

**Wan Chai Development Phase II Review
Harbour-front Enhancement Review -
Wan Chai, Causeway Bay and Adjoining Areas
Concept Plan
Response to the Questions raised by the
Hon Choy So-yuk and the Hon Cheung Hok-ming**

Q1. Functions of the helipad

According to the Public Engagement Digest, a helipad will be built adjacent to the Golden Bauhinia Square (item5, p.8). How do the functions of this helipad differ from those of the proposed heliport at the tip of South East Kowloon Runway? If their functions are the same, is their coexistence necessary? Which site will be given priority for the helipad?

A1. The proposed Government helipad at the Expo Drive East is intended to provide permanent helipad facilities for the Government Flying Service (GFS), replacing the existing temporary helipad at the former Wan Chai Public Cargo Working Area. It may allow for shared use by commercial operators of domestic helicopter services with priority given to Government operations at all times. The proposed heliport at the tip of South East Kowloon Runway is intended to meet the future demand of the cross-boundary helicopter services.

Q2. Indoor Games Hall (IGH) and the Public Transport Interchange (PTI)

Regarding the “Reprovisioned indoor games hall and training pool” (item13, p.8), why is there a need to swop the locations of the IGH and the PTI?

Besides, will the size and scope of the reprovisioned facilities differ from the original IGH? What are the reasons for this layout?

A2. The existing Wan Chai North PTI, and the Harbour Road IGH and Training Pool are located at the site of the proposed Exhibition Station of the Shatin to Central Link/the North Hong Kong Island Line. Reprovisioning of these facilities is necessary for the construction of the

Exhibition Station. The Consultants have proposed to have these facilities reprovisioned within the same foot-print to minimize occupation of the harbour-front area.

The existing Wan Chai North PTI will be used for the construction of the western portion of the Exhibition Station with the Harbour Road IGH and Training Pool reprovisioned above it. This will be followed by constructing the eastern portion of the proposed Exhibition Station with the PTI reprovisioned above it. Upon completion, the facilities in question will have their locations swapped. During the construction period, the existing Wan Chai North PTI will be temporarily relocated to the waterfront. The size and scope of these facilities will remain unchanged.

Q3. Harbour Education Centre

Will the Government inform us of the services to be provided by the Harbour Education Centre (item17, p.8)?

A3. The proposed Harbour Education Centre would mainly provide for mooring of historical vessels or vessels of educational values and associated exhibition facilities. It would also serve as a mobile education centre for promoting public understanding of marine and navigation knowledge.

Q4. Types of water recreation activities to be provided by the Water Sports Centre

Will the Government advise us of the types of water recreation activities envisaged for the Water Sports Centre (item18, p.8)? Will such activities be allowed within the limits of the Harbour? In view of the busy traffic on the shipping channels, has the Government considered the safety of promoting water recreation activities at that location? Is the water quality of that area suitable for such activities?

A4. The Centre could provide facilities for small yachting activities and training. All water recreation activities will take safety into

consideration. The Consultants advise that the current water quality of the Harbour poses no risk to the activities envisaged for the Centre.

Q5. The Harbour-front Access

According to the current Concept Plan, access to the waterfront only includes the landscape deck to HKCEC West (item 2), the landscape deck to waterfront and ferry pier (item 12) and the landscape deck extending from Victoria Park (item 22). To promote public access to the Harbour, we hope that more green corridors will be provided to link the south and the waterfront area. For example, an access connecting Excelsior Hotel, the Noonday Gun tunnel and then to the amphitheatre over Hung Hing Road may be provided. Would the Government please respond to this?

A5. According to the Concept Plan, apart from the three landscape decks mentioned above, six additional pedestrian links, including at-grade crossings and a footbridge linking the new harbour-front area and its hinterland, will be built to provide direct access to the waterfront. Enhanced greening features will be provided to the footbridge. Upon completion of the new harbour-front, adequate signage will be provided to guide visitors to the waterfront.

There is an existing footbridge and a subway between Paterson Street and Percival Street for access to the waterfront. It is quite difficult to identify a site for a new pedestrian access due to the narrow space along the waterfront area there. We shall study the feasibility of providing an additional footbridge near the World Trade Centre or a subway link.

Q6. Enhancement of green areas

Will the Government consider providing a park in the open space under the road network south to the Water Recreation Centre?

A6. The amenity area in question locates at the interchange near the Cross Harbour Tunnel Portal on the Hong Kong side where traffic is very busy. It will be quite difficult to identify space for a new pedestrian connection to the above amenity area as well as the proposed Water

Recreation Centre. Nevertheless, there are two existing footbridges leading to the waterfront, one from Canal Road to Wan Shing Street and the other from Percival Street to the Police Officers Club, which would provide convenient public access to the proposed Water Recreation Centre.

Q7. Reconsidering the location of the ventilation outlet at Road P2 Regarding the Road P2 ventilation building proposed at a location adjacent to the Waterfront Park (item 24, p.8), DAB considers the selected site unfit as it will seriously affect the residents in North Point. To minimize the impact, we propose to have the ventilation building located in a place opposite to Taikoo Shing, not in the proximity of the residential area.

A7. The ventilation building proposed at a location adjacent to the North Point Waterfront Park is an essential part of the ventilation system for Central-Wan Chai Bypass (CWB) Tunnel. To minimize reclamation, the Consultants have proposed to locate the tunnel portal at the existing land near Watson Road to Oil Street. To maintain operational efficiency, the ventilation building needs to be closer to the tunnel portal and over or adjacent to the tunnel structure. On this basis, the building cannot be installed at a location opposite to Taikoo Shing. The design of the ventilation building has to comply with the Environmental Impact Assessment Ordinance and will include necessary mitigation measures. Its architectural design will integrate with the surrounding environment without degrading the visual amenity of the surrounding area.

Q8. Reprovisioning of Tin Hau Temple Will the Government provide information on the area for the reprovisioned temple and the details of the reprovisioning plan?

A8. The floating Tin Hau Temple is now moored at the Causeway Bay Typhoon Shelter. Members of the Eastern District Council have expressed their wish to reprovision it on-shore to facilitate worshippers and the elderly. As the lease of the site of the A-King shipyard, which is not currently in use, will expire in 2010, the Consultants have

proposed to reserve the site for re-provisioning the temple with a view to enhancing the cultural identity of the district. The proposed area to be reserved for the temple is a bit over 300 square metres.

Q9. Restructuring the Eastern District Harbour-front Access

Since the Government's Concept Plan emphasizes only the enhancement in the Wan Chai and Causeway Bay area, we request the Government to extend the waterfront enhancement works to Lei King Wan providing an uninterrupted waterfront promenade to Shau Kei Wan.

A9. The project area of Wan Chai Development Phase II extends up to the CWB North Point Tunnel Portal to the east. The Concept Plan therefore incorporates only the proposed harbour-front enhancement projects within this area. The Planning Department will study the possibility of using the space underneath the Island Eastern Corridor to link up the waterfront in North Point and Quarry Bay. We will consult the Eastern District Council once we have findings of the study.