

**LegCo Panel on Home Affairs and Panel on Development  
Joint Subcommittee to Monitor the Implementation of  
the West Kowloon Cultural District Project**

**Response to the written submissions on  
the West Kowloon Cultural District project**

<b>Deputation</b>	<b>Summary of key views and suggestions</b>	<b>Administration's response</b>
<p>(1) Mr W S Yeung District Councilor, Eastern District</p>	<ul style="list-style-type: none"> <li>The West Kowloon Cultural District Authority (WKCDA) should leverage on the experience of the West Kowloon Bamboo Theatre to integrate modern elements with traditional art forms.</li> </ul>	<ul style="list-style-type: none"> <li>The WKCDA has incorporated the experience gained from the West Kowloon Bamboo Theatre into the design requirement of the Xiqu Centre Design Competition. The concept of crossover will apply to other programmes.</li> </ul>
	<ul style="list-style-type: none"> <li>The design competition for Xiqu Centre should be conducted in a fair and open manner.</li> </ul>	<ul style="list-style-type: none"> <li>With the support of an Independent Professional Advisor, whose role is to help the WKCDA prepare for and supervise the conduct of the Xiqu Centre design competition, the WKCDA is conducting the design competition for Xiqu Centre in a fair</li> </ul>

		<p>and open manner. The WKCDA has also consulted ICAC on the competition process.</p>
	<ul style="list-style-type: none"> <li>• A Digital Arts Pavilion should be built in the West Kowloon Cultural District (WKCD) to showcase local multimedia artworks and technologies.</li> </ul>	<ul style="list-style-type: none"> <li>• The current proposal on core arts and cultural facilities as unveiled in the Stage 3 Public Engagement (PE) Exercise in October 2011 is a result of extensive consultations with the community and the arts and culture sector over time. Since the Stage 1 PE Exercise in 2009, the WKCDA has held a number of meetings and forums to seek views from the public and key stakeholders on both hardware and software development. Dedicated stakeholder engagement has been on-going on the proposed artistic positioning and individual technical features of the core arts and cultural venues, their development priorities as well as the clustering of these facilities.</li> </ul>

		<ul style="list-style-type: none"> <li>• Along the major arts and cultural facilities, a number of arts pavilions will be built in the WKCD and the WKCDA will use these pavilions as the temporary platform for realizing visual art and culture events before the M+ Phase I is completed. After that, these pavilions will be available for local visual art and culture activities where different forms of visual art and culture, including multimedia artworks and technologies, can be showcased. Apart from the pavilions, the WKCDA also plans to develop a digital museum which will focus on disseminating artworks in digital form.</li> </ul>
<p>(1) Dr K C Tse The Association of Experts For Modernization Limited</p> <p>(2) Prof K P Cheung</p>	<ul style="list-style-type: none"> <li>• Alternative proposals on the overall layout and development of the WKCD should be adopted such that the underground potential could be fully used and the commercial gains maximized.</li> </ul>	<ul style="list-style-type: none"> <li>• The WKCDA has conducted a three-stage PE exercise to collect views from the public and stakeholders in the drawing up of the Development Plan (DP) for the WKCD. As revealed from the Stage 3 PE Exercise</li> </ul>

