

Changing use of the waterfront of Victoria Harbour

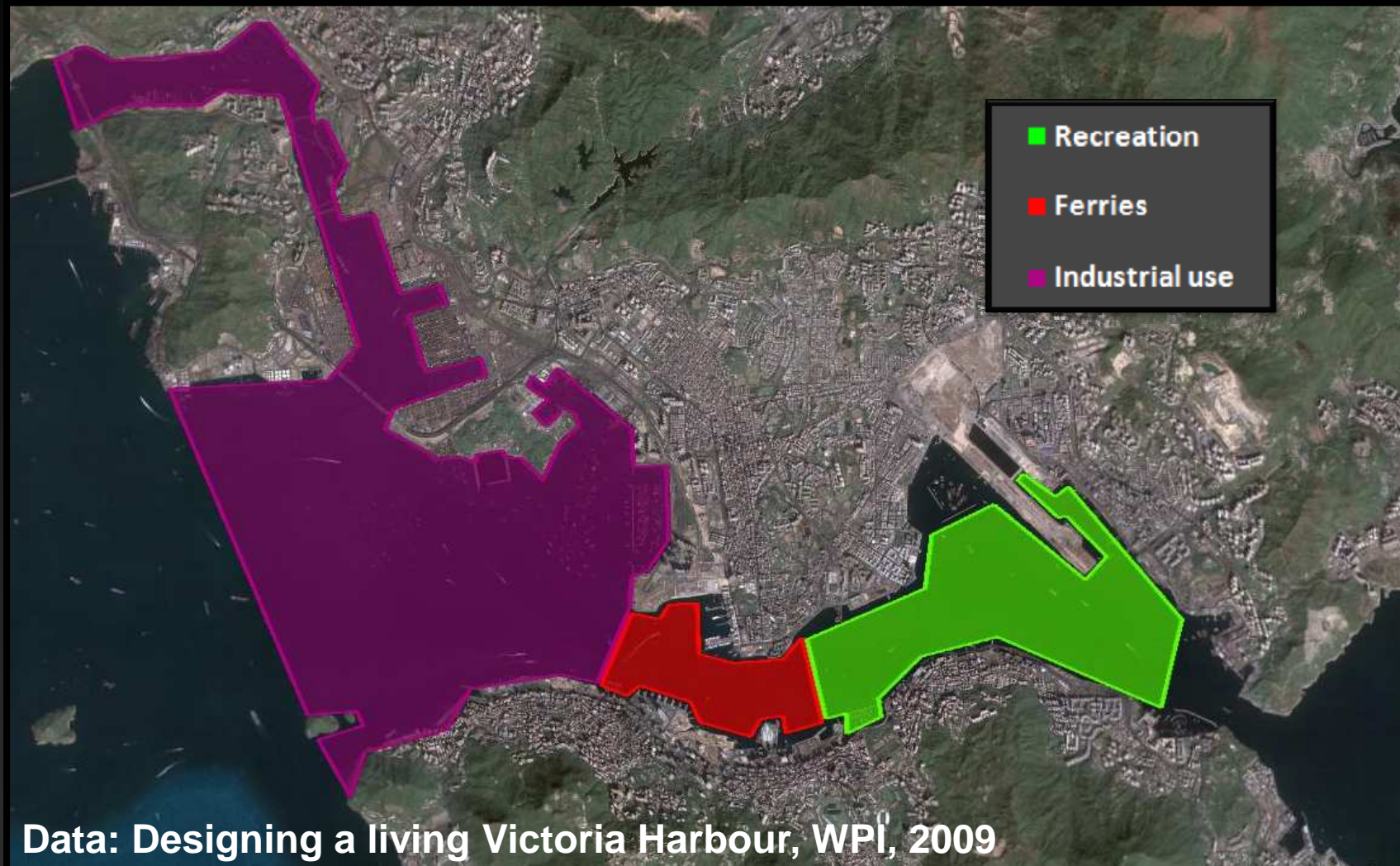
Paul Zimmerman

July 2011

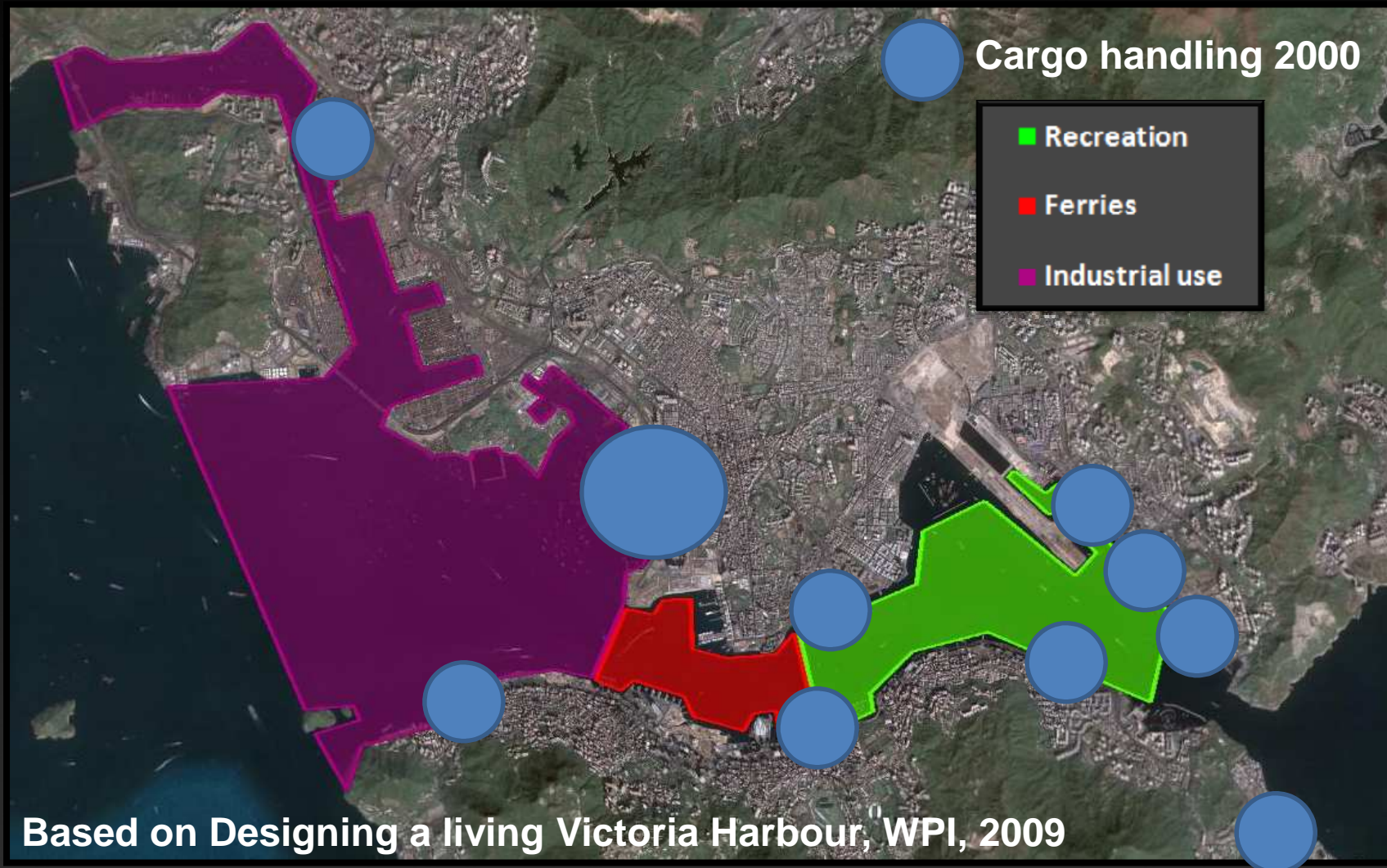
Diversified waterfront

- Parties in WKCD and TST, green quiet residential promenades along Hung Hom, sailing in To Kwa Wan, sports in Kai Tak, rats in Lei Yue Mun, bars and restaurants in Ling Kei Wan, Martime museum and door to the world in Central, parks in Sheung Wan, container handling in Kwai Tsing, marine industries YMT/Stone cutters Every bit of harbourfront will be different...

