

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 703 – BUILDINGS

Recreation, Culture and Amenities – Open spaces

393RO – Stanley waterfront improvement project

Members are invited to recommend to Finance Committee the upgrading of **393RO** to Category A at an estimated cost of \$90.1 million in money-of-the-day prices for improvement works at the Stanley waterfront.

PROBLEM

There is a need to enhance the attractiveness of the Stanley waterfront as a popular scenic spot for both local citizens and tourists.

PROPOSAL

2. The Director of Architectural Services (D Arch S), with the support of the Secretary for Economic Development and Labour, proposes to upgrade **393RO** to Category A at an estimated cost of \$90.1 million in money-of-the-day (MOD) prices for improvement works at the Stanley waterfront.

PROJECT SCOPE AND NATURE

3. The Stanley waterfront is about 380 metres long with a total area of about 14 350 square metres. It covers the promenade facing the Stanley Bay and extends from the Murray House to the Shui Sin Temple (the Temple) and the Pat Kan Uk sitting-out area.

4. The project scope of **393RO** comprises –

/(a)

(a) Waterfront outside Murray House (Site A)

construction of a public pier¹ incorporating the roof of the old Blake Pier (which is currently used as the roof of the Morse Park pavilion) and provision of a new roof for the Morse Park pavilion upon the relocation of the old Blake Pier roof to the public pier, and

(b) Stanley Main Street promenade (Site B)

(i) extension of the promenade and re-alignment of the existing seawall¹; and

(ii) streetscape improvements, including re-paving of footpaths and carriageways, upgrading of street lighting and street furniture and landscaping works for the extended promenade and Stanley Main Street, and

(c) Open space and promenade (Site C)

(i) streetscape improvements, including re-paving of footpaths and carriageways, upgrading of street lighting and street furniture and landscaping works; and

(ii) convert the existing soccer pitch into a multi-purpose venue, and

(d) The Temple and Pat Kan Uk sitting-out area (Site D)

(i) demolition of the existing tolerated structures surrounding the Temple;

(ii) general improvements to the access to the Temple and its adjacent area; and

(iii) general improvements to the open space in the vicinity of Pat Kan Uk, including re-paving of access and footpaths and landscaping works.

5. A site plan for Sites A to D is at Enclosure 1. Views of Sites A to

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¹ The design, construction and supervision of the substructure works of the public pier and the engineering works for the re-alignment of the existing seawall will be carried out by Civil Engineering Department.

————— D (artist's impression) are at Enclosures 2 to 7. To address local residents' concern over the possible impact of the construction works on tourist visitation, business of shops/restaurants in the vicinity as well as both pedestrian and vehicular traffic; and in order to maintain public access to at least part of the Stanley waterfront (particularly the seafront), we will implement the project by phases. We plan to start the construction works at Site D in September 2004, to be followed by the substructure works at Sites A and B in November 2004 as well as the improvement works at Site C in July 2005. Upon completion of CED's substructure works in April 2006, by which time both Sites C and D would have already been re-opened to the public, we will carry out the remaining works at Sites A and B. We expect the project would be completed by October 2007.

JUSTIFICATION

6. The Tourism Commission (TC) has worked closely with the Hong Kong Tourism Board, the travel and tourism industry and the Tourism Strategy Group² to devise a vision and strategy to guide the long-term development of tourism in Hong Kong. To achieve the vision and strategy for establishing and promoting Hong Kong as Asia's premier international city and a world-class destination for leisure and business visitors, TC has identified a list of action programmes which addresses both hardware and software issues. One of the key actions is to bring rapid enhancements to key tourist areas so as to make Hong Kong more attractive and visitor-friendly in general.

7. Stanley is one of the most popular tourist districts in Hong Kong. The opening of the Stanley Plaza and the Murray House in Ma Hang Estate in recent years has offered further opportunities to enhance the appeal of Stanley to visitors. TC has already launched a number of initiatives, which include Visitor Signage Improvement Scheme, alfresco dining in Stanley Main Street and extended pedestrianisation hours of Stanley Main Street and Stanley Market Road during weekends. We want to bring further improvements to the waterfront area to enhance its appeal to tourists and local citizens, and to make it more vibrant.