<p>The University of Hong Kong</p>		<p>completed in October 2011, there was strong support for the overall layout of the proposed DP as well as the early implementation of the project. In view of the general support of the public, the DP for the WKCD, which is based on the Foster + Partners' Conceptual Plan, was submitted to the Town Planning Board (TPB) in end-2011.</p> <ul style="list-style-type: none"><li>• On 9 March 2012, the TPB considered the DP and agreed that it was suitable for publication under the Town Planning Ordinance (TPO). The DP was then gazetted under the TPO on 30 March and accordingly deemed to be a draft plan prepared by the TPB for the purpose of the TPO. As such, any amendment to the DP will have to be made by the TPB in the statutory planning process.</li></ul>
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		<ul style="list-style-type: none"><li>• The concept underlying the DP is consistent with the inherent features of the alternative proposal, such as flexible use of underground space to free up the ground level for public enjoyment, incorporation of green initiatives and provision of public space as far as practicable. The integration of arts and cultural facilities, retail-dining-entertainment facilities as well as hotel, office and residential developments will enhance the diversity of activities, bring more people to the WKCD and create vibrancy for the district. It is necessary to ensure the consistency of any development proposal with the objective of the WKCD project and the statutory restrictions including the maximum plot ratio as set out in the DP.</li></ul>
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<p>(1) Mr C W Hung District Councilor, Tsim Sha Tsui West</p> <p>(2) Mr N T Ip District Councilor, Jordan East</p>	<ul style="list-style-type: none"> <li>• A vehicle tunnel linking the South and the North should be built at Canton Road to alleviate traffic congestion by way of vehicular routing.</li> </ul>	<ul style="list-style-type: none"> <li>• To better accommodate the developments in West Kowloon, the Government completed a traffic consultancy study for the West Kowloon New Development Area (WKNDA) in 2009. The purpose of the study is to improve road and pedestrian connections, to tackle congestion at some of the junctions in West Kowloon, and to address the traffic need of the entire WKNDA (including the WKCD and the XRL West Kowloon Terminus). Major road improvement schemes recommended in the study include: <ul style="list-style-type: none"> <li>(a) Construction of an underpass connecting Austin Road West (near Canton Road) and Lin Cheung Road (north of Jordan Road). (The implementation of the underpass has been entrusted to MTRCL and it is anticipated for completion</li> </ul> </li> </ul>
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		<p>together with the XRL project in 2015.)</p> <ul style="list-style-type: none"><li>(b) Modification of the Public Transport Interchange at the Kowloon exit of the Western Harbour Crossing (WHC) to allow vehicles to take the elevated road along Jordan Road for direct connection to the WKND (the scheme was completed in April 2011).</li><li>(c) Undertaking the improvement works at the Canton Road/Austin Road junction, including exploring the construction of Canton Road Underpass or alternatively widening junction to increase junction capacity.</li><li>(d) Implementation of other network improvement works, linking the WKCD directly to the nearby highways, so as to alleviate the burden on local transport network</li></ul>
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		<p>and further improve the traffic capacity of Jordan Road and Canton Road at the area. These works include:</p> <ul style="list-style-type: none"><li>• construction of a new elevated road link from the elevated Nga Cheung Road (NCR) to WHC (Hong Kong bound) (Scheme I);</li><li>• construction of direct connection from NCR to West Kowloon Highway (northbound) passing through Hoi Po Road (Scheme H);</li><li>• construction of direct road link from West Kowloon Highway (southbound) to NCR; and</li><li>• widening of Ferry Street/ Jordan Road junction.</li></ul> <ul style="list-style-type: none"><li>• Highways Department is currently working on the detailed design of items (c) and (d) mentioned above. It</li></ul>
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		<p>is anticipated that the earliest commencement of the works will be in 2014 while the earliest completion will be in end-2015.</p> <ul style="list-style-type: none"><li>• Upon completion of the above road junction improvement works, the traffic situation in the WKNDA will be substantially improved and the capacity of the road junctions will be adequate to cope with traffic demand up to 2031.</li><li>• For the Canton Road underpass scheme, as available road space is limited, the underpass construction has to occupy space of the existing Tsim Sha Tsui (TST) Fire Station Complex. The timing for implementation hinges upon the confirmation of the timetable to relocate the existing TST Fire Station Complex. However, Highways Department is currently</li></ul>
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		<p>working on the detailed design of the Austin Road/ Canton Road junction widening scheme as well as the road network improvement schemes in the area. It is anticipated that the earliest commencement of the junction widening works will be in 2014 while the earliest completion will be at end-2015. Upon completion of the Austin Road/Canton Road junction widening works, the traffic situation at Canton Road/Austin Road junction will be improved and the capacity of the road junction will be adequate to cope with traffic demand up to 2031.</p>
	<ul style="list-style-type: none"> <li>• A road connecting to the exit of the Western Harbour Crossing should be built to facilitate the routing of vehicles to Route 3.</li> </ul>	<ul style="list-style-type: none"> <li>• The WKCDA considers that the external transport improvement schemes, viz Schemes H and I proposed by the Transport Department in 2009, coupled with the new transport linkage across WHC toll plaza, are sufficient to handle the generated</li> </ul>

		<p>traffic of WKCD and facilitate the vehicular routing to Route 3. In addition, introducing a vehicular access in between Route 3 and New Yau Ma Tei Typhoon Shelter may reduce the pedestrian zone at-grade along that portion of the waterfront, which is an important pedestrian access between Mega Performance Venue/Exhibition Centre and Elements/ Kowloon Station, and this is not preferable.</p>
	<ul style="list-style-type: none"> <li>• Relevant departments of the Government should be well coordinated to plan the long-term traffic arrangement of the WKCD in its entirety and to consult the public and stakeholders on the overall vehicular and pedestrian network.</li> </ul>	<ul style="list-style-type: none"> <li>• In September 2011, the WKCD solicited the Yau Tsim Mong District Council's in-principle support of the draft DP, including traffic arrangement and pedestrian network. With the District Council's support, information on the proposed DP was unveiled to the public and stakeholders during the one-month Stage 3 PE Exercise on 30 September the same year before its submission to the TPB for</li> </ul>

