

42nd Meeting of Harbourfront Commission
held at 3:00 pm on 9 March 2023 at
Conference Room, 15/F, North Point Government Offices,
333 Java Road, Hong Kong

Minutes of Meeting

Present

Mr Vincent NG	Chairman (also Chairman, Task Force on Kai Tak Harbourfront Development)
Ms Bernadette LINN	Secretary for Development
Mr Ivan HO	Chairman, Task Force on Harbourfront Developments on Hong Kong Island
Mr LEUNG Kong-yui	Chairman, Task Force on Water-land Interface and Harbourfront Activation (also representing The Chartered Institute of Logistics and Transport in Hong Kong)
Mr Joel CHAN*	Representing Hong Kong Institute of Urban Design
Mr Anthony CHEUNG*	Representing The Hong Kong Institute of Architects
Ir Victor CHEUNG	Representing The Hong Kong Institution of Engineers
Mr Winston CHU	Representing Society for Protection of the Harbour
Dr CHUNG Shan-shan	Representing The Conservancy Association
Ms Iris HOI	Representing The Hong Kong Institute of Landscape Architects
Sr Francis LAM	Representing The Hong Kong Institute of Surveyors
Dr Caroline LAW*	Representing Friends of the Earth (HK) Charity Limited
Mr Andy LEWIS	Representing Business Environment Council Limited
Mr Edward LO	Representing The Hong Kong Institute of Planners
Mr Jeff TUNG	Representing The Real Estate Developers Association of Hong Kong
Mr Mac CHAN	Individual Member
Ir Janice LAI	Individual Member
Ms Christina LEE*	Individual Member
Dr Lawrence LI	Individual Member
Hon Tony TSE*	Individual Member

Official Members

Ms Doris HO	Permanent Secretary for Development (Planning and Lands)
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Mr Ivan CHUNG	Director of Planning (PlanD)
Mr Victor CHAN	Project Manager (South), Civil Engineering and Development Department (CEDD)
Mr LAW Lap-keung	Assistant Director/Planning & Services, Marine Department (MD)
Mr Henry WONG	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)
Mr Horace HONG	Chief Traffic Engineer/Hong Kong, Transport Department (TD)
Ms Anny TANG*	Senior Manager (Tourism) 21, Tourism Commission (TC)
Ms Leonie LEE	Secretary

In Attendance

Mr Sam CHOW	Representing The Chartered Institute of Logistics and Transport in Hong Kong
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Miss Winnie WONG	Political Assistant to Secretary for Development
Ms Jessey KONG	Press Secretary to Secretary for Development
Mr William LEUNG	Assistant Secretary (Harbour) 1, DEVB
Mr Nelson SO	Assistant Secretary (Harbour) 1 (Des), DEVB

Absent with Apologies

Prof Becky LOO	Chairlady, Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Mr Karl KWOK	Individual Member
Ms Sunnie LAU	Individual Member
Ms Angela SO	Individual Member
Dr Frankie YEUNG	Individual Member

Agenda Item 3

Mr Jacky WU	Head of the Sustainable Lantau Office, CEDD
Mr Raymond IP	Deputy Head of the Sustainable Lantau Office (Works), CEDD
Ms Ellen CHENG	Chief Engineer/Lantau 4, CEDD
Ms Ginger KIANG	Deputy Director of Planning/Territorial, PlanD
Ms April KUN	Assistant Director of Planning/Territorial, PlanD
Mr NG Kim-wai	Chief Town Planner/Studies and Research 2, PlanD
Dr LEUNG Kam-shing	Ove Arup & Partners Hong Kong Limited
Mr Freddie HAI	Rocco Design Architects Associates Limited

