

Harbourfront Commission

For discussion
on 17 May 2011

HC/10/2011

Progress Report from Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

REPORTING PERIOD

This progress report covers the period from March to May 2011.

MEETING(S) HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS

Fourth Meeting – 16 March 2011

2. The Task Force discussed the following issues/items -
 - (a) **Proposed District Revitalisation with Minor Relaxation of Building Height and Plot Ratio Restrictions in the “Comprehensive Development Area” Zoning at Yau Tong Bay**
 - The subject of this item was a planning application being processed by the Town Planning Board (TPB). The project team led by Henderson Land Development Company Ltd. briefed the Task Force on the proposed development at the meeting.
 - Some Members considered that Yau Tong Bay was a semi-sheltered water body which could be put to active marine use. More land/water use interface should be provided in addition to the proposed landing steps. The proposed waterfront promenade might hinder the possible development of a marina or boat club in future. A

master plan on the land/water use interface showing the design integration of marina supporting facilities should be provided for consideration. On the aspect of landscaping, the Task Force noted that the percentage of soft landscape as proposed in the current scheme was far lower than the requirement stipulated in the planning brief for the subject site. It would be desirable to make the soft landscaped area accessible to the public. Good use of the area within the drip line of the canopy trees for public enjoyment was also suggested. Regarding the proposed relaxation of plot ratio and building height restrictions from 4.5 and 120mPD to 5.0 and 132mPD, Members generally considered that the current scheme had not provided sufficient public benefits to justify the proposed relaxation. Members also noted that the planning brief requirement on building separation distance had not been fully complied with. Some Members had concern on the minimum dredging proposed by the project proponent, and considered that the costs, risks and benefits of dredging should be fully assessed. The Task Force concluded that it would not be able to give in-principle support to the application, and agreed to convey Members' views to TPB for reference.

(b) Discussion on the Amendments to the Approved South West Kowloon Outline Zoning Plan No. S/K20/24

- Representatives of Planning Department briefed the Task Force on the amendments to the approved South West Kowloon Outline Zoning Plan No. S/K20/24, which involved the rezoning of two sites at Hoi Fai Road and Hoi Ting Road from “Government, Institution or Community” (“G/IC”) to “Open Space” (“O”). For the Hoi Ting Road site, Members did not raise any comment on the zoning amendment.
- For the Hoi Fai Road site, the Task Force received a letter

from 海上業界聯席會議 expressing objection to the “O” zoning. The Task Force also considered another Paper “Changing use of the waterfront of Victoria Harbour” submitted by a Member, which contained data on the usage of the open and sheltered waterfronts in the harbour and an alternative zoning proposal for the northern side of the New Yau Ma Tei Typhoon Shelter.

- The meeting noted that the site was one of the candidate sites for a pet garden requested by the local community. It also noted that the New Yau Ma Tei Typhoon Shelter played an important role in supporting the economy of Hong Kong, especially the marine and cargo handling sectors. The Task Force considered it important to strike a strategic balance in meeting the different needs for a working harbour and a harbour for public enjoyment. The alternative uses under the current “O” and previous “G/IC” zonings and the possible uses of different land parcels at the typhoon shelter waterfront such as provision of additional cargo handling area and consolidation of Marine Department’s facilities were discussed.
- The meeting concluded that the site was a precious piece of land at the harbourfront. The use of the site should be looked into more carefully. The Task Force did not consider that the site was suitable to be used as a pet garden, or a standalone public cargo working area. The Task Force was of the view that the demand for public cargo handling facilities should be reviewed at a strategic level. The above conclusion would be conveyed to TPB for reference.

(c) Action Areas

- Relevant departments had been invited to give progress updates on the projects in the Hung Hom East, Tsim Sha

Tsui East and Tsuen Wan Action Areas.

- For the Hung Hom East Action Area, representatives of the Civil Engineering and Development Department (CEDD) briefed Members on the progress of the “Initial Development of Hung Hom Waterfront Promenade”. Upon completion of the “quick-win” project, a 4-km long continuous waterfront promenade from Laguna Verde in Hung Hom to Star Ferry Pier in Tsim Shui Tsui would be formed. Commencing in July 2010, construction of the promenade was expected to complete in August 2011. Suggestions raised at the meeting included putting a sculpture as an attraction landmark on the promenade, provision of a continuous tree cover, improving the design of rain shelters and benches, putting the lawn area into active uses, retaining the existing kiosk near Hung Hom Ferry Pier, facilitating fishing activity through railing design, promoting the opening of the promenade to community organisations, etc.
- For the Tsim Sha Tsui East Action Area, representatives of the Development Bureau and CEDD updated the Task Force on “Improving Directional Signage from Nathan Road and Salisbury Road to the Harbourfront at Tsim Sha Tsui” as part of the Harbourfront Signage Scheme (HSS). The meeting noted that there was an ongoing discussion with the Tourism Commission to attach the HSS signage to the existing signage under the Visitor Signage Improvement Scheme as far as possible, and the project would focus on at-grade directional signage given its objective of providing direct and convenient routes to the harbourfront. A Member considered that the HSS signage should be integrated with the signage systems of the existing subways in the area. Suggestion of developing a harbourfront signage system for all pedestrian walkways in a comprehensive manner to include flyovers and underground pedestrian network of

the MTR stations, was also raised.

- For the Tsuen Wan Action Area, the project team led by CEDD briefed Members on the project progress of the “Cycle Track between Tsuen Wan and Tuen Mun”. The project would be implemented in phases, with construction of its first phase from Tsing Tsuen Bridge to Bayview Garden tentatively scheduled to commence in 2013 for completion in about 2 years, subject to funding availability. Implementation of the project was supported by the Task Force. Provision of a continuous pedestrian footpath alongside the entire cycle track and developing a rental system to facilitate the picking up and returning of bicycles at different places were also discussed at the meeting.
- The meeting agreed to discuss/continue to discuss the West Kowloon Cultural District, Tsim Sha Tsui East and Tsim Sha Tsui West Action Areas at the next meeting.

Secretariat

**Task Force on Harbourfront Developments
in Kowloon, Tsuen Wan and Kwai Tsing
May 2011**