		<p>consideration.</p> <ul style="list-style-type: none"> <li>• The Civil Engineering and Development Department (CEDD) will be responsible for other communal and government facilities and related engineering works, including traffic and pedestrian linakage systems. On 26 April 2012, CEDD consulted the Yau Tsim Mong District Council on the design and site investigation of the infrastructure works for WKCD phase 1. CEDD plans to apply to the Legislative Council for funding support of the said infrastructure works later in the year.</li> </ul>
(1) D · Dong	<ul style="list-style-type: none"> <li>• There is a very slight possibility that the general public will be used to arts or acquire a taste for arts within a period of five years before the completion of the first phase of M+ in 2017.</li> </ul>	<ul style="list-style-type: none"> <li>• It is part of the vision and mission of the WKCDA to encourage wider participation of the local community in arts and culture, and to promote arts education to the public. In view that M+ Phase I is scheduled to be</li> </ul>

		<p>completed in 2017, the WKCD will organize different activities and programmes on the existing WKCD site as well as other places in the city in order to provide the general public with more access to visual art and culture before the M+ building is realized. The WKCD will also develop the digital museum through which the general public will have access to arts and culture in digital form before the M+ building is ready. Apart from the M+ building, the first of the five planned arts pavilions will be completed in 2014 and these pavilions will be used as the temporary platform for M+ to stage various pre-opening programmes each year. All these activities and programmes, embedded with education features, will enhance the public's knowledge of and interest in arts and culture before M+ Phase I is completed.</p>
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	<ul style="list-style-type: none"> <li>• The WKCDA should provide information on the working progress of the Creative Learning Unit.</li> </ul>	<ul style="list-style-type: none"> <li>• Education is an important element in the WKCD and creative learning space has been proposed for inclusion in various arts and cultural facilities. Currently, the WKCDA is planning the creative learning space in the Xiqu Centre.</li> </ul>
	<ul style="list-style-type: none"> <li>• The design of the Arts and Craft Studio should truly meet the needs of the users.</li> </ul>	<ul style="list-style-type: none"> <li>• When designing the Arts and Craft Studio, the WKCDA will try to accommodate different art forms and meet the needs of the users.</li> </ul>
(1) Civic Party	<ul style="list-style-type: none"> <li>• The Government and the WKCDA should effectively enhance the public's, in particular the younger generation's cultural knowledge and to enrich Hong Kong's cultural contents in the next 10 years.</li> </ul>	<ul style="list-style-type: none"> <li>• The WKCDA will organize different activities and programmes on the existing WKCD site as well as other places in the city in the coming three years and beyond. The WKCDA will, through these different activities and programmes which are embedded with education features, provide the general public including the younger generation with more access to visual</li> </ul>

		<p>art and performing arts and enhance their knowledge of and interest in visual art and performing arts. The WKCDA will also work closely with curators, artists, arts groups and other partners to nurture a new generation of arts audience and make use of the on-line platform to increase the reach to different age groups.</p>
	<ul style="list-style-type: none"> <li>• The development of the WKCD should achieve a balance between hardware and software development, and bring about synergy in transforming Hong Kong into a dynamic cultural hub of its place and time.</li> </ul>	<ul style="list-style-type: none"> <li>• The WKCDA is building the hardware and software together. The design and building process of arts and cultural facilities goes parallel with audience building and capacity building activities in order to make sure there will be a good base of audience, arts talents and quality programmes when the facilities come into operation.</li> </ul>
	<ul style="list-style-type: none"> <li>• The cooperation relationship and division of labour among the Government, the WKCDA and the Hong Kong Arts Development Council (HKADC)</li> </ul>	<ul style="list-style-type: none"> <li>• The Government has been working closely with the WKCDA and HKADC to promote arts and cultural</li> </ul>

	<p>should be explored.</p>	<p>development in Hong Kong. We endeavour to optimize the use of resources and to create synergy to cater for the needs of the arts and culture community and the public at large efficiently and effectively.</p>
<p>(1) Hong Kong Community Development Network  (2) Southern Democratic Alliance</p>	<ul style="list-style-type: none"> <li>• An Ethnic Minorities Cultural Centre should be built for the promotion of the cultures of ethnic minorities.</li> </ul>	<ul style="list-style-type: none"> <li>• The current proposal on core arts and cultural facilities as unveiled in the Stage 3 PE Exercise in October 2011 is a result of extensive consultations with the community and the arts and culture sector over time. Since the Stage 1 PE Exercise in 2009, the WKCDA has held a number of meetings and forums to seek views from the public and key stakeholders on both hardware and software development.</li> <li>• With ‘Accessibility’ and ‘Vibrancy’ as two of the planning principles, the WKCD will be accessible to everyone and provide a diverse range of</li> </ul>