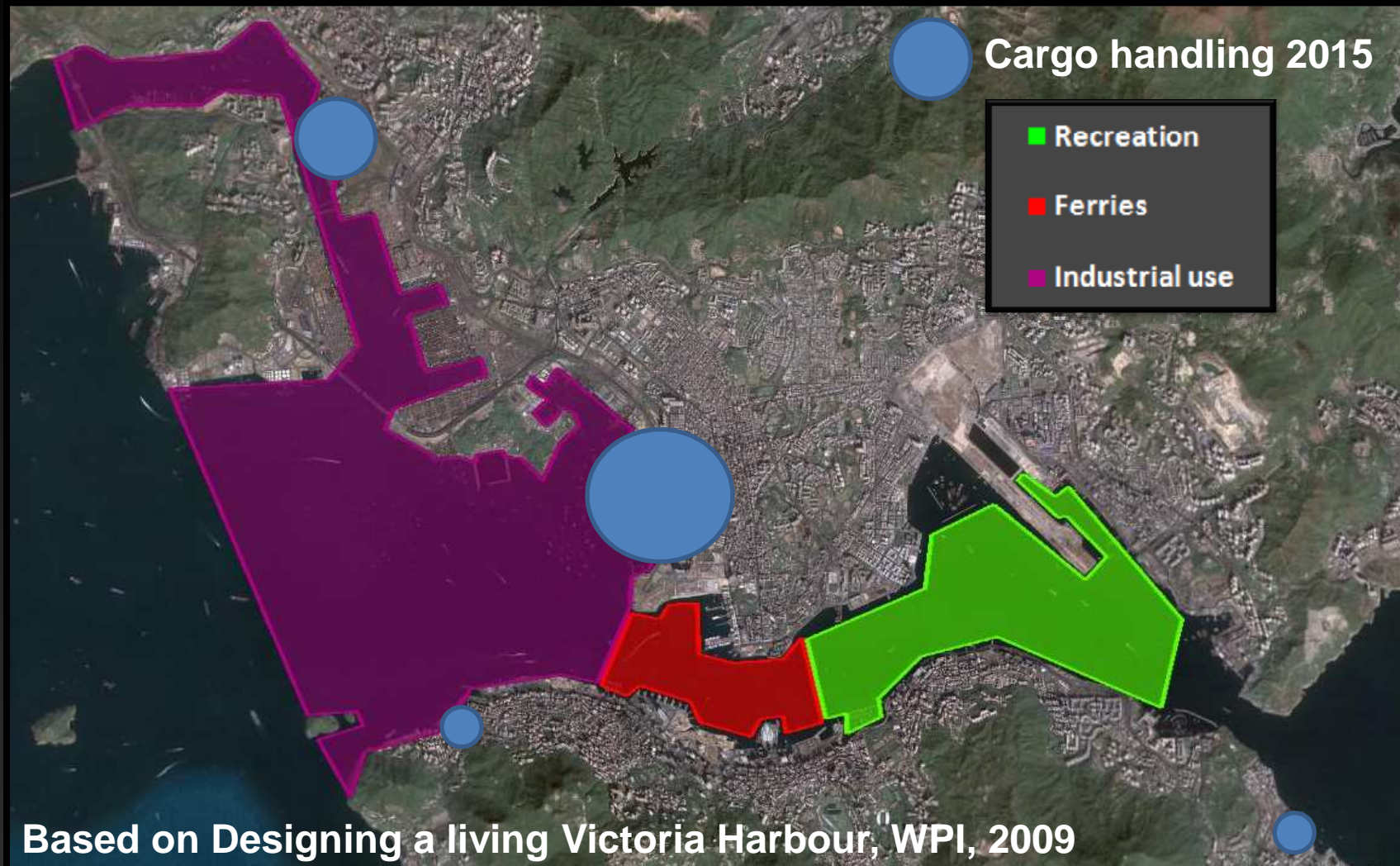
Usage Zones



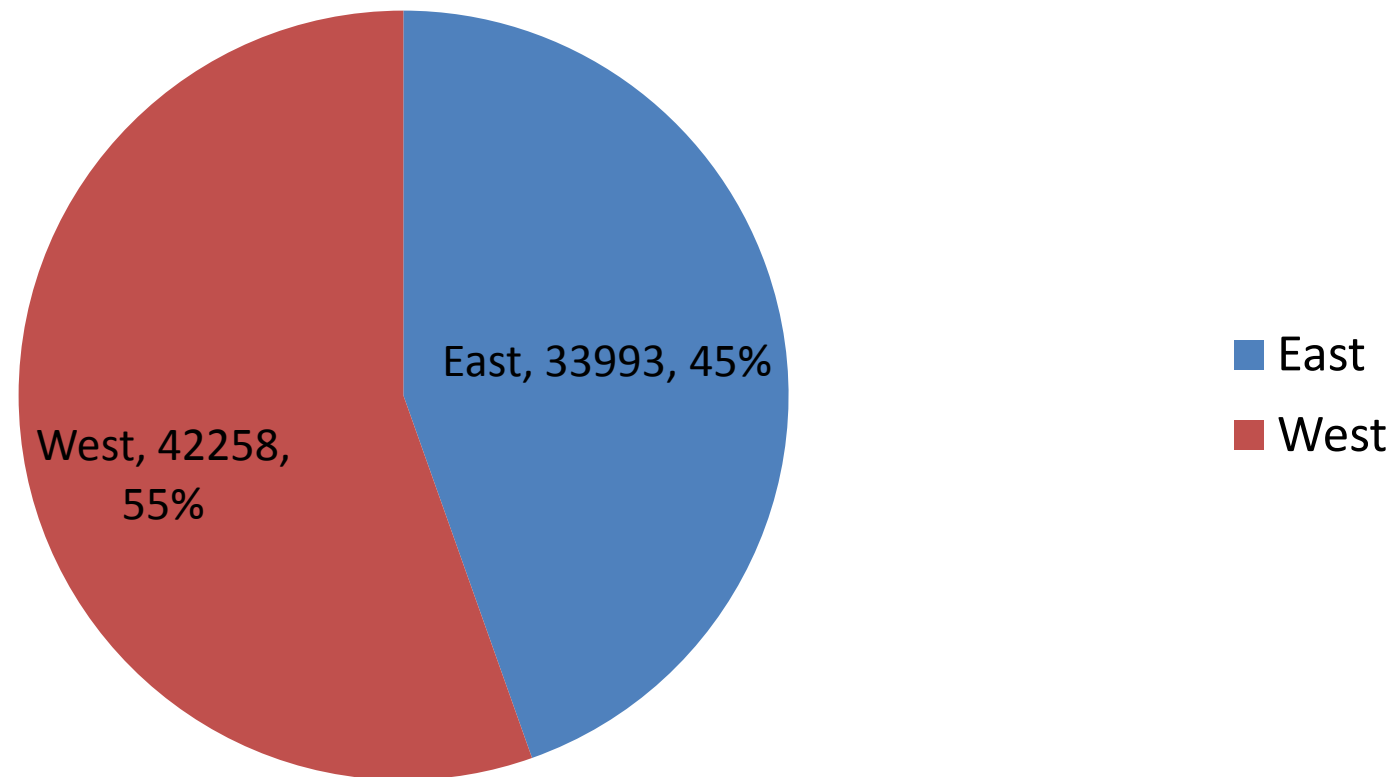
Usage Zones 2000



Usage Zones 2015

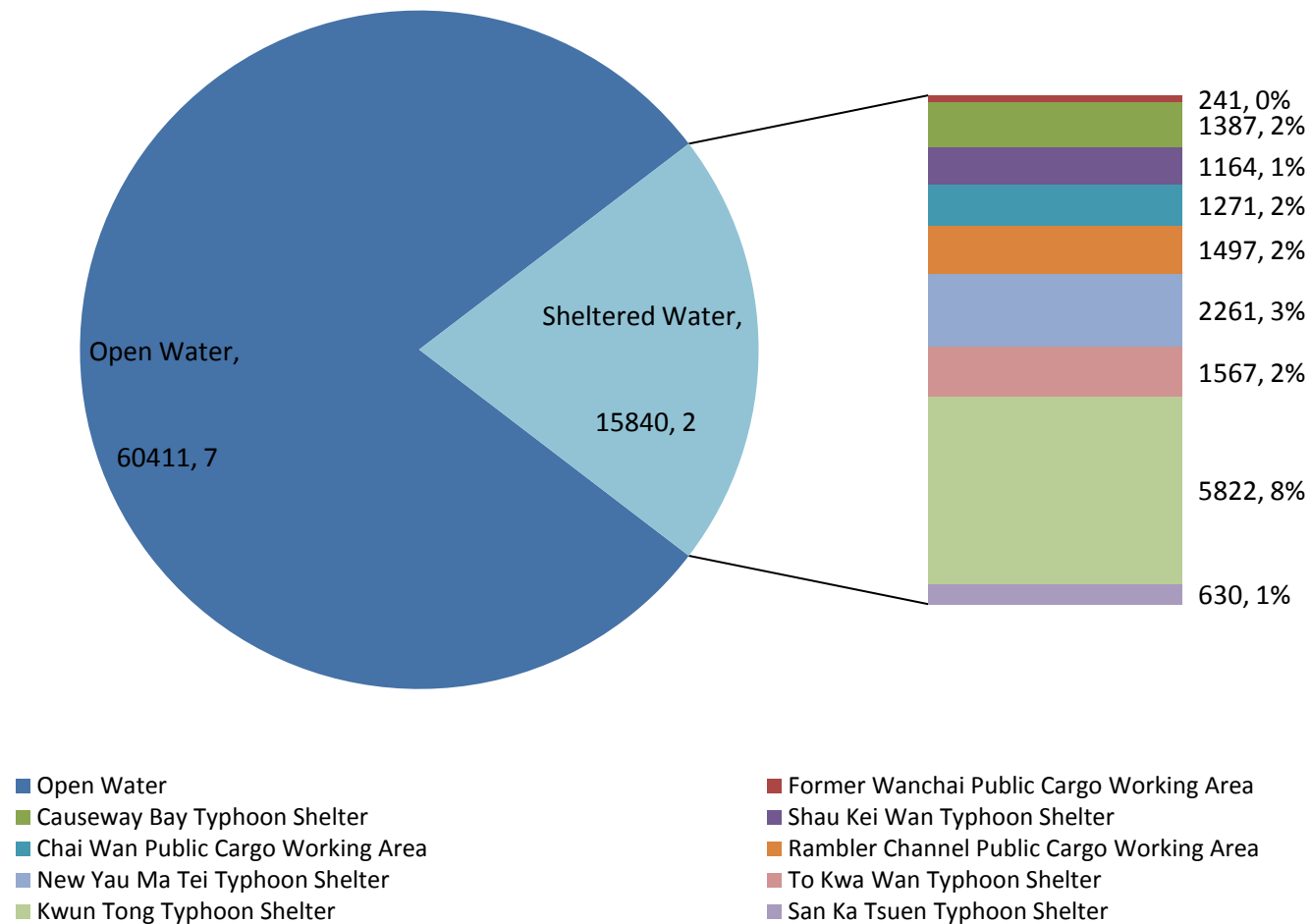


Victoria Harbour waterfront (76km) West (42km) and East (34km)



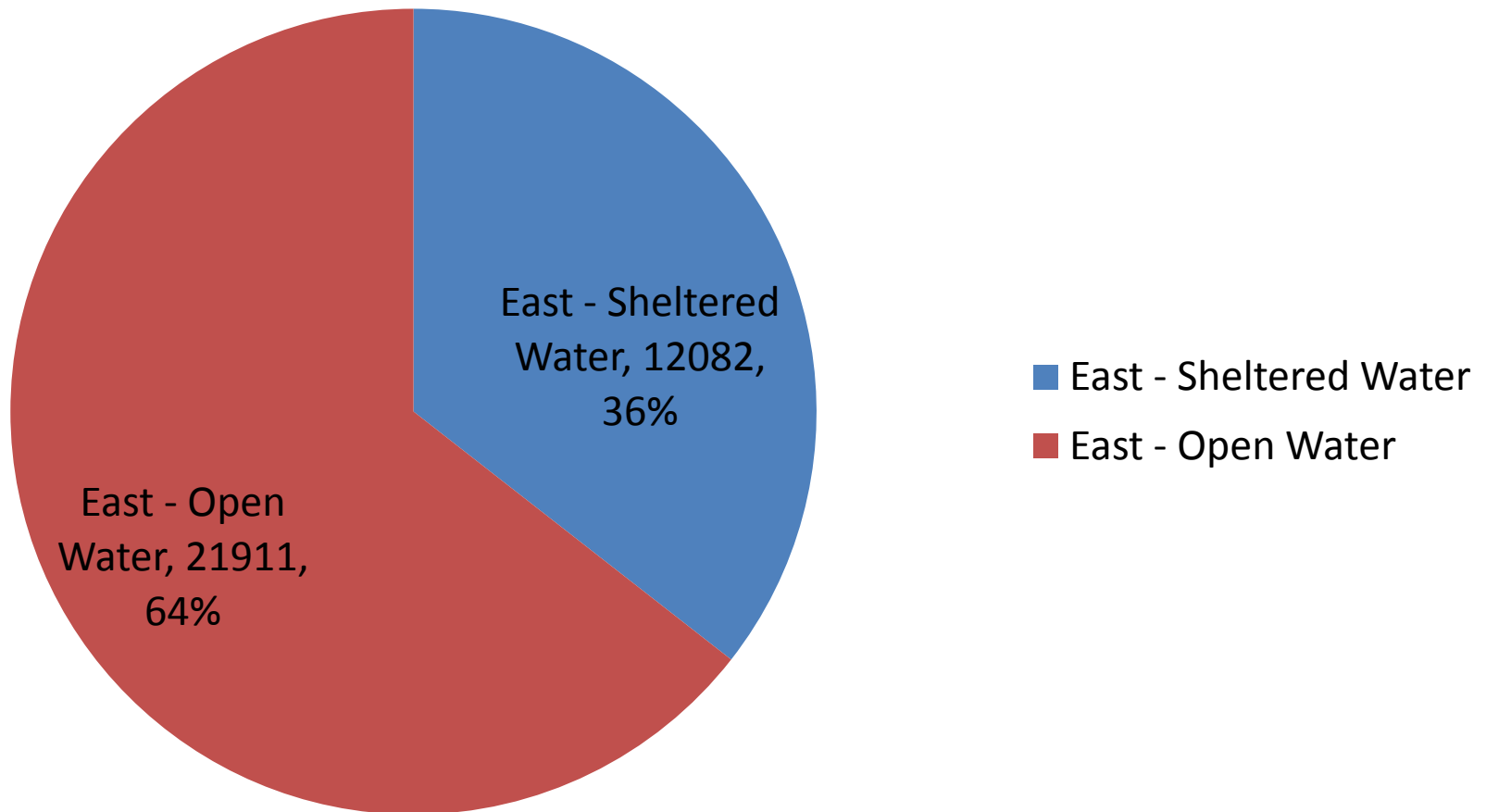
Data: Marine Study (in progress), Harbour Business Forum

