

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

Third Meeting

Date: 24 November 2004

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. Area Improvement Plan for Tsim Sha Tsui – Proposed Planning Framework (Paper No. 9/2004)
4. Harbour Plan District-Based Studies – Approach and Process (Paper No. 10/2004)
5. Management of Activities within Harbourfront Public Open Space (visual presentation)
6. Overview of Enhancement Works at Government Piers and Landing Facilities – Outline of Enhancement Works (Paper No. 11/2004)
7. Any Other Business

Secretary, Sub-committee on
Harbour Plan Review
November 2004

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

**Area Improvement Plan for Tsim Sha Tsui -
Proposed Planning Framework**

1. Purpose

1.1 This paper seeks Members' views on the proposed Planning Framework for the Area Improvement Plan for Tsim Sha Tsui and presents three improvement projects for early implementation. A copy of the Consultation Digest is enclosed at **Annex I**.

2. Background

2.1 In January 2004, the Planning Department and the Transport Department jointly commissioned the Area Improvement Study for Tsim Sha Tsui (the Study). The Consultants have now completed the baseline review identifying key problems/issues and opportunities and proposed a Planning Framework.

2.2 The Study Area covers the entire Tsim Sha Tsui, including the harbour-front area. Given the significance of the harbour-front in Tsim Sha Tsui as a tourist spot and a key activity node, the enhancement of the harbour-front area is one of the key elements in area improvement. In this regard, the Government has already embarked on a number of projects to improve the design and attractiveness of the harbour-front area, e.g. Tsim Sha Tsui Promenade Beautification Project and Refurbishment at Centenary Garden. Hence, the Study will explore further improvements, in particular the accessibility to the harbour-front area.

3. Planning Framework

3.1 The proposed Planning Framework sets out preliminary planning ideas to be explored further, and is intended:

(a) to serve as a platform for public consultation; and

(b) after duly incorporating the public views received, to guide more

detailed study on individual projects.

3.2 The main components of the Planning Framework include:

- (a) Enhancement of Pedestrian Linkages and Circulation;
- (b) Proposals for Pedestrian Priority Area;
- (c) Strengthening the Attraction of Nathan Road Corridor;
- (d) Introduction of Urban/Landscape/Streetscape Design Schemes;
- (e) Improvement on Interface with West Kowloon Cultural District;
and
- (f) Implementation Arrangements for Improvement Schemes.

3.3 The planning measures proposed under each of the above components are set out in Pages 5-10 of the Consultation Digest.

4. Priority Projects

4.1 To bring early improvements to the area, the Study also recommends three improvement projects for early implementation. The three projects are located at the area outside MTR Station entrance at Haiphong Road, Granville Road and Hart Avenue, and brief descriptions are also given in the Consultation Digest (Pages 11-13) at **Annex I**.

5. Advice Sought

5.1 Members are invited to offer any views on the Planning Framework and the proposed three Priority Projects.

6. Attachments

Annex I Public Consultation Digest for Area Improvement Plan for Tsim
Sha Tsui – Proposed Planning Framework

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

**Harbour Plan
District-Based Study – Approach and Process**

PURPOSE

1. This paper aims to outline the tasks involved in the review of the Harbour Plan and the process of district-based studies.

BACKGROUND

2. In 2003, Planning Department completed the “Planning Study on the Harbour and its Waterfront Areas” (the Harbour Plan), and formulated a set of Harbour Planning Principles and a ‘Harbour and Waterfront Plan’ to guide the development of waterfront areas and the Harbour up to 2016 and beyond. With the court judgement on the harbour reclamation, however, we now need to review the Harbour Plan to take abreast of changing aspiration of the community and to engage the public extensively in the planning process.

HARBOUR PLAN REVIEW

3. The framework for the Harbour Plan review process was discussed and agreed in-principle by the Sub-committee on Harbour Plan Review on 6.10.2004. Taking into account comments made at the meeting, we have refined the tasks involved in the review as follow, with details in **Appendix I**.

Review

- a. Harbour planning principles (discussed and agreed by Task Group)
- b. Overall study approach (agreed at last Sub-committee meeting)

Baseline Study

- c. Review existing, planned and possible uses
- d. Review opportunities and constraints

Options and Concept Plan

- e. Prepare options with input from public
- f. Take into account on-going studies (Kai Tak, Wan Chai Review, etc)
- g. District proposals and projects
- h. District concept plan

Implementation Framework

- i. Implementation arrangement
- j. Management arrangement

4. The overall study approach of the current review aims to facilitate greater community involvement in preparing a harbour plan in an integrated manner, whereas the Harbour Plan (2003) focused more on the potential for tourism opportunities in the Harbour and also adopted an “Action Area” approach. In the current review, the study would review the development constraints and opportunities in a generic manner; and instead of identifying a few “action areas”, the review would adopt a “district-based” approach so that all waterfront areas in the Harbour will be examined.

DISTRICT APPROACH

5. The Sub-committee meeting on 6.10.2004 agreed to the recommended district-based approach in the Harbour Planning review. We propose to divide the waterfront areas into 7 districts:

Kowloon (including Tsuen Wan) into 4 districts:

- Kowloon East (Ma Tau Kok to Yau Tong/Lei Yue Mun);
- Kowloon Central (Tsim Sha Tsui to Hung Hom);
- West Kowloon Cultural District; and
- Western Harbour (Yau Ma Tei, Sham Shui Po, Kwai Tsing and Tsuen Wan).

Hong Kong Island into 3 districts:

- Hong Kong Island East (Chai Wan to North Point/Tin Hau);
- Central and Wan Chai; and
- Hong Kong Island West (Sheung Wan to Kennedy Town).

