

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

Eighth Meeting

Date: 10 August 2005
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. Transport and Traffic Arrangements upon Relocation of the Star Ferry Public Transport Interchange to Tsim Sha Tsui East (Paper No. 10/2005)
4. Integrated Conceptual Design of a Stormwater Pumping Station at a Waterfront Site in Sheung Wan (Paper No. 11/2005)
5. Proposal to include Public Open Space at the Former Government Supplies Depot at Oil Street, North Point (Paper No. 12/2005)
6. Any Other Business

*Secretary, Sub-committee on
Harbour Plan Review
August 2005*

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

Transport and Traffic Arrangement upon Relocation of the Star Ferry Public Transport Interchange to Tsim Sha Tsui East

Background

We have planned to relocate the existing Star Ferry public transport interchange (PTI) to the Wing On Plaza Garden (WOPG) site in Tsim Tsui Tsui (TST) East to pave way for the Tourism Commission to develop an open plaza at its present location. Also, additional pedestrian links will be provided between TST East and other parts of the TST with a view to improving the pedestrian circulation, and enhancing the tourism and economic activities in all parts of TST.

2. The proposed transport link project comprises the construction of a bus terminus with nine sawtooth bus bays and seven bus stacking spaces at WOPG site, a podium garden on top of the PTI and two footbridges, i.e. one footbridge across Salisbury Road and another one across Chatham Road South linking the PTI with the TST Promenade and the new Middle Road Children's Playground on top of the KCRC East TST Station respectively. The funding for the above transport link project was approved by Finance Committee on 24 June 2005. Works for the project will commence shortly for completion in 2007. The relocation of the existing Star Ferry PTI will tie in with the completion of the new PTI at the WOPG site.

Proposed Traffic and Transport Arrangements

3. After the relocation of the Star Ferry PTI, a turnaround area will be provided at the junction of Salisbury Road with Canton Road. Under the new traffic arrangement, only taxis and franchised buses are allowed to enter the turnaround area outside the Hong Kong Cultural Centre (HKCC) for picking up or setting down passengers. Coaches are allowed to pass through the turnaround area after picking up or setting down passengers at the new coach layby on Salisbury Road westbound between HKCC and Hong Kong Space Museum.

Buses

4. Buses will continue to bring commuters from all Kowloon districts to the future open plaza under the principle of at least one bus route per district. The concerned District Councils have been consulted and the revised bus routes are acceptable to them. The arrangements will be as follows:

- (a) Ten out of 14 routes currently terminating or calling at the existing PTI will continue to serve the future open plaza and its vicinity. The remaining four routes will be provided with bus-bus interchange service at no additional charge to bring commuters to the open plaza;
- (b) A total of eight bus bays will be provided at the new turnaround area near the open plaza, six for boarding and two for alighting passengers. We shall provide clearly demarcated bus bays at the new turnaround to separate the 'boarding' bus stops and 'alighting' bus stops to avoid any possible confusion. The new bus stops are about 100 to 140 metres (one to one and a half minutes' walk) from the Star Ferry Pier;
- (c) The section of Salisbury Road at the turnaround area will be widened from two to three lanes to facilitate smooth traffic flow;
- (d) As most of the new bus stops will be the first stop from the new PTI in TST East, the bus service schedule can be effectively controlled and bunching of buses at bus stop is unlikely; and
- (e) There will be bus regulator deployed at the new bus stops to regulate the bus services.

5. According to our survey, about 33 000 bus passengers (18% of the total patronage of the 14 bus routes) will board and alight at the open plaza. About 7 300 of them will use the new bus-bus interchange service and among them 3 900 will take the Star Ferry.

Taxis

6. The following arrangements have been agreed with the taxi trade:

- (a) A 80-metre long taxi stand (for 16 taxis) will be provided right next to the open plaza. This is an improvement over the existing 55-metre long taxi stand (for 11 taxis); and

- (b) There are two taxi stands near the new PTI in TST East. These include a new 72-metre taxi stand (for 14 taxis) in Middle Road at KCRC East TST Station to serve passengers interchanging with railways; and an existing 45-metre long taxi stand (for nine taxis) in Mody Road outside the Shangri-La Hotel.

Coaches

7. The following facilities are new additions and are welcomed by the coach trade -

- (a) new layby for ten coaches will be provided on Salisbury Road southbound opposite the new PTI in TST East; and
- (b) new layby for four coaches will be provided on Salisbury Road near HKCC.

Public Light Buses

8. The project will not affect the current operation of the public light buses.

Private vehicles

9. Canton Road will be widened from two to three lanes, providing an additional lane for private vehicles to pick-up and drop-off passengers. Private vehicles may continue to drop off or pick up passengers at the lay-by outside Star House, and also along the driveway outside HKCC.

10. These pick-up/drop-off points are about 150 to 230 metres (one and a half minutes' to two and a half minutes' walk) from the Star Ferry Pier.

Loading and unloading activities

11. To meet the operational needs of the Star Ferry Pier occupants, loading and unloading of goods might be specially arranged outside the busy hours. The existing lay-by outside Star House in Canton Road will continue to serve this purpose at all times.

