

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

**Follow-up to meeting on 12 January 2015**

**1. Integration and connectivity of the West Kowloon Cultural District (“WKCD”) with its neighbouring districts**

**The Administration/the West Kowloon Cultural District Authority (“WKCDA”) were requested to provide the following information –**

- (a) all the existing and planned pedestrian connections through which visitors from the Hong Kong Island taking Western Harbour Crossing bus routes could get to the western entrance of WKCD and M+ respectively from the Western Harbour Crossing bus lay-bys;**

Pedestrians dropping off at the bus lay-bys of the Western Harbour Crossing (WHC) can use the existing footbridge at the toll plaza of WHC to access the future Artist Square and M+ via the western entrance of WKCD. In addition, the footpath alongside the future at-grade road near the China Light & Power (CLP) sub-station (under construction) will also allow pedestrians accessing the M+. **Annex 1** shows routings between the lay-bys and M+/Artist Square.

- (b) whether WKCDA would consider operating marine transport service to/from WKCD in the event of unavailability of service providers;**

In deciding what transport system(s) should be provided to/from and within WKCD, including marine transport service, due consideration should be given to the demand for the service and its financial viability. The Traffic Operation Plan (TOP) of WKCD under study will examine the future marine traffic demand and recommend the type of marine transport mode and mode of operation that are most suitable for WKCD. As part of the study, the TOP consultant will consult the potential marine service providers on the possible operation mode(s) with a view to ascertaining the feasibility of the proposed services.

- (c) **in relation to WKCDA's estimation that only 8% of the visitors to WKCD would drive to WKCD, when and how such estimation was arrived at; and whether the estimation had covered solely the visitors intending to use the arts and cultural facilities in WKCD or whether it had also covered those who sought only to park their cars in WKCD;**

The traffic forecast for the WKCD project carried out by WKCDA's consultant in 2014 was based on the strategic transport model that covered the whole territory. Updated land use, infrastructure, population and employment data of the whole territory (including WKCD and the nearby existing and new developments) have been taken into account in mapping out the traffic model to project car user percentage in WKCD. According to the Traffic Impact Assessment (TIA) for the Section 16 planning application for proposed minor relaxation of development intensity of the WKCD site, the estimated total daily visitors to arts and cultural facilities, the Park, hotel/office/residential developments, retail/dining/entertainment (RDE) facilities, etc. when WKCD is fully developed is about 136 000 of which about 8% would take private cars to WKCD.

- (d) **the number of parking spaces planned to be provided in WKCD and those currently/planned to be provided at the adjoining developments;**

According to the TIA conducted in 2014 for the Section 16 planning application for proposed minor relaxation of development intensity of the WKCD site, the total car parking spaces required for WKCD is about 2 200 – 2 800, assuming the car park sharing mechanism is in place. WKCDA is in the course of reviewing and refining the car parking provision based on the latest development parameters and phased implementation of WKCD, and findings will be available around mid-2015. The existing and planned car parking provisions in the nearby Harbour City, Kowloon Station (including topside developments) and West Kowloon Terminus (WKT) (including topside developments) are about 2 000, 5 400 and 1 000 respectively.

- (e) **of the 1 800 public car parking spaces to be provided in WKCD for shared use by the arts and cultural facilities and the office/retail developments, a breakdown of the number of car parking spaces to be made available for hire on an hourly, daytime/evening, daily, and monthly basis; and**

The car parking spaces for arts and cultural facilities, hotels, offices and RDE facilities will be for share use by the public. The detailed parking arrangement and operation mode are being studied under the TOP. It is anticipated that preliminary recommendations and results will be available in the second half of 2015.

**(f) the technical difficulties involved in providing underground pedestrian connections to link Kowloon Station with WKCD and the West Kowloon Terminus respectively and whether such difficulties could be overcome.**

An underground pedestrian connection will be provided to link WKT and WKCD. As the WKT station car park falls within the boundary of WKCD, a pedestrian corridor will be provided to link up the arrival hall of WKT and the station car park (basement level two of WKCD). Arrival visitors from the station can then take escalators/lifts to access to the Avenue level of WKCD.

The feasibility of providing underground pedestrian connection between the Kowloon Station and WKT had been studied in detail. It was revealed that the design of the underground pedestrian connection between the Kowloon Station and WKT involved technical constraint such as the existing foundation of nearby structures.

For the connection between Kowloon Station and WKCD, the complicated foundation system of the existing International Commerce Centre and the vehicular ramp at Austin Road West form an insurmountable barrier preventing a direct underground linkage between Kowloon Station and WKCD. In view of the above and the reservation of a future footbridge connection at the Elements shopping mall, a footbridge connection between the Kowloon Station and Artist Square of WKCD spanning approximately 60 metres over Austin Road West was proposed by the Conceptual Plan Consultant. The future footbridge will connect to the reserved opening of the Elements shopping mall at 19.5mPD at the northern end and Artists Square of WKCD at 12.35 mPD at the southern end.

