

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 2 December 2010

TFHK/07/2010

Hong Kong Island East Harbour-front Study

PURPOSE

The purpose of this paper is to inform Members of the progress of the Hong Kong Island East Harbour-front Study (Study) and seek Members' views on the proposed preferred option of enhancement proposals.

BACKGROUND

2. On 26 May 2005, the then Harbour-front Enhancement Committee (HEC) agreed to the approach of the Harbour Plan Review, which included undertaking review studies for areas around Victoria Harbour. Following the completion of the Hung Hom District Study in 2008, Planning Department commissioned this Study in May 2009 as part of the Harbour Plan Review.

3. The objective of the Study is to formulate a comprehensive plan for enhancement of the Hong Kong Island East harbour-front areas focusing on connectivity, with a view to transforming it into an attractive, accessible, vibrant and sustainable waterfront for public enjoyment whilst maintaining its economic function. The study area covers about 200 ha of land along the harbour-front of Hong Kong Island East stretching from the immediate east of the ex-Government Supplies Depot site in Oil Street eastward to Siu Sai Wan (**Plan 1**).

Stage 1 Public Engagement Programme

4. The Stage 1 Public Engagement Programme (PEP) was undertaken in March/April 2009 ahead of the commissioning of the Study to solicit initial views from key stakeholders on the major issues and key areas of concern on enhancement of the Hong Kong Island East harbour-front areas as well as their visions, aspirations and suggestions on harbour-front enhancement. The public views

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received served as inputs for the Study consultants for preparation of enhancement proposals upon commissioning of the Study in May 2009.

Initial Options of Enhancement Proposals

5. Taking into account the public comments received during the Stage 1 PEP and the findings of the baseline review of the Study, the Study consultants formulated the initial options of enhancement proposals which were the subject of the Stage 2 PEP that commenced in April 2010. A copy of the Stage 2 Public Engagement Enhancement Proposals Digest summarizing the initial options comprising waterfront promenade proposals and urban design proposals for the two key sites at the North Point Ferry Piers and Hoi Yu Street is at **Annex**.

Stage 2 Public Engagement Programme

6. The 2-month Stage 2 PEP was launched on 16 April 2010 to solicit public views on the initial options of enhancement proposals. The major activities of the PEP included an engagement workshop, roving exhibitions, a questionnaire survey and a number of briefings to the statutory and advisory bodies and stakeholders, including the Town Planning Board, Land and Development Advisory Committee, Eastern District Council and local residents. A meeting was also held with members of the former HEC on 12 May 2010.

7. In general, the public was supportive of the proposals to enhance the connectivity and streetscape of the major pedestrian corridors leading to the waterfront, which would be conducive to creating a quality waterfront for public enjoyment. The major public views collected at the Stage 2 PEP are summarized below:

Boardwalk under the IEC

- (a) There was general public support for the proposed boardwalk underneath the Island Eastern Corridor (IEC), although there were some concerns on security and safety aspects (e.g. in inclement weather conditions or at festive/seasonal events), and the durability of the materials and loading capacity of the boardwalk. Whilst some members of the public raised concern on the implications

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of the proposal on the Protection of the Harbour Ordinance (PHO), the questionnaire survey indicated that slightly less than half of the respondents considered that there was an “overriding public need” to provide a continuous promenade along the waterfront.

Sky Trail/Cantilevered Boardwalk

- (b) Whilst the proposal of SkyTrail/cantilevered boardwalk linking Shau Kei Wan and Heng Fa Chuen was well received by the general public, there were strong objections from the Heng Fa Chuen residents to the proposed connection of the walkway with the existing waterfront promenade in Heng Fa Chuen (private land) and to Shing Tai Road (a public road within the residential estate), for the reasons of intrusion upon private ownership right; bringing in outsiders to the estate and hence potentially generating nuisance, and security, safety, management and maintenance problems. In this regard, some had put forth alternative routes of the walkway via the Hong Kong Museum of Coastal Defence to connect to the Lei Yue Mun Park, or to connect to the Museum and Sai Wan Battery and end at the former Ming Tak Primary School.

Waterfront Proposal in Sai Wan Ho

- (c) The elevated walkway proposal over the Marine Police premises in Sai Wan Ho was generally not preferred for the reasons of conflict with the Marine Police’s operation, low user-friendliness and cost-effectiveness, as well as inconvenience to the elderly and the disabled. Most respondents preferred using the pavement along existing roads.

