

HEC Sub-committee on Harbour Plan Review

Minutes of Twenty-ninth Meeting

Date : 22 July 2009
Time : 2:00 p.m.
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 Roger Nissim	Representing Business Environment Council
Dr Sujata Govada	Representing Citizen Envisioning @ Harbour
Dr Alvin Kwok	Representing Conservancy Association
Mr Kim Chan	Representing Hong Kong Institute of Planners
Mr Yu Kam-hung	Representing Hong Kong Institute of Surveyors
Dr Chan Fuk-cheung	Representing Hong Kong Institution of Engineers
Mr Paul Zimmerman	Representing Society for Protection of the Harbour Ltd.
Mr Nicholas Brooke	
Mr Patrick Lau	
Ms Lydia Lam	Assistant Secretary (Harbour) 1, Development Bureau
Mr Peter Mok	Senior Engineer/Kowloon 2, Civil Engineering and Development Department (CEDD)
Mrs Ann Ho	Chief Executive Officer (2) 1, Home Affairs Department
Mr Jeff Lam	Assistant Director (Headquarters), Lands Department (LandsD)
Ms Ying Fun-fong	Chief Engineer/Transport Planning, Transport Department (TD)
Ms Sally Fong (Secretary)	Senior Town Planner/Studies & Research 3, Planning Department (PlanD)

Absent with Apologies

Mrs Mei Ng	Representing Friends of the Earth
Mr Mason Hung	Representing Hong Kong Tourism Board
Mr Raymond WM Wong	Assistant Director / Territorial, PlanD

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Item 1 Confirmation of Minutes of the 28th Meeting

- 1.1 The draft minutes of the 28th meeting held on 20 May 2009 were circulated to Members for comment on 15 July 2009. The meeting confirmed the draft minutes without amendment.

Item 2 Matters Arising

Short Term Tenancies, Temporary Government Land Allocations and Vacant Government Sites along Harbour-front
(para. 2.3 of the minutes of the 28th meeting)

- 2.1 The meeting noted that LandsD had submitted a list on “Short Term Tenancies, Temporary Government Land Allocations and Vacant Government Sites along Harbour-front” to the Sub-committee for reference, which was circulated to Members on 17 July 2009.

Views of the Sub-committee on Various Proposals Presented at the 28th Meeting (Items 3, 4 and 5 of the minutes of the 28th meeting)

- 2.2 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 23 July 2009.]

Overview of Harbour-front Enhancement by Action Areas
(para. 6.3 of the minutes of the 28th meeting)

- 2.3 The meeting noted that a draft HEC Paper on the “Proposed Quick-win and Harbour-front Enhancement Opportunities”, which consolidated Members’ suggestions from the working meetings held in March to June, was circulated to Members on 17 July 2009.

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2.4 For the Tsim Sha Tsui East Action Area, **Dr Sujata Govada** enquired on the reasons for excluding from the Paper the proposal on provision of an at-grade crossing to facilitate pedestrian access from Nathan Road to the Tsim Sha Tsui waterfront.

2.5 **The Chairman** pointed out that TD had explained the safety and traffic concerns to Members when the same suggestion was discussed at the working meeting on 3 June 2009. If Members had any further view, it could be recorded in the minutes of this meeting.

2.6 **Mr Paul Zimmerman** stated that this proposal should remain on the list as one of the enhancement opportunities.

2.7 The meeting agreed to submit the draft Paper to HEC for consideration on 17 August 2009.

Secretariat

Hong Kong Island East Harbour-front Study

2.8 **The Secretary** reported that the Stage 1 Public Engagement Programme (PEP) of the Hong Kong Island East Harbour-front Study had been completed and the PEP Report was available at PlanD's website for public viewing.

2.9 In response to a Member's enquiry, **the Secretary** said that the local residents generally considered that the Island East area was a residential area and stressed the need for a continuous waterfront promenade, provision of more leisure and recreational facilities and relocation of incompatible uses/facilities in the long term. The comments received would be taken into account by the study consultants in formulating enhancement proposals for the Stage 2 PEP in due course.

Inventory on Known (Planned and Proposed) Projects at Harbourfront

2.10 **The Secretary** drew Members' attention to several projects to be presented at this meeting. The following enhancement projects were also highlighted:

- (a) Site WK6 - greening works would be undertaken by CEDD for the strip of land abutting the New Yau Ma Tei Typhoon Shelter in September for completion by end 2009; and

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- (b) Site KT2 – the Kowloon City District Council had agreed to implement a temporary promenade to the north of Hoi Sham Park until the site was required as works area for the Central Kowloon Route project in 2012.

