

12th Meeting of Harbourfront Commission
held at 3:00 pm on 7 January 2013 at the Conference Room
on 15/F, North Point Government Offices, 333 Java Road, Hong Kong

Minutes of Meeting

Present

Mr Nicholas Brooke	Chair
Mr Paul Chan	Vice-Chair
Mrs Margaret Brooke	Representing Business Environment Council
Prof Becky Loo	Representing Chartered Institute of Logistics and Transport in Hong Kong
Mr Lam Kin-lai	Representing the Conservancy Association
Prof Carlos Lo	Representing Friends of the Earth
Mr Andy Leung	Representing Hong Kong Institute of Architects
Mr Tam Po-yiu	Representing Hong Kong Institute of Planners
Dr Paul Ho	Representing Hong Kong Institute of Surveyors
Dr Peter Cookson Smith	Representing Hong Kong Institute of Urban Design
Ir Peter Wong	Representing Hong Kong Institution of Engineers
Mr Shuki Leung	Representing Real Estate Developers Association of Hong Kong
Mr Paul Zimmerman	Representing Society for Protection of the Harbour
Mr Chan Hok-fung	
Ms Dilys Chau	
Ms Lily Chow	
Mr Eric Fok	
Mr Vincent Ng	
Mr Vincent Fung	Assistant Commissioner 2, Tourism Commission
Mr Albert Lee	Assistant Commissioner/Urban, Transport Department (TD)
Mr Norman Heung	Project Manager (Kowloon), Civil Engineering and Development Department (CEDD)
Mr Bobby Cheng	Deputy Director of Leisure and Cultural Services (Leisure Services)
Mr Fung Kwok-ming	Assistant Director/Planning and Services, Marine Department
Mr Ling Kar-kan	Director of Planning
Mrs Winnie Kang	Secretary

In Attendance

Mr Thomas Chow	Permanent Secretary for Development (Planning and Lands)
Mr Henry Ho	Political Assistant to Secretary for Development
Miss Fannie Kong	Press Secretary to Secretary for Development
Mr Larry Chu	Assistant Secretary (Harbour) 1, Development Bureau (DEVB)
Mr Frederick Yu	Assistant Secretary (Harbour) Special Duty, DEVB
Miss Venus Tsoi	Assistant Secretary (Harbour) 2, DEVB
Mr Peter Mok	Project Manager (Harbour), DEVB

Absent with Apologies

Mr Leslie Chen	Representing Hong Kong Institute of Landscape Architects
Mr Benjamin Cha	
Mr Clement Kwok	
Ms Ann So	

For Agenda Item 7

Mrs Joanna Kwok	Project Manager/Major Works, Highways Department (HyD)
Mr K H Tao	Deputy Project Manager/Major Works (1), HyD
Mr Tony Lok	Chief Engineer 2/Major Works, HyD
Mr Michael Leung	Senior Engineer 1/Central Kowloon Route, HyD
Mr Roy Lam	Senior Engineer 3/Central Kowloon Route, HyD
Mr Stephen Ko	Engineer 3/Central Kowloon Route, HyD
Mr K M Yeung	Managing Director, Arup-Mott MacDonald Joint Venture (AMMJV) (Consultant of HyD)
Ms Carmen Chu	Associate Director, AMMJV
Mr Franki Chiu	Associate Director, AMMJV
Mr Jeffrey Lo	Associate, AMMJV
Mr Ken Chan	Associate, AMMJV
Ms Betty Ho	Director, AMMJV
Prof Charles Ng	Chair Professor, Department of Civil and Environmental Engineering, The Hong Kong University of Science and Technology, Fellow of Hong Kong Academy of Engineering

Prof William Lam Sciences (Independent Expert)
Chair Professor of Civil & Transportation Engineering,
Associate Head of Department of Civil and
Environmental Engineering, The Hong Kong
Polytechnic University (Independent Expert)

For Agenda Item 8

Mr Patrick Lei Principal Environmental Protection Officer/Water
Policy & Science, Environmental Protection
Department (EPD)
Ms Ying Fun-fong Chief Engineer/Kowloon 3, CEDD
Mr Fedrick Kan Chief Engineer/Land Drainage, Drainage Services
Department (DSD)
Mr Henry Chau Chief Engineer/Harbour Area Treatment Scheme, DSD

Action

Welcoming Message

The Chair welcomed all to the 12th meeting of the Harbourfront Commission (the Commission). He informed Members that Mr Ling Kar-kan had taken up the post of Director of Planning from Mr Jimmy Leung with effect from 9 December 2012. He welcomed Mr Ling, and thanked Mr Leung for his contribution to the work of the Commission.