**2. Implementation of the West Kowloon Cultural District integrated basement**

- (a) the feasibility of adding an extra one or two levels to the integrated basement for the development of an underground city with retail and dining facilities, the additional costs involved, as well as the estimated rental income to be generated from such facilities;**

Under the Section 16 planning application for proposed minor relaxation of development intensity of the WKCD site approved on 14 November 2014, the overall gross floor area (GFA) has already increased by 15% for different uses including RDE facilities on a pro-rata basis so as to ensure a balanced development mix with good day and night vibrancy in the district. Adding extra levels to the integrated basement for development of underground city with retail and dining facilities will substantially deviate from the planning intention of developing WKCD into a rich mixed-use district, where RDE uses under the balanced development mix account for about 15 to 20% of the total GFA in WKCD as stipulated in the approved Development Plan (DP). Moreover, substantial increase in retail and dining facilities at the underground WKCD will involve major amendments to the approved DP if it incurs significant increase in total GFA in WKCD. This will entail lengthy statutory and public engagement process that will seriously undermine the current development timeframe for the Xiqu Centre, M+ and the Artist Square Development Area which are either at the design or construction stage. Adding extra underground floors of retail and dining facilities will further increase the project cost of the integrated basement.

- (b) the facilities covered in the Administration's funding submission for the \$21.6 billion upfront endowment in 2008 and the target completion dates of these facilities stated therein;**

The one-off upfront endowment to WKCDA is to cover the capital costs of the following four component parts of the WKCD project as stated in the Legislative Council paper (PWSC(2008-09)31) dated 18 June 2008:

- (i) planning, design and construction of the WKCD facilities;
- (ii) major repair and renovation of the WKCD facilities. These cover periodic major repair and renovation of the WKCD

- facilities at different intervals over the 50-year project period;
- (iii) collection, exhibition development, conservation laboratory equipment and library setup for the M+; and
  - (iv) planning of the WKCD and project management.

The target completion years of the WKCD (Batches 1 and 2) facilities are shown in **Annex 2**.

- (c) whether and how the development programmes of the WKCD facilities had been affected by the delay of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project, including the extent of delay, if any; and**

A portion of the WKCD site has been occupied by the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project. This area was allocated to the Highways Department (HyD) and is being occupied by the MTR Corporation Limited (MTRCL), HyD's entrusted agent for the implementation of the XRL project, and used as general works area for the XRL project. HyD will return this general works area in a progressive manner upon completion of the relevant XRL works. To suit the implementation programme of WKCD, the temporary works area of about 3.1 hectares was returned to WKCDA as of end of September 2014. Another three works areas of about 0.2 hectares in total were also vacated as of end of January 2015 to facilitate its construction of the Xiqu Centre and M+. As for the WKCD site between the Xiqu Centre and M+ at Zones 2A, 2B, 2C and 3B of the integrated basement, it is generally occupied by MTRCL for the construction of the WKT of the XRL project. The zoning plan of the integrated basement is at **Annex 3**.

As for the shared sites used by different projects, there is a risk of consequent impact due to delay of the preceding project. Subsequent to the announcement of potential delay of the XRL project by MTRCL in April 2014, WKCDA's initial assessment is that the delay would have no direct impact on the construction of the Xiqu Centre and M+. However, the handing over of the works areas at Zones 2A, 2B, 2C and 3B of the integrated basement to Government/WKCDA is anticipated to be generally delayed. The Government together with WKCDA will continue to liaise closely with MTRCL to explore the possibility of handing over the works areas of the XRL project to Government/WKCDA earlier than MTRCL has proposed.

- (d) how the rough cost estimate of the integrated basement and the related public infrastructure works produced in 2013 (i.e. around \$23 billion) was derived, including whether any geological study had been conducted for the relevant parts of the WKCD site where the basement would be built.**

