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Panel on Home Affairs and Panel on Development

**Joint Subcommittee to Monitor the Implementation
of the West Kowloon Cultural District Project**

**Minutes of meeting
held on Tuesday, 24 November 2015, at 9:00 am
in Conference Room 2 of the Legislative Council Complex**

Members present : Hon Christopher CHUNG Shu-kun, BBS, MH, JP (Chairman)
Hon Alan LEONG Kah-kit, SC (Deputy Chairman)
Hon Cyd HO Sau-lan, JP
Hon Starry LEE Wai-king, JP
Hon IP Kwok-him, GBS, JP
Hon LEUNG Kwok-hung
Hon Claudia MO
Hon Frankie YICK Chi-ming, JP
Hon YIU Si-wing, BBS
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Hon CHAN Yuen-han, SBS, JP
Hon Tony TSE Wai-chuen, BBS

Members attending : Hon Emily LAU Wai-hing, JP
Dr Hon CHIANG Lai-wan, JP

Members absent : Hon Abraham SHEK Lai-him, GBS, JP
Hon Steven HO Chun-yin, BBS
Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, JP

Public Officers attending : Items II and III

Home Affairs Bureau

Mrs Betty FUNG CHING Suk-ye, JP
Permanent Secretary for Home Affairs

Mrs Sorais LEE KWAN Siu-kuen, JP
Project Manager (Home Affairs Bureau)

Ms Angela LEE Chung-yan
Deputy Secretary for Home Affairs (3)

Mr Eric CHENG Siu-fun
Principal Assistant Secretary for Home Affairs (West
Kowloon Cultural District)

West Kowloon Cultural District Authority

Mr Duncan PESCOD, GBS, JP
Chief Executive Officer

Dr CHAN Man-wai
Executive Director, Project Delivery

Item III

West Kowloon Cultural District Authority

Mr Y C NG
Head, Technical Services

Clerk in attendance : Ms Alice LEUNG
Chief Council Secretary (2)6

Staff in attendance : Ms Jasmine TAM
Senior Council Secretary (2)8

Mr Richard WONG
Council Secretary (2)6

Miss Meisy KWOK
Legislative Assistant (2)6

Miss LEE Wai-yan
Clerical Assistant (2)6

I. Election of Chairman and Deputy Chairman (if required)

Members considered it not necessary to re-elect the Chairman and Deputy Chairman of the Joint Subcommittee to Monitor the Implementation of the West Kowloon Cultural District Project ("the Joint Subcommittee"). Mr Christopher CHUNG and Mr Alan LEONG agreed to continue to serve as the Chairman and Deputy Chairman respectively in the 2015-2016 session.

II. Update on the progress of the West Kowloon Cultural District development

(LC Paper Nos. CB(2)302/15-16(01)-(02))

2. The Joint Subcommittee deliberated (index of proceedings at **Annex**).

3. At the invitation of the Chairman, the West Kowloon Cultural District Authority ("WKCD") briefed members on the latest progress of the development of the West Kowloon Cultural District ("WKCD"), details of which were set out in its paper (LC Paper No. CB(2)302/15-16(01)) and powerpoint presentation materials tabled at the meeting.

(Post-meeting note: The softcopy of the powerpoint presentation materials provided by WKCD was issued to members vide LC Paper No. CB(2)336/15-16(01) on 24 November 2015.)

Admin

4. The Administration was requested to provide the timetable for the handover of the works areas for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link within WKCD by the MTR Corporation Limited to the Administration/WKCD.

III. Integration and connectivity of the West Kowloon Cultural District with its neighbouring districts

(LC Paper Nos. CB(2)302/15-16(03)-(04))

5. At the invitation of the Chairman, WKCD briefed members on the interim recommendations of the Traffic Operation Plan study commissioned by WKCD and the implementation progress of the transport infrastructure projects linking WKCD with its neighbouring districts, details of which were set out in its paper (LC Paper No. CB(2)302/15-16(03)) and powerpoint presentation materials tabled at the meeting.

(Post-meeting note: The softcopy of the powerpoint presentation materials provided by WKCD was issued to members vide LC Paper No. CB(2)336/15-16(02) on 24 November 2015.)