6. In defining the 7 districts, we have taken into account the following factors:

- geography;
- existing land use patterns;
- development opportunities; and
- manageability of the studies.

7. The geographical coverage and a brief description of each of the 7 districts are summarized in **Appendix II** and **Plan 1**.

8. Other than land areas around the Harbour, the waterbody could also house a range of marine facilities and uses, which may contribute to the vibrancy of the Harbour and have implications on the use of the adjoining waterfront areas. As the waterbody is essentially an integral part of the Harbour, marine facilities and uses would be examined in the planning assessment. To provide an overall framework, a list outlining potential marine facilities and uses would be prepared at the start of district study.

9. Detailed tasks of the District Studies are given in para. 12 below. The boundary of the study district, including the adjoining hinterland, would first be drawn up as an initial reference, and could be further refined by the Sub-committee/Task Group as the study progresses, taking into account local circumstances and planning issues that may emerge during the study process. In the review process, due regard will be paid to “cross-boundary” development issues, and hence the district boundaries would not be considered as being rigid.

10. As resources do not permit assessment of all districts in one go, we have to set priority for the District Studies. We suggest undertaking Kowloon Central (Hung Hom) first, the indicative boundary of the study area is shown in **Plan 2**. With the Tsim Sha Tsui waterfront beautification project already underway, engaging Hung Hom will allow us to complete reviewing waterfront areas for the entire Kowloon Central. After Kowloon Central (Hung Hom), we will then embark upon reviews of other districts, based on their characteristics described in **Appendix II**. As the West Kowloon Cultural District is the subject of a tender exercise, whilst Kowloon East and Central & Wan Chai are already covered by planning studies being undertaken, no separate District Studies will be carried out in the review. The suggested priority is as follow:

Priority One: Kowloon Central (Hung Hom)

- a missing waterfront promenade connecting part of Hung Hom to Tsim Sha Tsui and the planned West Kowloon Cultural District. Having potential to integrate with hinterland and adjoining areas. There is also a good chance for the early provision of an integrated, attractive and continuous waterfront for the benefit of the general public;
- would not overlap or duplicate other studies (i.e. Kai Tai Study) or plans/projects in progress (i.e. West Kowloon Cultural District, Tsim Sha Tsui waterfront beautification) that already cover most of the remaining areas in Kowloon. Improvement at Hung Hom waterfront can be integrated with the developments at Tsim Sha Tsui and Kai Tak;
- centrally located in Kowloon, a key attraction for local and overseas visitors; and
- sites readily available for enhancement, development or redevelopment, scope for review in these areas and opportunities to reflect the harbour planning principles.

Priority Two: Hong Kong Island West

- district in transformation with new developments and uses;

- sites readily available for development and redevelopment;
- opportunity to integrate with adjoining areas (i.e. Central) and hinterland;
- open space development being planned along the waterfront; and
- key infrastructure under planning and review.

Priority Three: Hong Kong Island East

- sites available for development and redevelopment along waterfront;
- presence of key infrastructure such as Eastern Harbour Crossing and Island Eastern Corridor (IEC) as constraints;
- long-term future of the key infrastructure, i.e. IEC, subject to public debate and unlikely to be concluded in the near future to enable planning process to progress; and
- pockets of land ready for development or redevelopment.

Priority Four: Western Harbour (Yau Ma Tei – Tsuen Wan)

- pockets of sites available for development;
- presence of key infrastructure such as airport rail and expressway, port and port backup facilities recently completed;
- community consensus and extensive public debates supported by studies would be needed in planning/replanning of the areas; and
- opportunities exist in areas near the Yau Ma Tei Typhoon Shelter and Tsuen Wan waterfront.

In progress: Kowloon East, West Kowloon Cultural District and Central/Wan Chai

- The Kai Tak study covers the majority of Kowloon East;
- West Kowloon Cultural District is the subject of a tender exercise being undertaken;
- The Wan Chai Review is currently underway and the envisioning part has been extended to cover Central. Furthermore, a 'Participatory Programme' to review enhancement opportunities at the Central Ferry piers would commence shortly; and
- The outcome of these studies/tender exercise will be integrated into the District Studies and the overall Harbour Plan where applicable.

11. As a continuous process, land uses along both sides of the harbour will be monitored with the aim of identifying and initiating enhancement opportunities. Accompanying with this task would be an inventory list outlining major land uses along waterfront, and a harbour planning checklist including a series of issues related to harbour planning. They would also serve as key references to the proposed District Studies.

DISTRICT STUDY TASKS

12. Community input, especially at district level, is crucial to the district study process. Public engagement programme will be conducted and integrated into the overall planning assessment processes. Taking into account comments from Members and the various models advocated by Members' organizations (i.e. participatory and building consensus programmes), the District Studies may consist of the following stages:

Baseline Stage

- Take on findings from review of existing and planned uses, opportunities and constraints;
- Take stock of existing, proposed and possible uses, public/private projects, problems/key issues;
- Identify opportunities and constraints;
- Establish district land uses profile that covers both permanent and temporary uses; and
- Identify the role of the district within the overall Harbour Plan context.

Envisioning Stage

- Identify possible users, concerned stakeholders and potential partners for the process;
- Solicit views from the public, stakeholders and professionals through brainstorming meeting, workshop and forum;
- Arouse public awareness and encourage participation; and
- Identify aspiration and concerns of the communities to form a vision of the Study Area.

Options Stage

- Assess opportunities and constraints;
- Prepare options based on public comments;
- Evaluate options against established harbour planning principles, community aspiration and engineering feasibility; and
- Present options to solicit public view through charettes/workshops/forum.

