

HEC Sub-committee on Harbour Plan Review

Minutes of Eighth Meeting

Date : 10 August 2005
Time : 2:30 pm
Venue : Conference Room
15/F, North Point Government Offices
333 Java Road, North Point

Present

Mr Vincent NG (Chairman)	Representing Hong Kong Institute of Architects
Mr Charles N BROOKE	
Mr Kim O CHAN	Representing Hong Kong Institute of Planners
Mr Steve CHAN Yiu-fai	
Dr Alvin KWOK	Representing Conservancy Association
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Mrs Mei NG	Representing Friends of the Earth
Mr Roger NISSIM	Representing Real Estate Developers Association of Hong Kong
Dr Andrew THOMSON	Representing Business Environment Council
Mrs Ava NG	Deputy Secretary (Planning & Lands), Housing, Planning and Lands Bureau
Mr Raymond WONG	Assistant Director/Territorial, Planning Department (Acting)
Mr Talis WONG	Chief Engineer/Kowloon, Civil Engineering and Development Department
Mr Lawrence KWAN	Chief Engineer/Traffic Engineering (Hong Kong), Transport Department

Mrs Agnes LEUNG Chief Executive Officer (2)1, Home Affairs
Department
Mr NG Tak-wah (Secretary) Senior Town Planner/Sub-Regional 3,
Planning Department

In Attendance

Miss Christine CHOW Principal Assistant Secretary (Planning &
Lands) 2, Housing, Planning and Lands
Bureau
Ms Lydia LAM Assistant Secretary (Planning & Lands),
Housing, Planning and Lands Bureau

For Matters Arising

Mr Benny CHAN Senior Architect, Civil Engineering and
Development Department

Mr Raymond FUNG Senior Architect/18, Architectural
Services Department

For Item 3

Mr Stephen CHIU Senior Traffic Engineer,
Transport Department
Mr PK CHEUNG Senior Transport Officer,
Transport Department

For Item 4

Mr KF TAM Senior Engineer/Drainage Projects 1,
Drainage Services Department
Mr Raymond SEIT Senior Engineer/HATS 3,
Drainage Services Department
Mr Daniel CHOW Senior Architect/32, Architectural
Services Department
Mr Nicholas FOO Architect, Architectural Services
Department

For Item 5

Mr Paul ZIMMERMAN Designing Hong Kong Harbour District
Mr Ian BROWNLEE Masterplan Limited

Absent with Apologies

Mr Bernard CHAN

Representing Hong Kong Institute of Surveyors

Mr Leslie CHEN

Representing Hong Kong Institute of Landscape Architects

Mr Jimmy KWOK

Action

The Chairman extended a welcome to all Members.

Item 1 Confirmation of Minutes of Last Meeting

- 1.1 The draft minutes of the 7th meeting held on 15 June 2005 were circulated to Members on 8 July 2005. Comments received from Members were incorporated where appropriate. The Meeting confirmed the revised minutes without further amendments.

Item 2 Matters Arising

Harbour Planning – Approach and Process

- 2.1 **The Secretary** reported that the paper on ‘Harbour Planning – Approach and Process’ incorporating comments from Members would be presented to the Town Planning Board (TPB) on 19 August 2005.

‘Harbour Plan Study – Institutional Aspect’ – Presentation to HEC

- 2.2 **Mr Raymond Wong** reported that PlanD would present the institutional aspects examined under the Harbour Plan Study at the upcoming HEC Retreat.

PlanD

Inventory of Known Project around the Harbour – List and Display Plans

2.3 **The Secretary** reported that one new entry was included into the list since the last meeting (proposed pumping station at Hoi Yu Street, Quarry Bay) and the updated text had been underlined for easy reference. All entries, including the sites raised by the Business Environment Council earlier, would be continuously monitored. He reported that a presentation concerning a rezoning proposal for the ex-Government Supplies Department Depot site at Oil Street had been arranged under Item 5.

2.4 Members appreciated the arrangement for the updated list and plans display. To reduce paper consumption and printing volume, Members agreed that only inventory tables together with plans showing new entries should be circulated.

Secretary

Hoarding Beautification in Central

2.5 **Dr Kwok** reported that a working meeting with members from the Central and Western District Council (C&W DC) was held on 7 July 2005, and the concerned DC members generally supported the ideas of hoarding beautification. Due to heavy agenda at the July meeting, C&W DC might consider the matter in October 2005.

