

HEC Sub-committee on Harbour Plan Review

Thirteenth Meeting

Date: 12 July 2006
Time: 2:30pm
Venue: Conference Room
15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong.

Agenda

1. Confirmation of Minutes of Last Meeting
2. Matters Arising
3. Harbour Area Treatment Scheme Stage 2A - Sewage Conveyance System Construction of Shafts and Associated Facilities at the Eastern End of Fung Mat Road, Sai Ying Pun (Paper No. 5/2006)
4. Erection of Inflatable Advertising Boards at Rooftop of North Point Ferry Piers
5. Hung Hom District Study – Revised Approach and Programme (Paper No. 6/2006)
6. Any Other Business

*Secretary, Sub-committee on
Harbour Plan Review
July 2006*

**Harbour-front Enhancement Committee
Sub-committee on Harbour Plan Review**

**Harbour Area Treatment Scheme Stage 2A - Sewage Conveyance System
Construction of Shafts and Associated Facilities at the
Eastern End of Fung Mat Road, Sai Ying Pun**

Purpose

The purpose of this Paper is to consult Members on our proposal to construct shafts and associated facilities for the Harbour Area Treatment Scheme (HATS) Stage 2A at a site close to the sea front at the eastern end of Fung Mat Road, Sai Ying Pun. We earnestly request for Members' support to our proposal to enable timely implementation of the HATS Stage 2A project so as to bring further improvement of the water quality in Victoria Harbour.

Background

2. HATS is a large-scale sewage collection and treatment scheme for areas on both sides of Victoria Harbour. The Scheme is being implemented in stages. Stage 1 works were completed and commissioned in December 2001 bringing substantial water quality improvement, particularly in the eastern part of the Victoria Harbour. Stage 2A is currently under the planning and design stage. Works are targeted to commence in 2009 and complete in 2013/2014.

3. Representatives of Environment, Transport and Works Bureau, Environmental Protection Department and Drainage Services Department (DSD) consulted the Harbour-front Enhancement Committee (HEC) during the Fourth Meeting held on 4 November 2004. In the meeting, the HATS Stage 2 project was presented and the proposal at the time to construct shafts and associated facilities at the Sheung Wan Ex-gala Point site was discussed. Members expressed their support for the implementation of HATS Stage 2 to improve the water quality of Victoria Harbour. In response to further queries from some Members, Government's representatives informed that, since the facilities would primarily be built underground, the plan area of the above-ground structure would only be about 250 square meters and Government would continue to explore whether further size reduction of the above-ground structure would be possible during the detailed design stage.

4. On 15 June 2005, representatives of DSD briefed Members during the Seventh Meeting of the HEC Sub-committee on a possible conceptual layout design integrating the Sheung Wan Stormwater Pumping Station and HATS facilities at the Ex-gala Point site. During the meeting, Members expressed concerns about the impacts of incorporating various infrastructural uses, including the HATS facilities, on the design and

use of waterfront open space at that location.

5. In parallel, the Central & Western District Council (C&WDC) was consulted on 15 July 2004 and the Food, Environment, Hygiene and Works Committee (FEHWC) of C&WDC was consulted on 14 October 2004 and 28 July 2005 regarding the HATS Stage 2 project and the proposal to construct shafts and associated facilities at the Ex-gala Point site. While Council Members and Committee Members expressed their strong support for the early implementation of HATS Stage 2 to improve the water quality of Victoria Harbour, some of them requested the Government to consider other suitable locations along the sea front for construction of the HATS facilities and expressed their wish that the facilities would not occupy land planned for amenity use.

6. In January 2006, we appointed a consultant to carry out the detailed planning, ground investigation and design of the HATS Stage 2A Sewage Conveyance System. To address concerns by the C&WDC and HEC regarding the placing of HATS facilities within the sea front open space at the Ex-gala Point, we have requested our consultant to review and re-assess the proposed location of the shafts with a view to coming up with a recommendation that can both meet HATS Stage 2A operation and technical requirements and be implemented with minimum impacts on the existing facilities and future land use. After detailed investigation and study, we now propose to relocate the proposed shaft westward for about a kilometre away from the Ex-gala Point site to a site at the eastern end of Fung Mat Road in Sai Ying Pun. FEHWC of C&WDC was consulted on 8 June 2006 and they supported the proposal to locate the shafts and associated facilities at the Fung Mat Road site.

Sites for Shafts

7. Sewage generated from the northern and southwestern parts of Hong Kong Island is being directly discharged into the Victoria Harbour only after screening and de-gritting. In order to convey the sewage to the Stonecutters Island Sewage Treatment Works for treatment, a deep tunnel system has been conceived to intercept sewage flows from the preliminary treatment works along the shoreline. In Central and Western areas, a riser shaft and a drop shaft will need to be constructed to link up the southwestern deep tunnel system with the northern system before crossing the harbour. Since the shafts are located at the hinge point for the whole tunnel system, early confirmation of the site for the shafts would have a positive impact on the implementation of HATS.