IV. Any other business

Date of the next meeting and items for discussion

6. The Chairman informed members that the next meeting would be held on Monday, 14 December 2015, from 10:45 am to 12:45 pm. Members agreed that the Joint Subcommittee should further discuss the subject of the

Action

integration and connectivity of WKCD with its neighbouring districts at the next meeting, and that the Administration/WKCDA should be requested to provide a follow-up paper setting out its response to the relevant views and concerns raised by members at this meeting, so as to facilitate members' further discussion on the subject. Members further noted that WKCDA would also brief the Joint Subcommittee on the latest progress of the development of Xiqu Centre and WKCDA's work on capacity building and stakeholder engagement at the next meeting.

7. There being no other business, the meeting ended at 11:14 am.

Council Business Division 2
Legislative Council Secretariat
11 December 2015

**Proceedings of meeting of the Joint Subcommittee to Monitor
the Implementation of the West Kowloon Cultural District Project
held on Tuesday, 24 November 2015, at 9:00 am
in Conference Room 2 of the Legislative Council Complex**

Time marker	Speaker(s)	Subject(s)/Discussion	Action Required
<i>Agenda Item I - Election of Chairman and Deputy Chairman (if required)</i>			
000201 - 000314	Chairman Deputy Chairman	Members considered it not necessary to re-elect the Chairman and Deputy Chairman.	
<i>Agenda Item II - Update on the progress of the West Kowloon Cultural District development</i>			
000315 - 001310	Chairman Admin WKCDA	Briefing and powerpoint presentation by the West Kowloon Cultural District Authority ("WKCD") on the latest progress of the development of the West Kowloon Cultural District ("WKCD") (LC Paper Nos. CB(2)302/15-16(01) and CB(2)336/15-16(01)).	
001311 - 001840	Mr Tony TSE Admin WKCDA	<p>Mr Tony TSE considered that given the long development timeframe of WKCD, it was important to make good use of the land in WKCD pending the implementation of the permanent works to facilitate public enjoyment of WKCD in the interim. He enquired whether the Administration had urged the MTR Corporation Limited ("MTRCL") to hand over the sites within WKCD currently being used for the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") to the Administration/WKCDA as early as possible and to provide a concrete handover schedule, so as to enable WKCDA to put the sites concerned to various temporary uses to fully utilize the sites.</p> <p>The Administration advised that about 12 hectares of WKCD, which were mainly located within Zones 2A, 2B and 2C of the WKCD integrated basement, were currently being used as temporary works areas for the XRL project. About half of such works areas were located within Zone 2A for the construction of the West Kowloon Terminus ("WKT") of XRL. As advised by MTRCL, these works areas were targeted to be released in 2018. As for the remaining half of the works areas which were located within Zones 2B and 2C, they were mainly used as temporary supporting works areas for the XRL project. Subject to the land sale programme of the hotel, office and residential ("HOR") developments designated for Zone 2B and the development plan for the Batch 3 facilities in Zone 2C, the Administration was prepared to work out a feasible timetable with MTRCL for handover of these works areas flexibly according to the development needs of WKCD to tie in with the implementation programmes of the two zones.</p>	

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		The Administration was requested to provide the timetable for the handover of the XRL works areas within WKCD by MTRCL to the Administration/WKCDA.	Admin
001841 - 002404	Mr YIU Si-wing Admin WKCDA	<p>Mr YIU Si-wing raised the following enquiries –</p> <p>(a) for those WKCD facilities with concrete implementation programmes, whether the Administration/WKCDA had assessed the impact of delay, if any, in the construction works of these facilities on their costs, and if so, the relevant details;</p> <p>(b) as the material prices were going down, whether the Administration/WKCDA would explore with the contractors awarded with the works in WKCD the possibility of adjusting downward the costs of the relevant works; and</p> <p>(c) given that the Nursery Park, which opened in July 2015, and other facilities to be delivered in the first batch (e.g. Xiqu Centre and Arts Pavilion) were scattered over the eastern and western parts of WKCD and there was no car park on the site at the moment, how WKCDA would enhance the accessibility of these facilities to the public.</p> <p>The Administration advised that –</p> <p>(a) it was confident that there would not be any major delay in the completion of the works for the Batch 1 facilities (i.e. Xiqu Centre, the Park (including the Arts Pavilion) and M+), the Lyric Theatre Complex ("LTC") and the Artist Square Development Area; and</p> <p>(b) as the tender prices of the returned tenders for the works for the WKCD integrated basement were generally within the budget approved by the Legislative Council ("LegCo"), it was not envisaged that any cost overrun problem would arise as far as the approved works for the integrated basement were concerned.</p> <p>WKCDA supplemented that –</p> <p>(a) in view of the competitive prices of the recently returned tenders for the works for WKCDA facilities, it was confident at the moment that the funding it had put aside for the projects underway would be sufficient to complete the projects; and</p>	