2.11 In response to the Chairman's enquiry, **Ms Lydia Lam** said that Highways Department (HyD) would brief HEC on the Central Kowloon Route project in due course.

Item 3 The Regeneration of the Harbourfront in Western District

3.1 The following representatives of the Project Proponent were invited to the meeting:

Ms Lee Siu-king
Ms Cynthia Lau
Ms Kate Kwok
Ms Carol Kan
Ms Wong Mi-hing
Mr Chan Sam-choi
Mr Chiu Wing-chiu

3.2 After a powerpoint presentation by the Project Proponent, Members raised the following comments/questions:

- (a) the initiative taken by the local community in preparing the proposals was fully appreciated and acknowledged by the Sub-committee;
- (b) whether the proposals had been endorsed by the Central and Western District Council (C&WDC);
- (c) whether technical feasibility of the proposals had been ascertained and any fundamental problems were envisaged in their implementation; and
- (d) the proposals had already gone through a diligent public engagement process. The proposals should be taken into consideration by PlanD in its land use review for Kennedy Town and Mount Davis.

3.3 In response, **the Project Proponent** made the following points:

- (a) the relevant committee under C&WDC would monitor

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the implementation of the proposals by including the subject as a standing item in its meetings for regular review. Whilst it was understood that some existing uses (e.g. Western Wholesale Food Market (WWFM) and the Western District Public Cargo Working Area (PCWA) could not be vacated/relocated in a short time, an incremental approach would be adopted to implement the proposals;

- (b) regarding technical feasibility, part of the WWFM and the piers was currently vacant. The proposed use of the roof and vacant piers of WWFM for retail and dining would unlikely affect the operation of the wholesale market;
- (c) from cargo handling operators' point of view, the PCWA should be relocated to Tuen Mun Area 38 near the River Trade Terminal where supporting infrastructure and warehousing facilities were in place to facilitate the growth of the trade. Consideration could be given to open part of the PCWA for public use in the night time before its future development into an extension of the Belcher Bay Park;
- (d) as for the ex-incinerator and abattoir site, its future use had yet to be determined by the Government. In view of the lack of cultural/recreational venue in the Western District, the area could be considered for the development of an arts and recreational hub; and
- (e) the five thematic areas played a complementary role to each other. They should be considered for implementation comprehensively rather than in isolation.

3.4 Members had the following further views:

- (a) the Government should provide solid responses to the proposals, including their feasibility and implementation timetable. The Harbour Unit of DEVB should act as a coordinator to take forward the valuable ideas from the local community;
- (b) the initiative taken by the Project Proponent in formulating the proposals was in line with the public

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engagement approach advocated by HEC. HEC could provide a platform to facilitate relevant stakeholders in exchanging views on harbour-front enhancement. Local forums could be organised to facilitate more dialogues between the Government and local communities in future; and

- (c) the future management model for our harbour-front should include mechanisms to take on board community ideas/initiatives in harbour-front planning and development.

3.5 **Ms Lydia Lam** said the initiative of the local community was fully acknowledged by the Government. A working group had been set up under C&WDC, with representatives from relevant bureaux/departments including DEVB, local community and existing operators, to follow up on the implementation of various enhancement proposals. Amongst others, enhancement of the WWFM had been discussed at a DC working group meeting recently. Also, DEVB had been liaising with Marine Department on the possibility of releasing some vacant berths at the PCWA for public use, similar to the arrangement for the Kwun Tong PCWA.

3.6 **The Chairman** thanked the Project Proponent for sharing their work with the Sub-committee. The Project Proponent's initiative and ideas were fully appreciated by the Sub-committee and it was noted that the Government and C&WDC would follow up on their implementation progressively.

Item 4 North Point Harbour Conceptual Design Competition - Live, Work and Play in North Point

4.1 **The Chairman** said that HEC was one of the co-organisers of the subject design competition, which was initiated by the Eastern District Council (EDC). The following representatives of the winner of the professional group of the design competition (the Project Team) were invited to the meeting:

Mr Frank Yu) Gravity Partnership Ltd.
Mr Solomon Fong)
Mr Roy Liu)
Mr W.K. Heung)

4.2 After a powerpoint presentation by the Project Team, **Mr**

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Patrick Lau, who was a member of EDC, said that the purpose of the design competition was to gather design ideas for the future development of the ex-North Point Estate site and to examine possible solutions responding to the physical constraints posed by the Island Eastern Corridor (IEC), enhancement opportunity for a continuous waterfront promenade, the public's desire for a performance venue for Chinese Opera, etc. The next step was to consider how to take forward the proposals.