Waterfront Proposal in Shau Kei Wan

- (d) The shipyard operators at Tam Kung Temple Road in Shau Kei Wan expressed grave concern on the proposed relocation of their existing operations along the Shau Kei Wan Typhoon Shelter to facilitate the provision of a continuous waterfront promenade. As an alternative, they suggested cooperating with the Government to help

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improve the general environment of the Tam Kung Temple Road area. In this connection, there were suggestions that the existing shipyards and the Shau Kei Wan Wholesale Fish Market could be preserved with a view to promoting the history of Shau Kei Wan which was originally a fishing village. This, together with Tam Kung Temple and the food businesses on Shau Kei Wan Main Street East, could form an integral part of tourism development in Shau Kei Wan showcasing its history and heritage.

Cycling and Fishing Facilities

- (e) Views on the provision of cycling and fishing facilities alongside the waterfront promenade were diverse. Some were keen to have a continuous cycle track and a designated area for fishing, while others were concerned about the pedestrian safety issue caused by cycling and fishing activities.

Streetscape Enhancement Proposals

- (f) There was general public consensus that streetscape enhancement should be considered as a priority lead project to enhance the waterfront/hinterland connection. Apart from the roads/streets identified in the Study as quick-wins for streetscape enhancement, other roads/streets such as Healthy Street East, Tong Shui Road and Hoi Chak Street were proposed to help improve the north-south connectivity.

Key Sites

- (g) Although no strong public views on the proposed development options of North Point Ferry Piers and Hoi Yu Street site could be observed, there was a clear preference for the development at the two key sites to be low-rise and low-density. Given the cultural heritage and history of Shau Kei Wan, there was a suggestion that Shau Kei Wan should be identified as a key site for enhancement. The Chai Wan Public Cargo Working Area (PCWA) was also considered as an opportunity for waterfront enhancement

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and providing leisure uses in the long-term.

Implementation

- (h) The public urged the Government to implement the proposals as soon as possible. Regarding the implementation mode of the proposals for the two key sites, no conclusion could be drawn as the difference in percentages of respondents of the questionnaire survey in support of Government-led development and public-private partnership (PPP) was not significant.

Proposed Preferred Option

8. Having reviewed the public comments received during the Stage 2 PEP, the consultants have evaluated the initial options and formulated a proposed preferred option for the Hong Kong Island East harbourfront. Preliminary technical assessments on various aspects including traffic, environment, visual and landscape, structural, sustainability and other relevant aspects have been conducted for the proposal.

Waterfront Promenade Proposal

9. A comprehensive waterfront promenade linking North Point, Quarry Bay, Shau Kei Wan and Chai Wan is proposed as follows:

North Point (Plan 2a)

- (a) The proposals include linking up the existing waterfront promenade, which forms part of the public open space in Provident Centre, with the adjoining Tong Shui Road Garden by creating an opening at the boundary wall of Provident Centre; and a proposed 20m wide waterfront promenade along the northern boundary of the ex-North Point Estate (ex-NPE) site.
- (b) Since the presence of existing developments along the waterfront is a major obstacle to creation of a continuous waterfront promenade, a boardwalk of about 2km underneath the IEC is proposed to enhance connectivity along the waterfront. The boardwalk will extend from the

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proposed waterfront park in Wan Chai Development Phase II eastward through the existing North Point Ferry Piers and North Point Dangerous Goods Vehicular Ferry Pier to Hoi Yu Street in Quarry Bay, relying on the foundation of the IEC as its structural support.

Quarry Bay (Plan 2a)

- (c) The Study recommends the provision of a waterfront promenade along Hoi Yu Street, the existing Quarry Bay Park and Sai Wan Ho Harbour Park. However, the continuity of the proposed promenade would be interrupted by the presence of the buildings of the Marine Police Regional Headquarters and Harbour Division, which currently occupy two pier structures and the adjoining strip of land along the waterfront to the east of the Sai Wan Ho Harbour Park. Pending the relocation of the Marine Police premises which is being investigated at present, it is suggested that the streetscape along Tai On Street and Tai Hong Street be enhanced to facilitate pedestrian movement to Aldrich Bay Promenade.

Shau Kei Wan (Plan 2b)

- (d) It is proposed that the Aldrich Bay Promenade be extended eastward to the adjacent vacant land which was previously occupied by a temporary rebus parking site. The existing shipyards along the Shau Kei Wan Typhoon Shelter and Shau Kei Wan Wholesale Fish Market will be retained and the general environment of Tam Kung Temple Road will be enhanced for pedestrians by street planting and paving improvement. Moreover, the waterfront area will be further enhanced by a temporary heritage park at an existing temporary open-air vehicle parking site to the immediate south of the ex-rebus parking site, which has been reserved for the future extension of the Shau Kei Wan Preliminary Treatment Works. Other proposed enhancement measures include façade treatment of the shipyards and the adjoining Shau Kei Wan Preliminary Treatment Works to celebrate the history of Shau Kei Wan, and re-arrangement of vehicular traffic to facilitate

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pedestrianization of the western portion of Tam Kung Temple Road.

