

**HARBOUR-FRONT ENHANCEMENT REVIEW –  
WAN CHAI, CAUSEWAY BAY & ADJOINING AREAS  
REALIZATION STAGE**

**SUPPLEMENTARY DOCUMENT**

October 2006

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1. INTRODUCTION
2. THE NEED FOR THE TRUNK ROAD
3. THE TRUNK ROAD ALIGNMENT AND FORM OF CONSTRUCTION
4. HARBOUR-FRONT ENHANCEMENT

## 1 INTRODUCTION

- 1.1 The Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas (HER) is being conducted in parallel with the Wan Chai Development Phase II (WDII) Review. The objective is to achieve a socially, environmentally and economically sustainable harbour-front, through a holistic planning approach that ensures the integration of harbour-front development with essential transport infrastructure required under the WDII project.
- 1.2 A three stage public engagement exercise is being undertaken under the HER project. The first stage, Envisioning Stage, has been completed. Public engagement activities included public forums, community design charrettes and opinion surveys. Discussions with the Legislative Council, District Councils and relevant statutory and advisory bodies were also held. A Transport Expert Panel has reviewed sustainable transport planning along the northern shore of Hong Kong Island, including the need for the Trunk Road (Central-Wan Chai Bypass(CWB)).
- 1.3 We are now at the Realization Stage. A Concept Plan has been developed based on the public’s visions, wishes and concepts proposed during the Envisioning Stage, and is presented in a Realization Stage Public Engagement Digest.
- 1.4 The Concept Plan has as its basis a Trunk Road scheme that is considered in compliance with the requirements of the Protection of the Harbour Ordinance (PHO), and that has been determined through evaluation of various Trunk Road ideas, integrated with harbour-front enhancement suggestions put forward by the public. The evaluation, and associated issues in respect of Trunk Road alignments and forms of construction, reclamation requirements, impacts of slip roads on harbour-front planning, as well as feasible harbour-front enhancement ideas to be taken on board in the harbour-front planning, have been presented in the Report on “Trunk Road Alignments and Harbour-front Enhancement” to the Harbour-front Enhancement Committee (HEC) Subcommittee on WDII Review. A copy of the Report can be viewed on HEC’s website [http://www.harbourfront.org.hk/eng/content\\_page/her.html](http://www.harbourfront.org.hk/eng/content_page/her.html) .
- 1.5 This Supplementary Document summarises the key findings of the Report on “Trunk Road Alignments and Harbour-front Enhancement”, highlighting the Trunk Road alignments that have been studied, including those not pursued, as well as the harbour-front enhancement ideas that have been incorporated in the Concept Plan. The Document also summarises those harbour-front enhancement ideas that have not been pursued.

## **2 THE NEED FOR THE TRUNK ROAD**

- 2.1 The Central Business District is currently served by the east-west Connaught Road Central/Harcourt Road/Gloucester Road Corridor (Corridor). This Corridor is primarily a dual four-lane urban trunk road serving as a key east-west link for Hong Kong Island North. As an Urban Trunk Road, it bears the responsibility of carrying the long-haul traffic between east and west of Hong Kong Island. This Corridor is already operating beyond its capacity as can be observed on site. Previous and recent strategic transport studies have predicted further increase in traffic demand along the east-west Corridor, and confirmed the need for a parallel waterfront Trunk Road, the CWB, to avoid more extensive and frequent traffic congestion and even gridlock in the road network.
- 2.2 Traffic management and fiscal measures are already in place to maximize the capacity of the existing road network and suppress traffic demand. Further measures including electronic road pricing (ERP) have also been considered. All these existing and proposed measures, however, cannot resolve the traffic congestion problem along the east-west corridor. In other words, the CWB is essential, and ERP can complement the CWB but cannot replace it.
- 2.3 An Expert Panel Forum on Sustainable Transport Planning and Central-Wan Chai Bypass (Expert Panel) comprising leading local and overseas experts in the transport and planning fields has reviewed on the sustainable transport planning for the northern shore of Hong Kong Island including the need for the CWB. In the “Report of the Expert Panel on Sustainable Transport Planning and Central-Wan Chai Bypass”, the Expert Panel supports the construction of the CWB, the provision of two sets of planned slip roads at Wan Chai and Causeway Bay, and Road P2.
- 2.4 A copy of the Expert Panel’s report can be viewed on HEC’s website - [http://www.harbourfront.org.hk/eng/content\\_page/doc/report\\_of\\_the\\_expert\\_panel.pdf](http://www.harbourfront.org.hk/eng/content_page/doc/report_of_the_expert_panel.pdf).