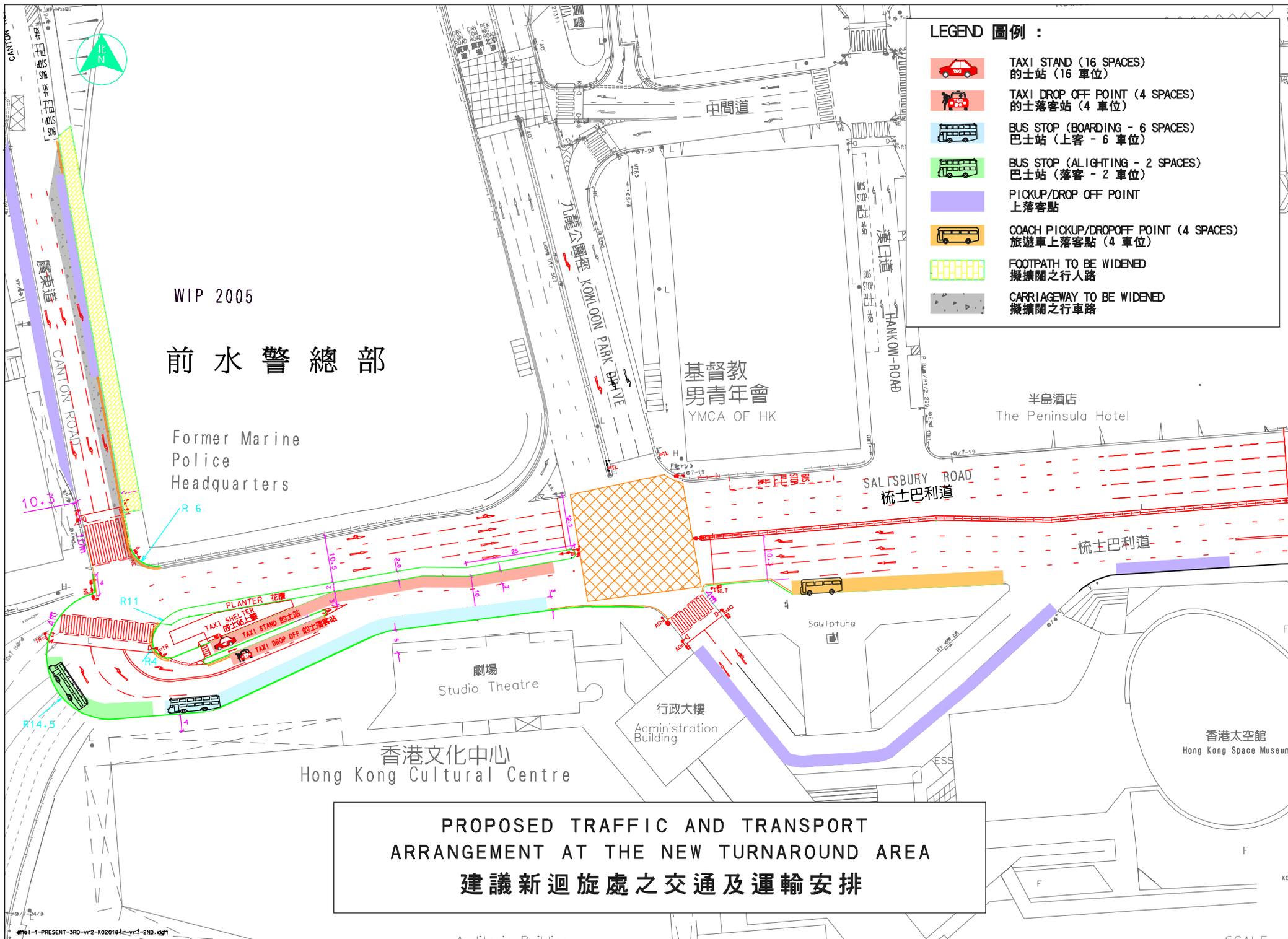
For Pedestrians

12. Pedestrians will be provided with a vehicle-free walkway along the promenade stretching from the Star Ferry Pier all the way to TST East. Pedestrian links are provided between the promenade and other parts of TST and TST East via the subways or footbridges across Salisbury Road at or near the junctions with Kowloon Park Drive, Nathan Road, Middle Road, Chatham Road South and Mody Lane.