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		<p>(b) while WKCD was easily accessible by different means of public transport, car parking arrangements were currently in place on the WKCD site to meet the visitors' needs. Besides, the car park adjacent to M+ would be available before the target opening of M+ in 2019. WKCDA would closely monitor the car parking demand in WKCD and refine the car parking arrangements as necessary and appropriate.</p>	
<p>002405 - 003037</p>	<p>Mr MA Fung-kwok Admin WKCDA</p>	<p>Mr MA Fung-kwok said that he was a member of the Board of WKCDA. He was concerned that WKCDA might need to bear additional costs and/or suffer loss of income owing to the deferred handover of the XRL works areas within WKCD for the implementation of the WKCD project. He enquired whether the Administration had formulated any contingency plan to alleviate the impact on WKCDA should such a situation arise.</p> <p>While noting that the Administration had rendered additional financial support to WKCDA through fully funding the capital works of the main integrated basement, Mr MA suggested that the Administration should consider providing further financial support for the WKCD project through, for instance, vesting the HOR sites within WKCD in WKCDA without the need for land premium payment, and, in return, requiring WKCDA to repay to the Government the upfront endowment of \$21.6 billion together with the interests accrued, so as to enable WKCDA to address the substantial funding gap of the WKCD project.</p> <p>The Administration advised that –</p> <p>(a) WKCDA was currently focusing on the development of the Batch 1 and Batch 2 facilities, which were generally not affected by the deferred handover of the XRL works areas within WKCD. While the implementation of the topside developments within Zones 2A, 2B and 2C of the integrated basement (which mainly included the Batch 3 facilities, RDE facilities and HOR developments) would be affected by the progress of the XRL works, there was no confirmed programme for these developments at the moment. This notwithstanding, the Administration had secured LegCo's funding approval in July 2015 for carrying out design and site investigation works for Zones 2A, 2B and 2C of the integrated basement so that development could start once the sites were handed over to Government/WKCDA. So far, the deferred</p>	

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		<p>handover of the XRL works areas within WKCD had no significant adverse impact on the ongoing works for the WKCD project nor had it caused any financial loss to WKCDA; and</p> <p>(b) members were advised by the Chief Secretary for Administration cum Chairman of the WKCDA Board in July 2015 that WKCDA and the Administration were reviewing the financial arrangements with a view to identifying alternative funding options/ financial approaches for the WKCD project. One possible option being explored was granting the development right in respect of some or all of the HOR developments in WKCD to WKCDA with WKCDA's payment of market land premium to the Government. The option, if implemented, should provide WKCDA with the necessary funding for the implementation of the Batch 3 facilities.</p>	
003038 - 003617	Ms Cyd HO Admin WKCDA	<p>Ms Cyd HO considered it important for the Administration/WKCDA to carry out the necessary public infrastructure works to support the commissioning of the facilities in WKCD. She was concerned that the construction programme of the Park, which sought to deliver the Park in three phases starting from 2017, did not dovetail with that of the Arts Pavilion, which was located in the Park and targeted for completion in mid-2016. She enquired whether it would be difficult for members of the public to access the Arts Pavilion after its commissioning and use the adjoining open space given the ongoing construction works in the Park. She also urged WKCDA to expedite the delivery of the whole Park for early public enjoyment of the open space in WKCD.</p> <p>WKCDA advised that the Arts Pavilion was planned to be the first arts and cultural facility to be delivered in WKCD as it would provide an early opportunity for the staging of exhibitions on the M+ Collection before the completion of the M+ building. The site at which the Arts Pavilion was located would be self-contained with all the necessary supporting infrastructure in place. The area around the Arts Pavilion would be landscaped as part of the existing works for the Park, and it would be accessible to the public after the commissioning of the Arts Pavilion and throughout the construction period of the remaining parts of the Park.</p> <p>Ms Cyd HO's enquiry and WKCDA's response on how members of the public could access the Arts</p>	

