

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion
on 12 January 2011

TFK/03/2011

Lei Yue Mun Waterfront Enhancement Project

PURPOSE

This paper provides Members with supplementary information on the Lei Yue Mun (LYM) Waterfront Enhancement Project (the LYM Project).

BACKGROUND

2. In September 2008, we presented the conceptual design of the LYM Project to the Sub-committee on Harbour Plan Review of the then Harbour-front Enhancement Committee as part of the public engagement for the project. Members of the Sub-committee generally considered that the existing natural setting of LYM with its rocky shoreline was very attractive and should be respected, and that there was no apparent merit to introduce artificial elements to the area. Taking into consideration the views expressed, the works departments have suitably adjusted the design of the Project, with a view to preserving the indigenous character of LYM as a fishing village as far as possible.

3. In response to the subsequent request of the Sub-committee and invitation of the Secretariat of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force), we presented the detailed design of the LYM Project at the Task Force meeting on 4 October 2010 (Ref: Task Force paper TFK/02/2010). To facilitate better understanding of the Project, Members requested TC to provide supplementary information on various aspects of the project for their reference.

ADDITIONAL INFORMATION

4. The requested additional information is set out in the **Appendix**.

5. Members are invited to note the additional information for reference.

Lei Yue Mun Waterfront Enhancement Project**Additional Information for the HC Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

<u>Information requested by the HC Task Force</u>	<u>TC's response</u>
I. <u>Issues related to the proposed public landing facility</u>	
<ul style="list-style-type: none"> • Reasons for choosing the proposed location of the public landing. What are the alternative locations? 	<ul style="list-style-type: none"> • In considering the location of the landing facility, we have taken due account of the presence of the Sam Ka Tsuen Ferry Pier in Yau Tong and the existing village jetty and berthings in the typhoon shelter. The existing Sam Ka Tsuen Ferry Pier is inconveniently located as it is some walking distance away from the seafood restaurants (about 10 minutes walk to restaurants in the outer part of the village), and is heavily occupied for bulk loading and unloading of seafood produce. It does not offer an attractive and convenient means of transport for visitors or sight-seeing vessels. The location of the existing village jetty is considered not suitable for constructing the proposed landing facility because this involves the clearance of more residential squatters and seafood restaurants. In addition, the existing berthings in the Sam Ka Tsuen Typhoon Shelter could not accommodate larger sight-seeing vessels. • After careful consideration, we identified three possible options for the location of the landing facility (see <u>Annex 1</u>), and presented these to Kwun Tong District Council (KTDC) in May 2005. Having regard that the proposed landing facility should have a capacity to provide berthing for larger vessels up to 30 meters in length in order to ensure its effective use, and taking into account other factors like site conditions, marine safety, proximity to the seafood restaurants and other attractions in LYM, availability of a suitable hinterland as holding area, etc, KTDC selected the present location of the proposed landing facility.

Information requested by the HC Task Force	<u>TC's response</u>
<ul style="list-style-type: none">• Risk of accidents at the chosen location of the proposed landing facility and under other options.	<ul style="list-style-type: none">• Civil Engineering and Development Department (CEDD) has engaged a consultant to carry out a Marine Traffic Impact Assessment (MTIA), which concludes that with the proposed breakwater, the currents conditions in the vicinity of the proposed location for construction of a landing facility would be suitable for berthing of vessels. Where necessary, the Marine Department (MD) and the Police would be requested to closely monitor the use of the landing facility, particularly in the early stage of its operation, to ensure smooth marine traffic and safety. The travel trade would also be invited to co-ordinate among themselves to facilitate the efficient use of the facility.• According to MD, vessels carrying passengers should only approach the landing facility when it is available for berthing. The coxswain of vessels should, after taking into account the tide, current, wind and traffic situation, exercise his/her professional knowledge and common sense to determine whether it is safe to wait off the landing facility for their turn to land. In case of emergency such as failure of engine, the coxswain should, depending on the circumstances of the case, endeavor to take all reasonable and precautionary measures to safeguard the integrity of his/her vessel.• Based on MD's Marine Traffic Risk Assessment For Hong Kong Waters (MARA Study) 2004, the LYM area was beyond the marine incident concentrated area. That said, the two alternative locations are lying just in the front of the entrance to the Sam Ka Tsuen Typhoon Shelter, the establishment of new and large landing facilities there may increase the marine traffic density in the surrounding waters, especially during peak hours.

