

**Round-the-Harbour Tour
on 21 February 2009 (Saturday)**

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**Round-the-Harbour Tour
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LegCo Members' Attendance List

	Name
Subcommittee on Harbourfront Planning Members	1. Prof Hon Patrick LAU Sau-shing, SBS, JP (Chairman)
	2. Hon Tanya CHAN (Deputy Chairman)
	3. Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
	4. Hon James TO Kun-sun
	5. Hon Mrs Sophie LEUNG LAU Yau-fun, GBS, JP
	6. Hon Emily LAU Wai-hing, JP
	7. Hon Abraham SHEK Lai-him, SBS, JP
	8. Hon Albert CHAN Wai-yip
	9. Hon Alan LEONG Kah-kit, SC
	10. Hon Cyd HO Sau-lan
	11. Hon IP Kwok-him, GBS, JP
Other LegCo Members	12. Hon Starry LEE Wai-hing
	13. Hon WONG Kwok-kin, BBS
	14. Hon Paul TSE Wai-chun
Secretariat staff	15. Ms Anita Sit Clerk to Subcommittee
	16. Mr WONG Siu-yee Senior Council Secretary
	17. Mr Kelvin LI Senior Public Information Officer
	18. Ms Melani WAN Public Information Officer

Round-the-Harbour Tour
on 21 February 2009 (Saturday)
Government Officers' Attendance List

Bureau/Department	Name	Rank
DEVB	1. Mrs Carrie Lam	SDEV
	2. Miss Amy Chan	AA/SDEV
	3. Mr Raymond Cheung	PA/SDEV
	4. Mr Terence Yu	Press Secy
	5. Mr Raymond Young	PSPL
	6. Ms Gracie Foo	DS(PL)1
	7. Ms Alice Cheung	PAS(H)
	8. Miss Amy Yuen	PAS(PL)2
	9. Miss Kathleen Fung	AS(P)2
	10. Miss H S Cheung	AS(P)5
	11. Miss Fannie Kong	SPO(DEV)
	12. Ms Cynthia Au	SIO(DEV)2
	13. Mr Bryan Li	SEO(P)1
	14. Mr Arthur Wong	EO(P)
	15.	Photographer
	16. Mr Andy Choi	CA
PlanD	17. Mrs Ava Ng	D of Plan
	18. Miss Ophelia Wong	DD of Plan/D
	19. Ms Phyllis Li	AD/SD(Atg.)
	20. Mr Raymond Lee	CTP/S&R
	21. Ms Brenda Au	DPO/HK
	22. Mr Wilson Chan	DPO/K(Atg.)
	23. Ms Heidi Chan	DPO/TW&KW
	24. Miss Fiona Lung	CTP/SD(Atg.)
	25. Mr L K Wong	TP/SD1
	26. Wong Kwok-ho	TO/Repro
	27. Mr Soo Yin-keung	PPII/TS
KDO, CEDD	28. Mr P L Kwan	PM(K)
	29. Mr Timothy Leung	CE/KW
	30. Mr C B Mak	CE/KE
HKI&IDO, CEDD	31. Mr C K Hon	PM/HKI&I
	32. Mr Eric Fung	CE/HK1
	33. Mr Bosco Chan	CE/HK2
	34. Mr Kelvin Lam	SCO/HKI&I

MarD	35. Mr Adam Lai	Gen Mgr/P,D&PS
	36. Mr Tony Chan	SMO/HP
	37. Mr Patrick Wong	PIO

Programme for Legco Harbour Tour

On 21 February 2009 (Saturday)

Time	Programme	Description	Responsible Officers	Information
08:45 - 08:55	Assemble at Central Pier No. 8			
08:55 - 09:00	Briefing on the Tour		PLB/ DEVB ¹	
09:00 – 09:12	Boarding “Shining Star” of Star Ferry	The ferry departs at 09:12		
09:12 - 10:25	Heading for Lei Yu Mun along the northern shore of Hong Kong Island, passing the waterfront of Central, Wan Chai, Causeway Bay, North Point, Quarry Bay and Shau Kei Wan.			
09:12 - 09:35	➤ Briefing on the key sites under the Urban Design Study for the New Central Harbourfront by PlanD ² (Programme 1)	➤ The main design features and development parameters of 8 key sites of the new Central Harbourfront	Miss LUNG Siu-yuk, Fiona, Acting Chief Town Planner, Special Duties, PlanD	I

¹ Planning and Lands Branch, Development Bureau

² Planning Department

Time	Programme	Description	Responsible Officers	Information
09:35 - 09:55	➤ Briefing on Central Reclamation Phase III, the Wan Chai Development Phase II and Central-Wan Chai Bypass by CEDD ³ (Programme 1&2)	<ul style="list-style-type: none"> ➤ Central Reclamation Phase III and its progress ➤ The reclamation area, timetable and the pedestrian links to the waterfront under the Wan Chai Development Phase II ➤ Wan Chai Waterfront Promenade (generally known as the Pet Garden) ➤ The works, temporary reclamation area and timetable of Central-Wan Chai Bypass 	Mr HON Chi-keung, Project Manager/ HK Island & Islands, CEDD	II
09:55 - 10:25	➤ Briefing on the coastal development along North Point and Quarry Bay by PlanD (Programme 3&4)	<ul style="list-style-type: none"> ➤ The Oil Street site, North Point ➤ The ex-North Point Estate Site ➤ The proposed boardwalk beneath the Island Eastern Corridor ➤ Quarry Bay Park, Sai Wan Ho Promenade, Aldrich Bay Promenade and the proposed Aldrich Bay Waterfront Promenade 	Ms AU Kit-ying, Brenda, District Planning Officer / HK, PlanD	III

³ Civil Engineering and Development Department

Time	Programme	Description	Responsible Officers	Information
10:25 - 12:00	“Shining Star” turns left to Lei Yu Mun, heading for Kowloon East and Yau Ma Tei harbourfront, and passing the waterfront in Lei Yu Mun Typhoon Shelter, Yau Tong, Cha Kwo Ling, Kwun Tong, Kai Tak Development, Hung Hom, Tsim Sha Tsui and West Kowloon			
10:25 - 10:45	➤ Briefing on the planned projects and long term planning for Kowloon East by PlanD (Programme 5&6)	➤ Lei Yu Mun Harbourfront Enhancement Project ➤ Land use review of the Yau Tong Bay Comprehensive Development Area	Mr CHAN Wai-shun, Wilson, acting District Planning Officer/ Kln, PlanD	IV
10:45 – 11:05	➤ Briefing on the 200m long temporary promenade at the Kwun Tong Public Cargo Working Area and Kai Tak Development by CEDD (Programme 7&8)	➤ The temporary promenade at the Kwun Tong Public Cargo Working Area ➤ The Runway Park ➤ The cross-boundary heliport ➤ The Cruise Terminal	Mr KWAN Pak-lam, Project Manager / Kln, CEDD	V
11:05 - 11:15	➤ Briefing on Hung Hom by PlanD (Programme 9)	➤ Development proposals under the Hung Hom District Study	Mr LEE Kai-wing, Raymond, Chief Town Planner/ Studies and Research, PlanD	VI

Time	Programme	Description	Responsible Officers	Information
11:15 - 11:25	➤ Briefing on the development of the Tsim Sha Tsui waterfront by PlanD (Programme 10)	➤ Tsim Sha Tsui Waterfront Promenade/ Avenue of Stars ➤ Tsim Sha Tsui Piazza	Ms CHAN Yuet-mei, Heidi, District Planning Officer/ Tsuen Wan & West Kowloon, PlanD	VII
11:25 – 11:35	➤ Briefing on Guangzhou-Shenzhen-Hong Kong Express Rail Link and West Kowloon Waterfront Promenade by CEDD ➤ Briefing on the planning of the West Kowloon Cultural District by PlanD (Programme 11)	➤ Guangzhou-Shenzhen-Hong Kong Express Rail Link ➤ West Kowloon Waterfront Promenade ➤ The planning of the West Kowloon Cultural District	Mr KWAN Pak-lam, Project Manager of Kowloon Development Office, CEDD Ms CHAN Yuet-mei, Heidi, District Planning Officer/ Tsuen Wan & West Kowloon, PlanD	VIII
11:35 - 11:45	➤ Heading for Tai Kok Tsui along the new Yau Ma Tei Typhoon Shelter and briefing on the waterfront promenade along One Silversea and Long Beach by PlanD (Programme 12)	➤ New Yau Ma Tei Typhoon Shelter and Public Cargo Working Area ➤ The waterfront promenade along One Silversea and Long Beach	Ms CHAN Yuet-mei, Heidi, District Planning Officer/ Tsuen Wan & West Kowloon, PlanD	IX

Time	Programme	Description	Responsible Officers	Information
11:45 – 12:00	<p>“Shining Star” turns left to the northern shore of Hong Kong Island, passing the Western District and Sheung Wan harbourfronts and heading for Central Pier No. 8</p> <p>➤ Briefing on the planning of the Central and Western District (Programme 13)</p>	<p>➤ The land use review of the Western District</p> <p>➤ Western Wholesale Food Market</p> <p>➤ The temporary waterfront promenade adjoining the Sun Yat-sen Memorial Square and Sheung Wan Salt Water Pumping Station</p>	Ms AU Kit-ying , District Planning Officer / HK, PlanD	X
12:00	<p>“Shining Star” arrives at Central Pier No. 8.</p> <p>End of Tour.</p>			



2009年2月21日立法會維港視察行程

ROUND-THE-HARBOUR TOUR BY LEGISLATIVE COUNCIL (21.2.2009) - ROUTE MAP

規劃署
PLANNING DEPARTMENT



M/SD/09/09

I. New Central Harbourfront

Urban Design Study for the New Central Harbourfront

- In response to the requests of TPB, Planning Department (PlanD) has commissioned in late March 2007 the “Urban Design Study for the New Central Harbourfront” to refine the existing urban design framework for the new Central harbourfront and to prepare planning/design briefs for key sites.
- The eight key sites (**Figures 1 & 2**) included in the Study are as follows:

Site 1(1.89 ha)

- “Comprehensive Development Area (2)” (“CDA(2)”) site adjoining Central Piers 4 – 6
- Proposed Hotel or Office Development

Site 2 (0.41 ha)

- “Commercial” (“C”) site north of IFC II
- Proposed Office Development

Site 3 (5.23 ha)

- “CDA” site north of Statue Square
- Proposed Landscaped Deck and Retail and Office Developments

Site 4 (1.22ha)

- “Other Specified Uses (Waterfront Related Commercial and Leisure Uses)” (“OU(WRCLU)”) site north of City Hall
- Proposed Waterfront-related Commercial and Leisure Uses

Site 5 (1.16 ha)

- “Government, Institution or Community(2)” (“G/IC(2)”) north of CITIC Tower
- Proposed Arts and Culture-related Uses

Site 6 (1.89 ha)

- “OU(WRCLU)” site north of Fenwick Pier Street
- Proposed Waterfront-related Commercial and Leisure Uses

Site 7 (7.8ha)

- Proposed 2km long Waterfront Promenade

Site 8 (0.22 ha)

- “OU(WRCLU)” near Central Piers 9 and 10
 - Proposed Entrance and Viewing Deck for Central Piers No. 9 and 10 or Re-assembled Queen’s Pier
- The Stage 2 Public Engagement was conducted from April to July 2008. Public views were sought on the refined urban design framework and alternative design concepts for the key sites. Public exhibitions, roving exhibitions, a focus group workshop, a community engagement forum and briefings to various public and advisory bodies, interested organizations and all 18 District Councils were held to solicit views. Public views were also collected through the use of comment cards, face-to-face interviews, telephone polls, and written submissions. The study consultants are in the process of examining the public opinions and revising the design proposals where appropriate.
 - A consolidation forum will be organized by the Harbour-front Enhancement Committee Task Group on the Study on 28.2.2009 to consolidate the public views on the design concepts and proposals.



本摘要圖於2009年2月11日發佈。
所根據的示意總綱發展藍圖A - 為兩面片
望向第二階段公眾參與：諮詢摘要
EXTRACT PLAN PREPARED ON 11.2.2009 BASED ON
AERIAL PHOTO OF ILLUSTRATIVE MASTER
LAYOUT PLAN A EXTRACTED FROM STAGE 2
PUBLIC ENGAGEMENT : CONSULTATION DIGEST

