

# **Board of the West Kowloon Cultural District Authority**

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## **West Kowloon Cultural District Authority**

### **Minutes of the Seventh Board Meeting Held on Thursday, 26 November 2009, at 3:00 pm In Government Secretariat Conference Hall, 1/F., New Annex, Main Wing, Central Government Offices, 18 Albert Road, Central, Hong Kong (Open Item)**

#### **Members Present :**

The Hon Henry TANG Ying-yen, GBM, GBS, JP	Chief Secretary for Administration (Chairman)
The Hon Paul CHAN Mo-po, MH, JP	
Mr Edmond CHUNG Kong-mo, JP	
Ms Yuko HASEGAWA	
The Hon Jeffrey LAM Kin-fung, SBS, JP	
Mr Andrew LAM Siu-lo, JP	
Mr Victor LO Chung-wing, GBS, JP	
Professor David LUNG Ping-yee, SBS, JP	
Mr MA Fung-kwok, SBS, JP	
Mr SIN Chung-kai, SBS, JP	
Professor Jenny SO Fong-suk	
The Hon TSANG Tak-sing, JP	Secretary for Home Affairs
The Hon Mrs Carrie LAM CHENG Yuet-ngor, JP	Secretary for Development
Ms LEUNG Fung Yee, Julia	Under Secretary for Financial Services and the Treasury

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## **In Attendance :**

### **All Items**

Miss Cathy CHU Man-ling, JP	Deputy Secretary for Home Affairs (West Kowloon Cultural District) (DSHA(WKCD))
Mr Danny LAU Kam-chuen	Principal Assistant Secretary for Home Affairs (West Kowloon Cultural District)
Ms Vivian SUM Fong-kwang	Administrative Assistant to Chief Secretary for Administration
Mr Darryl CHAN Wai-man	Press Secretary to Chief Secretary for Administration
Mr Howard LAM Tak-ming	Chief Treasury Accountant (West Kowloon Cultural District)
Mr WONG Tin-pui	Assistant Secretary for Home Affairs (West Kowloon Cultural District) (Secretary)
Mr Augustine NG Wah-keung	Project Director of the West Kowloon Cultural District Authority

### **Items 1**

Mr Philip YUNG Wai-hung, JP	Deputy Secretary for Transport and Housing (DSTH)
Mr David TO Kam-biu	Assistant Commissioner /

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Mr TANG Wai-leung	Planning, Transport Department Chief Engineer / Priority Railway, Transport Department
Mr HO Wai-fu	Government Engineer / Railway Development, Highways Department
Mr Frank YUEN	Design Manager, the Mass Transit Railway Corporation Limited

## **Absent with Apologies**

The Hon Ronald ARCULLI, GBS, JP

Professor LEE Chack-fan, SBS, JP

Ms YIP Wing-sie, JP

Mr Danny YUNG Ning-tsun

Dr Allan ZEMAN, GBS, JP

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## **OPEN SESSION**

### **Welcoming Remarks**

The Chairman welcomed all to the seventh Board meeting.

2. The Chairman said that the item on West Kowloon Terminus of the Guangzhou-Shenzhen-Hong Kong Express Rail Link would be open to the public through webcasting at the Authority's website and that the minutes of discussion on this item would be uploaded to the website after they had been endorsed by the Board.

**Item 1      West      Kowloon      Terminus      of      the  
Guangzhou-Shenzhen-Hong Kong Express Rail Link –  
Briefing by Railway Development Office, Highways  
Department  
(WKCDA Board/41/2009) (Open Item)**

3. The Chairman invited representatives from the Transport and Housing Bureau, Highways Department and the Mass Transit Railway Corporation Limited (MTRCL) to give a presentation on the West Kowloon Terminus (WKT) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project. DSTH said that subject to the funding approval by the Legislative Council, the construction works of the XRL project would start before end of 2009. Mr. HO Wai-fu of Highways Department and Mr. Frank YUEN of the MTRCL gave a detailed presentation on the concept and design of the WKT, including its linkages with the Kowloon Station, the West Railing Austin Station

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and the WKCD.