2.6 In reply to a query from **Dr Kwok**, the **Chairman** suggested the Task Group on 'Central Harbourfront and Me' (CHarM) follow-up matters related to the hoarding beautification in Central. The Meeting agreed.

Task Group

2.7 **Mr Brooke** stated that the Sub-committee could consider expanding its work to cover hoarding around the harbour, particularly on Kowloon side. **Mrs Mei**

Ng opined that hoarding beautification should incorporate greening as a main component. **Dr Thomson** suggested that when considering hoarding beautification, the Harbour Planning Principles needed to be applied. He further stated that practical guidelines might be formulated at the next stage of work on the Harbour Planning Principles. **The Chairman** opined that experience from the hoarding beautification works gain from Central could serve as a basis in planning for the future tasks. Members agreed.

Harbour Planning Principles

- 2.8 **The Chairman** informed Members that the Harbour Planning Principles would be introduced to concerned district councils on 13 August 2005. **The Secretary** reported that 9 District Councils had been invited to the session and he further reported that details of the Harbour Planning Principles had also been sent to all policy bureaux, concerned government departments and related organisations.
- 2.9 **The Secretary** reported that the Harbour Business Forum (HBF), in a letter dated 20 July 2005 sent to the Secretary of the Harbour-front Enhancement Committee (HEC), commented, amongst other things, on the Harbour Planning Principles. A copy of HBF's letter was tabled for Members' reference. He informed the meeting that the Secretary of HEC had already circulated the letter to all HEC members. He further reminded that as agreed at the previous Sub-committee meeting, all comments received concerning the Harbour Planning Principles would be considered by the concerned Task Group separately, and the Harbour Planning Principles agreed by the Meeting and HEC would, in the interim, remain unchanged. Members noted.

2.10 **The Chairman** suggested that the Harbour Planning Principles be displayed in the conference room for Members' reference during the future Sub-committee meetings.

Secretary

Temporary Waterfront Promenade at West Kowloon Cultural District

2.11 **Mr Benny Chan** said that subject to weather condition, construction of the project would be completed in mid-August and the area would then be handed over to LCSD for public use scheduled for 17 September 2005. With the Mid-Autumn Festival approaching and erection of lanterns along the promenade completed, LCSD would invite local artists to paint the lanterns on the public opening day. **Messrs Chan and Fung** further elaborated the design of the areas, and invited Members to visit the area. **The Chairman** proposed, and the meeting agreed, that a visit be arranged in the coming week.

**ArchSD/
CEDD/
Secretary**

[Post Meeting note: Site visit originally scheduled for 19 August 2005 was postponed to 26 August due to bad weather]

Hung Hom Bay Waterfront Promenade

2.12 **Mr Raymond Wong** reported that two meetings had been held with LCSD and Lands Department (LandsD) as well as with the developers in July 2005. LCSD accepted that the maintenance responsibility of the open space would ultimately rest with them, and, in the interim, private sector would be encouraged to participate in the design and development at the area. LandsD would examine possible arrangement to facilitate planned participatory agreement. Proponent and his consultants would be invited to present, on a non-committal basis, the design of the waterfront open space at the forthcoming Sub-committee meeting.

Pumping Station at the Sheung Wan

- 2.13 The meeting noted that the item would be discussed under Item 4.

Central Ferry Piers Participating Programme

- 2.14 **Dr Kwok** reported that the Task Group on 'Central Harbourfront and Me' (CHarM) presented the Programme to both the C&W DC and Island DC on 20 June and 21 July 2005. The meeting noted that the random street survey was completed in July 2005 with 651 successful interviews, whilst face-to-face stakeholder interview was still ongoing. Analysis on the survey and interviews findings would be completed by the end of August 2005.

- 2.15 **The Secretary** reported that the webpages for the CharM programme had been launched in July 2005.

Transport and Traffic Arrangement in association with the Relocation of Star Ferry Pier Public Transport Terminus to Tsim Sha Tsui East

- 2.16 The Chairman noted that the matter would be discussed under Item 3.

Item 3 Transport and Traffic Arrangements upon Relocation of the Star Ferry Public Transport Interchange to Tsim Sha Tsui East (Paper No. 10/2005)

- 3.1 **Messrs Stephen Chiu and PK Cheung** of Transport Department (TD) outlined the following aspects as detailed in the paper:
- a. background to the proposed arrangement;
 - b. proposed transport arrangement upon relocation of Star Ferry Public Transport Interchange (PTI) to the new Wing On Plaza Garden PTI at Tsim Sha

Tsui East; and

- c. proposed traffic and transport arrangements at the proposed turnaround area at the junction of Salisbury Road and Canton Road.

