

## **HEC Sub-committee on Harbour Plan Review**

### **Minutes of Twenty-eighth Meeting**

Date : 20 May 2009  
Time : 10:00 am  
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
Dr Andrew Thomson	Representing Business Environment Council
Dr Sujata Govada	Representing Citizen Envisioning @ Harbour
Dr Alvin Kwok	Representing Conservancy Association
Dr Chan Fuk-cheung	Representing Hong Kong Institution of Engineers
Mr Paul Zimmerman	Representing Society for Protection of the Harbour Ltd.
Mr Patrick Lau	
Ms Alice Cheung	Principal Assistant Secretary (Harbour), Development Bureau (DEVB)
Mrs Ann Ho	Chief Executive Officer (2) 1, Home Affairs Department
Mr Jeff Lam	Assistant Director (Headquarters), Lands Department (LandsD)
Ms Jacinta Woo	Chief Town Planner/Studies & Research, Planning Department (PlanD)
Ms Ying Fun-fong	Chief Engineer/Transport Planning, Transport Department (TD)
Ms Sally Fong (Secretary)	Senior Town Planner/Studies & Research 3, PlanD

#### **In Attendance**

Ms Lydia Lam	Assistant Secretary (Harbour) 1, DEVB
Mr Raymond WM Wong	Deputing Director of Planning/Territorial (Acting), PlanD

**Absent with Apologies**

Mrs Mei Ng	Representing Friends of the Earth
Mr Kim Chan	Representing Hong Kong Institute of Planners
Mr Yu Kam-hung	Representing Hong Kong Institute of Surveyors
Mr Mason Hung	Representing Hong Kong Tourism Board
Mr Nicholas Brooke	
Mr Mak Chi-biu	Chief Engineer/Kowloon 2, Civil Engineering and Development Department

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**Item 1 Confirmation of Minutes of the 27<sup>th</sup> Meeting**

- 1.1 The draft minutes of the 27<sup>th</sup> meeting held on 18 March 2009 were circulated to Members for comment on 13 May 2009. The meeting confirmed the draft minutes without amendment.

**Item 2 Matters Arising**

Working Meetings on Temporary Uses and Inventory (paras. 2.1 and 2.2 of the minutes of the 27<sup>th</sup> meeting)

- 2.1 The notes of the 3 working meetings held on 4 March, 26 March and 1 April 2009 were circulated to Members for reference on 19 May 2009. **The Chairman** said that the Sub-committee could further discuss the approach to identify enhancement opportunities under AOB.

Short Term Tenancies at Harbour-front Areas (paras. 2.4 and 2.5 of the minutes of the 27<sup>th</sup> meeting)

- 2.2 An updated list of Short Term Tenancies (STTs) had been circulated to Members prior to the meeting.

- 2.3 The meeting noted that more time would be needed for LandsD to expand the STT list to cover information on vacant Government sites. **Mr Paul Zimmerman** said that the expanded list should also include information on Temporary Government Land Allocations and their respective expiry dates.

**LandsD**

Views of the Sub-committee on various proposals presented at the 27<sup>th</sup> meeting (Items 3, 4, 5, 6, 7 and 8 of the minutes of the

27<sup>th</sup> meeting)

- 2.4 The meeting noted that the relevant parts of the confirmed minutes of meeting would be forwarded to the concerned parties/approving authorities for reference after the meeting.

[Post-meeting note: The relevant parts of the confirmed meeting minutes were forwarded to the concerned parties/approving authorities on 21 and 25 May 2009.]

Inventory on Known (Planned and Proposed) Projects at Harbourfront

- 2.5 **The Secretary** highlighted the following:

- (a) Site SW3 - the District Lands Office/Hong Kong West and South (DLO/HKW&S) would consult Members on the proposed STT for fee-paying public car park under Item 5;
- (b) Site NP3 - PlanD would brief Members on the draft planning brief for the "Comprehensive Development Area (1)" zone under Item 3; and
- (c) Site WK7 - the proposed expansion of the Harbour Patrol Section office would be discussed under Item 4.