Item 1 Confirmation of Minutes of the 11th Meeting

1.1 **The Chair** said that the Secretariat circulated the draft minutes of the 11th meeting to Members on 20 December 2012; and no comment had been received from Members. As no amendment was proposed at the meeting, the draft minutes were confirmed.

Item 2 Matters Arising

A. Update on the New Central Harbourfront (Paragraph 2.2 of the minutes of the 11th meeting)

2.1 **The Chair** said that Harbour Unit had briefed the Task Force on Harbourfront Developments on Hong Kong Island (Hong Kong Task Force) on the temporary uses of the new Central harbourfront sites at its 11th meeting on 30 October 2012, and would report progress to the Hong Kong Task Force on a regular basis.

Item 3 Progress Report from Task Force on Harbourfront Developments on Hong Kong Island (Paper No. HC/01/2013)

3.1 **The Chair**, in his capacity as Chair of the Hong Kong Task Force, presented the progress report.

3.2 **Mrs Winnie Kang** reported that after the last Hong Kong Task Force meeting, Harbour Unit had sought the Police's assistance to step up enforcement action to tackle the speeding problem at Lung Wo Road (P2). According to the Police's record, the speed of offending vehicles ranged from 60 to 75 kilometres per hour. The relevant government departments would continue to monitor the situation.

3.3 On "Topical Study on the Proposed Boardwalk underneath the Island Eastern Corridor", Mr Paul Zimmerman opined that cycling should not be excluded from the boardwalk. He also called for dogs on the leash to be allowed on the promenades along the harbourfront. On Lung Wo Road, he said that the Government should immediately replace the concrete dividers with planters. In response, the Chair asked TD to look into Mr Zimmerman's suggestion on Lung Wo Road and said that the issue would be followed up at the next Hong Kong Task Force meeting.

**CEDD
TD**

Item 4 Progress Report from Task Force on Kai Tak Harbourfront Development (Paper No. HC/02/2013)

4.1 **Mr Vincent Ng** presented and Members noted the progress report.

Item 5 Progress Report from Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (Paper No. HC/03/2013)

5.1 **Prof Becky Loo** presented the progress report.

5.2 In response to the Chair's enquiry, **Mr Ling Kar-kan** said that the Task Force's comments on the development at Yau Tong Bay Comprehensive Development Area had been conveyed to the Town Planning Board (TPB); and the proponent had requested the TPB to defer consideration on the application in order to prepare better responses to public comments.

5.3 **Mr Paul Zimmerman** remarked that the developer had decided to withdraw the initiative of developing a yacht centre in the area because of the technical issues involved. In order to take forward this initiative without delay, he suggested that the Government resolve the matter in collaboration with the developer.

5.4 **Prof Becky Loo** clarified that the developer had emphasised that the proposed yacht centre did not form part of the application; and Members also had other areas of concern, such as the open space design, the separation between buildings, building height, etc.

5.5 On "Tsim Sha Tsui East and Tsim Sha Tsui West Action Areas", **Dr Peter Cookson Smith** said that some Members had attended a briefing by the New World Development Company Limited (NWDCL) on its proposal to revitalise the entire Tsim Sha Tsui waterfront. **Prof Becky Loo** supplemented that the

NWDCL invited all Members of the Task Force to attend an informal briefing in early December 2012, and introduced its conceptual idea. The NWDCL would make a presentation at the next Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (Kowloon Task Force) meeting in January 2013.

5.6 In response to the Chair's enquiry, **Prof Becky Loo** said that the NWDCL's proposal and the enhancement of Hong Kong Cultural Centre Complex proposed by the Leisure and Cultural Services Department (LCSD) would be considered separately from enhancing the Tsim Sha Tsui Ferry Pier, because of the distinct nature of projects. The Kowloon Task Force would take forward these initiatives step by step, and consider the proposals from NWDCL and LCSD first at its next meeting.