中環新海濱城市設計研究
URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

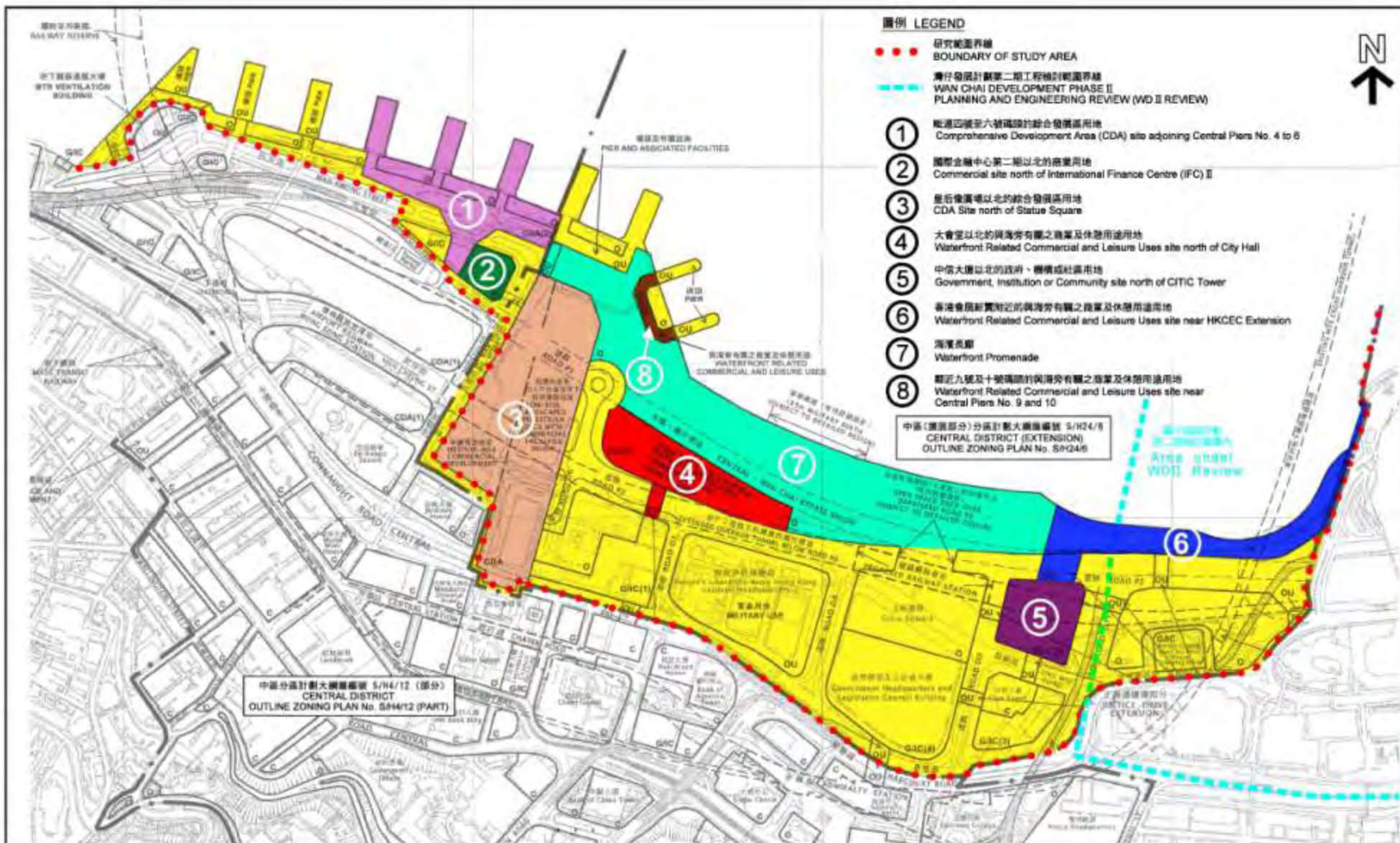
中環新海濱城市設計研究 - 研究範圍和各主要用地
Urban Design Study for the New Central Harbourfront - Study Area and Key Sites

規劃署
PLANNING DEPARTMENT



M/SD/09/15

圖 Figure
1



II. Central Reclamation Phase III, Central-Wan Chai Bypass and Wan Chai Development Phase II

Central Reclamation Phase III (CRIII)

The CRIII project aims to provide land necessary for the construction of the following essential transport infrastructure -

- (a) the Central-Wan Chai Bypass (CWB);
- (b) the Hong Kong Station extended overrun tunnel;
- (c) the North Hong Kong Island Line; and
- (d) other supporting road network under this project.

The land provided by CRIII would also allow the development of the new Central harbourfront for public enjoyment. In this regard, Planning Department has already commissioned the Urban Design Study for the New Central Harbourfront to refine the urban design framework for the new Central harbourfront and provide detailed planning and design guidelines.

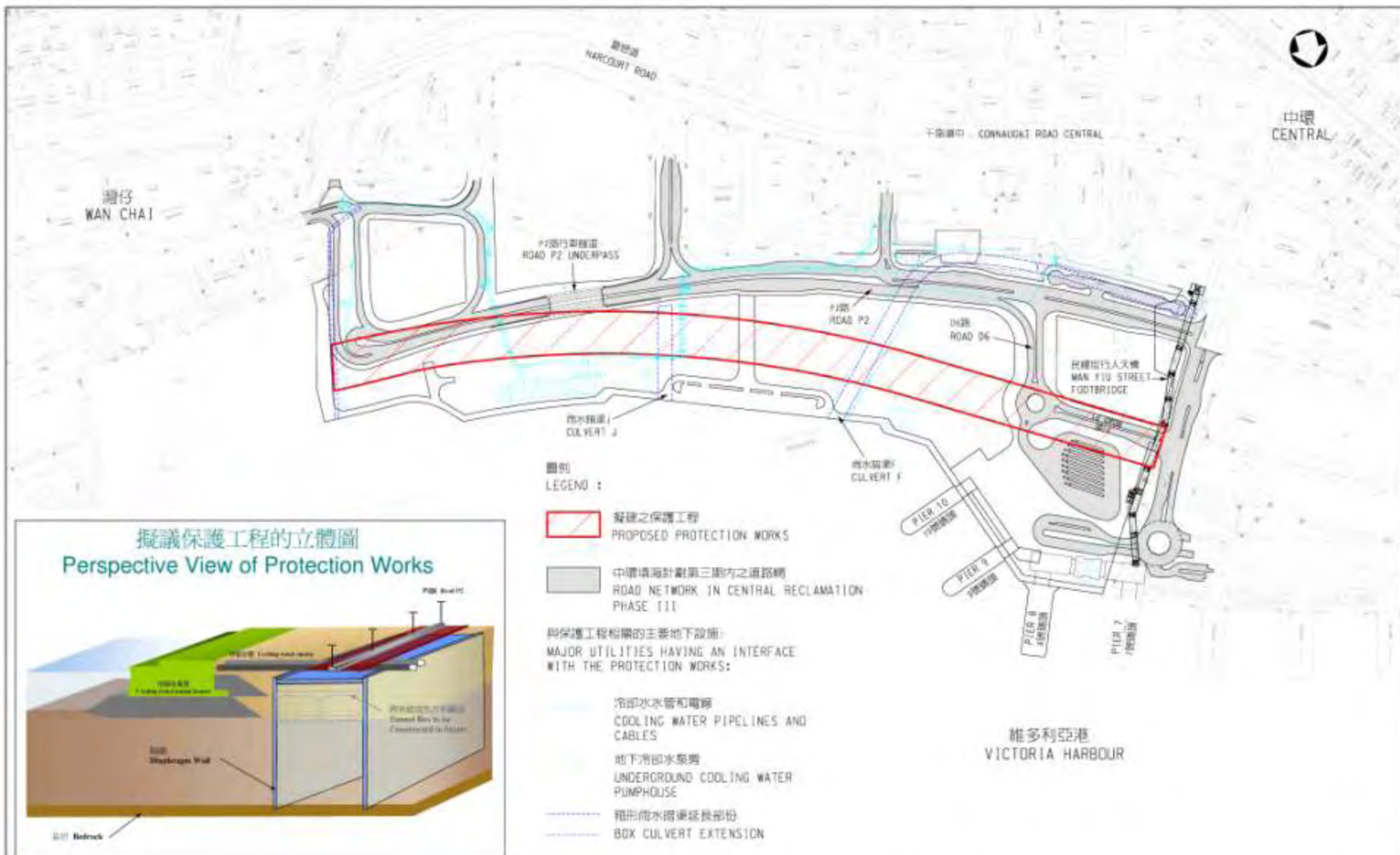
The scope of the CRIII works has consisted of:

- Reclamation of about 18 hectares of seabed from Star Ferry Pier at Central to Lung King Street and construction of seawalls
- Reprovisioning of existing facilities affected by the reclamation, e.g. Wan Chai heliport, piers and cooling water pumping stations
- Construction of Man Yiu Street footbridge, a berth for Chinese People's Liberation Army Forces Hong Kong, the Road P2 network, box culverts extension, stormwater drainage, sewerage, hinterland drainage improvement works and roadside amenities.

The LegCo Finance Committee approved in January 2009 to extend the scope of the project to include the implementation of protection works for the reclamation. The latest approved project estimate is \$5,761.5 million.

The CRIII works were commenced in February 2003. Up to January 2009,

the affected Wan Chai heliport, piers and the cooling water pumping stations have been reprovisioned at the new reclamation. The hinterland drainage improvement works, remaining reclamation works and seawall construction have been substantially completed. Construction of roadworks and box culvert extensions are in progress. The protection works for the reclamation will also start soon. According to the present progress of works, CRIII is scheduled for completion by mid 2011.



中環填海計劃第III期 - 工程計畫平面圖
Central Reclamation Phase III - Project Layout Plan



進行中的中環填海計劃第III期工程鳥瞰圖

Aerial View of Central Reclamation Phase III Project in Progress

Central-Wan Chai Bypass (CWB) and Wan Chai Development Phase II (WDII)

The main purpose of the WDII project is to provide land for building the CWB. The land formed will provide the opportunity for enhancing the harbourfront for the enjoyment of the public.

The CWB is needed to resolve the traffic congestion problems along the Connaught Road Central/Harcourt Road/Gloucester Road corridor. It starts from the Rumsey Street Flyover in the west, passing through the Central Reclamation Phase III (CRIII) and WDII areas and connects to the Island Eastern Corridor near City Garden in North Point (**Figure 1**). While the CWB will be in the form of a tunnel in the CRIII and WDII area, permanent reclamation is required due to various constraints and engineering requirements. Permanent reclamation however, is not required at the ex-Public Cargo Working Area basin (ex-PCWA) in Wan Chai and the Causeway Bay Typhoon Shelter (CBTS).

An area of 18 ha is being formed through reclamation from Man Yiu Street in Central to about Lung King Street under the CRIII project. Under WDII, a total area of 12.7 ha will be formed which includes an area of 9.4 ha from the CRIII limit to the ex-PCWA along the Wan Chai shoreline and another 3.3 ha to the east of the CBTS to about Oil Street in North Point.

While permanent reclamation is not required at the CBTS and the ex-PCWA, temporary reclamation is needed to facilitate the construction of the CWB tunnel underneath the seabed for a total duration of 6 years. The overall extents of temporary reclamation at the CBTS and the ex-PCWA are 6.4 ha and 1.9 ha respectively. Through a staged construction approach, it is estimated that the area of temporary reclamation at any one time in the CBTS will range from 1.8 ha to 3.7 ha, whilst at the ex-PCWA the area of the temporary reclamation will range from 0.7 ha to 1.2 ha.

Subject to funding approval by the Legislative Council in mid 2009, the construction works of the WDII and CWB projects are scheduled to

commence in end 2009 for commissioning the CWB in 2017.

Harbourfront Enhancement for the WDII Area

The Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas (HER) public engagement exercise was carried out from 2005 to 2007 to stimulate the public to come up with their visions, wishes and proposals in order to formulate a Concept Plan to illustrate the development of the future waterfront from Wan Chai North to North Point Oil Street areas. Five character precincts, viz the Arts and Culture Precinct, Water Park Precinct, Water Recreation Precinct, Heritage Precinct and Leisure and Recreation Precinct were proposed (**Figure 2**). Brief accounts of the features of the five character precincts are provided as follows:

- Arts and Cultural Precinct - Reinforces and builds on the existing arts and exhibition related developments and provides complementary uses such as performance areas, arts and craft venues
- Water Park Precinct - Emphasis on a “water park” related leisure theme with waterfront-related retail and food beverage uses, attracting people to the waterfront and adding vibrancy
- Water Recreation Precinct - Enhance and optimize the potential of the former PCWA marine basin for water sports and recreation
- Heritage Precinct - Emphasis on the preservation and enhancement of the culture and heritage elements of the typhoon shelter; Victoria Park is extended to the new waterfront via a wide landscaped deck from the knoll at the north-western part of the Park
- Leisure & Recreation Precinct - Land formed along the shoreline for the Trunk Road and tunnel portal provides opportunity for a new landscaped leisure area, opening up this currently inaccessible part of the harbourfront to the public

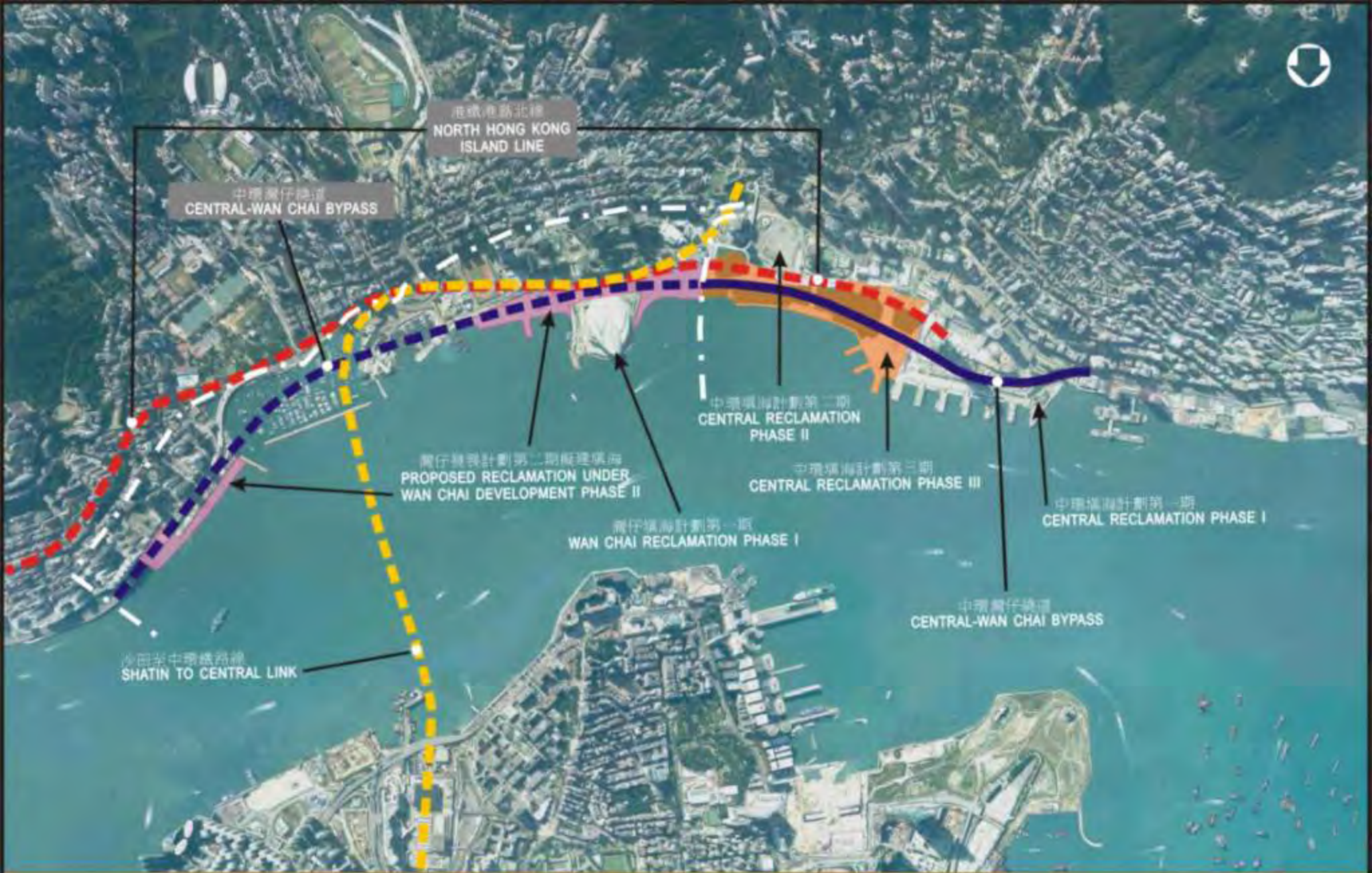
Harbourfront Accesses

To enable the public to access the new waterfront, nine pedestrian links between the hinterland and the waterfront within the WDII area will be provided, via five at-grade crossings, three wide landscaped decks and a footbridge (**Figure 3**). Brief details of the links are as follows:

- At-grade crossing from the Arts Centre to the waterfront west of the HKCEC
- A landscaped deck from the garden adjacent to Grand Hyatt Hotel to the promenade west of HKCEC
- At-grade crossing across the junction of Fleming Road and the realigned Hung Hing Road to the Wan Chai waterfront
- A landscaped deck from Great Eagle Centre and Harbour Centre to the Wan Chai waterfront and ferry pier
- At-grade crossing across the junction of Tonnachy and Hung Hing Roads to the Wan Chai waterfront
- A footbridge along Wan Shing Street to the Wan Chai waterfront
- A landscaped deck extending Victoria Park to the Causeway Bay promenade
- At-grade crossing along Watson Road to the North Point waterfront
- At-grade crossing along Oil Street to the North Point waterfront

Wan Chai Waterfront Promenade

The Wan Chai Waterfront Promenade (WCWP), commonly known as the “pet park”, was initiated by the then WDII Review Subcommittee of the Harbour Enhancement Committee and supported by the Wan Chai District Council in 2005 in response to comments received from the public during the HER project for opening up vacant government land, on a temporary basis, for public enjoyment before the area is required for the WDII and CWB construction works. The facility is 1.2 ha in area. Construction began in October 2006 and was completed in March 2007. The WCWP was formally opened to the public in April 2007 and will have to be closed when the construction works of WDII and CWB commence by end 2009.



港鐵港島北線
NORTH HONG KONG
ISLAND LINE

中環灣仔繞道
CENTRAL-WAN CHAI BYPASS

中環填海計劃第二期
CENTRAL RECLAMATION
PHASE II

灣仔填海計劃第二期擬建填海
PROPOSED RECLAMATION UNDER
WAN CHAI DEVELOPMENT PHASE II

中環填海計劃第三期
CENTRAL RECLAMATION PHASE III

灣仔填海計劃第一期
WAN CHAI RECLAMATION PHASE I

中環填海計劃第一期
CENTRAL RECLAMATION PHASE I

中環灣仔繞道
CENTRAL-WAN CHAI BYPASS

沙田至中環鐵路線
SHATIN TO CENTRAL LINK

中環灣仔繞道 CENTRAL-WAN CHAI BYPASS



灣仔發展計劃第二期 - 海濱優化概念
WAN CHAI DEVELOPMENT PHASE II - HARBOUR-FRONT ENHANCEMENT CONCEPT



灣仔發展計劃第二期 - 前往海旁的通道
WAN CHAI DEVELOPMENT PHASE II - HARBOUR-FRONT ACCESS

III. North Point to Aldrich Bay Waterfront

Proposed Oil Street Redevelopment

- The Site has an area of 11,700 m². It is intended for office/hotel/commercial and residential uses with a maximum total GFA of 70,200m². The domestic GFA should not exceed 49,240m². This is to achieve a balanced mix of land uses to enhance the vibrancy of the area. A total of 6,400m² public open space (POS) including a 20-m wide promenade will be provided at the Site (**Figure 1**).
- Other key design concepts for the Site as stated in the planning brief include:
 - a lower development intensity (gross plot ratio of 8.6 and net plot ratio of 6) giving due regard to the waterfront location;
 - a “stepped height” building profile of 100 mPD at seaward side and 110 mPD at landward side of the Site;
 - careful design and disposition of the buildings to enhance visual permeability to the waterfront;
 - the residential blocks should be set back from the Island Eastern Corridor and future Central Wanchai Bypass by at least 50m; and
 - three wind corridors along Oil Street, along the northeastern boundary and the middle of the Site are recommended.



維多利亞港
VICTORIA HARBOUR

圖例 LEGEND



包括緊急車輛通道及一個考古資源中心的上落客貨處
Including Emergency Vehicular Access and a Loading / Unloading Space for the Archaeological Resource Centre



通往海濱
Access to Waterfront



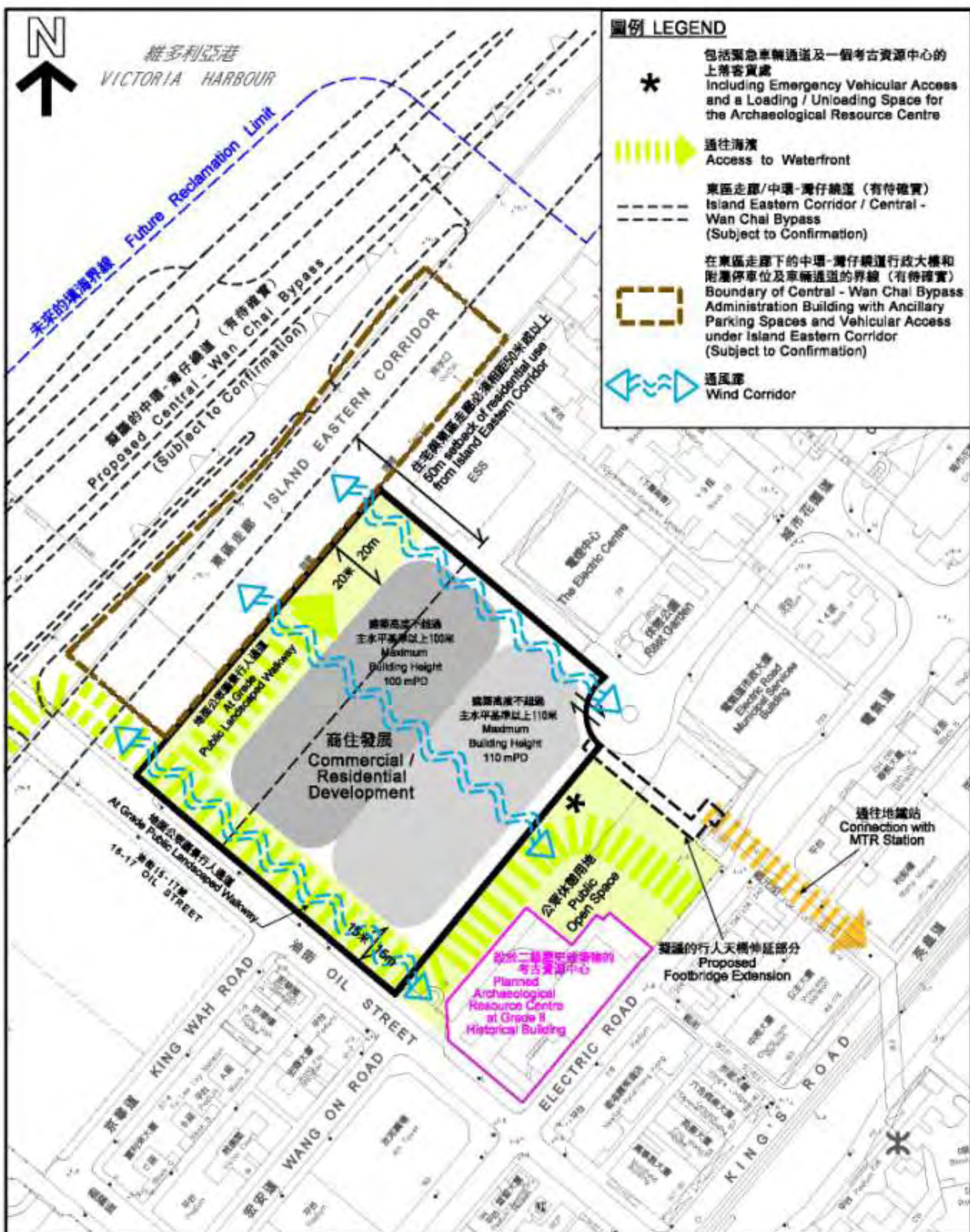
東區走廊/中環-灣仔繞道 (有待確實)
Island Eastern Corridor / Central - Wan Chai Bypass
(Subject to Confirmation)



在東區走廊下的中環-灣仔繞道行政大樓和附屬停車位及車輛通道的界線 (有待確實)
Boundary of Central - Wan Chai Bypass Administration Building with Ancillary Parking Spaces and Vehicular Access under Island Eastern Corridor
(Subject to Confirmation)



通風廊
Wind Corridor



本圖於2009年2月12日編繪，所根據的資料為測量圖則號11-SE-1C/BA
PLAN PREPARED ON 12.2.2009
BASED ON SURVEY SHEETS No. 11-SE-1C/BA

擬議油街重建計劃 PROPOSED OIL STREET REDEVELOPMENT

SCALE 1:1 500 比例尺
METRES 25 0 25 50 METRES

規劃署
PLANNING
DEPARTMENT



MH/09/3

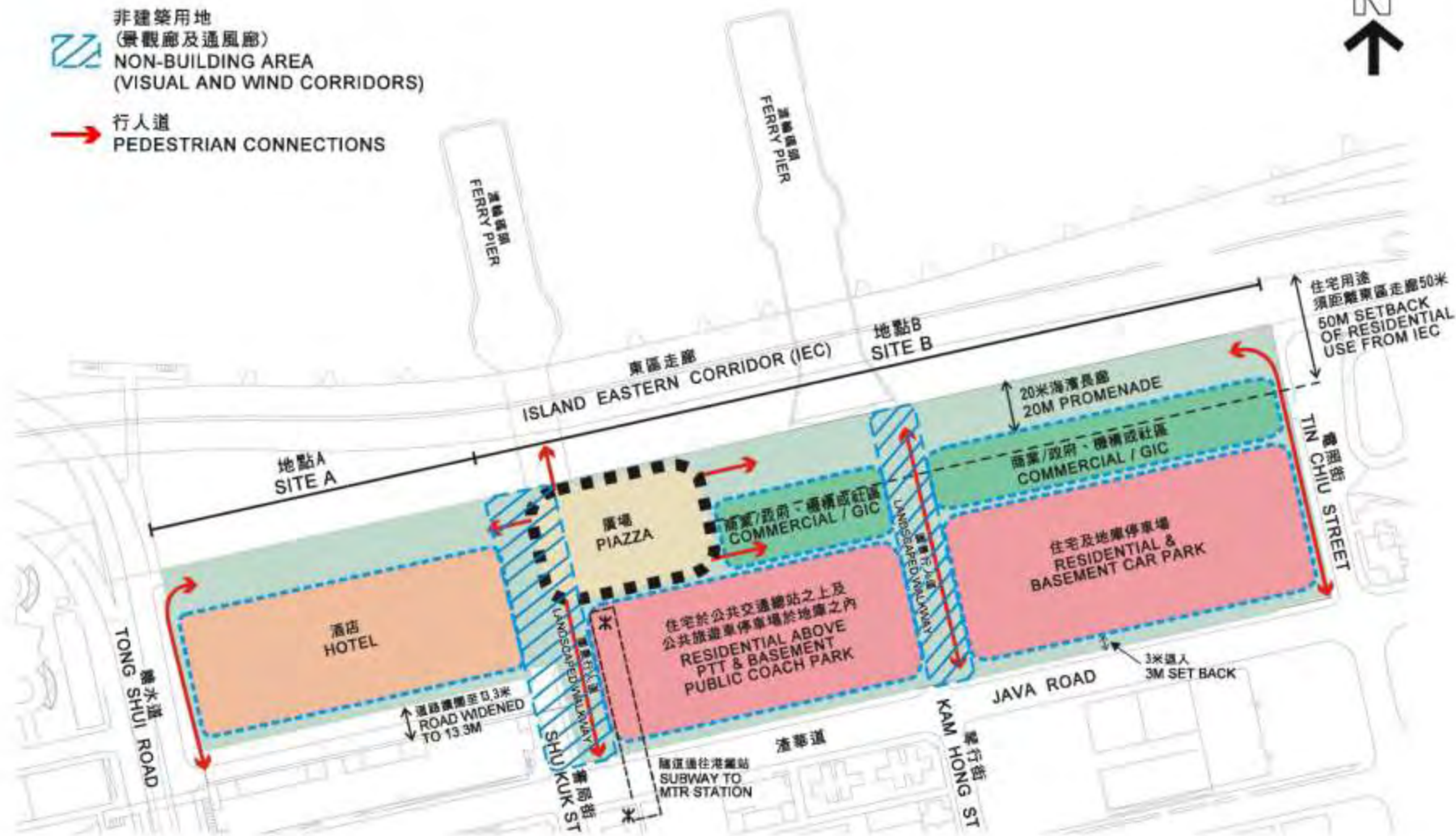
圖 Figure
1

Proposed Ex-North Point Estate Redevelopment

- The Site has an area of about 37,200m² and a harbour frontage of about 400m. It comprises Site A for hotel (36,000m²), and Site B for commercial/residential uses with Government, institution or community (GIC) and transport facilities (86,110m²). A total of 15,000m² public open space (POS) including a 20m wide waterfront promenade will be provided at the Site (**Figure 2**).
- The hotel development at Site A will attract tourism activities and add vibrancy to the waterfront. The commercial use and GIC facilities at Site B will serve residents in North Point as well as visitors to the promenade and ferry passengers. A public transport terminus to re-provision the existing North Point Bus Terminus, and a public coach park to meet the demand for coach parking spaces in the North Point area and to serve the coaches carrying visitors for harbour cruise departing from North Point Ferry Pier will be provided.
- Other key design concepts for the sites as stated in the draft planning brief include:
 - a lower development intensity (gross plot ratios of 6.73 and 5.41 and net plot ratios of 4.54 and 2.94 for Site A and Site B respectively) giving due regard to the waterfront location;
 - a building height restriction of 80 mPD and a “stepped height” building profile descending towards the waterfront with a height difference of at least 30m between the seaward and the inland portions for Site B;
 - two landscaped walkways along Shu Kuk Street and Kam Hong Street, functioning also as air and visual corridors, to direct people from the inland area to the waterfront and the ferry piers; and
 - the residential blocks at Site B should be set back from the Island Eastern Corridor by at least 50m to avoid possible noise impact.