### **3 THE TRUNK ROAD ALIGNMENT AND FORM OF CONSTRUCTION**

#### **Key Considerations**

- 3.1 In assessing the alignment of the Trunk Road through the WDII project area, the following constraints have to be considered:
- At the western end, connecting to the Trunk Road tunnel to be constructed under the Central Reclamation Phase III (CRIII) project is required;
  - At the eastern end, the Trunk Road needs to connect to the existing elevated Island Eastern Corridor (IEC) flyover structure;
  - Provision of slip road connections near Hong Kong Convention and Exhibition Centre (HKCEC), and at Victoria Park Road, Gloucester Road and Hing Fat Street;
  - Avoid affecting the MTR Tsuen Wan Line tunnel structure;
  - Avoid affecting the Cross Harbour Tunnel (CHT) or conflicting with the rock anchor at the tunnel approach portal;
  - Allowance for the proposed rail infrastructure : Shatin to Central Link (SCL) and North Hong Kong Island Line (NHKIL) ; and
  - Avoid affecting existing services infrastructure such as electricity sub-stations and sewage treatment plants and the basement or piled foundations of existing developments along Wan Chai North, such as the HKCEC Extension, Grand Hyatt Hotel, Wan Chai Towers, Central Plaza, Renaissance Harbour View Hotel, Great Eagle Centre, Harbour Centre, China Resources Building and Sun Hung Kai Centre, etc.

#### **Trunk Road Route Alignment**

- 3.2 Three corridors have been considered when examining possible Trunk Road alignments:
- “Offshore” alignment
  - “Inland” alignment
  - “Foreshore” alignment
- 3.3 In view of the above-mentioned key constraints, the “offshore” and “inland alignments” are found not feasible due to conflict with existing development and infrastructure. The most reasonable and practical Trunk Road routing is along the foreshore of Wan Chai and Causeway Bay.

#### **No-Reclamation Alignments**

- 3.4 As the construction of the Trunk Road needs to comply with the requirements of the PHO, the first consideration in the holistic planning and design of the Trunk Road is the possibility of an option that could avoid reclamation completely (commonly known as “no-reclamation” alignment).

### ***The Need for Reclamation***

- 3.5 In the west, the Trunk Road will extend the tunnel to be constructed within the CRIII area eastward to pass above the existing tunnel structure of the MTR Tsuen Wan Line as passing underneath it is not feasible. At the crossing point, the Trunk Road tunnel structure will be above sea level and hence requires reclamation. The slip roads at Wan Chai North will also require reclamation as they rise above seabed to their portals at ground level.
- 3.6 In the east, the Trunk Road needs to connect to the existing IEC flyover. If the Trunk Road is to be built in the form of tunnel, the transition from tunnel to flyover will require reclamation for the ground level tunnel portal construction.
- 3.7 It is therefore concluded that all schemes for the Trunk Road alignment through the WDII project area will require reclamation.

### ***Deep Tunnel Option***

- 3.8 The idea of constructing the Trunk Road by tunnel boring machine (Deep Tunnel Option) with a view to avoiding or minimizing reclamation has also been explored. It was found that the extent of reclamation required would be more than constructing the Trunk Road tunnel by the cut-and-cover method. Because of the big level difference, Slip Road 8 at Causeway Bay could not be provided, resulting in a functionally inferior Trunk Road. The Consultants suggested that there is no justification to pursue the Deep Tunnel Option.

### ***Other Public Ideas***

- 3.9 Other ideas from members of the public said to be able to avoid reclamation have also been examined. It is found that these ideas are either technically not feasible or in fact would involve at least some reclamation.
- 3.10 Based on the above, it is therefore concluded that there is no possible “no-reclamation” alignment for the Trunk Road.

### **Trunk Road Form of Construction**

- 3.11 Two forms for constructing the Trunk Road, namely the tunnel option and the flyover option, have been examined by the Consultants. The following paragraphs briefly describe and compare these different options.

#### ***Tunnel Option***

- 3.12 For the tunnel option for constructing the Trunk Road, three variations, as described below, together with their corresponding harbour-front enhancement ideas are considered. Key features of the three variations are briefly described as follows:

*Variation 1*

- 3.13 The Trunk Road tunnel to be constructed under CRIII will be extended eastward to pass underneath the existing rock anchors of the CHT portal structure, and continues the tunnel to the east of the Causeway Bay Typhoon Shelter (CBTS) and connects to the northern side of the existing IEC.