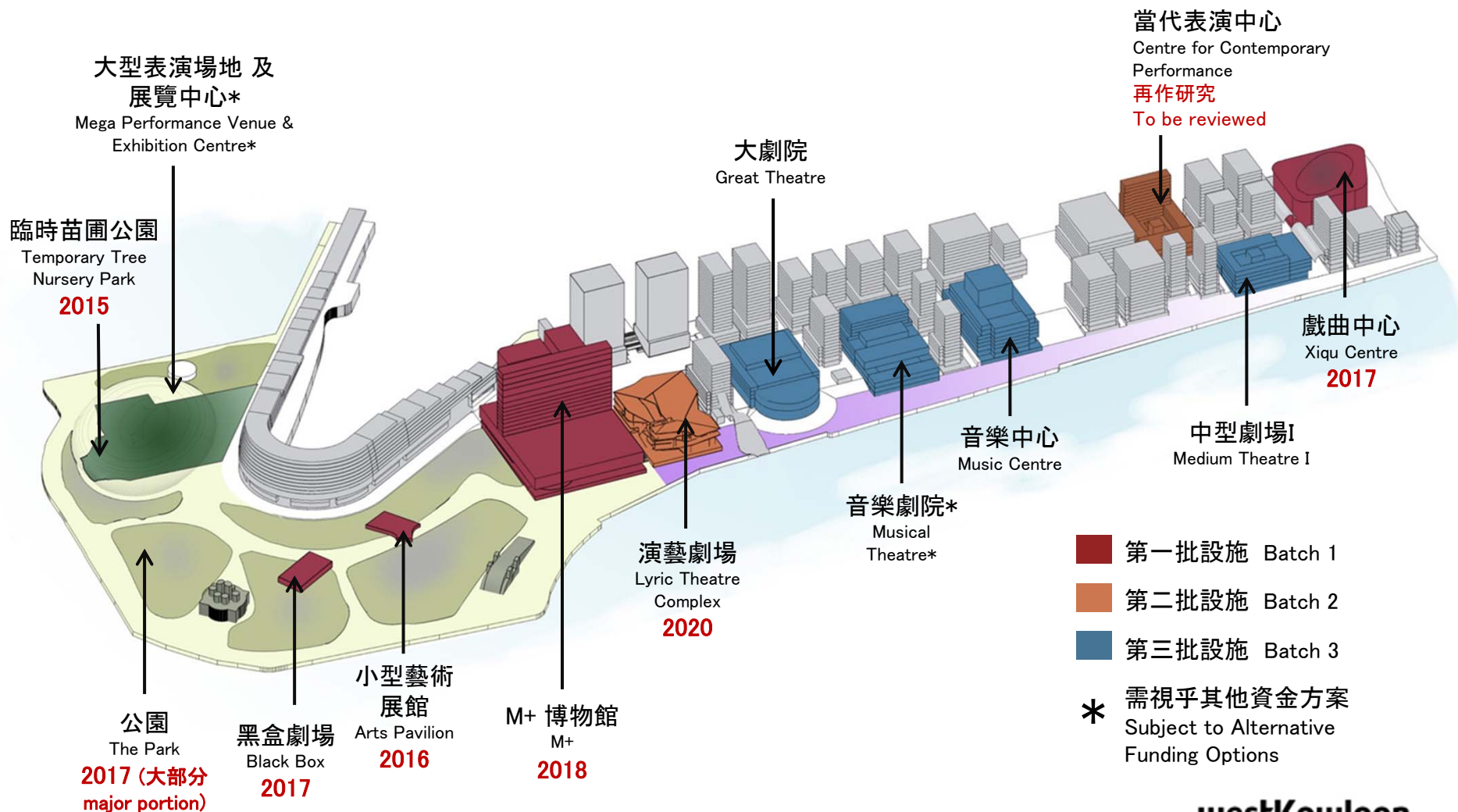
The rough cost estimate of the main integrated basement inclusive of design and site investigation was derived in mid-2013 based on WKCDA's preliminary basement layout plans/site investigation results and assuming completion of the whole integrated basement in one go by 2020. Of this \$23 billion in money-of-the-day (MOD) prices, about \$19 billion in MOD prices contributed to the cost of the foundations and substructure of the integrated basement for the topside developments. The remaining balance of about \$4 billion was for the cost of the public infrastructure works and protection works for the Airport Express tunnels and the associated foundations and substructure there. A breakdown of the rough cost estimate of the integrated basement by zone is at **Annex 4**. However, the above estimates have not taken into account the impact of the delay in the XRL project. More detailed site investigation will be conducted as the design of the integrated basement proceeds.