8. Owing to the system operation and technical constraints, the proposed shafts cannot be located too far away from the originally proposed location at Ex-gala Point, otherwise, the sewage tunnel connecting Wan Chai and Central would be unduly lengthened. As such, when searching alternative sites for the shafts, we focus at areas along the shoreline between Sai Ying Pun and Sheung Wan. With the assistance from Planning Department and Lands Department, we have conducted a detailed site search and study within the area and concluded that only two sites, one at Ex-gala Point (see **Enclosure 1**) and one at the eastern end of Fung Mat Road (see **Enclosure 2**), are considered feasible. After balancing all relevant factors and the public opinion, the proposed site at Fung Mat Road is preferred to that at Ex-gala Point for the construction of the shafts. Reasons are detailed below.

Reasons for choosing Fung Mat Road Site

9. The Fung Mat Road site is located at a piece of land with marine frontage between the eastern end of Fung Mat Road and the Western Wholesale Food Market. Part of the site is currently being used as a temporary lorry carpark leased under a short-term tenancy with Lands Department. According to the Sai Ying Pun & Sheung Wan – Outline Zoning Plan No. S/H3/21, this piece of land is mainly zoned as ‘Open Space’ and ‘Government, Institution or Community’ (see **Enclosure 3**). Since this site is at the sea front, construction materials can be transported by sea and hence, the impact on the land traffic in Central and Western District during construction would be reduced. Besides, as the proposed site is located away from the busy Central District, the existing congested pedestrian and vehicular traffic in Central would not be aggravated by the construction works. Furthermore, since all the shafts and the associated facilities will be located in area mainly zoned as ‘Government, Institution or Community’, it would not have any adverse impact on other long-term land development within the Central and Western District.

10. Should we adopt the Fung Mat Road site, the HATS facilities can be located away from the waterfront open space at the Ex-gala Point site in Sheung Wan. We can then complete the temporary landscape works for the whole Ex-gala Point site in late 2009 for public use after completion of the Sheung Wan Stormwater Pumping Station. As a result, the open space at the Ex-gala Point can be landscaped for public enjoyment earlier without having to wait until the completion of the HATS Stage 2A project by 2013/2014, and it will be in harmony with the proposed Sun Yat Sen Memorial Park Phase 2 Development targeted to be completed by 2011.

11. From a technical point of view, if the proposed shafts and associated facilities are constructed at the Fung Mat Road site, the deep tunnel section crossing the Victoria Harbour would not need to pass underneath the Western Harbour Crossing. This could minimize the risks of affecting existing facilities during construction.

12. Notwithstanding the abovementioned merits, there are a few issues that need to be addressed if this proposed site is adopted. Firstly, from a technical viewpoint, the proposed tunnel connecting Stonecutters Island and Hong Kong Island and the tunnel connecting Wan Chai and Central would be longer and hence, a longer construction period may be required. We shall mitigate the de-merit as far as possible by proper design and planning. Secondly, as the size of the existing temporary lorry carpark would be reduced, we will need to take up this issue with Transport Department and other Government Departments so as to reduce the impact on the users to a minimum.

Landscaping to Permanently Occupied Area

13. The area needed for the construction of the proposed shafts and associated facilities at the Fung Mat Road site can be divided into permanently occupied area (about 1540m²) and temporary works area (about 3120m²). The permanently occupied area will be set back from the waterfront which development potential as open space for public enjoyment will not be jeopardized (see **Enclosure 2**). However, temporary occupation of this marine fronting area as works area will still be needed. The temporary works area is required for construction operations, plant assembly and material storage purposes, and will

be handed back to Lands Department after completion of the works by 2013/2014. The proposed shafts and associated facilities are to be located at the permanently occupied area and most of the facilities will be placed below ground except for a small above-ground structure (see **Enclosure 4**). Once the works have been completed, DSD will carry out landscape work to the permanently occupied area so as to blend with the neighbouring open space at the sea front.

Land Resumption

14. Since the proposed shafts and associated facilities would be constructed on Government land, no land resumption is required.

Construction Programme

15. The HATS Stage 2A Sewage Conveyance System is scheduled to commence in 2009 and complete in 2013/2014 with a construction period of about five years.

Support Sought

16. We consider that by placing the HATS facilities at Fung Mat Road site, the impact on the long-term land use planning can be minimised, the congested traffic at Central and Sheung Wan would not be aggravated during construction, and the risks of affecting the existing facilities during construction can be reduced. Furthermore, the concerns expressed by C&WDC and HEC Members about the impacts of incorporating various infrastructural uses on the design and use of the waterfront open space at Sheung Wan Ex-gala Point can be fully addressed. In view of these merits, the proposed site at Fung Mat Road is preferred to the site at Ex-gala Point previously proposed. Having reviewed all the factors, we earnestly request Members to support the proposal to construct the proposed shafts and associated facilities at Fung Mat Road site, to enable early implementation of HATS Stage 2A so as to bring improvement in the water quality of Victoria Harbour.

