

Appendix F3
Meeting Minutes and Presentation Materials for the
Meetings with the Task Force on Harbourfront
Developments on Hong Kong Island of the Harbourfront
Commission on 12 January 2017

**Harbourfront Commission
Task Force on Harbourfront Developments
on Hong Kong Island**

Minutes of Twenty-fifth Meeting

Date : 12 January 2017
Time : 10:30 a.m.
Venue : Conference Room , 15/F, North Point Government Offices,
333 Java Road, Hong Kong

Present

Mr Nicholas BROOKE	Chair, Task Force on Harbourfront Developments on Hong Kong Island
Mrs Margaret BROOKE	Representing Business Environment Council
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Mr SO Kwok-yin	Representing the Conservancy Association
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Anthony CHEUNG	Representing Hong Kong Institute of Architects
Mr Evans IU Po-lung	Representing Hong Kong Institute of Landscape Architects
Dr Peter Cookson SMITH	Representing Hong Kong Institute of Planners
Sr Emily LI	Representing Hong Kong Institute of Surveyors
Mr Ivan HO	Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN	Representing Hong Kong Institution of Engineers
Mr Walter CHAN	
Mr Hans Joachim ISLER	
Mr Vincent NG	
Mr NGAN Man-yu	
Mr YEUNG Hoi-wing	
Mr Alvin YIP	
Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB
Mr Edward LEUNG	Senior Manager (Tourism) 2, Tourism Commission (TC)
Mr Peter MAK	Chief Traffic Engineer/ Hong Kong, Transport Department (TD)
Mr Alfred WONG	Chief Engineer/ Hong Kong 1, Civil Engineering and Development Department (CEDD)
Mr Michael CHIU	Chief Executive Officer (Planning)1, Leisure and Cultural Services Department (LCSD)

Mr Louis KAU

District Planning Officer/ Hong Kong, Planning
Department (PlanD)

Mr Larry CHU

Secretary

In Attendance

Ms Jenny WONG

Assistant Secretary (Harbour) Special Duties,
DEVB

Absent with Apologies

Mr Shuki LEUNG

Representing Real Estate Developers Association
of Hong Kong

Mr Paul ZIMMERMAN

Mr Henry CHAN

Ms Jacqueline CHUNG

Ms Rosanna CHOI

Ms Vivian LEE

Mr Stanley HO

Mr David PONG

For Matters Arising

Mr Alfred WONG

Chief Engineer/ Hong Kong 1, CEDD

Mr LAM Chun-tak

Senior Engineer2 (HK Island Division)1, CEDD

For Agenda Item 3

Miss Christine AU

Principal Assistant Secretary (Harbour), DEVB

Miss Ida TSE

Project Coordinator (Harbour), DEVB

Action

Welcoming Message

The Chair welcomed all to the meeting. He informed Members that Mr Peter MAK had taken over the post of Chief Traffic Engineer/Hong Kong of TD from Mr CHAN Chung-yuen and Mr Alfred WONG had taken over the post of Chief Engineer/Hong Kong 1 of CEDD from Mr MAK Chi-biu. Both attended the Task Force meeting for the first time.

He also informed Members that Mr Edward LEUNG, Senior Manager of TC, attended the meeting on behalf of Ms Emily

MO; and Mr Michael CHIU, Chief Executive Officer of LCSD, attended on behalf of Mr Richard WONG.

Item 1 Confirmation of Minutes of the 24th Meeting

- 1.1 **The Chair** said the draft minutes of the last meeting were circulated to Members on 5 January 2017. The revised draft with Members' comments incorporated was circulated again on 11 January 2017. There being no proposed amendment, the minutes were confirmed at the meeting.

Item 2 Matters Arising

- A. *Proposed Boardwalk underneath the Island Eastern Corridor – Stage 2 Community Engagement (paragraph 5.19 of the minutes of the 24th meeting)*

- 2.1 **The Chair** welcomed representatives of CEDD to the meeting. **Mr LAM Chun-tak** briefed Members on the progress of Stage 2 Community Engagement (CE2) of the proposed Boardwalk underneath the Island Eastern Corridor (IEC) with the aid of a PowerPoint.

- 2.2 **The Chair** enquired about the following -

- (a) comments received from the Eastern District Council (EDC) and the community during CE2;
- (b) whether the four activity nodes were presented during CE2; and
- (c) whether the four activity nodes would increase the extent of reclamation.

- 2.3 **Mr Evans IU** enquired if there would be toilet facilities in the proposed activity nodes.

- 2.4 **Mr Ivan HO** suggested that an additional access point should be provided to the eastern section from North Point Vehicular Ferry Pier (NPVFP) to Hoi Yu Street to enhance its

connectivity to the hinterland.