**Home Affairs Bureau  
West Kowloon Cultural District Authority  
March 2015**

附件 1  
Annex 1



# 西九文化區設施(第一及第二批)預計完成年份 Target Completion Years of WKCD (Batches 1 and 2) Facilities

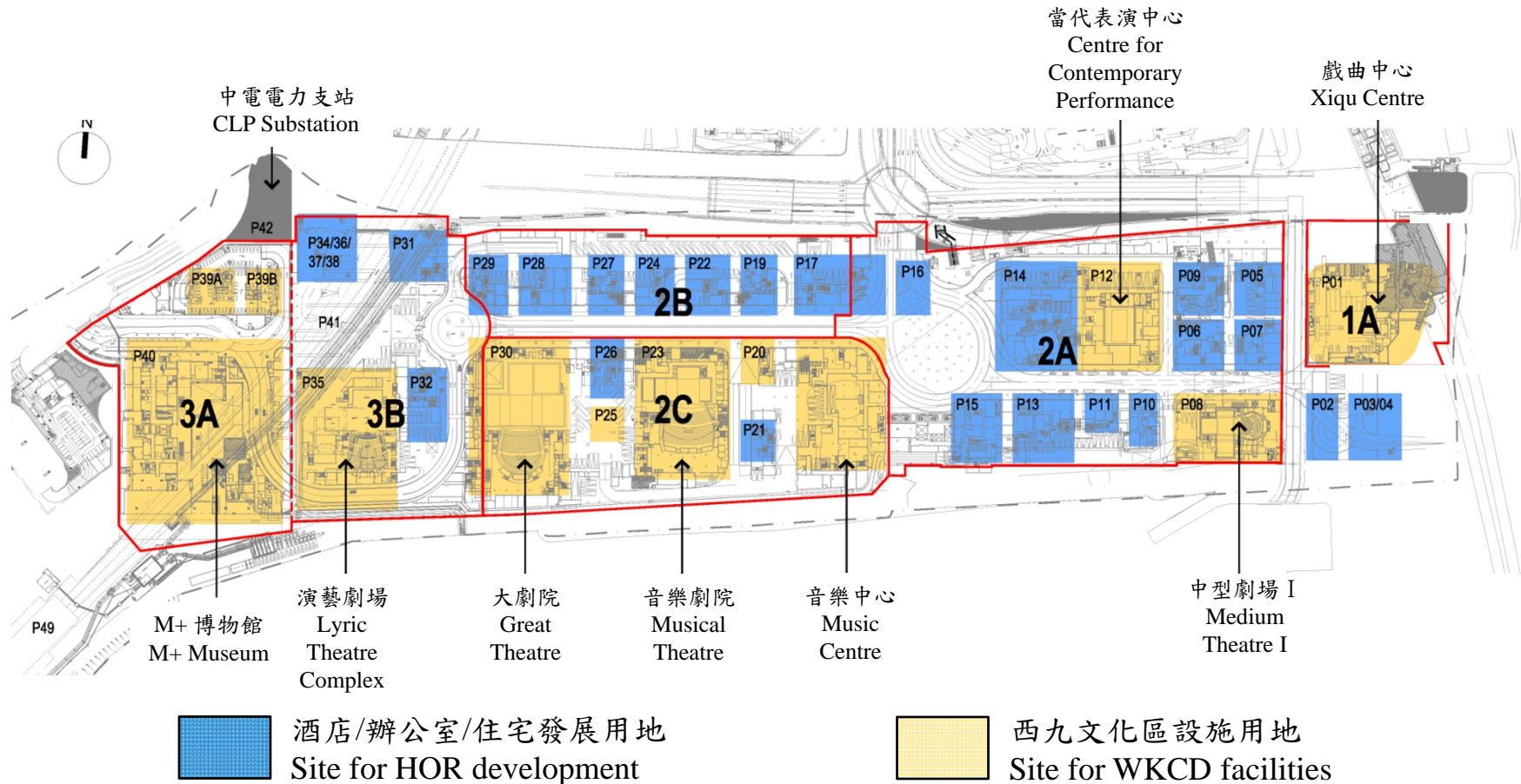




# 西九文化區綜合地庫分區圖

## Zoning Plan of WKCD Integrated Basement

附件 3  
Annex 3



備註 Notes:

- 發展分區分界有待綜合地庫詳細設計核實。  
The demarcation between the different zones is subject to study during design stage of the integrated basement project
- 酒店/辦公室/住宅發展用地亦包括西九管理局的零售/餐飲/消閒設施、其他文化藝術設施及地庫泊車設施。  
The sites for HOR developments also consist of RDE, other arts and cultural facilities and basement parking facilities of WKCD

**Rough Cost Estimates of Integrated Basement by Zone**

<b>Integrated Basement Zone</b>	<b>Rough Cost Estimate (in MOD prices)</b>
1A	Cost of basement funded by WKCDA as part of Xiqu Centre project
2A	About \$5 billion
2B	About \$5 billion
2C	About \$5 billion
3A	Cost of basement funded by WKCDA as part of M+ project
3B	About \$4 billion
<b>Total funded by Government:</b>	<b>About \$19 billion</b>

Note: The above rough cost estimates were derived in mid-2013 on the assumptions that construction of the integrated basement would start in 2014 for completion in one go by 2020. The above estimates have not taken into account the impact of the delay in the XRL project.