非建築用地
(景觀廊及通風廊)
NON-BUILDING AREA
(VISUAL AND WIND CORRIDORS)

行人道
PEDESTRIAN CONNECTIONS



本圖於2009年2月12日製備
PLAN PREPARED ON 12.2.2009

擬議前北角邨重建計劃
PROPOSED EX-NORTH POINT ESTATE REDEVELOPMENT

規劃署
PLANNING
DEPARTMENT



MH/09/3

圖 Figure
2

Proposed Boardwalk Underneath the Island Eastern Corridor

- The Island Eastern Corridor (IEC) was built along the harbour-front of Hong Kong Island East in 1984. There is a strong public call to better utilize the space under the IEC, including building a boardwalk as strongly advocated by the Eastern District Council (EDC).
- A preliminary boardwalk proposal investigated by the Government in early 2007 (**Figure 3**) includes:
 - a boardwalk of about 2km connecting the eastern end of the Wanchai Development Phase II near Oil Street to the Hoi Yu Street waterfront;
 - typical width of about 20m and greater width at certain sections;
 - utilising space on top of IEC pile caps and dolphins without involving structures in harbour; and
 - a section near Tong Shui Road may be outside the IEC footprint due to inadequate clearance under the slip road . There might be implications relating to the Protection of the Harbour Ordinance (PHO).
- However, the above proposal will affect the marine access rights under the leases of K. Wah Centre and Kodak House. It will also impact on the operation of the pier of the North Point Fire Station.
- PlanD will soon commence the Hong Kong Island East Harbour-front Study to examine, among others, the possibility of creating a continuous waterfront promenade along the harbour-front of Island East, including the boardwalk proposal in greater detail. The Study is scheduled to complete in late 2010.

行人板道剖面圖
Cross Section of Boardwalk



從海裕街眺望行人板道之景觀
Perspective View to the Boardwalk from Hoi Yu Street

行人板道概念設計
Conceptual Design of Boardwalk



Hoi Yu Street Waterfront, Quarry Bay

- The waterfront area along Hoi Yu Street includes two “Other Specified Uses” (“OU”) sites (**Figure 4**), which are planned for cultural, leisure and tourism-related uses. Developments within these two “OU” sites are restricted to a maximum building height of 35mPD (western site) and 25mPD (eastern site) and planning permission from the Town Planning Board is required to ensure a harmonious design along the waterfront.
- The areas adjoining the “OU” sites are reserved for open space including a 10m wide waterfront promenade to link up with the existing waterfront promenade in Quarry Bay Park.
- PlanD will soon commence the Hong Kong Island East Harbour-front Study. The Study will formulate a comprehensive plan for enhancement of connectivity and pedestrian accessibility to the study area including the Hoi Yu Street waterfront area.
- EDC has proposed to provide a temporary POS in the Hoi Yu Street area after relocation of the temporary uses in 2009.

Quarry Bay Park

- The existing Quarry Bay Park has an area of about 12.3 ha. It includes a waterfront promenade, a fireboat exhibition gallery, a scenic vantage point, open plaza area, a Tai Chi square, children’s playground, basketball courts, tennis courts, soccer pitches, jogging trail and cycling trail.
- With a site area of about 2.6 ha, the remaining Quarry Bay Park Phase II (**Figure 4**) is a park with the theme of Eastern character, a “Scented Garden”, children’s playing area, open plaza area, community farms and an elderly fitness corner. Construction works, after relocation of the temporary uses, will commence in early 2010 for completion by late 2011.

Sai Wan Ho and Aldrich Bay Promenade, and Aldrich Bay Park

- A 10m wide promenade, about 560m in length, along the Sai Wan Ho waterfront is substantially completed. Upon completion of the remaining portion, it will link up with the existing Aldrich Bay Promenade Park (**Figure 5**).
- The Aldrich Bay Promenade Park, with an area of about 1.72 ha and about 580m in length, comprises a 10m wide waterfront promenade along the Shau Kei Wan Typhoon Shelter, children's playground, a Tai Chi square, 2 basketball courts and foot massage paths.
- With a site area of about 2.2 ha, the proposed Aldrich Bay Park is located to the immediate south of the Aldrich Bay Promenade. It is a park with the theme of traditional fishing village, a "Scented Garden", children's playing area, open plaza area, jogging tracks and an elderly fitness corner. Construction works will commence in May 2009 for completion by late 2011.
- As a quick-win harbourfront enhancement project, it is proposed to extend the existing Aldrich Bay Promenade Park by developing a temporary public open space (about 1900m²) at the eastern end, after relocation of the existing temporary uses in 2009.

鯉魚門
LEI YUE MUN



現存的鯉魚涌公園
Existing Quarry Bay Park

現存的西灣河海濱長廊
Existing Sai Wan Ho Promenade

擬議海濱長廊
(暫為水管設施所用)
Proposed Promenade
(Temporarily occupied by
Marine Police Facilities)

現存的西灣河海濱長廊
Existing Sai Wan Ho Promenade

愛秩序灣
ALDRICH BAY

現存的愛秩序灣海濱花園
Existing Aldrich Bay
Promenade Park

西灣河海濱長廊
SAI WAN HO PROMENADE

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DEPARTMENT



本圖於2009年2月16日製備，所根據的資料為測量圖編號11-SE-8A, B, C及D
PLAN PREPARED ON 16.2.2009
BASED ON SURVEY SHEETS No. 11-SE-8A, B, C & D

SCALE 1:3 000 比例尺
METRES 50 0 50 100 METRES
33

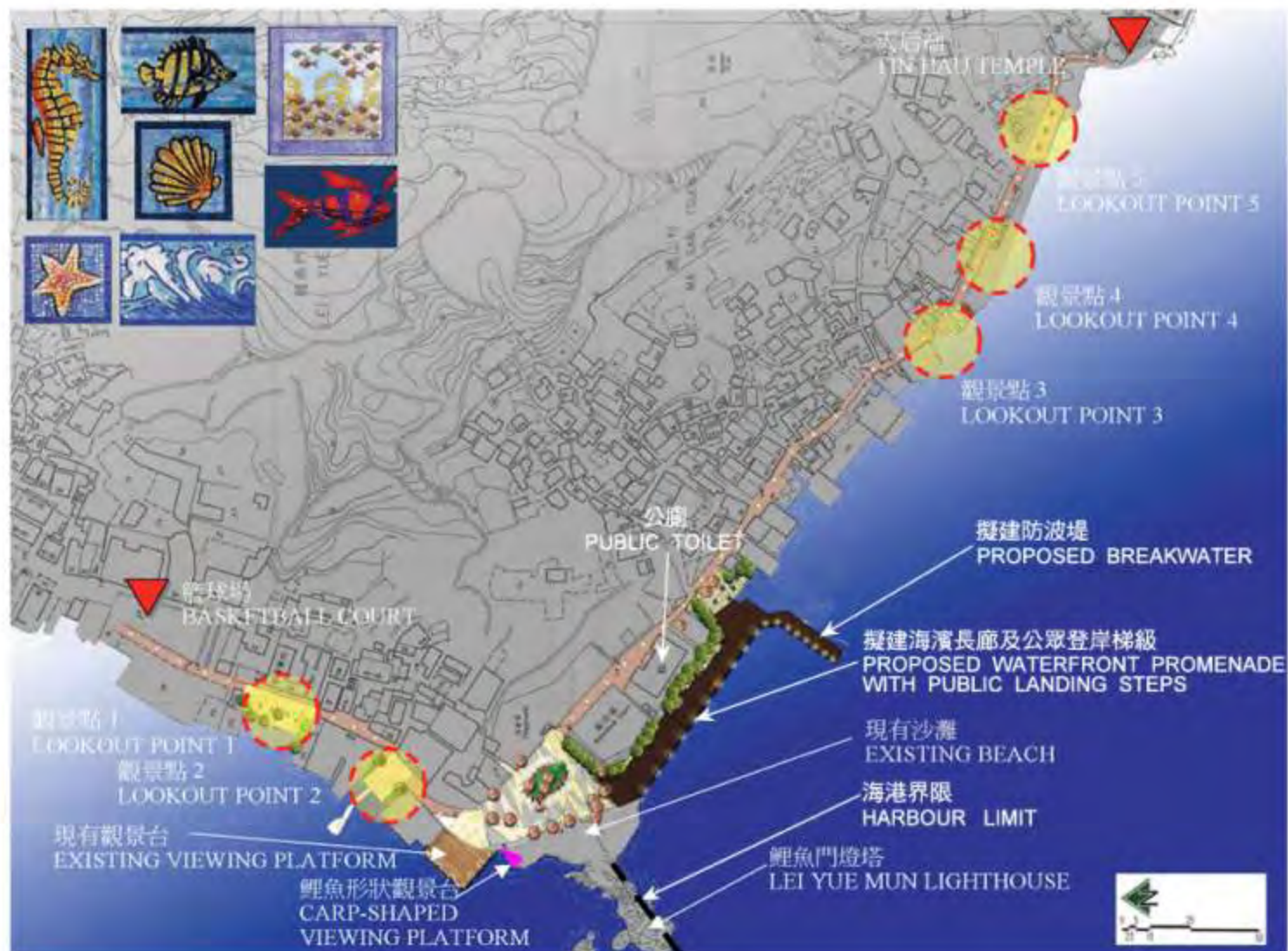
MH/09/3

Figure
5

IV. Lei Yue Mun Waterfront and Yau Tong Bay

Lei Yue Mun Waterfront Enhancement Project

- The enhancement project, initiated by the Tourism Commission, comprises a public landing facility (PLF) and other supporting facilities which will provide a more direct access for visitors to the seafood restaurants. The project will involve reclamation of about 1,000m² which is outside the Harbour as defined in the Protection of the Harbour Ordinance.
- The enhancement project (**Figure 1**) includes the construction of:
 - a new PLF capable of accommodating vessels up to 30m (in length);
 - a breakwater linked up with the proposed PLF;
 - a viewing platform and streetscape enhancement; and
 - a waterfront promenade.
- A study commissioned by CEDD which includes a preliminary environmental review, ecological and fisheries impact assessment and marine traffic assessment study to investigate and examine the environmental consideration and navigation safety associated with the proposed PLF was completed in 2008. The project is supported by Kwun Tong District Council.
- The OZP would be amended to incorporate the viewing platform, the breakwater, the PLF and part of the waterfront promenade in the planning scheme boundary to facilitate the implementation of the enhancement works.
- The project is expected to commence in 2010 to be completed in 2013.
- Submission of the project with an estimate of \$210 million to PWSC of LegCo is scheduled for mid 2010.