2.5 **Dr Peter Cookson SMITH** made the following comments-

- (a) the current proposal had not incorporated all the comments from Members made at the last Task Force meeting. The only adjustment to address Members' comments was replacing the wavy structure with a simpler design;
- (b) he considered that the proposed width of the boardwalk was wider than what was required and there was no strong demand for incorporating a cycle track into the boardwalk; and
- (c) the design of the glass wall and street furniture could be further improved.

2.6 **Ir Raymond CHAN** enquired about the area of the boardwalk that would be put underneath IEC. He also asked about the latest estimation on project cost.

2.7 **Sr Emily LI** said that the estimation of project cost would be an important consideration. She also enquired if there was any measure to mitigate traffic noise from IEC.

2.8 **Mr LAM Chun-tak** made the following responses -

- (a) EDC generally supported the proposed scheme and requested for early implementation. The provision of a 10m-wide boardwalk was to provide space for multiple uses and more recreational facilities for public enjoyment. The provision of cycle track was also generally accepted by EDC while some expressed concern over safety issues and requested segregation of the cycle track from the pedestrian walkway;
- (b) Members of the public who participated in the public forums generally welcomed the proposed scheme;
- (c) sufficient toilet facilities would be provided around the

activity nodes including one inside the future waterfront open space north of Oil Street activity node, another near Tong Shui Road and in the garden close to NPVFP;

- (d) an additional access point is suggested to be provided at Provident Garden to make connections to the boardwalk; another access point would be provide near NPVFP for people to gain access to the upper deck of NPVFP through an existing ramp and a proposed lift;
- (e) the area covered by IEC was marked in red on the first slide of the PowerPoint. The structural capacity of the existing highway structures was not sufficient to support the 10m-wide boardwalk directly under the IEC. The existing dolphins adjacent to IEC would be used to support some sections of the boardwalk. There were also headroom constraints for the boardwalk under the IEC;
- (f) the project team would work out a pragmatic cost estimate at the detailed design stage; and
- (g) an environmental assessment would be conducted to assess the noise impact under the investigation study.

2.9 **The Chair** expressed concern over the impact of putting the boardwalk adjacent to rather than directly underneath IEC as originally planned.

2.10 In response, **Mr LAM Chun-tak** said that the alignment of the boardwalk was basically the same as the one proposed in CE1. The only change was to increase the proposed width.

2.11 **Ir Raymond CHAN** said that the boardwalk could become an independent structure if it was put adjacent to IEC.

2.12 **Mrs Margaret BROOKE** said that she was worried if additional reclamation would be involved when the boardwalk was placed adjacent to IEC. Such reclamation might not be able to satisfy the requirements of the Protection of Harbour Ordinance (PHO) and affect early

implementation of the project.

- 2.13 **Dr Peter Cookson SMITH** echoed Mrs Margaret BROOKE's view. He opined that the original scheme recommended years ago should be adopted as it would involve less reclamation.
- 2.14 **Miss Christine AU** responded that as mentioned by CEDD, the structural capacity of the existing highway structures and the headroom constraints rendered the 10m-wide boardwalk unable to be wholly placed directly under the IEC and without additional piles. The alignment of the boardwalk presented to the public during CE2 basically followed what was presented during CE1, with the only difference with the width, which was increased to allow for multiple uses. The technical study was also examining issues relating to the compliance with PHO. The proposed 10m width would be the minimum that could fulfil the compelling and present need as supported by the public during CE1. In the end, the project team would be able to provide cogent and convincing materials to demonstrate that the proposed scheme would satisfy the overriding public need test as required for compliance with PHO.
- 2.15 **Mr Hans Joachim ISLER** said that the change in the refined scheme was not significant and would not affect marine uses and water sports activities in nearby waters. The refined scheme could allow a wider variety of leisure activities on the boardwalk, which would be welcomed by majority of the public and help address their growing aspirations for outdoor activities.
- 2.16 **Mr Ivan HO** recalled that the technical constraint of insufficient headroom was discussed by the Task Force before and requested for more background information. He queried if such technical constraints had led to shifting of the boardwalk.
- 2.17 **Mr LAM Chun-tak** made the following responses-
- (a) the headroom underneath the IEC at both ends of the

western section of the boardwalk near Oil Street and Tong Shui Road respectively were insufficient for accommodating the boardwalk. For the eastern section of the boardwalk, the headroom would also be not enough for fireboats and other vessels to gain access to the existing piers if the boardwalk was put underneath IEC; and

- (b) the proposed alignment was derived from the scheme that was discussed in HC in 2013 with minor modifications made after conducting a detailed technical study.