Attachment

Enclosure 1 : Ex-Gala Point Site

Enclosure 2 : Fung Mat Road Site

Enclosure 3 : Current land use zoning at Fung Mat Road Site

Enclosure 4 : Sai Ying Pun Shaft Connection Chamber and Associated Structure

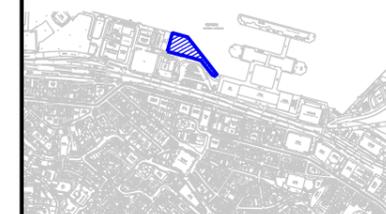
Drainage Services Department

June 2006



PHOTO 1
相片 1

維多利亞港
VICTORIA HARBOUR



KEY PLAN
SCALE 1 : 10000



EX - GALA POINT
前大笪地
AREA 面積 ≈ 5190m²

REV. 修改	DESCRIPTION 內容摘要	CHECKED 校核	P. I. E. 日期
DRAINAGE SERVICES DEPARTMENT			
HARBOUR AREA TREATMENT SCHEME DIVISION			
HARBOUR AREA TREATMENT SCHEME STAGE 2A SEWAGE CONVEYANCE SYSTEM 淨化海港計劃第2期甲 污水輸送系統			
EX - GALA POINT SITE 前大笪地選址			
MAUNSELL AECOM Metcalf & Eddy - Maunsell Joint Venture			
DRG. NO. 圖紙編號		90806/HPR/FIG 1	
DESIGNED BY 設計	CONTRACT NO. 合約編號	P. I. E. APPROVED 校核人	
DRWN BY 繪圖	CE 34/2005	KKF	
SCALE 比例	ZD	STATUS 狀況	
A1 1 : 500		FOR INFORMATION	
DIMENSIONS ARE IN METRES 尺寸單位為公尺		COPYRIGHT RESERVED 版權所有	

2006-6-29

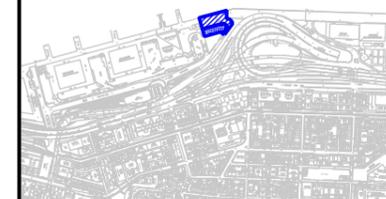
VICTORIA HARBOUR
維多利亞港



PHOTO 2
相片 2

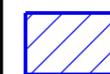
TEMPORARY WORKS AREA
臨時工地
AREA 面積 ≈ 3120m²

PERMANENT AREA
永久用地
AREA 面積 ≈ 1540m²



KEY PLAN
SCALE 1 : 10000

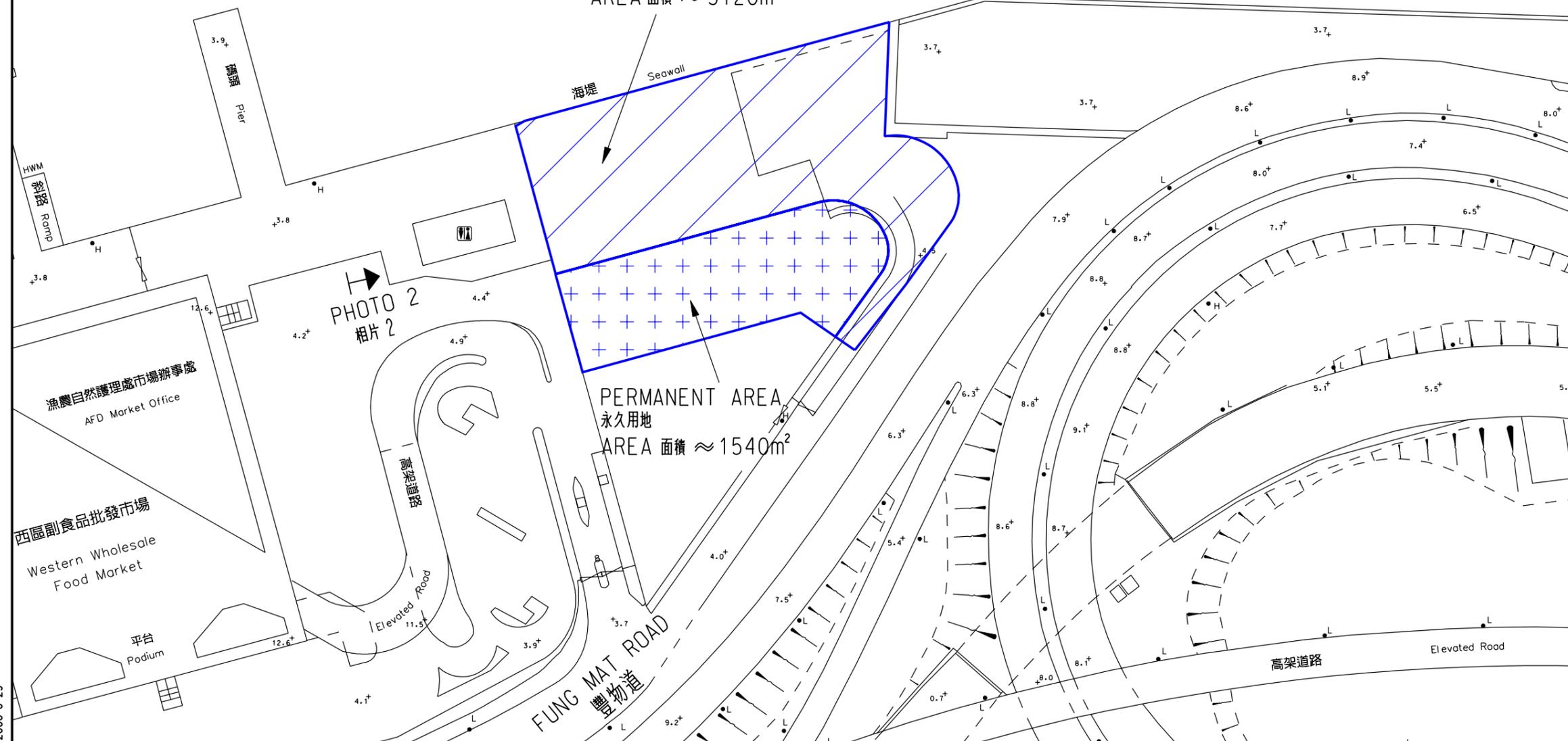
LEGEND:



TEMPORARY WORKS AREA
臨時工地



PERMANENT AREA
永久用地



REV.	DESCRIPTION	DATE

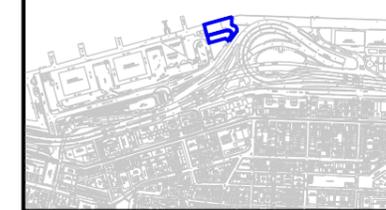
DRAINAGE SERVICES DEPARTMENT
HARBOUR AREA TREATMENT SCHEME DIVISION
HARBOUR AREA TREATMENT SCHEME STAGE 2A
SEWAGE CONVEYANCE SYSTEM
淨化海港計劃第2期甲
污水輸送系統

FUNG MAT ROAD SITE
豐物道選址

MAUNSELL | AECOM
Metcalf & Eddy - Maunsel Joint Venture

DRG. NO. 圖紙編號	90806/HPR/FIG 2	
DESIGNED BY 設計	CONTRACT NO. 合約編號	P. EIR. APPROVED 批核人
	CE 34/2005	KKF
DRAWN BY 繪圖	STATUS 狀態	
ZD	FOR INFORMATION	
SCALE 比例		
A1 : 1 : 500		
DIMENSIONS ARE IN 尺寸單位		
METRES	© COPYRIGHT RESERVED 版權所有	