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		Pavilion from the bus lay-bys of the Western Harbour Crossing.	
003618 - 004146	Miss CHAN Yuen-han WKCD	<p>Ms CHAN Yuen-han raised the following enquiries –</p> <p>(a) whether WKCD had followed up on members' earlier suggestion that more black boxes should be provided in WKCD; and</p> <p>(b) given that many participants of the Freespace Happening events held on the Nursery Park had reflected that it was not easy to access the site, what measures would be taken by WKCD to enhance the accessibility of the Nursery Park.</p> <p>WKCD advised that –</p> <p>(a) apart from the Black Box to be provided at Freespace within the Park which was targeted for completion in 2018, a 600-seat Medium Theatre (previously Medium Theatre II ("MT II")) and a Studio Theatre with 200+ seats (previously a 250-seat Black Box Theatre in the Centre for Contemporary Performance ("CCP")) would be provided in addition to the original Lyric Theatre (with its seat capacity to be increased from 1 200 to 1 450) in LTC. The modified facility framework for LTC would advance the delivery of MT II and one of the black box theatres of CCP from after 2022 to around 2020; and</p> <p>(b) given the challenging location of WKCD, it had been constantly reviewing the connectivity plan of WKCD and would continue to liaise closely with the Transport Department and other relevant parties including the Western Harbour Tunnel Company Limited on ways to improve the accessibility of the site.</p>	
004147 - 004714	Deputy Chairman Admin	<p>In response to the Deputy Chairman's enquiry about the alternative financing/funding options being studied by the Administration and WKCD, the Administration advised that it was exploring with WKCD, among others, the option of granting the development right of some or all of the HOR developments within WKCD to WKCD with WKCD's payment of market land premium, so as to enable WKCD to develop the sites concerned through joint venture with private developer(s) and retain the profits so generated to cover the construction costs of the Batch 3 facilities as well as the operating costs of the</p>	

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		<p>WKCDA facilities. Detailed assessment on the viability of the said option would be conducted and relevant details would be reported to the Joint Subcommittee when ready.</p> <p>On the Deputy Chairman's further enquiry about whether the Administration had ruled out the option of vesting the HOR sites within WKCD in WKCDA without requiring it to pay the land premium, the Administration advised that the proposed option had not been studied by the Administration and WKCDA. If the financial viability of granting the development right of the HOR developments within WKCD to WKCDA with WKCDA's payment of land premium could not be established, consideration would be given to other alternative financing/funding options as appropriate.</p> <p>The Deputy Chairman considered that as compared with the alternative financing/funding option being studied by the Administration and WKCDA, the suggestion of vesting the HOR sites within WKCD in WKCDA without requiring it to pay the land premium could provide more certainty to WKCDA in respect of the funds available for the WKCD development.</p>	
004715 - 005229	Mr CHAN Chi-chuen Admin Chairman	<p>Mr CHAN Chi-chuen urged the Administration and WKCDA to come to an early decision on when and how the development of the commercial sites within WKCD should be taken forward, which would impact upon the overall operation of WKCD given in particular the progressive commissioning of the first batch of facilities over the next few years. He enquired whether a target timeframe had been set on when such a decision would be available.</p> <p>The Administration advised that the commercial sites in WKCD (including sites for HOR developments and RDE uses) were mainly located in Zones 2A, 2B and 2C of the integrated basement, within which part of the land was currently being used as works areas for the XRL project. As the XRL works areas within Zones 2B and 2C were mainly used as supporting works areas only, MTRCL had been requested to explore the possibility of handing over these works areas to the Government/WKCDA in 2017-2018 to meet the development needs of WKCD. As regards the XRL works areas within Zone 2A, while the actual handover timetable would depend on the completion date of the construction of WKT, MTRCL currently aimed to release such areas in 2018. Given that each commercial site might</p>	