- (e) This portion of the promenade will be extended along the hillside north of the Hong Kong Museum of Coastal Defence in the form of a SkyTrail (about 15-20mPD high). The proposed SkyTrail will be accessed via an at-grade footpath/an elevated walkway through the Shau Kei Wan Wholesale Fish Market or an existing footpath within the Museum. The proposed SkyTrail will terminate at a lookout point. Further extension of the proposed SkyTrail to the east in the form of a footpath to connect to Shing Tai Road may be possible upon future extension of the Museum and subject to further discussion with Heng Fa Chuen residents.

Chai Wan (Plan 2b)

- (f) Located in between the Heng Fa Chuen Playground and the Siu Sai Wan Promenade is the Chai Wan PCWA. Since the PCWA would continue to exist for operational needs, a footpath is proposed alongside the PCWA to enhance connectivity along the waterfront and to improve the pedestrian environment.

10. Apart from the above, the Study also identified nine roads/streets including Shu Kuk Street, Tong Shui Road, Healthy Street East, Hoi Yu Street, Hoi Chak Street, Hoi Wan Street, Tai On Street, Oi Tak Street and Sun Yip Street as quick-wins for streetscape enhancement to improve the north-south waterfront connectivity (coloured green on **Plans 2a** and **2b**). The enhancement measures include pavement widening, paving improvement, intensified tree and shrub planting, additional street furniture, strong identifiable signage and iconic elements with a view to creating more interests in pedestrian experience.

11. As a long term vision and subject to private sector initiatives, the Study proposes the provision of water taxi service between Pier 8 in Central and the Hong Kong Museum of Coastal Defence in Shau Kei Wan, with stops at several tourist attraction points, to enhance the

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accessibility from the seaward side to the harbourfront and to create interest in the harbour.

Urban Design Proposals for Key Sites

12. The Study identifies the North Point Ferry Piers and the Hoi Yu Street site as key sites with potential for enhancement to create a quality waterfront.

Key Site 1: North Point Ferry Piers (NPPF) and the Adjoining 20m Wide Waterfront Promenade of the ex-NPE Site – Theme: Vibrant Entertainment Waterfront (Plan 3)

13. Currently, the North Point Ferry Piers provide ferry services to Hung Hom, Kowloon City and Kwun Tong. The section of the proposed boardwalk underneath the IEC from Tin Chiu Street to Tong Shui Road will be formed into an extended activity deck from the ex-NPE promenade which will become the main activity area with provision of retail, cafes, seating benches, planting and art display as well as an opportunity for expanding and integrating the existing fish markets and tourist souvenir shops in the NPPF. The existing ferry services at the two piers will be maintained with the western berth of the eastern pier for leisure boat use. Restaurants, commercial and entertainment uses will be integrated into the renovated piers which will become the new iconic landmark of Hong Kong Island East. Cafés will be provided on the rooftop of both piers which will also be landscaped for public access. Soft landscaped open space, walkway, civic plazas and recreational uses including fitness stations, elderly recreational facilities and an informal cycle track are proposed in the 20m wide promenade. The civic plazas can be used for festive/seasonal events.

Key Site 2: Hoi Yu Street Site in Quarry Bay – Theme: Tourism and Entertainment-themed Waterfront (Plan 4)

14. The Hoi Yu Street site comprises the open space area at the Eastern Harbour Crossing (EHC) Tunnel Portal and the waterfront area at Hoi Yu Street separated by the IEC. The EHC Tunnel Portal site falls within the boundary of the proposed Quarry Bay Park Phase II (Stages 2 and 3) and is zoned “Open Space” on the Quarry Bay OZP. It is

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currently occupied by the Food and Environmental Hygiene Department (FEHD) Transport Depot, Water Supplies Department (WSD) Maintenance Yard and Hong Kong Police Vehicle Pound. At the waterfront area at Hoi Yu Street, there are several utility installations including a salt water pumping station, an electricity substation, a gas pigging station and the EHC ventilation building. The two private land lots in the western part of the waterfront area are currently occupied by a temporary oil depot. There are two “OU” sites which are planned for the development of cultural, commercial, leisure and tourism uses. The Government has a proposal to develop a promenade along the Hoi Yu Street waterfront to link up with the existing waterfront promenade in Quarry Bay Park.

15. Under the proposed preferred option, a major indoor entertainment facility, such as multi-purpose performance centre or IMAX theatre, to create an attractive destination spot for visitors and to draw them towards the waterfront, will be developed at the EHC Tunnel Portal site. This, together with the waterfront area at Hoi Yu Street, will form an entertainment hub in Hong Kong Island East. More intensive uses including cultural, tourism and entertainment facilities with shops and themed restaurants are proposed with a height of 5-6 storeys for the “OU” site in the west and 3-4 storeys for the other “OU” site in the east. Recreational uses such as fitness/exercise equipment zones, elderly exercise areas, tai-chi courts and informal cycle track are proposed in the promenade. Open areas can also be reserved for fun fair and festive/seasonal events. An elevated walkway with an innovative and artistic style in design to tie in with the theme is proposed to enhance access from the Quarry Bay area to the waterfront.