		<p>programmes/activities for all walks of life. Ethnic minorities groups were invited to take part in the PE Exercise in shaping the WKCD. The demand of these groups is well noted and will be taken into account in the detailed design and planning stage.</p>
<p>(1) Designing Hong Kong</p>	<ul style="list-style-type: none"> <li>• The WKCDA should retain specified controls over all aspects which determine the implementation of the draft development plan, including land lease conditions, zoning, building and design approvals, and road and infrastructure works, operations and maintenance, as well as services and amenities.</li> </ul>	<ul style="list-style-type: none"> <li>• For consistency and quality of the WKCD project, the WKCDA will have adequate involvement in the design and development of those areas in the WKCD falling outside the WKCDA's venues/facilities. The form and degree of the WKCDA's involvement in the implementation process will be worked out with concerned parties in taking forward the project.</li> <li>• The WKCDA will work closely with the Government on various aspects of implementation to ensure that the DP will materialize as intended.</li> </ul>

	<ul style="list-style-type: none"> <li>• The use of ‘non-building areas’ will lead to complications in the ownership and management of the passage ways.</li> </ul>	<ul style="list-style-type: none"> <li>• The “non-building areas” designated on the DP serve primarily as pedestrian ways, which also help facilitate air ventilation and improve visual permeability. The ownership of and management responsibility for the “non-building areas” will be demarcated at the detailed planning stage and consolidated in related land disposal documents.</li> </ul>
	<ul style="list-style-type: none"> <li>• Cycling should be recognized as a mode of transport in the WKCD for security, venue management, technical staff and performers/artists, as well as for those visitors who arrive by bike.</li> </ul>	<ul style="list-style-type: none"> <li>• Cycling paths are being considered . The current idea is to provide cycling facilities in the Park and other venues, the extent of which will be subject to detailed design ahead. The suggestion on how cycling could be made a mode of transport in the WKCD is well noted and will be taken into account in the future planning and development.</li> </ul>
	<ul style="list-style-type: none"> <li>• Mass transit and pedestrian connectivity with the hinterland, Kowloon Park, Jordan, Yau Ma Tei and Mongkok, remains weak and unresolved.</li> </ul>	<ul style="list-style-type: none"> <li>• The Transport Department is currently conducting the Traffic Study on Pedestrian Links for the West Kowloon</li> </ul>

		<p>Development Area and its Connections with Surrounding Districts.</p> <ul style="list-style-type: none"> <li>• All underground, at-grade and elevated pedestrian connections to the immediate neighbourhood have been proposed in the DP. The WKCDA will continue to work with the Government to enhance the connectivity to nodal points covering and beyond Yau Ma Tei and Mongkok.</li> </ul>
	<ul style="list-style-type: none"> <li>• Piers and pontoons should be included in the DP. Failing the above, a clear schedule with a timeline for consultation should be published.</li> </ul>	<ul style="list-style-type: none"> <li>• Marine facilities like piers, landing steps, arts pontoons and viewing platforms are proposed to be built in the WKCD. These are not shown in the DP as water features are not covered by the DP and are subject to the requirements of the Protection of the Harbour Ordinance (Cap. 531), for which further investigation and feasibility study are required. The WKCDA will work with relevant</li> </ul>

		Government bureaux/departments on the way forward.
	<ul style="list-style-type: none"> <li>• The agglomeration of commercial space in the WKCD (the development mix) should be reviewed such that more high quality commercial space can be made available.</li> </ul>	<ul style="list-style-type: none"> <li>• The current development proposal for the WKCD already provides a good mix of land uses integrating arts and cultural facilities with other uses which will enhance vibrancy and diverse activities in the WKCD, increase people flow and improve visitors' experience. It is necessary to ensure the consistency of any development proposal with the objective of the WKCD project and the statutory restrictions including the maximum plot ratio and building heights as set out in the DP. The actual provision of commercial space in WKCD enjoys a certain degree of flexibility.</li> </ul>

	<ul style="list-style-type: none"><li>• The WKCDA should identify and allow individual organizations to take on the development, implementation and management of individual venues rather than to control all details in-house.</li></ul>	<ul style="list-style-type: none"><li>• The WKCDA has been engaging professional institutes, arts-related organizations and relevant experts in implementing the WKCD project. Depending on the different nature of individual facilities, the WKCDA will develop suitable governance and management models for each facility and form strategic partnerships with arts groups and other external parties.</li></ul>
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