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		<p>comprise both HOR developments and RDE uses which were currently vested in the Government and WKCD respectively, the development programme of the commercial sites within WKCD would have to be worked out jointly by the Government and WKCD in due course.</p>	
005230 - 005737	Ms Claudia MO Admin WKCD	<p>Ms Claudia MO expressed concern about the proposal to grant the development right of the HOR developments in WKCD to WKCD under which WKCD might develop the sites concerned through joint venture with private developer(s). She considered it necessary for the Administration to provide details of the proposal, including (a) whether the private developer(s) would be appointed through open tenders; (b) the profit-sharing arrangement between WKCD and the private developer(s); and (c) the difference between the proposed mode of development of the HOR sites by WKCD and the existing mode of property development by MTRCL. She also requested the Administration and WKCD to further consult the Joint Subcommittee before finalizing the proposal.</p> <p>The Administration clarified that according to the alternative financing option being contemplated by the Administration and WKCD, WKCD would be required to pay the land premium in exchange for the development right of the HOR developments in WKCD. If WKCD was granted the development right and if it wished to develop the HOR sites through joint venture with private developer(s), WKCD would be required to do so through open tenders. This was to ensure that the process of engaging private developer(s) would be in the best interests of WKCD and the public. The Administration and WKCD aimed to work out the details of the proposed alternative financing option(s) and report to the Joint Subcommittee in 2016.</p> <p>WKCD supplemented that it was examining a number of alternative financing/funding options in conjunction with the Government. In drawing up its recommendations on the proposed alternative financing/funding option(s), it would take into account, among other things, the financial viability of the proposed option(s) and the need to ensure transparency and enhance the public's confidence in the implementation arrangements.</p>	
005738 - 010313	Mr LEUNG Kwok-hung Admin	<p>Pointing out that the Administration had indicated that the proposed Kai Tak Multi-purpose Sports Complex ("MPSC") in East Kowloon, which would house a mega stadium with a retractable</p>	

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		<p>roof, sought to, among other things, address the shortage of venues for open-air concerts in Hong Kong, Mr LEUNG Kwok-hung enquired whether the Administration had considered establishing the MPSC in WKCD, which in his view should be more suitable for the staging of music performance.</p> <p>Stressing that WKCD was originally intended to provide arts and cultural facilities as well as open space for the public, Mr LEUNG questioned the rationale for including HOR developments in WKCD.</p> <p>The Administration responded that WKCD was planned to be developed into an integrated arts and cultural district. It covered an area of about 40 hectares with the provision of 23 hectares of public open space including the Park. The MPSC, with a 50 000-seat stadium, served mainly to provide a venue for the staging of major sports events. As the MPSC occupied a site area of 28 hectares, it was not possible to accommodate the MPSC in WKCD.</p>	
010314 - 010540	Chairman Admin	<p>Pointing out that WKCD was intended to be developed as a world-class arts and cultural district, the Chairman expressed concern about the absence of a concrete timetable for the delivery of the Batch 3 facilities, comprising venues such as Music Centre, Great Theatre and Musical Theatre which were crucial components of the WKCD that had been envisioned. He called on the Administration and WKCDA to make early planning for the implementation of the Batch 3 facilities once MTRCL had confirmed the timing for handing over the relevant XRL works areas within WKCD to the Government/WKCDA.</p> <p>The Chairman also urged the Administration and WKCDA to provide details of the proposed alternative financing/funding options to the Joint Subcommittee as early as practicable.</p> <p>The Administration stressed that it had not given up the implementation of the Batch 3 facilities. Given that the endowment fund and associated investment return would be sufficient only to cover the costs of the design and construction of the Batch 1 and Batch 2 facilities, the Administration and WKCDA had been working closely with a view to identifying viable alternative financing/funding options to enable the implementation of the Batch 3 facilities. Once the funding issue was resolved, WKCDA would immediately take forward the planning of the</p>	<p>Admin / WKCDA to note</p>