Key Issues

16. In formulating the proposed preferred option for the study area, the following key issues are identified:

Reclamation Issue

17. The majority extent of the boardwalk as mentioned in paragraph 9(b) above will be directly underneath the IEC. However, a short

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distance (about 200m) of the boardwalk near Tong Shui Road would need to be extended onto the sea surface due to insufficient headroom under the slip road of the IEC (**Plan 2a**). This portion of the proposed boardwalk will still rely on the foundation of the IEC as its structural support and no physical reclamation is required. However, according to the Court of Final Appeal's judgment in respect of the judicial review on the Draft Wan Chai North OZP No. S/H25/1 in January 2004, the harbour must be protected and preserved. In addition, the presumption against reclamation in the PHO can only be rebutted by establishing an overriding public need for reclamation (the "overriding public need test") and that there must be cogent and convincing materials available to enable the decision-maker to be satisfied that the test is fulfilled. As gathered at the Stage 2 PEP, the public generally supports the boardwalk proposal. If a continuous waterfront promenade is to be provided in the Hong Kong Island East for public enjoyment to meet the request repeatedly made by the public, the proposed boardwalk under the IEC seems to be the only option. Implications of the boardwalk proposal with regard to the PHO need to be addressed if the boardwalk proposal is pursued further.

Implementation, Management and Maintenance

18. The Study consultants suggest that the conventional Government design-build-operate approach be adopted for most of the enhancement proposals including the boardwalk and the SkyTrail. The framework for the implementation of the enhancement proposals and their subsequent management and maintenance are subject to further discussion and agreement by concerned departments.

19. Apart from the above, as stated in the planning brief of the ex-NPE site, the 20m wide promenade of the site will be implemented by the developer and handed over to the Leisure and Cultural Services Department for management and maintenance. As for the Hoi Yu Street key site, it presents an opportunity for the private sector to be involved in the design, management and operation of the proposed developments and facilities at the site. The merits of developing it through PPP are under consideration.

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STUDY PROGRAMME AND PROGRESS

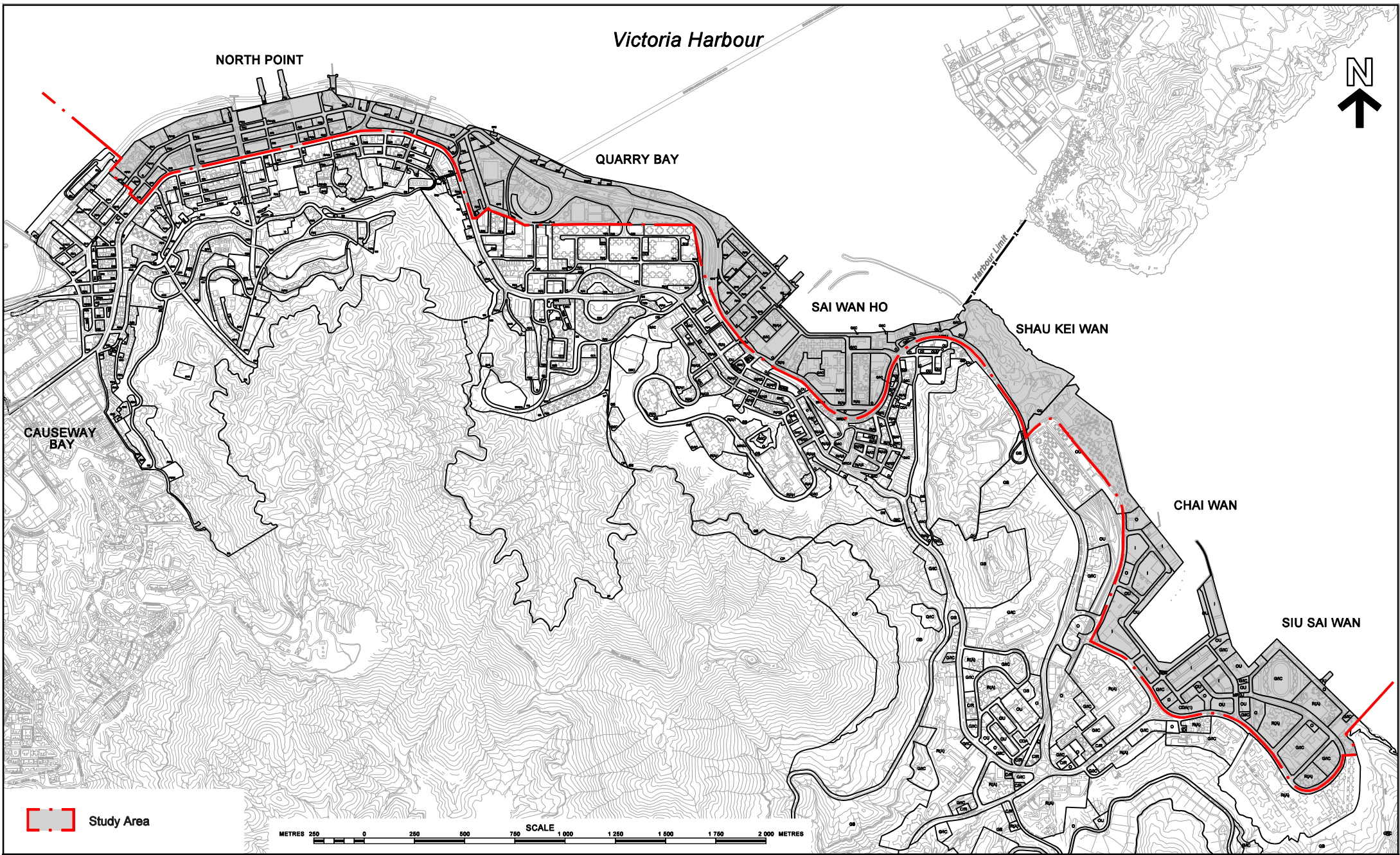
20. The public will be engaged on the preferred option at the Stage 3 PEP planned to be undertaken in early 2011. A Stage 2 public engagement report incorporating all comments received and our responses will also be consolidated and released to the public at the Stage 3 PEP.