13. Plans showing the above arrangements are at Enclosures 1 and 2.

Transport Department

August 2005



WIP 2005

前水警總部

Former Marine
Police
Headquarters

基督教
男青年會
YMCA OF HK

半島酒店
The Peninsula Hotel

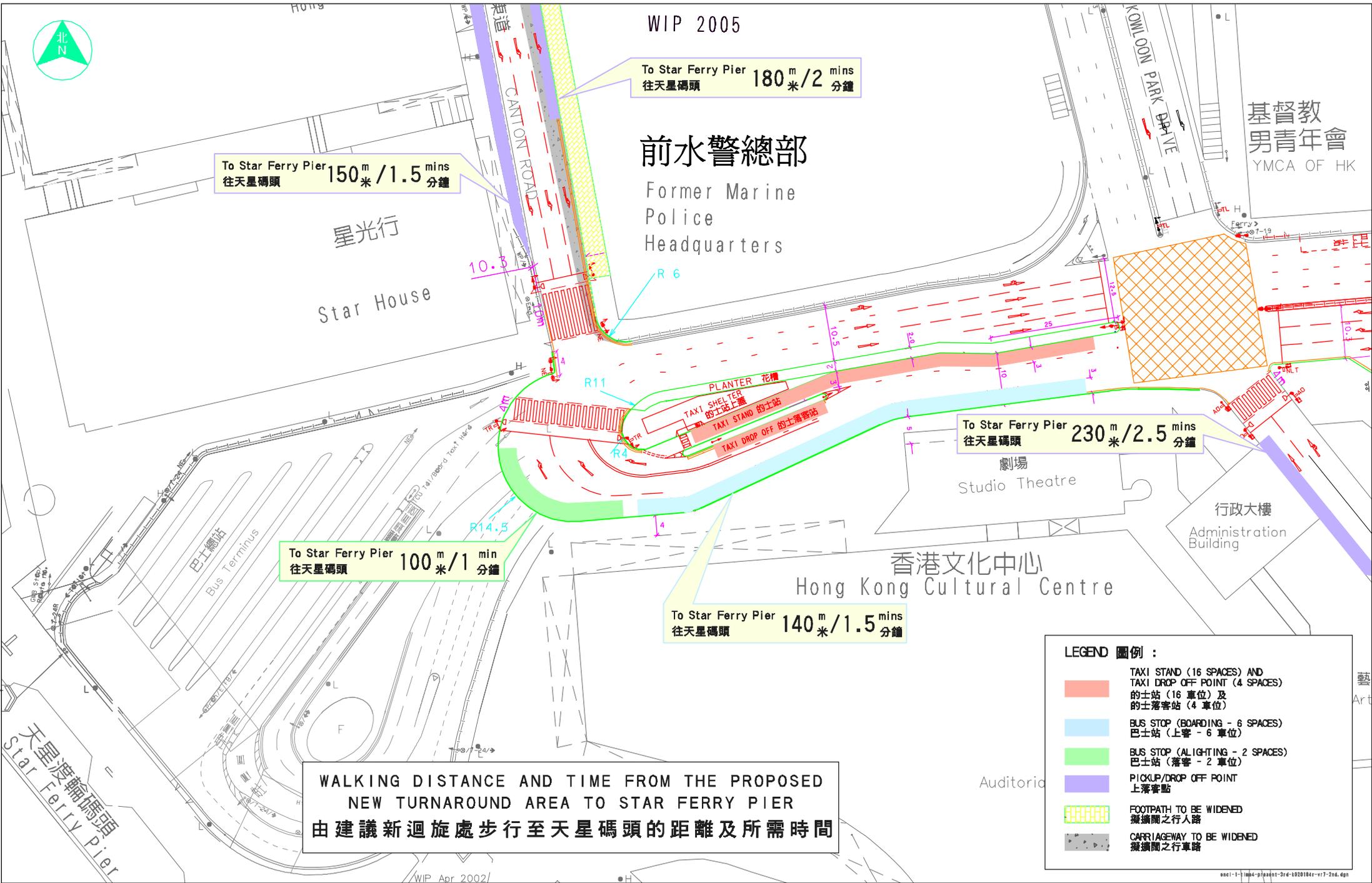
SALISBURY ROAD
梳士巴利道

劇場
Studio Theatre

香港文化中心
Hong Kong Cultural Centre

行政大樓
Administration
Building

香港太空館
Hong Kong Space Museum



WIP 2005

To Star Ferry Pier
往天星碼頭 180 米 / 2 分鐘

前水警總部

Former Marine
Police
Headquarters

基督教
男青年會
YMCA OF HK

To Star Ferry Pier
往天星碼頭 150 米 / 1.5 分鐘

星光行

Star House

To Star Ferry Pier
往天星碼頭 230 米 / 2.5 分鐘

劇場
Studio Theatre

To Star Ferry Pier
往天星碼頭 100 米 / 1 分鐘

巴士總站
Bus Terminus

To Star Ferry Pier
往天星碼頭 140 米 / 1.5 分鐘

香港文化中心
Hong Kong Cultural Centre

行政大樓
Administration
Building

WALKING DISTANCE AND TIME FROM THE PROPOSED
NEW TURNAROUND AREA TO STAR FERRY PIER
由建議新迴旋處步行至天星碼頭的距離及所需時間

LEGEND 圖例：

-  TAXI STAND (16 SPACES) AND TAXI DROP OFF POINT (4 SPACES) 的士站 (16 車位) 及的士落客站 (4 車位)
-  BUS STOP (BOARDING - 6 SPACES) 巴士站 (上客 - 6 車位)
-  BUS STOP (ALIGHTING - 2 SPACES) 巴士站 (落客 - 2 車位)
-  PICKUP/DROP OFF POINT 上落客點
-  FOOTPATH TO BE WIDENED 擬擴闊之行人路
-  CARRIAGEWAY TO BE WIDENED 擬擴闊之車路

**Harbour-Front Enhancement Committee
Harbour Planning Review Sub-Committee**

**Integrated Conceptual Design of a Stormwater Pumping Station
In A Waterfront Site In Sheung Wan**

Purpose

The purpose of this Paper is present to the Harbour Planning Review Sub-committee of the Harbour-front Enhancement Committee (HEC) the proposal to revise the location of the proposed stormwater pumping station at the waterfront site in Sheung Wan and to solicit the views of the Sub-committee on the proposal.

Background

2. The area in the vicinity of Wing Lok Street in Sheung Wan is a low-lying area. During heavy rainstorms coincided with high tide, this low-lying area would be prone to serious flooding. To resolve the flooding problem, the Director of Drainage Services proposes to construct a stormwater pumping station with an underground stormwater storage tank at the water-front Open Space site at Chung Kong Road, Sheung Wan. It is planned to start the pumping station construction in late 2006 for completion in late 2009. We will try to complete the underground stormwater storage tank in early 2009 so that the storage tank with some temporary pumping facility would be able to operate before the rainy season in 2009 to alleviate the flooding risk in the Sheung Wan low-lying area.

Consultation with Harbour-front Enhancement Committee

3. We presented the Integrated conceptual design of the pumping station and the water-front open space to the Harbour Planning Review Subcommittee of the HEC at their meeting on 15 June 05. The Harbour Planning Review Subcommittee was concerned about the impacts of incorporating various infrastructural uses on the design and use of the waterfront open space, including the works related to the HATS II project. The Subcommittee requested Drainage Services Department (DSD) to improve the design of the pumping station in line with the Harbour Planning Principles as the present design of the pumping station would block the view of the harbour, depriving public of a physically and visually accessible harbour.

Revised Location of the Sheung Wan Stormwater Pumping Station

4. It is noted that the general public have higher expectation for a more comprehensive land use planning for the harbour-front. In view of the above and the comments by the Subcommittee of the HEC, DSD proposes to revise the location of the proposed stormwater pumping station to the west side of the Open Space site (Plan 1)

5. In the revised scheme, the proposed underground stormwater storage tank will still have 2m of soil fill on top to facilitate landscaping works for the future Open Space. The above-ground structures of the pumping station (the control room) will be 43m long, 20m wide and 6m tall (preliminary), compared to 48m long, 13 m wide and 6m tall at the original proposed location on the south side of the open Space site. The top of the control room will be landscaped but under the current plan, the top of the control room will not be opened to public.

Integration with Other Infrastructures

6. Plan I illustrates how the proposed stormwater pumping station would be integrated with the future open space development, the landscaped decking across Chung Kong Road and the proposed HATS II facilities. Departments concerned have given their initial no-principle objection to the revised pumping station location.

Harbour Planning Considerations

7. **Accessible Harbour** - Under the revised scheme, the view of the Harbour from Chung King Road will be maintained. The revised scheme would also facilitate a direct at-grade access to the harbour-front from the adjacent roads.

8. **Maximizing Opportunities for Public Enjoyment** - With the proposed pumping station located to the west side of the Open Space site and the possible HATS II facilities to be sheltered underneath the landing of the future landscaped decking, the revised scheme should allow greater flexibilities for the planning and design for the future open space development.