Hong Kong Island East Harbour-front Study

- 2.6 **The Secretary** reported that Urbis Ltd. had been awarded the contract for carrying out the Study, which would take about 18 months to complete. Stages 2 and 3 Public Engagement Programme would be carried out in tandem with the progress of the Study.

**Item 3 Draft Planning Brief for the "Comprehensive Development Area (1)" site at 14-30 King Wah Road, North Point (Paper No. 10/2009)**

- 3.1 The following representatives of PlanD were invited to the meeting:

Ms Brenda Au        ) District Planning Office/Hong Kong  
Mr Tom Yip            )

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- 3.2 The Democratic Party and “A Coalition Against the Proposed Development on King Wah Road” (the Coalition) had staged a petition to the Sub-committee before the meeting. Their petition letters dated 20 May 2009 were tabled at the meeting for Members’ reference.
- 3.3 **The Chairman** also drew Members’ attention to another letter dated 20 April 2009 from the Coalition, which was circulated to Members, together with the Secretariat’s reply, before the meeting. The minutes of the Sub-committee’s meeting with the Coalition in September 2008 and Members’ discussions on two related planning applications (No. A/H8/387 and A/H8/392) in January and November 2008 respectively were tabled at the meeting for Member’s reference.
- 3.4 After a powerpoint presentation by Mr Tom Yip, Members raised the following comments/questions:
- (a) while there were attempts in the planning brief to accord with the Harbour Planning Principles and Guidelines (HPPs/HPGs) by stipulating a lower building height similar to the adjacent buildings than that under the OZP, the long-term vision of reducing the building heights towards the Harbour could not be achieved if the current building height profile of the area was to maintain upon redevelopment;
  - (b) although the proposed development was not visually incongruous with the overall setting of the Harbour, it would have visual impacts to nearby residents behind the site. Visual access to the waterfront would need to be maintained through permeable building design;
  - (c) there was concern on the overall development density in the North Point area. This site, together with other new developments in the vicinity including the adjacent hotel, the Oil Street “Comprehensive Development Area” (“CDA”) development and the future Central – Wan Chai Bypass entrance and the associated open space, would have significant impacts on vehicular and pedestrian traffic;
  - (d) the traffic management measures recently introduced to improve the vehicular traffic in the area had made it more difficult for pedestrians to cross the roads. Further

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information on how to improve the pedestrian movement should be provided;

- (e) air ventilation of the area would be affected by the future development. Information on air ventilation assessment (AVA) should be provided for reference. To facilitate air ventilation, the non-building area (NBA) along the south-western site boundary should be widened to the same width as Fook Yam Road;
- (f) whether the plot ratio (PR) of 8 or 12 was calculated based on the whole site or the net site excluding the proposed setback area; and whether the PR had taken into account the non-accountable/exempted gross floor area (GFA);
- (g) whilst there was a need to strike a balance between private and public interests, the planning brief prepared by the Government should safeguard the public interest and bring benefits to the community. A social impact assessment should be required in this regard;
- (h) a greening ratio should be stipulated in the planning brief; and
- (i) whether the planning brief could stipulate more detailed requirements, e.g. no curtain walls would be allowed in the future development, and the NBA leading to Fook Yam Road should be open to public use.

