

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

For discussion
on 24 September 2019

TFK/05/2019

Lei Yue Mun Waterfront Enhancement Project

PURPOSE

This paper seeks Members' views on the latest conceptual design of the proposed Lei Yue Mun Waterfront Enhancement Project ("LYM Project"), the site boundary of which partially falls within the harbourfront area.

BACKGROUND

2. Lei Yue Mun ("LYM") has a rich heritage as a former fishing village and is conveniently situated near the urban area. With its rustic setting and famous seafood cuisine, LYM is popular with both visitors and locals. To further enhance the attractiveness of LYM and respond to the aspirations of local residents and business operators, the Tourism Commission ("TC") plans to further improve the facilities along the LYM waterfront area. The total area of LYM Project is about 5 300m² and a location plan of LYM Project is at **Annex 1**.

3. TC consulted the Sub-committee on Harbour Plan Review of the then Harbour-front Enhancement Committee in September 2008 and the Task Force on Harbourfront Development in Kowloon, Tsuen Wan and Kwai Tsing ("the Task Force") in October 2010 (Ref: Task Force paper TFK/02/2010 at **Annex 2**) on the design of LYM Project. In response to the Task Force's request, supplementary information on various aspects of LYM Project was provided in January 2011 to facilitate better understanding of the project (Ref: Task Force paper TFK/03/2011 at **Annex 3**). The Task Force considered that LYM Project could proceed as a first phase but should only do so as part of a committed integrated plan which also addressed the sewerage issue.

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

For discussion
on 24 September 2019

TFK/05/2019

LATEST POSITION

4. In October 2009, gazettal for LYM Project was made under the Foreshore and Sea-bed (Reclamations) Ordinance (“FSRO”). Public concerns focused mainly on the hygiene and sewerage problems in LYM and the preservation of the rocky beach in the area were noted. To address the concern on sewerage issue, the Drainage Services Department (“DSD”) commenced LYM Sewerage Project in November 2018 for completion in 2023, prior to the completion of LYM Project. The water quality and environmental hygiene conditions in LYM will be improved upon commissioning of the new sewerage system. The additional sewage arising from the increase in visitors after the completion of LYM Project will be collected by the newly constructed sewerage system under LYM Sewerage Project.

5. Given that dredging of sea-bed will be required for the construction and operation of the public landing facility which is less than 500 m from the nearest boundary of the aforementioned Coastal Protection Area (“CPA”), LYM Project is a designated project under the Environmental Impact Assessment Ordinance (“EIAO”) and an environmental permit (“EP”) for construction and operation of the project is required. To address the overall environmental impact of the LYM Project, the Civil Engineering and Development Department (“CEDD”) has completed the environmental impact assessment (EIA) study for LYM Project. The EIA has concluded that LYM Project would be environmentally acceptable with the implementation of the mitigation measures proposed in the EIA report during its construction and operation. The EIA report was approved by the Director of Environmental Protection under EIAO on 26 October 2018. CEDD had also obtained an EP for LYM Project on 10 December 2018.

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

For discussion
on 24 September 2019

TFK/05/2019

SCOPE OF WORKS

6. The scope of LYM Project includes –
- (a) construction of a public landing facility, a breakwater, a waterfront promenade and five lookout points along the LYM waterfront;
 - (b) construction of a new viewing platform; and
 - (c) other streetscape improvement and landscaping works.

DESIGN REVIEW

7. We have recently conducted a review of the design of LYM Project, which was prepared years ago, with a view to adopting a modern, tourist-friendly and water-friendly design blending well with the surrounding environment of LYM. The key features of updated design include –

- (a) To enhance the accessibility of various tourist attractions and seafood restaurants of LYM by constructing a new landing facility (which will be located outside the harbourfront area) with an iconic cover;
- (b) To enrich the experience of the journey from the seafood restaurants to Tin Hau Temple by beautification works to the existing five lookout points and an existing viewing platform;
- (c) To construct a new viewing platform embedded with the unique cultural characters of LYM fishing village at the oyster shell beach;

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

For discussion
on 24 September 2019

TFK/05/2019

- (d) Improvement works of existing rest garden; and
 - (e) Beautification works to the existing open space adjacent to the public toilet.
8. The master layout plan is at **Annex 1**. The boundary of the harbourfront area is also demarcated for easy reference.
9. In drawing up the updated design, we have taken into account the following Harbour Planning Principles –