* Denotes attending online

Welcoming Message

- 1.1 **The Chairman** welcomed all to the meeting and introduced **Dr Lawrence LI**, who was attending the meeting for the first time. He added that **Ms Leonie LEE** has taken over the post of Commissioner for Harbourfront of the Development Bureau and has been serving as the Secretary of the Harbourfront Commission (HC) meeting since 11 July 2022.
- 1.2 He informed the meeting that -
- (a) Mr Victor CHAN, Project Manager/South of the Civil Engineering and Development Department (CEDD), attended on behalf of Mr Michael FONG, Director of Civil Engineering and Development;
 - (b) Mr LAW Lap-keung, Assistant Director/Planning & Services of the Marine Department (MD), attended on behalf of Ms Carol YUEN, Director of Marine;
 - (c) Mr Henry WONG, Assistant Director (Leisure Services) 1 of the Leisure and Cultural Services Department (LCSD), attended on behalf of Mr Vincent LIU, Director of Leisure and Cultural Services;
 - (d) Mr Horace HONG, Chief Traffic Engineer / Hong Kong of the Transport Department (TD), attended on behalf of Miss Rosanna LAW, Commissioner for Transport; and
 - (e) Ms Anny TANG, Senior Manager of Tourism Commission (TC), attended online on behalf of Ms Vivian SUM, Commissioner of Tourism.

Item 1 Confirmation of Minutes of the 41st meeting

- 2.1 **The Chairman** said that the Secretariat had circulated the draft minutes of the 41st meeting to Members on 6 March 2023. There being no further proposed amendment, the minutes were confirmed at the meeting.

Item 2 Matters Arising

3.1 No matters arising were raised at the meeting.

**Item 3 Kau Yi Chau Artificial Islands
(Paper No. HC/01/2023)**

4.1 **The Chairman** welcomed **Mr Jacky WU, Mr Raymond IP** and **Ms Ellen CHENG** of the CEDD and **Ms Ginger KIANG, Ms April KUN** and **Mr KW NG** of the PlanD, as well as **Dr LEUNG Kam-shing** and **Mr Freddie HAI**, the Study Consultants, to attend the meeting.

4.2 Upon **the Chairman's** invitation, **Ms Leonie LEE** briefed Members on the background of the item. According to the Conceptual Spatial Framework under the final recommendations of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" promulgated in 2021, the development of the Kau Yi Chau Artificial Islands (KYCAI) could provide about 1,000 hectares of land for meeting part of the medium to long-term land requirement of Hong Kong. CEDD and the PlanD commissioned the Study on the Artificial Islands in the Central Waters (the Study) in June 2021, which mainly comprised a planning and engineering study on the KYCAI and a technical feasibility study on strategic road and rail connecting the KYCAI. As part of the public engagement exercise, the CEDD and the PlanD would like to brief Members on the preliminary proposals under the Study, and to gauge Members' views on the harbourfront areas along the Victoria Harbour which may be affected by the project.

Briefing by the CEDD and the PlanD

4.3 **Ms Ellen CHENG** and **Mr NG Kim-wai** briefed Members with the aid of a PowerPoint.

Discussion

General Comments

- 4.4 **Mr Mac CHAN, Ir Victor CHENG, Mr Ivan HO, Ir Janice LAI, Sr Francis LAM, Mr LEUNG Kong-yui, Dr Lawrence LI and Mr Edward LO** supported and welcomed the development of KYCAI which could help expand land resources and build up a land reserve in Hong Kong with a view to meeting the long-term land demand. **Mr Edward LO and Mr LEUNG Kong-yui** were of the view that that the increase in land supply would bring social and economic benefits and meet public aspirations for larger living space. **Ir Janice LAI** supplemented that the development project would help shorten the waiting time for public rental housing in Hong Kong.
- 4.5 **Mr Ivan HO** opined that the cost of creating land through reclamation would be lower than that required for land resumption in the New Territories and urged the Study Team to commence the Environmental Impact Assessment (EIA) and ground investigation as soon as possible in order to expedite the project. **Mr LEUNG Kong-yui** also urged for the early implementation of the project as the shortage of developable land would adversely affect Hong Kong's competitiveness in comparison with the neighbouring cities and jeopardise the opportunities of the young generation.
- 4.6 **Dr Lawrence LI, Mr Ivan HO and Mr LEUNG Kong-yui** said that the development of the proposed strategic transport infrastructure on KYCAI would significantly enhance the connection between the Harbour Metropolis, the Northern Metropolis and other Greater Bay Area cities, thereby creating more employment opportunities for young people.
- 4.7 **Ms Iris HOI** said that the development of the KYCAI was a visionary project that should not be confined by the existing standards and concepts. She looked forward to seeing innovative ideas from the Government.