3.5 In response, **Ms Brenda Au** made the following points:

- (a) given that the surrounding areas had already been developed for mixed uses and were unlikely to be redeveloped in the near future, the current proposal to stipulate a PR and building height making reference to that of the surrounding developments was considered a pragmatic approach;
- (b) whilst the Government had taken initiative to reduce the development intensity of the Government sites at Oil Street and the ex-North Point Estate, reducing the development intensity of private lots required strong justifications as it would affect the development right of numerous private property owners;

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- (c) the current proposal in the planning brief had already represented a substantial reduction in PR and building height comparing with that permissible under the OZP;
- (d) the calculation of PR would be based on the southern portion of the site including the NBA along the south-western site boundary. The PR did not include any non-accountable/exempted GFA and the existing practice on GFA exemptions under the Buildings Ordinance would be followed. Nonetheless, the maximum GFA would be capped as per the development scheme approved by the Town Planning Board (TPB) at planning application stage;
- (e) an AVA had been conducted when the North Point OZP was amended in 2007 to incorporate building height restrictions, the results of which demonstrated that this part of the North Point harbour-front was generally well ventilated. The AVAs included in the two previous applications (No. A/H8/387 and A/H8/392) at the site also demonstrated no insurmountable problem on air ventilation aspect. These AVAs were available for public inspection at the Planning Enquiry Counters of PlanD. For any future schemes to be submitted to TPB, a fresh AVA would be required;
- (f) the subject site was a relatively small one. Only 70% of it could be developed after discounting the proposed NBAs. If the NBA along the south-western boundary was to be widened to the width of Fook Yam Road, design flexibility would be further reduced and it might result in a “straight-jacket” form of development;
- (g) design requirements to ensure air ventilation, building permeability, provision of open space, etc. had been specified in the planning brief. Any future development would require Master Layout Plan submission to demonstrate compliance with these requirements. Corresponding requirements and other detailed requirements such as public use of the NBA could be stipulated as approval conditions and in the lease in future;
- (h) in the draft planning brief, both PR and building height

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had been reduced comparing with that permissible under OZP. If the applicant considered that there were more design merits to increase the building height in order to reduce the site coverage, such proposals could be submitted to TPB for consideration;

- (i) in terms of community benefits, in addition to the proposed reduction in PR and building height, the planning brief was to meet public aspiration for phasing out the industrial use at the subject site for residential or commercial development in accordance with the planning intention for the site;
- (j) whilst it might not be necessary to carry out a social impact assessment for such small scale of development, it was considered more important for the developer to continue its dialogue with the local community and make efforts to address their concerns in designing the future development; and
- (k) Members' suggestion for greening ratio would be conveyed to TPB for consideration. Any future application would be required to include a Landscape Master Plan and specific landscape requirements could be imposed as approval condition at planning application stage.

3.6 **Ms Ying Fun-fong** assured Members that the cumulative impact on both vehicular and pedestrian traffic would be fully assessed by TD at planning application stage, taking into account the future development on the subject site and other new developments in the area.

3.7 **The Chairman** summarised and concluded the discussion as follows:

- (a) Members had concerns on the proposed development intensity for the subject site. From harbour-front enhancement point of view, development densities and building heights should be reduced for sites towards the Harbour;
- (b) in formulating development guidance to facilitate redevelopment of the site, the planning brief should safeguard the interest of the public and ensure that the

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local community would be benefited from the future development;

- (c) Members had raised comments on such aspects as air ventilation, visual permeability and traffic impact. A greening ratio should be stipulated in the planning brief to guide the future development; and
- (d) the views expressed by Members at this meeting would be conveyed to TPB for consideration.

**Secretariat**

**Item 4 Strengthening Harbour Control Capability - To Construct a Two Storey-building for the Harbour Patrol Section of Marine Department (Paper No. 11/2009)**

4.1 The following representatives of the Project Team were invited to the meeting:

Mr Ho Chi-ping ) Marine Department (MD)  
Mr Wong Ka-to )

Ms Chan Lai-hung ) Architectural Services Department  
Mr Lau Yuk-leong )

Mr Lau Shing-bong ) Able Engineering Company Ltd  
Mr Chiu Chi-ho )