8. The proposed pier (at Site A) will provide berthing for leisure and tour service vessels. To ensure the design of the pier will blend with the architecture of Murray House, we will relocate the Old Blake pier roof in Morse Park, with similar architectural style and historical value, to Stanley. The proposal will not only put the roof back to its original use but will also bring out its heritage value. The Stanley Main Street (at Site B), which is heavily patronised

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² The Tourism Strategy Group consists of representatives of the tourism trade to consider and make recommendations to the Government in respect of tourism development from a strategic perspective.

by visitors and tourists during the pedestrianisation hours, is relatively narrow. There is a need to extend the promenade to provide more space and an improved environment for pedestrians, alfresco dining and outdoor/street activities. We will beautify the open space surrounding the new shopping kiosks and convert the soccer pitch on the existing promenade into a multi-purpose venue (at Site C). We will clear the tolerated structures surrounding the Temple (at Site D) to give a clean and tidy environment for visitors to the area. We will beautify the area to provide open space for tourists and visitors to enjoy the seaview. The improvement to the two sitting-out areas outside Pat Kan Uk (at Site D) will bring about a uniform design to the area.

FINANCIAL IMPLICATIONS

9. We estimate the cost of the project to be \$90.1 million in MOD prices (see paragraph 10 below), made up as follows –

	\$ million	
(a) Site preparation	0.7	
(b) Pier and seawall engineering works	29.5	
(c) Building	5.0	
(d) Building services	6.0	
(e) Drainage and external works	36.1	
(f) Landscaping	2.5	
(g) Re-provisioning of roof for the Morse Park pavilion	5.5	
(h) Contingencies	8.5	
Sub-total	93.8	(in September 2003 prices)
(i) Provisions for price adjustment	(3.7)	
Total	90.1	(in MOD prices)

10. Subject to approval, we will phase the expenditure as follows -

/Year

Year	\$ million (Sept 2003)	Price adjustment factor	\$ million (MOD)
2004 – 05	2.5	0.97150	2.4
2005 – 06	26.0	0.95450	24.8
2006 – 07	29.8	0.95450	28.4
2007 – 08	26.5	0.96643	25.6
2008 – 09	9.0	0.98455	8.9
	<u>93.8</u>		<u>90.1</u>

11. We have derived the MOD estimates on the basis of the Government's latest forecast of trend rate of change in the prices of public sector building and construction output for the period 2004 to 2009. We will deliver the works in the following manner -

- (a) we will carry out the demolition and general improvement works at Site D using our existing term contractor so as to ensure that works can be started as early as possible and can be properly phased out as stated in paragraph 5;
- (b) we will deliver the works for the substructure construction of the pier and re-alignment of the seawall through a remeasurement contract because the quantities of dredging, filling and foundation works may vary according to the actual ground conditions. The contract will not provide for price adjustments as the contract period is less than 21 months; and
- (c) we will deliver the remaining works under this project through a lump-sum contract with provision for price fluctuation as the contract period will exceed 21 months.

D Arch S considers the estimated project cost reasonable as compared with similar projects built by the Government.

12. The annual recurrent expenditure of the existing facilities will increase from \$286,000 to \$339,000 upon completion of **393RO**, and that of the new facilities is estimated to be \$214,000.

PUBLIC CONSULTATION

13. We consulted the Southern District Council in September 2002 and March 2004, the Tourism Strategy Group in December 2002 and the Wong Tai Sin District Council in March 2003. Members of the Southern District Council and the Tourism Strategy Group supported the proposed works. The Wong Tai Sin District Council supported the relocation of the old Blake Pier roof from Morse Park to the proposed new pier in Stanley.

14. We also consulted the Wong Chuk Hang and Stanley Area Committee (AC) and the organisation "Enhancement of Stanley as a Tourist Area" (ESTA) in January and February 2004 respectively. Members of both the AC and the ESTA supported the proposed works and urged for early implementation of the project.