- 4.8 **Ir Victor CHEUNG, Ms Iris HOI, Hon Tony TSE and Mr Jeff TUNG** opined that it was difficult to provide in-depth comments from technical or professional perspectives on the rather preliminary information available in the discussion paper. They hoped to obtain more information related to the design of the artificial islands, the alignment of Hong Kong Island West – Northeast Lantau Link (HKIW – NEL Link) and the development schedule of the project.

Project Cost

- 4.9 **Mr Andy LEWIS** pointed out that the land sales revenue from private residential and commercial sites could only be generated years later. He was concerned about the potential overrun of project cost due to the increase in the costs for construction materials and labour over the years.
- 4.10 Having regard to the previous experience of the increasing construction costs of the West Kowloon Cultural District (WKCD) project, **Mr Ivan HO** suggested that the development of KYCAI be implemented in phases and the construction of revenue-generating items be commenced first so that the revenue generated could provide financial sustainability to support the continuous development of the remaining planned facilities.
- 4.11 Drawing on the experience of the developments of the Three-Runway System (3RS) of the Hong Kong International Airport (HKIA), **Ir Janice LAI** would like to know what kind of measures would be put in place to avoid the reoccurrence of cost overruns and delays of projects resulting from the shortage of reclamation and fill materials.
- 4.12 **Mr Jacky WU** noted Members' concern on cost control. He said that the previous large-scale reclamation projects, including the recent Tung Chung East reclamation and HKIA's 3RS reclamation, had made use of the inert construction waste (public fill) generated from other works

projects and manufactured sand as reclamation materials. The reclamation works of these two projects were completed satisfactorily. In addressing the concern on the shortage of fill materials, **Mr Jacky WU** added that about 15 million tonnes of public fill were generated in Hong Kong every year. It was expected that at least half of the fill materials for KYCAI would be public fill.

Design of Waterfront Promenades on KYCAI

- 4.13 **Mr Edward LO** saw the over 20-km accessible waterfront promenades on the KYCAI a golden opportunity for the Study Team to conduct a comprehensive planning for the promenades taking into account the environmental and traffic impacts as well as the infrastructure capacity, with a view to increasing public open space, providing water sports facilities and promoting a water-friendly culture.
- 4.14 **Mr Ivan HO** suggested the Government to adopt an innovative, design-led and people-oriented approach for the design of the promenades. He cited a technique used in Chinese drawing called “leaving empty space (留白)”. By applying the idea to the design of promenades, there could be more flexibility in the use of open space in the future.
- 4.15 Making reference to the development of the WKCD of which the ventilation shafts looked incompatible with the surroundings, **Mr Anthony CHEUNG** stressed that it was important to adopt an integrated and holistic design for both onshore and coastal structures in order to mitigate the visual impacts. Moreover, to achieve planning gain, he opined that the spaces along the promenades should be designed to also accommodate future food and beverages facilities which could bring people closer to the waterfront and enhance vibrancy.
- 4.16 In response, **Mr Jacky WU** said that according to the proposed design of KYCAI, the Y-shape channel separating the three islands would create a long coastline. With a stepped-down water edge design along the promenades, visitors would be

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able to get closer to the water.

- 4.17 **Mr Mac CHAN** and **Hon Tony TSE** supported the provision of water channels between the artificial islands and nearby islands, which would be ideal venues for marinas and a variety of water sports. **Hon Tony TSE** added that the design of the promenades and water channels should also factor in the ocean currents and the possible needs and activities to be conducted by the residents and visitors.
- 4.18 **Ms Ginger KIANG** responded that the water-friendly design of the artificial islands would also be adopted in the proposed blue-green network, including not only the waterfront promenades and the water channels, but also the blue-green corridors between different living communities. More design details were expected to be available at the next stage of Study.
- 4.19 **Dr Caroline LAW** said that both the land use planning of the artificial islands and the design of the promenades should include and integrate climate change adaptations, such as the residential areas should be kept away from coastal areas which were vulnerable to sea water inundation caused by extreme storm surges and overtopping waves.
- 4.20 **Mr Jacky WU** explained that in the process of designing the KYCAI, the Study Team had considered the potential risks of flooding and overtopping waves under extreme weather conditions and climate change. A coastal resilience strategy using the progressive adaptive approach had been formulated to tackle coastal hazards. Preliminary proposals included setting an appropriate site formation level for the KYCAI, designing adaptive and resilient coastal protection measures and creating a buffer zone between the shoreline and the building development area.
- 4.21 **Mr Jacky WU** elaborated that according to the latest proposed design, the average site formation level of the artificial islands would be about +7.5 mPD while that for coastal edges

exposing to the severe wave condition would be about +9 mPD. The proposed waterfront promenade would be 20m to 30m wide, which served as a buffer zone under extreme weather conditions to reduce the possible impacts brought by severe weather.