**(a) *Vibrant Harbour, Proactive Harbour
Enhancement and Public Enjoyment***

LYM is a key destination at the eastern end of the Victoria Harbour. The LYM Project will further enhance the attractiveness of the area. The proposed beautification works along the waterfront and construction of a new viewing platform will provide a better public realm for visitors to enjoy the enchanting seaview of the eastern coastal of Victoria Harbour under a pleasant environment, while experiencing the traditional fishing village in the vicinity of urban area. The Project will integrate the new public landing facility with the seafood restaurants and shops in the fishing village to create a focal point and informal public gathering place for both local residents and tourists. With the provision of various enhanced leisure and ancillary facilities such as seating area and children play area, the LYM Project will also better serve the community.

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

For discussion
on 24 September 2019

TFK/05/2019

(b) Accessible Harbour

The LYM Project aims at enhancing the connectivity and walkability of the promenade. The new public landing facility will provide an additional and more convenient access to LYM waterfront area by sea, on top of the Sam Ka Tsuen Ferry Pier and the adjacent landing steps. In the long run, with the completion of the planned public promenade at the Cha Kwo Leng, Yau Tong Bay and Yau Tong area, visitors will be able to access to LYM via a continuous promenade stretching from Kwun Tong Business Area.

(c) Preserving Victoria Harbour

The rocky outcrop, oyster shell beach and the lighthouse (a total of about 0.07 ha) located at the southern coast of LYM have been zoned as CPA in the Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Planning (No. S/K15/19) since 2011. No works will be carried out within CPA under LYM Project and hence CPA will be preserved.

In addition, reclamation works for construction of a new public landing facility and breakwater will be carried out outside the Victoria Harbour area. There will be no reclamation within the Victoria Harbour.

(d) Stakeholder Engagement

We consulted the Kwun Tong District Council (“KTDC”) on LYM Project on the project framework, scope of works and conceptual design in 2005 and

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

For discussion
on 24 September 2019

TFK/05/2019

2007. We further reported the progress of LYM Project to KTDC in 2008 and 2010. KTDC members expressed support for LYM Project on every occasion and urged the Administration to implement the project as early as possible. In July 2019, we briefed the Culture, Recreation and Sports Committee under KTDC on the progress of LYM Project and consulted them on the updated conceptual designs. The Committee members had no adverse comments on the updated designs and urged again for an early implementation of LYM Project. Separately, we had consulted other relevant stakeholders, including green groups and fishermen as well as the locals, on the design and scope of LYM Project in December 2008, and arranged a consultation session for the local community of LYM in August 2019. The local community supported the LYM Project.

(e) Sustainable Development

The proposal is envisaged to attract more visitors to LYM through a more direct and convenient sea access, and hence generate economic benefits for the local area and Hong Kong's tourism industry as a whole. The sustainability assessment has identified issues such as implications to terrestrial and marine ecology, air and water quality to the nearby sensitive receivers, etc. and the impacts are minimal.

(f) Integrated Planning

The LYM Project will be well integrated with the Lei Yue Mun Village LYM Sewerage Project (LYM

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

For discussion
on 24 September 2019

TFK/05/2019

Sewerage Project) being implemented by DSD to improve the hygiene conditions and environment of the area.

WAY FORWARD

10. We would continue to follow up the statutory procedures under FSRO and the design of LYM Project. After consultation with the Task Force, we, in collaboration with Architectural Services Department and CEDD, will take into consideration the comments received in the design.