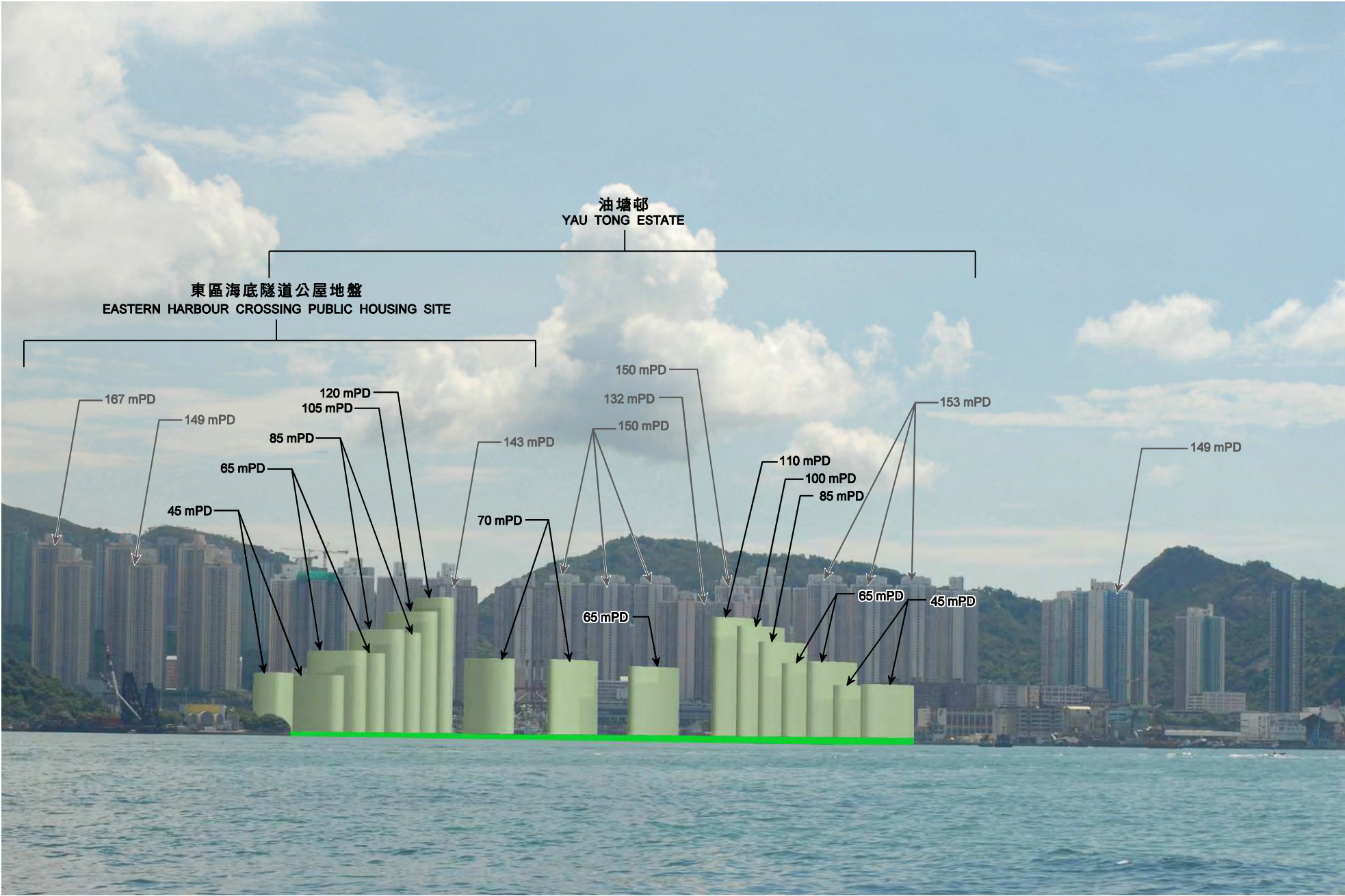


Yau Tong Bay “Comprehensive Development Area” Development

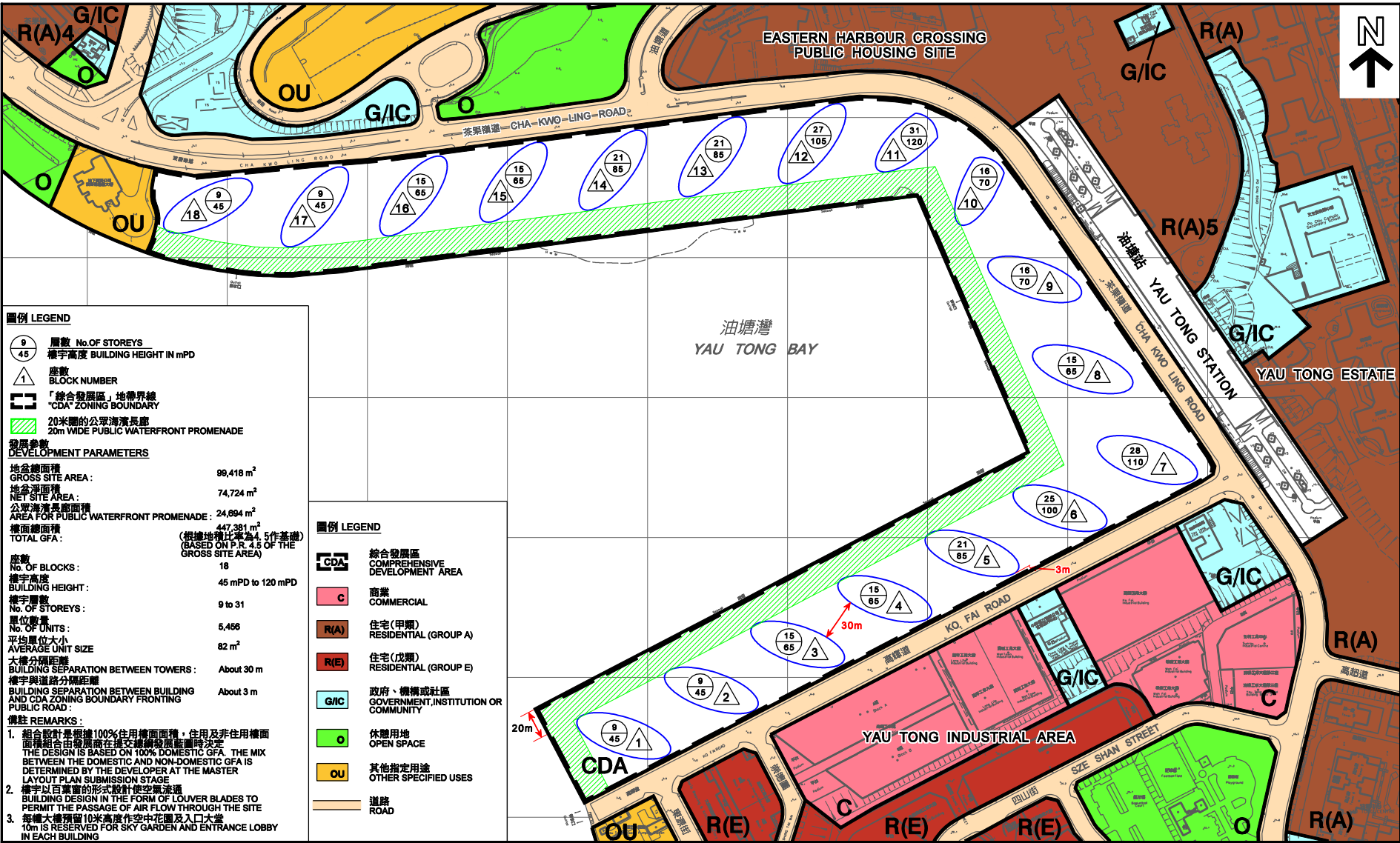
- The site is zoned “Comprehensive Development Area” (“CDA”) to phase out the existing industrial operations, resolve the environmental problems and enhance the waterfront for public enjoyment through comprehensive redevelopment
- The site is under multiple ownership, consisting of 47 marine lots
- The existing on-site and surrounding land uses include:
 - industrial uses accommodated in shed-like accommodations e.g. shipyards, sawmills, concrete batching plants and paper recycling plants
 - other Government/Institution/Community uses e.g. salt water pumping station and CEDD maintenance depot
 - Yau Tong Industrial Area to the south
 - public housing development to the north and east
 - MTR Yau Tong Station to the immediate east
- The development parameters of the “CDA” zone are as follows:

Site Area :	9.91 ha (no reclamation required)
Maximum Plot Ratio :	4.5 based on gross site area
Maximum Building Height :	120mPD
Public Open Space :	A waterfront promenade of about 20m wide and with a site area not less than 24,700m ²
Others:	Submission of Master Layout Plan (MLP) is required
- The “CDA” development embodies the following urban design considerations:
 - a distinct gradation of height profile (120mPD descending to 60mPD) with descending building height towards the harbourfront
 - more innovative design and appropriate disposition and non-building area/permeable zones to avoid a monotonous harbourfront image and possible “wall effect”

- submission of MLP including visual impact assessment
- Photomontage and layout of an indicative scheme are at **Figure 2**



模擬布局的合成照片 PHOTOMONTAGE OF THE INDICATIVE SCHEME



模擬的布局設計 LAYOUT OF THE INDICATIVE SCHEME

本圖於2009年2月12日擬備
PLAN PREPARED ON 12.2.2009

油塘灣「綜合發展區」發展
YAU TONG BAY
"COMPREHENSIVE DEVELOPMENT AREA" DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



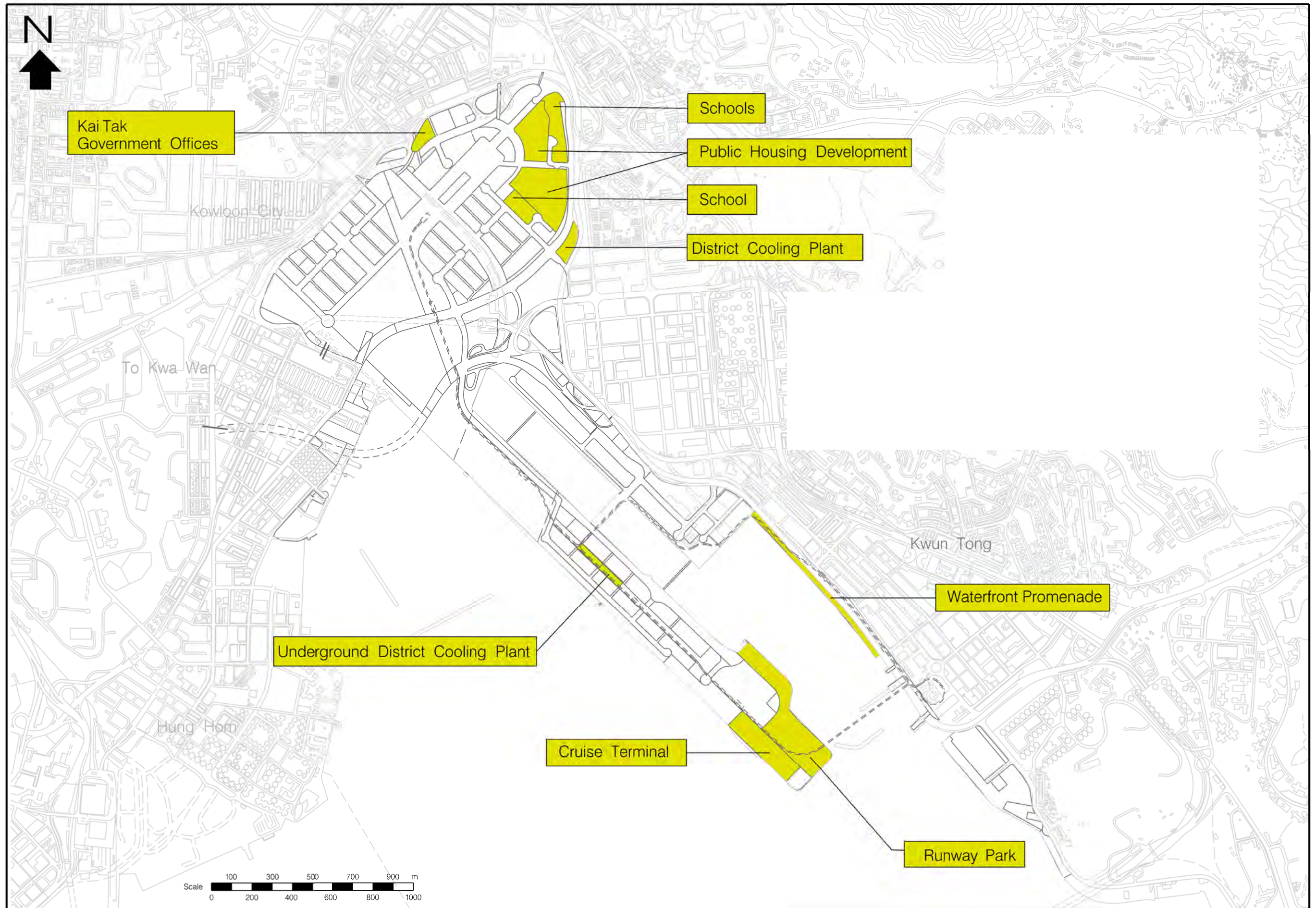
M/K15/09/30

圖 Figure
2

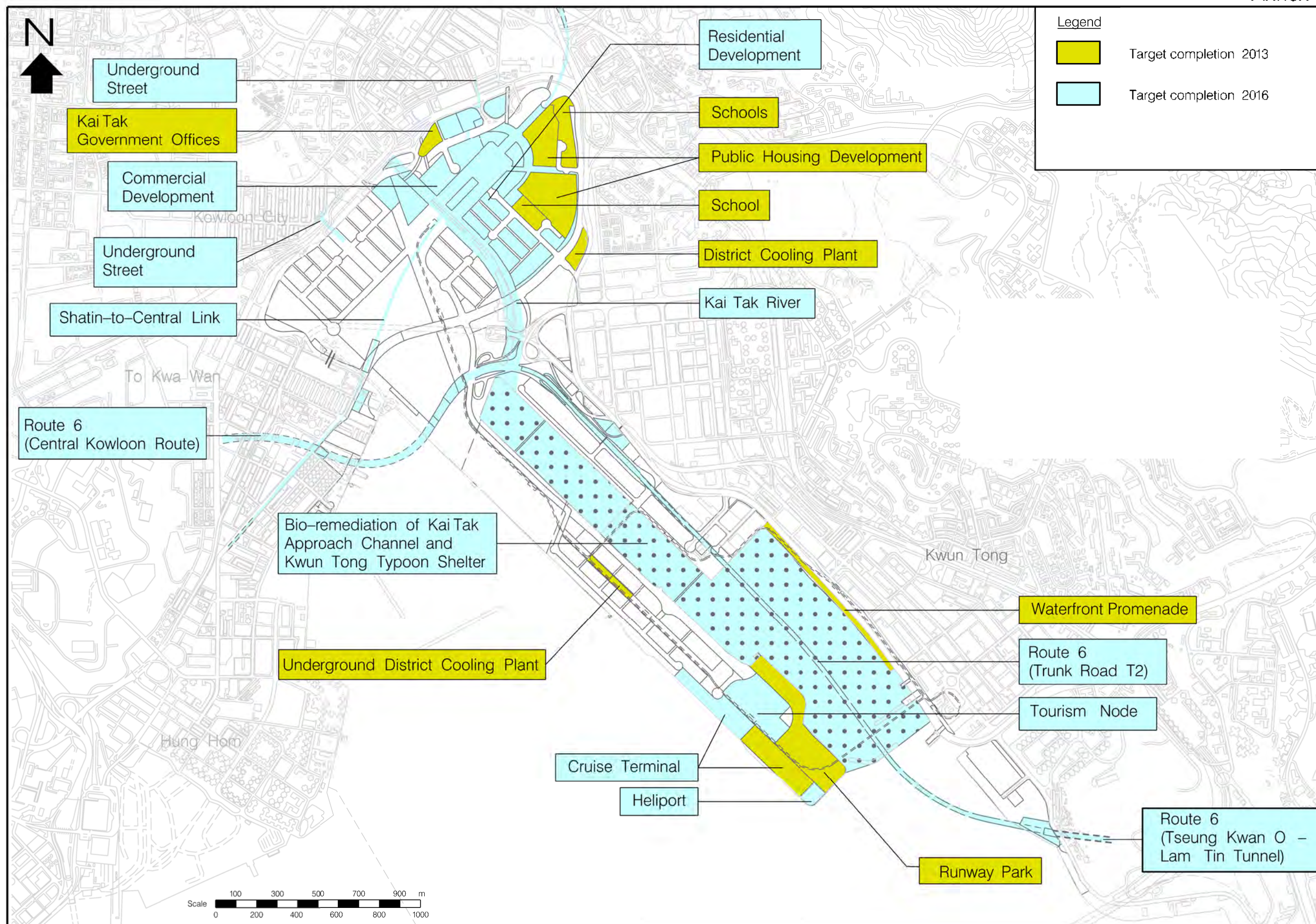
V. Kai Tak Development (KTD)