4.2 After a powerpoint presentation by the Project Team, Members raised the following questions/comments:

- (a) the uses along the whole strip of land abutting the New Yau Ma Tei Typhoon Shelter should be rationalised. In the 2003 Harbour Plan Study, the typhoon shelter and the public cargo working area (PCWA) were proposed for tourism-related facilities and recreational uses. The Connectivity Study undertaken by the Harbour Business Forum also emphasised on the need to improve pedestrian connectivity along this part of the waterfront from Tai Kok Tsui to the West Kowloon Cultural District (WKCD). A long-term plan for the area should be available before considering piecemeal development proposals in this area;
- (b) information on MD's existing facilities and future requirements for facilities with marine access around the



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Harbour was required to allow HEC to consider their appropriate locations along the waterfront in a comprehensive manner. The possibility of consolidating MD's operations at a few sites should be explored;

- (c) whether approval was required for using the site for the proposed office expansion; and
- (d) more information on the design of the proposed development should be provided. Under the Greening Master Plan prepared by CEDD, the long-term intention for this area was to designate a waterfront promenade from WKCD to the West Kowloon area. The current proposal should be in line with this intention. Consideration should be given to incorporate harbour-front enhancement measures, such as provision of green roof and releasing a strip of land along the seawall for public use, as part of the proposed expansion plan.

4.3 In response, **Ms Lydia Lam** reiterated the Government's commitment on harbour-front enhancement and pointed out the following:

- (a) it was the Government's intention to construct continuous waterfront promenades on both sides of the Harbour for public enjoyment. In dealing with incompatible Government facilities on the waterfront, consideration would be given to (i) relocation of the facilities as far as practicable; (ii) setting back of the facilities for public access if relocation was impossible; or (iii) introducing façade/landscape treatment if setback was not feasible; and
- (b) instead of withholding any new developments along this part of the waterfront pending long-term planning, harbour-front enhancement measures could be incorporated into the detailed designs of these developments.

4.4 **Mr Raymond Wong** clarified that the then proposal of the Harbour Plan to relocate the New Yau Ma Tei PCWA had met with strong objections from the operators. After considering the local reaction, the Harbour Plan Study had not included this area as one of the Action Areas. Under the 2-tier approach to

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review the Harbour Plan previously agreed by HEC, the district review study would examine the appropriate long-term uses for this area which had yet to commence, hence new development proposals should still be considered in the context of HPPs/HPGs.

4.5 In response to Members' questions/comments, **the Project Team** made the following points:

- (a) the subject site, zoned "Government, Institution or Community", had all along been used by MD for ship inspection. Land allocation being processed by LandsD for the proposed building was at an advanced stage; and
- (b) the conceptual layout of the proposed development was shown at the meeting. Energy saving measures, lightings for pedestrians and landscape treatment (with green roof being a major feature) would be considered at detailed design stage. Marine access would be confined to the land in front of the existing HPS building. The waterfront strip of land abutting the proposed building was now occupied by a water selling kiosk.

4.6 Members had the following further comments:

- (a) the proposal to construct a new building in this area would undermine the potential use of the area for public enjoyment. Opportunity should be taken to improve the pedestrian environment along the West Kowloon seafront; and
- (b) to start construction in September 2009 appeared to be too optimistic given that detailed design was not yet available.

4.7 **The Project Team** responded as follows:

- (a) there was an urgent need to rationalise and expand the office space to meet and strengthen the harbour control and patrolling capability of MD. The pedestrian environment on Hoi Fai Road could be improved by the proposed greening and lighting for pedestrians, while no extra land would be taken up by MD for marine access; and

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- (b) core details of the project had been approved by the LegCo Public Works Subcommittee in February 2009. Upon completion of the land allocation, detailed design would be submitted to the Minor Works Block Vote Working Committee for funding approval. Members' views on the proposed design could be incorporated as appropriate.