11. Members are invited to give views on the updated design of LYM Project.

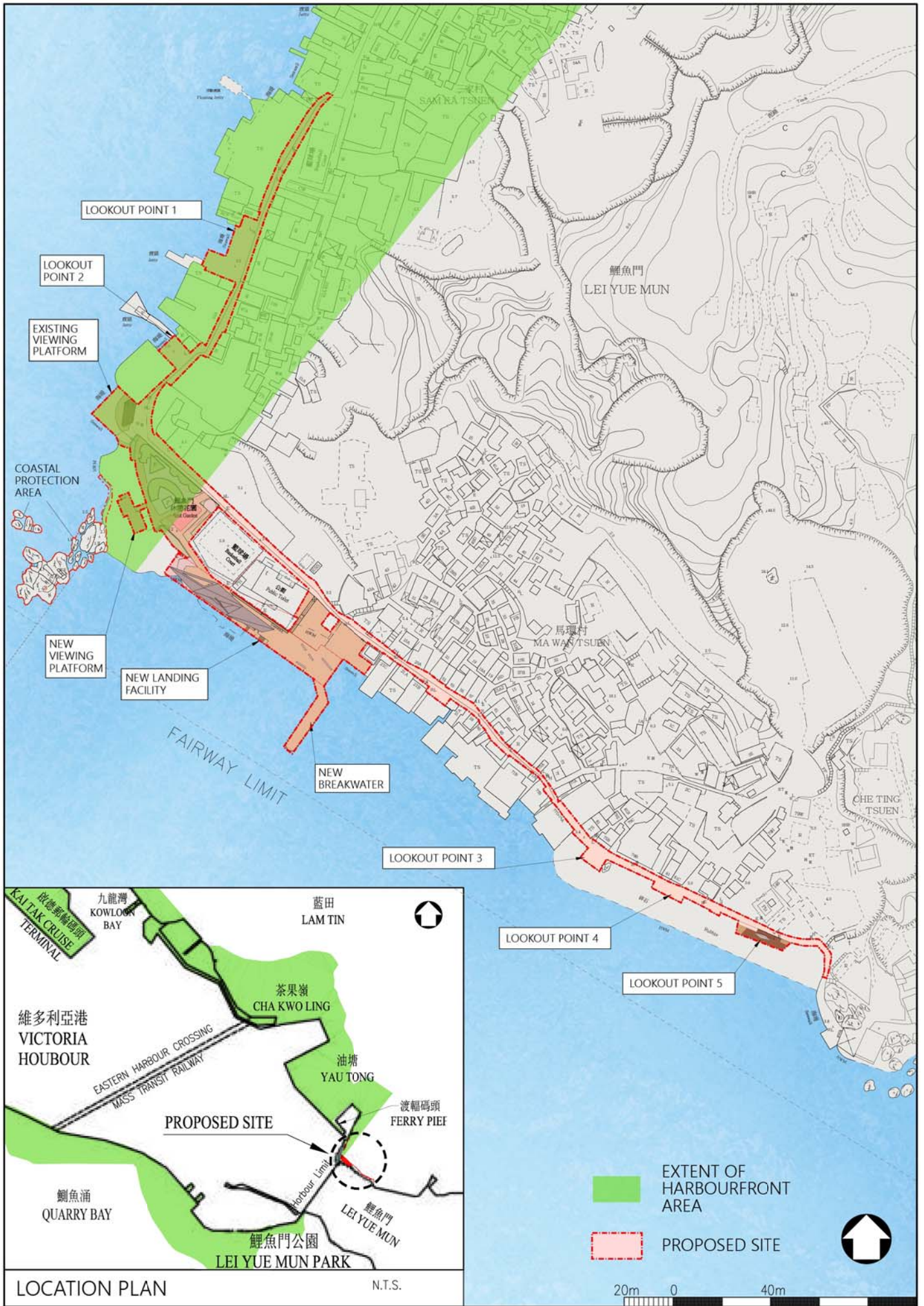
Annexes

Annex 1 Location Plan

Annex 2 Task Force paper TFK/02/2010 - Lei Yue Mun Waterfront Enhancement Project

Annex 3 Task Force paper TFK/03/2011 - Lei Yue Mun Waterfront Enhancement Project

**Tourism Commission
September 2019**



LOCATION PLAN

N.T.S.

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

For discussion
on 4 October 2010

TFK/02/2010

Lei Yue Mun Waterfront Enhancement Project

PURPOSE

This paper aims to brief Members about the Lei Yue Mun (LYM) Waterfront Enhancement Project.

BACKGROUND

2. LYM has a rich heritage as a former fishing village and is conveniently situated near the urban area. With its rustic setting and famous seafood cuisine, LYM is popular with both visitors and locals. In 2003, the Tourism Commission (TC) completed a series of minor improvement works in LYM, including renovation of the LYM Sitting-out Area, repaving of the footpath serving the seafood restaurants, construction of a "Pai Lau", and provision of a taxi stand and coach laybys.

3. To further enhance the attractiveness of LYM and respond to the aspirations of local residents and business operators, TC plans to further improve the facilities along the LYM waterfront area.

