

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 30 August 2011

TFHK/13/2011

Proposal for Accommodating Dining Services in the New Wan Chai Ferry Pier

PURPOSE

This paper seeks Members' views on the proposal for accommodating dining services in the new Wan Chai ferry pier being constructed under the Wan Chai Development Phase II (WDII).

BACKGROUND

WDII

2. Under the steer of the Sub-committee on WDII Review of the former Harbour-front Enhancement Committee (HEC), the public had been extensively engaged from May 2005 to June 2007 for their views on the construction of the Central-Wan Chai Bypass (CWB) and the possible enhancement measures of the harbourfront of Wan Chai, Causeway Bay and adjoining areas. Views collected had been incorporated as appropriate in drawing up the Concept Plan with five character precincts¹ proposed along the new harbourfront. With the good support by the public, the WDII Concept Plan was subsequently reflected in the approved Wan Chai North Outline Zoning Plan No. S/H25/2 (the OZP).

3. According to the WDII Concept Plan, the new waterfront at the north of Hung Hing Road, where the new Wan Chai ferry pier would be located, would be developed into a water park with a landscape

¹ The five character precincts are an "arts and culture precinct" to the west of the HKCEC, a "water park precinct" along the Wan Chai shoreline, a "water recreation precinct" at the ex-PCWA basin, a "heritage precinct" at the Causeway Bay Typhoon Shelter, and a "leisure and recreation precinct" at the North Point waterfront.

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deck connecting the new waterfront to the hinterland. According to the OZP, the new waterfront at the north of Hung Hing Road is mainly zoned “Open Space” (“O”) with the provisions of three sites zoned “Other Specified Uses” (“OU”) annotated “Waterfront Related Commercial and Leisure Uses” (“OU(Waterfront Related Commercial and Leisure Uses)”) for provision of low-rise and low-density waterfront-related commercial developments and leisure uses. To the north is the new Wan Chai ferry pier site which is zoned “OU” annotated “Pier”. The extract plan prepared based on the OZP is attached at **Annex 1** for reference.

Wan Chai Ferry Pier

4. For constructing the CWB, the existing Wan Chai ferry pier, among other existing Wan Chai harbourfront facilities, will be affected and has to be reprovisioned. Making reference to Central Piers No. 7 and 8, a 2-storey design has been adopted for the new Wan Chai ferry pier. In July 2009, the Civil Engineering and Development Department (CEDD) consulted the former HEC’s Sub-committee on Harbour Plan Review (HPR Subcom) on the exterior design of the new Wan Chai ferry pier. While the HPR Subcom concluded that it had no comment on the exterior design, the meeting considered that the future use of the new Wan Chai ferry pier could activate the new waterfront by including uses like retail/dining facilities at the pier. Meanwhile, the construction works of the new Wan Chai ferry pier has commenced. The pier will be commissioned in 2014.

ASSOCIATED FACILITIES REQUIRED

5. We have followed up on HPR Subcom’s view in paragraph 4 above that dining facilities should be made available at the pier. The idea has been discussed with the ferry operator on the basis that the ferry operation should not be affected. The ferry operator suggested using part of the area on the second floor of the new pier for accommodating dining services to generate non-fare box revenue. The consultants of CEDD confirmed that the exterior design of the ferry pier, which was approved with conditions by the Town Planning Board (TPB) in February 2010, would not be affected but minor changes to

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the design of the fire services installation and means of escape would be required.

Transformer Room

6. The electricity supply to the new ferry pier has to be stepped up to cope with the increased demand. On this, the Hong Kong Electric Company Limited (HKE) has been consulted and confirmed that a new transformer room of about 50m² in area would be required. As there would be slight movement of the new ferry pier during the berthing of vessels, HKE further advised that the transformer room could not be located inside the pier in order not to affect the stability of the power supply. Therefore, the transformer room has to be constructed at a suitable location adjoining the pier.

7. The reclamation works under the WDII are being carried out in stages. To enable the provision of dining services at around the same time when the new Wan Chai ferry pier is commissioned, the required transformer room would have to be located at the area of the first stage reclamation. To minimise the visual impact of the transformer room, our proposal is to not locate it by the harbour, but instead beside one of the structures that have already been planned. We have taken into account the Harbour Planning Guidelines and Principles (in particular the section on “infrastructure and utility installations” and “permeability”) as well as General Circular No. 3/2010, which sets out that, as far as possible, any new facility should be set back to provide a harbourfront passageway for public use.

8. In view of the above, we propose to locate the required transformer room on a site partly zoned “O” and partly zoned (“OU(Waterfront Related Commercial and Leisure Uses)”) on the OZP. The proposed location plan of the transformer room is at **Annex 2**.