20% along sheltered water in Victoria Harbour



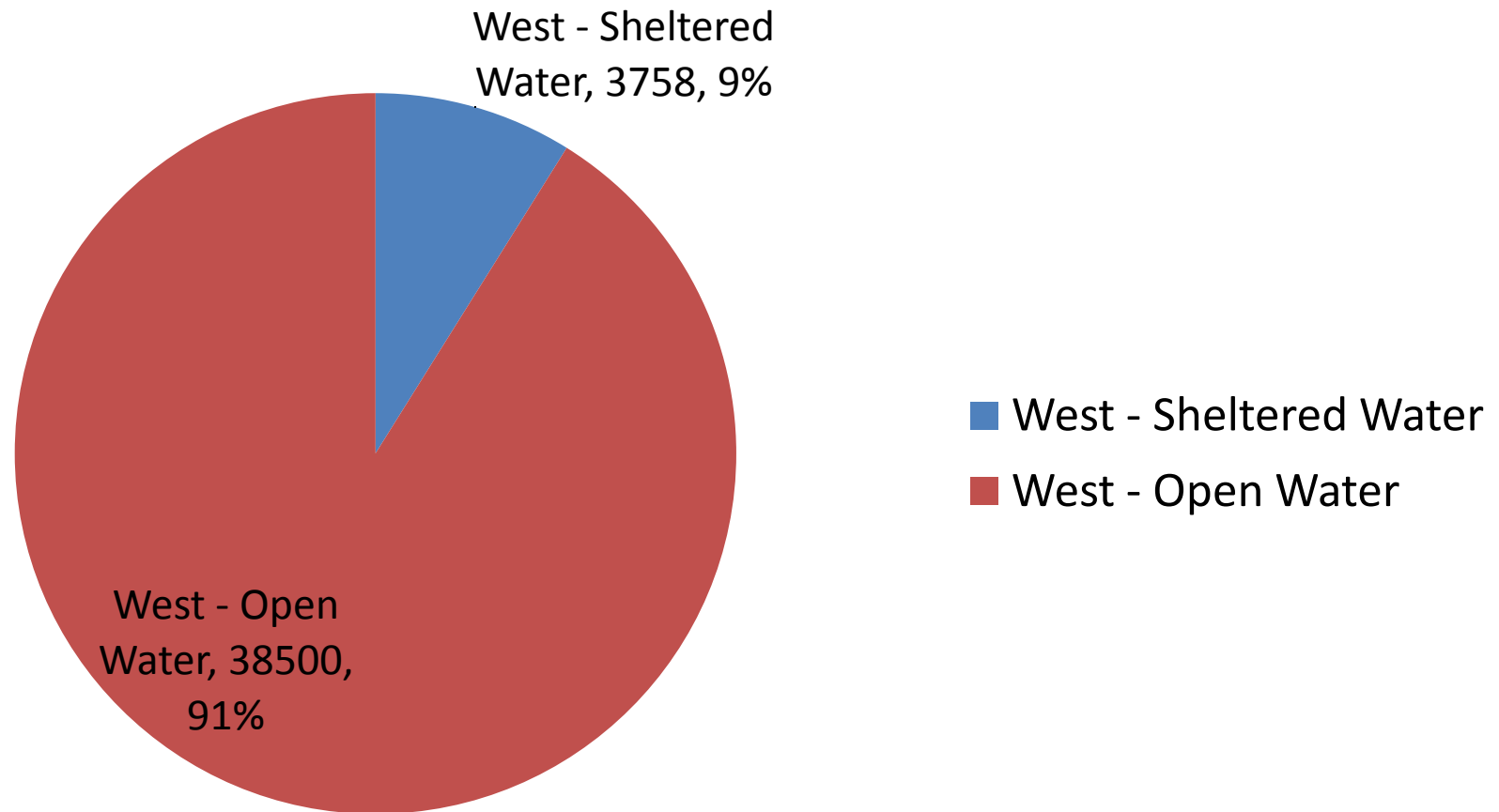
Data: Marine Study (in progress), Harbour Business Forum

36% is sheltered (12km) and 64% is open (22km) in the Eastern Harbour



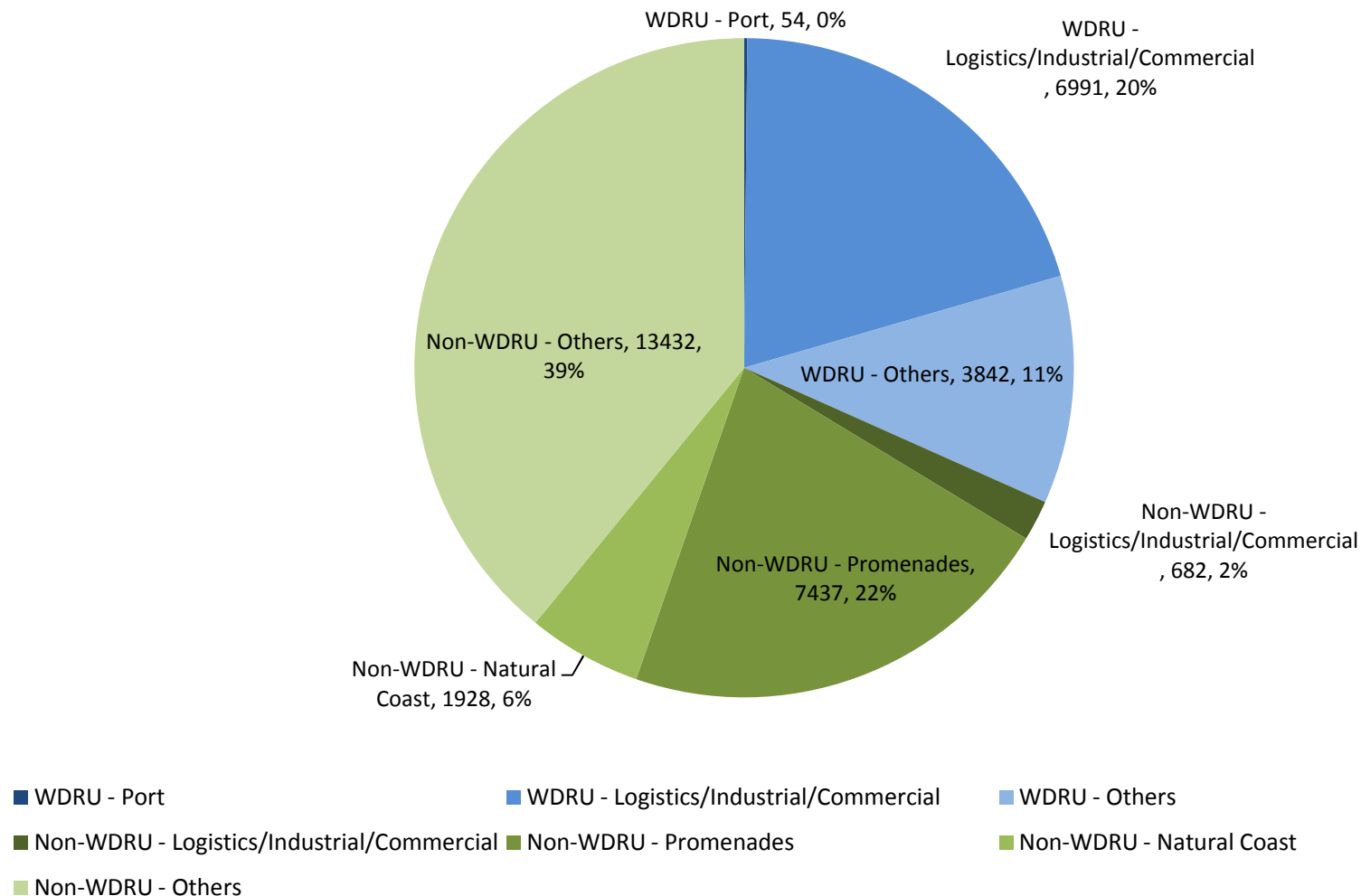
Data: Marine Study (in progress), Harbour Business Forum

**Only 9% is sheltered (4km).
91% open (38km) in the Western
Harbour**



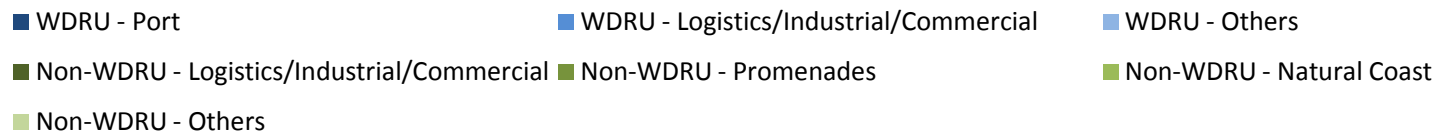
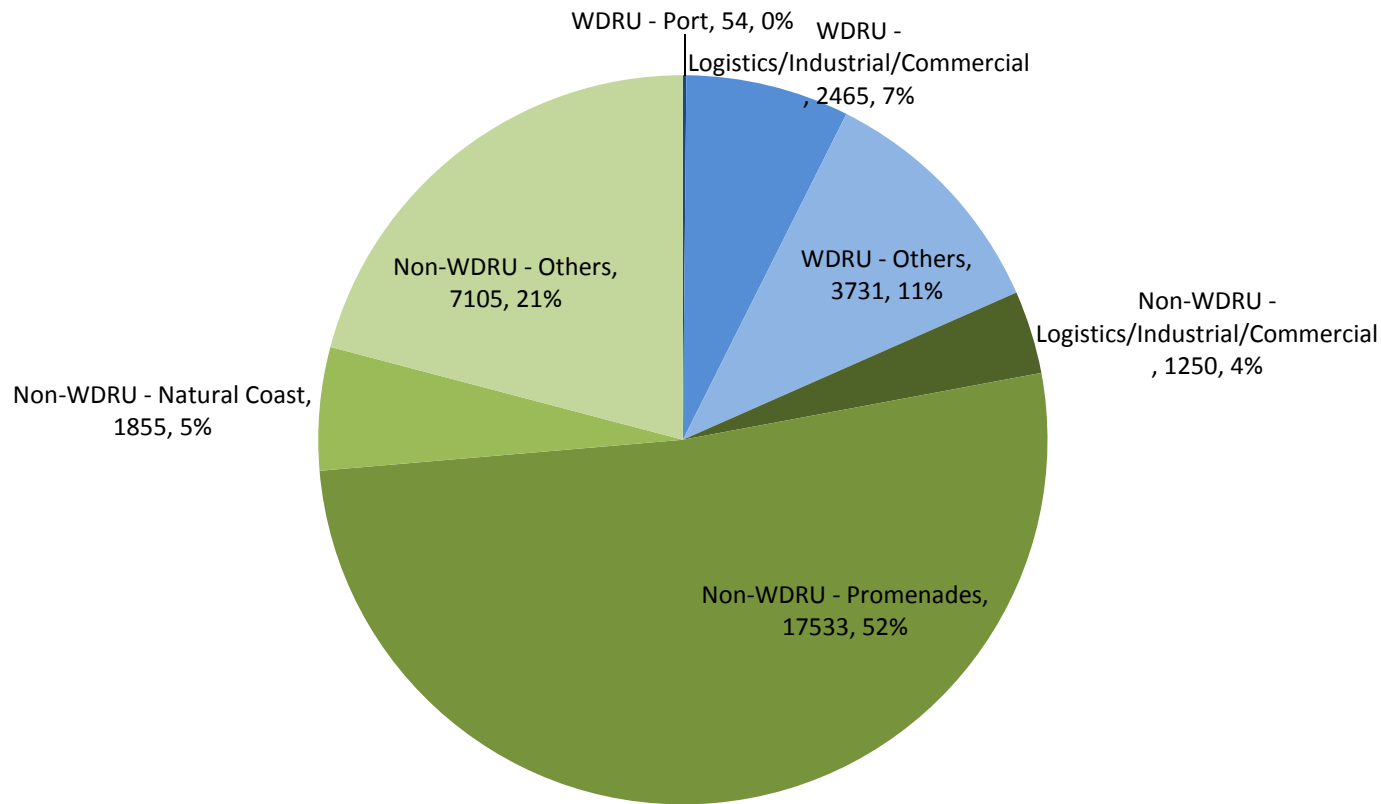
Data: Marine Study (in progress), Harbour Business Forum