Time marker	Speaker(s)	Subject(s)/Discussion	Action Required
		<p>implementation of the Batch 3 facilities. Meanwhile, WKCDA was also exploring the possibility of developing the Mega Performance Venue/Exhibition Centre through some form of public-private partnership.</p>	
010541 - 011109	Ms Emily LAU Admin WKCDA	<p>Ms Emily LAU said that the public had been concerned about the high costs of the WKCD project and were eager to know whether, and if so, how much additional public funding would be required for completing the project. She called on the Administration and WKCDA to provide more information to the public and LegCo in this regard. She also urged WKCDA to proactively explore other sources of funding through, for instance, raising funds from the community, and not to rely solely on public funding to meet the costs of the WKCD project.</p> <p>WKCDA advised that in devising fund-raising plans for the WKCD project, it was mindful that care should be taken not to take away funds that were already in the market for the local arts and cultural groups. The management of WKCDA was looking at a range of potential fund-raising initiatives and would make recommendations on the fund-raising strategy and plans to the WKCDA Board shortly.</p> <p>Ms LAU suggested that WKCDA should be requested to brief the Joint Subcommittee on WKCDA's fund-raising strategy, methods and progress at a future meeting.</p>	WKCDA to note
011110 - 011341	Miss CHAN Yuen-han WKCDA	<p>Miss CHAN Yuen-han reiterated that –</p> <ul style="list-style-type: none"> (a) pending the phased delivery of the performing arts ("PA") venues in WKCD, some black boxes should be provided in WKCD to provide venues for the staging of arts and cultural events in the interim; (b) the Administration and WKCDA should step up efforts to enhance the accessibility of the WKCD site; and (c) while appreciating the rationale behind WKCDA's proposal to combine MT II and one of the black box theatres previously planned for CCP with Lyric Theatre to form LTC, she was concerned about the additional costs to be incurred for the construction of LTC. <p>WKCDA responded that while the construction cost for LTC would be higher than that for the original Lyric Theatre, the proposal to combine two</p>	

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		<p>other PA venues with Lyric Theatre could achieve design efficiency and cost savings in the construction of the three venues, as back-of-house facilities could be shared among theatres housed in the same complex.</p>	
011342 - 011633	Mr LEUNG Kwok-hung WKCDA	<p>Mr LEUNG Kwok-hung reiterated his earlier views that WKCD, and not the proposed Kai Tak MPSC, was a more suitable venue for the staging of open-air concerts and that HOR developments should not be provided in WKCD.</p> <p>WKCDA responded that there would be a venue adjacent to the Freespace in the Park for open-air concerts which could accommodate around 10 000 people.</p>	
<i>Agenda Item III - Integration and connectivity of the West Kowloon Cultural District with its neighbouring districts</i>			
011634 - 013927	Chairman Admin WKCDA	<p>Briefing and powerpoint presentation by WKCDA on the interim recommendations of the Traffic Operation Plan study commissioned by WKCDA and the implementation progress of the transport infrastructure projects linking WKCD with its neighbouring districts (LC Paper Nos. CB(2)302/15-16(03) and CB(2)336/15-16(02)).</p> <p>Extension of meeting for 15 minutes.</p>	
013928 - 014434	Miss CHAN Yuen-han	<p>Miss CHAN Yuen-han expressed the following views and concerns –</p> <p>(a) while she welcomed the introduction of an environmentally friendly transport system ("EFTS") in WKCD, she considered it crucial for WKCDA to draw up a concrete implementation plan as expeditiously as possible so as to cater for the passenger traffic that would arise from the progressive commissioning of the first batch of WKCD facilities;</p> <p>(b) she was concerned whether the current design of the Artist Square Bridge, which involved the use of glass louvres, would pose any cleaning and management problems in future;</p> <p>(c) as the existing roads in the vicinity of WKCD including Austin Road were already heavily congested and given the vehicle-free design concept of WKCD, WKCDA should reconsider whether it was necessary and appropriate to provide as many as over 2 000 car parking spaces in WKCD; and</p>	

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		<p>(d) the two existing landing steps in WKCD should serve as interim berthing/landing facilities only and piers should be set up in WKCD in the long run.</p>	
<p>014435 - 014849</p>	<p>Mr IP Kwok-him WKCDA</p>	<p>Mr IP Kwok-him said that given the keen demand for car parking spaces in the West Kowloon area, he did not consider it necessary or appropriate to significantly reduce the number of car parking spaces to be provided in WKCD. He considered it necessary, however, to strengthen the existing road network outside WKCD so as to enhance the vehicular accessibility of WKCD.</p> <p>Expressing support for making available marine transport service to connect WKCD with other parts of Hong Kong, Mr IP requested WKCDA to elaborate in more detail its current plan for the provision of marine transport service and facilities in WKCD, including whether water-taxi service would be provided in future.</p> <p>WKCDA advised that –</p> <p>(a) in planning the provision of car parking spaces in WKCD, it had taken into account, among other things, the need to comply with the relevant requirements under the Hong Kong Planning Standards and Guidelines and the existing car parking provision in the adjacent developments/areas of WKCD. It would seek to ensure that there would be adequate car parking spaces in WKCD to meet the demand of both daytime users (e.g. office workers) and nighttime users (e.g. visitors using the arts and cultural facilities in WKCD) through, for instance, adopting a car park sharing mechanism; and</p> <p>(b) if public landing steps/ferry piers could be set up in WKCD and water taxi services were in place, it would be happy to allow water taxis to access the public landing steps in WKCD.</p> <p>Mr IP urged WKCDA to follow up closely with relevant government departments on the provision of marine transport service and facilities in WKCD.</p>	
<p>014850 - 015219</p>	<p>Ms Emily LAU WKCDA</p>	<p>Ms Emily LAU raised the following enquiries and views –</p> <p>(a) whether the current design of the Artist Square Bridge was the winning design of any design competition held for the Bridge, and whether it would give rise to any operational issues (e.g. the bridge being unable to shield users from</p>	