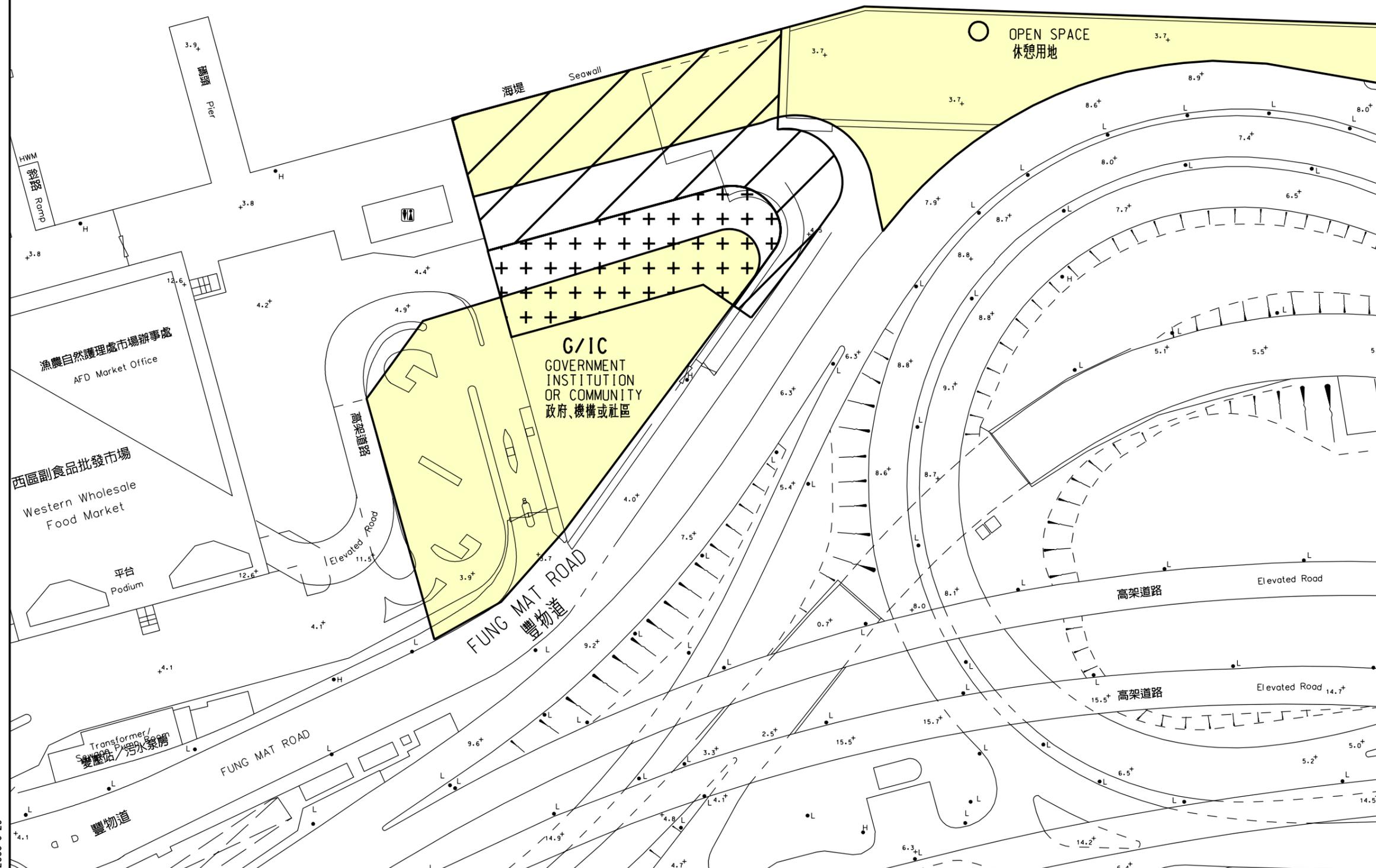
VICTORIA HARBOUR
維多利亞港



KEY PLAN
SCALE 1 : 10000

LEGENDS:

-  TEMPORARY WORKS AREA
臨時工地
-  PERMANENT AREA
永久用地
-  G/IC
GOVERNMENT INSTITUTION
OR COMMUNITY
政府、機構或社區
-  OPEN SPACE
休憩用地

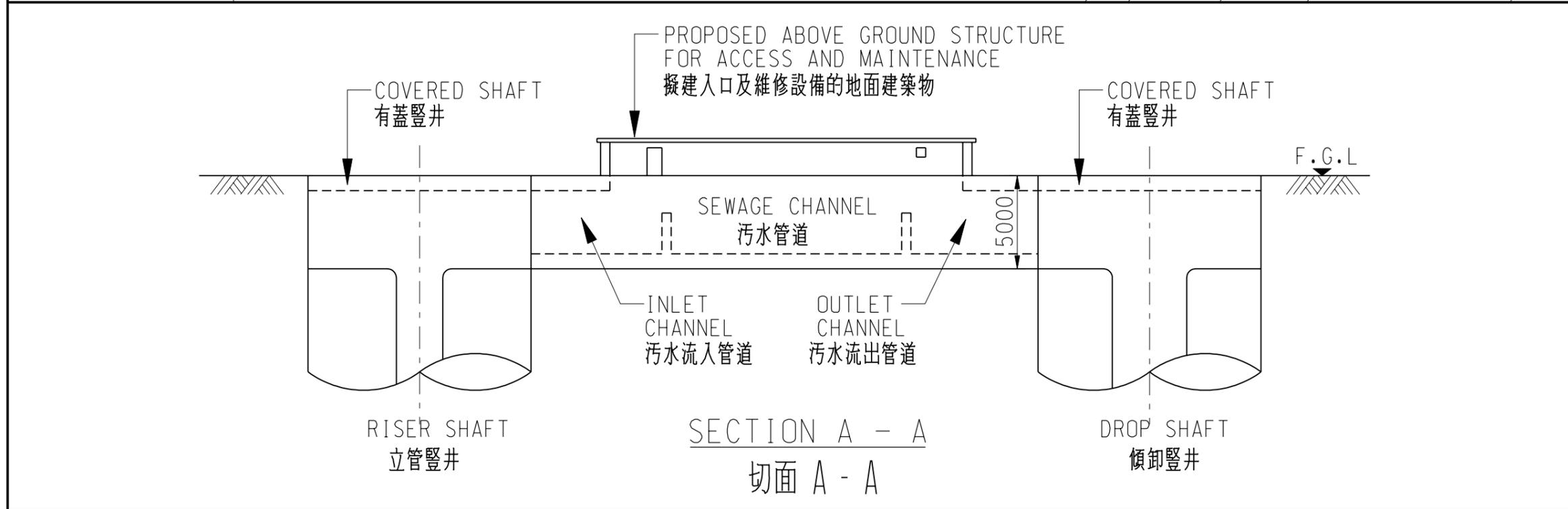
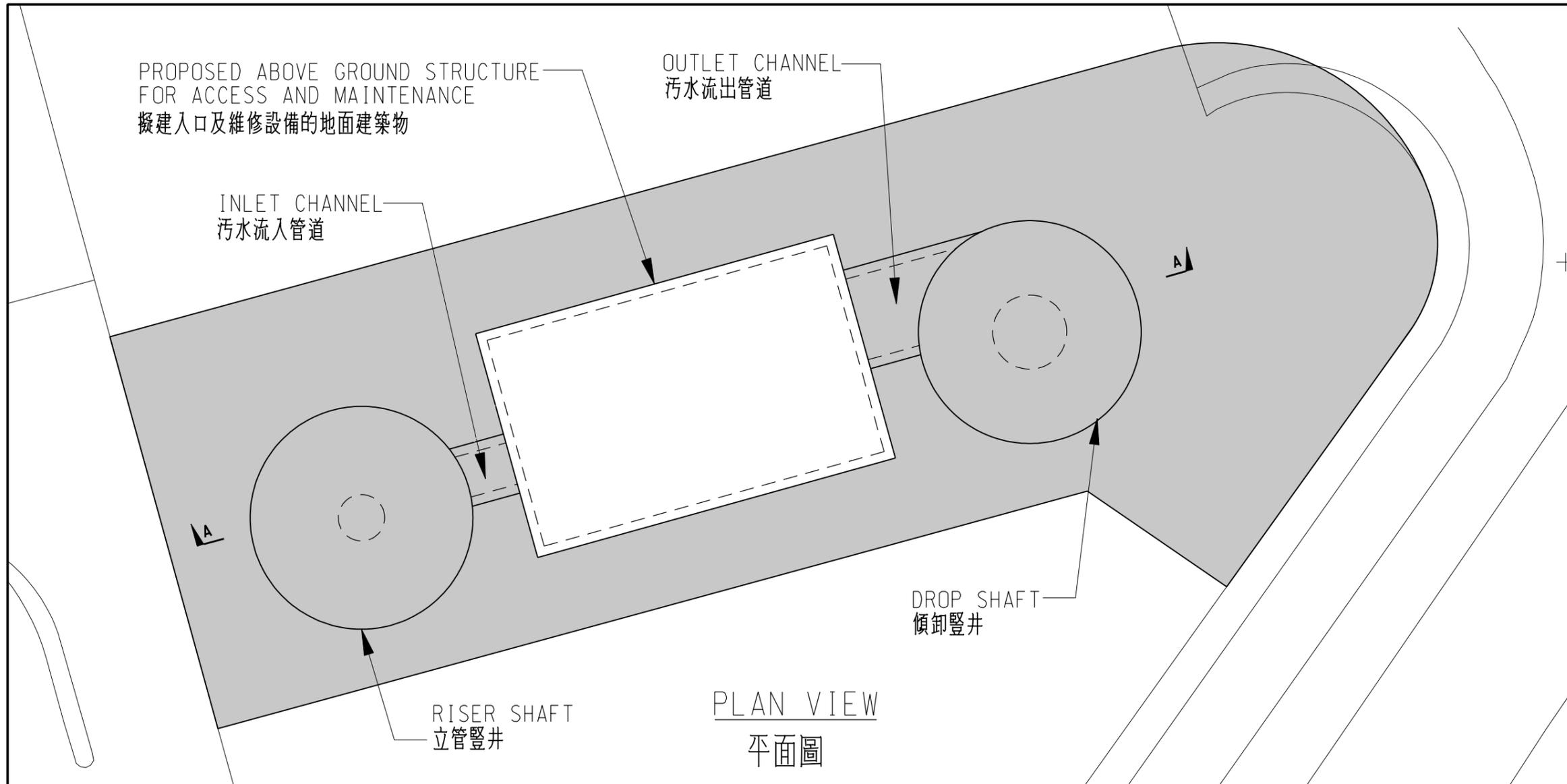