Exterior Design

9. As the proposed transformer room is an ancillary structure for supporting the provision of dining services at the new Wan Chai ferry pier, the consultants consider that its design should echo as far as possible with that of the new ferry pier. On this basis, the consultants

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recommend adopting the “Modern City” design theme that has been adopted in the ferry pier. Adopting the same design theme for both would not only assist in achieving coherence along the waterfront, but also avoid adding constraints to the design of other structures in the surroundings. The exterior design of proposed transformer room is at **Annex 3**.

PUBLIC ENGAGEMENT

10. On 14 June 2011, we consulted the Development, Planning and Transport Committee of Wan Chai District Council on the same subject. Members generally supported the proposal of provision of dining services at the new Wan Chai ferry pier.

WAY FORWARD

11. The proposal of provision of dining services at the new Wan Chai ferry pier including the proposed transformer room would require the approval of the TPB. Members’ views on the proposal will be further considered before our submission to the TPB.

ADVICE SOUGHT

12. Members are invited to comment on the proposal set out in paragraphs 6 to 9 above.

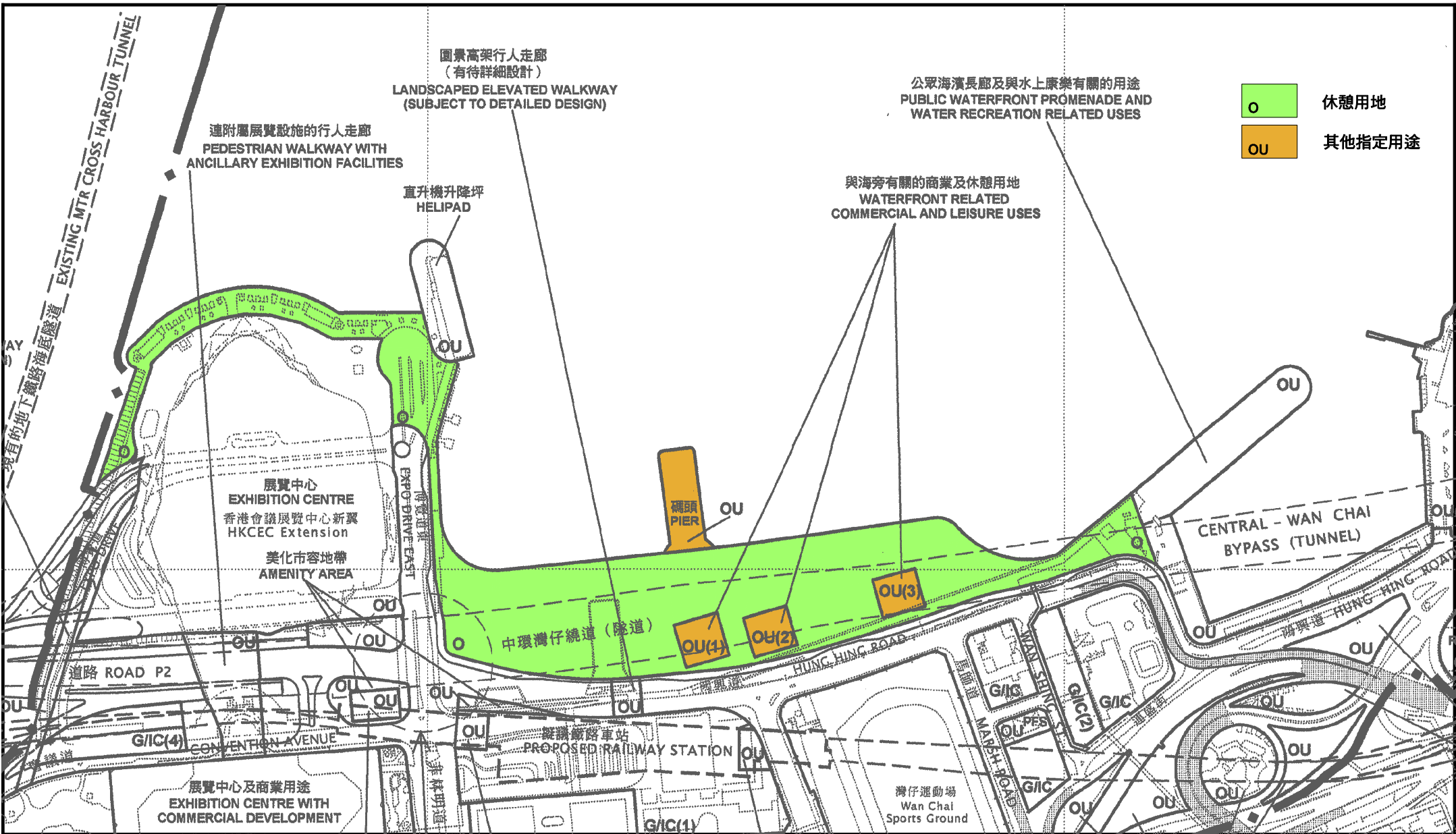
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ATTACHMENTS