Embody Stage

- Prepare district plans and proposals by consolidating findings of the Options Stage and input from other studies;
- Formulate district plan and prioritise proposals through exhibition, road show or forum;
- Present concepts and proposals encompassing various aspects (pedestrian and

landscaping etc.) to the public utilizing, where appropriate, illustration/ perspectives of the related schemes; and

- Outline land use options under short, medium and long term horizons.

Implementation

- Prepare work programme to incorporate planning intentions and proposals under respective statutory and administrative mechanisms;
- Solicit design schemes (through invitation of proposal, design competition or professionals participation etc); and
- Identify project ownership and implementation agencies;.

13. Considering manpower and resources constraints, and taking into account the “Participatory Programme’ for enhancing the Central Outlying Islands Ferry Piers, it is considered that similar model could be adopted for the District Study Tasks (para. 12 above) for which services from consultants should be procured for the public engagement and assessment tasks of the District Study.

14. The approach and tasks of the District studies would be reviewed towards the completion of the Kowloon Central study, so that the study approach and the tasks to be undertaken could be refined with comments from Members, if necessary, in the subsequent studies.

INDICATIVE STUDY TIMEFRAME

15. The district assessment, including community participation programme, for Kowloon Central (Hung Hom) study is estimated to be completed in 16 months, as indicated below:

- | | |
|------------------------------|------------|
| • Baseline Stage | (2 months) |
| • Envisioning Stage | (3 months) |
| • Options Stage | (4 months) |
| • Embody Stage | (5 months) |
| • Implementation Arrangement | (2 months) |

16. Whilst most of the planning tasks would be undertaken by PlanD., consultants/contractors may need to be commissioned to organize the community participatory programme. Baseline review for Hung Hom has already commenced and the entire study is expected to completed in early 2006.

OTHER DISTRICT STUDIES

17. The scope of work for other districts may vary depending on the circumstances of the districts. It is possible that full consultancy study may be required for some of the districts in view of the complexity of the issues, scale of specific feasibility and impact assessments involved.

NEXT STEP

18. With the support of the Sub-committee, endorsement will be sought from the HEC for funding support for engaging consultants. Action will also be taken to prepare the necessary study brief for engaging consultants. To facilitate tasks under the envisioning stages of the study, a “wish-list” detailing potential land uses and development components that may be considered within the study area will also be prepared and submitted to the Task Group for consideration.

ADVICE SOUGHT

19. Members are invited to comment and agree to the overall approach, priority of the district studies and District Studies programme.

Framework for the Harbour Plan Review

The framework for the Harbour Plan Review comprises of the following tasks (Revised version based on the discussion of the Harbour Plan Review Sub-Committee on 6.10.2004):

- a. *Harbour Planning Principles Review***
 - Revised planning principles were discussed by the Task Group on 7.10.2004 and 20.10.2004. The revised draft was circulated on 26.10.2004, and would be discussed by Members at this meeting.

- b. *Approach for Harbour Planning Review***
 - Overall approach to the Harbour Plan Review was agreed at Sub-committee meeting on 6 October 2004. Develop an approach for the carrying out of the Harbour Plan Review – the subject of this paper for consideration by the Sub-committee on 24.11.2004

- c. *Comprehensive Review on Existing and Planned Uses***
 - Broad baseline land-use analysis covering districts along both sides of the harbour was presented to HEC on 9.9.2004;
 - List of major land use proposals or inventory list covering both land-based and marine-based facilities to assist review; and
 - Further in depth review at area assessment stage.

- d. *Opportunities and Constraints***

Ongoing review and development of harbour planning principles, urban planning, urban design, marine uses and harbour-front management guidelines to address concerns on:

 - Minimise foot-print of ground-level and elevated transport and other infrastructures uses;
 - Initiate a 'Pedestrian First Strategy' aiming at improving the pedestrian experience with high quality, integrated and vibrant at grade, underground and elevated pedestrian link to and from transport nodes;
 - Facilitate public, leisure/recreation, tourism and marine facilities around the entire harbour; and
 - Promote quality design and architecture around the harbour, and provide unobstructed visual corridors and breezeways allowing maximum visual permeability and airy ventilation through stepped height and building control.

- e. *Prepare Options with Input from Public***
 - Collect and develop an overall waterfront improvement measures which are not district specific but are applicable to all districts and/or the harbour overall;
 - Review, integrate and interface with harbour and related enhancement proposals (i.e. Study to enhance piers and landing steps, greening initiatives etc.); and
 - Review all licensing procedures and restrictions for activities such as vendors/hawking, street musicians, street fairs, (temporary) open air markets, fishing, cycling, skating, etc. along the harbour front areas.

f. *On-going Studies*

- Interactive process to integrate and address any interface issues arising from review studies and related public programmes, such as Wan Chai II, Kai Tak, as well as other district specific studies such as in Tsim Sha Tsui, West Kowloon, and studies conducted by other relevant parties.

g. *District Proposals and Projects*

- To identify improvement opportunities and proposals for short-term (early enhancement), medium term, and long-term improvement;
- To evaluate scope and engineering feasibility of proposals;
- To take forward short-term improvement projects; and
- Monitor other longer-term improvement opportunities throughout the planning process.

h. *District Concept Plan*

- Ongoing monitoring for scope of enhancement, proposals will be formulated, where appropriate, and presented to HEC for consideration;
- Opportunities and constraints covering both district and local dimensions, integration amongst districts will be part of the overall area assessment;
- An overall planning framework formulated with public inputs through various engagement and participatory programmes; and
- Identify and prioritised potential improvement areas.

i. *Implementation Arrangement*

- To identify potential project proponents, and implementation agencies,
- To explore possible institutional arrangement for project implementation; and
- To identify specific events and activities in the Harbour.

j. *Management Arrangement*

- To identify scope for better management of the harbour; including licensing and approving arrangements

Geographical Coverage and Characteristics of the Study Districts

West Kowloon Cultural District

- Excluded from the Harbour Plan Review but will incorporate results and ascertain adjoining areas well integrated;
- Land use comprehensively planned to meet special needs – art and cultural centre with clear objective and identity; and
- Implementation planned and integrated with various development components under a design time frame.