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		<p>rainwater) or cleaning and management problems in future;</p> <p>(b) the Administration and WKCDA should seek to make available regular ferry services to connect WKCD with other parts of Hong Kong and explore with the ferry service operators the feasibility of offering an additional stop at WKCD for some of the existing ferry routes, which would help alleviate the existing road congestion problems; and</p> <p>(c) she was supportive of the introduction of EFTS in WKCD.</p> <p>WKCDA advised that –</p> <p>(a) no design competition had been held for the Artist Square Bridge and the current design was the result of a series of discussions with an international designer appointed by WKCDA. Under the current design, the central portion of the passageway of the Bridge could be kept dry (i.e. kept away from rainwater) at all times and the cost of the Bridge would unlikely be higher than that of a standard government bridge. Due regard would be given to the need to ensure that the Bridge would be able to be cleaned easily and cost-effectively in the detailed design stage; and</p> <p>(b) it would continue discussions with the parties concerned on the issue of provision of marine access to WKCD.</p> <p>Ms LAU said that as WKCDA's paper had covered various issues relating to the integration and connectivity of WKCD with its neighbouring districts, she hoped that arrangements could be made for WKCDA to further discuss the subject with the Joint Subcommittee.</p>	
015220 - 015637	Deputy Chairman WKCDA	<p>The Deputy Chairman raised the following view and enquiry –</p> <p>(a) given that the facilities to be delivered in the first batch, such as Xiqu Centre and Nursery Park, were respectively located at the eastern and western ends of WKCD, consideration might be given to deploying an appropriate mode of marine transport (e.g. small boat) to carry visitors from other easily accessible piers in the Victoria Harbour (e.g. piers in Central and Wan Chai) to different parts of WKCD; and</p>	

Time marker	Speaker(s)	Subject(s)/Discussion	Action Required
		<p>(b) as various construction/road works were currently being carried out around WKCD, whether the Administration/WKCDA would explore the possibility of making available temporary underground/elevated pedestrian connections to link WKCD with Austin Station and Kowloon Station respectively, so as to provide a more pleasant pedestrian environment for visitors accessing WKCD.</p> <p>WKCDA advised that –</p> <p>(a) it was keen to make available marine access to WKCD and had been in discussion with relevant parties including ferry companies on related issues; and</p> <p>(b) consideration would be given to the suggestion of providing temporary underground/elevated pedestrian connections to link WKCD with Austin Station and Kowloon Station respectively if proven technically feasible.</p>	
015638 - 020044	Mr LEUNG Kwok-hung	<p>Mr LEUNG Kwok-hung expressed the following views –</p> <p>(a) he opposed the provision of a costly integrated basement in WKCD which served mainly to accommodate vehicular access and car parks to support the topside HOR developments. Providing a large number of car parking spaces in WKCD would only attract more vehicular traffic to WKCD, thereby giving rise to pollution problems and contradicting the original planning intention of providing a green environment in WKCD; and</p> <p>(b) given the existing heavy marine traffic in the Victoria Harbour, he considered it inappropriate and unfeasible to provide additional marine transport services between WKCD and other parts of Hong Kong.</p>	
020045 - 020607	Mr Tony TSE WKCDA	<p>Mr Tony TSE agreed that as WKCDA's paper and powerpoint presentation had touched upon a large number of issues relating to the integration and connectivity of WKCD with its neighbouring districts, it might be necessary for the Joint Subcommittee to further discuss the subject.</p> <p>Mr TSE further expressed the following views –</p> <p>(a) to bring people to WKCD, WKCDA should work closely with the relevant government departments to plan early for the provision of efficient vehicular and pedestrian connections as well as public transport services for WKCD;</p>	