5.7 On coach parking, **Mr Paul Zimmerman** said that there were insufficient drop-off, holding area and overnight parking spaces for coaches not just in Tsim Sha Tsui but also in other harbourfront areas. New coach parking areas were neither planned nor earmarked in the outline zoning plans (OZPs); and the problem would be aggravated when existing temporary car parks, in particular those in Kai Tak, were closed for permanent development. This had resulted in blockage of roads in some areas of Tsim Sha Tsui. He asked the relevant government departments to draw up realistic and holistic plans to deal with the problem.

5.8 In response, **Mr Albert Lee** said that TD had been focusing its effort on resolving the coach parking issue in Tsim Sha Tsui. 18 coach parking areas were currently provided in the area including nine additional roadside coach parking spaces in Tsim Sha Tsui provided since 2011 which should be sufficient to meet the demand. However, some coach drivers preferred to stay near the tourist spots instead of using the parking areas and that gave rise to the illegal parking problem. TD would liaise with the Police on stepping up enforcement actions. In parallel, TD was studying the demand for coach parking facilities and

would continue to listen to the views of the tourism industry in this regard. TD would also request for provision of additional coach parking and loading and un-loading spaces in new developments. The last meeting of Kowloon Task Force had discussed the issue and agreed on some measures to alleviate the problem. TD was implementing these measures and would report to the Task Force on the progress in due course. The situation in other areas would also be monitored closely.

TD

5.9 **Prof Becky Loo** said that at the previous Kowloon Task Force meetings, TD and the Planning Department (PlanD) had responded on the provision of parking spaces in Tsim Sha Tsui waterfront; and the Police had responded on the enforcement actions against illegal parking. The Task Force would continue to monitor the situation and the implementation of enhancement measures.

5.10 **Mr Paul Zimmerman** said that the situation in Golden Bauhinia Square area also warranted attention. He suggested that TD survey and report coach parking situation around Tsim Sha Tsui and other areas at 5:00 pm on Fridays for several weeks. He said that while coach and goods vehicle parking facilities were built under the planning requirement in new developments, there was no control as to whether such facilities would be opened for public use. **The Chair** suggested and **Prof Becky Loo** agreed to follow up the issue at the upcoming Kowloon Task Force meeting.

Item 6 Progress Report from Task Force on Water-land Interface (Paper No. HC/04/2013)

6.1 As Mr Leung Kong-yui, Chair of the Task Force on Water-land Interface, was unable to attend the meeting, **Mr Vincent Ng**, who chaired the last Task Force meeting on behalf of Mr Leung, presented the progress report. Members noted the progress report.

Item 7 Central Kowloon Route – Phase 2 Public Engagement Exercise (Paper No. HC/05/2013)

7.1 **The Chair** advised the meeting that both the English and Chinese versions of the Phase 2 Public Engagement Digest for the Central Kowloon Route (CKR) Project had been tabled for Members' reference. He welcomed the project team for attending the meeting.

7.2 **Mrs Joanna Kwok**, Project Manager/Major Works of HyD and **Mr K M Yeung**, Managing Director of AMMJV presented the paper, with the aid of a PowerPoint.

7.3 **The Chair** said that while Members generally accepted the need for the CKR, they were primarily concerned about whether the project would comply with the Harbour Planning Principles (HPPs) and how its impact on the harbourfront areas would be minimised. To allow more time for discussion, he suggested skipping the two independent experts' presentations. The Chair also expressed appreciation for their work and participation in the meeting. **Mrs Joanna Kwok, Prof Charles Ng** and **Prof William Lam** agreed with the suggestion.

7.4 **Mr Vincent Ng** said that while he would not challenge the need for and the proposed alignment of the CKR, he was concerned about its impact on the Kai Tak harbourfront areas. He queried whether there was a need for an extensive vehicle parking area around the ventilation shaft and administration building, and whether the facility could be put underground to free up more space for recreational uses. As people had to walk underneath a number of flyovers along Kai Tak River (KTR) to Kai Tak Approach Channel (KTAC), he expressed concern on the pedestrian experience, lighting and ventilation along the route. To ensure compliance with the HPPs, he suggested having a single agent to coordinate all infrastructure projects within Kai Tak.