4.8 **The Chairman** concluded the discussion with the following remarks:

- (a) more information should be provided to solicit the Sub-committee's support to the proposal, such as the justifications for site selection, efforts to minimise the land requirement, measures to mitigate development impacts and proposals to enhance the harbour-front environment; and
- (b) in designing the proposed development, opportunities should also be taken to improve the pedestrian access along the typhoon shelter and landscaping the site.

[Post-meeting note: MD advised that further information on the proposal would be provided to the Sub-committee in due course.]

**MD**

**Item 5 Proposed Re-tender of a Site at Fung Mat Road, Sai Ying Pun on Short Term Tenancy for Fee-paying Public Carpark (Paper No. 12/2009)**

5.1 The following Government representatives were invited to the meeting:

Ms Jenny Poon ) DLO/HKW&S

Mr David Chan ) TD

5.2 After a presentation by Ms Jenny Poon, Members had the following comments:

- (a) as a general principle, the use of harbour-front land for such uses as parking of lorries was not supported. Priority should be given to uses conducive for public enjoyment;

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- (b) TD should re-consider its strategy on how to satisfy the parking demand for cars, lorries, buses, etc. bearing in mind that less vacant land would be available in the long term; and
  - (c) provisions should be made in the tenancy agreement to enable flexible termination of the temporary parking use at any time.
- 5.3 In response, **Mr Jeff Lam** advised that the HEC's concern about car/lorry parking use along the waterfront was understood, and LandsD had recently not pursued a proposed STT for car park use at Hoi Yu Street in Quarry Bay. The subject site was, however, identified by TD to meet the lorry parking demand in the Western District.
- 5.4 Regarding para. 5.2(c) above, **Ms Jenny Poon** said that there was no development programme for the site. If necessary, the fixed term of the tenure could be shortened to less than one year. As for subsequent renewals, the proposed quarterly term was considered reasonable and flexible.
- 5.5 **Ms Ying Fun-fong** pointed out that comprehensive reviews on parking demand were completed in 1995 and 2002. While TD would commission a consultancy study to explore ways to address the lorry parking demand in the long term, there was a pressing need to address the shortfall of lorry parking spaces in the Western District due to the commencement of various works projects in the district.
- 5.6 While reiterating the Sub-committee's concern on the use of harbour-front land for car/lorry parking purpose, **the Chairman** concluded that, in view of the proposed short fixed term of the STT, the proposed lorry park could be tolerated in the short term and the use of the site should be reviewed after one year.

**DLO/  
HKW&S**

**Item 6 Any Other Business**

An Overview of Harbour-front Enhancement by Action Areas

- 6.1 **The Chairman** said that, taking into account the comments raised by Members during and after the working meetings held in March and April, the Secretariat had compiled "An Overview of Harbour-front Enhancement by Action Areas" to

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facilitate identification of enhancement opportunities.

- 6.2 At the Chairman's request, **Mr Paul Zimmerman** explained the suggestions to divide the harbour-front into various action areas based on their respective site characteristics and dynamics and to identify quick-win/enhancements opportunities and issues to be addressed.

- 6.3 The Sub-committee then endorsed the approach of identifying harbour-front enhancement opportunities by action areas. **The Chairman** said that a separate working meeting would be arranged to continue the work.

**Secretariat**

[Post-meeting note: A working meeting to further discuss the proposals was held on 3 June 2009. The proposals would be submitted to the Sub-committee for endorsement at the next meeting.]

**Water supplies facilities along the harbour-front**

- 6.4 Referring to the "List of WSD Installations along Harbour-Front" circulated to Members on 19 May 2009, **Mr Paul Zimmerman** suggested to invite the Water Supplies Department (WSD) to brief the Sub-committee on the existing and planned requirements of all water supplies facilities along the harbour-front.

- 6.5 The Sub-committee agreed to invite WSD for a briefing at future meetings.

**Secretariat**

[Post-meeting note: An invitation had been issued to WSD. A briefing would be arranged in due course.]

- 6.6 There being no other business, the meeting closed at 1:10 pm.