Kowloon Central

- To primarily include Hung Hom (Tsim Sha Tsui waterfront beautification is already in progress, whilst Tsim Sha Tsui improvement is currently under a separate study, and findings will be incorporated to form the overall district plan and strategies);
- Located at the centre of the Victoria Harbour, the district include a mixed tourism, commercial/retail and residential uses where improvement schemes are being initiated;
- Waterfront areas at Hung Hom are readily available for development/redevelopment; and
- Improvement at Hung Hom has good chance for the provision of continuous waterfront promenade at the heart of the Victoria Harbour linking Tsim Sha Tsui and Hung Hom east .

Kowloon East

- To include Ma Tau Kok, Kai Tak, Kwu Tong and Lei Yue Mun/Yau Tong, areas geographically located around the Kowloon Bay;
- Mostly covered by the Kai Tai Study currently underway, and therefore, no separate study is required;
- Land use and development opportunities of adjoining areas are directly affected by proposals at Kai Tak, a holistic approach is needed to shape the entire areas; and
- Opportunity to include Lei Yue Mun/Yau Tong within a broader district for assessment.

Western Harbour

- To include part of Tsuen Wan, Kwai Tsing (container port), Sham Shui Po and West Kowloon falling within the statutory harbour limit;
- Cluster of port and port backup uses reflecting the role of harbour as an international port;
- Land uses will interface with port and key infrastructural developments covering the entire district, any major land use adjustment would have far reaching implication and requiring extensive public deliberation; and
- Opportunity to examine Tsuen Wan Bay and sections of West Kowloon for early enhancement.

Hong Kong Island West

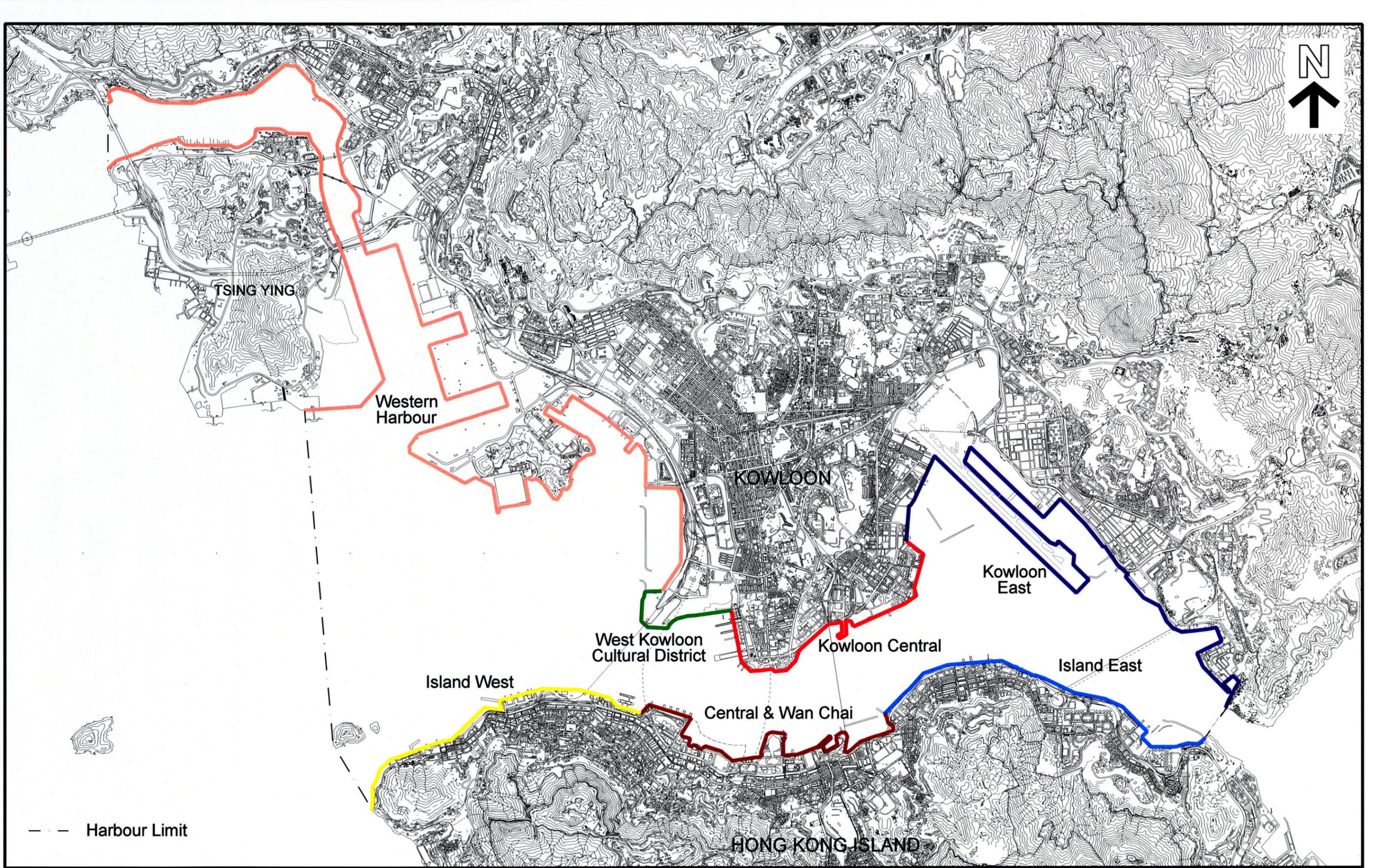
- To include Kennedy Town, Sai Wan and Sheung Wan;
- Evolves as cargo handling and trading areas, characterized with domestic and regional port/harbour activities;
- Opportunity for major replanning to guide land use restructuring, new infrastructural proposals (rail and road), and redevelopment especially at Kennedy Town; and
- Characterized with Government installation and buildings, areas along waterfront with potential for further enhancement.