15. We gazetted the proposed construction of a public pier and re-alignment of the seawall under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) (the Ordinance) on 27 June 2003 and 22 August 2003 respectively. We also gazetted the proposed construction of pier and re-alignment of the seawall authorised by the Chief Executive under the Ordinance on 21 September 2003 and 21 November 2003 respectively. We did not receive any objection to the above works.

16. We also consulted Members of the Legislative Council Panel on Economic Services on the proposed project on 26 April 2004. While members expressed support for the project in general, they raised concern over the adequacy of toilets and parking facilities and suggested that the existing soccer pitch be developed into a multi-purpose venue. They requested the Administration to provide more detailed information in the submission to the Public Work Subcommittee of the Finance Committee. The supplementary information is at Enclosure 8.

ENVIRONMENTAL IMPLICATIONS

17. The proposed re-alignment of the seawall along the Stanley Main Street will involve dredging works within 500 metres of the existing Coastal

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Protection Area. This is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and an environmental permit (EP) is required. Having regard to the project profile, the Director of Environmental Protection (DEP) is satisfied that the environmental impact of the project can meet the requirements of the Technical Memorandum on the EIA process. With the consent of the SETW, the permission to apply directly for an environmental permit was granted in August 2003. We will implement the mitigation measures set out in the project profile and the EP as required by the DEP. We estimate the cost of implementing the environmental mitigation measures to be \$600,000 and have included this cost in the project estimate.

18. The proposed construction of a public pier at Site A is not a designated project under the EIA Ordinance. We completed a Preliminary Environmental Review (PER) in April 2004. The PER concluded and the DEP agreed that the construction works will not have long-term environmental impacts. We will implement the environmental mitigation measures stipulated in the PER, including the installation of silt curtain.

19. The rest of the works will not cause long term environmental impact. We have included in the project estimates the cost to implement mitigation measures to control short term environmental impacts.

20. At the planning and design stages, we have considered measures to reduce the generation of construction and demolition (C&D) materials. D Arch S has introduced more prefabricated building elements into project designs to reduce temporary formwork and construction waste. These include proprietary fittings and fixtures. We will use suitable excavated materials for filling within the sites to minimise off-site disposal. We will also use paving blocks made of recycled aggregates for the repaving work on site. In addition, we will require the contractors to use metal site hoardings and signboards so that these materials can be recycled or reused in other projects.

21. D Arch S will require the contractors to submit waste management plans (WMPs) for approval. The WMPs will include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. D Arch S will ensure that the day-to-day operations on site comply with the approved WMPs. D Arch S will control the disposal of public fill and C&D waste to designated public filling facilities and landfills respectively through a trip-ticket system. D Arch S will require the contractors to separate public fill from C&D waste for disposal at appropriate facilities. We will record the disposal, reuse and recycling of C&D materials for monitoring purposes. We estimate that the project will

/generate

generate about 10 655 cubic metres (m³) of C&D materials. Of these, we will use about 5 196 m³ (48.8%) on site, recycle 2 820 m³ (26.5%), reuse 2 400 m³ (22.5%) as fill in public filling areas³ and dispose of 239 m³ (2.2%) at landfills. The notional cost of accommodating C&D waste at landfill sites is estimated to be \$29,875 for this project (based on a notional unit cost ⁴ of \$125/m³).

LAND ACQUISITION

22. The project will necessitate the clearance of five tolerated structures surrounding the Temple, affecting six households involving 11 persons. The Director of Housing will offer the eligible persons accommodation in public housing in accordance with the existing housing policy. We will charge the costs of land clearance, estimated at \$233,000, to **Head 701 - Land Acquisition**.

BACKGROUND INFORMATION

23. We upgraded **393RO** to Category B in May 2003. We engaged consultants to carry out a topographical survey, minor site investigation and model/graphical work at a total cost of \$745,000. We charged this amount to block allocation **Subhead 3100GX** "Project feasibility studies, minor investigations and consultants' fees for items in Category D of the Public Works Programme". The consultants have completed the topographical survey, minor site investigation and the model/graphical work. D Arch S is finalising the tender documents with in-house staff resources.