*Variation 2*

- 3.14 The Trunk Road tunnel to be constructed under CRIII will be extended eastward to pass underneath the CHT at a position to the south of that in Variation 1 to avoid the rock anchor zone, and continues the tunnel to the east of the CBTS and connects directly into the IEC by reconstructing a section of the existing IEC. For widening the harbour-front promenade adjoining the CBTS and provision of a wide landscaped deck for extending Victoria Park to the harbour-front, the Victoria Park Road and associated connecting roads would be realigned inland.

*Variation 3*

- 3.15 Except that the tunnel passes underneath the rock anchors of the CHT portal as in Variation 1, other arrangements will be similar to Variation 2.

***Flyover Option***

- 3.16 Under the flyover option, the tunnel to be constructed under CRIII will be extended eastward, and will rise up onto an elevated road structure at the waterfront opposite to the Wan Chai Sports Ground.
- 3.17 The PHO requires the Harbour to be protected and preserved as a special public asset and a natural heritage of Hong Kong people. Therefore, when examining options for the Trunk Road, the one that may serve best to protect and preserve the Harbour should be identified. For the flyover option, the land formation by physical reclamation together with the water areas of the Harbour affected by flyover structures should be taken into account.

***Comparison of Options and Variations***

- 3.18 Comparison between the tunnel option and the flyover option is tabulated in Table 1.

**Table 1 Comparison of Tunnel and Flyover Options**

		<b>Tunnel Option</b>	<b>Flyover Option</b>
Affected area of the Harbour:			
(a) Land formed		15 ha	11.5 ha
(b) Flyover structures over water		0.5 ha	3 ha
(c) Affected water area		-	4 ha
Impact to existing traffic		Some disruption at new tie-in to IEC	<ul style="list-style-type: none"> <li>• Major disruption at new tie-in to IEC</li> <li>• Major disruption due to reconstruction of Victoria Park Road connections</li> </ul>
Other technical concerns (impacts to highways structures, etc)		Localised reconstruction of existing IEC at City Garden for merging with the Trunk Road	Reconstruction of existing IEC from Victoria Park Road to Victoria Centre
Planning and land use considerations	Along Wan Chai shoreline	Land formed can be used for harbour-front enhancement and pedestrian access to the waterfront	Land formed is partly occupied by the tunnel portal which constrains the extent of area for harbour-front enhancement and pedestrian access to the waterfront
	PCWA basin	PCWA basin can be developed into a vibrant marine recreational facility	Highway bridge piers and the low headroom clearance of the flyover restrict the development of the PCWA basin as a recreational facility
	Northern side of Victoria Park	Victoria Park can be extended to the harbour-front via a landscaped deck over the roads	With the flyover running along the northern side of Victoria Park, the landscaped deck over Victoria Park Road and extension of Victoria Park are impractical
	CBTS	The existing CBTS is preserved as far as possible	Part of the water area and the existing promenade will be occupied by bridge piers

		<b>Tunnel Option</b>	<b>Flyover Option</b>
Environmental concerns	Noise & Air	<ul style="list-style-type: none"> <li>Air quality concern at tunnel portal</li> <li>Noise at tie-in to IEC (short 'new road' section of IEC)</li> </ul>	Significant air and noise impacts along flyover section in Causeway Bay and reconstructed IEC at North Point ('new road')
	Water Quality	No major operational impacts due to the scheme	No major operational impacts due to the scheme
	Visual	No significant visual impacts	Significant impacts in Wan Chai and (especially) in Causeway Bay (flyover along part of Wan Chai shoreline and through CBTS)
Time for construction		7 years	6 years
Costs*	Total Construction	HK\$20B	HK\$11B
	Annual Recurrent	HK\$110M	HK\$75M

\* (including WDII works & the section of CWB within the WDII project)

3.19 It is found that the tunnel option would serve better to protect and preserve the Harbour. Several key issues are highlighted as follows:

- the affected area of the Harbour under the flyover option will be more;
- the flyover option will have more visual impact and impact on existing traffic and highway structure; and
- the flyover option will limit the opportunities for harbour-front enhancement and improvement to access to harbour-front.