30% of waterfront in the Eastern Harbour (2000) for WDRU



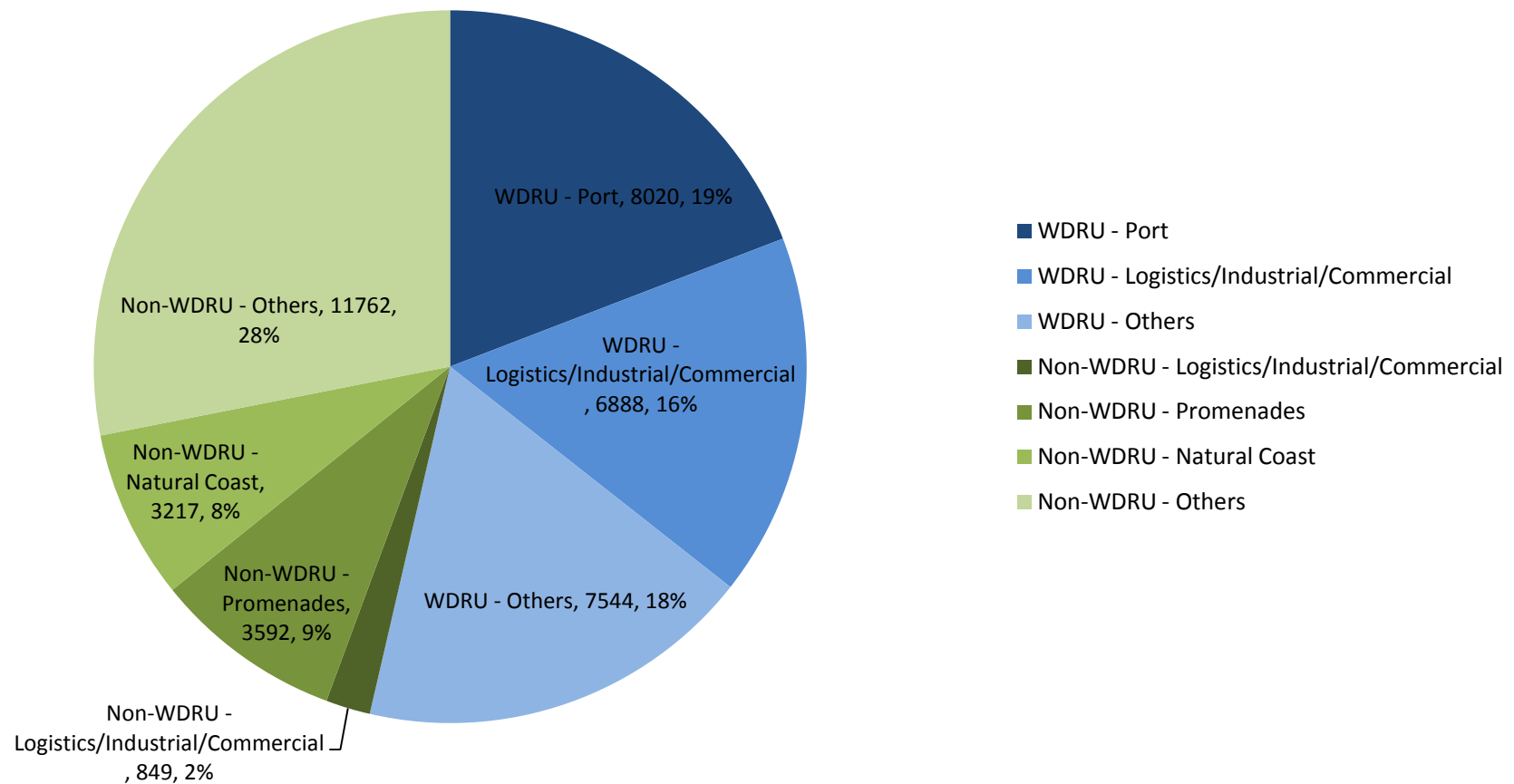
Data: Marine Study (in progress), Harbour Business Forum

18% of waterfront in the Eastern Harbour (2015) for WDRU



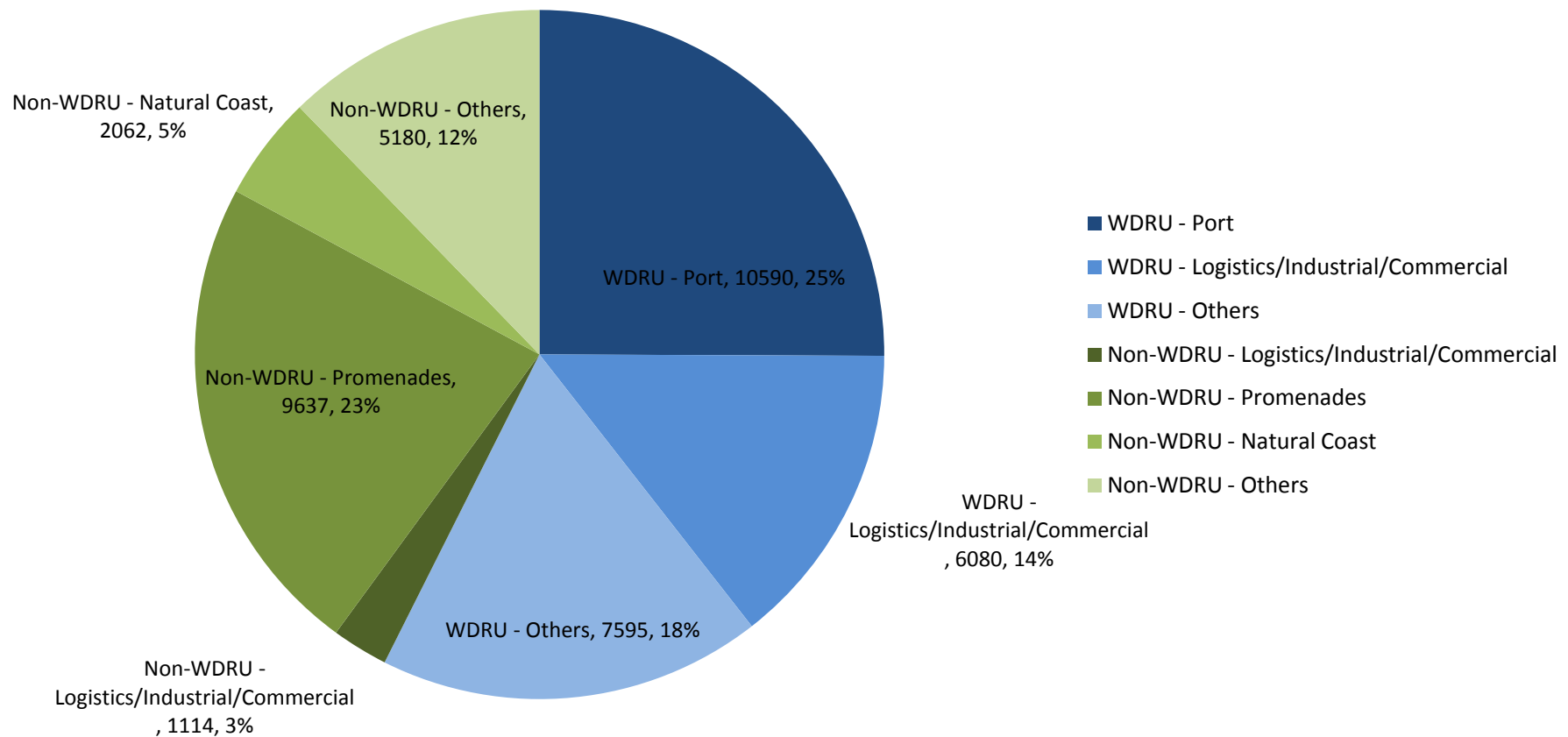
Data: Marine Study (in progress), Harbour Business Forum

53% of waterfront in the Western Harbour (2000) for WDRU



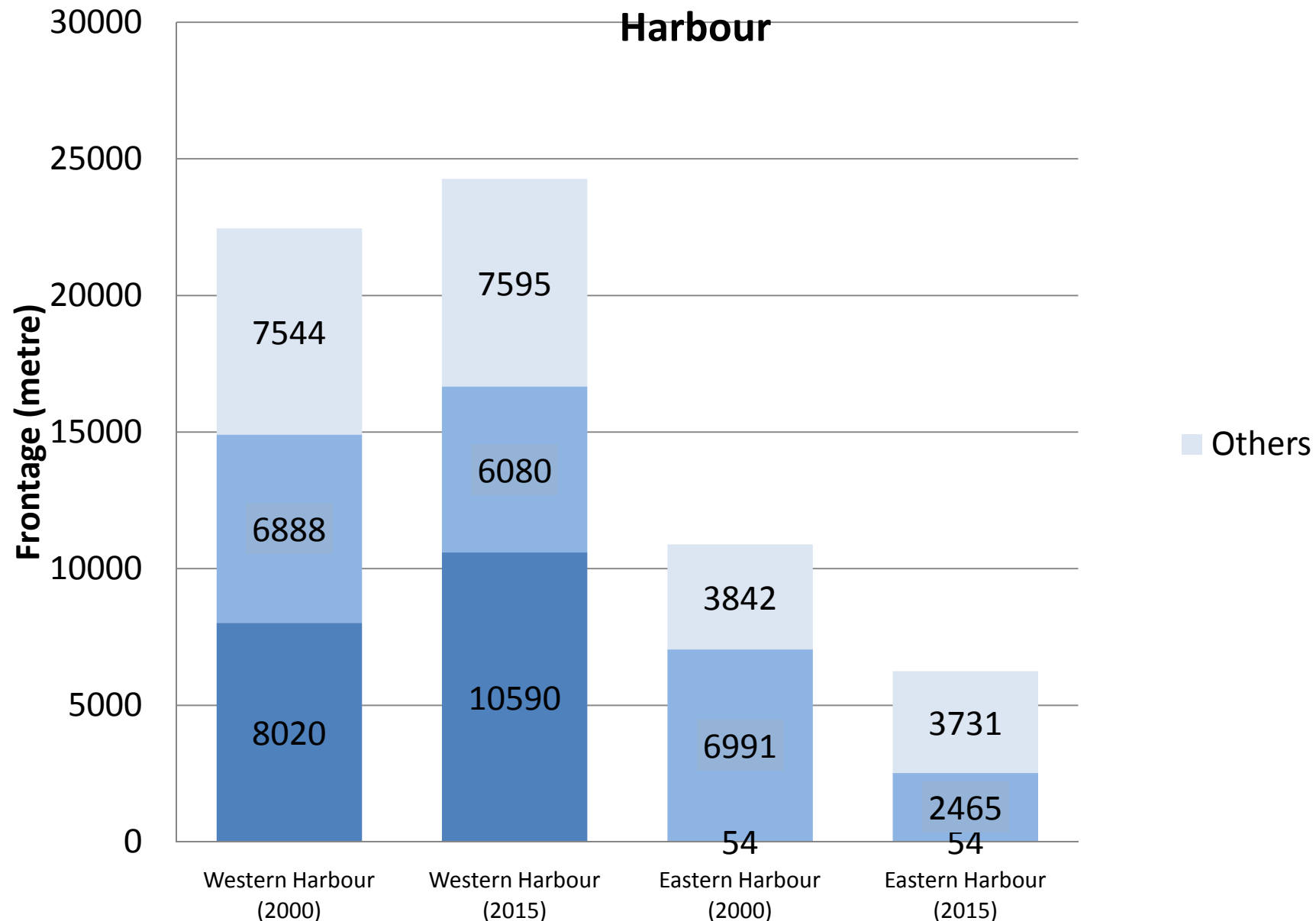
Data: Marine Study (in progress), Harbour Business Forum

