

Harbourfront Commission

For discussion
on 6 September 2013

HC/15/2013

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

REPORTING PERIOD

This progress report covers the period from May to August 2013.

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

Thirteenth Meeting – 16 May 2013

2. The Task Force discussed the following issues/items -

(a) Conceptual Design of a Dry Weather Flow Interceptor at Cherry Street Box Culvert

- The Drainage Services Department (DSD) briefed the Task Force on a revised scheme of the proposed Dry Weather Flow Interceptor (DWFI) at Cherry Street Box Culvert in Tai Kok Tsui after taking into account Members' comments expressed at the meeting on 22 January 2013.
- Members considered that the revised scheme was an improvement in design with a wider waterfront promenade and would achieve better integration with the adjacent Tai Kok Tsui Advance Promenade. While a Member queried

whether the DWFI could be relocated to an alternative site away from the waterfront, Members generally recognized the need for the project to improve the water quality of the area.

- Members considered that how DWFI would help address the water pollution problem in the New Yau Ma Tei Typhoon Shelter should be more clearly stated in quantifiable terms. Some members also suggested that DSD should consider shortening the closure period of DWFI for desilting and other maintenance works by adopting new technology or conducting dewatering process for excavated mud/silt off-site; keeping the proposed pedestrian access from Hoi Fai Road to the waterfront promenade open during the maintenance period; and minimizing the potential odour and other disturbances arising from the operation of DWFI and its maintenance works.

(b) Renovation of the Hong Kong Museum of Art

- The Leisure and Cultural Services Department (LCSD) briefed the Task Force on a proposed scheme to renovate the Hong Kong Museum of Art (HKMA) in Tsim Sha Tsui (TST). Members in general supported the need for enhancing HKMA. In response to some Members' query on whether re-constructing HKMA would be more cost effective than renovating the existing building, LCSD said that the existing building was still in good conditions in terms of structural integrity, and the cost for renovation

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was much lower than reconstruction. The proposed renovation would upgrade the museum facilities and further strengthen the branding of HKMA while minimising the closure period as far as possible.

- A Member suggested relocating the existing cultural facilities at the TST waterfront to the West Kowloon Cultural District (WKCD) so as to make way for more open space and other vibrant uses in the area. However, some other Members were of the view that HKMA should be preserved in-situ as it had existed in the TST waterfront for a long time and formed part of the collective memories of the general public, and having cultural facilities at the waterfront could also add vibrancy to the harbourfront, which was in line with the Harbour Planning Principles.
- Some Members remarked that the renovated HKMA should designate an area for accommodating events and crowd control facilities; provide sufficient space within its footprint to enable pedestrian circulation and crowd holding functions; provide canopies around the building as rain shelter; and have its main entrance facing Salisbury Road. LCSD was also asked to consider enhancing the building design to achieve better interface with the public realm, and open the ground level area facing the harbour for public use.

(Note: The summary of discussion on the renovation proposal was conveyed to the Town Planning Board on 17 July 2013.)

(c) Report on the Site Visit to the Tsim Sha Tsui Ferry Pier and Tsim Sha Tsui Public Transport Interchange

- The Task Force was invited for a walking tour to the TST Ferry Pier and Bus Terminus on 13 March 2013. Members generally considered that a renovation plan for the TST Ferry Pier area should be formulated. The scope of the improvement works for the Bus Terminus should also be defined.
- While awaiting the heritage grading of the TST Ferry Pier and Bus Terminus, Members suggested that a lead party should be identified in the meantime to take forward a holistic enhancement for this important area along the TST waterfront.

(d) Central Kowloon Route - Landscape Deck in Yau Ma Tei

- Further to the Harbourfront Commission's meeting on 7 January 2013, the Highways Department (HyD) briefed the Task Force on the preliminary design of the landscape deck in Yau Ma Tei under the Central Kowloon Route project.
- Members recognised that the landscape deck would act as a hub for connecting various destinations of the area and remarked that the pedestrian links should be provided at different levels. Some Members commented that the landscape deck should be barrier-free and open

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round the clock; clear directional signages should be erected at the connections with adjacent areas; and the management agents of the pedestrian network in the proximity should work together to enhance accessibility and walking experience in the area. A Member suggested that commercial Gross Floor Area should be allocated to the open space at the ground level to add vibrancy to the area.

- HyD was asked to work out details of the conceptual plan having regard to Members' comments with an emphasis to improve the pedestrian accessibility from Tai Kok Tsui to WKCD and consult the Task Force on the detailed design of the landscape deck.

Secretariat

Task Force on Harbourfront Developments

in Kowloon, Tsuen Wan and Kwai Tsing

August 2013