

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

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For discussion  
on 29 May 2017

TFHK/02/2017

## **The Urban Design Study for the Wan Chai North and North Point Harbourfront Areas**

### **Proposed Major Refinements to the Harbourfront Enhancement Proposals**

#### **PURPOSE**

This paper aims to update Members on the current progress of the Study and the proposed refinements to the Harbourfront Enhancement Proposals (HEPs) for the “Urban Design Study for the Wan Chai North and North Point Harbourfront Areas” (the Study) taking into account the public views and comments received during and after the Stage 2 Public Engagement (PE2).

#### **STUDY PROGRESS**

2. Members were briefed on the major public comments received during PE2 and some initial ideas on refining HEPs to address these public comments at the Task Force on Harbourfront Developments on Hong Kong Island (TFHK) meeting held on 19 October 2016. In the meeting, Members were briefed that HEPs would be refined in five major aspects-

- (a) To modify the scale of the proposed cantilevered boardwalk at Causeway Bay Typhoon Shelter (CWBTs);
- (b) To refine the design and provision of the cycle trail;
- (c) To provide more greenery, tree planting and shading facilities;
- (d) To provide more marine supporting facilities (including bollards and wave attenuation measures); and
- (e) To include a pet playground within the Pierside Precinct.

3. The HEPs were refined taking into account the public comments received during the PE2 and the comments raised by Members at the TFHK meeting. Subsequently, the refined HEPs were presented to Members at the

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meeting of the Working Group on the Study held on 22 March 2017. At the meeting, Members mainly raised-

- (a) Extended cantilevered structure - Members considered that the proposed cantilevered boardwalk structure with columns to be erected on the seabed would be interpreted as reclamation under the Protection of the Harbour Ordinance (PHO). Members noted the benefits in terms of connectivity that could be brought about by the cantilevered boardwalk proposal along CWBTS and were aware that any attempt to proceed would need to be preceded by satisfaction of relevant PHO requirements.
- (b) Shared use and cycle trail - Members considered that shared use of the waterfront should be encouraged while the existing narrow bottleneck sections would have to be accepted and accommodated. Different users including cyclists and pedestrians should be able to adapt and make best use of the existing constrained areas. The need to design a standardized cycle track on the boardwalk through reclamation might not be substantial.
- (c) Hung Hing Road streetscape enhancement - Members considered all existing metered parking spaces along Hung Hing Road should be removed to allow more space for streetscape enhancement. The public should be well informed that no parking spaces would be planned for the site and the parking demand should be able to be managed.

4. The Study Team also organized a separate meeting with the representatives of the Hong Kong Water Sports Council (HKWSC) (including the Royal Hong Kong Yacht Club (RHKYC)) on 9 May 2017. The representatives expressed their strong desire for opening the ex-Wan Chai Public Cargo Working Area basin for public use and holding international water sports events. They also pointed out that the proposed berthing pier at the tip of the finger breakwater of the Wan Chai Basin may jeopardize the potential of organizing some sports events in the outer water. They considered that additional floor areas severing as back-of-house facilities should be provided to support mega events. To optimize the usage of valuable land resources, the basin should be put forward for best use once the infrastructure works are completed. Before the entire study area is made available, consideration could be given to organizing water sports events at the basin through short term land allocations. They also opined that some basic infrastructure such as wave attenuating seawalls, landing steps, harbour steps etc. could be included in the existing construction works before the site was reinstated and returned for alternative use.

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## **MAJOR REFINEMENTS OF HARBOURFRONT ENHANCEMENT PROPOSALS**

5. Taking into account the above comments, the HEPs are being further adjusted (**Annex A**) and the major refinements are summarized in the ensuing paragraphs-

### Cycle Trail

- (a) Taking into account Members' views on shared use and public aspirations of having a continuous cycle trail, the cycle trail proposal has been reviewed with a view to providing a continuous cycle trail from Wan Chai North to North Point without the need to require the cyclists to dismount their bikes. Under the refined proposal, cycle trail is proposed along the whole stretch of the harbourfront area, except three sections, i.e. an area near the Golden Bauhinia Square in Celebration Precinct, a small section of Hung Hing Road near RHKYC and the promenade along CWBTS. Suitable shared use arrangement would be adopted in these sections due to severe pedestrian flow and/or physical site constraints.