57% of waterfront in the Western Harbour (2015) for WDRU



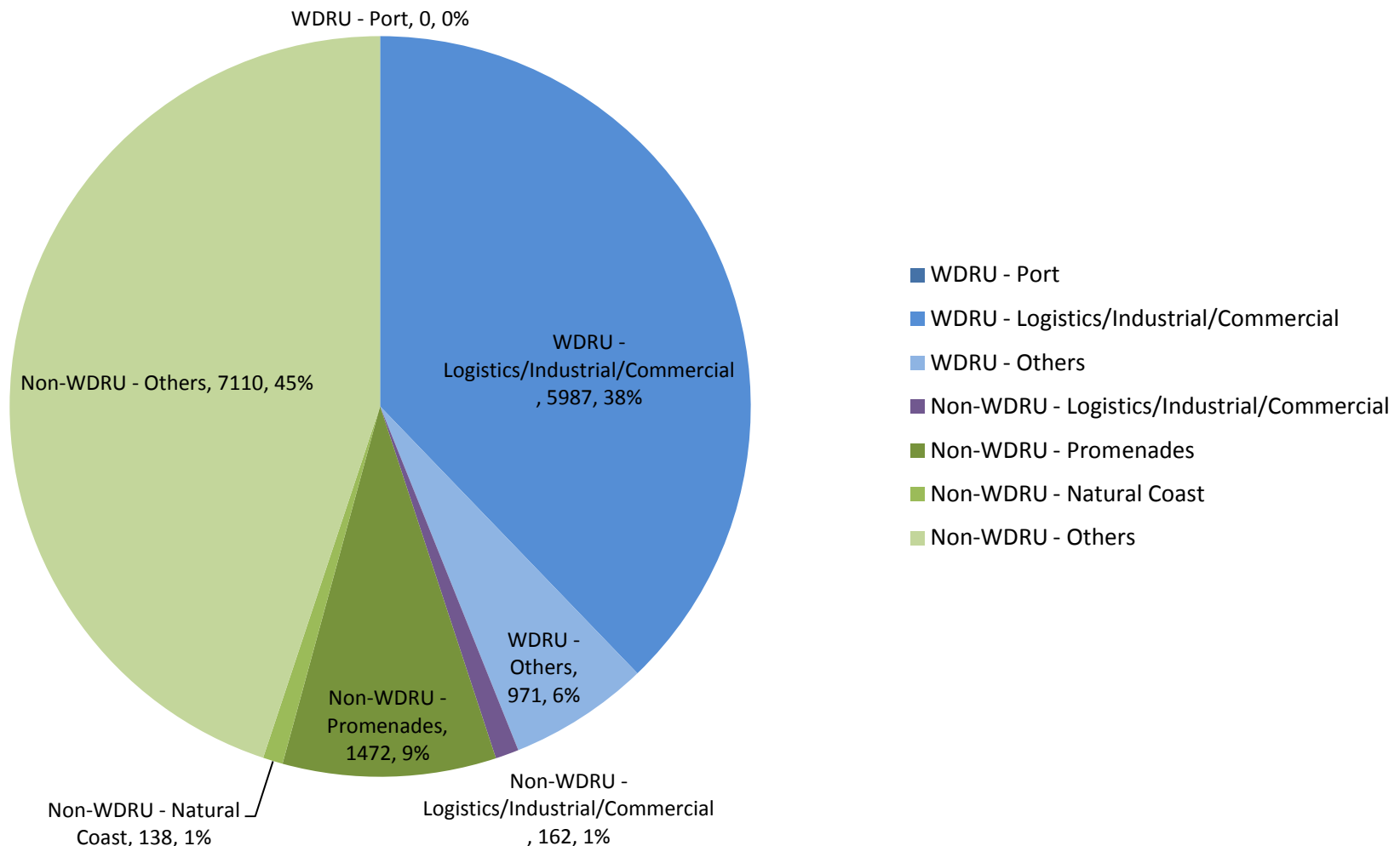
Data: Marine Study (in progress), Harbour Business Forum

Gain/loss of waterfront for WDRU in West and East Victoria Harbour



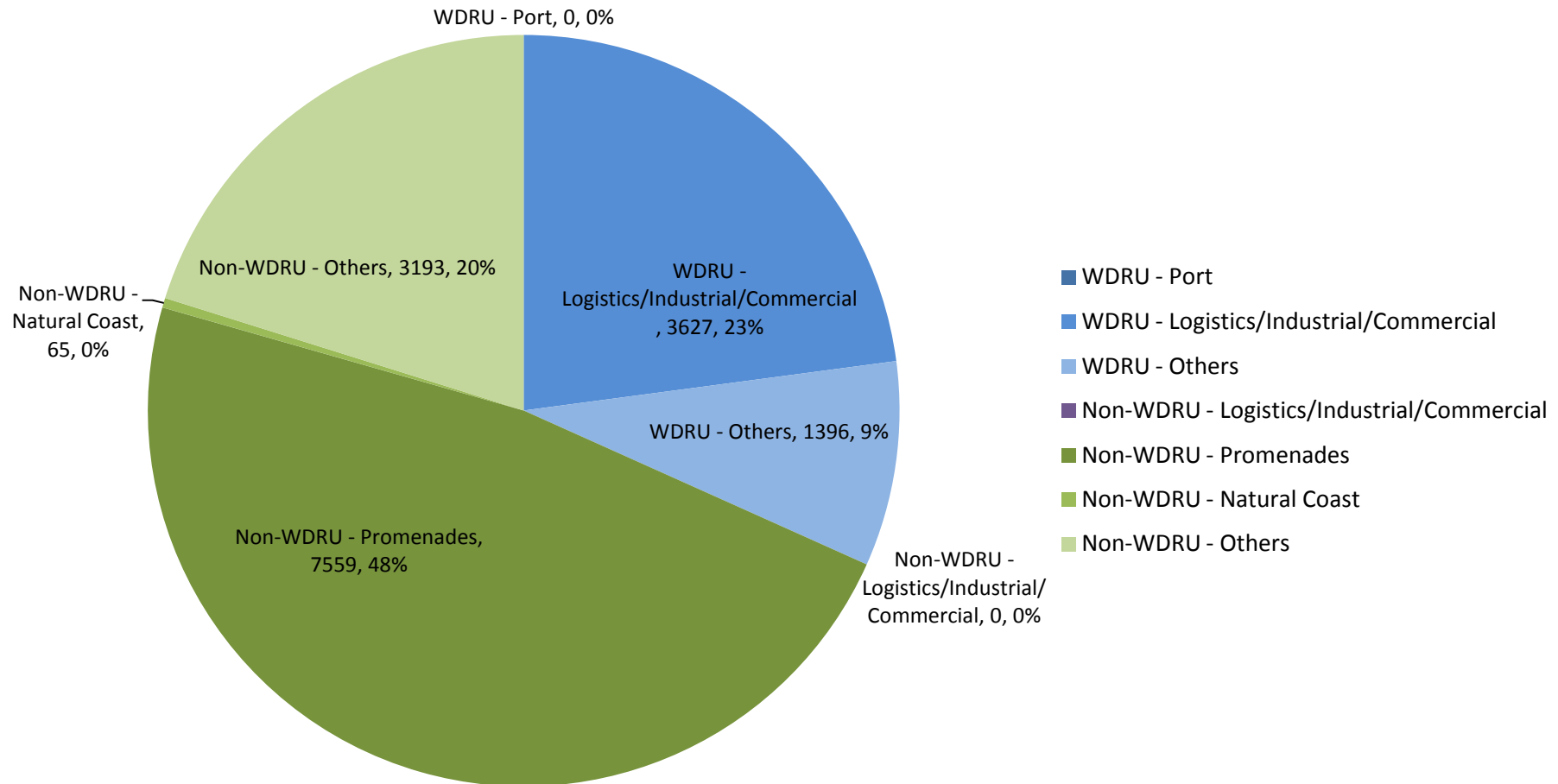
Data: Marine Study (in progress), Harbour Business Forum

Use of sheltered waterfront in Victoria Harbour (2000)



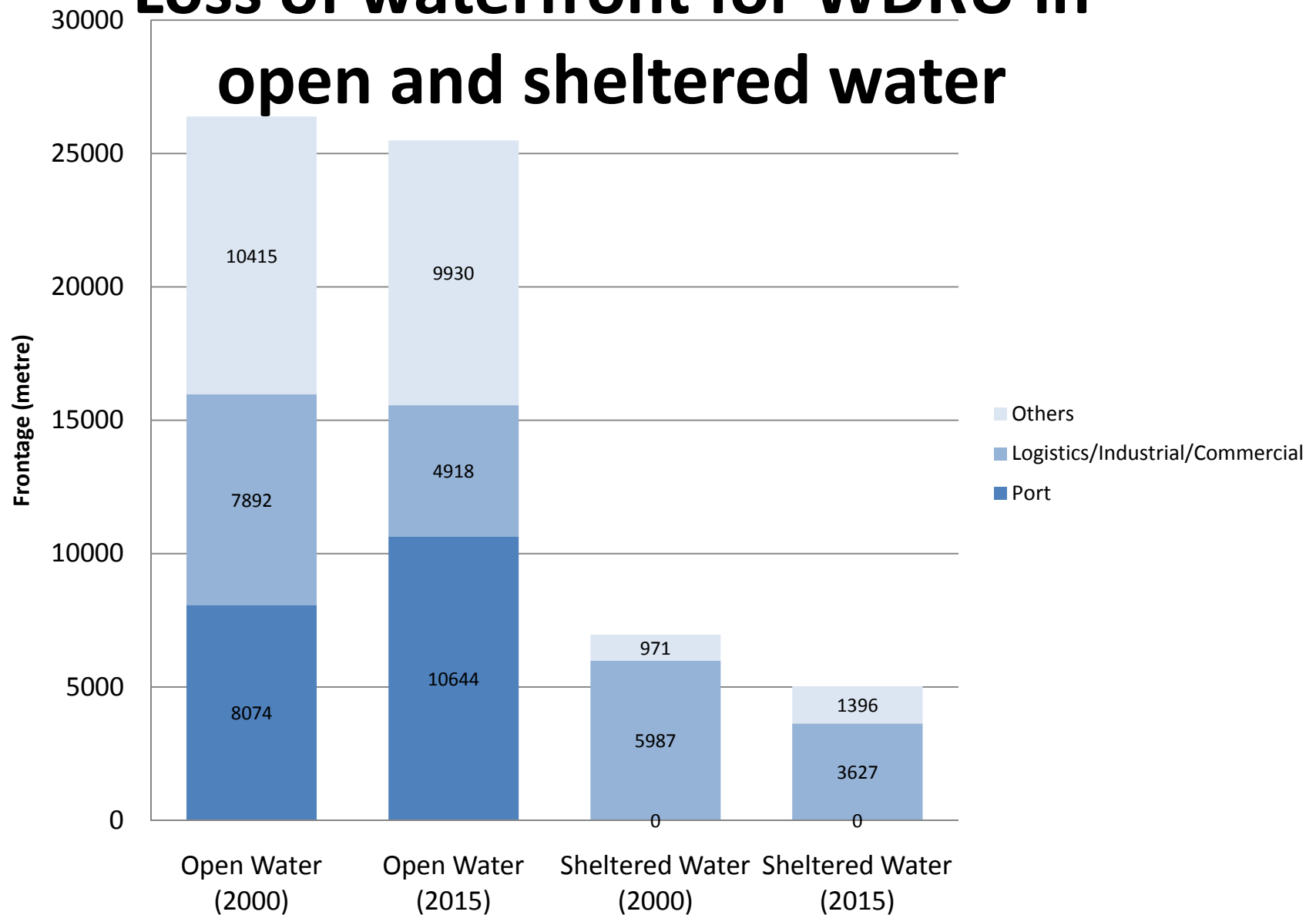
Data: Marine Study (in progress), Harbour Business Forum

Use of sheltered waterfront in Victoria Harbour (2015)