DESIGN FEATURES

4. The key features of the LYM Waterfront Enhancement Project include:

- (a) construction of a public landing facility, a breakwater, a waterfront promenade and five lookout points along the LYM waterfront;
- (b) construction of a new viewing terrace; and
- (c) other streetscape improvement and landscaping works, such

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

TFK/02/2010

as the provision of additional greening and ocean-themed mosaic tiles along the footpath.

The design scheme is at **Annex**.

5. In drawing up the design scheme, the works departments have conducted relevant environmental review, ecological and fisheries impact assessment and marine traffic impact assessment to ensure that the proposed works comply with various technical and environmental requirements. In addition, we have tried to minimize the number of squatters that may be affected so as to reduce the impact on the community. Affected residents who are eligible will be rehoused in accordance with government's rehousing policy. At the construction stage, we will also formulate suitable mitigation measures to minimize the impact of the project works on surrounding environment and inconvenience to the public.

PUBLIC ENGAGEMENT

6. We submitted the project framework to the Kwun Tong District Council (KTDC) for comments in May 2005. KTDC supported the proposal and selected the area east of the LYM Lighthouse as the site for the landing facility. We further presented the conceptual design and design features of the Project to KTDC in May 2007, May 2008 and March 2010. KTDC expressed unanimous support on each occasion, and urged for early implementation of the project. Separately, we have consulted other relevant stakeholders, including green groups and fishermen, on the design and scope of the Project, and arranged a consultation session for LYM residents in December 2008.

7. In September 2008, we presented the conceptual design of the Project to the Sub-committee on Harbour Plan Review of the former Harbourfront Enhancement Committee. 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

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

TFK/02/2010

adjusted the design of the Project, with a view to preserving the indigenous character of LYM as a fishing village as far as possible.

LATEST POSITION

8. Gazettal for the Project was made in October 2009 under the Town Planning Ordinance and Foreshore & Seabed (Reclamations) Ordinance respectively, in response to which a total of 190 representations were received. These representations focused mainly on the hygiene and sewerage treatment problems in LYM, and the preservation of the rocky beach in the area. At the Town Planning Board (TPB) hearing on the representations held in April 2010, TPB members expressed concern over the hygiene and sewerage treatment problems in LYM area. TPB eventually decided not to uphold the representations, but asked that the Government should take proactive measures to address these problems.

9. In response to TPB's comments, the Environmental Protection Department and Drainage Services Department would commission a consultancy study to consider long-term solutions to the demand for sewage facilities in LYM. The study is expected to start by the end of this year and would complete in about 15 months. The scope of study would include identifying all water pollution sources in the LYM Village, and assessing the flows and characteristic of the pollution loads; reviewing and assessing the effectiveness of the existing sewerage facilities in the village; identifying and evaluating feasible interim improvement measures for reducing water pollution and long-term foul sewerage systems in the village; and recommending the preferred options and formulating the implementation scheme for sewerage works. As an interim mitigating measure, we 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 hygienic condition of the area.

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

TFK/02/2010

10. Members are invited to note the design and progress of the Lei Yue Mun Waterfront Enhancement Project.

**Tourism Commission
October 2010**

Lei Yue Mun Waterfront Enhancement Project



Lookout Point 5

Lookout Point 4

Lookout Point 3

Breakwater

Public Landing Facility

Waterfront Promenade

Carp-shaped Viewing Terrace

Lookout Point 1

Lookout Point 2



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 Harbourfront 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">• 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 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 the Marine Department (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 the 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.

<p>Information requested by the HC Task Force</p>	<p><u>TC's response</u></p>
<p>II. <u>Water quality and sewerage-related issues</u></p>	
<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 HC 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. FEHD would enforce the regulation through inspecting the water quality from time to time. (b) Sewerage facilities 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 hygienic 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.