Central and Wan Chai

- To include Central, Admiralty, Wan Chai and Causeway Bay;
- Major transport and financial centre with new waterfront in the making, planned Wan Chai development is current under review and no separate study is required;
- Findings of the review studies will have direct impact on adjoining areas, a holistic approach is needed to shape the entire areas; and
- Enhancement initiatives would be examined and participatory programme at Central Outlying Islands Ferry Piers will commence shortly.

Hong Kong Island East

- To include North Point, Quarry Bay and Shau Kei Wan;
- District mixed with residential uses, evolving traditional harbour functions, and characterized with major infrastructure such as Island East Corridor (IEC) and Western Harbour Crossing;
- Interface between major infrastructures and adjoining areas would require extensive assessments; and
- new opportunities emerge through major redevelopment sites and new development initiatives, however, public debate on the long term future of IEC will take considerable time to conclude before emergence of consensus.



Waterfront Areas for District Studies



PLANNING DEPARTMENT

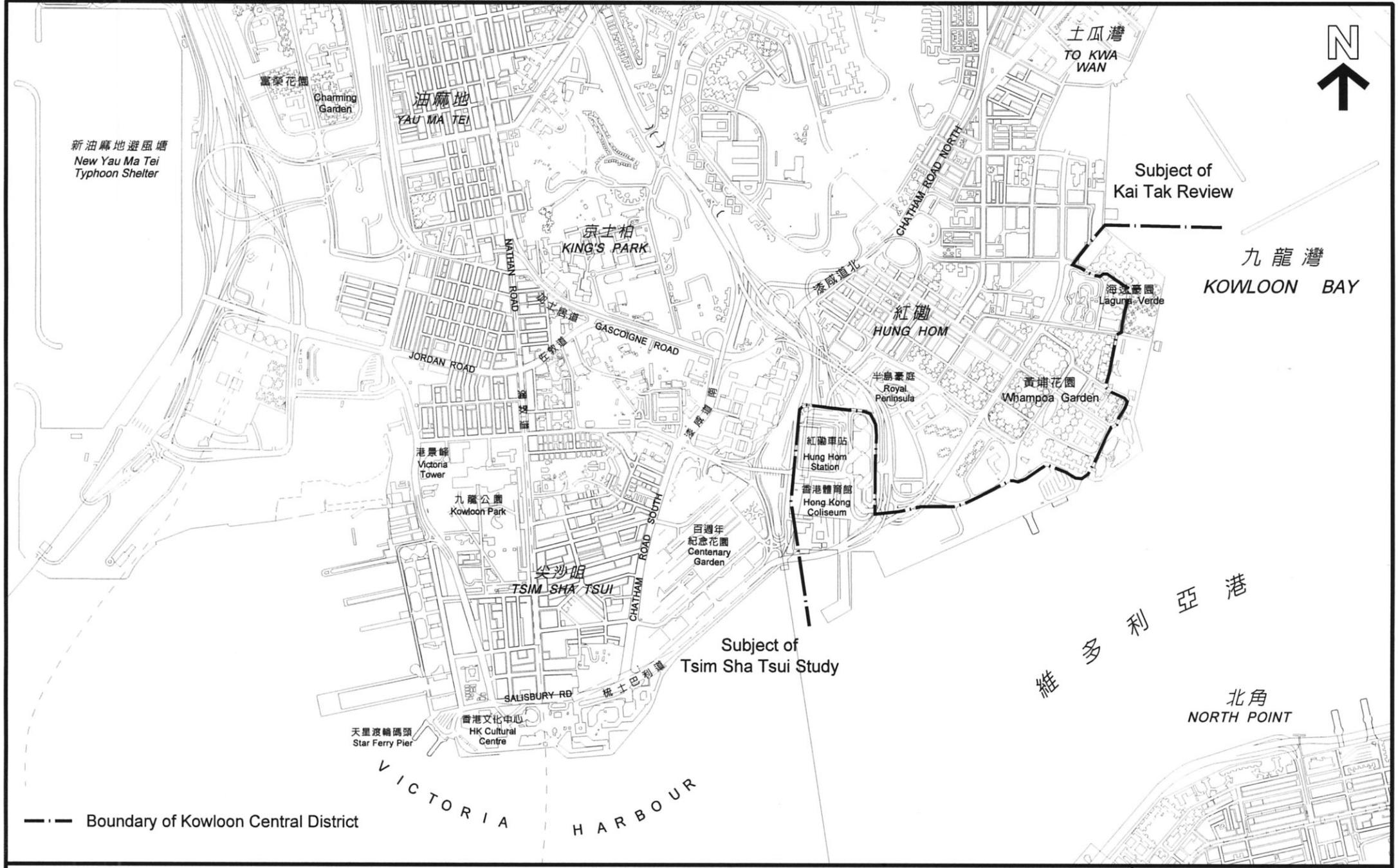


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PLAN

DATE : 16/11/2004

1



Study Area of Hung Hom, Kowloon Central



PLANNING DEPARTMENT 	
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DATE : 20/10/2004	2

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

**Overview of Enhancement Works at Government Piers
and Landing Facilities – Outline Enhancement Works**

Purpose

This paper discusses the enhancement approach for the seven piers and landings accorded with top enhancement priority within the Harbour.