2.18 **The Chair** said that as CE2 was still in progress, the project team should report back to the Task Force on the result of CE2 and respond to issues raised by Members with detailed justifications and background information.

CEDD

2.19 **Ir Raymond CHAN** requested the project team to advise whether the refined scheme would still fall within the original project scope and the rough estimation of project cost.

B. Temporary on-street metered parking for coaches at Hoi Yu Street, Quarry Bay, Hong Kong (paragraph 2.2 of the minutes of the 24th meeting)

2.20 **The Chair** informed the meeting that as requested by a Member, the survey information on utilization of the parking spaces at the temporary coach laagering point at Hoi Yu Street in Quarry Bay was circulated to Members on 5 January 2017.

C. Proposed North Island Line (paragraph 2.9 of the minutes of the 24th meeting)

2.21 **The Chair** informed the meeting that in response to a Member's enquiry on further information on the alignment of North Island Line and areas to be used for railway works, the Transport and Housing Bureau and the Highways Department replied that the project had yet to proceed to

Boardwalk underneath Island Eastern Corridor – Investigation

Task Force on Harbourfront Developments on Hong Kong Island

12 January 2017

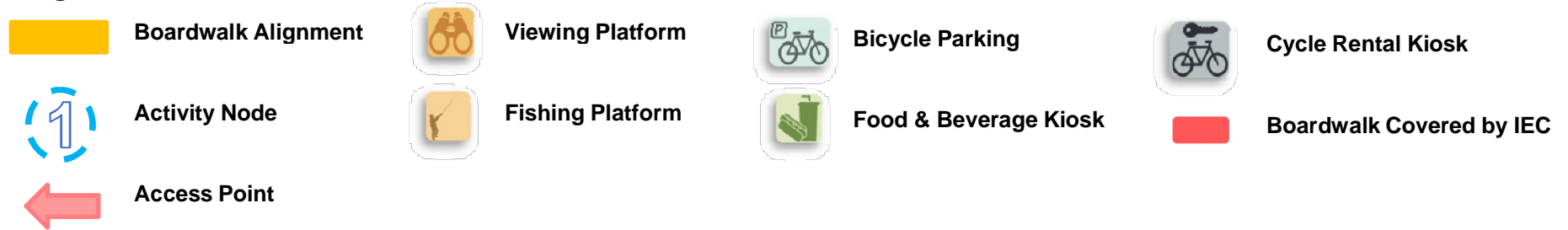


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Civil Engineering and
Development Department

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Recommended Scheme of the Boardwalk - Master Layout Plan

Legend:



1. Oil Street

- Connection to future waterfront open space

2. Tong Shui Road

- Connection to future waterfront open space
- Multi-purpose activity space

3. North Point Vehicular Ferry Pier

- Multi-purpose activity space
- Connection to waterfront open spaces
- Food & beverage kiosk

4. Hoi Yu Street

- Playground under IEC
- Public artworks display
- Food & beverage kiosk

Recommended Boardwalk Scheme

- 10m-boardwalk scheme
- Shared use among various social and recreational activities
- Minimized visual impact
- Adopt minimal design concept



