-opted Member

For Agenda Item 3

Mr Gordon Pei Senior Engineer/ District, Port Works, CEDD

Mr Adrian Chan Senior Marine Officer/Planning and Development 1, MD

For Agenda Item 4

Mr Mak Chi-biu Chief Engineer/Hong Kong 1, CEDD

Mr Ko Wai-kuen Senior Engineer 7 (HK Island Division 1), CEDD

Mr Patrick Keung Senior Engineer 3 (HK Island Division 2), CEDD

Mr Shuki Leung Member of Task Force on Harbourfront Developments on Hong Kong Island (HKTF)

For Agenda Item 5

Mr Derek Sun Head, Planning and Development, West Kowloon Cultural District Authority (WKCDA)

Ms Lau Man-sze Manager, Destination Development, WKCDA

Mr Patrick Lam Senior Traffic and Transport Engineer, WKCDA

Action

The Chair welcomed Members to the 5th meeting of the Task Force.

Item 1 Confirmation of Minutes of the Last Meeting

Item 2 Matters Arising

Specific initiatives in relation to water-land interface issues (paragraph 3.25 of the confirmed minutes of the 4th meeting)

2.1 **The Chair** reported that Harbour Unit had been liaising with the EKEO, Kai Tak Office of CEDD and other concerned bureaux and departments on specific initiatives in relation to water-land interface issues. Harbour Unit would report to the Task Force when opportune.

2.2 In response to **Mr Paul Zimmerman's** enquiry on the timeline of enhancing water-land interfaces within Kai Tak Development, **the Chair** said that it would be discussed at the Task Force on Kai Tak Harbourfront Development (Kai Tak Task Force) as it was a location-specific issue. **Mr Vincent Ng**, as the Chair of the Kai Tak Task Force, concurred.

Comprehensive planning of water-land interface issues (paragraph 3.26 of the confirmed minutes of the 4th meeting)

2.3 **Mr Nicholas Brooke**, as the Chair of the Harbourfront Commission (HC), reported that he had spoken to the Chief Secretary (CS) on the challenges of cross-departmental initiatives to enhance water-land interface and the need for a dedicated department to assume the overall responsibility and accountability; and the CS responded that it was indeed the reason why the Administration supported the establishment of the proposed Harbourfront Authority (HA) and she anticipated it very difficult for any immediate improvement in the situation prior to the establishment of HA.

Information on future plans of the Wholesale Fish Markets and the proposed pier in Lei Yue Mun (paragraph 4.3 of the confirmed minutes of the 4th meeting)

2.4 **The Chair** reported that the AFCD, MD and the Tourism Commission had, upon Mr Paul Zimmerman's request, provided information in relation to future plans of the wholesale fish markets and the proposed pier in Lei Yue Mun as post-meeting notes in the minutes.

2.5 **Mr Paul Zimmerman** considered that there should be a positive policy for fish landing at the public landing facilities, in particular for those types of fish that were not required to be landed at fish markets managed by the Fish Marketing Organisation (FMO). He

said that there could be some designated public landings within the Victoria Harbour that would allow fish landing.

2.6 **Mr Nicholas Brooke** cautioned that if this issue had to be addressed formally, it was likely that enforcement actions would be taken that would be detrimental to the existing situation and adversely affect the stakeholders.

2.7 **The Chair** reckoned that as it involved business operation of the fish trade, the issue would be beyond the jurisdiction of the Task Force and thus could hardly be addressed at the meeting. The relevant trade might draw attention to AFCD for their consideration. He further explained that while the Task Force should not focus on a particular trade, it would welcome consultation on the subject when AFCD/MD had any proposal to address the issue at public landing facilities within Victoria Harbour.

Further discussion on framework on water-land interface issues
(paragraph 5.19 of the confirmed minutes of the 4th meeting)

2.8 **The Chair** reported that during the discussion on the “framework on water-land interface issues” at the last meeting, there was a divergence of views amongst Members regarding a strategic review on water-land interface issues. Members were asked to offer more views after the meeting, and the Secretariat has arranged to discuss this issue under Any Other Business in this meeting.