### Cantilevered Boardwalk along the CWBTS Promenade

- (b) During PE2, a cantilevered boardwalk along CWBTS promenade was proposed to enhance the pedestrian environment. The public responses received were in general supportive. Besides, there was strong request for a continuous cycle trail along the waterfront. To address this public aspiration, the refined HEPs as presented to Members at the Working Group meeting on 22 March 2017 included an extended cantilevered boardwalk with a dedicated 3.5m-wide cycle trail.
- (c) Members' comments in relation to PHO implications of the proposal were noted. We have looked into a scheme of a waterfront promenade without the cantilevered boardwalk. However, a number of sections along the promenade will then be very narrow, particularly the section near Hing Fat Street, the situation of which would be even more constrained due to the complete lack of land at the waterfront for a continuous connection. Given that the ultimate intention is to ensure the provision of a continuous waterfront promenade, and that the Harbourfront Commission is separately deliberating on PHO issues, we propose keeping the cantilevered boardwalk proposal as an option in our study bearing in mind the PHO implications in further assessments. As the HEPs would likely be implemented by phases, the timing for

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building such cantilevered structures, if eventually agreed upon, could be later than the rest of the proposed development and it would not then delay the overall implementation programme of the HEPs.

### Greening, Planting and Shading

- (d) During the two rounds of the Public Engagement exercises, the public has explicitly expressed that they were looking forward to more greenery, planting and shading along the waterfront. A review has been conducted to explore means to increase the provision of greenery, tree planting and shading and to ensure planting of appropriate species.
- (e) The latest assessment suggests that the overall greening ratio of the study area, after implementation of HEPs, could reach about 30% (in which about 40% would be occupied by tree planting), and a shading ratios of about 25% (mainly comprising tree canopies, pavilions and other shade structures, but excluding sheltered space underneath buildings or flyover structures) for the whole stretch of the waterfront could be feasible. According to the design concepts of the character precincts, a considerable amount of land areas could be flexible uses for multiple functions such as organizing events. Full coverage of tree planting might not allow sufficient design flexibility during the implementation stage.

### Marine Supporting Facilities and Wave Attenuation Measures

- (f) Taking into account comments from Members, RHKYC and HKWSC, the provision of marine supporting facilities and wave attenuation measures was reviewed within a view to allowing more marine activities, which is the key to making the Water Sports and Recreation Precinct vibrant.
- (g) Under the refined HEPs, there are a total of about 25 planned/existing landing steps. Subject to the loading capacity of the existing and planned seawalls, bollards will be provided throughout the whole stretch of the waterfront to serve various marine uses. Associated facilities such as sheltered seating, lighting and kiosks are proposed at appropriate locations.
- (h) Regarding wave attenuation, the Study Team has explored different wave attenuation means such as floating breakwater and wavebrake. After considering various factors including effectiveness in wave attenuation, design flexibility, setup and

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operational costs, and PHO implications, wavebrake is considered as the most suitable wave attenuation solution for the Water Sports and Recreation Precinct. It is a multiple buoyant modular system utilizing tire-like materials for the purpose of wave energy extraction. It operates by channeling wave and water into a series of constrictions and voids that will dissipate the water wave energy by hydraulic resistance and friction. Being a floating modular system, it requires neither permanent structure nor piling structure on the seabed, and could be easily customized for different configurations to cater for specific situations. Technical details of the wavebrake can be found in the website (<http://www.wavebrake.com/>).

### Pet Playground

- (i) To address the public's aspiration (in particular the strong request from the Wan Chai District Council) for providing pet facilities within the Wan Chai District, a pet playground of about 700m<sup>2</sup> has been added to the Pierside Precinct, in addition to the one being proposed in the East Coast Park. It should be emphasized that the entire Wan Chai and North Point waterfront is designed to be a pet-friendly public open space to be shared by different users including pets and pet owners.

### Others

- (j) Within the Celebration Precinct, minor adjustments were made to the alignment of the Emergency Vehicular Access (EVA), proposed locations of the food trucks, greening proposal near the helipad etc. The proposed seating steps have also been modified to cope with existing site conditions. Some proposed pavilions have been rearranged to allow flexibility during event days.
- (k) For the Water Sports and Recreation Precinct, the floating barge pool is indicated as a possible option. Refinements were made in respect of the size of the urban beach, the footprint and bulk of the Harbour Education Annex building, the extent of the Harbour Steps and the arrangement of amenity strips. Taking into account the potential PHO implications and Members' comments to allow flexibility for marine use of the outer water space along the finger breakwater of the Wan Chai Basin, the originally proposed berthing pier is deleted.
- (l) All metered parking spaces along Hung Hing Road are proposed to be removed for streetscape enhancements and a Lookout Plaza is

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proposed at the end of Hung Hing Road.