Background

2. The background, scope and preliminary findings of the consultancy study on enhancing the Government piers and landing facilities within the limits of the Victoria Harbour were discussed at the meeting of the Harbour-front Enhancement Committee on 9.9.2004 (Paper No. 10/2004). The consultants recommended that the following piers and landings within the Harbour limits as shown in **Plan 1** be accorded with top enhancement priority:

- Tsim Sha Tsui Ferry Pier
- Kowloon Public Pier
- Hung Hom (South) Ferry Pier
- Hung Hom (North) Ferry Pier
- Sam Ka Tsuen Ferry Pier
- Hong Kong Convention and Exhibition Centre Landing
- Hung Hom Landing No. 8 (adjacent to Hung Hom (North) Ferry Pier)

Design Principles

3. The principles to be adopted for the design of the enhancement works are shown in **Annex I**. They cover aspects on aesthetics, enjoyment of the Harbour by the public, environmental friendliness, heritage, facilities, non-farebox revenues, construction, maintenance and cost-effectiveness, without defeating the primary functions of the piers and landings. They have been set

out with reference to the status of the existing piers and landings, views of the public, ferry operators and stakeholders, developments along the harbour-front, as well as comments given by the Harbour-front Enhancement Committee.

Proposed Enhancement works

4. An outline of the proposed enhancement works for the seven piers and landings is shown in **Annex II**. Conceptual layouts are appended in **Figures 1 to 7**. The proposed enhancement works intend to strike a balance on the requirements of the design principles described in **Annex I**.

5. These preliminary proposals will form the platform for interaction with the general public for developing the most desirable design that has the recognition of all those concerned.

Advice Sought

6. Members are invited to comment the preliminary proposals. We will amend the proposals to incorporate members' comments. Based on the revised proposals, we will also develop a public consultation/participation programme to allow evolution of these proposals into a publicly accepted design.

Attachments

Annex I	Design principles
Annex II	Outline of enhancement works
Plan 1	Locations of the seven piers and landings within the Harbour
Figures 1 to 7	Conceptual layouts of proposed enhancement works

Civil Engineering and Development Department
November 2004

Design Principles

1. **Aesthetics** – The enhancement works should take into account the development of the adjoining areas of the harbour-front. Appearance and facilities should be structurally laid out to provide a unique image for every pier as far as practicable.
2. **Enjoyment of the Harbour** – The enhancement should enable better enjoyment of the Harbour by the public and pier users.
3. **Environmental friendliness** – The enhancement should be environmentally friendly, such as the use of natural ventilation instead of air-conditioning, minimizing demolition works to avoid generating excessive construction waste and using recycled materials where appropriate.
4. **Heritage** – The existing form and layout of the structures should be retained as far as possible in order to minimize expensive alternation works and to preserve their original design language.
5. **Facilities** – The facilities should provide greater comfort and convenience to members of the public, including the disabled, elderly and infant. The facilities should facilitate promulgation of community and educational events.
6. **Non-farebox revenues** – As a means to cross-subsidise ferry operations, provision of commercial areas within the piers, such as for kiosks, cafes and advertisement panels, may be added with the purpose of allowing the ferry operators to generate non-farebox revenues by sub-leasing out such areas.
7. **Construction** – The interruption to the public and daily ferry services by the construction of the enhancement works should be minimised.
8. **Maintenance** - The enhancement works should not result in significant increase in future maintenance cost borne by the Government. The enhancement works should not increase the operating cost borne by the ferry operators in upkeeping the facilities.
9. **Cost-effectiveness** – The design of the enhancement works should strike a balance on the above attributes to ensure cost-effective use of resources. A modest approach should be adopted in the design.

Outline of Enhancement Works

Piers and Landings	Enhancement Works
Tsim Sha Tsui Ferry Pier (see Figure 1)	<ol style="list-style-type: none">1. <u>External enhancement</u><ol style="list-style-type: none">(a) Adopt colour scheme that matches with the surrounding characters, taking into account the proposed Tsim Sha Tsui Promenade Beautification Project.(b) Remove the walls at the pier head and replace them with glass wall for greater sea-view. Windows on glass wall can be opened to make use of natural ventilation.2. <u>Internal enhancement</u><ol style="list-style-type: none">(a) Remove unused toilet at the pier head in G/F to release space for installation of glass wall for greater sea-view.(b) Relocate existing facilities and shops at pier entrance in G/F to other vacant areas in the pier to release space for enjoyment of the harbour view by the public.(c) Provide display panels to introduce Tsim Sha Tsui and its surroundings such as history and local characteristics.(d) Renovate the finishes of the floors, walls, suspended ceilings, handrails, lighting and facilities using durable materials to present a harmonious image to the public.(e) Provide clear signage and display panels for advertisement and promulgation of community events.(f) Provide seating area for the elderly, infant care room, and tactiles and stairlift for the disabled.(g) Provide potted plants for more green areas in the pier.
Kowloon Public Pier (outside the Tsim Sha Tsui Cultural Centre) (see Figure 2)	<ol style="list-style-type: none">(a) Retain the existing appearance of the elevated walkway at the pier, as indicated from proposed Tsim Sha Tsui Promenade Beautification Project.(b) Erect “boat” features at the roof of the pier to present a distinguished landmark at the waterfront. Numbering of the pier landing is also shown on the features to facilitate the public in using the pier.(c) Explore the use of durable materials for handrails and finishes on the pier landings with appearance matching with those of the Beautification Project.