7.5 Mr Paul Zimmerman said that the Society for Protection of the Harbour (SPH) had requested HyD to provide more information on the compliance of the CKR Project having regard to the Court of Final Appeal's judgement on reclamation in 2004 and the cogent and convincing materials for the proposed temporary reclamation. Upon receipt of the information, SPH would respond to the reclamation issue. Separately, he made the following comments/enquiries:-

- (a) the CKR would take up large pieces of harbourfront land and segregate the waterfront from major residential zones in the hinterland. Activity corridors and space for commercial activities should be provided at KTR and KTAC, which was a desirable space for cafés and restaurants;
- (b) HyD should provide figures on the area of land which would be taken up by roads and associated amenity areas in Kai Tak and West Kowloon;
- (c) to activate the To Kwa Wan waterfront, coach parking facilities and space for retail and commercial activities should be provided in addition to the public transport interchange; and the disused vehicular ferry pier should be included as part of the project; and
- (d) HyD should provide a connectivity plan for pedestrians, and cycling in Kai Tak as well as West Kowloon, which were dominated by road infrastructures.

7.6 While recognizing the need of the CKR for vehicular traffic, **Prof Becky Loo** expressed concern on how the project could bring people and activities to the harbourfront areas. HyD should provide more details on how to enhance pedestrian connectivity and bring vibrancy to the waterfront when consulting the relevant Task Forces.

7.7 **Mr Andy Leung** said that while there was no dispute over the objective of the project, he was concerned that the project team had planned the CKR from purely the engineering perspective. From harbourfront enhancement perspective, the project team should work with the relevant government departments to create people-oriented activity areas at the two ends of the CKR, by minimising road structures at Kai Tak and West Kowloon.

7.8 **Dr Peter Cookson Smith** commented that the portal areas of the CKR at both Kai Tak and West Kowloon ends seemed unnecessarily large. The service roads and flyovers should be minimised to provide a well-connected and vibrant environment at ground level for pedestrians.

7.9 **Mr Tam Po-yiu** opined that there might be an opportunity to achieve better utilisation of the sites along Kai Fuk Road if the sites could be integrated. In addition, the pedestrian connectivity from Kowloon Bay to KTAC should be further enhanced. The proposed temporary relocation of the jade market and refurbishment of Yau Ma Tei Police Station might also provide good enhancement opportunities.

7.10 **Mr Shuki Leung** said that he accepted the CKR from a strategic planning point of view. He added that if the proposed temporary reclamation at Kowloon Bay could be justified under the Protection of the Harbour Ordinance, permanent reclamation might also be justified. To add value to the project and having regard to the construction sequence of the temporary reclamation, he suggested making use of the temporary reclamation as permanent land for recreation uses and developing a yacht centre. He also suggested that local residents could be invited to see the plans on site, so that they could express their views to the project proponent directly during public consultation exercise.

7.11 **Mr Lam Kin-lai** said that HyD should propose ways to link pedestrians from the hinterland to the harbourfront, such as provision of footbridges, escalators and lifts, etc.

7.12 In concluding the discussion, **the Chair** said that Members in general agreed on the strategic need of the CKR, its alignment and recognised the need for the related temporary reclamation works. The project team was asked to take into account Members' comments and concerns in respect of pedestrian connectivity and utilisation of areas at Kai Tak and West Kowloon and refine the details of the project. HyD should consult relevant Task Forces on the detailed designs of the development at Kai Tak and West Kowloon harbourfront areas when ready. He also suggested that HyD consider adding landscape architects to the project team to provide necessary advice.

HyD

7.13 **Mrs Joanna Kwok** thanked the Chair and Members for their views, comments and suggestions on the CKR Project. She said that while the main objective of CKR was to provide a strategic link for the road network, HyD welcomed the opportunity to integrate the road design with the adjacent areas and to improve the current land uses as far as possible. HyD would take into account Members' views at the meeting and discuss with relevant government departments and stakeholders on how to improve the detailed design and layout of interchanges at both ends of the CKR as well as the landscape decks and promenade at Ma Tau Kok. HyD would consult relevant Task Forces when more concrete responses to Members' comments were ready.