Item 3 An Overview of Marina Development in Hong Kong (Paper No. TFWL/01/2013)

3.1 **The Chair** welcomed Mrs Winnie Kang, Principal Assistant Secretary (Harbour) of DEVB; Mr Gordon Pei, Senior Engineer/District, Port Works Division of CEDD; and Mr Adrian Chan, Senior Marine Officer/Planning and Development 1 of MD. **Mrs Winnie Kang** presented the Paper with the aid of a PowerPoint.

3.2 **Mr Nicholas Brooke** considered that the marina development

should be viewed in a public context, and he would welcome around two to three marinas within Victoria Harbour.

3.3 **Dr Sujata Govada** suggested that the Task Force should take into account the marina development in a broader context by making reference to the regional or international counterparts, for example Sydney or Singapore, such that Members could better grasp what was needed to develop into a renowned marina centre.

3.4 **Mr Tom Callahan** raised the following comments -

- (i) he noted that the Harbour Unit's briefing paper and presentation showed there to be 7,920 registered pleasure vessels in Hong Kong but only 4,155 moorings, and was concerned that no Government department or bureau had responsibility for reviewing whether new marinas were needed to balance demand and supply. He also pointed out that this was an issue that could not be resolved through the creation of a Harbourfront Authority (HA) since the lack of mooring capacity was a territory-wide issue, not just a harbour issue; and
- (ii) he noted that many of the water-land interface issues that this taskforce dealt with would have the possible implications on the Protection of the Harbour Ordinance (PHO). He suggested having a briefing session on the PHO for the Task Force such that Members could have better understanding of the PHO and its implications when considering future agenda items.

3.5 **The Chair** suggested that developing the harbourfront and enhancing its vibrancy by having more water-based activities, such as making better use of the existing Wan Chai Basin instead of establishing a new marina. Similar idea had been explored at the HC or other Task Forces, such as the proposal of the Royal Hong Kong Yacht Club (RHKYC) to enhance vibrancy at the waterfront. He also agreed to the suggestion of having a briefing on PHO at the next meeting such that Members could be aware of legal constraints when contemplating the possible enhancement opportunities in future.

**the
Secretariat**

[Post-meeting notes: The briefing on PHO was conducted on 19 June 2013.]

3.6 **Mr Vincent Ng** agreed to the proposed briefing, considering that it could help Members provide comments and suggestions on water-land interface issues with the PHO implications in mind.

3.7 **Mr Andy Leung** pointed out that while marinas might enhance the vibrancy of Victoria Harbour, Members should discuss its provision from a regional perspective. He said that the Task Force should deliberate whether a marina within the Harbour could serve the general public interest in Hong Kong, particularly if an “overriding public need” for marina development within Victoria Harbour had to be established having regard to its PHO implications. On the other hand, if considered in a broader perspective, there could be alternative locations outside the harbour limit that might be more suitable for developing marinas. He further supplemented that marinas had long been considered as permanent mooring areas for the privileged few who owned yachts and cruises. It could be very hard to raise the concept of public marina in Hong Kong’s context.

3.8 **Mr Tam Po-yiu** echoed Mr Leung’s views and proposed locations outside the Harbour such as Tuen Mun, Discovery Bay, Tsueng Kwan O and Mui Wo would be more suitable for marina development.

3.9 **Mr Paul Zimmerman** made the following comments on the need for public mooring areas in Hong Kong –

- (i) he considered that pleasure vessels in Hong Kong included sampans (which were open boats with outboard engines often used for line fishing), and there had not been adequate and appropriate public mooring facilities to match with the needs of the community. Apart from well-established marinas, he noted that there were “community sheltered anchorages” for mooring of vessels, but they did not provide secure moorings for vessels. He opined that there should be more public mooring spaces provided by the Government to make boat ownership affordable and accessible for everyone in Hong Kong;
- (ii) he opined that sheltered waters should be provided in the

vicinity of each water body for recreational use. As such, mooring areas would be required within Victoria Harbour to allow more water-based tourism, recreation, leisure and sports activities; and

- (iii) he raised that public moorings could be permitted in several sheltered areas within Victoria Harbour, for instance in the existing typhoon shelters such as the Kwun Tong Typhoon Shelter, or within the sheltered waters such as Yau Tong Bay to provide affordable berthing spaces within Victoria Harbour.