9 **Vibrant Harbour** - The architectural design of the pumping station would be in harmony with the adjacent developments. The design would allow modifications in future if necessary, to blend in with the theme of the future open space development with an aim to make the pumping station building a harbour-front landmark in Sheung Wan.

Minimizing Land Required For the Pumping Station

10 We have constantly reviewed the possibility of reducing the footprint

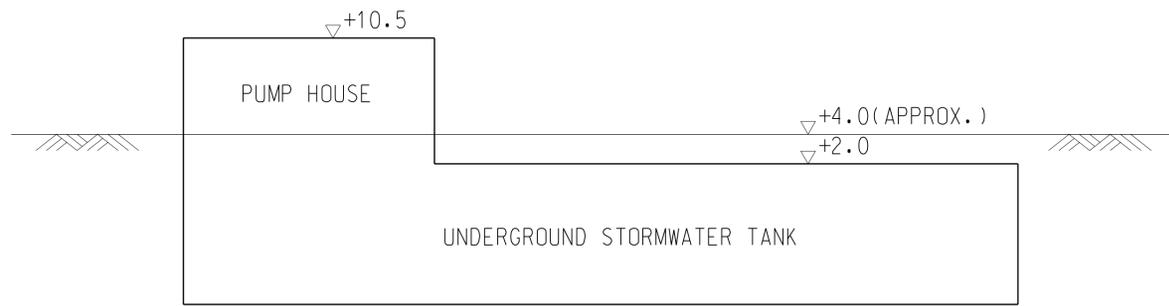
and height of the pumping station at every opportunity. We have proposed to use submersible type of pumps which requires less space than other pumps. We will use two independent power supply lines as an alternative to a back up power generator and oil fuel tank. The above are examples to illustrate that we put minimized land requirement as one of our important design considerations. In the detailed design stage, we will continue to critically review the design to see if we can further minimize the protrusion effects of the above-ground structures.

ADVICE SOUGHT

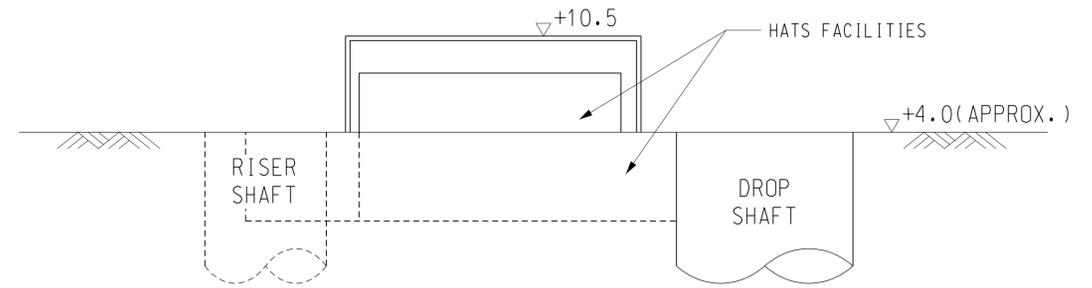
11. Comments of the Members are sought on the revised scheme of the proposed Sheung Wan Stormwater Pumping Station.

Drainage Services Department
August 2005

ABOVE GROUND STRUCTURES WILL OCCUPY ABOUT 15% OF OPEN SPACE.