24. The proposed improvement works will involve removal of 46 trees, all of which are to be transplanted within the project site. All trees to be removed are not important trees ⁵. We will incorporate planting proposals as part of the project, including estimated quantities of 102 trees, 16 875 shrubs and 3 500 annuals.

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³ A public filling area is a designated part of a development project that accepts public fill for reclamation purposes. Disposal of public fill in a public filling area requires a licence issued by the Director of Civil Engineering.

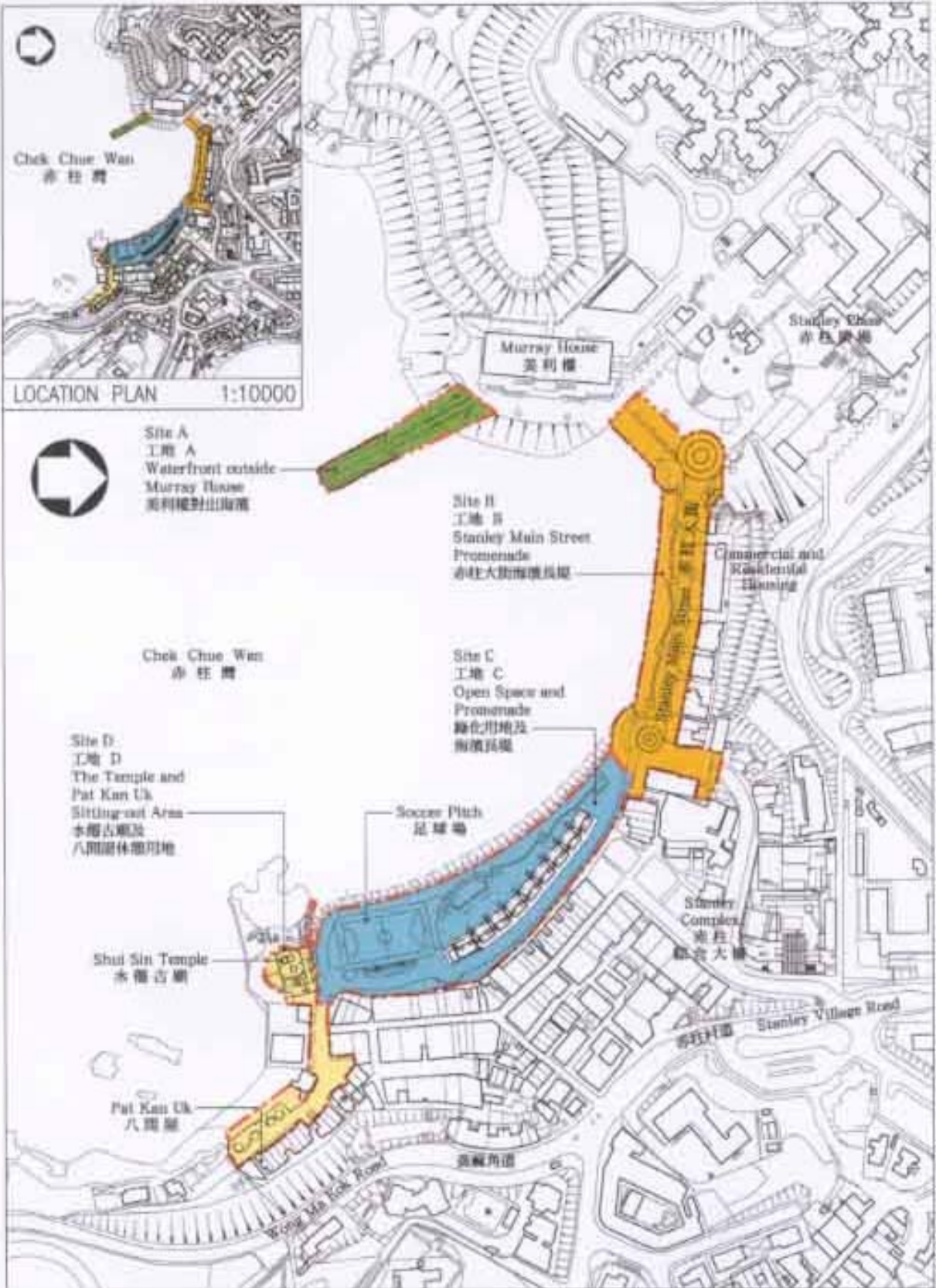
⁴ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m³), nor the cost to provide new landfills (which are likely to be more expensive) when the existing ones are filled. The notional cost estimate is for reference only and does not form part of this project estimate.