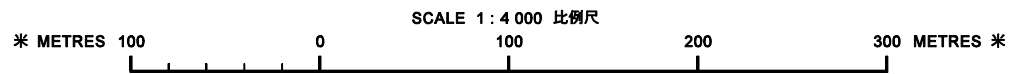
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| Annex 1 | Extract Plan Prepared Based on Approved “Wan Chai North Outline Zoning Plan No. S/H25/2” |
| Annex 2 | Location Plan for the Proposed Transformer Room |
| Annex 3 | Exterior Design of Proposed Transformer Room |

**Transport Department
Civil Engineering and Development Department
August 2011**



本摘要圖於2011年4月13日擬備，所根據的資料為
 於2009年5月19日核准的分區計劃大綱圖編號 S/H25/2
 EXTRACT PLAN PREPARED ON 13.4.2011
 BASED ON OUTLINE ZONING PLAN No. S/H25/2
 APPROVED ON 19.5.2009

Extract Plan Prepared Based on Approved Outline Zoning Plan No. S/H25/2



規劃署
 PLANNING
 DEPARTMENT



M/SD/11/41

Annex 1



Victoria Harbour

New Wan Chai Ferry Pier

Waterfront Related Commercial and Leisure Uses

Proposed Transformer Room

Realigned Hung Hing Road

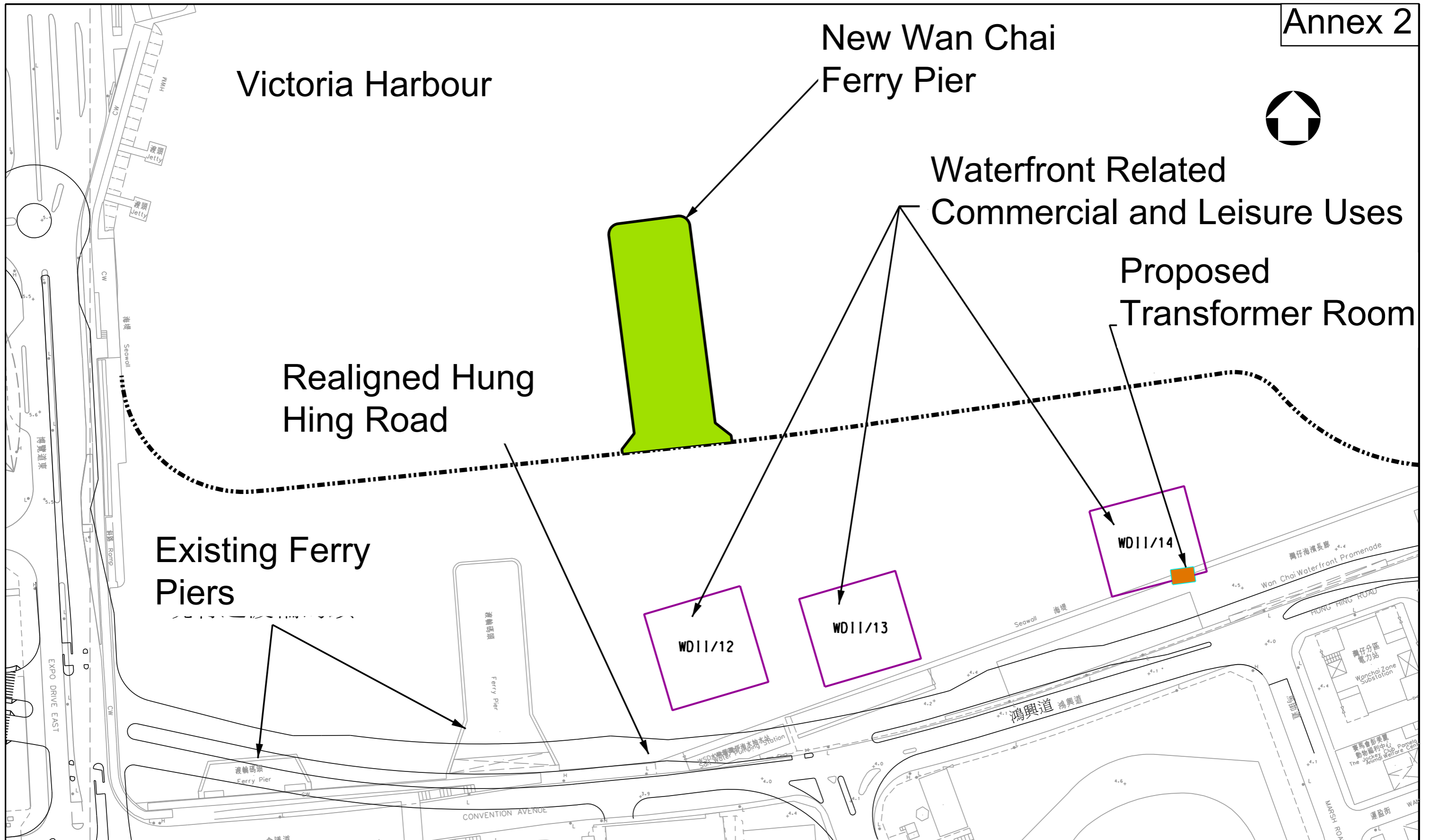
Existing Ferry Piers

WD11/12

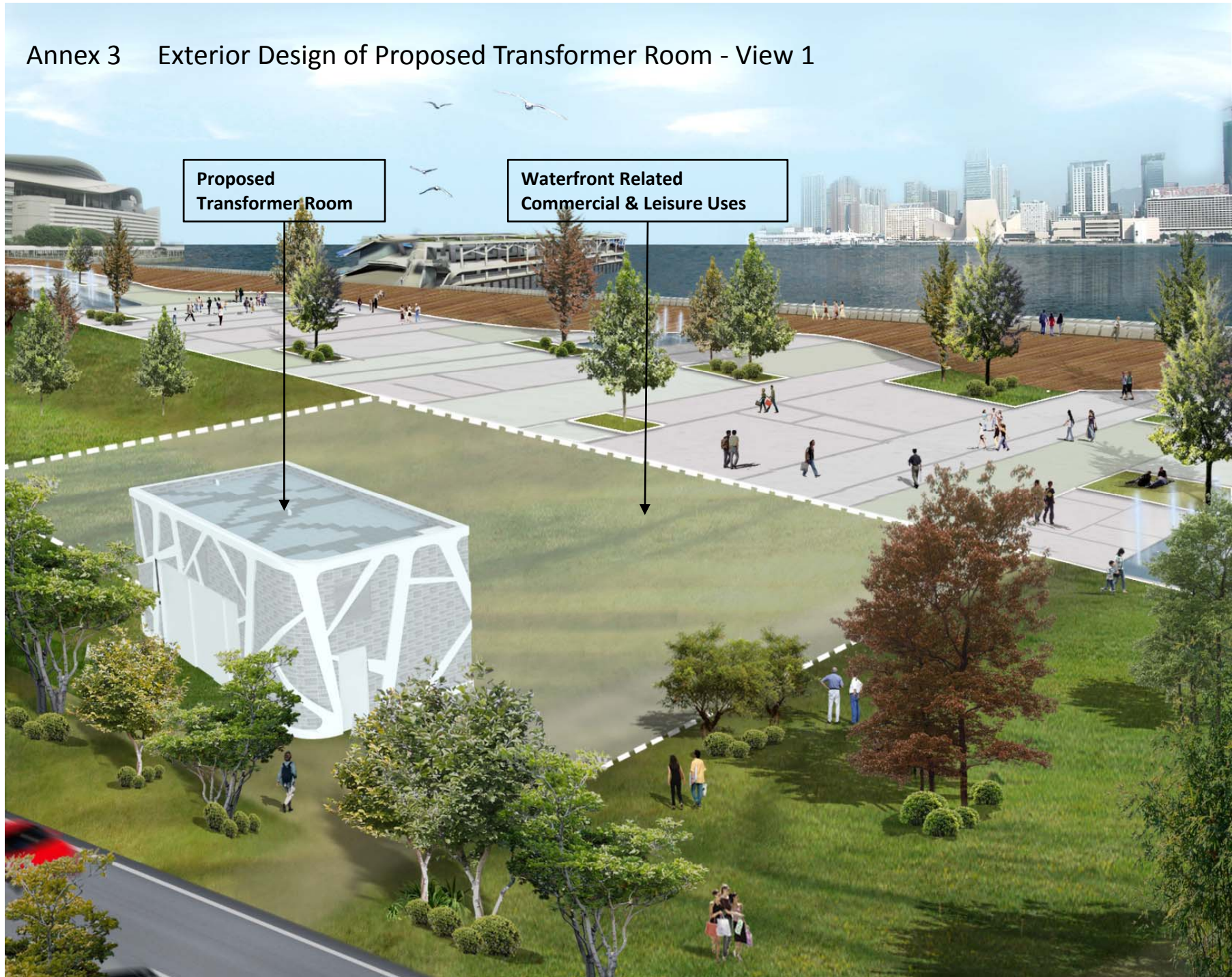
WD11/13

WD11/14

Location Plan of the Proposed Transformer Room



Annex 3 Exterior Design of Proposed Transformer Room - View 1



View 2