Home-job Balance

- 4.22 Noting that 70% of the residential units to be constructed on the KYCAI would be public housing which generally accommodated low-income households, **Mr Mac CHAN, Dr CHUNG Shan-shan** and **Mr Andy LEWIS** doubted if a home-job balance could be attained on the artificial islands as the third Central Business District (CBD3) was expected to mainly provide employment opportunities related to industries such as finance and professional services. They pointed out that many residents might end up commuting and taking up jobs in other districts that could match with their skills and qualifications and hence increasing the traffic load on the KYCAI. **Ir Victor CHEUNG** suggested developing manufacturing industries in the CBD3.
- 4.23 **Mr Ivan HO** agreed that it was essential to diversify the development of businesses in the CBD3. He also suggested the Government to consider inviting headquarters of international organisations to domicile in the CBD3 so as to enhance Hong Kong's international competitiveness and regional status.
- 4.24 **Ms Ginger KIANG** reassured that the Study Team would make proper planning of the supporting transport infrastructure connecting the KYCAI to facilitate the commute of residents to different places for work. She added that there would be about 1 million sqm of commercial Gross Floor Area (GFA) spreading out in seven communities outside the CBD3 to cope with the future trends of development and provide more local employment opportunities for the residents. She said that given the work-live-play theme embodied in the planning objectives of the CBD3, diversified job including

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those related to retail, catering, culture, entertainment, etc. would be available.

- 4.25 **Ms Bernadette LINN** explained that the housing supply on the KYCAI was planned based on the assumed public-private split of 70:30, which is in accordance with the housing supply target under the current Long Term Housing Strategy. Since the construction of the artificial islands would span across about 20 years, flexibility should be built in to cope with the ever-changing social and economic environment. Subject to the future changes in the community aspirations and/or the housing demand and supply, the existing ratio might be adjusted later. She supplemented that the CBD3, similar to the CBDs in Central and Kowloon East, would nurture the development of a variety of businesses and industries, thereby providing diversified and ample employment opportunities to the residents.

Green Measures on KYCAI

- 4.26 **Dr CHUNG Shan-shan** supported the construction of advanced food waste / sewage sludge anaerobic co-digestion facilities for handling food waste. She raised concern on whether the capacity of these facilities would align with the demand. In addition, she enquired if the green measures and policies had corresponded to the vision outlined in the "A Food Waste and Yard Waste Plan" and "Waste Blueprint for Hong Kong 2035" promulgated by the Environment and Ecology Bureau, and how the Government would incentivise developers to adopt green building technologies in their construction projects
- 4.27 In response, **Mr Raymond IP** explained that the planning of the KYCAI would adopt a smart, green and resilient (SGR) city strategy with a view to ensuring that the future developments on the artificial islands could in the long term adapt to climate change and facilitate Hong Kong to achieve the carbon neutrality target before 2050. He added that the green initiatives would echo with the "Waste Blueprint for Hong

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Kong 2035” and the Study Team would review the capacities of the food waste facilities at the detailed design stage. Moreover, the Government would endeavour to achieve the objective of sustainable development and carbon capture in this development project. Regarding green buildings, measures including the adoption of natural light and ventilation and the use of district cooling system would be recommended. The Study Team would also explore the use of renewable energy in buildings, such as installing solar panels on rooftops.

Increase Green Coverage

- 4.28 To promote healthy lifestyle and provide more green open space to the public, **Dr Caroline LAW** proposed creating more pocket parks on the KYCAI. She further suggested the Government to plant more trees during the first phase of development so that a fresh and comfortable environment could be provided to improve the residents’ living conditions.
- 4.29 **Mr Raymond IP** welcomed the suggestions and replied that the Government would implement urban greening and promote urban forestry by selecting suitable tree species for planting on the artificial islands.