⁵ Important trees refer to trees on the Register of Old and Valuable Trees, and any other trees which meet one or more of the following criteria –

- (a) trees over 100 years old;
- (b) trees of cultural, historical or memorable significance;
- (c) trees of precious or rare species;
- (d) trees of outstanding form; or
- (e) trees with trunk diameter exceeding one metre (measured at one metre above ground level).

25. We estimate that the project will create about 105 jobs (94 for labourers and another 11 for professional/technical staff) providing a total employment of 1 480 man-months.

Tourism Commission
Economic Development and Labour Bureau
May 2004




title 393RO 赤柱海濱改善工程 STANLEY WATERFRONT IMPROVEMENT PROJECT	drawn by S. K. NG	title 26.03.04	drawing no. AB/6427/XA101	scale 1:2500
	approved A. LEWIS	date 26.03.04	 ARCHITECTURAL SERVICES DEPARTMENT	
	office ARCHITECTURAL BRANCH			

現狀 EXISTING CONDITION



方案 PROPOSAL



title 393R0 赤柱海濱改善工程 STANLEY WATERFRONT IMPROVEMENT PROJECT SITE A - WATERFRONT OUTSIDE MURRAY HOUSE 工地 A - 奧利維利出海傍	drawn by S. K. NG	date 28.03.04	drawing no. AB/6427/XA102	scale N.T.S.
	approved A. LEWIS	date 29.03.04	 ARCHITECTURAL SERVICES DEPARTMENT	
	office ARCHITECTURAL BRANCH			

現狀 EXISTING CONDITION



方案 PROPOSAL



Title 393R0
 赤柱海濱改善工程
 STANLEY WATERFRONT
 IMPROVEMENT PROJECT
 SITE B - STANLEY MAIN ST. PROMENADE
 工地 B - 赤柱大街海濱改善

drawn by	S. K. NG	date	26.03.04
approved	A. LEWIS	date	26.03.04
office	ARCHITECTURAL BRANCH		

drawing no.	scale
AB/6427/XA103	N.T.S.



ARCHITECTURAL
 SERVICES
 DEPARTMENT

现状 EXISTING CONDITION



方案 PROPOSAL



file 393R0

赤柱海濱改善工程
STANLEY WATERFRONT
IMPROVEMENT PROJECT

SITE C - OPEN SPACE AND PROMENADE
工地 C - 轉化用地及海濱長堤

drawn by S. K. NG

date
26.03.04

approved A. LEWIS

date
26.03.04

office
ARCHITECTURAL BRANCH

drawing no.

AB/6427/XA104

scale

N.T.S.




ARCHITECTURAL
SERVICES
DEPARTMENT

现状 EXISTING CONDITION



方案 PROPOSAL




title 393R0 赤柱海濱改善工程 STANLEY WATERFRONT IMPROVEMENT PROJECT SITE D - THE TEMPLE AND PAT KAN UK BITTING OUT AREA 工地 D - 水仔古廟及八間廟休憩用地	drawn by S. K. HO	date 26.03.04	drawing no. AB/6427/XA105	scale N.T.S.
	approved A. LEMS	date 26.03.04	 ARCHITECTURAL SERVICES DEPARTMENT	
	office ARCHITECTURAL BRANCH			

現狀 EXISTING CONDITION



方案 PROPOSAL



title 393R0 赤柱海濱改善工程 STANLEY WATERFRONT IMPROVEMENT PROJECT SITE D - THE TEMPLE AND PAT KAN UK SITTING-OUT AREA 工地 D - 水塘古廟及八間廟休憩用地	drawn by S. K. NG	date 26.03.04	drawing no. AB/6427/XA106	scale N.T.S.
	approved A. LEWS	date 26.03.04	 ARCHITECTURAL SERVICES DEPARTMENT	
	office ARCHITECTURAL BRANCH			