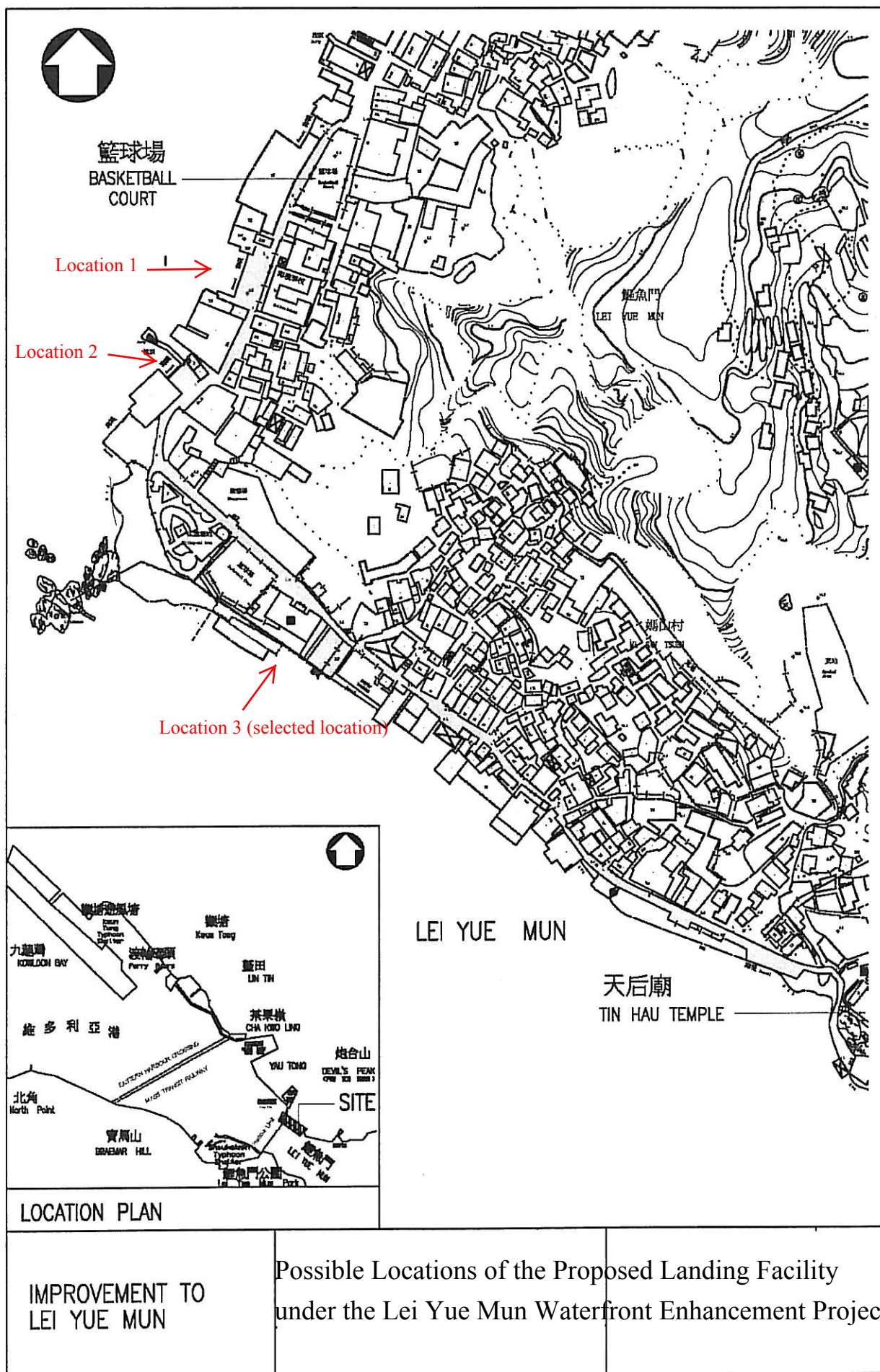
<p><u>Information requested by the HC Task Force</u></p>	<p><u>TC's response</u></p>
<ul style="list-style-type: none"> • Which of the restaurants and village houses are / are not provided with septic tanks, and to what extent the septic tanks intercept sewage. 	<ul style="list-style-type: none"> • According 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.