3.10 **The Chair** expressed support for marine recreational activities to be enjoyed by the general public within Victoria Harbour. Nonetheless, people would have divergent views and preference as regards whether they would like to moor the vessels within the Harbour for convenient commuting purpose, or at popular yachting spots such as Sai Kung or Lamma Island where the surroundings would be more pleasant. He agreed with Mr Zimmerman that when opportunity arose, the HC or the future HA could consider making better use of the existing sheltered waters such as Wan Chai Cargo Basin.

3.11 **Mr Tam Po-yiu** cautioned that marine traffic should be considered when planning for the provision of facilities for water sports or other recreational uses, particularly in the eastern part of the Harbour having regard to the commencement of Cruise Terminal in Kai Tak Development.

3.12 **Mr Tom Callahan** noted a growing demand for pleasure vessel moorings in Hong Kong while supply of these moorings had remained stable, and hence he questioned whether there would be shortage.

3.13 **Mr Raymond Wong** advised the meeting that unlike other community facilities, there were no planning standards for marinas in Hong Kong under the Hong Kong Planning Standard and Guidelines. He understood that there were two main types of marinas in Hong Kong -

- (i) For marinas developed by private sectors, private

developers would be required to demonstrate the needs and overcome technical constraints ; and

- (ii) For the marinas with policy support, PlanD would incorporate the provision of such marina into its planning framework, which also involved other factors of consideration, mainly navigation issues, marine ecology and the general access to the area etc.

3.14 **Mr Thomas Chan** made the following comments –

- (i) there were two main types of marina developers in Hong Kong, namely the sports clubs which were supported by the Home Affairs Bureau (HAB) from the sports development perspective; and private sectors which gained the right to develop a marina via planning or land grant that would be under the purview of DEVB. MD also regulated the berthing of pleasure vessels in water;
- (ii) it might be incorrect to conclude the current demand for berthing spaces had outstripped its supply as the number of dry berths in the territory was not identified at the moment and no “illegal” parking of vessels was observed in Hong Kong; and
- (iii) the Task Force should consider whether its discussion should focus on the issue of marina development which were location-specific and provided tailor-made services, or rather the more general issue of provision of public moorings in the Harbour.

3.15 **Mr Paul Zimmerman** responded that taking into account the demand for and the high market prices for berthing spaces throughout Hong Kong, it appeared that there was a shortage of berthing spaces in Hong Kong. He further sought the Chair and Members’ views as to whether this Task Force would proactively promote to provide for mooring facilities in Hong Kong.

3.16 **The Chair** agreed with Mr Thomas Chan that there were two types of set-up for mooring of pleasure vessels i.e. marinas for mainly the larger yachts and storage of smaller pleasure vessels. The latter could be stored along the waterfront or in the dry berths, which was common

in other waterfronts in the world. While appreciating that marine activities such as boating and yachting would help enhance the vibrancy in the Harbour, he queried the actual demand for these activities in the community of the Hong Kong, and it might require further study to understand the demand. He also highlighted the significance of having waterfront available to plan and develop the required water-land interfaces.

3.17 **Captain Cheung Tai-kee** considered that it would be a good opportunity to kick-start the study of the necessity of new private mooring areas, as there might be new sheltered water that would be available in the Harbour, such as within the Kai Tak Development, Wan Chai Cargo Basin and Yau Tong Bay.

3.18 **Dr Sujata Govada** reckoned that the aim of setting up this Task Force on Water-land Interface was to understand the existing situation and deficiency of water-land interface issues, with a view to coming up with more initiatives. She considered such work could be carried out in parallel with the planning for the HA.