21. Comments to be received at the Stage 3 PEP would provide inputs to the Study consultants for finalizing the enhancement proposals and formulating the recommended option. The Study is anticipated to be completed by mid 2011.

ADVICE SOUGHT

22. Members are invited to note the study progress and are welcome to express their views on the proposed preferred option as presented above.

**Planning Department
November 2010**



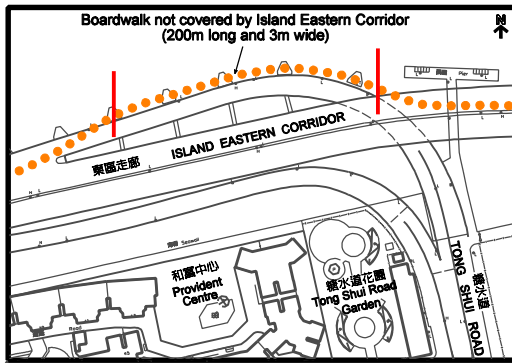
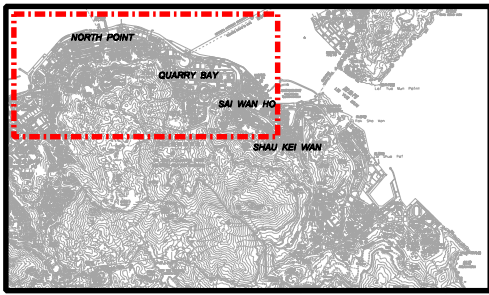
Agreement No. CE 61/2008 (TP)
 Hong Kong Island East Harbour-front Study - Feasibility Study
Study Area