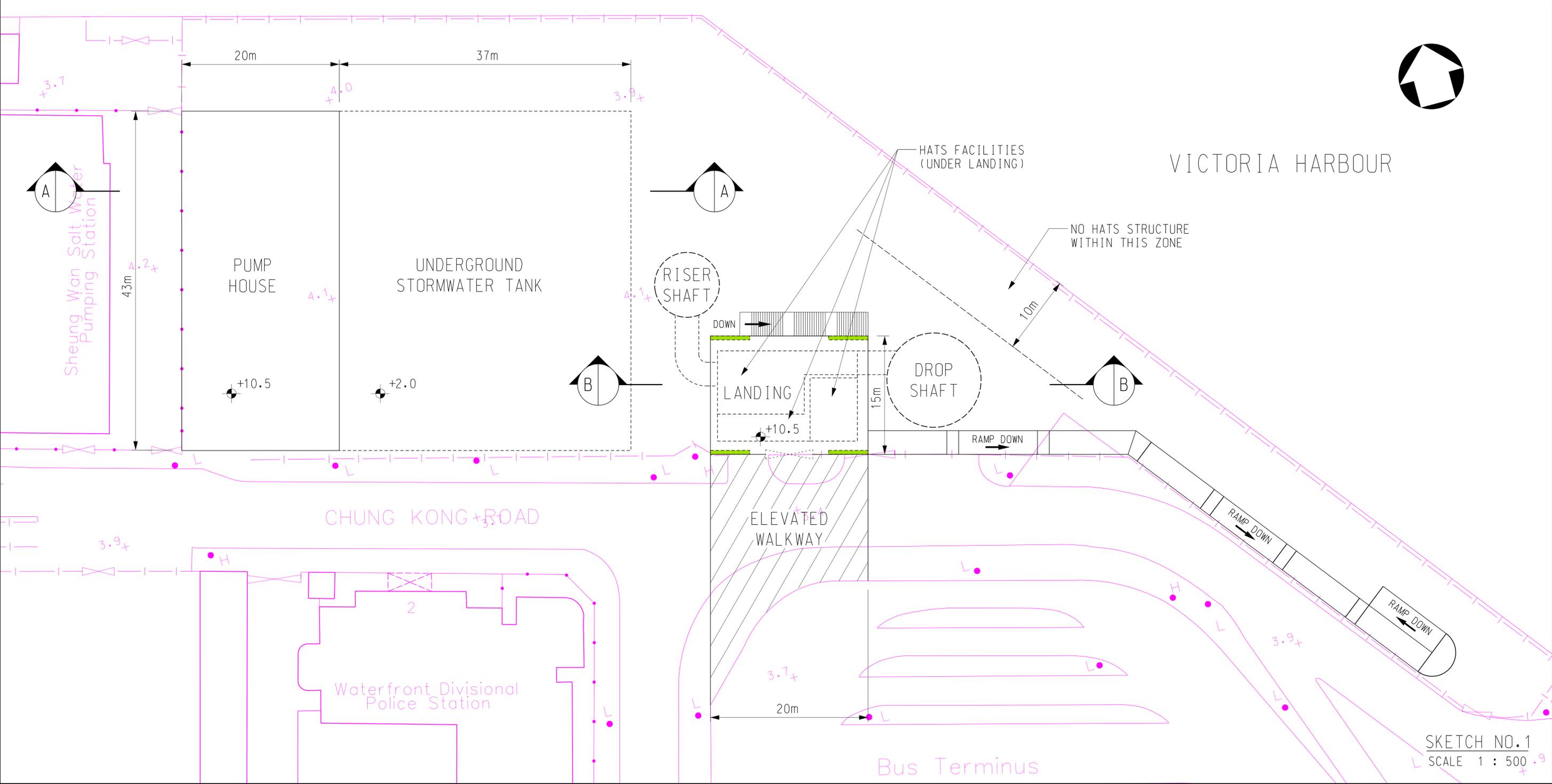
SECTION A - A



SECTION B - B



VICTORIA HARBOUR



SKETCH NO. 1
SCALE 1 : 500

**Harbour-front Enhancement Committee
Harbour Planning Review Sub-committee**

**Proposal to include Public Open Space, at the Former Government
Supplies Depot, Oil Street, North Point**

**Proposed Rezoning of Part of the CDA Zone and
Part of the CDA(1) Zone to “Open Space”**

- S.1 This application relates to the former Government Supplies Depot site which has recently been included in the Government Land Sales list.
- S.2 This proposal requires the reconsideration of the form and amount of development to be permitted on the CDA and CDA(1) zones at Oil Street.
- S.3 To proceed with the sale of this community asset under the present zoning will permanently result in yet another development mistake along Victoria Harbour which could easily be avoided. The sale of this land should not proceed until the Board has undertaken a rezoning of the site.

Current Zoning

- S.3 The existing zoning of the site is indicated on Figure 1.
- The CDA(1) zone permits development up to the height of the IEC structure. Only a 10 metre wide promenade is required along the northern portion of the harbour frontage.
 - The CDA portion has no height limit and a building in excess of 50 storeys could be built. Development is limited to a total of 123, 470 square metres..
 - The permitted plot ratio is approximately 10.46, an extremely intense development, with tall buildings along the waterfront and minimal requirement for public access to the harbour and/or views of the harbour.

Proposed Rezoning

- S.4 The proposed rezoning is indicated on Figure 2 and consists of the following:-
- The CDA(1) portion is rezoned to “Open Space” to provide a public waterfront park;
 - Part of the CDA zone along the eastern side of Oil Street is rezoned to “Open Space”. This will provide a continuous open space of 8,400 square metres from the waterfront to the extension of City Garden

Road. This will be a visual corridor from the harbour to the historical buildings and trees at the junction of Oil Street and Electric Road.

- A public promenade of 20 metres width along the northern waterfront of the CDA zone for continuous public access along the waterfront. (Area (a)).
- A 100mPD (30 storeys) height limit in Area (b) and a height limit of 140mPD (42 storeys) in Area (c). This is a stepped building height away from the harbour.

Justification

S.5 The proposed rezoning is justified because the existing zoning:-

- Does not conform with the HEC’s Harbour Planning Principles regarding public access to the Harbour, etc;
- Does not conform with the Town Planning Board’s “Vision for the Harbour”, of maintaining visual access to the harbour;
- Does not conform with the Urban Design Guidelines as it will create a wall of tall buildings blocking public views and access to the harbour;
- Does not support the Governments study on ventilation as it will block ventilation from the sea to the inland area;
- Does not provide any public planning gain, and in particular, does not address the shortage in Public Open Space in the area.

Conclusion

S.6 The proposal

- Reduces the development area;
- Provides significant public planning gains in terms of access to the waterfront and provision of public open space and
- Controls the height and form of the building.
- Provides certainty to the future developer.

Comparison of Land Uses

	Existing Zoning	Proposed Zoning
CDA site area	11,700 sm.	7,700 sm
CDA GFA maximum	123,470 sm.	68,800 sm
Office maximum.	18,100 sm.	15,400 sm
CDA(1) site area	4,400 sm	0 sm
Public Open Space	0 sm	8,400 sm.
Total land area	16,100 sm	16,100 sm