Information requested by the HC Task Force	<u>TC's response</u>
<ul style="list-style-type: none"> Information on the hydrographic conditions, the amount of reclamation required, and the holding areas at the chosen location of the proposed public landing facility and under the other options. 	<p><u>Hydrographic conditions</u></p> <ul style="list-style-type: none"> Please see <u>Annex 2</u> for the hydrographic conditions of the LYM area, which has covered the three options for the location of the proposed landing facility. <p><u>Reclamation</u></p> <ul style="list-style-type: none"> For construction of the landing facility at the proposed location, CEDD assesses that reclamation of around 842 sq.m. would be involved. CEDD has not carried out any study on the amount of reclamations required under the other two options. <p><u>Holding areas</u></p> <ul style="list-style-type: none"> The MTIA commissioned by CEDD has examined the predicted use and operation of the proposed landing facility at the chosen location. The study assesses that the future vessel densities in the area are similar to and within existing vessel densities in Victoria Harbour. Marine traffic conditions in the LYM area would therefore be of an acceptable level even during maximum vessel density. Based on the predicted vessel usage and occupancy of the landing facility in peak times, the queuing time for vessels would be short , and even during absolute peak times, the number of vessels queuing would be limited to about one only. Where necessary, vessels can wait in an area west of the landing facility which is out of the prevailing wind and wake waves and away from the LYM fairway. CEDD has not carried out any study on the possible holding areas for the other two options. However, it is expected that the situation would be similar to that at the present selected location of the landing facility.

Information requested by the HC Task Force	<u>TC's response</u>
II. <u>Water quality and sewerage-related issues</u>	
<ul style="list-style-type: none"> Measures to improve the quality of seawater and the odour, and the need for a comprehensive study on the sewerage solution. 	<ul style="list-style-type: none"> As TC explained at the 1st Task Force meeting on 4 October 2010, there were two aspects concerning improvement of water quality in the area, as follows: <ul style="list-style-type: none"> (a) Quality of seawater used by seafood restaurants to keep live seafood The Food Business (Amendment) Regulation 2009 which came into effect on 1 August 2010 had prohibited the extraction of seawater from prescribed areas, including the LYM coastal area, for keeping live seafood. Food and Environmental Hygiene Department (FEHD) would enforce the regulation through inspecting the water quality from time to time. (b) Sewerage facilities Environmental Protection Department (EPD) is carrying out a consultancy study "Review of Provision of Sewerage System in Lei Yue Mun Village - Feasibility Study" to explore interim and long-term solutions to the demand for sewerage facilities in LYM. As an interim mitigating measure to improve the hygiene conditions, TC will construct an underground septic tank adjacent to the site of the landing facility planned under the project. The septic tank will provide a disposal system for tackling the foul water in a surface channel cutting across the site. This would help ease pollution caused by raw sewerage in the open drain and, pending the implementation of long-term solutions, would bring about improvement to the hygiene conditions of the area.
<ul style="list-style-type: none"> Information on the amount of sewage generated by the entire LYM area and the discharge location. 	<ul style="list-style-type: none"> As advised by EPD, they have no record on the amount of sewage generated by the entire LYM village or the discharge locations. Similar to other villages in Hong Kong, inhabitants and commercial establishments in LYM village rely largely on private treatment systems such as septic tanks to treat the wastewater arising from their premises. The existing public toilet and bath house in LYM also serve the local population in LYM, especially those residing in the squatter areas.