- 3.2 **Mr Kim Chan** enquired about the possible impacts resulting from picking up and setting down passengers of ten bus routes and one shuttle service at the turnaround area. **Mr Cheung** explained that eight of the above routes, including the shuttle service, would route via and pick up/set down passengers at the turnaround area, with 3 routes to stop at YMCA. The planned bus stop facilities for picking up passengers at the turnaround area were somewhat similar in scale and capacity with the existing bus stop facilities near the toll plaza of the Cross Harbour Tunnel at Hung Hom; however the expected passenger and bus flow at the proposed turnaround area would be much lower than that at the Cross Harbour Tunnel toll plaza bus stop. He further stated that the plan had been discussed and agreeable to the bus operators.
- 3.3 **Mr Brooke** was concerned about vehicles stacking near the pick up/drop off areas and emission from the idling vehicles. He suggested traffic management measures be introduced and shelters be provided near the boarding bays. Given the significance of the area for visitors and local people, design of public transport facilities and street furniture should also be carefully considered. To further enhance the area, he opined that the taxi stand should be relocated elsewhere.
- 3.4 **Mr Steve Chan** remarked that the current subway system, as a replacement to the at-grade crossings along Salisbury Road between Hong Kong Cultural Centre (HKCC) and YMCA/Peninsula Hotel, had created much confusion to both tourists and local people. He stressed the need for consulting the district council and

transport operators on any proposed new traffic and transport arrangements.

3.5 **Mrs Mei Ng** stated the following points:

- (i) since the new public transport interchange (PTI) was to be relocated further inland, measures should be adopted to improve air ventilation thus minimising air pollution;
- (ii) landscaping proposal was yet to be formulated especially near the coach layby area; and
- (iii) need for installation of electronic device on lamp or sign posts to show public transport information.

3.6 **Mr KY Leung** was concerned if sufficient queuing space would be provided for bus passengers. He shared the concerns of other Members that the design of bus stops and shelter needed special attention. He also remarked that the current subway system might be perceived as barrier to pedestrians.

3.7 **Dr Thomson** made the following comments:

- (i) the Harbour Planning Principles should form a basis in reviewing projects around the harbour including the subject proposal;
- (ii) there was a need to connect the waterfront with the hinterland through the provision of at-grade crossings; and
- (iii) effort should be made to provide an environmental-friendly plaza, for example, consideration should be given to replace the double-decker bus services by smaller electrical vehicles.

3.8 **Dr Kwok** said that areas around the Star Ferry Pier should be for public enjoyment. He stated that walking distance between facilities should be carefully

planned. For a pleasant pedestrian environment, specific measures were required to prevent stacking of coaches and other vehicles along Salisbury Road.

- 3.9 **Mr Nissim** commented that the siting of the proposed ground-level open plaza had not made use of the attractive harbour view. To facilitate pedestrians and maximise public enjoyment, he suggested creation of a pedestrian deck over the existing transport facilities connecting the elevated walkway near the HKCC. This would enable the existing transport facilities to be retained in place.
- 3.10 In response to comments raised, **Mr Chiu** made the following points:
- (i) as the traffic flow along Salisbury Road was very heavy during peak hours and the concerned road junctions were reaching capacity, the provision of at-grade crossings would cause serious traffic congestion; and
 - (ii) opportunities would be taken wherever possible to allow greening and landscape planting. Concerned Government departments would take such requirement into consideration in the detailed design and implementation stage.
- 3.11 Regarding bus services, **Mr Cheung** made the following clarification/comments:
- (i) the original transport plan was to route fewer bus services via the turnaround area but having regard to the consultation result with the 5 district councils in Kowloon, and to strike a balance between strong passenger demand, capacity of the turnaround area and the environment, the proposed bus route plan was arrived at in that 8 bus routes would still route via the turnaround area with 3 bus routes to stop

- at YMCA;
- (ii) as the turnaround area would also function as bus stop, it was unlikely that franchised buses would stay idle in the area. For non-franchised buses such as tour coaches, concerned departments would liaise closely with coach operators;
 - (iii) queuing areas for bus passengers would be allocated according to patronage level, and the situation would be monitored and reviewed where necessary; and
 - (iv) request for provision of information signpost was noted and would be further considered, whilst Members' comments would be relayed to parties concerned.