Impact on Water Quality and Marine Ecology

- 4.30 **Dr CHUNG Shan-shan, Ir Janice LAI and Mr Jeff TUNG** were concerned about the possible impact of the reclamation works on water quality and ecology nearby. In particular, **Dr CHUNG Shan-shan** asked about the location of the hard coral communities found in the Central Waters and the kind of measures to be taken to ensure the hard corals and marine ecology would not be adversely affected and destroyed in the course of construction and reclamation.
- 4.31 **Mr Jeff TUNG** would like to know the kind of measures to be taken to conserve the heritage and ecology during the reclamation works.

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- 4.32 In response, **Mr Raymond IP** said that some hard coral communities were identified along the coastlines of Kau Yi Chau, Siu Kau Yi Chau, Sunshine Island and Peng Chau. To avoid the impact of reclamation on water quality and ecology, there would be at least 200-metre-wide water channels between these natural islands and the artificial islands with a view to maintaining sufficient clearance and water flow. The Study Team was now conducting EIA studies and exploring mitigation measures for the project. According to the preliminary findings of the EIA, the proposed reclamation works would not cause insurmountable impacts on ecology and fisheries. The Government would continue to monitor the situation and proactively consider appropriate mitigation measures to minimise impacts to marine ecology arising from the reclamation works.
- 4.33 **Ir Janice LAI** worried that construction-related marine traffic would adversely affect the water quality and might pose threats to marine ecology in the nearby waters.
- 4.34 **Mr Raymond IP** explained that according to the vessel-based line transect survey and land-based theodolite tracking, neither Chinese White Dolphin nor Finless Porpoise sightings were recorded near the proposed reclamation area within the Central Waters. Some Finless Porpoise sightings were recorded from the vessel-based line transect survey between Cheung Chau and Lamma Island. To ensure that the works would not cause any impact on the dolphins and to minimise impacts arising from the reclamation works, the Government would conduct ecological monitoring in the course of construction.
- 4.35 **Dr Caroline LAW** enquired whether the water flowing in the inland waterways would be fresh water or sea water. She explained that mangrove species, which could adapt well to sea water, would enrich the biodiversity as they were shelters and nurseries to a large number of animals.

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- 4.36 **Mr Jacky WU** explained that the storm water would be collected in the blue green network on the artificial islands which would provide opportunity to create a diverse range of flora and fauna habitats, including but not limited to mangrove, to enhance biodiversity.

Alignments of Strategic Transport Infrastructure

- 4.37 **Mr Winston CHU** said that under the current design, the proposed HKIW - NEL Link would land on Island C and thus vehicles could not reach the CBD3 on Island A. He suggested the Study Team to conduct a feasibility study to look into the possibility of combining the southern section of the proposed HKIW - NEL Link with the Hong Kong Island West - Hung Shui Kiu Rail Link (HKIW - HSK Rail Link) so that a single connection could be made between Hong Kong Island West, Island C and Island A without the need to construct a separate sub-sea vehicular tunnel.
- 4.38 **Mr Jacky WU** explained that the alignments for the proposed HKIW - NEL Link and HKIW - HSK Rail Link were quite different. The southern section of the HKIW - NEL Link would be connected to the existing reserved and elevated connection at the Connaught Road West Flyover whereas the HKIW - HSK Rail Link will be connected to the existing railway stations locating at the inland of Kennedy Town. On the other hand, to enhance railway network, the Study Team was also exploring, on top of the proposed interchange at HKU station, the feasibility of interchanging with the Island Line at Kennedy Town.
- 4.39 **Mr Jeff TUNG** enquired if it was possible for the proposed HKIW - NEL Link to pass through Kowloon to improve the overall transportation network. He went on sharing his recent experience of visiting the Cross Bay Link and Southern Bridge connecting Tseung Kwan O and Lam Tin Tunnel, which were accessible by visitors and cyclists. To inject vibrancy and provide new experience to the residents of the KYCAI, he suggested connecting the KYCAI with Route 4 on

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Hong Kong Island West in the form of a bridge instead of sub-sea tunnel.