Information requested by the HC Task Force	<u>TC's response</u>
<ul style="list-style-type: none"> Which of the restaurants and village houses are / are not provided with septic tanks, and to what extent the septic tanks intercept sewage. 	<ul style="list-style-type: none"> According to EPD, all restaurants are reported to have sewerage facilities or septic tanks. EPD has no information on the installation of septic tanks by individual village houses.
<ul style="list-style-type: none"> Catchment of TC's planned septic tank, whether it will be in operation at all times, and details on the interception of the septic tank. 	<ul style="list-style-type: none"> The catchment of the planned septic tank covers the adjacent squatter areas draining into the channel which cuts across the site adjacent to the planned public landing facility. A dry weather flow interceptor will be installed upstream of the septic tank to block inflow to the septic tank during high flow conditions, normally during heavy rainfall situation, to prevent overloading of the septic tank with stormwater. According to EPD, in general the septic tank system will intercept all foul water (including the liquid and solid portions) discharged from the squatter areas into the subject surface channel. The solid wastes will be treated inside the septic tank and the residual sludge will be removed through routine desludging. The treated liquid effluent will be drained to the soakaway pit for discharge into the subsoil layer by soaking.
<ul style="list-style-type: none"> To what extent will villagers be impacted by the construction of sewage systems, how long do they have to close their restaurants, and whether there is a negotiation with villagers whereby their co-operation with the implementation of sewerage first is set as a condition for public investment in enhancements such as landing facility which are to bring in more visitors? 	<ul style="list-style-type: none"> EPD's current consultancy study will explore feasible interim and long-term sewerage systems for LYM. Depending on any feasible systems identified, the study will also assess possible impact on the villagers during the construction stage.

Information requested by the HC Task Force	<u>TC's response</u>
III. <u>Traffic-related issues</u>	
<ul style="list-style-type: none"> Information on possible impact of attracting more coach traffic to the area, and measures to address the situation. 	<ul style="list-style-type: none"> The enhancement works, particularly the planned public landing facility, aim to bring in more visitors to the area by sea. As regards visitors arriving through land transport, there are currently both indoor and outdoor car parking facilities at the entrance to the LYM village which can accommodate a total of over 80 vehicles. In addition, TC has implemented a series of minor improvement works in LYM since 2003, which included, inter alia, the provision of a taxi stand and coach lay-by. These have helped address the need by tour coaches for loading and unloading of passengers. We will further liaise with TD to provide more coach loading / unloading or parking spaces in the vicinity of LYM as and when necessary.
<ul style="list-style-type: none"> Despite the increase in transport options to LYM, visitation to the area has reportedly declined. Why is this so? Information is needed on the existing land and sea transport to LYM, current traffic flows, capacity and usage. Surveys are needed to help identify why people are no longer coming, and how the new landing can make an impact. 	<ul style="list-style-type: none"> Based on surveys conducted by the Hong Kong Tourism Board (HKTB), visitation to LYM has on the whole been stable in the past three years. The requested information on land and sea transport to LYM is not available.
IV. <u>Design-related issues</u>	
<ul style="list-style-type: none"> Relevancy of the design of the mosaic tiles. 	<ul style="list-style-type: none"> The relevant works departments would review the design of the mosaic tiles and make suitable adjustments to take into account the views of the Task Force.

Information requested by the HC Task Force	<u>TC's response</u>
<ul style="list-style-type: none"> The former HEC Sub-committee considered that there was no apparent merit to introduce artificial elements, including the carp-shaped viewing platform, into the natural setting of LYM. 	<ul style="list-style-type: none"> In response to the views of the Sub-committee on Harbour Plan Review of the former Harbour-front Enhancement Committee which generally considered that the existing natural setting of LYM should be respected, the works departments have suitably adjusted the design of the Project with a view to preserving the indigenous character of LYM as a fishing village as far as possible. The proposed carp-shaped viewing terrace is meant to be a minimal structure for the purpose of enhancing access by the public to the LYM waterfront. The current design has already been endorsed by the KTDC.
V. <u>Issues related to overall project implementation</u>	
<ul style="list-style-type: none"> What is the overall programme of the enhancement of LYM, including the sequence and timeframe for completion of the sewerage system, the public landing facility and other enhancements? Should the sewerage be fixed before the enhancement programme? 	<ul style="list-style-type: none"> We aim to complete the statutory procedures under the Town Planning Ordinance and Foreshore & Seabed (Reclamations) Ordinance, and seek funding approval from LegCo for the project in 2011. Works for the project are expected to commence earliest in early 2012 for phased completion starting from early 2013. Construction of the landing facility will commence in early 2012 and would take about 24 months to complete. As regards measures to address the sewerage problem, EPD is currently undertaking a review on the long term solutions to the sewerage problem in LYM. The study commenced in November 2010 and will complete in about 15 months' time. Implementation of sewerage improvement works, if feasible and supported by the District Council concerned and local residents, would take about 6 years to complete, i.e. around 2018. However, the implementation programme would largely hinge on factors such as possible objections or acceptance by local villagers, progress of land resumption, and availability of funding for the sewerage works etc. EPD assesses that the construction of the public landing will not affect the future provision of sewerage facilities for LYM. TC will construct an underground septic tank adjacent to the site of the landing facility planned under the project. Works for the septic tank are expected to commence in 2012 and will take about 9 months to complete. This will provide an interim mitigating facility before the provision of long-term sewerage facilities for LYM which would not be in place for another 7 years at least.