4.3 Members in general appreciated the integrated and holistic approach adopted in the winning design and made the following comments:

- (a) the proposal to enhance vibrancy along the harbour-front was appreciated. However, the proposed high-rise hotel and office tower might not be in line with local sentiments;
- (b) elevated footbridges could be proposed to connect the low-rise blocks along the waterfront;
- (c) the end users (locals or tourists) should be defined;
- (d) focal points for residents within the project area should be identified;
- (e) the feasibility of the proposed high percentage of greenery area should be assessed;
- (f) further thoughts on pedestrian connectivity from the harbour-front to the areas south of King's Road were required;
- (g) it would be difficult to find a relocation site for the North Point Vehicular Ferry Pier, which was the only pier serving dangerous goods vehicles on Hong Kong Island. Besides, the proposed closure of existing roads (e.g. Marble Road) would require re-routing/relocation of various bus and mini-bus routes/termini. The associated traffic impact should be fully assessed; and
- (h) the North Point Ferry Piers and North Point Vehicular Ferry Pier were included in all the entries of the design competition, reflecting the community aspiration for an

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integrated design of all piers and ex-North Point Estate site. The planning brief for the ex-North Point Estate site should be revisited to take account of the community aspiration by including all the piers as part of the "Comprehensive Development Area" ("CDA") scheme before the site was sold.

4.4 **The Project Team** pointed out that the proposal was conceptual in nature. Many design ideas were subject to technical feasibility studies. Resources would be a key issue if the proposal was to be taken forward.

4.5 **Ms Lydia Lam** said that the design ideas gathered from the competition could be further considered under the Hong Kong Island East Harbour-front Study currently being undertaken by PlanD, and in finalising the planning brief for the ex-North Point Estate site.

PlanD

4.6 **The Chairman** thanked the Project Team and remarked that the winning scheme had demonstrated the importance of a holistic approach to various urban design issues. The proposal could stimulate discussion and provide useful input to the Government in finalising the planning of the area.

Item 5 Proposed Residential Development at 1-5 Kai Hing Road, Kai Tak South (Paper No. 16/2009)

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

Mr Ricky Wong) Hong Tai Yuen Ltd. (a subsidiary
Mr Charles Chiu) of Wheelock)
Mr Alfred Chiu)
Ms Carol Choy)

Mr Kelvin Ip) Ronald Lu & Partners
Ms Carmen Cheung)

Ms Betty Ho) PlanArch Consultants Ltd.
Mr Cheng Pui-kan)

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

(a) the overall building bulk of the proposed residential development was better than a commercial development

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with a plot ratio of 9.5, and it was appreciated that no podium structures had been proposed;

- (b) being the first property development along the Kwun Tong waterfront to the north-west of the Kwun Tong Ferry Pier, the subject site should help activate the harbour-front. However, under the current scheme, the waterfront promenade was isolated from the property development and there was no interface between them. Consideration should be given to introduce mixed uses such as shops, cafés or marina/yacht club fronting the waterfront promenade (for example, on the ground floor of the low-rise houses) to increase vibrancy;
- (c) the interface problem with the adjacent dangerous goods godown should be addressed;
- (d) there was a need to improve physical connectivity between the proposed promenade and Kai Hing Road;
- (e) variations in building heights should be considered to create a more interesting development profile. A higher building height could be considered in return for a reduction in the number of building blocks, so as to enhance building porosity and permeability; and
- (f) visual corridors could be re-oriented to a direction perpendicular to Kai Hing Road so as to improve visual access from the hinterland to the Harbour.

5.3 **Ms Ying Fun-fong** pointed out that for traffic safety, the proposed run-in/run-out should be relocated to the further north-east of the site to avoid creating sightline problem with adjoining road junction.