3.19 **The Chair** reiterated that it was critical to understand how the PHO would affect the feasibility of various water-land interfaces within the Harbour, and a briefing on the subject would help Members to understand more in this regard.

3.20 **Mr Nicholas Brooke** opined that a master plan for the Victoria Harbour would be much desired by the Task Force, but recognised that it might need to be established upon the establishment of the HA. Echoing Mr Brooke's view, **the Chair** highlighted that there were currently inadequate resources and manpower to commission such study at present.

3.21 **Mrs Winnie Kang** said that it would be useful if the Members could shed light on the following aspects for more effective follow-up by the Secretariat-

- (i) whether the ownership of pleasure vessels should be encouraged in Hong Kong;
- (ii) whether any new marinas should be located within the

Victoria Harbour, or in the eastern side of the territory which was more popular for yachting and water sports activities; and

- (iii) the types of information on mooring spaces and berthing facilities to be provided for Members' reference.

3.22 In response to Mrs Kang's enquiries, **Mr Paul Zimmerman** expressed his views as follows -

- (i) the enjoyment of the Harbour by means of water-based activities should be encouraged, either by joining tours, renting boats or owning vessels;
- (ii) noting a strong demand for activities within Victoria Harbour, he suggested that the facilities could possibly be provided within sheltered water in Kwun Tong, To Kwa Wan, Yau Tong Bay and Wan Chai. For locations where wave attenuation was needed, there could be modifications to meet the required standard; and
- (iii) from the harbourfront enhancement perspective, the Task Force might take the lead in encouraging the water recreational use of the Harbour.

3.23 **Mr Nicholas Brooke** suggested the geographical Task Forces to investigate this issue in the context of their geographic areas, and then put forward suggestions and views to this Task Force for consideration.

3.24 **The Chair** made the following comments -

- (i) encouraging marina development and encouraging recreational use of harbour water could be addressed separately. He considered that the Task Force should focus on how to enhance the harbourfront, but not the ownership of the pleasure vessels;
- (ii) he agreed that a briefing on the Protection of the Harbour Ordinance (PHO) would be useful in enhancing Member's understanding on the possible implications of the suggested improvements in water-land interfaces; and
- (iii) while location specific water-land interfaces issues to facilitate water sports of recreational uses could be discussed at respective geographical Task Forces, he

concurred with Mr Thomas Chan that a masterplan for recreational use of the Harbour water could be contemplated at a later stage.

3.25 **Mr Paul Zimmerman** suggested organising a workshop to invite input and views from the stakeholders, including the tourism and water sports communities, to come up with suggestions and possible solutions. **The Chair** responded that it would be better for the concerned parties to organise the workshop and invite Members of the Task Force to join.

3.26 **Mr Vincent Ng** noted the difficulty in tackling issues which required time, resources and manpower all at once. It would be necessary to prioritise the issues. He suggested that the geographical Task Forces should continue reviewing the water-land interfaces in respective geographical areas with a view to providing input to the master plan.

3.27 Echoing Mr Ng's views, **the Chair** opined that the formation of HA should now be the priority for both non-official members and the Secretariat.

3.28 **Mr Andy Leung** opined that the role and terms of reference for the HA should be carefully crafted so as to allow it to carry out the holistic review and overall planning for the Harbour.

3.29 **Mr Tom Callahan** echoed Mr Nicholas Brooke's view that a water-based activities masterplan for Victoria Harbour was necessary, but noted that since no bureau or department had responsibility for this issue it would likely have to wait until the creation of the HA. In the meantime, he requested that more comprehensive data be gathered on the actual state of supply and demand across Hong Kong, noting the anecdotal evidence of forced illegal dry-berthing etc raised by Mr Paul Zimmerman. This data could then feed into the master planning process once the HA had been created. Concurring with Mr Callahan's comments, **Mr Ken So** suggested that each geographical Task Force could deliberate and propose their priorities for the consideration of the HA.