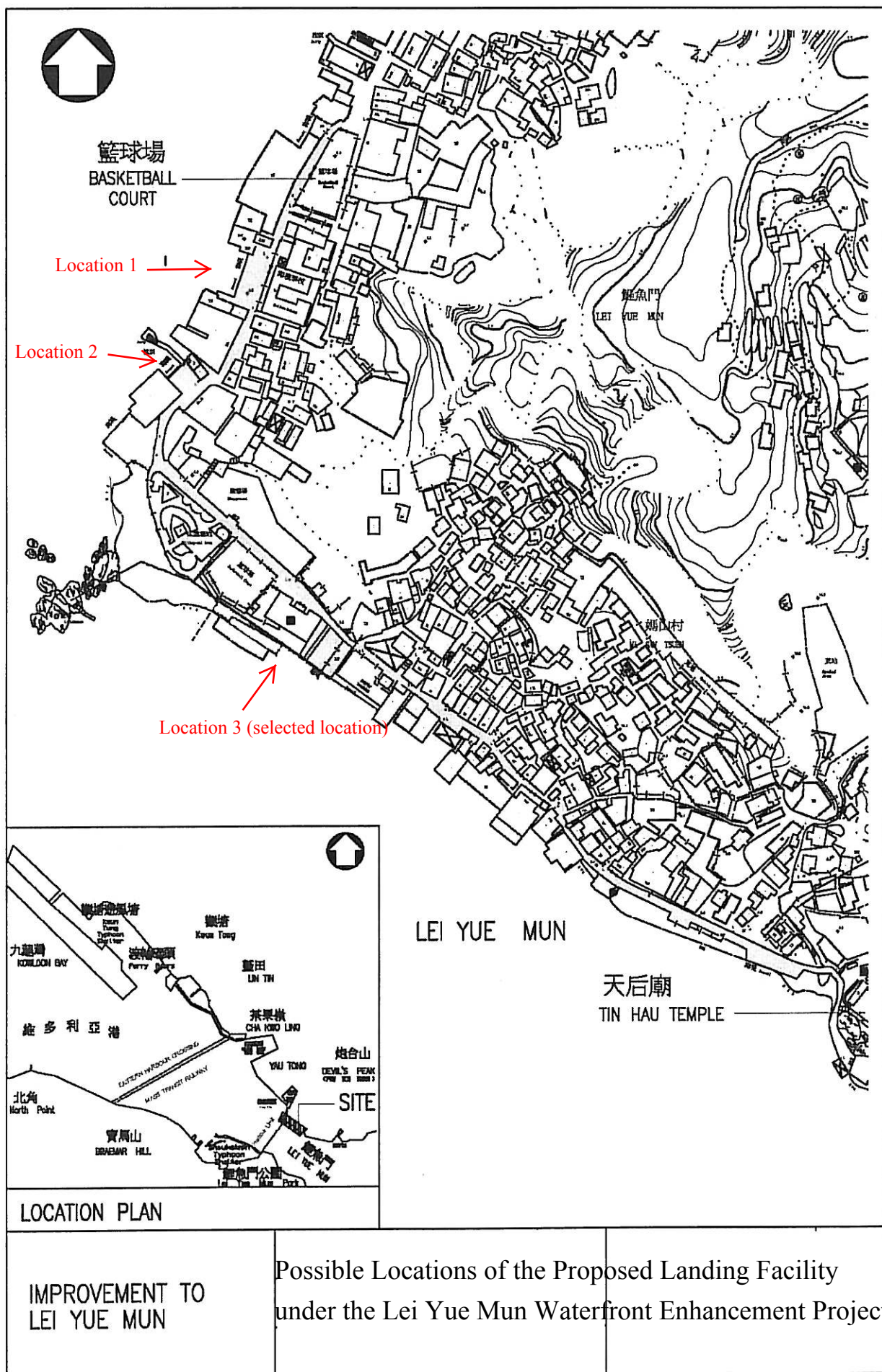
Information requested by the HC Task Force	<u>TC's response</u>
<ul style="list-style-type: none"> • TC should put forth a more comprehensive improvement scheme covering the entire area of LYM. • Synchronization of enhancement works with existing infrastructure, and how the programme could be worked out in an orderly manner. • What is the need for improving the seawall in light of rising sea levels, and what are the solutions and synergies of addressing the need for improving the seawall, landing and sewage as one project? 	<ul style="list-style-type: none"> • The objective of the LYM Waterfront Enhancement Project is to improve the facilities along the waterfront area with a view to sustaining the area's attractiveness to visitors. Taking into account the views collected in the course of public engagement, the project will respect the natural environment and existing structures of LYM as a fishing village. The existing seafood restaurants in LYM are in themselves a major attraction of the area, and the enhancement project does not intend to change the structures or modernize the outlook of these restaurants. Hence, the implementation of the project will not affect the existing infrastructure of the area. • As advised by CEDD, if the ground level of the area fronting the sea is below the extreme sea level, flooding may be possible. As the seawall can be used as a soil retaining structure of a reclamation or as an armouring structure to protect a shoreline from erosion against wave and current actions, improving the seawall can provide an up-to-standard protection for the shoreline from erosion against severe wave conditions and adequate flooding protection to inland.
<ul style="list-style-type: none"> • Budget for the project for assessment of cost and benefits. 	<ul style="list-style-type: none"> • The estimated cost of the project works is about \$195 million. • According to HKTB's assessment, there are tourism merits in taking forth the project. The enhancement works, in particular the provision of a landing facility near the seafood restaurants in LYM, would help facilitate visitors' access by sea, thereby enriching their experience. In addition, riding on the convenience of the new facilities to be provided under the project, some harbour cruises may extend their itineraries to stop at LYM. According to HKTB's estimate, the new landing facility may attract about 8,200 visitors to travel to LYM by sea for lunch or dinner per month, and up to 14,000 per month during the peak season, compared with the existing monthly visitation of about 2,000 to 3,000 visitors only.