3.12 After further deliberation, Members requested TD further consider the following aspects:

- (i) possibility of reducing traffic along Salisbury Road and around the Tsim Sha Tsui area;
- (ii) feasibility to provide at-grade crossings along Salisbury Road;
- (iii) scope to enhance connection between KCR Tsim Sha Tsui East Station to Canton Road; and
- (iv) possibility of introducing shuttle bus services to Star Ferry Piers.

3.13 Members noted that different enhancement initiatives had been proposed within the Tsim Sha Tsui area and presented to the Sub-committee recently. **The Chairman** suggested that Members be provided with a consolidated update when opportune.

**TD/
CEDD/
PlanD**

Item 4 Integrated Conceptual Design of a Stormwater Pumping Station at a Waterfront Site in Sheung Wan (Paper No.11/2005)

- 4.1 **The Chairman** welcomed **Messrs KF Tam** and **Raymond Seit** of Drainage Services Department (DSD) and **Messrs Daniel Chow** and **Nicholas Foo** of Architecture Services Department (ArchSD), to the meeting.
- 4.2 **Mr Tam** stated the background as detailed in the paper and, with the aid of visual presentation, **Mr Chow** outlined the revised layout for the stormwater pumping station and the proposed facilities planned under the Harbour Area Treatment Scheme (HATS) Stage II.
- 4.3 In response to questions from Members, **Messrs Tam, Seit** and **Chow** made the following points:
- (a) the proposed stormwater storage tank, which was to handle a 10ha flood-prone area, had been designed as such to minimize land intake;
 - (b) placing the pumping station and the storage tank underneath the existing bus terminus were constrained by serious technical, programming and operational problems;
 - (c) for operational safety and reliability consideration, the pumping station should be located above or near ground level;
 - (d) HATS Stage II facilities involved two deep vertical shafts and associated conveyance system. These installations could not be combined with the facilities of the proposed stormwater pumping station;
 - (e) to maximise public enjoyment and address concerns of Members, the stormwater pumping station had been shifted westward to allow an uninterrupted visual corridor to the waterfront. In addition, the ramp previously proposed was replaced with lifts, thus allowing larger area for public open space use; and
 - (f) the 20m-wide elevated walkway, shown on the outline zoning plan, was planned as an elevated

link between the waterfront open space and the elevated pedestrian walkway system in Central.

- 4.4 While noting improvement to the design scheme, **Dr Thomson** considered that more effort should be made, based on the Harbour Planning Principles, to further improve the overall design.
- 4.5 **Mr Kim Chan** and **Mrs Mei Ng** considered that if the proposed open space could not be implemented in parallel, the proposed drainage installation would become the only building along that section of Sheung Wan waterfront.
- 4.6 In response to **Mr Leung**, **Mr Raymond Wong** confirmed that as shown on the current statutory outline zoning plan, the planning intention for the subject site was open space. **Mr KY Leung** opined that LCSD should consider including the proposed open space at the subject site into the Sun Yat Sen Memorial Park project. **Mrs Ava Ng** pointed out that in prioritizing all planned open space projects, LCSD would take Members' views into account when planning and designing the open space.
- 4.7 After further discussion, the meeting considered that there was still scope for further refinement to the proposed scheme by taking Members' comments into account, including the further reduction of the footprint of the building above ground. The Chairman also remarked that the Sub-committee already had sufficient discussion on this item, and it would submit the comments and concerns of Members to the Town Planning Board (TPB) when the proposed scheme was put forth as a planning application to the TPB.

**DSD &
ArchSD**

Item 5 Proposal to include Public Open Space at the Former Government Supplies Depot at Oil Street, North Point (Paper No. 12/2005)