3.30 **Mrs Winnie Kang** responded that the Secretariat had conducted a comprehensive study and research on marina development in Hong Kong, in consultation with the departments concerned and checking with marina clubs to obtain the available market information on the demand and supply of berthing spaces. She doubted if there was any other consultancy that could provide more accurate and in-depth information to the Task Force.

3.31 **Mr Paul Zimmerman** recalled that the use of water within the Harbour was excluded under the planning of the HA. **The Chair** responded that this issue could be brought up again when deliberating the scope of the HA.

Item 4 An Overview of Public Landing Facilities in Central and Wan Chai Districts
(Paper No. TFWL/02/2013)

4.1 **The Chair** welcomed Mr Mak Chi-biu, Chief Engineer/Hong Kong; Mr Ko Wai-kuen, Senior Engineer 7 (HK Island Division 1) 1 and Mr Patrick Keung, Senior Engineer 3 (HK Island Division 2) of CEDD. Mr Ko Wai-kuen presented the Paper with the aid of a PowerPoint.

4.2 **Captain Cheung Tai-kee** reckoned that the landing steps HP142 had been fenced off and could not be used at present. **The Chair** added that both landing steps HP142 and HP076 along high speed ferry route would be choppy.

4.3 **Mr Paul Zimmerman** enquired about the provision of barrier-free access (BFA) facilities at popular landing steps in Central to facilitate the embarkation and disembarkation of people with disabilities, and any particular standard of installing for the lighting at the public landing steps.

4.4 **Mr Mak Chi-biu** made the following responses -
(i) there was an established standard for the design of public landing steps, including facilities such as hand rails,

- bollards etc. for people to embark and disembark;
- (ii) from design perspective, the provision of BFA facilitates for people with disabilities was limited at the moment. CEDD welcomed suggestions for improvement in this regard and would convey to relevant departments; and
 - (iii) whilst there was minimal lighting from the sea side, CEDD could consider strengthening the provision of lighting at locations of deficiency.

4.5 In response to **Captain Cheung Tai-kee's** query, **Mr Mak Chi-biu** advised that CEDD followed the standard of design as stipulated in the "Port Work Design Manual" when constructing public landing facilities in Hong Kong.

4.6 **Mr Paul Zimmerman** suggested that the provision of BFA facilities should be made at the more popular public landings, such as in Tsim Sha Tsui and at Central Public Piers No. 9 and 10. As regards the seating, shelter and lighting at public landing steps, he opined that CEDD should review its standards at the public landing steps, particularly at those popular for harbour cruises to ensure safe embarkation and disembarkation.

4.7 **Mr Mak Chi-biu** made the following responses -

- (i) the existing Wan Chai Ferry Pier would be relocated upon the completion of reclamation works of Wan Chai Development Phase II (WDII);
- (ii) to enhance the use of waterfront promenade, four sets of public landing steps would be built along the shoreline in-between the west of the Hong Kong Convention and Exhibition Centre (HKCEC) and the east boundary of Central Reclamation Phase III; and
- (iii) to the east of HKCEC, two new sets of public landing steps were planned at the Basin of ex- Wan Chai Public Cargo Workin Area (ex-PCWA Basin) and would be constructed under Wan Chai Development Phase II.

4.8 **Mr Paul Zimmerman** pointed out that the plan did not indicate any landing steps within the ex-PCWA Basin where water sports

activities were anticipated within the area.

4.9 **The Chair** clarified that the focus of the discussion should be the provision of public landings around the ex-PCWA Basin rather than the use of the Basin in future.

4.10 **Mrs Winnie Kang** said that Harbour Unit had been exploring various options of the BFA facilities at public landing steps with relevant departments including CEDD, EMSD, MD and TD upon Members' suggestions at the third Task Force meeting and a working group was set up for the purpose. She explained that both technical issues and wave conditions within the Harbour had to be considered and resolved in order to take forward the proposal. In consultation with the rehabilitation groups, the Working Group was assessing the feasibility of installing BFA facilities at the public landings within calm and sheltered water, instead of the popular ones. The Working Group would update and seek Members' views at the next meeting.