3.20 Nevertheless, construction and annual recurrent costs are both lower for the flyover option.

3.21 Comparison between the three Trunk Road Tunnel Variations is tabulated in Table 2.

**Table 2 Comparison of Trunk Road Tunnel Variations**

	<b>Tunnel Variation 1</b>	<b>Tunnel Variation 2</b>	<b>Tunnel Variation 3</b>
Area of permanent reclamation	15 ha	18.5 ha	16.5 ha
Impact to existing traffic	<ul style="list-style-type: none"> <li>Some disruption at new tie-in to IEC</li> </ul>	<ul style="list-style-type: none"> <li>Major disruption due to demolition of IEC and new tie-in to IEC</li> <li>Major disruption due to reconstruction of Victoria Park Road, Causeway Bay Flyover and Gloucester Road Flyover</li> <li>Major disruption at CHT approach roads due Trunk Road tunnel construction</li> </ul>	<ul style="list-style-type: none"> <li>Major disruption due to demolition of IEC and new tie-in to IEC</li> <li>Major disruption due to reconstruction of Victoria Park Road, Causeway Bay Flyover and Gloucester Road Flyover</li> </ul>
Other technical concerns (impacts to highways structures, etc.)	<ul style="list-style-type: none"> <li>Localised reconstruction of existing IEC at City Garden for merging with the Trunk Road</li> </ul>	<ul style="list-style-type: none"> <li>Reverse curves at the CHT area: undesirable for Trunk Road in tunnel</li> <li>Reconstruction of Victoria Park Road and associated connections and Causeway Bay Flyover and Gloucester Road Flyover</li> <li>Demolition of existing IEC from Victoria Park Road to City Garden</li> </ul>	<ul style="list-style-type: none"> <li>Reconstruction of Victoria Park Road and associated connections and Causeway Bay Flyover and Gloucester Road Flyover</li> <li>Demolition of existing IEC from Victoria Park Road to City Garden</li> </ul>
Impacts to existing development	Existing development not affected	Police Officers' Club needs to be demolished	Existing development not affected

		<b>Tunnel Variation 1</b>	<b>Tunnel Variation 2</b>	<b>Tunnel Variation 3</b>
Planning and land use concerns	Along Wan Chai shoreline	Land formed can be used for harbour-front enhancement and pedestrian access to the waterfront	Land formed can be used for harbour-front enhancement and pedestrian access to the waterfront	Land formed can be used for harbour-front enhancement and pedestrian access to the waterfront
	PCWA basin	PCWA basin can be developed into a vibrant marine recreational facility	PCWA basin can be developed into a vibrant marine recreational facility	PCWA basin can be developed into a vibrant marine recreational facility
	Northern side of Victoria Park	Victoria Park can be extended to the harbour-front via a landscaped deck over the ground level roads	Victoria Park is reconstructed with a wide landscaped deck over the ground level roads, to a widened promenade	Victoria Park is reconstructed with a wide landscaped deck over the ground level roads, to a widened promenade
	CBTS	The existing CBTS is preserved as far as possible	Filling in the corners of the CBTS can be used for additional waterfront uses	Filling in the south-east corner of the CBTS can be used for additional waterfront uses
Environmental concerns	Noise & Air	<ul style="list-style-type: none"> <li>• (Lesser) air quality concern at tunnel portal</li> <li>• Noise at tie-in to IEC (short 'new road' section)</li> </ul>	<ul style="list-style-type: none"> <li>• Air quality concern at tunnel portal</li> <li>• Noise along reconstructed IEC (long 'new road' section)</li> </ul>	<ul style="list-style-type: none"> <li>• Air quality concern at tunnel portal</li> <li>• Noise along reconstructed IEC (long 'new road' section)</li> </ul>
	Water Quality	No major operational impacts due to the scheme	No major operational impacts due to the scheme	No major operational impacts due to the scheme
	Visual	No significant visual impacts	No significant visual impacts	No significant visual impacts
Time for construction		7 years	8 years	8 years
Costs*	Total Construction	HK\$20B	HK\$28B	HK\$25B
	Annual Recurrent	HK\$110M	HK\$125M	HK\$123M

\* (including WDII works & the section of CWB within the WDII project)

3.22 For details of these Trunk Road options, and their evaluation, the Report on “Trunk Road Alignments and Harbour-front Enhancement” can be viewed on HEC’s website at [http://www.harbourfront.org.hk/eng/content\\_page/her.html](http://www.harbourfront.org.hk/eng/content_page/her.html) .