 **PLANNING DEPARTMENT**

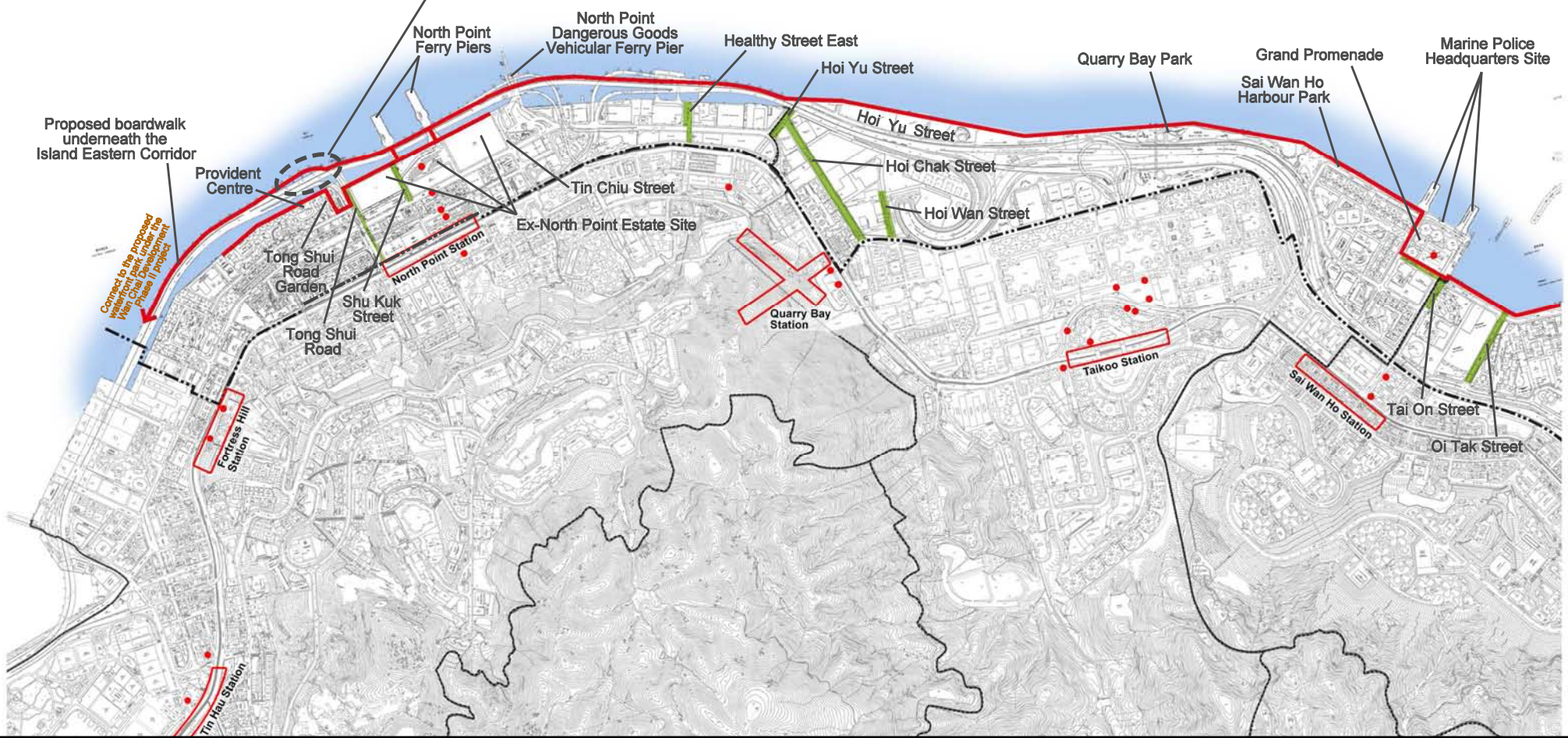
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Plan 1