4.11 **The Chair** recognised the difficulty in deriving a feasible and workable solution for BFA facilities. Nonetheless, he considered that an equal opportunity for marine access should be carried forward as soon as practicable.

4.12 Adding to Mr Paul Zimmerman's comments, **Mr Tom Callahan** enquired the reason for not mapping out the existing landing steps within the ex-PCWA Basin along the boundary of the RHKYC; and whether all landing steps within the Basin would be removed, whilst two additional steps appear to have been planned on the outside wall of the Cargo Basin where there was no sheltered water.

4.13 **The Chair** noted that there was no reclamation within the ex-PCWA Basin. He suggested that CEDD should clarify with concerned department on Mr Callahan's concerns and report back as post-meeting notes.

CEDD

[Post-meeting notes: In response to the Members' enquiry, CEDD confirmed that there is no plan to remove the existing landing steps of RHKYC.]

4.14 **Mr Ko Wai-kuen** confirmed that there was no reclamation within the ex-PCWA Basin. He added that the two additional landing steps were not for long-term mooring of vessels and would be opened for public use.

4.15 **Mr TSANG Cheuk-yin** added that CEDD may need to check whether there was sloping seawall at the interior of the breakwater at the Cargo Basin, which was not suitable for building landing steps. Hence the landing steps at the exterior of the breakwater were proposed as an alternative.

[Post-meeting notes: MD clarified that the seawall at Cargo Basin is vertical in general.]

4.16 **The Chair** opined that landing steps should be located within calm water area for better embarkation and disembarkation, whereas additional construction and modification works at the inner part of the basin should not be considered as major obstacle. **Mr Mak Chi-biu** undertook to convey Members' comments to relevant departments.

CEDD

4.17 **Mr Shuki Leung** considered that CEDD's presentation was a baseline study, but could not identify interfacing problems, opportunities and constraints at the harbourfront. He supported Mr Zimmerman's recommendation of setting up a workshop to seek marine users' input in the waterfront planning process.

4.18 **The Chair** responded that a workshop at the initial stage could raise expectations too high that might not be able to fulfil. He advised CEDD to discuss with relevant departments and clarify Members queries.

4.19 **Mr Paul Zimmerman** asked whether there would be permanent facilities for ticketing and touring services at public landing facilities, and if there was a demand for temporary holding areas for visitors to board the cruises at public landing facilities on the Hong Kong Island.

4.20 **Mr Mak Chi-biu** responded that Pier No. 9 and 10 were good

examples of providing large waiting areas and sufficient seating areas at the adjacent opening space of the public landings.

4.21 **Mrs Winnie Kang** reminded Members that the presentation given by CEDD should be regarded as a follow-up discussion to the first overview of the public landing facilities around six months ago. A three-pronged approach to review public landing facilities within Victoria Harbour were agreed among Members at that meeting, which were –

- (a) planning for new public landing facilities;
- (b) enhancement on existing public landing facilities; and
- (c) guidelines for the design of public landings and provision of ancillary facilities.

She advised that Members then agreed to first focus the review on three key areas, namely Kai Tak, Central and Wan Chai, and West Kowloon Cultural District (WKCD), instead of all of the 50 public landing facilities within the Victoria Harbour.

4.22 Echoing Mr Shuki Leung's views, **Mr Tom Callahan** considered CEDD's presentation was a good benchmarking exercise. He noted that the next step was now to determine the adequacy and sufficiency of these landing steps, their usage and the types of vessels using these facilities. Noting that not all vessels can use all facilities, he said it was necessary to review the extent to which the existing provision of landing steps actually meets user needs, or if more steps or steps of a different nature might be needed as well.

4.23 **The Chair** thanked CEDD for the presentation, and concluded that a standard provision of sufficient lighting at the landing steps was essential. For temporary holding areas and space for ticketing, **the Chair** opined that Members of HKTF could take this into account when looking at the public landings in Central and Wan Chai. **The Chair** reminded that CEDD should respond to Members' concerns in the form of post-meeting notes.

