

# Harbourfront Commission

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For discussion  
on 7 January 2014

HC/01/2014

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

### **REPORTING PERIOD**

This progress report covers the period from September to December 2013.

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

#### Fourteenth Meeting – 24 October 2013

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

**(a) Election of Task Force Chair**

- Mr Nicholas BROOKE was elected as the Task Force Chair of the current term.

**(b) Central-Wan Chai Bypass (CWB) and Island Eastern Corridor (IEC) Link – CWB Noise Mitigation Measures at the Harbourfront of North Point**

- The Highways Department (HyD) updated Members on its technical study on the feasibility of opening up a landscaped deck above the CWB tunnel at North Point for

public access. HyD pointed out that opening up the landscaped deck would require additional enabling works which would affect the commissioning of CWB in 2017, and concluded that the implementation of the enabling works within CWB project would not be feasible. Nevertheless, the current design of landscaped deck would not preclude the feasibility of connecting it from adjacent open space in future.

- Members commented that HyD should take forward the required enabling works to allow early public access to this waterfront area and the concerns raised by the department might be resolved. Some Members asked HyD to provide more details to elaborate on the constraints it had raised. On the suggestion of the Chair, a separate working session was organised on 16 December 2013 for Members to discuss with HyD on a practicable way forward.

## **(c) Topical Study on the Proposed Boardwalk underneath IEC**

- The Civil Engineering and Development Department (CEDD) updated the Task Force on the progress of the topical study on the proposed boardwalk underneath IEC, including the refined alignment and the findings that the construction of the boardwalk fell within the definition of reclamation under the Protection of the Harbour Ordinance (Cap 531). The Government had to comply with the established procedures as set out in the technical circular to satisfy the overriding public need test before the project could be taken forward.

- Members in general supported the refined alignment while some Members commented that the height of the boardwalk should be closer to the water as far as possible. Some Members expressed concern on incorporating a cycle track into the boardwalk given its limited width.
- While noting that in satisfying the overriding public need tests, the design of the boardwalk might be restricted to an extent which might be undesirable from harbourfront enhancement perspective, Members remained the view that the Government should take forward the project as it would be more important to provide a continuous waterfront promenade at the eastern part of Hong Kong Island. Some Members asked the Government to come up with a preliminary implementation timetable. CEDD undertook to prepare the timetable and report back to the Task Force in due course.

**(d) Façade Treatment Proposals for the five Electricity Supply Buildings (ESBs) and the Ventilation Shafts of an Underground Pump House under the Central Reclamation Phase III Project**

- CEDD briefed the Task Force on the proposed façade treatment and greening for the five electricity supply buildings (ESBs) and the ventilation shafts of an underground pump house (UPH) under the Central Reclamation Phase III (CRIII) project.
- Members commented that while beautifying the ESBs would

be desirable, the design for the façade treatment should not stand out but blend well with the surrounding environment. The Task Force suggested that CEDD should come up with a low-key and sustainable design for the façade treatment to integrate the ESBs with the adjacent open space. Some Members opined that the design for the seats to be put around the ventilation shafts should be further enhanced.

- On the suggestion of the Chair, a separate working session was organised on 16 December 2013 for Members to discuss with CEDD on the enhanced proposal.

**(e) Progress Update on the Hong Kong Island Section of the Shatin to Central Link (SCL)**

- HyD and MTR Corporation Limited (MTRCL) briefed the Task Force on the progress of the Shatin to Central Link (SCL) project on Hong Kong Island including the latest design for the new Police Officers' Club (POC) and South Ventilation Building, and progress of the construction works for Exhibition Station, Wan Chai Swimming Pool, Harbour Road Sports Centre and Fenwick Pier Emergency Egress Point.
- While appreciating that the proposed design of POC would improve connectivity from hinterland to the waterfront in that area, Members suggested that the fences separating POC and the adjacent pedestrian pathway near Gloucester Road should be removed to widen the pedestrian pathway. HyD and MTRCL were asked to take into account Members' comments and keep the Task Force updated on the progress

of the SCL project on a regular basis.

**(f) Scheme Options of the Proposed Comprehensive Development for Residential and Commercial Uses at Java Road and Tin Chiu Street, North Point, Hong Kong**

- The private proponent briefed Members on the revised scheme options for the proposed comprehensive development for residential and commercial uses at Java Road and Tin Chiu Street, North Point. Members unanimously preferred the nine-tower option which would increase the gap between buildings while maintaining a varying building height profile within the scheme.

***(Note: The summary of discussion on this item was conveyed to the Town Planning Board on 1 November 2013.)***

## **SITE VISIT**

3. A site visit was organised on 16 December 2013 to the Central Piers to let Members have a better understanding on the current situation of cargo handling at the promenade fronting the piers.

**Secretariat**

**Task Force on Harbourfront Developments on Hong Kong Island  
December 2013**