

# Harbourfront Commission

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For discussion  
on 21 June 2016

HC/09/2016

## **Progress Report from Task Force on Harbourfront Developments on Hong Kong Island**

### **REPORTING PERIOD**

This progress report covers the period from April to June 2016.

### **MEETING(S) HELD AND THE MAJOR OUTCOME, FINDINGS AND RECOMMENDATIONS**

#### Twenty Third Meeting – 25 May 2016

2. The Task Force discussed the following issues/items –

#### **(a) Reassembly of Queen's Pier**

- The Development Bureau (DEVB) and the Civil Engineering and Development Department (CEDD) reported the initial findings of the two-month Community Engagement (CE) exercise that ended on 17 May 2016.
- Member expressed diverse views on the location for reassembling the Queen's Pier (the Pier). Some considered that the matter had been thoroughly discussed during the Urban Design Study for the New Central Harbourfront and the public in general accepted reassembling the Pier at the current proposed location between Central Piers Nos. 9 and 10 to revive its pier function. The project should be taken forward as soon as practicable taking into account public comments received during the CE exercise on the design options. Some opined that reassembling the Pier at its original or a nearby location in front of the City Hall should be included as an option for further public deliberations.
- Members also raised comments on specific issues including the berthing function and marine traffic arrangement of the reassembled pier, cost estimates of the project, design of the landing steps and the need for consultation with the Antiquities Advisory Board (AAB). CEDD was asked to consult AAB on the project and include Members' comments in the consolidated report for the CE exercise.

The project team would report back to the Task Force when the report was available.

**(b) The Urban Design Study for the Wan Chai North and North Point Harbourfront Areas (UDS) – Study Progress and Stage 2 Public Engagement**

- The Planning Department (PlanD) reported the progress of the UDS including the proposed programme and activities for Stage 2 Public Engagement (PE) exercise. The study team also recapped the proposed harbourfront enhancement proposals (HEPs) which were presented to the Working Group of the UDS on 6 May 2016.
- Members expressed comments on some HEPs including land and marine uses in the former Wan Chai Public Cargo Working Area basin; activities proposed on the breakwaters; provision of alfresco dining facilities, cycle track, pedestrian connectivity, roadside public car parking facilities and water-land interface facilities; incorporation of public art in HEPs; and interfacing with Royal Hong Kong Yacht Club and Police Officers' Club.
- PlanD was asked to take into account Members' comments when taking forward the study. The two-month Stage 2 PE was launched on 11 June 2016.

**(c) Reprovisioning of Tin Chiu Street Playground**

- The existing site of Tin Chiu Street Playground (TCSP) in North Point was proposed for subsidised housing development. To maintain existing service to the public, the Leisure and Cultural Services Department (LCSD) proposed to reprovision the affected facilities to a site to the north of the existing Tin Chiu Street Children's Playground (TCSCP), which was currently being used by the Drainage Service Department as temporary works area.
- While raising no in-principle objection to the reprovisioning of TCSP, Members opined that the design of the reprovisioned TCSP should be considered in conjunction with the adjacent TCSCP and the nearby waterfront portion. For instance, some of the existing children playing facilities could swap places with the two new sports courts for a better overall design. In order to achieve a smooth interface

with the waterfront promenade, Members would not prefer having tall fencing to encircle the courts, which would also create physical barriers to reaching the waterfront. Some ancillary facilities such as changing rooms, spectator seating could also be included in the project. The proposed curl de sac may also be further set back.

- The Task Force considered that the reprovisioning project should be reviewed holistically having regard to the surrounding environment. LCSD was asked to report back to the Task Force with a revised design.

**(d) Hong Kong Observation Wheel at the New Central Harbourfront**

- The operator of the observation wheel site on the new Central harbourfront updated Members on their operations including the site design, ancillary facilities being provided, finding of a user survey, engagement with the community and upcoming plans. The operator expressed the wish that the wheel could become a permanent landmark and icon on the harbourfront.
- Members noted the report. The operator was encouraged to engage the community further in particular to allow more underprivileged groups to enjoy a ride on the wheel.

**(e) Temporary Use at the Observation Wheel Site**

- DEVB consulted Members on the proposal to continue using the portion of the observation wheel site falling within Site 7 of the new Central harbourfront for operating an observation wheel with ancillary facilities. The site would be let out under a new short-term tenancy through open tender for three years from mid-2017 to mid-2020 on similar arrangements as adopted for the first tendering of the site in 2012.
- Members in general supported the proposal. While noting that open tender would be a fair and transparent means to implement the proposed temporary use by a commercial operator, some expressed concern over the possibility of a disruption over current service under an open tender approach and opined that there might be limited commercial interest in the exercise.

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**Secretariat**

**Task Force on Harbourfront Developments on Hong Kong Island**

**June 2016**