## 4 HARBOUR-FRONT ENHANCEMENT

### Harbour-front Enhancement Ideas Incorporated in the Concept Plan

- 4.1 At the Envisioning Stage, there are many common land use concepts for the harbour-front to enhance its vibrancy and attractiveness. These are mainly reflected in the following activity nodes:
- a Cultural Node at the Hong Kong Convention and Exhibition Centre (HKCEC) area;
  - a Green Leisure Zone at the Wan Chai waterfront; provision of water features has also been proposed;
  - a Water Sports/Activity Node at the ex-Public Cargo Working Area (PCWA) basin;
  - a Heritage Zone at the CBTS;
  - a Green Leisure Zone at the North Point waterfront.
- 4.2 The findings of the Envisioning Stage engagement are presented in a report titled as “Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas – Envisioning Stage - Public Engagement Report” ; the report can be viewed on the HEC’s website at [http://www.harbourfront.org.hk/eng/content\\_page/doc/engagement\\_report/Main\\_report.pdf](http://www.harbourfront.org.hk/eng/content_page/doc/engagement_report/Main_report.pdf).
- 4.3 These harbour-front suggestions have been consolidated with the Trunk Road Tunnel Variation 1 scheme, together with appropriate waterfront land use and landscape treatment. Harbour-front enhancement themes ( arts, culture and heritage, leisure and recreation) are used to reinforce identity and provide variety and interest along the waterfront. The Concept Plan that has been developed presents five “character precincts” as follows:
- an “arts and culture precinct” to the west of the HKCEC, for arts and cultural fairs, outdoor performance venues, an expo promenade, etc;
  - a “water park precinct” along the Wan Chai shoreline, with landscaped recreational areas incorporating water features and alfresco dining (outdoor cafes, etc) to add vibrancy to the waterfront;
  - a “water recreation precinct” at the ex-PCWA basin for water sports and recreation, berthing for visiting ships or yachts, and with a water sports centre and harbour education centre;
  - a “heritage precinct” at the CBTS, preserving the existing typhoon shelter and taking advantage of the floating Tin Hau Temple, Noonday Gun, etc, and with a landscaped deck providing an extension of Victoria Park to the waterfront;
  - a “leisure and recreation precinct” at the North Point new waterfront providing a waterfront park, with landscaped recreational areas.

### Harbour-front Enhancement Ideas Not Incorporated in the Concept Plan

- 4.4 In developing the Concept Plan, most of the harbour-front enhancement ideas proposed by the public have been taken on board. Nevertheless, there are a number of harbour-front enhancement ideas that were proposed by the public that have not been included, for reasons given below. As a general principle, where these enhancement ideas require reclamation (or affect the Harbour) and where this reclamation is not provided for by the necessary reclamation formed for the Trunk Road construction or the enhancement ideas are not in line with the harbour planning principles, they have not been taken forward at this stage.
- 4.5 The following table lists out ideas proposed through the Envisioning Stage consultation that have not been incorporated in the Concept Plan, with the relevant considerations.

Name of Organization	Ideas or proposals not included in Concept Plan	Considerations
Business and Professionals Federation of Hong Kong	<ul style="list-style-type: none"> <li>• a Ting Kau type (cable stay) bridge with a single central column for the Trunk Road, at the eastern end of the project area</li> <li>• a cycle track beneath the IEC</li> </ul>	<ul style="list-style-type: none"> <li>• bridge options for the Trunk Road have been found to affect a greater area of the Harbour than the proposed tunnel option and thus could not comply with the PHO</li> <li>• a cycle track on boardwalk over the water , i.e. covering a part of the Harbour, may be considered to affect that area of the Harbour and existing marine use; whether this idea would comply with the PHO would need to be ascertained before it can be implemented</li> <li>• supporting facilities including transportation of bicycles to the cycle track would have to be considered</li> <li>• in any case, this idea should be examined separately as the idea falls outside the WDII study area</li> </ul>