Application Site

毗連有關的用途
COMMERCIAL,
RELATED USES

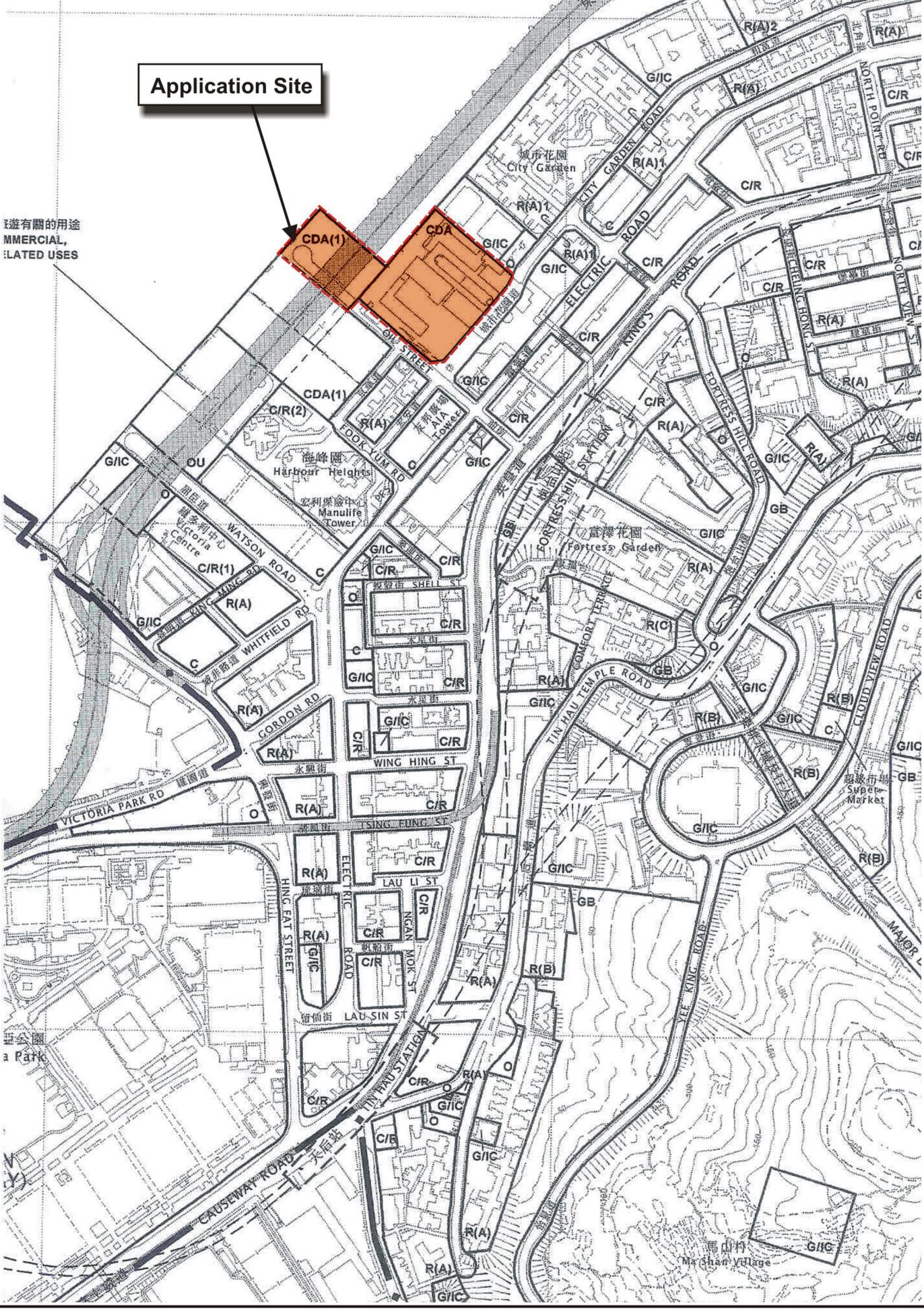


FIGURE 1: LOCATION PLAN (Extract from the North Point Outline Zoning Plan)