CEDD

[Post-meeting notes: CEDD advised that according to the approved Outline Zoning Plan for Wan Chai North (Plan No. S/H25/3), the Wan Chai ex-PCWA basin had been planned for public waterfront promenade and water recreation

related uses.

To match the intended land uses of the ex-PCWA, landing steps have been proposed in the Recommended Outline Development Plan. Two public landing steps at the public waterfront promenade, which are at the seaward face of the northern breakwater of the basin, would be constructed under Wan Chai Development Phase II contract and subsequently open for public use. Since the remaining area within the site has been planned for water recreation related use, it is considered appropriate for its prospective proponent to consider in their design the required number, type and exact location of the landing steps or equivalent facilities to suit their operational needs. Thus, landing steps inside the basin are proposed to be built by the prospective proponent in future.]

**Item 5 An Overview of Public Landing Facilities in West Kowloon Cultural District
(Paper No. TFWL/03/2013)**

5.1 **The Chair** welcomed Mr Derek Sun, Head, Planning and Development; Ms Lau Man-sze, Manager, Destination Development and Mr Patrick Lam, Senior Traffic and Transport Engineer of the West Kowloon Cultural District Authority (WKCDA). Mr Andy Leung declared interest as one of the consultants working on the WKCD project. **Mr Derek Sun** presented the Paper with the aid of a PowerPoint.

5.2 Noting that the WKCDA had yet to commission any study on the provision of public landing facilities within WKCD, **the Chair** enquired the types and locations of the long-term public landing facilities within WKCDA and the implementation timeframe. He further asked if there would be any temporary provision for public landings facilities pending development of permanent ones.

5.3 **Mr Derek Sun** made the following responses -

- (i) the draft Development Plan of the WKCD had been approved recently. It would now be opportune to look into the temporary provision of public landings within WKCDA. He welcomed Members' comments on the planning of public landing facilities within WKCDA;
- (ii) the development of permanent landing facilities, would hinge on the development of the Park, which would span from around 2014 to 2018. When planning for the

provision and design of the pier, WKCDA would also draw reference from the proposed scheme by the Foster+Partners, bearing in mind the implications on the PHO regarding the design of the pier; and

- (iii) pending long-term development, there would be one temporary public landing to be provided in the coming event season (i.e. fall/winter 2013). WKCDA would also consider making use of the landing steps in the New Yau Ma Tei Typhoon Shelter as an interim solution, and would liaise with the relevant government departments in enhancing the facilities (e.g. lighting and shelter) at the landing steps.

5.4 **Mr Paul Zimmerman** expressed appreciation and support for WKCDA's strategies in providing temporary public landing facilities pending the planning of permanent ones within WKCD. **Dr Sujata Govada** echoed his views.

5.5 **Mr Nicholas Brooke** considered that marine access to WKCD was of great importance, and that the possible PHO implications should not compromise the need for a pier or public safety.

5.6 With reference to the pontoons for ferry service in Wan Chai, **the Chair** considered that using pontoons could be a possible arrangement for temporary landing facilities in WKCD which might not be subject to PHO. In concluding the item, he asked the project team to provide information on the timeframe and proposed location of temporary public landing facilities after the meeting for Members' information.

WKCDA

[Post-meeting notes: WKCDA has since met with Marine Department and existing users of the New Yau Ma Tei Typhoon Shelter to gauge their views on the possible locations of public landing facilities. In light of comments received, WKCDA has proceeded with an application to Lands Department for the inclusion of a marine access point at WKCD as attached separately. The application is now under consideration and WKCDA is liaising with Lands Department accordingly.]



Item 6 Any Other Business

6.1 The Chair announced that the next meeting of this Task Force had been tentatively scheduled for June 2013. The Secretariat would inform Members of the exact date in due course.

6.2 There being no other business, the meeting was adjourned at 6:45 p.m.

Secretariat

Task Force on Water-land Interface

December 2013