Data: Marine Study (in progress), Harbour Business Forum

Loss of waterfront for WDRU in open and sheltered water



Data: Marine Study (in progress), Harbour Business Forum

Ideal location for MarDep operations

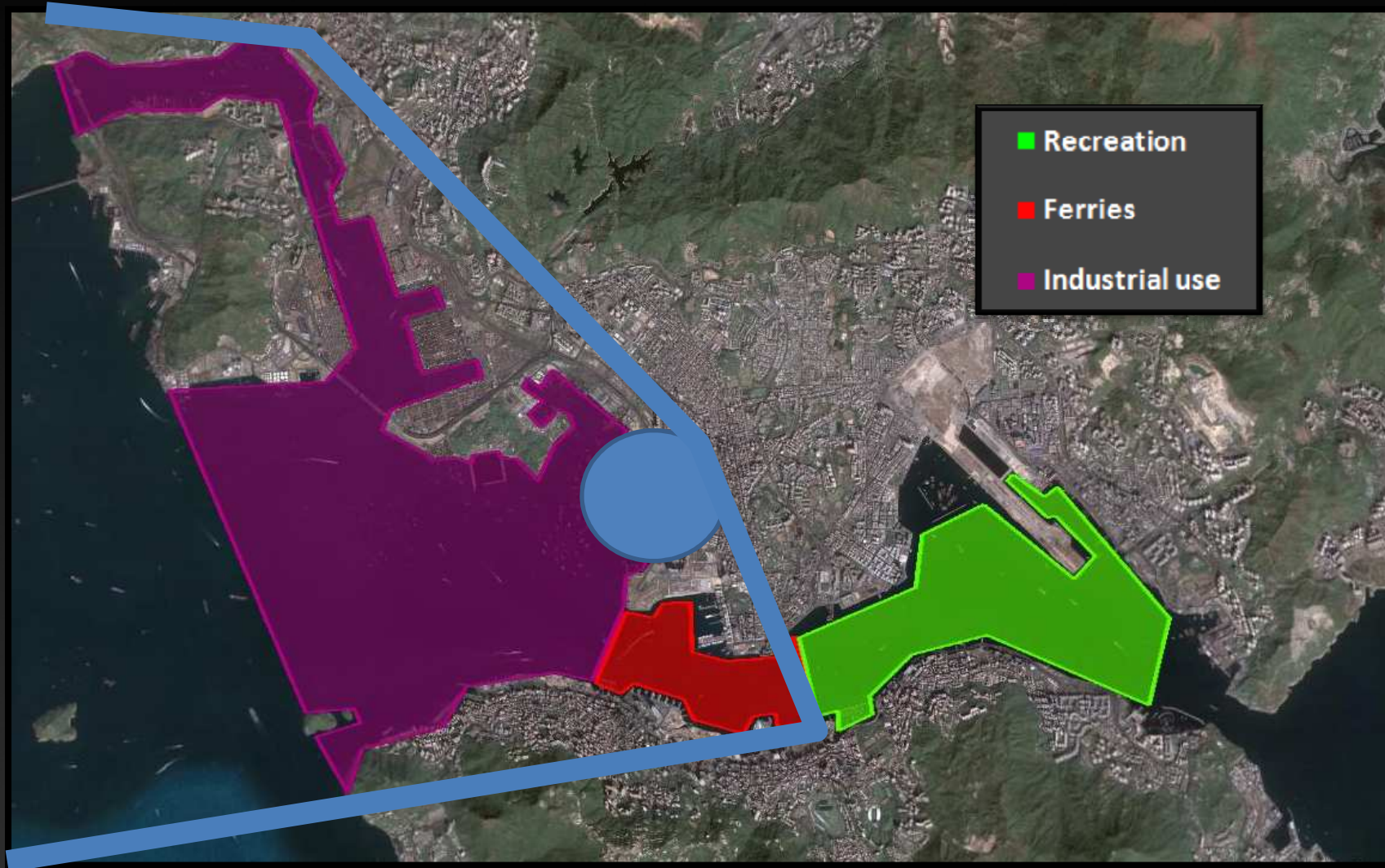




Image © 2011 GeoEye
22°18'46.67" N 114°09'21.87" E elev 0 m



Eye alt 3.61 km

Functions

Harbour patrol	Short of space
Ship inspection	Along promenade opposite One SilverSea
Prosecution	Currently in Shau Kei Wan
Marine refuse	Move in YMT
Waste oil collection	New
Sewage collection	New

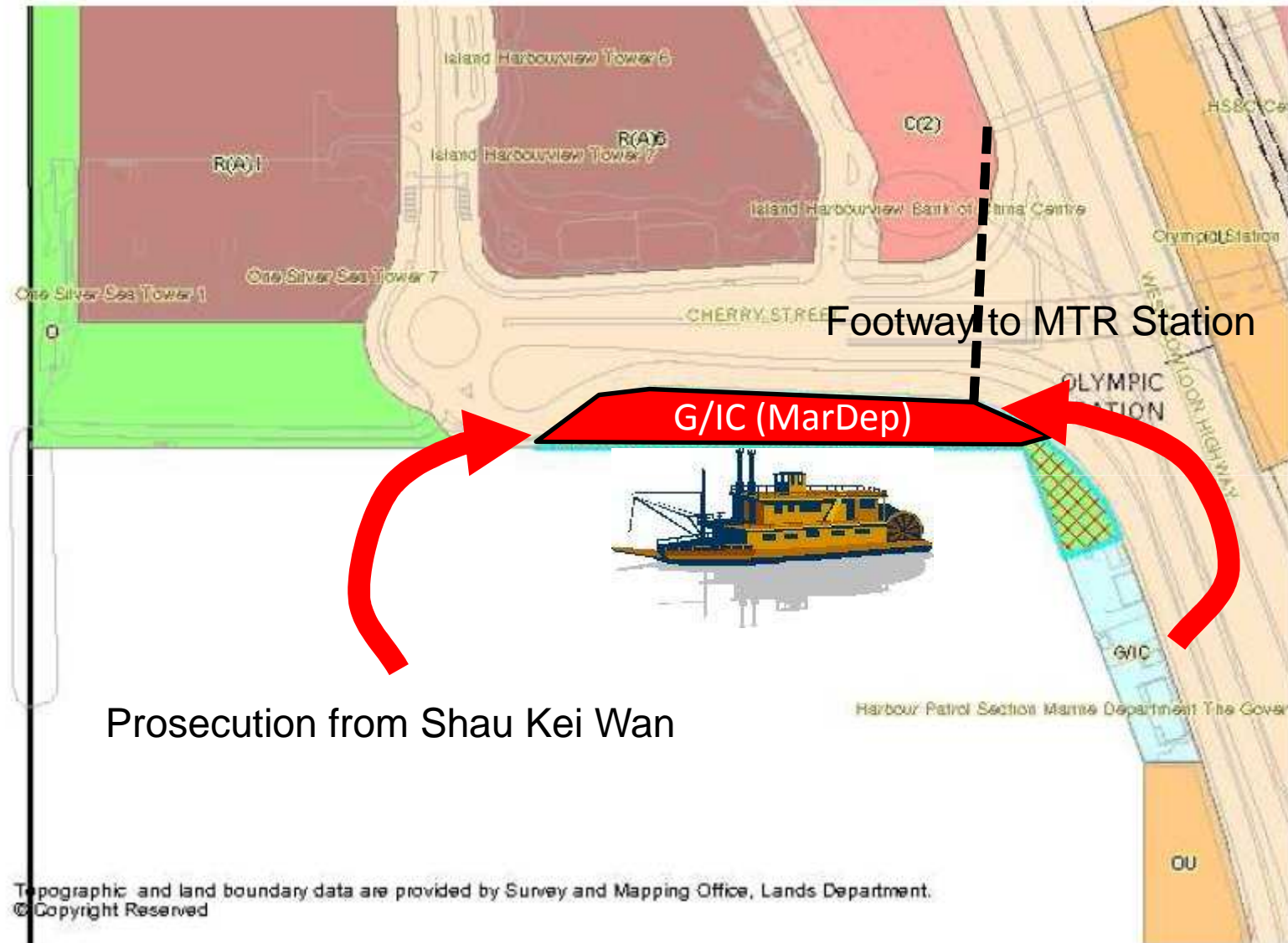
Options:

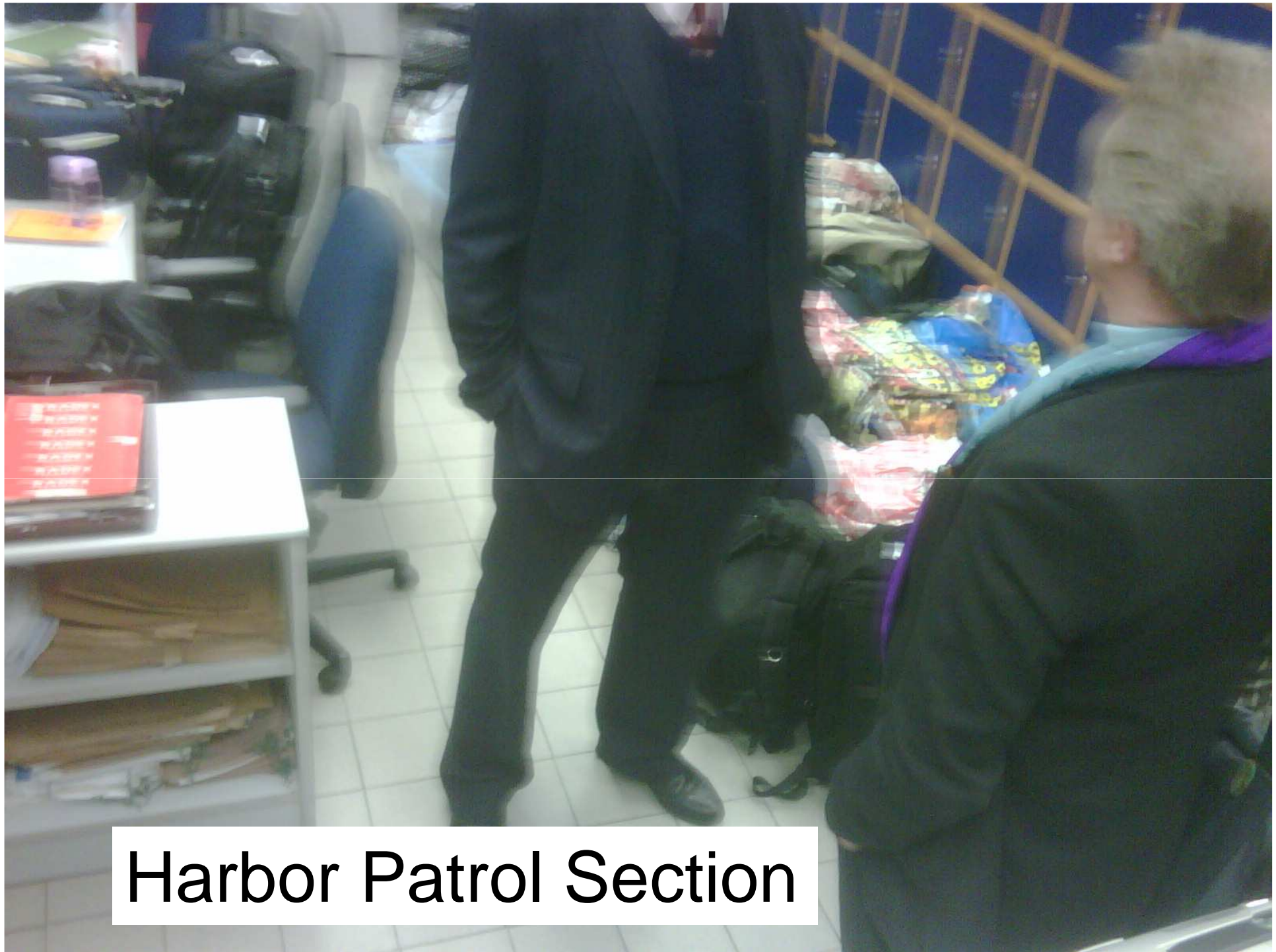
- Expand existing site – Not structurally feasible
- Extend existing site – MarDep's current proposal
- Move site -

MarDep – Site visit 1 Feb 2011

- Harbour Patrol Section in YMT
- Survey section in YMT
- Enforcement section in Shau Kei Wan
- Desire to bring all under one roof
- Frustration over 1998 cut backs and delays
- Extension seen as only option left for getting additional seats quickly, not seen as best