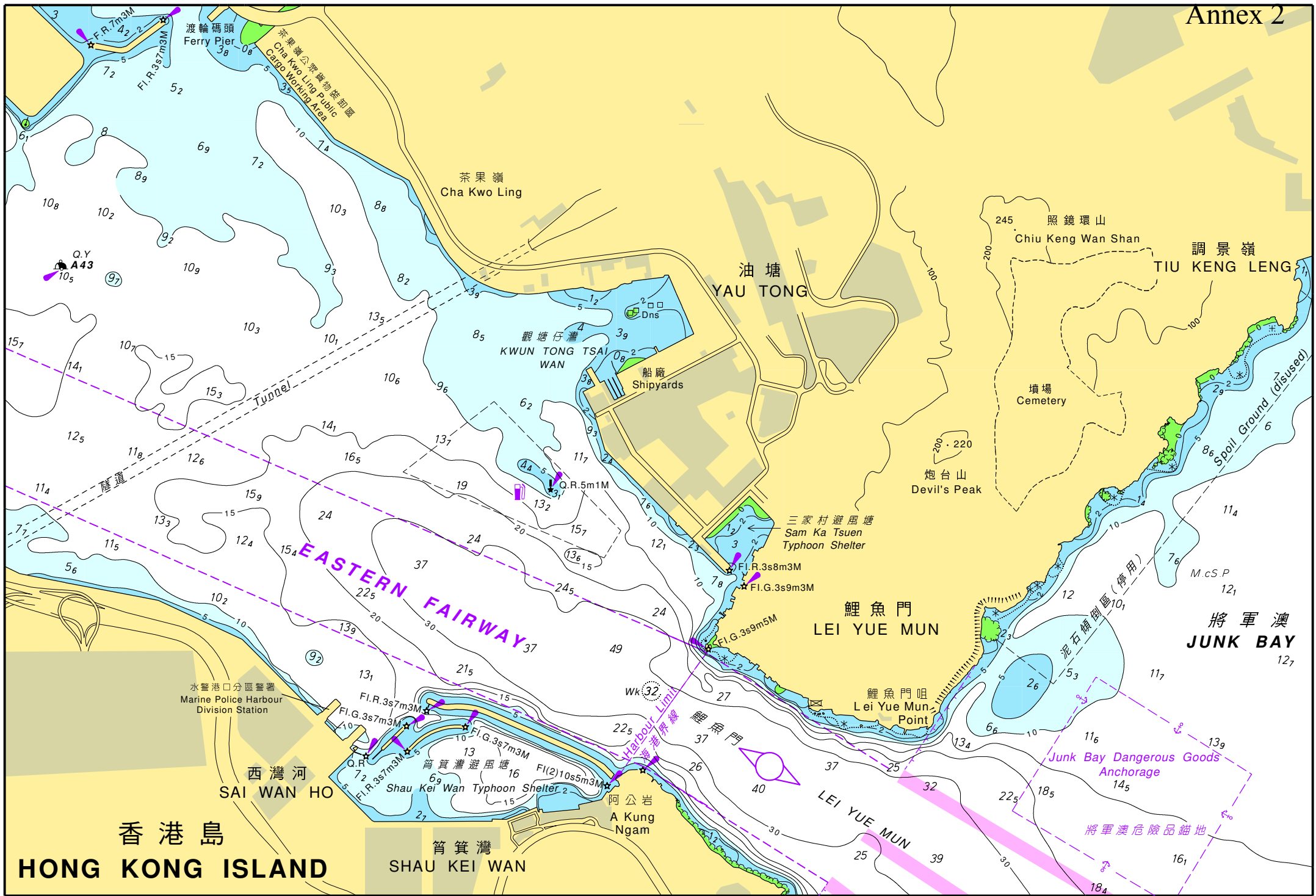
<p>Information requested by the HC Task Force</p>	<p><u>TC's response</u></p>
<p>III. <u>Traffic-related issues</u></p>	
<ul style="list-style-type: none"> Information on possible impact of attracting more coach traffic to the area, and measures to address the situation. 	<ul style="list-style-type: 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.
<p>IV. <u>Design-related issues</u></p>	
<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.

<p><u>Information requested by the HC Task Force</u></p>	<p><u>TC's response</u></p>
<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 Harbourfront 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 Kwun Tong District Council.
<p>V. <u>Issues related to overall project implementation</u></p>	
<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 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.

<p><u>Information requested by the HC Task Force</u></p>	<p><u>TC's response</u></p>
<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.

<p>Information requested by the HC Task Force</p>	<p><u>TC's response</u></p>
<p>VI. <u>Other requested information</u></p>	
<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 2</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.





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

鯉魚門
LEI YUE MUN

蠔殼石灘
OYSTER SHELL BEACH

岩石露頭
ROCKY OUTCROP

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

燈塔
Lighthouse

鯉魚門
LEI YUE MUN

海港界限
HARBOUR LIMIT

PROPOSED "COASTAL PROTECTION AREA" ZONE

DANGEROUS ROCKS

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