Activity Node (1) - Oil Street

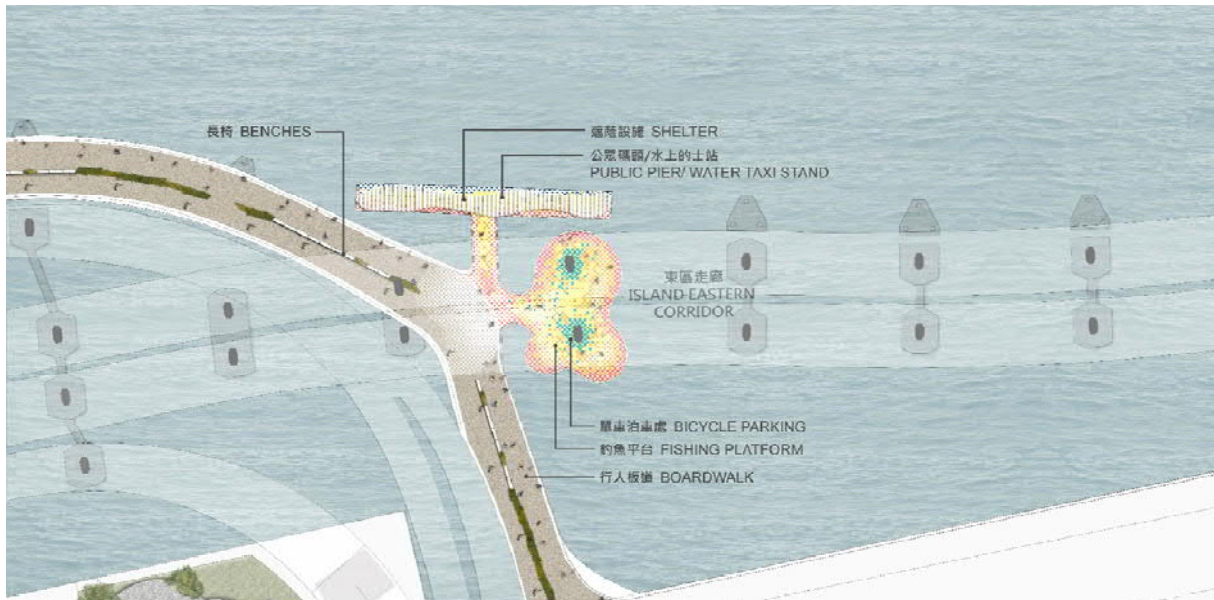


- Pocket garden, seating area, children's play area and cycle track are proposed at the future waterfront open space under the Urban Design Study for the Wan Chai North and North Point harbourfront areas



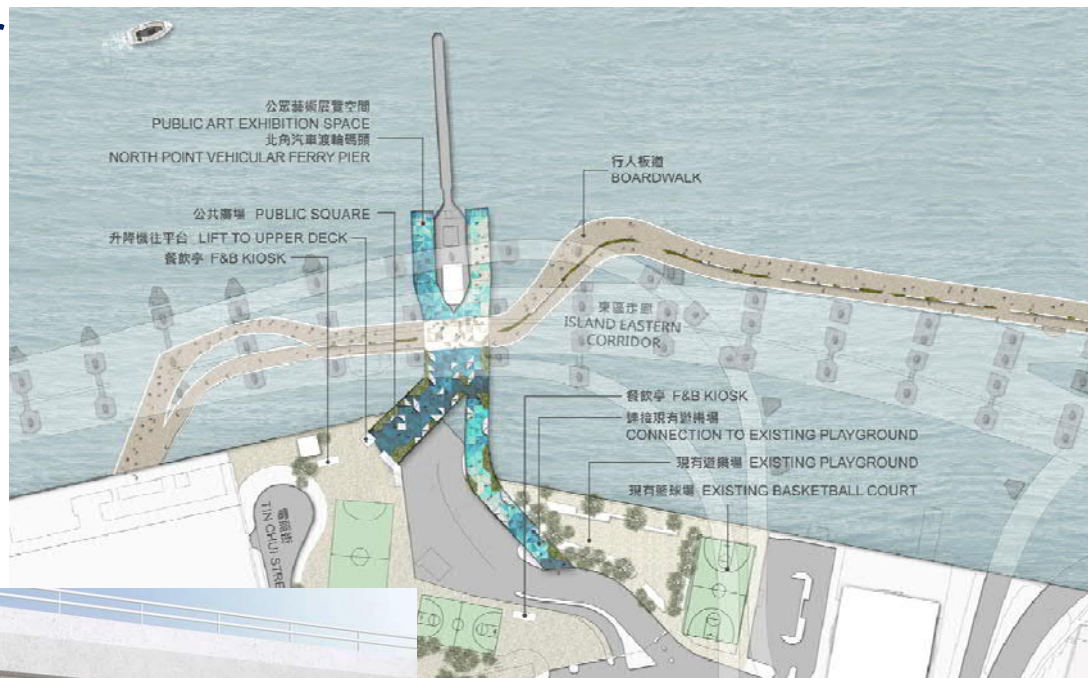
Activity Node (2) - Tong Shui Road

- A new fishing platform is proposed as an extension from the eastern edge of the Tong Shui Road Pier. The Pier can also serve as a boarding point for water taxi services.



Activity Node (3) - North Point Vehicular Ferry Pier

- The boardwalk passes through the upper deck of the pier, which could be used as an outdoor multi-purpose activity space. The existing ramp leading to the upper deck of the pier connects the boardwalk to the surrounding recreational facilities.



Activity Node (4) - Hoi Yu Street



- Cycle rental kiosk and food and beverage kiosk are suggested. There will be public artworks in different formats to make this an artistic and attractive entrance. We also propose a water playground to activate the space.



Stage 2 Community Engagement

- Period: 29 November 2016 to 28 January 2017 for 2 months

Activities Schedule	Date
Eastern District Council Consultation	29 Nov 2016
Focus Group Meeting	15 Dec 2016
1st Community Forum	17 Dec 2016
Harbourfront Commission Consultation	12 Jan 2017
2nd Community Forum	14 Jan 2017

- Latest information is available at the project website (<http://www.boardwalk.gov.hk>).

Thank you!



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