Outline of Enhancement Works

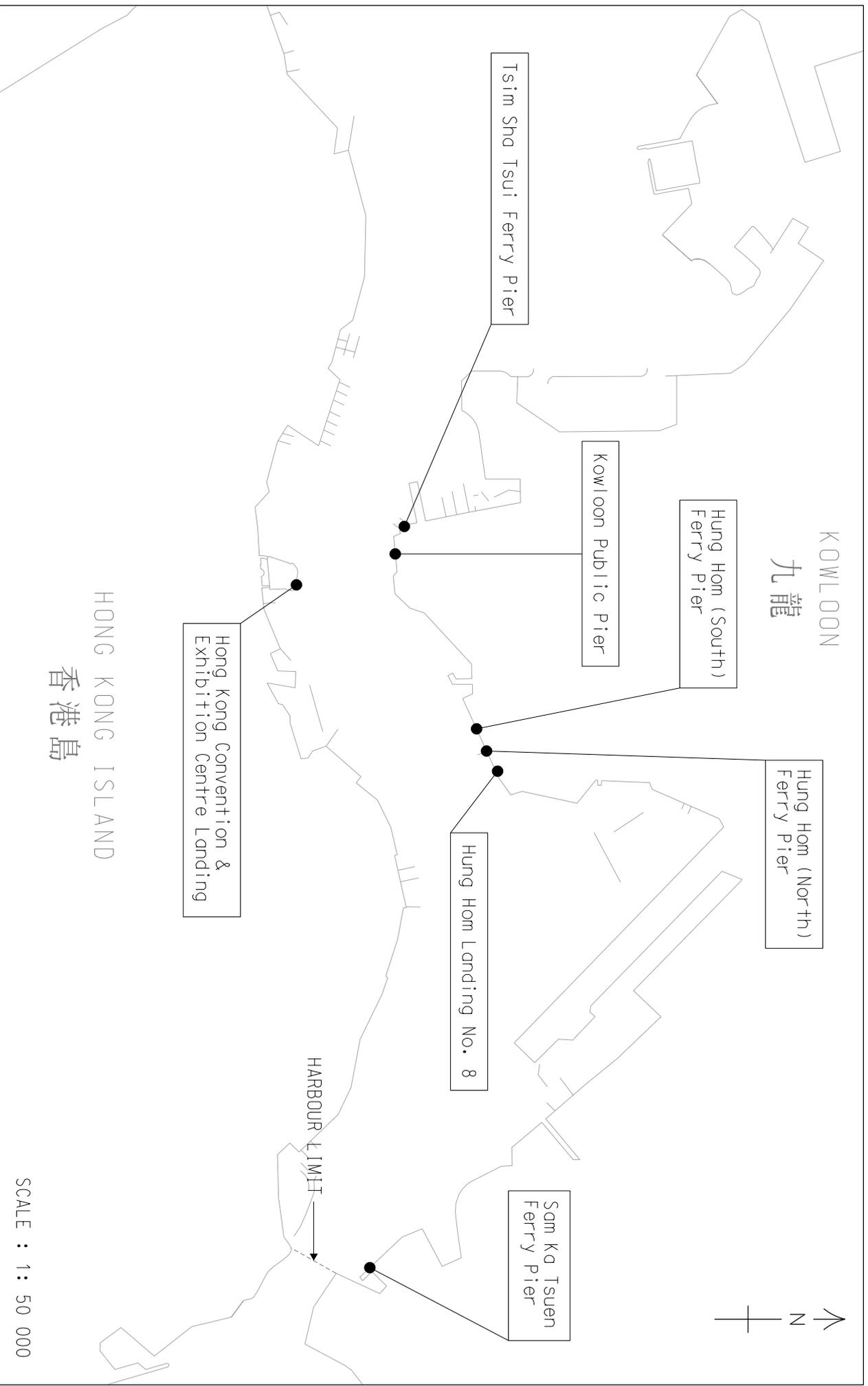
Piers and Landings	Enhancement Works
<p>Hung Hom (South) Ferry Pier (see Figure 3) and Hung Hom (North) Ferry Pier (see Figure 4)</p>	<p>1. <u>External enhancement</u></p> <p>(a) Adopt colour scheme that matches with the surrounding characters, taking into account the adjacent commercial and hotel developments and the proposed promenade linking Hung Hom to Tsim Sha Tsui East.</p> <p>(b) Remove the wall at the pier head and replace them with glass wall for greater sea-view. Windows on glass wall can be opened to make use of natural ventilation.</p> <p>(c) An option that may be included in the external enhancement is the conversion of the roof of these piers into a roof garden to enable the public to have better enjoyment of the Harbour. This option is more expensive and more demolition works will be required. Technical constraints such as the need to relocating existing telecommunication facilities on the roof have to be solved before such option can be implemented.</p> <p>2. <u>Internal enhancement</u></p> <p>(a) Relocate the toilets at pier head in G/F and 1/F of the North Ferry Pier to the inner part to release space for installation of glass wall for greater sea-view. The toilets in the South Ferry Pier is not located at the pier head and therefore relocation is not necessary.</p> <p>(b) For the South Ferry Pier, provide kiosks and café in the piers to facilitate the public in using the piers.</p> <p>(c) For the North Ferry Pier, set up an exhibition area in the existing unoccupied 1/F of the pier to show displays such as maritime information and historical development of the Harbour, in addition to kiosks and café.</p> <p>(d) For both the South and North Ferry Piers, provide display panels to introduce the history and local characteristics of Hung Hom and its surroundings.</p> <p>(e) Other renovations are similar to items 2(d), (e), (f) and (g) for Tsim Sha Tsui Ferry Pier where appropriate.</p>