4. DSTH said that there had been close liaison between the planning teams of the WKCD project and the XRL project. He said that such liaison would continue at both the construction and operation stages of the two projects.

5. In response to the Chairman, DSTH said that the size of the underground extension to the WKCD would be about 3.3 hectares, which was required to provide space for building sufficient platforms of both shuttle service between Hong Kong and Guangzhou, as well as long haul service to other Mainland cities. He indicated that the present design allowed public open space between the WKT and the WKCD, which would facilitate pedestrian flow between the WKT and the WKCD.

6. The Chairman said that WKCDA would organise arts and cultural activities on the WKCD site from time to time to encourage more people to go to the WKCD area. DSTH said that the area and duration of occupation of the works areas of the XRL project in the WKCD would be minimised as far as practicable in order to enable such activities to be held within the WKCD in the coming few years. The Chairman said that consideration should be given to reducing the number of barging facilities at the waterfront, say from 5 to 2, to minimise the adverse impact. Mr. HO Wai-fu said that the Highways Department and MTRCL would review the number of barging facilities required and would closely liaise with the WKCDA on this issue. The Chairman said that Highways Department and the MTRCL should also liaise with the Marine Department to see whether the barging points could be moved towards the east, i.e. closer to the China Ferry

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Terminal.

7. Mr. Andrew LAM Siu-lo said that good transport infrastructure connecting the WKCD with other parts of Hong Kong as well as territories outside Hong Kong was of utmost importance in increasing people flow of the WKCD. He said that some kind of cross-border transportation should be provided so as to make the WKCD the “Southern Gateway” to the Mainland. He informed the meeting that the Development Committee of the WKCD Authority (WKCDA) had been briefed by the relevant government departments and the MTRCL on the design of the WKT, and that the Development Committee had conveyed its views on the following issues related to the design of the WKT –

- i) The connections between the WKCD and the XRL terminus should be direct, convenient and comfortable;
- ii) Arts and cultural elements should be incorporated as far as possible in the design of the WKT, the public area and the pedestrian connections with the WKCD;
- iii) The design of the WKT should give maximum flexibility for the development of the WKCD;
- iv) The works site for the XRL project within the WKCD should be returned to the WKCDA in a timely manner, so as to allow timely completion of Phase 1 of the WKCD development and enable arts and cultural activities to be held within the WKCD in the run up to commissioning of

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the Phase 1 arts and cultural facilities; and

- v) In designing the ancillary facilities of the WKT (e.g. ventilation shafts), the MTRCL should maintain close liaison with the WKCDA and its Conceptual Plan Consultants to ensure that the design would integrate with the design of the WKCD development.

8. Mr. Jeffrey LAM said that the location of the WKT next to the WKCD would be beneficial to the development of the WKCD in that visitors from the Pearl River Delta region could travel to the WKCD in a convenient manner, which in turn would increase the people flow to the WKCD. He said that Highways Department and the MTRCL should co-ordinate with the WKCDA so as to include arts and cultural elements, e.g. display of art installations, in the public open space adjacent to the WKCD.

9. DSTH said that liaison between Highways Department / the MTRCL and the WKCDA would continue throughout the design, construction and operation stages of the two projects. The XRL project team had met with the Conceptual Plan Consultants of the WKCDA twice to discuss the interface issues of the two projects, and the team would pay a site visit to the WKCD jointly with the three Conceptual Plan Consultants in December. He indicated that the MTRCL would take into consideration the views expressed by the Development Committee in designing the WKT, and that the design of the WKT would integrate with that of the WKCD. He also agreed that arts and cultural elements should be incorporated in the design of the WKT, so that visitors could feel the atmosphere of the WKCD as soon as they

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arrive at the WKT.