5.4 In response to Members' comments, **the Project Team** made the following points:

- (a) regarding the land use interface issue, it was understood that the adjacent lot owner had plans to redevelop the dangerous goods godown into commercial use. The areas along the Kwun Tong waterfront were in fact undergoing transformation;
- (b) the proposed redevelopment of the site into residential

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use with a lower plot ratio of 5 could improve the environment and would be more compatible with the waterfront setting;

- (c) given that the Kwun Tong PCWA was still in operation, it might not be appropriate to provide such uses as yacht club in the proposed development under the current circumstances. However, public landing steps had been included in the proposal to cater for more vibrant uses in future;
- (d) the site was connected with the wider Kwun Tong area via the existing pedestrian access underneath Kwun Tong Bypass and along Kai Hing Road;
- (e) the possibility of providing direct access from Kai Hing Road to the waterfront promenade and rearranging the retail area (now proposed in the north-eastern part of the site) to improve the interface with the waterfront promenade could be further explored;
- (f) whilst the site was subject to a building height restriction of 100mPD, Members' suggestion on relaxing the building heights for some of the residential towers to add visual interest to the height profile would be considered; and
- (g) in preparing the layout of the proposed development, one of the main considerations was to maintain the breezeway and visual corridor along Lam Chak Street. Rather than following a "grid-like" pattern, the building blocks were arranged in different angles to achieve a more interesting development layout.

5.5 **The Chairman** summarised the discussion as follows:

- (a) the Sub-committee had no strong objection to the proposed residential use to replace the commercial use permissible under the Outline Zoning Plan (OZP);
- (b) Members considered it important to promote vibrancy and attractiveness of the waterfront promenade by integrating it with the property development and incorporating such mixed uses as retail/marine facilities within the development abutting the promenade;

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- (c) variations in the building height of the residential towers should be considered to create a more interesting height profile. Members would support a relaxation of building height if the number of towers could be reduced; and
- (d) apart from ensuring visual permeability, physical permeability from Lam Chak Street to the proposed waterfront promenade should be improved to enhance connectivity from the hinterland to the waterfront.

Item 6 Draft Planning Brief for the “Comprehensive Development Area (1)” Site at West Kowloon (Paper No. 13/2009)

6.1 The following representatives of PlanD and HyD were invited to the meeting:

Ms Heidi Chan) District Planning Office/ Tsuen
Mr Wilson Chan) Wan and West Kowloon, PlanD
Mr C.H. Mak)

Mr Lam Sai-hung) Railway Development Division 2-3,
Mr Li Kin-tung) HyD

6.2 After a powerpoint presentation by PlanD, Members had the following comments/questions:

- (a) pedestrian connectivity amongst various rail stations as well as the West Kowloon Cultural District (WKCD), particularly at ground level, should be properly planned;
- (b) the interface of the future development at the site and the nearby areas should be properly addressed. It appeared that the ground level of the site would be dominated by air vents, entrances/exits of the rail terminus and public transport facilities, making the area not so appealing to visitors. The widening of Lin Cheung Road was also a concern;
- (c) given the large size of the site, the proposed plot ratio of 5 would result in a massive development, thus creating an “island fortress”. The rationale for the proposed building heights should be explained. An urban design or massing study would need to be carried out to demonstrate the acceptability of the future development;

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- (d) whether the entire site would be developed as a single site or sub-divided into smaller land parcels; and
- (e) the site could be considered for development of hotel or exhibition facilities. There was no need to confine the future use to office/retail at this stage. It could be determined by market force.

6.3 In response, **Ms Heidi Chan** explained the following points:

- (a) the Government had worked closely with the Mass Transit Railway Corporation Ltd. (MTRCL) to improve the pedestrian linkages in the area, in particular, to facilitate rail passengers to transfer from one station to another. Emphasis was also put on the integration of the subject site with the surrounding areas including the existing West Kowloon area, the Kowloon Station developments and WKCD;
- (b) while there was no change to the area shown as "Road" for Lin Cheung Road on the OZP, traffic improvement measures, including decking over the junction of Lin Cheung Road and Austin Road West, were being considered by TD. Besides, 6 footbridges and 2 subways had been proposed in the draft planning brief to improve connectivity and enhance the user-friendliness of the pedestrian network;
- (c) in determining the proposed plot ratio and building heights for the site, factors including public aspiration for reducing development intensity, the need to preserve views to ridgelines, economic consideration, etc. had been taken into account;
- (d) the currently proposed plot ratio of 5 represented a substantial reduction from the permitted plot ratio of 8.89 on the previous OZP. Based on the illustrative materials shown at the meeting, a gradation in height profile would be achieved in this part of West Kowloon and the views to the ridgeline of the Lion Rock Hill could be preserved. Besides, the whole station site would not be covered by massive podium-like structure. The main station facilities, including railway platforms, customs, immigration and quarantine areas, and car parks would