<b>Name of Organization</b>	<b>Ideas or proposals not included in Concept Plan</b>	<b>Considerations</b>
Wharf (Holdings) Limited	<ul style="list-style-type: none"> <li>♦ proposed youth hostel and art center cum hotel at the A.King shipyard site and the reclaimed southeast (SE) corner of the CBTS</li> </ul>	<ul style="list-style-type: none"> <li>♦ under the recommended Trunk Road scheme, and the Concept Plan, no reclamation is proposed at the SE corner of the CBTS, which means that the available area in question is of limited size. The proposal would involve reclamation at the SE corner of the CBTS and therefore must satisfy the PHO in respect of an overriding public need for reclamation in its own right. The A-King shipyard site is proposed to be used as landscaped waterfront area under the Concept Plan, which will be an important nodal point to enable the extension of the continuous waterfront promenade from the Causeway Bay to North Point for public enjoyment</li> <li>♦ the remaining area of the site is proposed to re-provision the floating Tin Hau Temple which will be in line of the heritage theme of that precinct</li> </ul>
Swire Properties Ltd	<ul style="list-style-type: none"> <li>♦ a dining quay in the ex-PCWA basin</li> </ul>	<ul style="list-style-type: none"> <li>♦ the quay would affect that area of the Harbour and therefore must satisfy in its own right the PHO in respect of the overriding public need test</li> </ul>

Name of Organization	Ideas or proposals not included in Concept Plan	Considerations
Swire Properties Ltd (cont'd)	<ul style="list-style-type: none"> <li>• a new pedestrian bridge over the CHT portal to the southwest (SW) corner of the CBTS</li>   <li>• shift Victoria Park Road inland and extend Victoria Park over the roads by a landscaped deck, thereby extending the park to the waterfront</li> </ul>	<ul style="list-style-type: none"> <li>• the available space at the entrance of the RHKYC for the west landing of the proposed pedestrian bridge is limited, any land occupied by it will compromise the opportunity for harbour-front development</li> <li>• the east landing of the proposed pedestrian bridge is in conflict with the existing building structure of the POC, acquisition of part of the land currently occupied by POC and reconstruction of the POC building is required</li> <li>• in addition, the east landing extends to the reclamation at the SW corner of the CBTS, this area of reclamation is not required for the Trunk Road construction under the Trunk Road Tunnel Variation 1, thus the reclamation associated with this proposal must satisfy the PHO in respect of the overriding public need test</li>   <li>• Trunk Road Tunnel Variations 2 and 3 were developed based on this idea. Assessment revealed that it requires a greater extent of reclamation than the Trunk Road Tunnel Variation 1, affects existing infrastructure and Victoria Park to a much greater extent, and would cause unacceptable adverse impact to traffic during construction. Nevertheless, the provision of a landscape deck extending Victoria Park to the waterfront without additional reclamation is proposed in the Concept Plan</li> </ul>