- KTD had been the subject of a decade-long planning process with the reclamation scale and population size deliberated in detail. The Administration carried out extensive public engagement between 2004 and 2006 under the Kai Tak Planning Review Study. After three rounds of public engagement, we arrived at the development scheme for Kai Tak which was incorporated into the statutory Kai Tak Outline Zoning Plan (Kai Tak OZP No. S/K22/2) approved by the Chief Executive in Council on 6 November 2007. The OZP is shown on Annex 1. The total planning area of KTD spans over 320 hectares. It involves comprehensive development of the ex-airport site into an area for commercial, residential, recreational, tourism and community uses together with supporting infrastructure.
- KTD involves many interrelated projects which have close relation with one another. These projects culminate to make KTD a highly complex mega project to be implemented in the vicinity of Hong Kong's busy metro area. Given the scale and complexity of KTD, we have grouped the projects into three packages for completion by three target years, 2013, 2016 and 2021. The locations of the three packages are shown on Annexes 2, 3 and 4.
- The key issues for Package A are the timely completion of the public housing development and the first berth of the cruise terminal, and the provision of supporting infrastructure to serve these developments. To tie in with the public housing development at the north apron, we will enhance vehicular and pedestrian connections to the surrounding built-up areas to provide convenient access for the residents. For the first berth of the cruise terminal and the adjacent runway park for which funding will be separately sought in due course, we will also construct new roads and improve the existing road junctions so that these early developments at the runway tip are readily accessible. The runway park together with the waterfront promenade at the Kwun Tong Public Cargo Working Area (PCWA) will provide much needed open space for the enjoyment of both the local residents and the community at large. As for the Kwun Tong PCWA, we have consolidated the vacant berths and identified a 200-metre long waterfront promenade for early completion by end 2009. This promenade will be extended as the existing PCWA is phased out gradually by 2011.

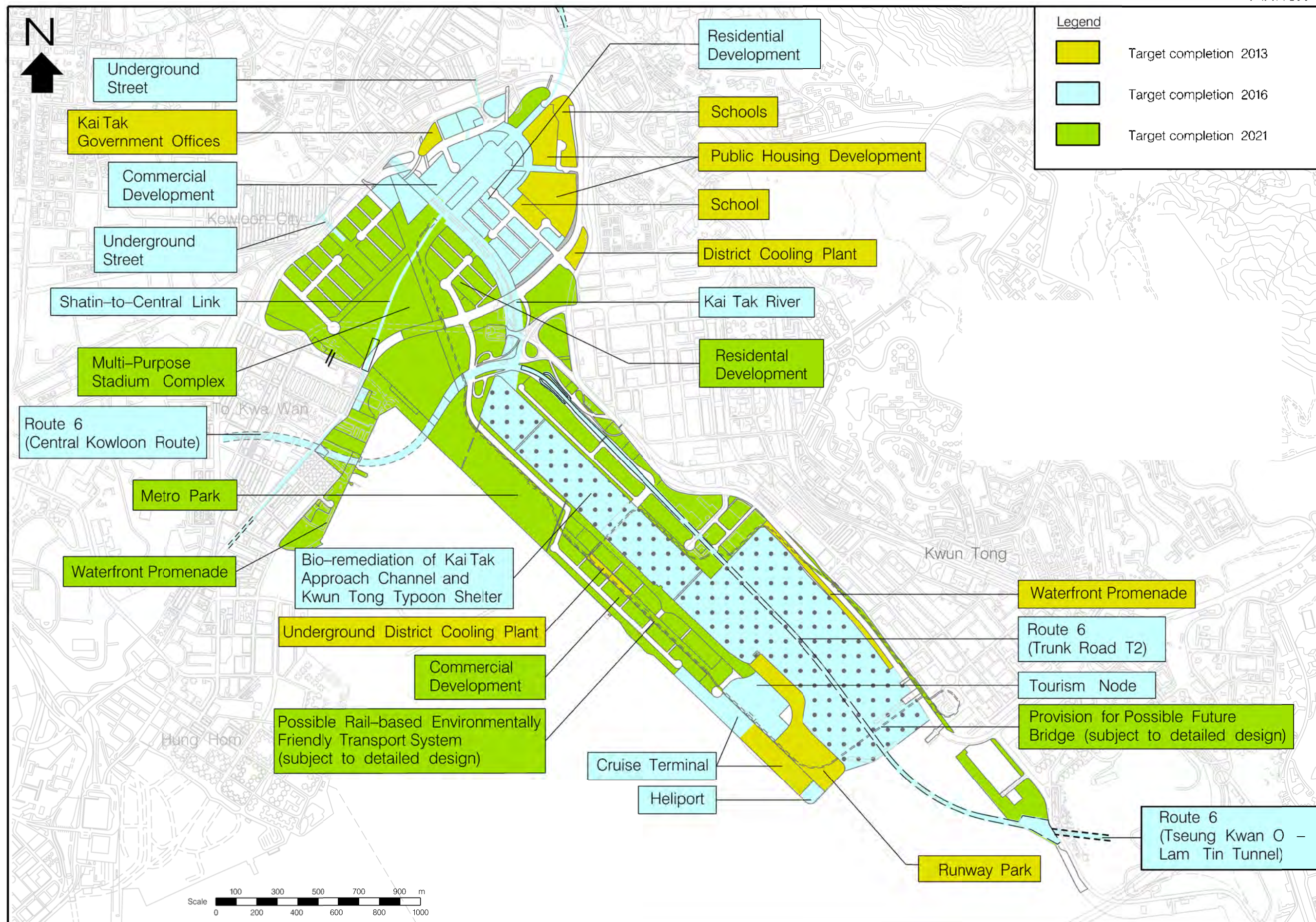
- An important part of Package B is the timely completion of two strategic transport links, namely, the Shatin-to-Central Link and Route 6 which are crucial to support the continued development of KTD. Package B also includes the provision of additional pedestrian connections to the adjoining districts to facilitate the steady increase in residential and working population at the north apron, as well as the first intake of some of the private housing and commercial developments. Work will be carried out to transform the section of Kai Tak Nullah at the north apron into the proposed Kai Tak River. Package B also includes works in accordance with the EIA report for KTD to tackle the long-standing odour problem in the Kai Tak Approach Channel.
- On completion of Package C, the Stadium Complex will form a new icon in this part of the Victoria Harbour. Its development is to be integrated with the Metro Park. These two facilities will signify the substantial completion of KTD.



Kai Tak Development – Major Components of Package A (Target completion : 2013)



Kai Tak Development – Major Components of Package B (Target completion : 2016)



Kai Tak Development – Major Components of Package C (Target completion : 2021)

VI. Hung Hom

Development Proposals of the Hung Hom District Study

- The Hung Hom District Study, as part of Harbour Plan Review, aims to formulate a comprehensive district plan for enhancement of the Hung Hom waterfront area. The Study was commenced in December 2006 and completed in April 2008.
- Key recommendations for the four Potential Development Sites as illustrated in **Figure 1** are as follows:

Hung Hom Station Area and Waterfront Development

- The MTRC Freight Yard and International Mail Centre are recommended to be relocated in the long term. The vacated site would be used for enhancement of the harbourfront
- An indicative scheme with retail/dining along the waterfront, two hotel blocks on the edge of the podium, and a waterfront promenade accessible to the public was prepared to illustrate the enhancement opportunity
- Indicative height: waterfront - 15mPD, retail - 23mPD, hotel - 75mPD

“CDA(1) and CDA (2)” Sites at Hung Luen Road

- “CDA(1)” is intended for hotel, retail and public transport interchange and “CDA(2)” for office and retail, both with plot ratio reduced from 6 to 4
- The proposed maximum building height ranges from 75mPD to 15mPD descending to the waterfront for “CDA(1)” and from 75mPD to 40mPD descending to the waterfront for “CDA(2)”
- There will be a 20m-wide central corridor connecting to a 20m-wide waterfront promenade
- The layout maximises open areas for public enjoyment, minimises visual impact to Whampoa Garden and promotes visual porosity

“R(A)2” Site at Hung Luen Road

- Plot ratio has been reduced from 9 to 4.5 (domestic 4.0, non-domestic 0.5) and height reduced from 120mPD to 100mPD

Tai Wan Shan Park and Waterfront Promenade

- Landscaping proposals to enhance the area and façade treatment for the Tai Wan Shan Swimming Pool^{*}
- Proposals for the “CDA” and “R(A)2” sites were incorporated into the Hung Hom OZP which was published for public inspection on 29 February 2008.

^{*} Taking on board the study recommendations, the Leisure and Cultural Services Department is currently undertaking “Beautification Works of Tai Wan Shan Park (Promenade)”, with funding from the Kowloon City District Council. The beautification works including landscape beautification, repainting and arrangement of a mural of mosaic tiling on part of Tai Wan Shan Swimming Pool wall, and installation of arbours and benches are scheduled for completion in March 2009.



紅磡車站及海旁發展
Hung Hom Station Area
and Waterfront Development



高度向海濱漸降式發展
Stepped Height Development towards Waterfront



綜合發展區鳥瞰圖
Aerial Perspective of CDA Site



VII. Waterfront Developments in Tsim Sha Tsui (TST)

TST Promenade Beautification Project

- Works started in end August 2004 and have been substantially completed (**Figure 1**). There are upgraded hard and soft landscaping, reprovisioned street lighting, open spaces for leisure purposes, outdoor activities and performances, and an alfresco dining facility.

Enhancement of Footbridges in TST East

- Two footbridge ramps on the TST promenade opposite to Kowloon Shangri-la Hotel and Empire Centre have already been replaced with lifts. This has opened up the originally cluttered waterfront and greatly improved the environment in the area.
- It has been planned to replace the remaining footbridge ramps in TST East with lifts and to carry out aesthetic enhancement for the footbridges in TST East. Works are expected for completion in mid 2010.

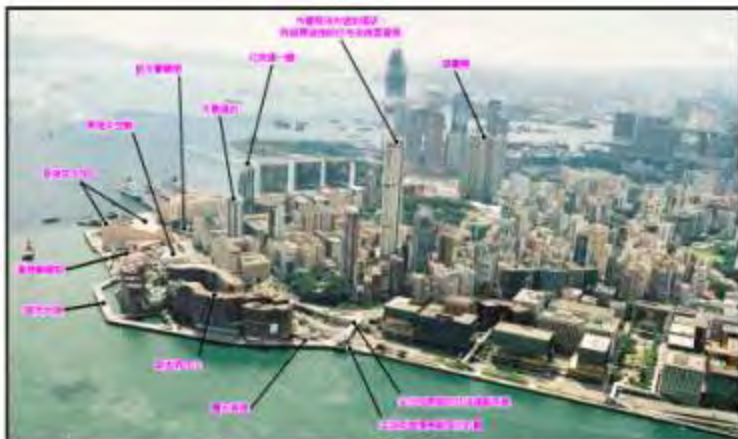
Avenue of Stars (AOS) (440m in length)

- The AOS now managed by New World Development Ltd. on behalf of LCSD was created in response to visitors' keen interest in Hong Kong movies, and also to recognize the contribution of the film industry to the tourism and economic development of Hong Kong.
- Construction works commenced in June 2003 and were completed in April 2004.

Development of a Piazza in TST

- The existing public transport interchange (PTI) adjacent to the TST Star Ferry Pier is proposed to be developed into a piazza to provide a new public leisure space for use by locals and visitors alike.

- Since August 2007, the Government has started relocating the bus routes using the PTI to terminate at the TST East (Mody Road) Bus Terminus in phases. The PTI site, which will be vacated after the relocation of all relevant bus routes, can be used for the development of the piazza.
- In May 2007, the Tourism Commission organized a workshop inviting relevant stakeholders and professional bodies to express their views on the uses and development and management modes of the proposed piazza.
- It was proposed that the Government should provide funding for the design and construction of the piazza, and invite the private sector to take up the design and construction works.
- It was also proposed to conduct an open design competition for the piazza. The Tourism Commission will work out the details of the design competition and aim to launch the competition in the second quarter of 2009.



擬議尖沙咀露天廣場
Proposed TST Open Piazza Development



香港藝術館及香港太空館之間的有蓋行人路
Covered Walkway between the HK Museum of Art and the HK Space Museum

星光大道
Avenue of Stars



露天茶座
Aifresco Dinning Facilities



圖例
Legend

- 尖沙咀海濱長廊美化計劃
TST Promenade Beautification Project
- TST Promenade
- TST Promenade
- 行人天橋
Footbridge
- 行人隧道
Pedestrian Subway

本圖於2000年2月12日發售
PLAN PREPARED ON 12.2.2000

尖沙咀海旁發展 WATERFRONT DEVELOPMENT IN TSIM SHA TSUI

SCALE 1:8,000 北偏北
METRES 100 0 100 200 300 400 METRES

規劃署
PLANNING DEPARTMENT



M/K1/09/36

圖 Figure
1

VIII. West Kowloon Cultural District (WKCD) Development

- In September 2003, Government launched an Invitation for Proposals (IFP) for developing WKCD with a view to generate market-driven private sector financing to take forward the project. However, despite previous consultations before launching the IFP, the community started to express diverse views over different aspects of the IFP.
- In April 2006, the Government appointed the Consultative Committee (CC) on the Core Arts and Culture Facilities (CACF) to re-examine and re-confirm, if appropriate, the need for the CACF in WKCD and the financial implications of developing and operating these facilities.
- On the recommendations of the CC, the Government conducted a Public Engagement (PE) Exercise from mid-September to mid-December 2007. Taking into account the public views received during the PE Exercise, the Government adopted the recommendations of the CC and introduced the WKCD Authority Bill to the Legislative Council on 20 February 2008 to set up the WKCD Authority responsible for implementing the WKCD project from its planning to the operational stages and ensuring the financial sustainability of the project.
- The WKCD Authority Ordinance was enacted by the LegCo on 3 July 2008. The Finance Committee approved the funding application for an upfront endowment of \$21.6B for the WKCD development on 4 July 2008.
- The Board of the WKCD Authority has been formed in October 2008. The WKCD Authority is now inviting and selecting consultants to formulate three Conceptual Plan options. It will conduct public engagement and consult the stakeholders in the arts and cultural sector, and then prepare a comprehensive development plan for WKCD. The target is for the consultants to commence their assignments in April 2009.
- WKCD, a prime waterfront site of about 40ha, is situated at the southern tip of the West Kowloon Reclamation. The site is currently zoned “Other Specified Uses” annotated “Arts, Cultural, Entertainment, Commercial and Other Uses” in the South West Kowloon OZP. According to the OZP, the site is subject to a maximum plot ratio of 1.81, of which no more than 20% of the total plot ratio shall be for residential use. It is subject to building height restrictions ranging from 50mPD to

100mPD. An aerial photo of WKCD is at **Plan 1**.