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be accommodated at below-ground levels. The future developer would also need to submit a Master Layout Plan for consideration of the Town Planning Board (TPB) and various impact assessments should be included in the s.16 submission;

- (e) whether the site would be sub-divided for land disposal would be considered by LandsD at implementation stage; and
- (f) under the 2030 Study, the West Kowloon area, being an important transportation hub, had been identified to have good potential to become a new high-grade office cluster. The possibility for developing the site for hotel or exhibition use was not precluded as they were uses under Column 2 of the "CDA(1)" Notes which were permissible upon approval by TPB.

6.4 **The Chairman** summarised the Sub-committee's discussion as follows:

- (a) it was appreciated that the draft planning brief had proposed to reduce the plot ratio and to stipulate the building height for the site and that no massive podium-like structure would be created;
- (b) the interface of the future development at the site with the nearby developments, including traffic arrangement and pedestrian connectivity in the entire West Kowloon area, should be properly addressed; and
- (c) an urban design study should be carried out for the future development, which should examine comprehensively all aspects including development density, building height and massing, greening opportunities, public space, etc.

Item 7 Wan Chai Development Phase II and Permanent Government Helipad - Exterior Design of Waterfront Structures (Paper No. 14/2009)

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

- Mr Bosco Chan) Hong Kong Island & Islands
- Mr C.K. Lam) Development Office, CEDD

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Mr Peter Cheek) AECOM Asia Company Ltd.
Mr Julian Ling)

Professor Bernard Lim) Architecture Design and Research
Mr S.K. Ho) Group Ltd.

7.2 After a powerpoint presentation by the Project Team, Members made the following comments/questions:

- (a) from harbour-front enhancement point of view, how to activate the sites and to enhance vibrancy along the Harbour was far more important than their exterior designs. It was important to consider making provisions for uses such as restaurants in the design of the piers at an early stage. Otherwise, it would be difficult to accommodate such uses later. The lesson from Central Ferry Piers was a case in point;
- (b) the pier would become an important destination on the new waterfront. The interface of the pier and the adjoining open space should be considered holistically;
- (c) there was no mentioning about the future expansion plan of the permanent government helipad. More comprehensive information should be provided for Members' reference in this regard;
- (d) there was not much difference between the 2 exterior design options. For the pier structure, the proposed glass roof design would not be desirable as it would be too hot during summer months. As for the helipad site, the implementation agent of the adjoining landscaped area should be clarified; and
- (e) HEC should be consulted on the design briefs for the subject pier and helipad.

7.3 **The Project Team** explained the following:

- (a) the focus of the Paper was on the exterior designs of the new Wan Chai ferry pier and permanent government helipad;
- (b) the roof and exterior design of the new pier structure had

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paid due regard to the “Water Park Precinct” proposed under the WDII Concept Plan. Apart from providing passenger ferry service, the roof of the new pier would be designed as an observation deck for the public to enjoy harbour view in accordance with the Explanatory Statement as contained in the approved Wan Chai North OZP. As for other possible uses within the pier, they would be subject to discussion with the future ferry operator. Members’ comments on the roof materials and the need for design flexibility to cater for possible dining facilities could be further considered at detailed design stage; and

- (c) the permanent government helipad would be for shared use by both the Government Flying Services and commercial helicopter operators. Attempts had been made to reduce the footprint of the necessary structures at the helipad site and to make them look as light as possible to blend in with the adjacent Golden Bauhinia Square. The landscaped area outside the helipad was indicative and its implementation would be co-ordinated by other relevant departments.

7.4 **The Chairman** concluded that the Sub-committee had no comment on the exterior designs of the new Wan Chai ferry pier and permanent government helipad as they were not the focus of the Sub-committee. Instead, the Sub-committee was more interested in the design briefs for the sites. It was considered important that the future use of the pier and the heliport could activate the waterfront, for example, by including such uses as retail/dining facilities at the pier, and that the design of the sites and the surrounding public space should be integrated to ensure the delivery of a quality waterfront.