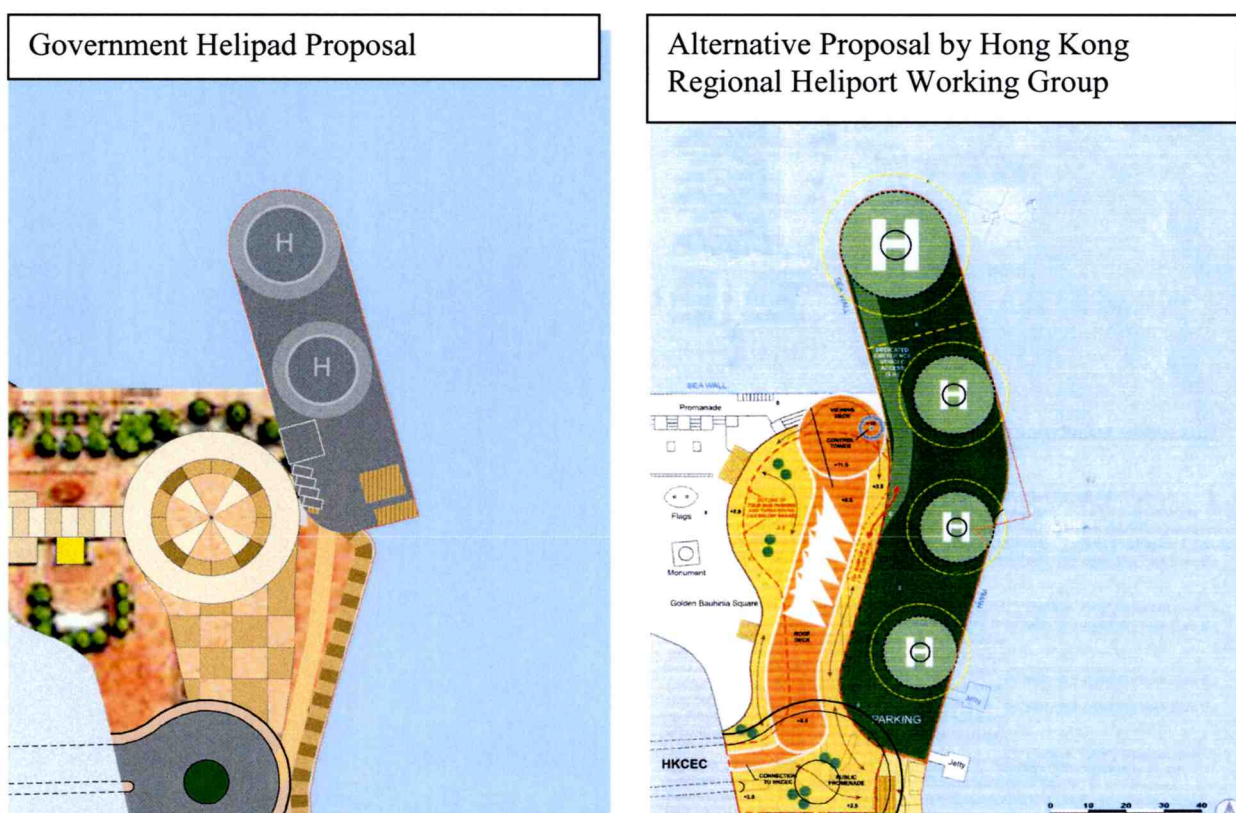
Name of Organization	Ideas or proposals not included in Concept Plan	Considerations
Swire Properties Ltd (cont'd)	<ul style="list-style-type: none"> <li>♦ an artificial beach at the SE corner of CBTS</li> </ul>	<ul style="list-style-type: none"> <li>♦ this idea is connected to the proposed Trunk Road scheme as described above which could not be accepted for reasons given, forming a beach on its own requires reclamation which would unlikely be able to satisfy the PHO in respect of the overriding public need test, this idea is also not feasible due to the water quality within the CBTS</li> </ul>
Harbour Business Forum	<ul style="list-style-type: none"> <li>♦ Wan Chai northshore docking</li> <li>♦ pedestrian connection to the CBTS breakwater</li> <li>♦ artificial beach at CBTS</li> </ul>	<ul style="list-style-type: none"> <li>♦ pontoons for mooring vessels may constitute reclamation (affected area of the Harbour) under the PHO and affect the marine use of that area of the Harbour, in which case these will need to be justified on its own in respect of the overriding public need test</li> <li>♦ a permanent bridge structure over water across the entrance to the typhoon shelter will affect that area of the Harbour and restrict the existing marine uses of the typhoon shelter; whether this idea would comply with the PHO on its own would need to be ascertained</li> <li>♦ forming an artificial beach requires reclamation which would unlikely be able to satisfy the PHO in respect of the overriding public need test, this idea is also not feasible due to the water quality within the CBTS</li> </ul>

Name of Organization	Ideas or proposals not included in Concept Plan	Considerations
<p>Royal Hong Kong Yacht Club (RHKYC)</p>	<ul style="list-style-type: none"> <li>• a continuous cycle path along the waterfront from HKCEC to Victoria Park or possibly further east</li> <li>• an eco-tram system along the waterfront</li> <li>• a drawbridge/suspension bridge connecting to the CBTS breakwater</li> <li>• pontoon moorings along the waterfront for visiting vessels and for water-taxi/junk boats</li> </ul>	<ul style="list-style-type: none"> <li>• a continuous pedestrian promenade is provided in the Concept Plan, but the inclusion of a cycle track would require a separately demarcated cycle pathway competing with limited pedestrian space especially at a number of pinch points such as around the PCWA basin, outside the RHKYC on Hung Hing Road and along the narrow Causeway Bay promenade</li> <li>• similar to the cycle track, the tramway would compete with limited pedestrian space especially around the PCWA basin, outside the RHKYC on Hung Hing Road and along the narrow Causeway Bay promenade</li> <li>• a bridge structure over water will affect that area of the Harbour and restrict existing marine uses; whether this idea would comply with the PHO would need to be ascertained</li> <li>• the pontoons for mooring vessels may constitute reclamation (affected area of the Harbour) under the PHO and affect the marine use of that area of the Harbour, in which case they would need to be justified in respect of the overriding public need test</li> </ul>