Time marker	Speaker(s)	Subject(s)/Discussion	Action Required
		<p>(b) as the facilities in WKCD would be delivered in phases starting from 2016, WKCDA should expeditiously complete its study on the feasibility of introducing EFTS in WKCD, including whether only green vehicles should be allowed to enter WKCD, and come to an early decision on whether, when and how EFTS would be implemented; and</p> <p>(c) due regard should be given to service frequency in planning the provision of marine transport service to enhance the accessibility of WKCD. Both regular ferry service and enhanced ferry service for dispersing large volumes of people during major events should be provided.</p> <p>WKCDA advised that –</p> <p>(a) the pick-up points/destinations and service frequency were important factors to be considered in exploring the provision of ferry service to connect WKCD with other parts of Hong Kong; and</p> <p>(b) while members of the public would be encouraged to use public transport to access WKCD, it would not be possible to ban vehicles from accessing WKCD given the operational needs of the various facilities in WKCD. The vehicular traffic and servicing facilities would be put underground to create a pedestrian-friendly environment at the ground level. Besides, WKCDA would endeavour to use green vehicles in providing services for visitors to WKCD.</p>	
020608 - 021014	Mr YIU Si-wing WKCDA	<p>Mr YIU Si-wing said that he noted from p.12 of WKCDA's powerpoint presentation materials that only 10 car parking spaces had been planned for the hotel developments in WKCD. Pointing out that the demand for hotel service in WKCD, which might include hotel rooms, conference rooms and retail/dining/entertainment facilities, would likely increase following the commissioning of XRL, Mr YIU considered that the planned provision of 10 car parking spaces might not be sufficient to meet the demand. He urged the Administration and WKCDA to consult the hotel sector on the requirement for car parking spaces at the hotel developments in WKCD.</p> <p>Mr YIU further said that as WKCD would become a popular destination for not only overseas visitors but also local residents, the Administration and WKCDA should have regard to the operational</p>	

Time marker	Speaker(s)	Subject(s)/Discussion	Action Required
		<p>experience of the Kai Tak Cruise Terminal in coming up with a more objective assessment on the requirement for coach parking spaces in WKCD and the number of such spaces to be provided.</p> <p>WKCD clarified that –</p> <p>(a) while it was a statutory planning requirement that a minimum of 10 car parking spaces would have to be provided for the hotel developments in WKCD, the parking spaces to be provided at various types of development in WKCD had been planned for shared use by users of different facilities in WKCD, so as to allow more flexible deployment of the car parking spaces in WKCD when the need arose; and</p> <p>(b) detailed study had been conducted on the issue of coach parking provision in WKCD. Dedicated pick-up/drop-off points for coaches would be provided at the basement level of WKCD, and about 40 coach parking spaces had been planned to address the long-term demand.</p>	
021015 - 021146	Chairman	<p>The Chairman expressed the following views –</p> <p>(a) WKCD should further brief members on how WKCD could integrate and connect with the neighbouring old districts, given in particular the congested road network in the West Kowloon area; and</p> <p>(b) given that it had all along been planned to provide a green environment in WKCD, the Administration and WKCD should explore the idea of relocating the car parking facilities in WKCD to the nearby areas and requiring all visitors, residents and office workers in WKCD to use the EFTS provided by WKCD to access different parts of WKCD, such that WKCD could better ensure the air quality in WKCD through controlling the volume of vehicular traffic within WKCD.</p>	
021147 - 021358	Miss CHAN Yuen-han Chairman	<p>Miss CHAN Yuen-han reiterated that as it was generally considered that there should be no vehicle emissions in WKCD and various problems (e.g. air pollution and illegal parking) might arise from the provision of vehicular access and servicing facilities in WKCD, WKCD should endeavour to enhance pedestrian access to WKCD through making available convenient pedestrian connections between WKCD and its neighbouring areas/developments.</p>	

Time marker	Speaker(s)	Subject(s)/Discussion	Action Required
<i>Agenda Item IV - Any other business</i>			
021359 - 021527	Chairman Miss CHAN Yuen-han	Date of the next meeting and items for discussion	

Council Business Division 2
Legislative Council Secretariat
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