Item 8 Central - Wan Chai Bypass & Island Eastern Corridor Link - Temporary Reprovisioning of FEHD Whitfield Depot (Paper No. 15/2009)

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

Mr Daniel Chung)	Major Works Project Management
Miss Mo Sau)	Office, HyD
Mr Dennis Wong)	

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Mr Eric Ma) AECOM Asia Company Ltd.
Mr Kelvin Cheng)
Mr Alex Li)

Mrs Lina Ng) Food and Environmental Hygiene
Mr Shum Nam-lung) Department (FEHD)

8.2 After a powerpoint presentation by the Project Team, Members had the following comments/questions:

- (a) how long the temporary reprovisioning period would be;
- (b) whether public access to the waterfront would be allowed during the temporary reprovisioning period;
- (c) the reprovisioning site should not be bigger than the original site and the proposed land requirement should be minimised. Consideration should be given to reduce the temporary site area by excluding the portion east of the HAD Causeway Bay Community Centre;
- (d) instead of using corrugated iron hoardings, chain-link fence might be considered to allow penetration of sunlight and air flow;
- (e) enhancement measures (like greening) should be implemented to compensate the public on the loss of the waterfront for enjoyment in the interim; and
- (f) HEC should be consulted on the design of the future FEHD depot and the adjoining new waterfront promenade.

8.3 In response, **the Project Team** explained the following points:

- (a) the area to the north of the temporary reprovisioning site was part of the WDII project works area and would be under reclamation. The provision of public access to this waterfront area would not be possible during the temporary reprovisioning period. However, the objective was to handover the new waterfront for enhancement purpose as soon as possible after completion of the works;
- (b) according to the current programme, reclamation and

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other infrastructure works at the North Point waterfront (including Central-Wan Chai Bypass and associated road network, and the permanent Whitefield Depot) would be completed by 2017;

- (c) the temporary reprovisioning of the depot would be arranged in 2 stages. Stage 1 (during construction of the basement car park) would last for one year from December 2009. Stage 2 (during reconstruction of IEC bridges) would commence thereafter for completion by mid 2014. The temporary parking area would be reduced and confined to the area underneath IEC during Stage 2;
- (d) the temporary reprovisioning site (about 5,000m²) was larger than the affected portion of the existing Whitfield Depot (about 3,800m²) because of its elongated configuration requiring more access space and the presence of bridge columns posing constraints on utilisation of space; and
- (e) EDC had been consulted on the proposal. The use of corrugated iron hoardings was requested by the residents of Harbour Heights to shield off the parking area. Landscape plantings would be provided along the southern site boundary to improve its interface and visual amenity of the area. Mitigation measures would also be implemented to minimise odour. If necessary, more transparent materials could be considered for the hoardings facing the Harbour.

8.4 **The Chairman** concluded that the Sub-committee acknowledged the need for temporary reprovisioning of the depot to facilitate implementation of the Trunk Road project. As the proposed parking of refuse trucks on the waterfront was not conducive to public enjoyment of the Harbour, the area of the temporary reprovisioning site should be reduced as far as possible. Enhancement measures to compensate for the occupation of harbour-front land should also be provided in conjunction with the temporary reprovisioning proposal.

Item 9 Any Other Business

Invitation to Visit Oyster Shell Beach in Lei Yue Mun

9.1 The meeting noted the invitation from District Officer (Kwun Tong) (DO/KT) to visit the Oyster Shell Beach, which was

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circulated to Members on 17 July 2009.

- 9.2 **The Chairman** proposed and Members agreed to put on record that the Tin Hau Statue proposal had never been presented to the Sub-committee when the Tourism Commission consulted the Sub-committee on the “Lei Yue Mun Waterfront Enhancement Project” in September 2008, and therefore the Sub-committee had in no way made a decision to support or object to the proposal.
- 9.3 The meeting also agreed that:
- (a) the concerned parties including Tourism Commission should provide the latest plan and design of the entire area to the Sub-committee for reference before the site visit. The plans should clearly indicate the high water mark, the extent of Victoria Harbour and the locations of all proposed structures; and
 - (b) the Sam Ka Tsuen Typhoon Shelter area and ferry pier should be included in the site visit.

[Post-meeting note: The Sub-committee’s views were conveyed to DO/KT on 23 July 2009 for follow up. The site visit was held on 12 August 2009.]

- 9.4 This was the last Sub-committee meeting under the current term of HEC. **The Chairman** thanked Members for their valuable contribution to the Sub-committee’s work. Members also thanked the Chairman for his steer in the past 2 years.
- 9.5 There being no other business, the meeting closed at 6:35 p.m.

**HEC Sub-committee on
Harbour Plan Review
November 2009**