- 4.40 In response, **Mr Jacky WU** said that the northern section of HKIW – NEL Link would connect the KYCAI with the planned Route 11 and Tsing Yi – Lantau Link via viaducts and tunnels in the preliminary design and thus the connection with Kowloon could be enhanced. He further explained that the construction of bridges from KYCAI to Hong Kong Island West would involve the permanent reclamation in the Victoria Harbour, which would be undesirable.

Transportation Network and Other Infrastructure

- 4.41 **Ir Victor CHEUNG** said that there must be timely provision of infrastructure facilities, especially the transportation network, to attract people to reside on the three islands.
- 4.42 **Mr Jacky WU** replied that the Government targeted to complete the HKIW – NEL Link and the essential infrastructures by 2033 so as to support the first population intake planned in the same year.
- 4.43 **Dr CHUNG Shan-shan** supported linking up the three islands by a Green Mass Transit System but she also expressed concern on whether there would be other forms of public transport to facilitate the commute of residents on each of the islands. **Mr Mac CHAN** suggested introducing water taxi services to provide residents with an alternative option to travel between islands. **Mr Ivan HO** enquired whether the Government would provide berthing facilities on Island B, Island C, Peng Chau and Sunshine Island.
- 4.44 **Mr Jacky WU** responded that that there would be roads, pedestrian pathways and cycle tracks to link up the three artificial islands. Piers / landing steps would be provided in the artificial islands to allow ferry services between Peng Chau, Lantau Island, Lamma Island and Cheung Chau.

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4.45 **Ms Bernadette LINN** added that the development of the KYCAI would optimise Hong Kong's overall transport network by connecting the Lantau Island with the urban area via ferries services, new rail links and enhanced road transport network.

Impact on the Belcher Bay Promenade

4.46 **Mr Andy LEWIS, Mr Ivan HO, Mr LEUNG Kong-yui and Mr Jeff TUNG** expressed concern about the impact of the construction of the proposed HKIW – NEL Link on the Belcher Bay Promenade. They considered that the closure of the popular open space for five years for conducting temporary reclamation works would be a great loss to the residents of Kennedy Town.

4.47 **Mr Winston CHU** had grave concern on whether the project would involve permanent reclamation of the Victoria Harbour. He stressed that all reclamation works must be carried out in compliance with the Protection of the Harbour Ordinance (PHO).

4.48 **Mr LEUNG Kong-yui and Sr Francis LAM** indicated that while they appreciated the temporary open space arrangement for the public, they requested the Government to make available the leisure facilities at the ex-Kennedy Town Incinerator site before the closure of the existing Belcher Bay Promenade.

4.49 **Mr Andy LEWIS and Mr Ivan HO** opined that the relocation of the leisure space might be objected by the public and the Government should carefully assess the public sentiment arising from the loss of a popular public open space and minimise the impacts on the Kennedy Town community.

4.50 **Mr LEUNG Kong-yui** said that in order to gain public support for the temporary reclamation works in the Kennedy Town, the Study Team could consider enhancing the design of Belcher Bay Promenade after the completion of reclamation

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works such as building harbour steps there to promote the water-friendly culture.

- 4.51 **Mr Jacky WU** explained that a section of the existing Kennedy Town waterfront (including Belcher Bay Promenade) would be temporarily closed for five years for the construction of the HKIW - NEL Link. He stressed that no permanent reclamation in the Victoria Harbour would be involved, and added that the Government would decommission the Belcher Bay Promenade only after the reprovisioning of an open space area near the ex-Kennedy Town Incineration Plant/ Abattoir was completed.
- 4.52 **Mr Jacky WU** elaborated that the reclamation works would be carried out by phases with Island C, where the viaduct and tunnel of the HKIW - NEL Link and infrastructure facilities would be located, being included in the first phase of reclamation.
- 4.53 **Ms Bernadette LINN** understood Members' concern and added that the Government aimed at introducing major improvement to the Belcher Bay Promenade in the long run by providing a longer and wider promenade stretching from the Central and Western District Promenade to the ex-Kennedy Town Incinerator site; and enhancing the connectivity between the existing open space and the hinterland such as the Belcher Bay Park.