Alternative for North side of New Yau Ma Tei Typhoon Shelter



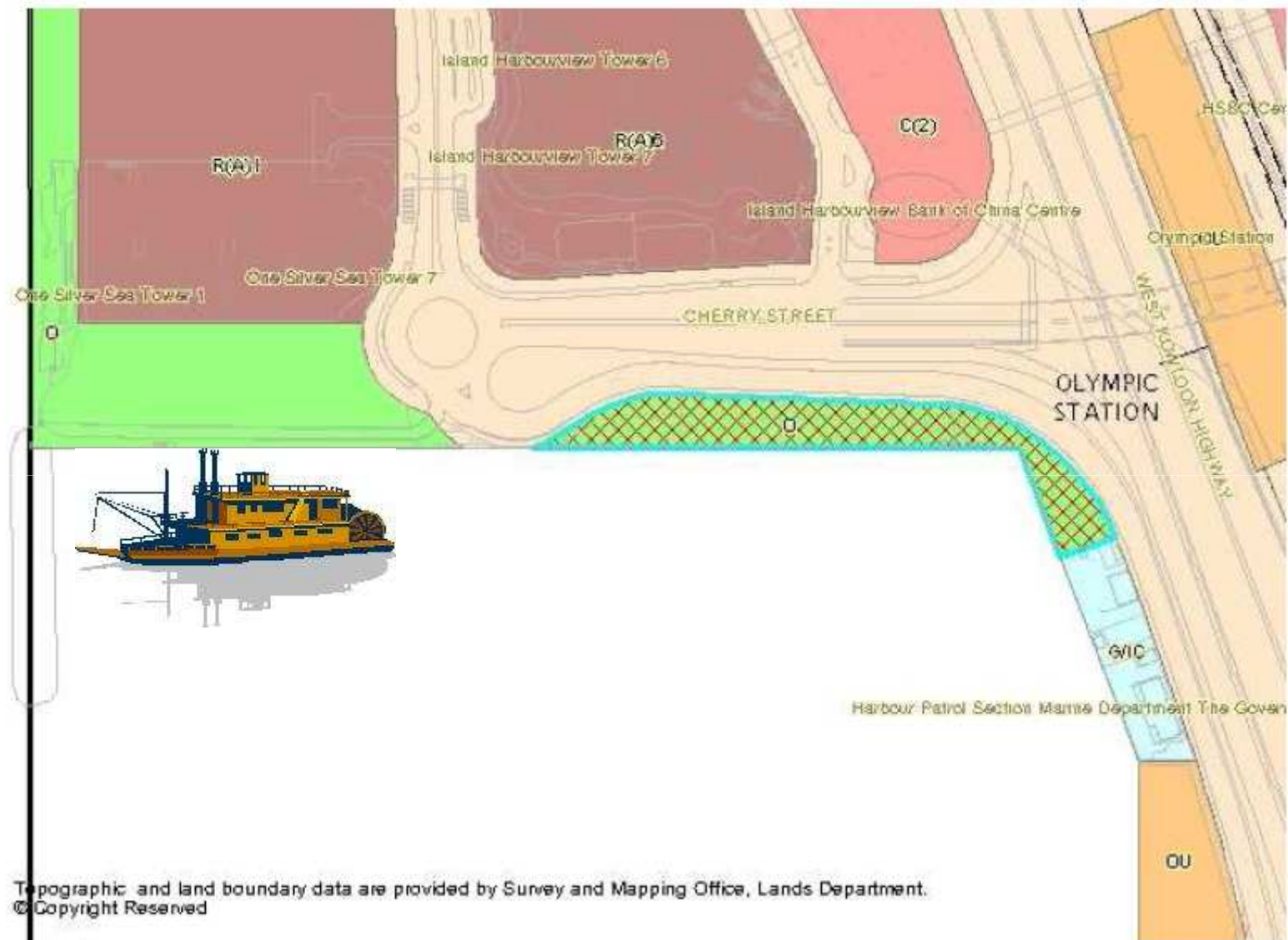


Harbor Patrol Section

Ship Inspection and typhoon mooring

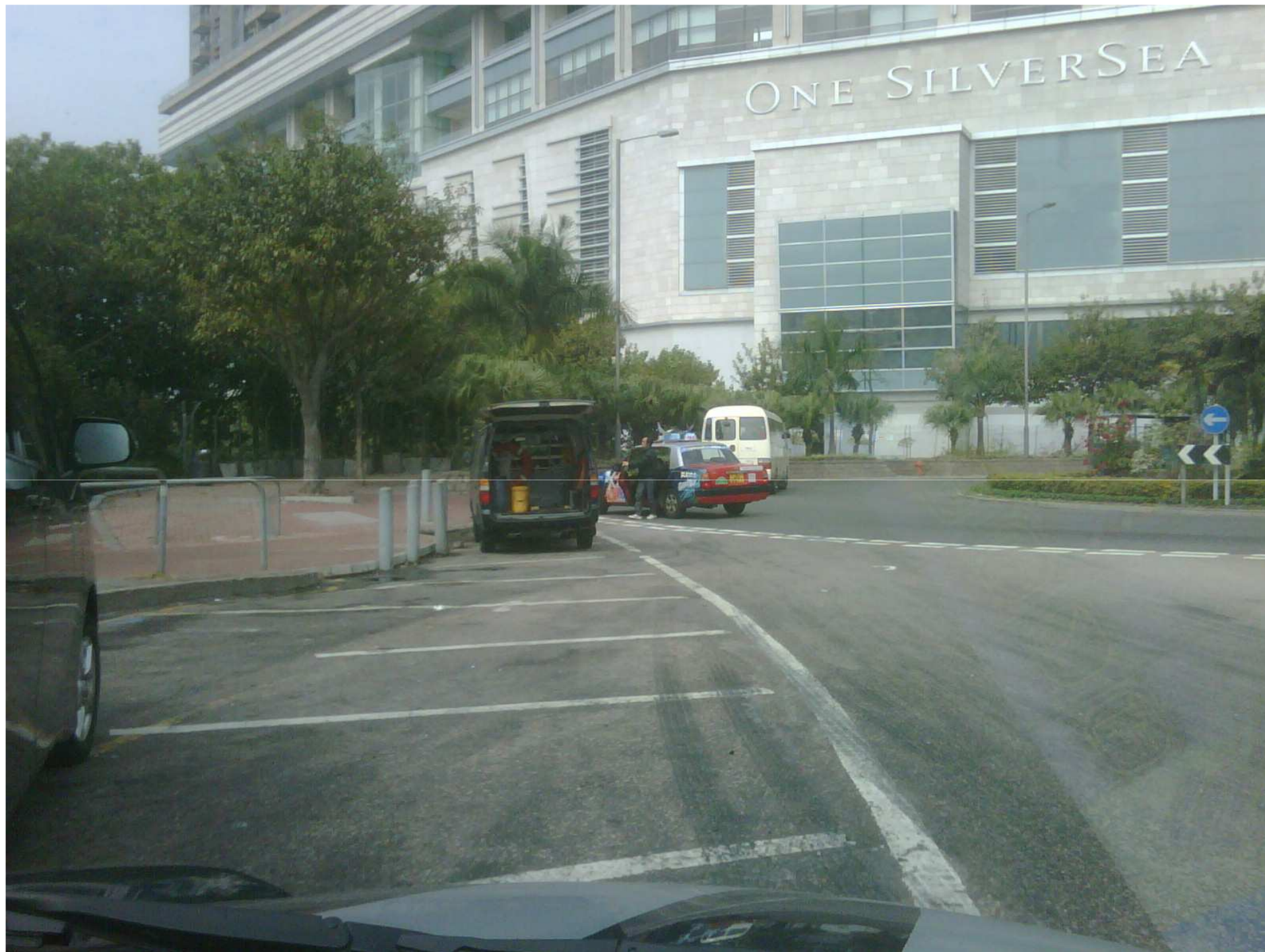
- The site was reserved by Marine Department (MD) for ship inspection and typhoon mooring use.
- It was adjacent to a planned open space at the “O” site to the immediate south of One SilverSea and fronting the new YMT Typhoon Shelter.

New Yau Ma Tei Typhoon Shelter

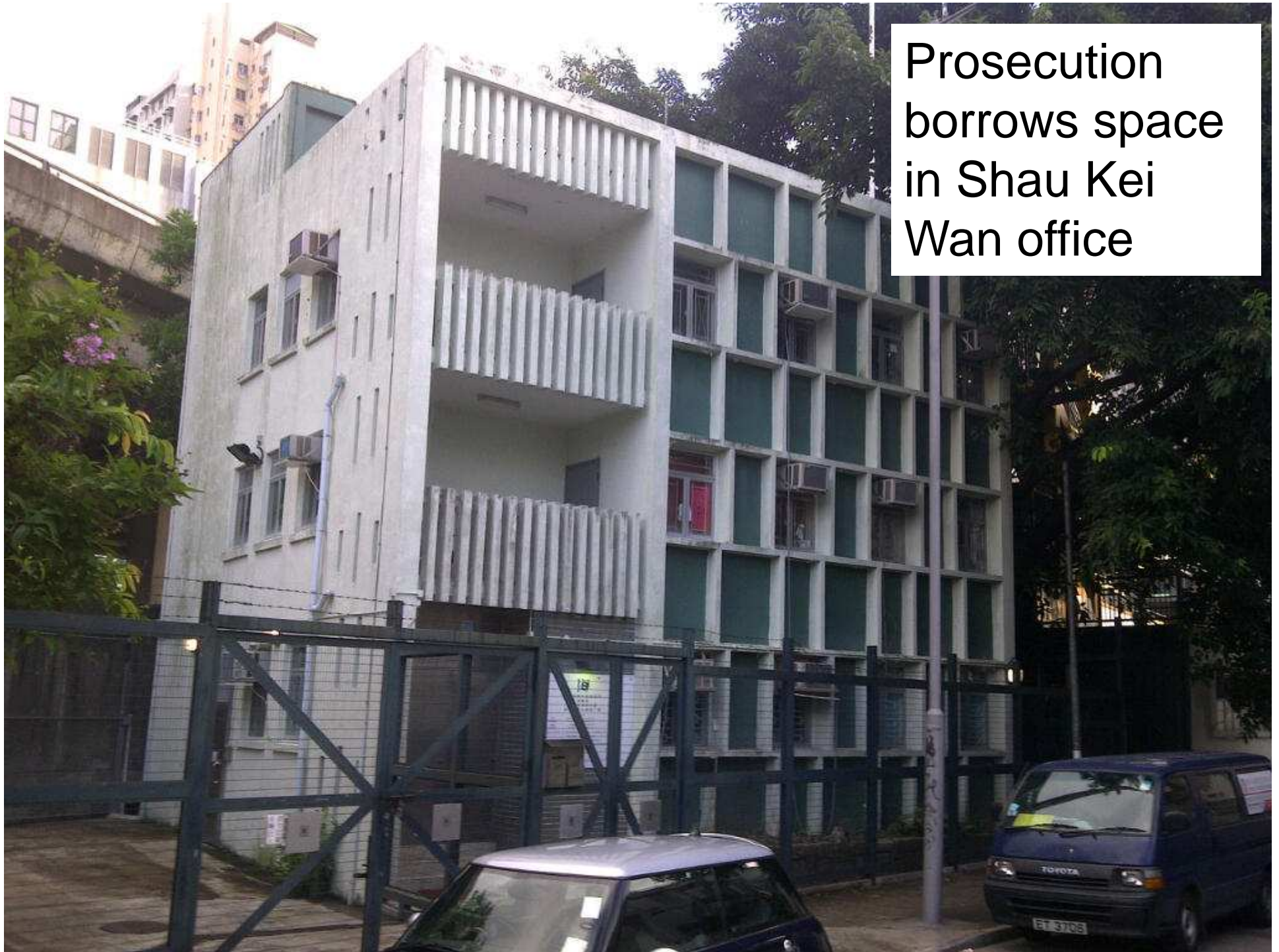




檢查項目 Inspection Item		目前狀況 Present Condition	備註 Remark
1. 風雨密性 Weather-tightness			
2. 穩性 Stability			
3. 船體完整性 Hull Integrity			
4. 錨固／繫固裝置 Anchoring/Mooring Arrangement			
5. 錨固信號〔例如號燈及號型〕 Anchoring Signals (such as lights & shapes)			
6. 尾軸管壓蓋〔俗稱“迫件”〕 Stern Tube Glands			
7. 燃油系統 Fuel System			
8. 潤滑油系統 Lubrication System			
9. 密閉艙測深 Sounding of Enclosed Compartments	貨艙 Cargo Hold		
	雙重底 Double Bottom		
	底艙污水 Bilge		
	燃油櫃 Fuel Tank		
10. 吃水 Draught	船艏 Forward		
	船艉 Aft		
11. 救生裝置 Life-saving Appliances			
12. 滅火器具 Fire-fighting Apparatus			
13. 除氣〔如適用〕 Gas Free (if applicable)			
14. 其他〔請列明〕 Others (please specify)			



Prosecution
borrows space
in Shau Kei
Wan office



Functions

Harbour patrol	Short of space
Ship inspection	Along promenade opposite One SilverSea
Prosecution	Currently in Shau Kei Wan
Marine refuse	Move in YMT
Waste oil collection	New
Sewage collection	New

Options:

- Expand existing site
- Extend existing site
- Move site

HEC 20 May 2009

- a) more information should be provided to solicit the Sub-committee's support to the proposal (expand HPS building in YMT), such as the justifications for site selection, efforts to minimise the land requirement, measures to mitigate development impacts and proposals to enhance the harbour-front environment; and

MarDep - 12 January 2011

6. that the HPS should need at least 761 square metres of usable floor area to meet its daily operational needs. The existing usable floor area of the office building is merely 568 square metres, about 193 square metres short of what is actually needed. The new building would therefore alleviate the current shortage of working space of the HPS and enhance its harbour control capability.