- (m) In the East Coast Park, refinements were made for the configuration of the Extreme Park with skating and BMX facilities. The alignment of proposed cycle trail has been adjusted to connect with the latest scheme proposed for the Boardwalk underneath Island Eastern Corridor Study.

## **WAY FORWARD**

6. Subject to Members' further comments, the refinements to HEPs will be finalized. In parallel, the Study Team is working on the implementation and management strategies for the HEPs. The implementation would need to be taken forward in stages, having regard to the land availability, which would hinge on the progress of ongoing and planned major infrastructural projects, and other factors such as funding availability and priority of public works.

## **ADVICE SOUGHT**

- 7. Members are invited to give views and comments on the refined HEPs.

**Annex A**                      Refined Master Layout Plan

**Planning Department**  
**May 2017**

**CELEBRATION PRECINCT**  
慶典主題區

- 1 Celebration Plaza 慶典廣場
- 1a Celebration Event Space 慶典活動空間
- 2 City View Plaza 市景廣場
- 2a Seating Steps 可坐式梯級
- 2b Viewing Platform 觀景台
- 3 Sunset Plaza 日落廣場
- 3a Sunset Promenade 日落大道
- 3b Multi-Purpose Arts Event Space 多用途藝術活動空間
- 3c HKCEC West Elevated Landscaped Deck (Art Walk/Corridor) 會展西高架園景平台 (藝術走廊)

**PIERSIDE PRECINCT**  
渡輪碼頭畔主題區

- 4 Harbour Performance Area 海港表演區
- 4a Westside Plaza 西邊廣場
- 4b Dry Music Fountain/ Performance Plaza 音樂噴泉/表演廣場
- 4c Multi-Purpose Lawn/Audience Sitting Area 多功能草坪/觀眾座位區
- 4d Thematic Garden 主題花園
- 4e Exhibition Station Elevated Landscaped Deck 會展站高架園景平台
- 5 Gourmet Dining Square 美食佳餚廣場
- 5a Gourmet Dining / F&B 美食佳餚 / 餐飲
- 5b Pier Plaza 碼頭廣場
- 5c Market Plaza 市集廣場
- 5d Multi-Purpose Festive Event Space 多用途節慶活動空間
- 5e Covered Walkway 有蓋行人通道
- 5f Water Play Area 嬉水區
- 5g Pet Playground 寵物公園