- The recommended CACF basically comprises a total of 15 performing arts (PA) facilities, at least 30,000m² of piazza areas, one museum-type cultural facility (referred to as M+ in CC's Recommendation Report) and an exhibition centre. An Artist's Impression of WKCD is at **Plan 2**.
- The CACF will be provided in two phases. Phase I CACF, comprising 12 PA venues, the piazza areas, 70% of the M+ and the Exhibition Centre, will be completed and in operation in 2014/15. As for the Phase II facilities for the remaining 3 PA Venues and the Phase II M+, their implementation programme is under review.
- At present, the vacant site at WKCD has been actively pursued for temporary use for conducting, organizing and holding arts related or cultural activities.
- Railway developments adjacent to WKCD (See **Plan 3**) include:
 - (a) developments at and around Kowloon Station of the Airport Express Line and Tung Chung Line, including the property development in Union Square;
 - (b) the West Kowloon Terminus of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), and developments at Site A above it (The XRL is scheduled for completion in 2014/15); and
 - (c) Austin Station of the Kowloon Southern Link (KSL) (scheduled for commissioning in August 2009) and developments at Sites C and D above it.
- Transport Department has commissioned a Traffic Study for the West Kowloon Reclamation Development (WKRD) to assess the traffic impacts at different stages of WKRD and recommend the necessary traffic improvement measures. The recommended long-term transport plan, including the proposed new road links, underpasses (e.g. the Lin Cheung Road - Austin Road West Underpass at **Plan 4**) and flyovers, has been endorsed for further investigation. The Study is targeted for completion in mid 2009.
- With a view to maximizing the use of the land for enjoyment of the prime waterfront area by the general public pending implementation of the

WKCD project, Government embarked on the West Kowloon Waterfront Promenade (WKWP) project and completed the initial 1.8 ha promenade in September 2005 and extended it to 3.6 ha in January 2007. The layout of the WKWP is at **Plan 5**.

- Facilities of the WKWP include footpath, timber boardwalk, cycle track, lawns, landscaped areas, viewing platform, outdoor coffee corner, public toilets, pergolas, seating benches, lighting towers (lanterns) and children's playgrounds, etc.



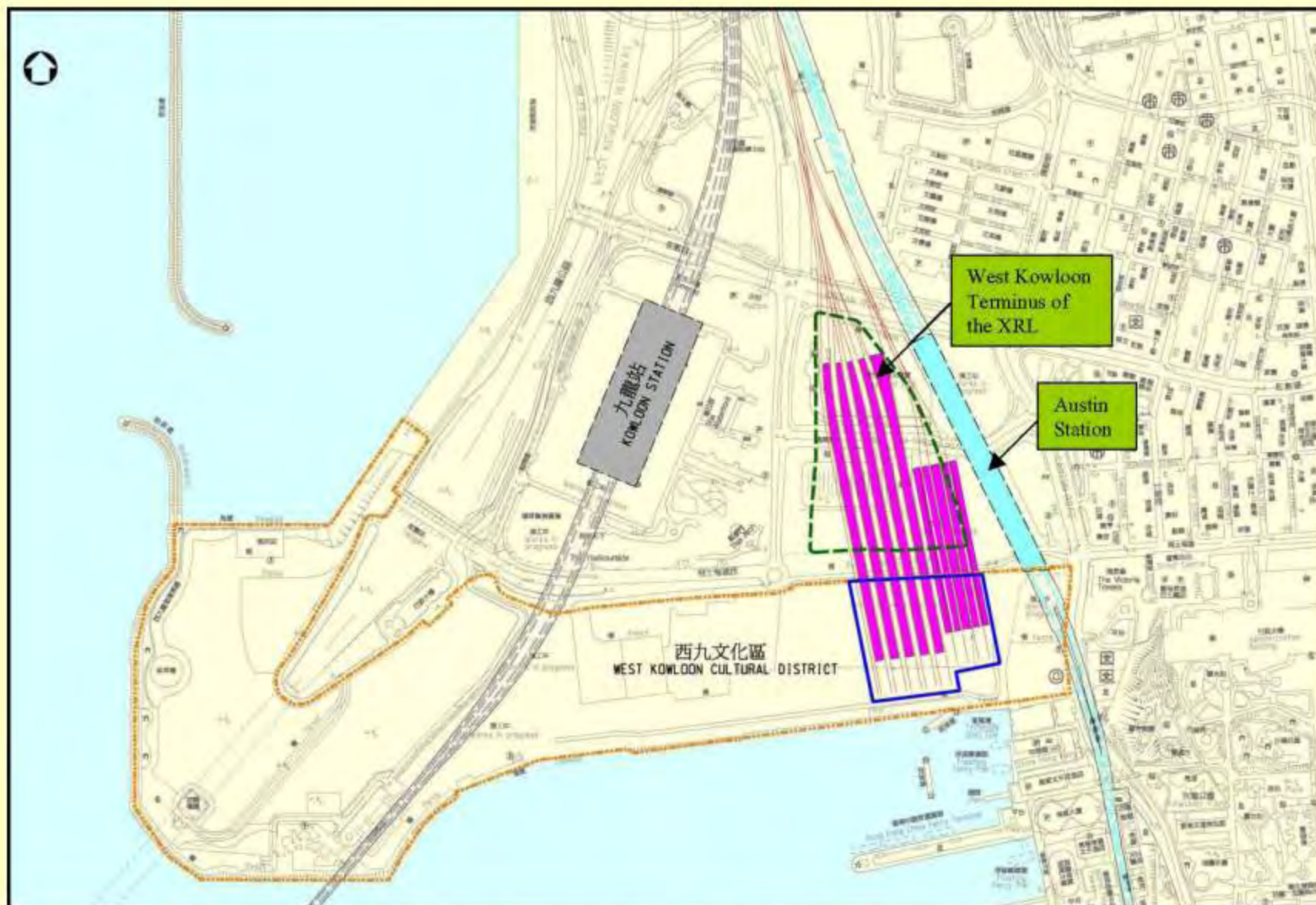
H:\Professional\Jimmy Tang\Aerial photo of WKCD with zoning\Aerial photo with QZ(2.2.09) e&c.pdf

West Kowloon Cultural District

Plan 2



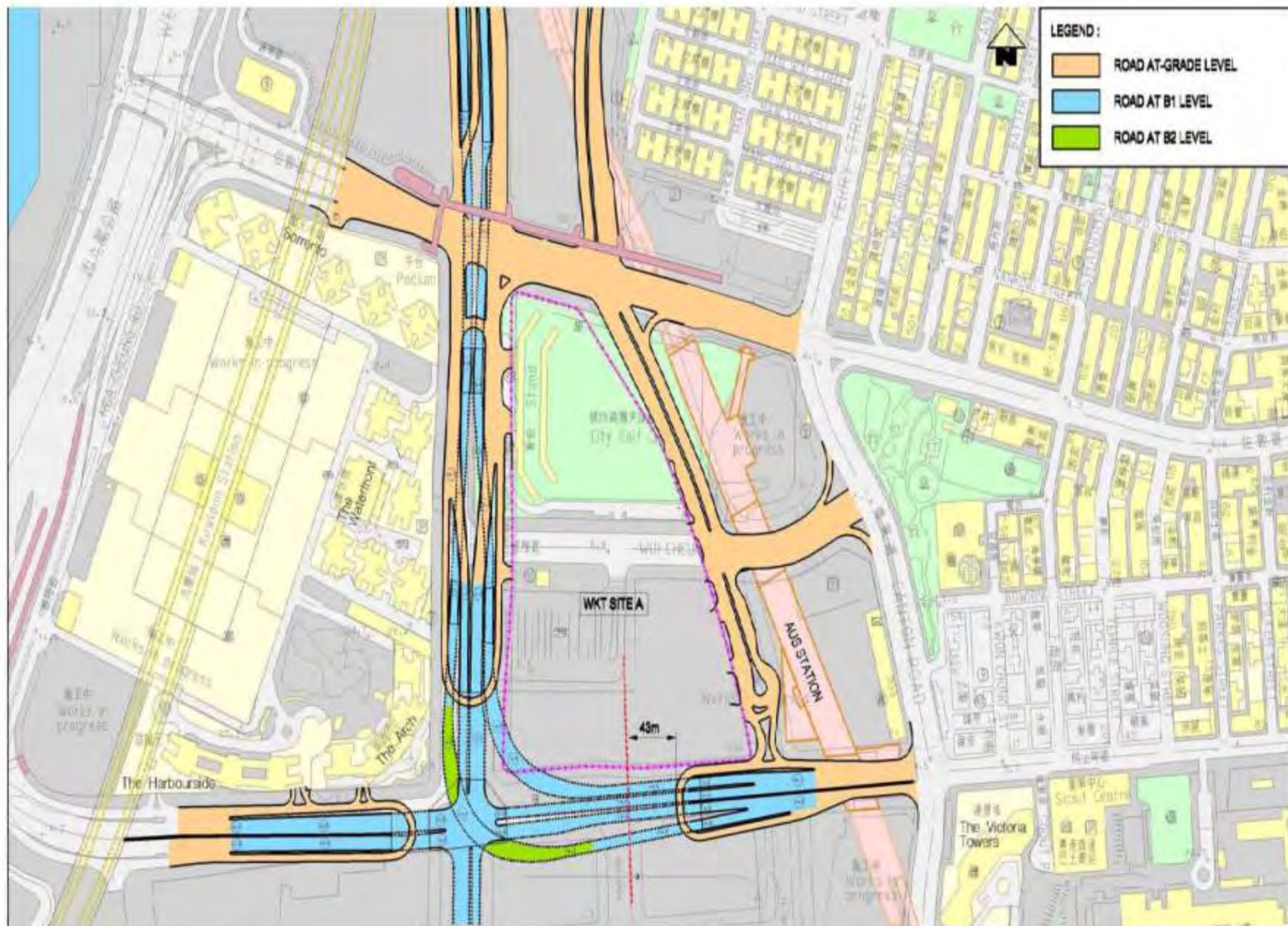
- West Kowloon Cultural District (WKCD) occupies an area of about 40 ha
- Planned to be developed into a world class integrated arts and cultural district. The WKCD Authority is responsible for implementing the WKCD project from its planning to operation
- Development involves 15 performing arts facilities, at least 30,000 sq.m of piazza areas, one museum-type cultural facility and an exhibition centre. No more than 20% of the total plot ratio for residential use
- Phase I of the facilities includes 12 performing arts venues, the piazza areas and 70% of the museum-type cultural facilities and the exhibition centre will be completed and in operation in 2014/15



Underground Connection between West Kowloon Cultural District and West Kowloon Terminus of the Guangzhou-Shenzhen-Hong Kong Express Rail Link

Lin Cheung Road - Austin Road West Underpass

Plan 4





PLAN 5

IX. Yau Ma Tei and Tai Kok Tsui

New Yau Ma Tei Typhoon Shelter and Public Cargo Working Area

- The New Yau Ma Tei Typhoon Shelter is the largest typhoon shelter in Hong Kong (**Figure 1**). It is for anchorage of fishing boats and berthing of vessels and container vessels for cargo handling activities.
- The Yau Ma Tei Public Cargo Working Area (YMT PCWA) came to operation in July 1995 (**Figure 1**). It has a land area of 6.8ha and a length of 1,200m. It is the largest PCWA with the longest seafrontage in Hong Kong.
- Other uses surrounding the New Yau Ma Tei Typhoon Shelter include a marine refuse collection centre, the Harbour Patrol Section of the Marine Department, an abandoned vehicles surrender centre, a works area, a sewage pumping station, a gas pigging station, a salt water pumping station and water selling kiosks (**Figure 1**).
- Existing pedestrian access to the area is only available from the waterfront promenade outside One SilverSea up to the roundabout outside the Administration Building of the YMT PCWA in the north, and at the southern tip of the PCWA in the south. Scope for enhancing pedestrian accessibility could be explored.

Waterfront Promenade and Open Space near Hoi Fai Road/Olympic Station

- Sections of the Waterfront Promenade near Hoi Fai Road are developed and managed by the adjacent developments (**Figure 2**):
 - in front of Long Beach and One SilverSea and opened to the public in November 2006
 - the section in between to be completed by 2012 by a private developer.
- To the south of One SilverSea is an open space of approximately 0.84 ha which will be developed by the LCSD and HAB. The target opening date is early 2013.
- In addition, a site (approximately 2,700m² and coloured pink in **Figure 1**) to the south of Island Harbourview and Bank of China Centre has been allocated to the Home Affairs Department for the development of a temporary sitting-out area until mid-2018.