Public Engagement

- 4.54 **Mr Edward LO** suggested the Government to step up efforts in public engagement to gather views and garner support so as to ensure the project could be implemented smoothly. He appreciated the initiative of inviting professional institutes to set up a platform to develop the detailed design of the KYCAI with a view to realising community participation, but was concerned about its effectiveness as members of these institutes were only volunteers who had limited time and resources to comprehensively prepare planning and design

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proposals for making recommendations to the Government. He counter-proposed that international architectural competitions be advocated to generate publicity, creative design and acquire new planning concepts for this mega development project.

Way Forward

- 4.55 **Ms Ginger KIANG** said that the presentation made at this stage aimed at giving information on planning directions, planning principles and preliminary proposals of the project so as to collect views from Members at an early stage to facilitate further planning and design of the artificial islands.
- 4.56 **Mr Raymond IP** added that the Study Team would continue to engage the HC and draw from the HC's experience in the planning, development and management of the harbourfront for the planning and design of the waterfront promenades on the KYCAI with a view to creating a more liveable and vibrant place suiting the needs of the public in the future.
- 4.57 **The Chairman** said that the HC had rich experiences in the management and operation of harbourfront promenades. He requested the Government to furnish the HC with more specific details regarding the project timeline, connectivity between KYCAI and Hong Kong Island West, and the extent of reclamation at Kennedy Town. He believed that Members would be keen to offer their feedback on the design of the promenades along the KYCAI once the detailed design was made available.

Item 4 Progress Reports from Task Forces
(Paper No. HC/02/2023)(Paper No. HC/03/2023)
(Paper No. HC/04/2023)(Paper No. HC/05/2023)

- 5.1 **The Chairman** informed the meeting that the four progress reports had been circulated to Members for perusal prior to the meeting.

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- 5.2 **Mr Paul ZIMMERMAN** enquired the reason why the works related to the recent harbourfront enhancement projects were not mentioned in the progress reports.
- 5.3 **Ms Leonie LEE** explained that the progress reports generally reported items being discussed at the recent Task Forces Meetings and papers circulated so far. For other potential projects, there would be opportunities for Members to discuss in detail in the upcoming Task Forces meetings.
- 5.4 **Mr Paul ZIMMERMAN** was concerned about the absence of a pedestrian linkage between Tai Kok Tsui and the West Kowloon Cultural District for many years. He urged the Government to step up efforts to enhance connectivity between the two districts and to construct a continuous pedestrian passage along the West Kowloon waterfront. On the other hand, he suggested that the Government should seize opportunity in making good use of the sheltered waters of Kai Tak to develop a world-class water sports centre. He recommended constructing landing steps to facilitate water sports activities and provide the public with a water-friendly experience.
- 5.5 **Ms Leonie LEE** noted that the public had long been aspiring for water-friendly facilities. She explained that the construction of landing steps at the shoreline, if involving reclamation, would be subject to the PHO.
- 5.6 **Mr Paul ZIMMERMAN** also suggested the Government to extend the cycle track network to the housing estates in the Kai Tak Development Area (KTDA).
- 5.7 **The Chairman** replied that a shared path was planned in the promenade in KTDA but its opening was not yet ready. The concept of shared path had been promulgated and experimented (e.g. in the promenade between Central Harbourfront Event Space and west of the Hong Kong Convention and Exhibition Centre) in recent years to

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encourage pedestrians, cyclists and other visitors with different preferences to share the scarce spaces in the harbourfront harmoniously.

- 5.8 **The Chairman** thanked Members' for offering valuable comments on harbourfront planning, design and management matters to achieve the shared vision of building an even more attractive and accessible harbourfront.

Item 5 Any Other Business

- 6.1 **The Chairman** informed the meeting that the next meeting was scheduled for 31 March 2023 to discuss the review of the PHO and the proposed framework of legislative amendments.
- 6.2 **The Chairman** also briefed the meeting that it would be time to celebrate the 20th anniversary since the establishment of the Harbour-front Enhancement Committee, predecessor of HC, in 2024. Members would be invited to submit articles for publication and the Secretariat would announce further details in due course.
- 6.3 Members raised no further comment on the matter. There being no other business, the meeting ended at 5:35pm.

**Secretariat
Harbourfront Commission
April 2024**