- 5.1 At the invitation of the **Chairman, Mr Paul Zimmerman**, representing *Designing Hong Kong Harbour District* (DHKHD), stated the background of the rezoning proposal submitted to the Town Planning Board (TPB) as detailed in the paper. He opined that the existing planning brief for the subject site did not reflect the concerns stipulated under the Harbour Planning Principles. DHKHD hence initiated a rezoning request to the TPB on the subject site.
- 5.2 With the aid of visual presentation, **Mr Ian Brownlee** outlined the proposed amendments which included, amongst other things, the followings:
- (a) rezoning part of the area currently designated as 'Comprehensive Development Area' to 'Open Space' for a public waterfront park and continuous waterfront open space;
 - (b) maintaining a 20m width waterfront promenade/public open space; and
 - (c) introducing 2 height bands, namely 100mPD towards the harbour, and 140mPD toward City Garden Road, within the site in order to maintain a stepped height concept.
- 5.3 **Mr Kim Chan** said that the TPB adopted a set of building height guidelines for development at Kowloon Bay and the Kwun Tong areas. He opined that similar guidelines should be devised to guide developments around the harbour. Regarding the proposed scheme, he commented that the disposition of the two proposed blocks was undesirably close. **Mrs Mei Ng** also expressed concern about the impact on the neighbouring buildings, in terms of nature

lighting and air ventilation, resulting from the building design put forward in the rezoning proposal. **Dr Thomson** enquired about the difference in development quantum between the proposed scheme and the level currently permitted in the statutory plan.

- 5.4 **Messrs Nissim, Leung and Dr Kwok** considered that the site offered an opportunity to re-dress the open space shortfall in the district as suggested in the paper. **Dr Thomson** proposed that a section of the Oil Street along the subject site could be pedestrianized to increase provision of public area.
- 5.5 In reply to the comments raised, **Mr Brownlee** made the following points:
- (a) the stepped height profile as illustrated in the proposed scheme had been prepared with reference to the building height guidelines for the Kwun Tong area;
 - (b) the objective of the submission was to urge the TPB to review the subject site to ensure compliance with Harbour Planning Principles; and the scheme, including building design, was presented for illustrative purposes. The actual development intensity/quantum would be determined at the design stage;
 - (c) for the reason stated in (b) above, the building disposition should not be taken as the future built-form;
 - (d) according to the Hong Kong Planning Standards and Guidelines (HKPSG), there appeared to be a shortfall of open space in the North Point area; and therefore the proposal could contribute in part to address such shortfall; and
 - (e) feasibility of pedestrianising a section of the Oil Street would need to be weighed against the

need to allow access to the adjacent site to the west.

- 5.6 In response to **Mr Steve Chan** and **Mrs Mei Ng**, **Mr Raymond Wong** undertook to provide information on the existing and planned open space in North Point after the meeting. He remarked that land use planning including the siting of open space should adopt a holistic approach, taking both local and district factors into consideration. On the statutory planning side, **Mrs Ava Ng** supplemented that in deliberating planning proposals, the TPB would take all relevant factors such as the planning standards, urban design guidelines, Harbour Planning Principles, etc. into consideration.
- 5.7 **Mr Brooke** welcomed DHKHD's initiative as the proposal was formulated taking into consideration the Harbour Planning Principles. He felt that HEC should continue monitoring both government and private sector proposals, and all waterfront developments should be encouraged to make reference to the said Principles.
- 5.8 **Messrs Steve Chan, Nissim and Leung**, and **Dr Thomson** urged the Government to review the suitability of including the subject site in the Application List for land sale.
- 5.9 **Mrs Ava Ng** explained that the site had been included in the Application List since 1999. The Government had the duty to maintain stability and provide certainty to the property market. In fact, the Government had pledged to review all new and uncommitted sites taking the Harbour Planning Principles in account. In response, **Mr Nissim** was of the view that since the site was not yet sold, there was scope to review the development parameters of the site.

- 5.10 After further discussion, the Meeting agreed that a letter stating that:
- (i) the Sub-committee welcomed the initiative behind the proposed zoning amendment; and
 - (ii) the Sub-committee urged the TPB to review the planning brief prepared to guide development at the subject site, particularly with regard to the Harbour Planning Principles.

Shall be submitted to the TPB within the public consultation period.

Secretary

The Chairman requested the Secretary to draft the letter and circulate it to Members for comment before issuing.

[Post meeting note: A draft letter was circulated on 13 August 2005 for Members' comment.]

Item 6 Any Other Business

- 6.1 **The Secretary** reported that a letter from the Real Estate Developers Association of Hong Kong was received, a copy of which was tabled for Members' reference. Concerns as outlined in the letter was noted and **the Chairman** requested the Secretary to prepare a draft reply for consideration of Members.

Secretary

- 6.2 There being no other business, the Meeting closed at 6.50pm. The next meeting was scheduled for 5 October 2005.