REV.	DESCRIPTION	REV.	DATE
DRAINAGE SERVICES DEPARTMENT			
HARBOUR AREA TREATMENT SCHEME DIVISION			
HARBOUR AREA TREATMENT SCHEME STAGE 2A SEWAGE CONVEYANCE SYSTEM 淨化海港計劃第2期甲 污水輸送系統			
CURRENT LAND USE ZONING AT FUNG MAT ROAD SITE 現時豐物道選址分區計劃大綱圖			
MAUNSELL AECOM Metcalf & Eddy - Maunsell Joint Venture			
DRG. NO. 圖紙編號	90806/HPR/FIG 3		
DESIGNED BY 設計	CONTRACT NO. 合約編號	P. BY. APPROVED 批准人	
	CE 34/2005	KKF	
DRAWN BY 繪圖	STATUS 階段	FOR INFORMATION	
ZD			
SCALE 比例	1 : 500		
DIMENSIONS ARE IN 尺寸單位	METRES		
© COPYRIGHT RESERVED 版權所有			

2006-6-29

LEGEND:

 GROUND AT FORMATION LEVEL
 平整水平上的土地



REV. NO.	DESCRIPTION	DATE
DRAINAGE SERVICES DEPARTMENT		
HARBOUR AREA TREATMENT SCHEME DIVISION		
HARBOUR AREA TREATMENT SCHEME STAGE 2A SEWAGE CONVEYANCE SYSTEM 淨化海港計劃第2期甲 污水輸送系統		
SAI YING PUN SHAFT CONNECTION CHAMBER AND ASSOCIATED STRUCTURE 西營盤豎井連接室及相關建築物		
MAUNSELL AECOM Metcalf & Eddy - Maunsell Joint Venture		
DRG. NO. 圖紙編號	90806/HPR/FIG 4	
DESIGNED BY 設計	CONTRACT NO. 合約編號	P. DIR. APPROVED 批准人
	CE 34/2005	KKF
DRAWN BY 繪圖	STATUS 狀況	FOR INFORMATION
ZD		
SCALE 比例	A3 1 : 250	
DIMENSIONS ARE IN 尺寸單位	METRES	
© COPYRIGHT RESERVED 版權所有		