Name of Organization	Ideas or proposals not included in Concept Plan	Considerations
<p>Royal Hong Kong Yacht Club (RHKYC) (Cont'd)</p>	<ul style="list-style-type: none"> <li>♦ a public park at the SW corner of the CBTS</li>   <li>♦ a fresh water inland lake at the SE corner of the CBTS</li>   <li>♦ a permanent dragon boat race course in the CBTS</li>   <li>♦ restaurants, dragon boat rowing club and Tin Hau Temple on floating platforms in the CBTS</li>   <li>♦ fishing docks along the existing CBTS breakwater and floating platforms underneath the IEC for fishing</li> </ul>	<ul style="list-style-type: none"> <li>♦ this area of reclamation is not required for the Trunk Road construction under the Trunk Road Tunnel Variation 1, the reclamation associated with this proposal must satisfy the PHO in respect of the overriding public need test</li>   <li>♦ this area of reclamation is not required for the Trunk Road construction under the Trunk Road Tunnel Variation 1, the reclamation associated with this proposal must satisfy the PHO in respect of the overriding public need test</li>   <li>♦ the water quality in the CBTS makes water contact activities such as this undesirable, provision of a permanent dragon boat race course will substantially affect the existing uses of the typhoon shelter and there is no alternative anchorage space in the Harbour for the displaced vessels</li>   <li>♦ the platforms would constitute reclamation (affected area of the Harbour) under the PHO and affect the marine use of that area of the Harbour, and therefore need to be justified in respect of the overriding public need test</li>   <li>♦ these ideas may involve structures covering the Harbour area which would constitute reclamation (affected area of the Harbour) under the PHO and affect the marine use of that area of the Harbour, and therefore need to be justified in respect of the overriding public need test</li> </ul>

## Heliport at Expo Drive East

- 4.6 The temporary Government helipad at the ex-PCWA breakwater is planned to be relocated to the site of the existing Expo Drive pier. The new facility is intended to be used on a shared-use basis, with Government Flying Services (GFS) having priority for the provision of essential emergency and security services, while commercial services would be able to use the spare capacity.
- 4.7 The Hong Kong Regional Heliport Working Group (HKRHWG) has submitted proposals for an enlarged facility, expanding the shared use Government and commercial operations to include catering for cross-border services. The expanded facility will require a greater take-up of land. The original HKRHWG proposal involved a four pad facility on piled pontoons in the Harbour along Expo Drive East and this proposal affects the area of the Harbour and was considered not in compliance with the PHO. The revised HKRHWG proposal is for a four pad heliport on existing land, extending from the Expo Drive East pier down the promenade to the junction with Expo Drive. A heliport facilities building is proposed alongside the helipads which shield part of the adjacent Golden Bauhinia Square (GBS).
- 4.8 There is a substantial difference between the Government helipad proposal and the HKRHWG proposal, in respect of the area of waterfront promenade taken up and in terms of their relative impacts on harbour-front planning. The schematic layouts of the two proposals illustrate their differences quite clearly.



- 4.9 Considering the implications of the more extensive HKRHWG helipad facility, an issue is whether the community as a whole perceives the need for an expanded helipad to cater for cross-border services. The HKRHWG would need to demonstrate that the expanded facility is justified by market demand. However, in respect of the implications to the Concept Plan, the HKRHWG proposal is considered to have the following harbour-front planning related drawbacks:
- the heliport will abut the GBS and take up the area proposed on the Concept Plan for the Golden Bauhinia Plaza and reduce the harbour-front area planned for public enjoyment;
  - the heliport, including the heliport building, will encroach on area planned for a continuous harbour-front promenade for the public in the Concept Plan. The proposal will affect connectivity and area of the harbour-front and therefore compromise the intention of providing a spacious and continuous promenade around the harbour-front;
  - the heliport building will impair the visual corridor along Fleming Road from the hinterland to the Harbour and obstruct the physical access to the harbour-front.
- 4.10 For these reasons, the HKRHWG proposal is considered not in compliance with the HEC's harbour planning principles, in particular in that it compromises the principles of an accessible harbour and of public enjoyment.
- 4.11 In addition, the heliport site encroaches into the proposed roundabout at the junction of Expo Drive and Expo Drive East. This is a critical route for traffic from Central to Wan Chai North.
- 4.12 As a consequence, the HKRHWG heliport proposal has not been included in the Concept Plan.