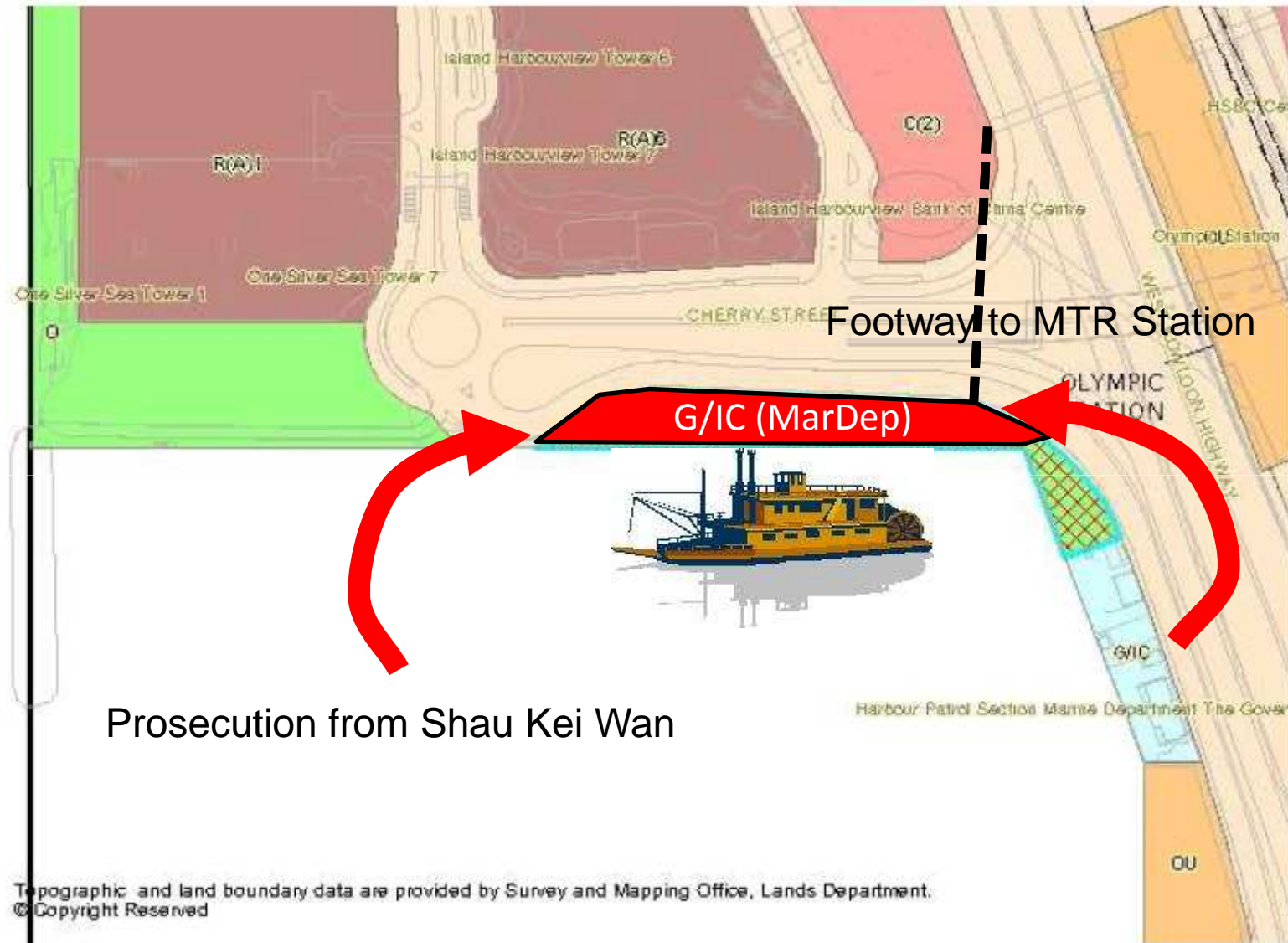
HFC – 16 March 2011

- (a) the subject site was a precious piece of land at the harbourfront. The use of the site should be looked into more carefully;
- (b) the Task Force did not consider that the subject site was best suitable for pet garden use. The site was also not considered suitable to be used as a PCWA on its standalone basis;
- (c) the demand for public cargo handling facilities should be reviewed at a strategic level.

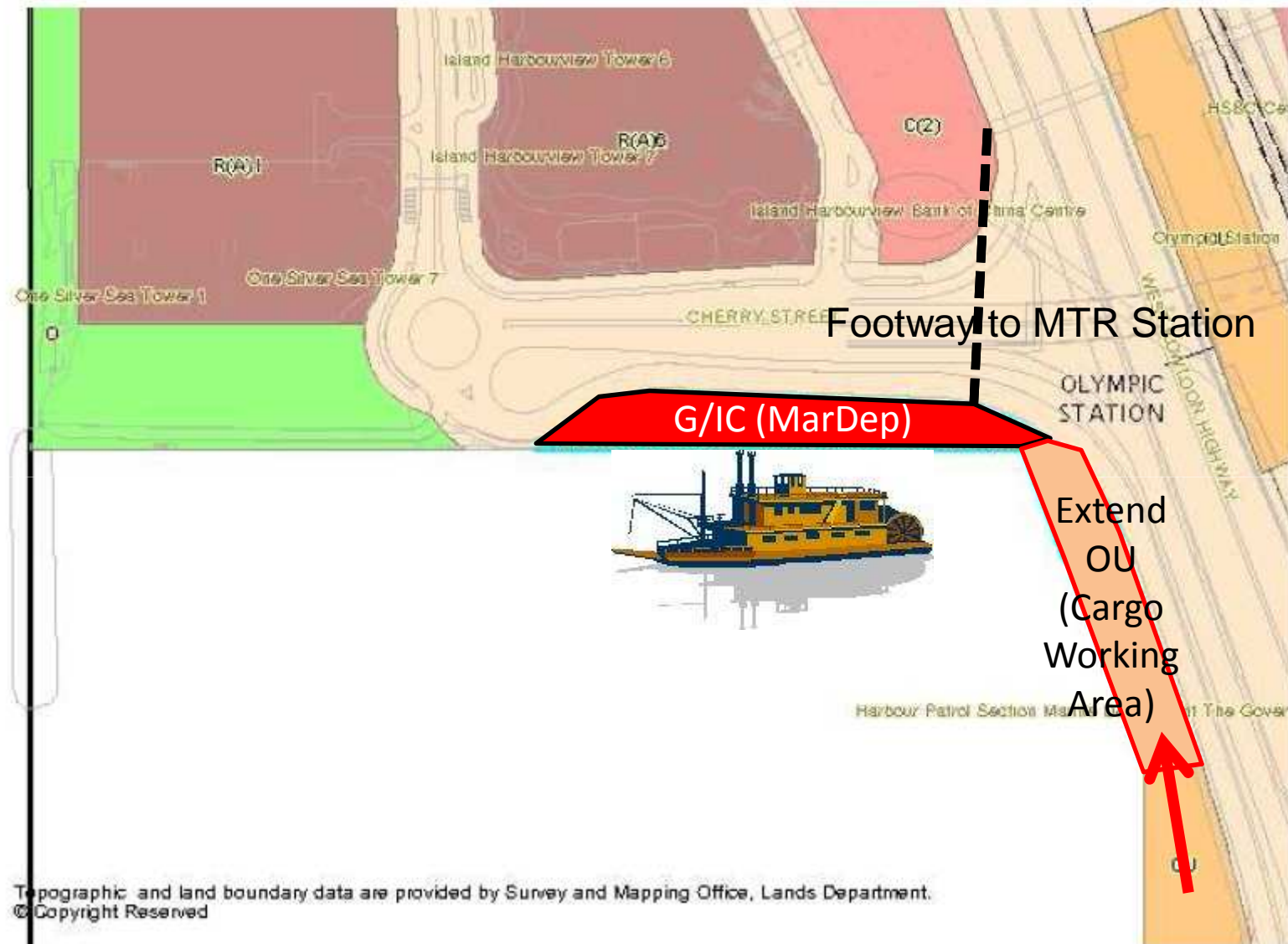
DPO paper to TPB 24 June 2011

- 4.3.2 The Harbourfront Commission was consulted at the meeting of its Task Force on Harbourfront Development in Kowloon, Tsuen Wan and Kwai Ching (the Task Force) on 16.3.2011. On 1.6.2011, the Secretariat of the Task Force issued a letter with their comments on the rezoning proposal. The Task Force considered it important to strike a balance in meeting the different needs for a working harbour and a harbour for public enjoyment. While the Task Force did not consider a proposed pet garden use was best suited for the site, **there was no consensus on the rezoning.** Some members welcome the rezoning of the waterfront site for public enjoyment and social activities which are considered compatible with the residential setting. Some members, including Mr. Paul Zimmerman of Designing Hong Kong (C4) and Mrs. Margaret Brooke (C6) who submitted comments on the representations, however, were of the view that while the site was not considered suitable to be used as a PCWA on its standalone basis, there was still strong demand for public cargo handling facilities and the strategic use of the site in view of the nearby PCWA should be carefully reviewed.

Alternative for North side of New Yau Ma Tei Typhoon Shelter



3 new berths for marine supporting industries





Imagery Date: Feb 5, 2009

Image © 2011 GeoEye
22°19'09.86" N 114°09'24.61" E elev 12 m



Eye alt 1.04 km

Operators at TPB

- Need for space
- Cost of berths up from HK\$900/m to HK\$5,000/meter
- No consultation has taken place with operators in YMT
- Not discussed
 - Port Operations Committee
 - Local Vessel Advisory Committee
- Set back for pedestrian connection to WKCD

Industry will support set back for footway in return for new berths



Marine Department office and related facilities



Extension of Cargo Working Area



Foot and cycle way connecting Cherry Street and West Kowloon Cultural District.



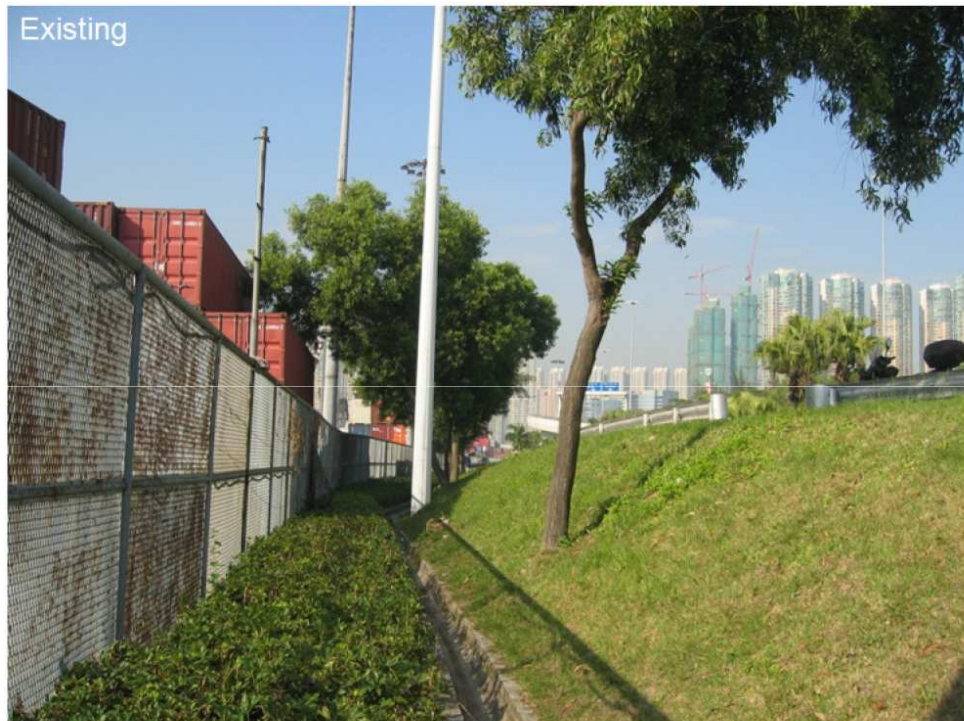


Photo 6.8: Existing green reserve space between the highway and cargo working area



Photomontage 6.1: Showing the pedestrian and cycle path along Yau Ma Tei Typhoon Shelter

Conclusion

- Industry wins 3 berths
- MarDep wins proper facilities
- Residents win as ship survey area moved