**Harbour-front Enhancement Committee
Sub-committee on Harbour Plan Review**

**Hung Hom District Study -
Revised Approach and Programme**

Purpose

1. This paper aims to seek Members' views on the revised approach and programme of the Hung Hom District Study.

Background

2. On 26 May 2005, the Harbour-front Enhancement Committee (HEC) agreed to the two-tier approach to the Harbour Plan Review, i.e. to formulate a revised integrated harbour planning framework at the strategic level and to undertake review studies for areas around the harbour at the district level. Five stages were identified for district review studies, which integrated the public engagement programme with the overall planning process. The five stages comprise:

- Baseline Stage
- Envisioning Stage
- Options Stage
- Embody Stage
- Implementation Arrangement

3. On 10 May 2006, in discussing the progress update and work programme of the Harbour Plan Review, some Members of the Sub-committee

expressed concern on the process of public engagement proposed for the Hung Hom District Study. The meeting requested that a paper be prepared outlining the approach to the Hung Hom District Study in more detail, including the public engagement process, for discussion of the Sub-committee prior to deciding on the public consultation approach of the Study.

Revised Approach and Programme of the Hung Hom District Study

4. The Study Area of the Hung Hom District Study encompasses the Hung Hom waterfront between the International Mail Centre (IMC) in the west and Laguna Verde in the east (**Plan 1**).

5. The general objective of the Study is to formulate a comprehensive district plan to guide the planning and design of the Hung Hom waterfront area, with a view to creating an attractive, accessible and vibrant waterfront for public enjoyment. It is our intention to commission consultants to undertake the Study at the latter part of this year. At the same time, a separate consultancy will be commissioned to carry out the public engagement programme, the findings of which will serve as essential inputs to the Study.

6. The key tasks identified for the Study are as follows (**Appendix I**):

(a) Inception and Identification of Key Issues (2.5 months)

A Baseline Report prepared by PlanD, which identified the key issues, constraints and opportunities of the area, was presented to the Sub-committee on 26 January 2005. The findings of the Baseline Report will serve as a reference for the consultants to update and/or further identify key issues at the inception stage of the Study. This stage will be carried out concurrently with the public engagement programme (i.e. the Envisioning Stage) under separate consultancy and may include:

- identification of interface issues with other development projects/proposals in the Study Area and the adjoining areas;
- examining the limitations, opportunities and key issues on how to enhance the Study Area; and

- defining the role of the Study Area within the overall harbour plan context.

(b) Formulation of Options (3 months)

Taking into account the public views and suggestions received during the public engagement programme, options will be formulated having regard to the Harbour Planning Principles, community aspiration and prima facie feasibility of the proposals. Once the options are formulated, public views on them would be sought separately. The public engagement programme is expected to take about two and a half months, including reporting.

(c) Formulation of District Plan (4 months)

In the light of the views received during the public engagement programme, a district plan will be prepared covering detailed enhancement proposals along the waterfront, land use / urban design / landscape proposals, pedestrian/traffic circulation network etc. The findings of the Study will be presented to the local community and the relevant bodies for comment as a separate exercise.

(d) Final Reporting (4 months)

At this concluding stage, the consultants are to prepare reports detailing the process and findings of the Study, prepare work programme for the proposals under respective statutory and administrative mechanisms and identify project ownership and implementation agencies.

Streamlining of the Study Approach and the Public Consultation Process

7. As indicated in paras. 2 and 6, the whole study process comprises 5 stages, in which the public will be engaged at various stages of the study process, in the same manner as other major planning studies. From planning point of view, however, the Study Area is relatively small and mainly involves existing built-up areas. Also, unlike Wan Chai Development Phase II and Kai Tak, the Study Area does not involve any reclamation, legality issues or developable land which may have strategic significance. As reflected in the Baseline Report, the

issues identified in the Baseline Stage for the Study Area are not controversial. It is anticipated that community views on the overall development theme of the area would not be too diverse. Hence, there may be a possibility to streamline the study process by skipping the option formulation stage and the associated public consultation process. In so doing, the formulation of district plan can be advanced for completion around May 2007, and the entire study period could also be reduced by 4 months.

8. In any event, the public will have further chance to express their comments during the district plan formulation stage and upon incorporation of the district plan's proposals into relevant statutory outline zoning plans under the Town Planning Ordinance. Hence, a streamlined approach is considered desirable, which can strike a balance between efficiency and transparency.

Financial Arrangement

9. Due to funding arrangement, the Study itself and the public engagement programme will have to be carried out under two separate consultancy contracts. In this respect, two separate Study Briefs will be prepared for inviting tender from consultants around September/October 2006. Prior to commencement of the Study, application for funds reserved for HEC activities for the public engagement programme will be required.