現狀 EXISTING CONDITION



方案 PROPOSAL



file 393R0

赤柱海濱改善工程
STANLEY WATERFRONT
IMPROVEMENT PROJECT

SITE C - SOCCER PITCH
工地 C - 足球場

drawn by S. K. NG

date
26.03.04

drawing no.
AB/6427/XA107

scale
N.T.S.

approved A. LEWIS

date
26.03.04

office
ARCHITECTURAL BRANCH



ARCHITECTURAL
SERVICES
DEPARTMENT

**Supplementary Information sought by Members of the
Legislative Council Economic Services Panel**

Anticipated increase in the number of visitors to Stanley in 2007

The estimated number of visitors to Stanley in 2003 by the Hong Kong Tourism Board is 1.07 million. It is projected that the number of visitors will increase to 1.3 million, representing 21.5% rise by 2007.

Toilets

2. There are currently four public toilets providing a total of 33 cubicles for male users, 33 cubicles for female users and six cubicles for the disabled. With the completion of the new shopping kiosks, Stanley Complex, Penjing Garden in Ma Hang and the Water Sports Centre at Stanley Main Beach between 2005 to 2007, an additional 24 cubicles for male users, 33 cubicles for female users and four cubicles for disabled will be provided. We expect that the toilet facilities will be sufficient to meet the demand of visitors by 2007.

Parking facilities

3. There are about 260 private car parking spaces in Stanley, including 110 at Stanley Plaza and 150 metered parking spaces (including 57 off-street meter parking spaces). To relieve the shortage problem which occurs mainly during weekends and public holidays, two public car parks with around 100 and 140 parking spaces respectively have been provided under short-term tenancy at Cape Road/Carmel Road and Lung Tak Court since 2003. In the longer term, the government is planning to construct a multi-storey carpark at the location of the existing bus terminus. The new carpark will provide a further 200 car parking spaces in Stanley.

4. Currently, there are eight coach loading and unloading bays at Stanley Plaza and seven off-street coach parking spaces along Stanley Mound Road and Stanley Beach Road. With the completion of the multi-storey carpark,

Transport Department (TD) will consider converting some of the on-street private car parking spaces into coach parking spaces. In addition, the Penjing Garden will also provide around eight coach parking spaces for visitors. This will add around 20 coach parking spaces in Stanley. Upon completion of the Stanley waterfront improvement project, the number of tour coaches calling at Stanley is expected to increase from 30 to 100 on weekdays and from 50 to 125 on days with special events. Having consulted TD, we consider that the number of parking spaces and loading and unloading bays should be able to cope with the projected demand. The Tourism Commission will continue to explore other possible sites for a coach holding area.

5. The completion of the new pier outside the Murray House will provide an alternative means of transportation linking up Stanley with others parts of Hong Kong.

Use of the existing soccer pitch

6. When we consulted the Southern District Council, the Wong Chuk Hang and Stanley Area Committee, and the local organisation “Enhancement of Stanley as a Tourist Area” (ESTA), there was a strong call from the local residents to retain the existing soccer pitch unless a suitable site is identified for its relocation. In this regard, the Tourism Commission and the Director of Leisure and Cultural Services have jointly worked with other concerned departments with a view to identifying sites within Stanley to relocate the soccer pitch. Four potential sites including one in Ma Hang Estate, two within the Stanley town centre and one in Cape Drive were identified by the Planning Department. All of them were too small for the reprovisioning of a seven-a-side soccer pitch. For the Ma Hang site, strong objection from residents was received because of the possible noise and nuisance from users. To meet the needs of the local residents as well as the objective of the Project, we have developed a design that will permit the use of the venue for multi-functions in response to the comments of Members of the Economic Services Panel. We will install special new fencing and six metres wide gates, portable spectator seating, power supply and lighting for holding events. The new design will enable better integration of the venue with the open space in the adjacent new shopping kiosks and the promenade.