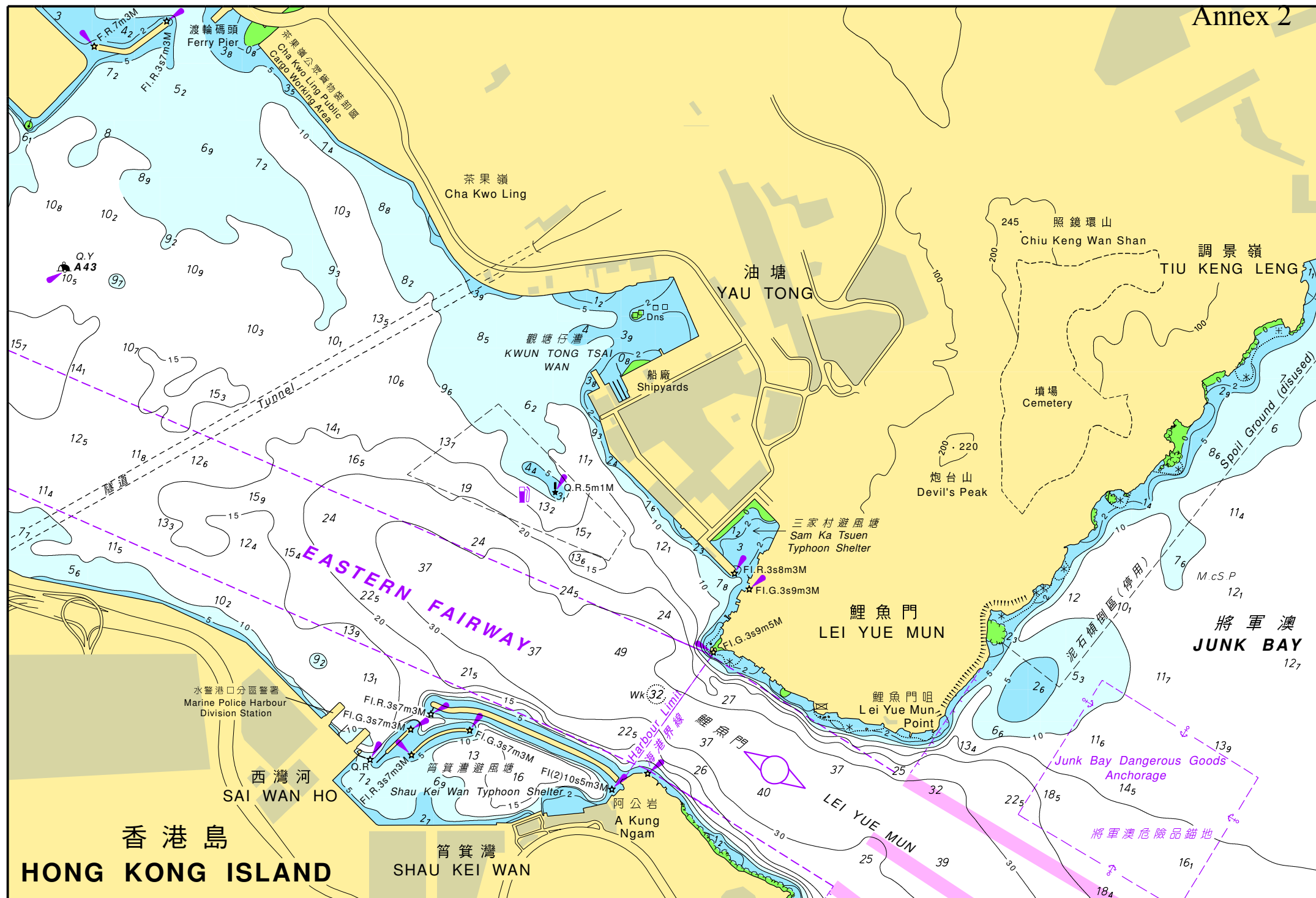
Information requested by the HC Task Force	<u>TC's response</u>
VI. <u>Other requested information</u>	
<ul style="list-style-type: none"> Details of the study supporting the visitor projection from 3,000 to 8,000. 	<ul style="list-style-type: none"> The projection, which is undertaken by HKTB, is based on tour operators' business forecast and future boat carrying capacity known to them.
<ul style="list-style-type: none"> Location of the dangerous rocks (mentioned by TC) which prohibit enjoyment of the waterfront and require a new promenade. 	<ul style="list-style-type: none"> Please see <u>Annex 3</u>.
<ul style="list-style-type: none"> Map showing the Oyster Shell Beach and boundary of the "Coastal Protection Area" zone, to show that the beach is protected entirely. 	<ul style="list-style-type: none"> Please see <u>Annex 3</u>. Part of the Oyster Shell Beach falls within the proposed zone of "Coastal Protection Area" ("CPA"), and part of it falls within the area proposed to be zoned as "Open Space" ("O") in the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (the OZP) No. S/K15/18. As advised by PlanD, the planning intention of the "CPA" zone is to conserve, protect and retain the lighthouse, the natural coastlines and the sensitive coastal natural environment, and only 'lighthouse', 'nature reserve' and 'natural trails' are always permitted. The area zoned "O" is intended to facilitate the implementation of the LYM Project, particularly its proposed waterfront promenade. Within the "O" zone, only uses related to the open space development are permitted.

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香港島
HONG KONG ISLAND



海事處海道測量部於2010年10月繪製
Prepared by the Hydrographic Office,
Marine Department. October, 2010

不宜作航行用途
NOT TO BE USED FOR NAVIGATION

圖則編號 2010MAR046
Drawing No.



維多利亞港
VICTORIA HARBOUR

蠔殼石灘
OYSTER SHELL BEACH

岩石露頭
ROCKY OUTCROP

Lighthouse

燈塔
LIGHTHOUSE

鯉魚門
LEI YUE MUN

鯉魚門
LEI YUE MUN

鯉魚門
休憩花園
Lei Yue Mun
Rest Garden

籃球場
Basketball Court

公廁及浴室
Public Toilet Cum
Bathroom

鯉魚門
互助委員會

PROPOSED "COASTAL PROTECTION AREA" ZONE

DANGEROUS ROCKS

Oyster Shell Beach and Proposed Zone of
"Coastal Protection Area"