Application Site

遊有關的用途
COMMERCIAL,
RELATED USES

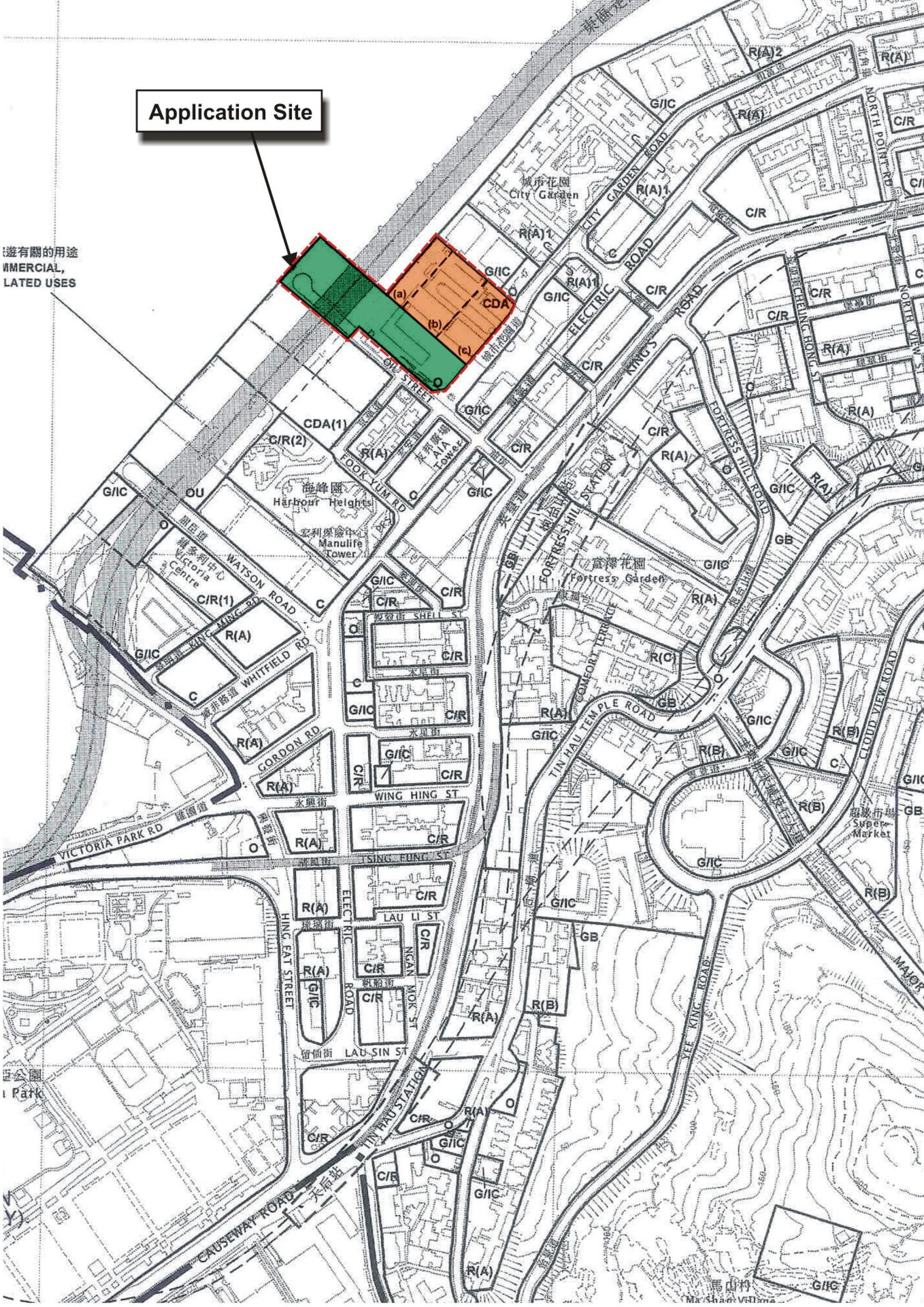
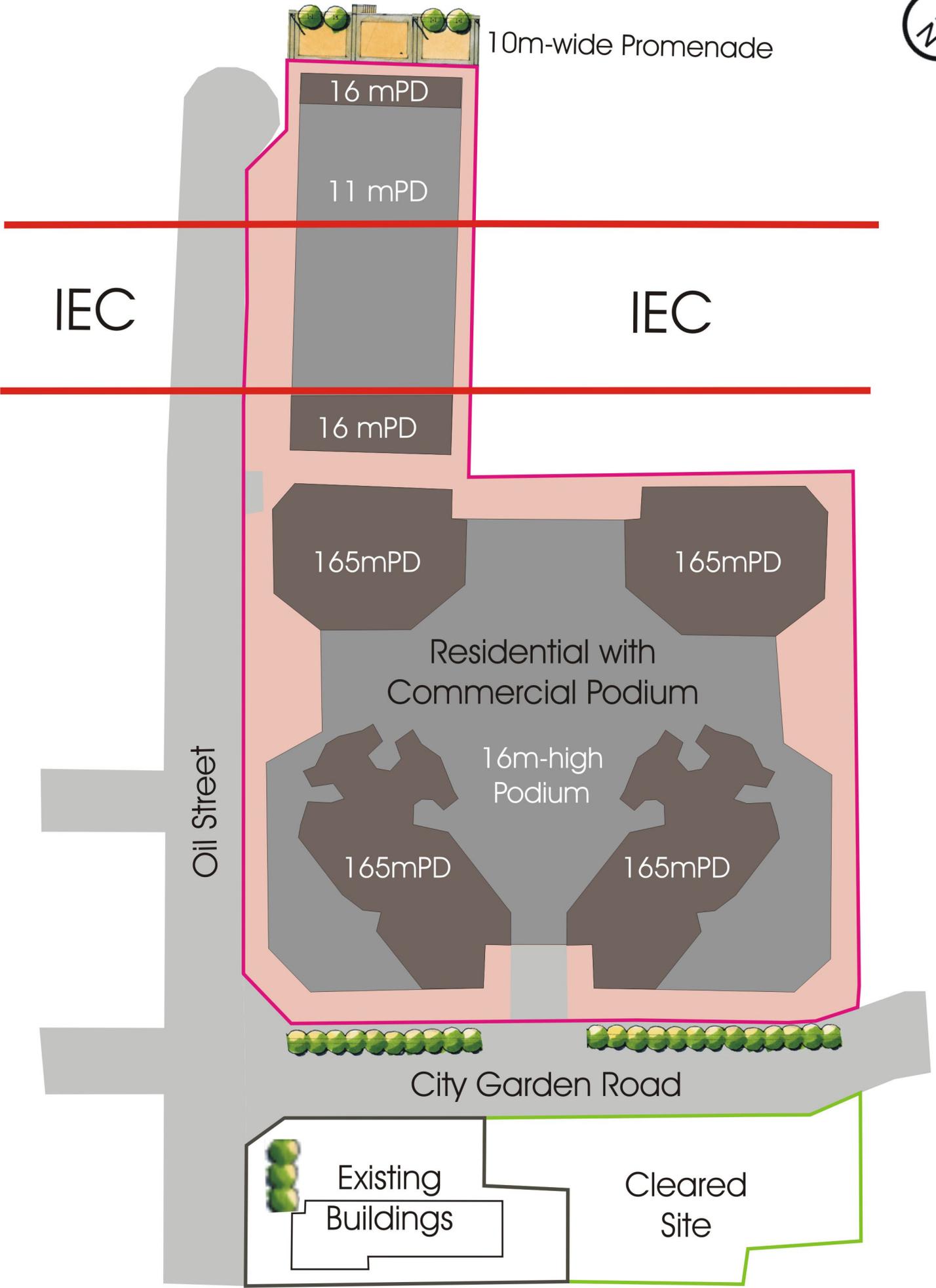
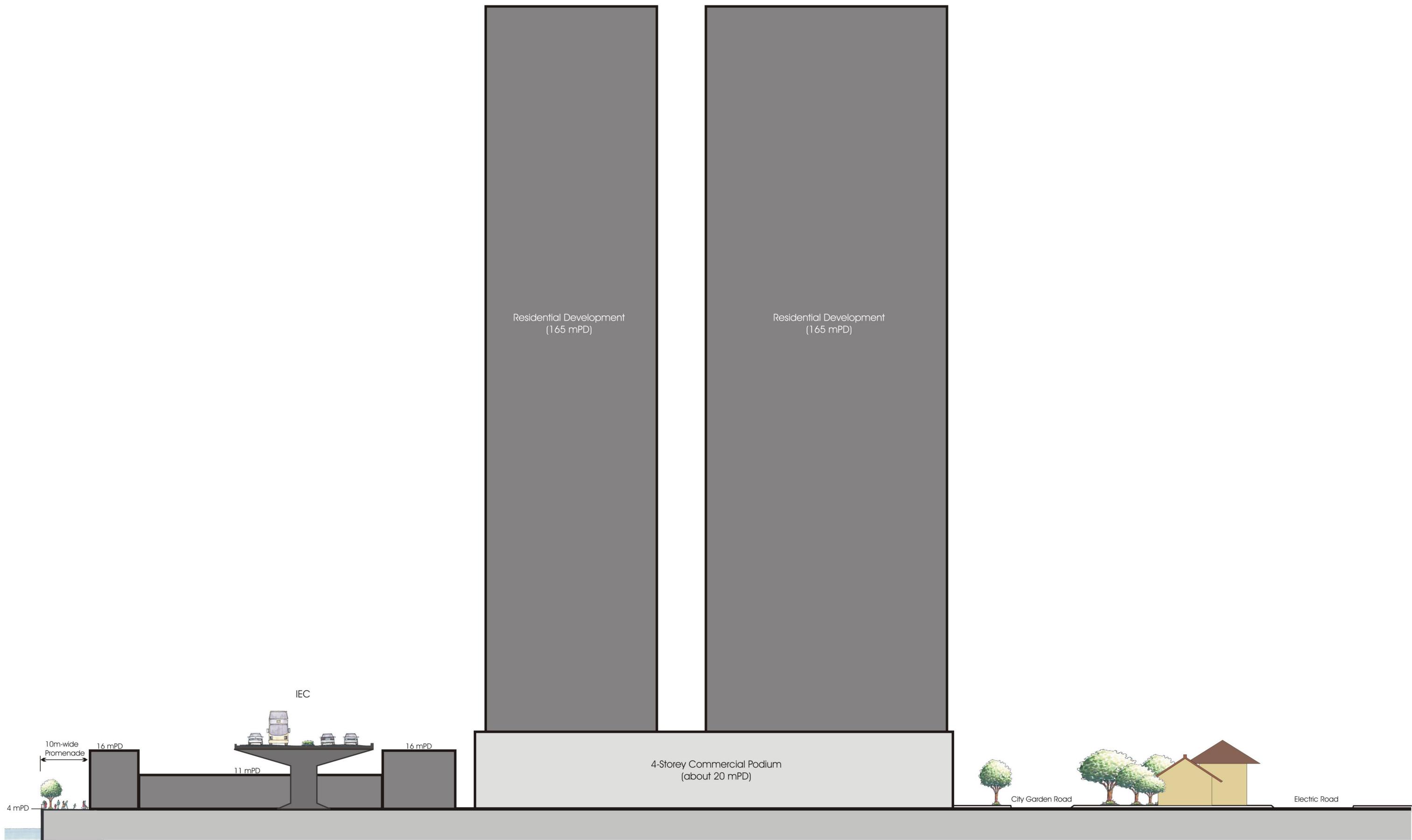