Advice Sought

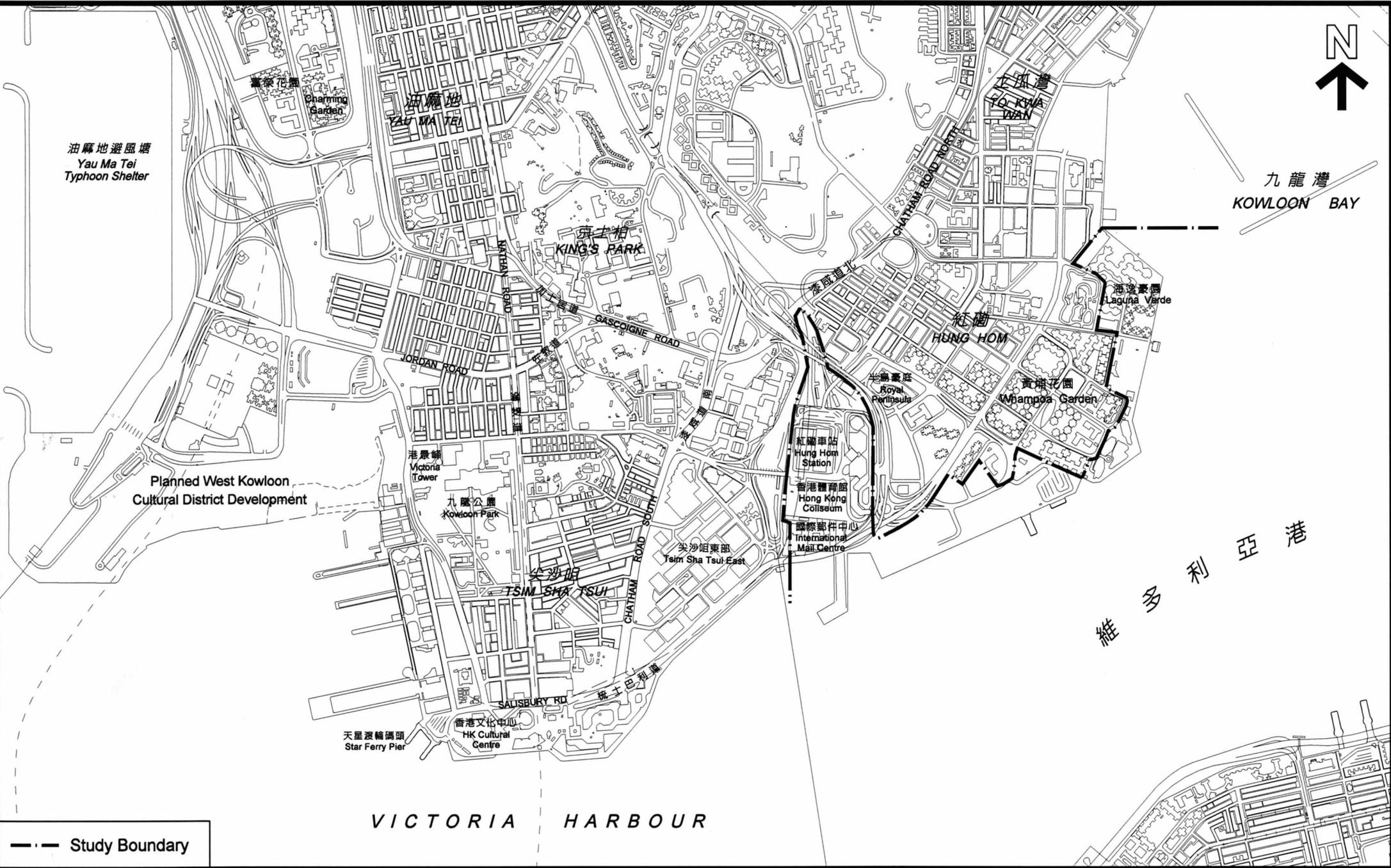
10. Members are invited to:

- (a) note and comment on the revised approach and programme for the Hung Hom District Study; and
- (b) decide whether a streamlined approach as advocated in paras. 7 and 8 of the paper should be adopted.

Planning Department
July 2006



九龍灣
KOWLOON BAY



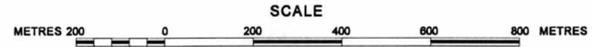
油麻地避風塘
Yau Ma Tei
Typhoon Shelter

Planned West Kowloon
Cultural District Development

VICTORIA HARBOUR

--- Study Boundary

Hung Hom Waterfront Study Area



PLANNING DEPARTMENT

M/SR/04/79_1 PLAN 1

DATE : 27/06/2006

Work Programme of the Hung Hom District Study and the Associated Public Engagement Programme

Appendix I

Major Tasks	2006 Jun	Jul	Aug	Sep	Oct	Nov	Dec	2007 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2008 Jan	Feb	
Hung Hom District Study																						
Preparation of Study Briefs	—————																					
Application for Funding for Public Engagement Programme		—————																				
Commissioning of Consultants				—————																		
Inception and Identification of Key Issues						—————																
Formulation of Options									—————												
Formulation of District Plan									-----			—————								
Final Reporting																				—————		
Public Engagement Programme																						
Stage 1 Consultation - Envisioning							—————															
Stage 2 Consultation - Options												—————										
Stage 3 Consultation - District Plan																				—————		

----- Streamlined programme if option formulation stage is skipped