浪濤灣對出
Outside The Long Beach



凱悅軒及浪濤灣之間
In between Hampton Place and The Long Beach



浪濤灣對出近 KIL 11146
Outside The Long Beach near KIL 11146



近 KIL 11146 地盤
Near KIL 11146

維多利亞港
VICTORIA HARBOUR



海輝道海濱長廊一帶
Waterfront Promenade at Hoi Fai Road



一號銀海對出
Outside One Silverside



一號銀海對出
Outside One Silverside

本圖於2009年2月12日製備
PLAN PREPARED ON 12.2.2009

油蔴地及大角咀 - 位於海輝道/奧運站對開的海濱長廊/休憩用地
YAU MA TEI AND TAI KOK TSUI - WATERFRONT PROMENADE / OPEN SPACE
AT HOI FAI ROAD / OLYMPIC STATION

SCALE 1 : 2 500 比例尺
METRES 0 50 100 200 METRES

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PLANNING
DEPARTMENT



M/K20/09/39

圖 Figure
2

X. Western and Sheung Wan Waterfront

Land Use Review of Kennedy Town and Mount Davis Area

- Planning Department is carrying out a land use review of the Kennedy Town and Mount Davis area, which covers the ex-incinerator and abattoir site and the ex-Mount Davis Cottage Area (**Figure 1**). The study area is about 14.3 ha.
- Key planning principles adopted in the review include:
 - provision of a waterfront promenade and allowance for a variety of uses including leisure, tourism-related and recreational for public enjoyment;
 - provision of open space and government/institution/community facilities to address the needs in the district;
 - planning for residential use to meet housing needs;
 - a varying building height profile and avoiding possible “wall effect” on the waterfront;
 - lower development intensity and building height; and
 - phasing out or relocation of incompatible uses.
- The proposed Route 4 would run across the area under review.
- The Transport and Housing Bureau (THB) has committed to review the need for Route 4, and the outcome would be available in the third quarter of 2009. THB will consult the public and relevant stakeholders on the result of the review.

Western Wholesale Food Market

- The site has an area of 6.5ha and is zoned “Other Specified Uses” (“OU”) annotated “Wholesale Market” on the OZP.
- There are three 2-storey buildings including the fruit and egg markets in the middle part of the site, a fish market at the eastern end and the largely vacant poultry market with a vegetable market at the western end. Of the 5 piers at the site, only the easternmost pier is currently in use.
- The Government is considering recent public suggestions for opening up the four vacant piers for public use.

Sun Yat Sen Memorial Park

- The Sun Yat Sen Memorial Park has an area of 5 ha (**Figure 2**) and is currently under redevelopment to provide facilities including a public swimming pool complex, a waterfront promenade, a memorial garden, a soccer pitch, 2 basketball courts, a children’s play area and an elderly corner, etc.
- Construction of the project commenced in March 2008 for completion in early 2010 for the park area, and early 2011 for the swimming pool complex.

Waterfront Park at the Sheung Wan Stormwater Pumping Station

- The waterfront park has an area of 5,700m² (**Figure 3**). It falls within an “Open Space” (“O”) zone on the OZP and planning permission for a stormwater pumping station was granted by the Town Planning Board in December 2005.
- The Sheung Wan Stormwater Pumping Station comprises underground water pumping facilities and an above-ground control room. As part of the proposed development, the said “O” zone will be developed as a park with a waterfront promenade and a pet garden.
- The project was commenced in June 2006 for completion in September 2009.

Other Waterfront Promenade and Landscape Areas

- Apart from the major open spaces along the waterfront, smaller scale promenades and landscaping areas will also be developed to help enhance connectivity of the waterfront area. The LCSD will develop the “O” area (about 257m²) between the Sheung Wan Stormwater Pumping Station and an existing waterfront promenade to its west to facilitate pedestrian linkage to the Sun Yat Sen Memorial Park (**Figure 3**). Connectivity for this project will commence in June 2009 for completion by September 2009.
- To the immediate east of the wholesale food market is an area of about 7,800m², which will be used for the works associated with the Harbour Area Treatment Scheme Project (HATS) and the laying of Western Cross Harbour main and associated land mains. Construction of HATS is scheduled for commencement in the third quarter of 2009 for completion in 2014 while the water mains project will commence in early 2009 until December 2012. Upon the completion of the two projects, the concerned areas will be landscaped for public access (**Figure 4**).
- The area between the Sun Yat Sen Memorial Park and the HATS site is required to be used as a temporary lorry park to re-provision an existing one at Sai Cheung Street in Kennedy Town to be affected by the West Island Line. The subject site will be developed into an open space after the termination of the said use in 2013/2014 (**Figure 4**).

硫磺海峽
SULPHUR CHANNEL

建議之第七號幹線路綫
PROPOSED ALIGNMENT OF ROUTE 7

堅尼地城
KENNEDY TOWN



貨物裝卸區
CARGO HANDLING AREA

地下垃圾轉運站的有關用途
USES RELATED TO UNDERGROUND
REFUSE TRANSFER STATION

港島西地下垃圾轉運站
UNDERGROUND ISLAND WEST
REFUSE TRANSFER STATION

摩星嶺
Kung Man Tsuen
(Mount Davis Cottage Area)

堅尼地城及摩星嶺土地用途檢討-檢討範圍
LAND USE REVIEW OF KENNEDY TOWN AND MOUNT DAVIS - AREA UNDER REVIEW

SCALE 1 : 5 000 比例尺
METRES 100 0 100 200 METRES
66

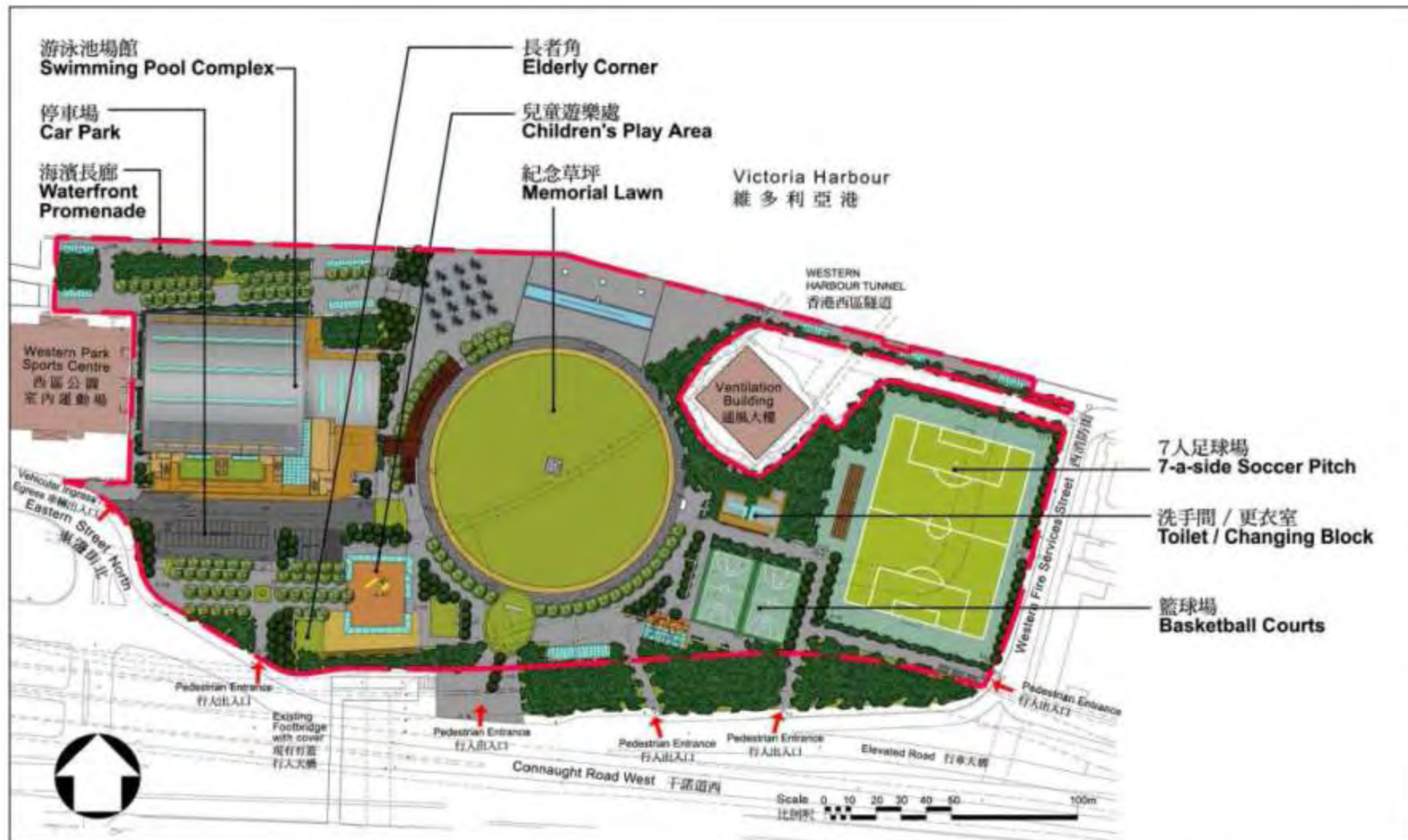
規劃署
PLANNING
DEPARTMENT



M/H1/09/9

Figure
1

本圖於2009年2月12日製備，所根據的資料為於
2008年11月4日核准的分區計劃大綱圖編號S/H1/16
PLAN PREPARED ON 12.2.2009
BASED ON OUTLINE ZONING PLAN No.
S/H1/16 APPROVED ON 4.11.2008



本圖於2009年2月10日擬備
PLAN PREPARED ON 10.2.2009

中山紀念公園暨游泳池場館
SUN YAT SEN MEMORIAL PARK AND SWIMMING POOL COMPLEX

規劃署
PLANNING
DEPARTMENT



M/H3/09/6

圖 Figure
2



本圖於2009年2月10日製備
PLAN PREPARED ON 10.2.2009

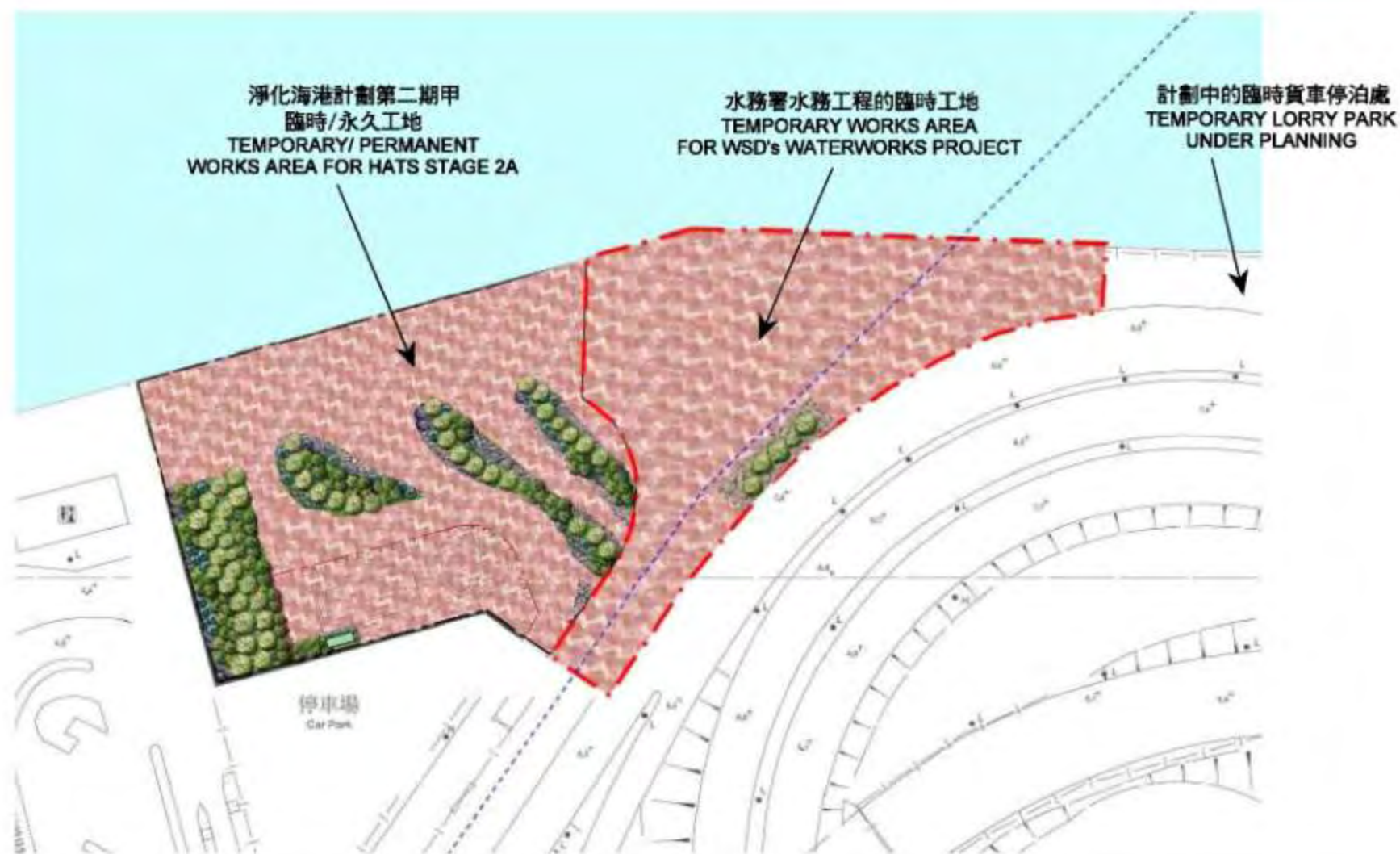
上環雨水抽水站 - 海旁公園
WATERFRONT PARK AT SHEUNG WAN STORMWATER PUMPING STATION

規劃署
PLANNING
DEPARTMENT



M/H3/09/5

圖 Figure
3



本圖於2009年2月16日製備
PLAN PREPARED ON 16.2.2009

渠務署淨化海港計劃及水務署水務工程
DSD's HATS PROJECT AND WSD's PROJECT

規劃署
PLANNING
DEPARTMENT



M/H3/09/11

Figure
4