FIGURE 2 : Proposed Zoning

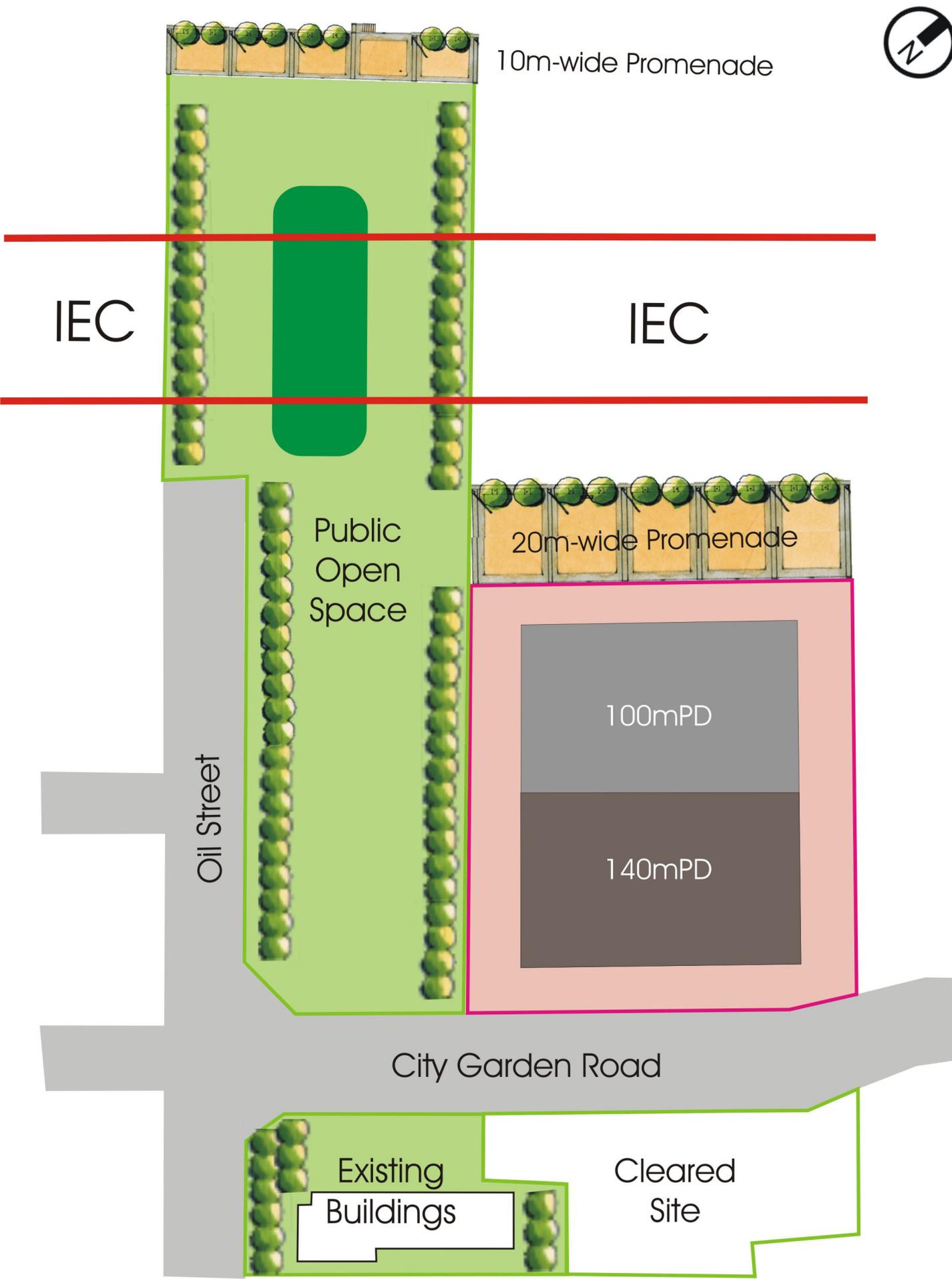
Existing Zoning : Conceptual Development



Existing Zoning : Section of the Conceptual Development



Proposed Zoning : Conceptual Development



Proposed Zoning : Section of the Conceptual Development



IEC

Residential Development
(100 mPD)

Residential Development
(140 mPD)

10m-wide
Promenade

City Garden Road

Electric Road

4 mPD