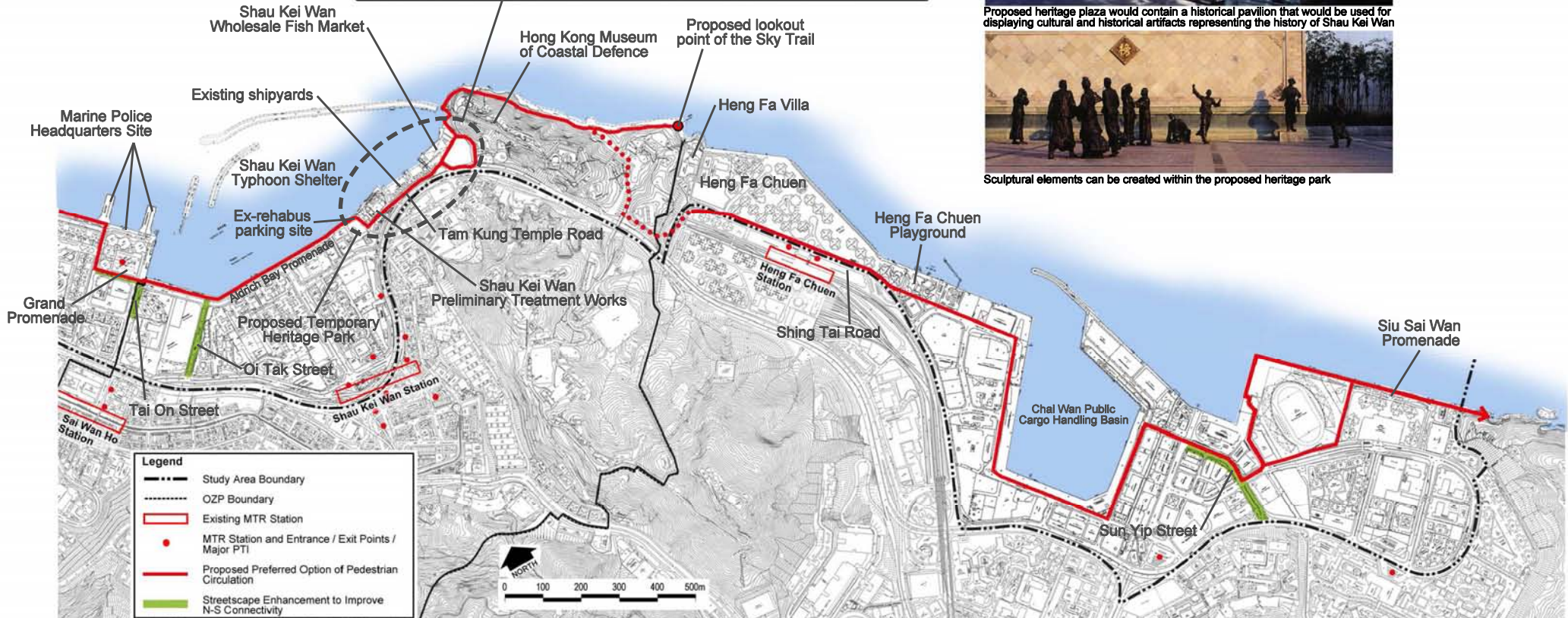
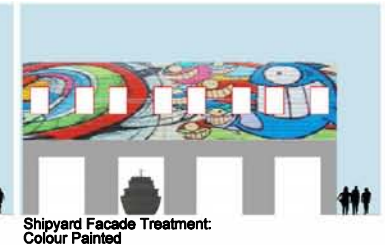
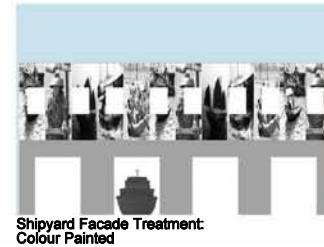
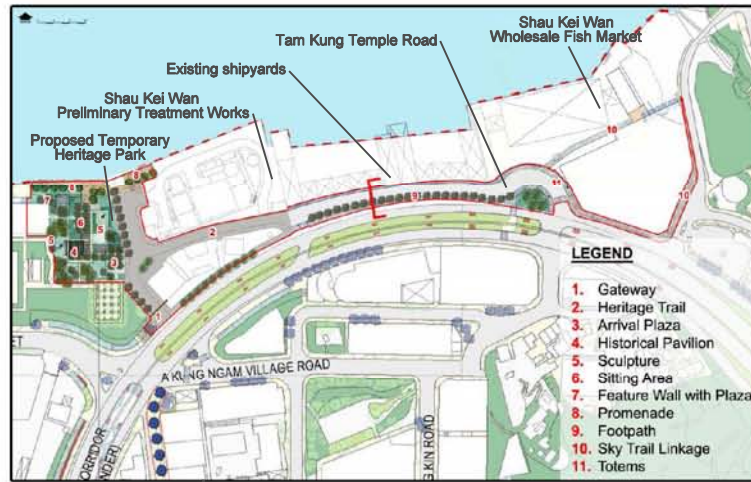
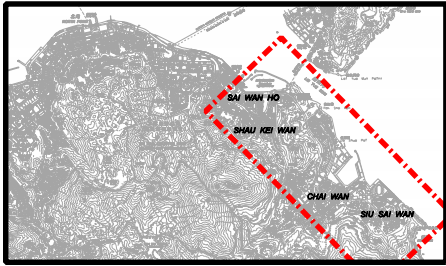


- Legend**
- Study Area Boundary
 - OZP Boundary
 - Existing MTR Station
 - MTR Station and Entrance / Exit Points / Major PTI
 - Proposed Preferred Option of Pedestrian Circulation
 - Streetscape Enhancement to Improve N-S Connectivity



Waterfront Promenade Proposal - North Point and Quarry Bay

PLANNING DEPARTMENT	
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DATE : 22/11/2010	
Plan 2a	



Proposed heritage plaza would contain a historical pavilion that would be used for displaying cultural and historical artifacts representing the history of Shau Kei Wan



Sculptural elements can be created within the proposed heritage park

Agreement No. CE 61/2008 (TP)

Hong Kong Island East Harbour-front Study - Feasibility Study

Waterfront Promenade Proposal - Shau Kei Wan and Chai Wan



PLANNING DEPARTMENT

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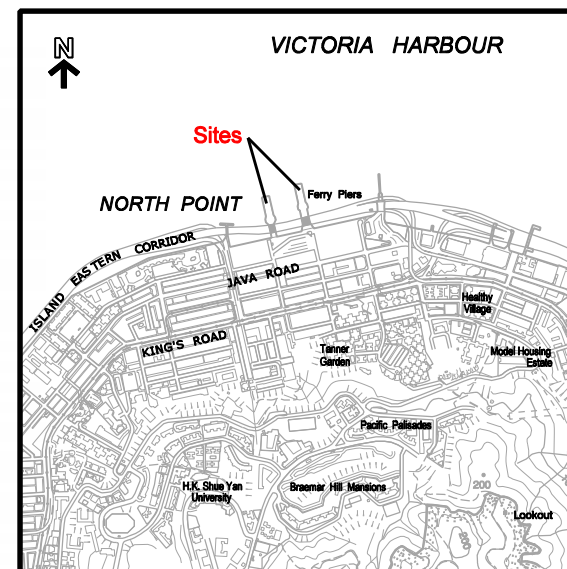
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THEME: VIBRANT ENTERTAINMENT WATERFRONT