**WATER SPORTS AND RECREATION PRECINCT**  
水上運動及康樂主題區

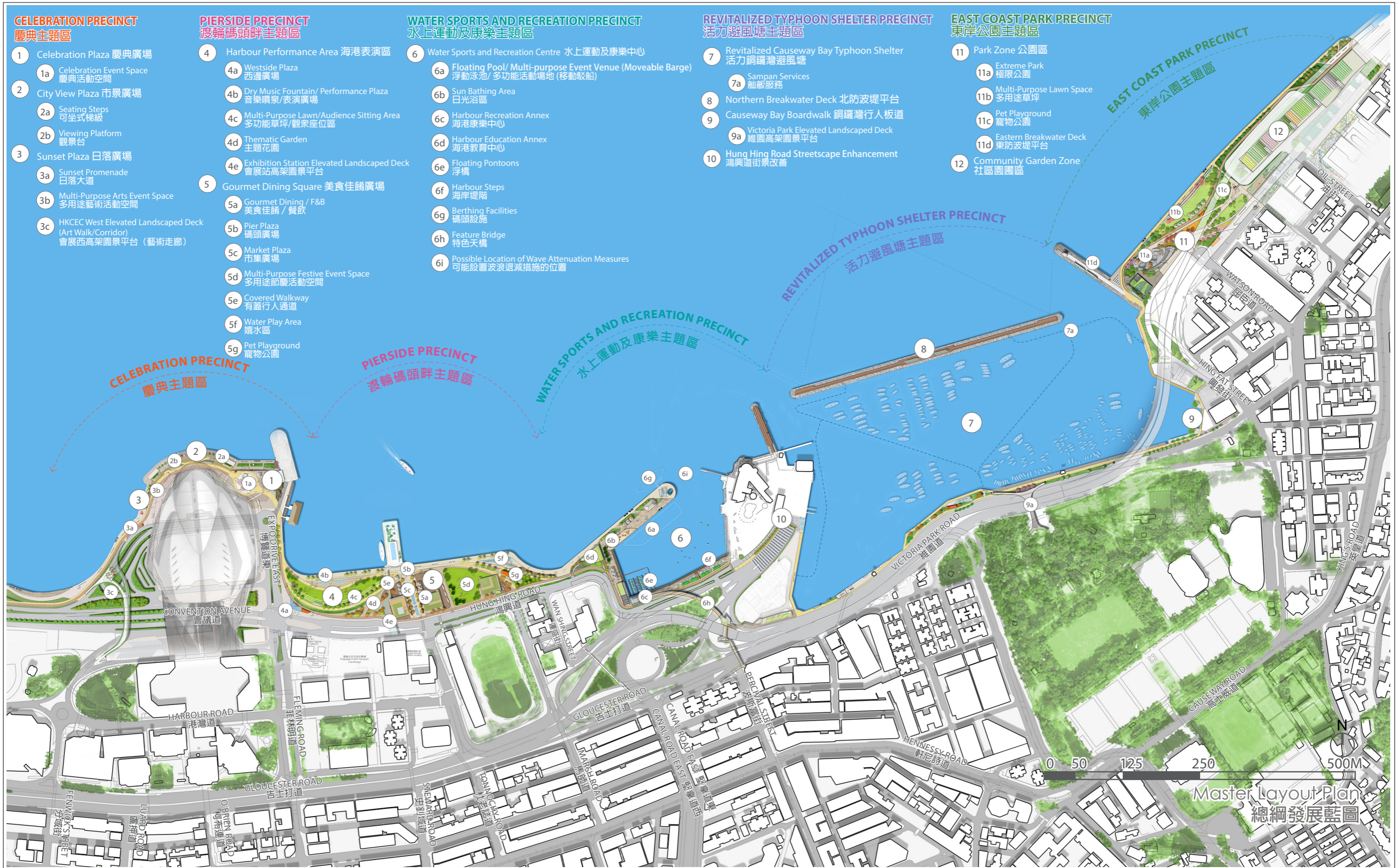
- 6 Water Sports and Recreation Centre 水上運動及康樂中心
- 6a Floating Pool/ Multi-purpose Event Venue (Moveable Barge) 浮動泳池/ 多功能活動場地 (移動駁船)
- 6b Sun Bathing Area 日光浴區
- 6c Harbour Recreation Annex 海港康樂中心
- 6d Harbour Education Annex 海港教育中心
- 6e Floating Pontoons 浮橋
- 6f Harbour Steps 海岸堤階
- 6g Berthing Facilities 碼頭設施
- 6h Feature Bridge 特色天橋
- 6i Possible Location of Wave Attenuation Measures 可能設置波浪減速措施的位置

**REVITALIZED TYPHOON SHELTER PRECINCT**  
活力避風塘主題區

- 7 Revitalized Causeway Bay Typhoon Shelter 活力銅鑼灣避風塘
- 7a Sampan Services 舢舨服務
- 8 Northern Breakwater Deck 北防波堤平台
- 9 Causeway Bay Boardwalk 銅鑼灣行人板道
- 9a Victoria Park Elevated Landscaped Deck 維園高架園景平台
- 10 Hung Hing Road Streetscape Enhancement 鴻興道街景改善

**EAST COAST PARK PRECINCT**  
東岸公園主題區

- 11 Park Zone 公園區
- 11a Extreme Park 極限公園
- 11b Multi-Purpose Lawn Space 多用途草坪
- 11c Pet Playground 寵物公園
- 11d Eastern Breakwater Deck 東防波堤平台
- 12 Community Garden Zone 社區園圃區



Project: Agreement No. CE 54/2014 (TP)  
Urban Design Study for the Wan Chai North and North Point Harbourfront Areas - Feasibility Study

Title: **Refined Master Layout Plan**

Annex.: A  
Date: May 2017  
Scale: N.A.