Item 8 Water Quality of Victoria Harbour and its Typhoon Shelters (Paper No. HC/06/2013)

8.1 **The Chair** welcomed the government department representatives. **Mr Patrick Lei**, Principal Environmental Protection Officer/Water Policy and Science of EPD, **Ms Ying Fun-fong**, Chief Engineer/Kowloon 3 of CEDD and **Mr Henry Chau**, Chief Engineer/Harbour Area Treatment Scheme of DSD presented the paper, with the aid of a PowerPoint.

8.2 **Mr Paul Zimmerman** asked EPD to clarify what water activities were categorised as primary and secondary contacts and the standards that had been set for these activities. He expressed that water quality objectives (WQOs) for tertiary contact such as odour should also be devised. In addition, he said that WQOs should be set for secondary contact for all typhoon shelters, especially the Kwun Tong Typhoon Shelter (KTTS) and Causeway Bay Typhoon Shelter; action plans should be drawn up on how and when such WQOs could be achieved and what the cost implications would be.

8.3 **Dr Peter Cookson Smith** said that the proposed opening at the former runway to improve water circulation at KTAC should be avoided as far as possible as this might affect the development of Kai Tak.

8.4 **Prof Carlos Lo** enquired about the effectiveness of bio-mediation treatments at KTAC, and how the water quality could be maintained after the completion of the measures.

8.5 Referring to paragraph 19 of the paper, **Prof Becky Loo** enquired on how the weekly odour patrol was carried out; how the odour intensity was measured; whether there was any plan to publish bacteriological WQOs for the Victoria Harbour in future; and how the existing bacteriological WQOs compared with those adopted in overseas countries.

8.6 **Mr Patrick Lei** responded as follows:-

- (a) at present, typhoon shelters were mainly used to provide shelter for vessels, in particular during typhoons. If their existing uses, in the light of public aspiration, needed to be changed or broadened to cover water sports or other recreational uses, the technical feasibility and constraints, including water quality, should be examined. CEDD was currently tackling the odour problem at KTAC and KTTS and had outlined its measures in the

pipeline. DSD was also working to improve the sewerage system in the area, such as building the new dry weather flow interceptor at Jordan Valley, which would be commissioned in mid-2013. While the Government had made a commitment to further improve the water quality in the area phase by phase, the geographical setting of the approach channel had posed constraints and limited water circulation, making it difficult for the water quality inside the semi-enclosed water body to meet the WQOs adopted for secondary contact recreational uses. While similar measures in KTAC and KTTS were not introduced in other typhoon shelters at the moment, relevant government departments had adopted a multi-pronged approach to tackle water pollution at source, through law enforcement, engineering solutions and regular surveillance of the sewerage system and desilting; and

- (b) the World Health Organisation recommended that individual countries or regions develop their own bacteriological water quality standards on the basis of local surveys. In late 1980s and early 1990, EPD conducted a comprehensive epidemiological survey to establish the correlation between the health risk and bacterial level of bathing waters, and worked out the present bacteriological WQOs, i.e. 180 counts/100 mL *E. Coli*. for bathing beaches, and 610 counts/100 mL *E. Coli*. for secondary contact covering rowing, canoeing and similar types of water sports activities. These WQOs were comparable to those adopted in other countries such as the USA and Canada.

8.7 In closing the discussion, **the Chair** asked EPD to provide written response on how to measure odour intensity, how to conduct weekly odour patrol and a detailed comparison of bacteriological WQOs of Hong Kong with overseas countries. He said that the Commission and the community were concerned about the water quality in KTAC which would be a prime

EPD

location for water recreational activities. Apart from KTTS, he suggested that the Government should draw up a priority list for other typhoon shelters for improving water quality. He personally considered that the Causeway Bay Typhoon Shelter and the New Yau Ma Tei Typhoon Shelter should be given higher priorities.

Item 9 Any Other Business

Report on Harbourfront Signage Scheme

9.1 **Mrs Winnie Kang** reported on the latest progress of the Harbourfront Signage Scheme, with the aid of a PowerPoint.

9.2 There being no other business, the meeting was adjourned at 6:10 pm.

**Secretariat
Harbourfront Commission
May 2013**