Design Objective: Vibrant Entertainment Waterfront Legend

- 1 Civic Plaza
- 2 Information Kiosk at the Promenade
- 3 Tensile Shelter
- 4 Proposed Boardwalk for Improved Waterfront Accessibility
- 5 Extension of Boardwalk through the Pier Structures
- 6 Retail Kiosks on the Boardwalk
- 7 Rooftop Cafes and Landscape Areas Accessible to the Public
- 8 Viewing Deck
- 9 Covered Walkway
- 20 m Waterfront Promenade



Aerial view of the renovated pier structures with the Proposed Boardwalk under the IEC



Possible animated activity deck with additional array of diversified uses, extended from the adaptively renovated North Point Passenger Ferry Pier structures

Agreement No. CE 61/2008 (TP)
Hong Kong Island East Harbour-front Study - Feasibility Study

Key Site No. 1: North Point Ferry Piers and Promenade - Proposed Preferred Option

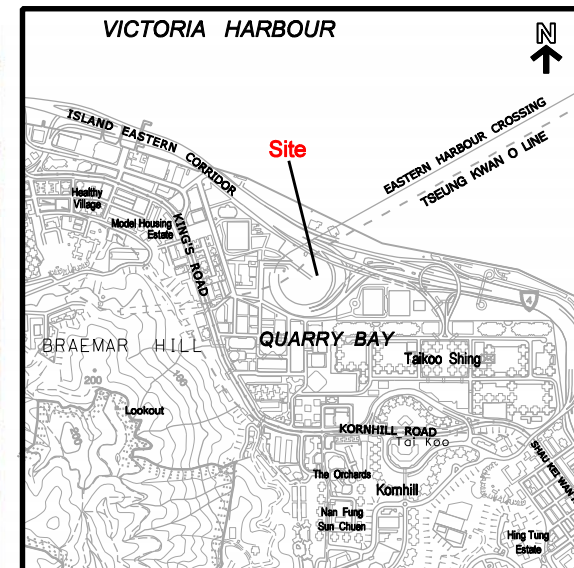
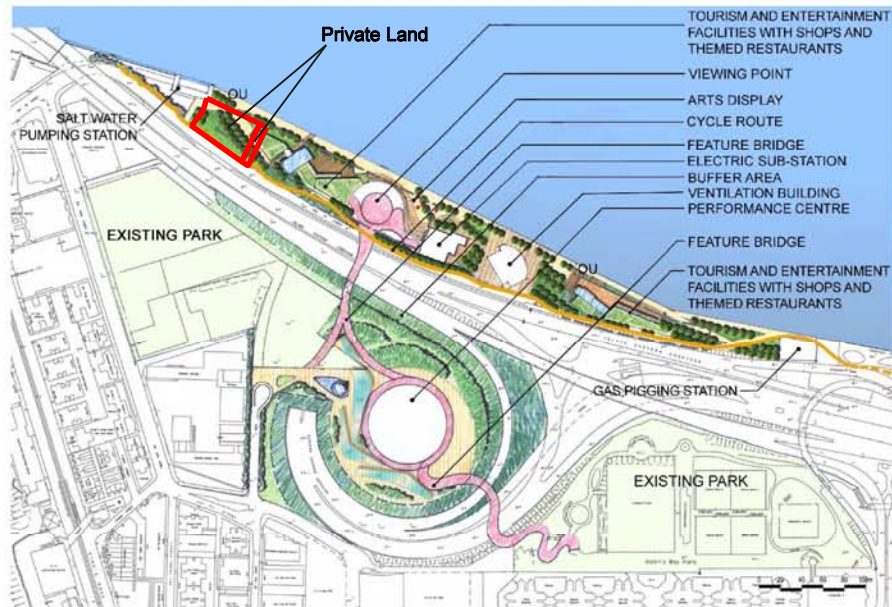
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DATE : 22/11/2010

Plan 3

THEME: TOURISM AND ENTERTAINMENT



Agreement No. CE 61/2008 (TP)
 Hong Kong Island East Harbour-front Study - Feasibility Study

Key Site No. 2: Hoi Yu Street Site - Proposed Preferred Option

 **PLANNING DEPARTMENT**

M/SR/HKIE/10/009_5

DATE : 18/11/2010

Plan 4