10. Mr. HO Wai-fu said that the MTRCL would liaise with the Conceptual Plan Consultants on the design of the ventilation shafts within the WKCD, to ensure that the design of the ventilation shafts would be flexible and well-integrated with the design of the WKCD to minimise its undesirable visual impact as well as environmental impact. He added that pedestrian connections between the WKT and the WKCD would be designed to be wide enough for pedestrians to walk in a leisurely manner.

11. Mr. Frank YUEN said that the design of the WKT would be “pedestrian-oriented”, and the loading and unloading bay for taxis and private cars would be located underground. This would make room for at-grade pedestrian connection between the WKT and the WKCD.

12. Mr. Edmond CHUNG Kong-mo said that after several rounds of discussions by the Yau Tsim Mong District Council, a large majority of the District Council members considered the proposed location of the WKT appropriate, in view of the good connection of the WKT with other transport facilities such as the Kowloon Station, Austin Station as well as the bus terminus, minibus station and taxi stand nearby. He said that the location of the WKT next to the WKCD could also bring a substantial amount of visitors from the Mainland to the WKCD, which would be beneficial to the development of the district. However, he said that District Council members had raised their concern on the possible impact of the operation of the railway on the arts and cultural facilities within the extension area, the ventilation shafts within the WKCD and whether the temporary works areas within the WKCD



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could be returned to the WKCD in a timely manner in order that the WKCD project could be completed as scheduled.

13. Mr. MA Fung-kwok said that the location of the WKT was strategic in that it would create a win-win situation for both the XRL and the WKCD. As arts and cultural facilities, including museums and performing arts venues, would be sensitive to noise and vibration impact, detailed studies should be conducted and appropriate measures should be taken by the MTRCL so as to minimise such impact.

14. Mr. SIN Chung-kai said that the MTRCL should clarify whether they would bear the cost of reinstatement of the temporary works areas. Mr. HO Wai-fu said that the MTRCL would bear the cost of the enabling works, including the cost of foundation, noise and vibration mitigation and transfer plate, etc. The Chairman said that the cost of reinstatement of the land within the WKCD to be occupied temporarily by the MTRCL for works area should be borne by the MTRCL. DSTH said that the timetable for the occupation of temporary works area within the WKCD by the XRL would be made as flexible as possible so as to cope with the requirements for the WKCD development. He said that the project team would endeavour to identify room for further reduction in the occupation period of temporary works areas, so as to facilitate the organisation of arts and cultural activities within the WKCD.

15. Mr. SIN Chung-kai asked whether there would be any facilities of the WKT on the ground within the extension area and who would bear the cost of such facilities, if any. Mr. HO Wai-fu said that

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there would only be two ventilation shafts within the extension area, and the cost of these ventilation shafts would be borne by the MTRCL. The Chairman stressed that the MTRCL should closely liaise with the WKCD on the design and location of the ventilation shafts so that they would blend with the design of the WKCD facilities. Mr. HO Wai-fu said that the MTRCL would liaise with the WKCD on the design of the ventilation shafts. He added that the MTRCL would closely liaise with the Conceptual Plan Consultants of the WKCD so that the design of the enabling works would cope with the requirements of any arts and cultural facilities to be built within the extension area.

16. Mr. Victor LO Chung-wing said that the location of the WKT next to the WKCD would help draw visitors from the Pearl River Delta to the WKCD. Citing the successful example of the Millennium Park in Chicago, which is situated next to a railway station, he suggested displaying some artworks of the Museum of the WKCD within the WKT. Hon Paul CHAN Mo-po said that he supported the location of the WKT next to the WKCD. There should be an agreement with the MTRCL to the effect that the MTRCL would be solely responsible for any incidents happening in that part of the WKT which extended into the WKCD during both the construction and operation stages of the XRL. The respective responsibilities of the MTRCL and the WKCD with regard to the operation of the respective facilities the extension area should also be clearly drawn up.

[Mr. HO Wai-fu and Mr. Frank YUEN left the meeting after the open session had ended.]

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[ Date of endorsement of minutes – 25 February 2010 ]

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