Outline of Enhancement Works

Piers and Landings	Enhancement Works
Sam Ka Tsuen Ferry Pier (see Figure 5)	<p>1. <u>External enhancement</u></p> <p>(a) Adopt colour scheme that matches with the surrounding characters, taking into account the proposed improvement for Lei Yue Mun.</p> <p>(b) Enlarge the windows on the frontal side of the pier for greater sea-view. Windows on glass wall can be opened to make use of natural ventilation.</p> <p>2. <u>Internal enhancement</u></p> <p>(a) Renovate the waiting area so that it becomes a more comfortable waiting environment for the public.</p> <p>(b) Provide panels to display information of Lei Yue Mun and its surroundings such as the history and local characteristics.</p> <p>(c) Items 2(d), (e), (f) and (g) for Tsim Sha Tsui Ferry Pier apply where appropriate.</p>
Hong Kong Convention and Exhibition Centre Landing (see Figure 6)	<p>(a) Add a shelter to facilitate the public in using the landing during adverse weather.</p> <p>(b) Design the shelter to reflect the local characteristics of Wanchai area so that the landing will become a distinguished feature at the waterfront of the Hong Kong Convention and Exhibition Centre.</p> <p>(c) Explore the use of durable materials for handrails and finishes on the pier landings.</p>
Hung Hom Landing No. 8 (adjacent to Hung Hom (North) Ferry Pier) (see Figure 7)	<p>(a) Add a shelter to facilitate the public in using the landing during adverse weather.</p> <p>(b) Design the shelter to match with the adjacent commercial and hotel developments and the proposed promenade linking Hung Hom to Tsim Sha Tsui East.</p> <p>(c) Explore the use of durable materials for handrails and finishes on the pier landings.</p>

LOCATIONS OF THE SEVEN PIERS AND LANDINGS WITHIN THE HARBOUR

PLAN 1



SCALE : 1 : 50 000

PENTABLE: XX/PENTABLEZZ

Z/FILENAME/ZZ

Figure 1 - Tsim Sha Tsui Ferry Pier



Tsim Sha Tsui Ferry Pier Waiting Area



External Perspective of Tsim Sha Tsui Ferry Pier



Tsim Sha Tsui Ferry Pier Entrance Lobby

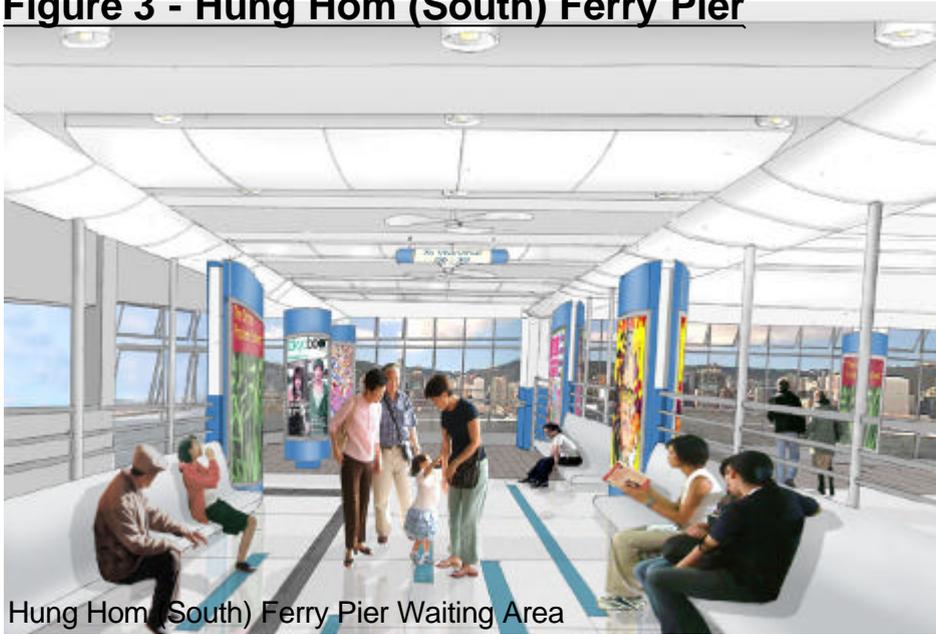


Figure 2 - Kowloon Public Pier



Perspective of Kowloon Public Pier

Figure 3 - Hung Hom (South) Ferry Pier



Hung Hom (South) Ferry Pier Waiting Area



Bird's Eye View of Hung Hom (South) Ferry Pier



Hung Hom (South) Ferry Pier Entrance Lobby



Figure 4 - Hung Hom (North) Ferry Pier



Hung Hom (North) Ferry Pier Upper Deck Exhibition Area



External Perspective of Hung Hom (North) Ferry Pier



Hung Hom (North) Ferry Pier Waiting Area

Figure 5 - Sam Ka Tsuen Ferry Pier



Sam Ka Tsuen Ferry Pier Waiting Area



External Perspective of Sam Ka Tsuen Ferry Pier



Sam Ka Tsuen Ferry Pier Display Area



Figure 6 - Hong Kong Convention and Exhibition Centre Landing



Perspective of HK Convention and Exhibition Centre Landing

Figure 7 - Hung Hom Landing



Perspective of Hung Hom Landing