

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 30 August 2011

TFHK/11/2011

Hong Kong Island East Harbour-front Study

PURPOSE

The purpose of this paper is to seek Members' views on the recommended enhancement proposals formulated under the Hong Kong Island East Harbour-front Study (the Study).

BACKGROUND

2. 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**).

3. The Study consists of 3 stages of public engagement programme (PEP). Members were consulted on the preferred option for enhancement of the waterfront at the Task Force meeting on 2 December 2011 prior to the promulgation of the proposals to the public in the Stage 3 PEP.

Stage 3 Public Engagement Programme

4. The 2-month Stage 3 PEP was completed in April 2011. In general, the public welcomed the enhancement proposals and their views are summarized below:

Boardwalk underneath the Island Eastern Corridor (IEC)

- (a) There was general public support of the boardwalk proposal underneath the IEC. There were suggestions that the boardwalk should be accessible by the elderly and

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disabled, and the safety concern during typhoon season or high tide and the potential impact of air pollution caused by vehicular traffic of the IEC on the future users should be taken into account in designing the proposed boardwalk.

Sky Trail along the Hillside of the Hong Kong Museum of Coastal Defence

- (b) Under the preferred option, the Sky Trail will terminate at a lookout point rather than connecting with the existing waterfront promenade of Heng Fa Chuen under private ownership as previously promulgated during the Stage 2 PEP. Whilst the revised proposal of Sky Trail was well received by the general public, residents in Heng Fa Chuen and some Eastern District Councilors objected to the proposal to extend the Sky Trail eastwards to connect with Shing Tai Road (a public road). They were concerned that the extension would bring in outsiders into the estate and hence generating nuisance as well as security, safety, management and maintenance problems.

Enhancement Proposals for Shau Kei Wan Shipyards and the Adjacent Waterfront

- (c) The proposed enhancement measures were generally welcomed by the public. However, in view of its close proximity to Tam Kung Temple, there was a suggestion that an open space/a plaza should be provided in the proposed temporary heritage park at Tam Kung Temple Road for religious/festive events.

Key Sites

- (d) The preferred enhancement proposals for the two key sites at the North Point Ferry Piers and Hoi Yu Street are generally welcomed by the public. There was a clear preference for the development at the two key sites to be low-rise and low-density. However, there were some concerns that the proposed tourism, cultural and entertainment uses at the Hoi Yu Street site would affect the tranquility of the area, generate nuisance to the local residents and reduce the open space provision.

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Streetscape Enhancement Proposals

- (e) The public in general welcomed the streetscape enhancement proposals for the nine roads/streets identified under the Study to enhance the connectivity between the harbourfront and the hinterland. There were suggestions to include more streets in the enhancement proposals to further strengthen the pedestrian connection between the hinterland and the waterfront.

Provision of Cycling Facilities

- (f) Views on the provision of cycling facilities alongside the waterfront promenade at the Stage 2 PEP were diverse. Some were keen to have a continuous cycle track, while others were concerned about the pedestrian safety issue. Requests for such provision not only as a leisure/recreational activity but also as an alternative means of transport were also received during the Stage 3 PEP.

Provision of Water Taxi Service

- (g) The public generally welcomed the proposal and suggested that more pick-up and drop-off points be provided along the waterfront.

Implementation

- (h) The public urged the Government to implement the proposals as soon as possible. Regarding priority for implementation, the proposed boardwalk underneath the IEC was accorded a high priority amongst major enhancement proposals. Nonetheless, the difference in preference for the proposals was not significant.

PROPOSED RECOMMENDED OPTION

5. Taking into account the public views received during the Stage 3 PEP, the Study consultants have formulated the recommended option for enhancement of the Hong Kong Island East harbour-front.

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Preliminary technical assessments on various aspects including traffic, environment, visual and landscape, structural, sustainability and other relevant aspects have been completed for the proposals.

Waterfront Promenade Proposal

6. 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 existing developments along the waterfront pose obstacle to the provision 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 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 (**Plan 2c**). Principal access points of the boardwalk would be at Oil Street, Tong Shui Road Public Pier, North Point Ferry Piers and Hoi Yu Street. The boardwalk will rely on the foundation of the IEC as its structural support and it needs no physical reclamation on the sea-bed. The design of the boardwalk will integrate with the pier structures without affecting the pier operation.
- (c) While most of the sections of the proposed boardwalk will be directly underneath the IEC, a small portion (about 200m) near Tong Shui Road would need to be extended beyond the IEC structure and above the sea surface due to

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insufficient headroom under the slip road of the IEC. Hence, the implications of the Protection of the Harbour Ordinance on the proposal would need to be addressed. If a continuous waterfront promenade were 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. Apart from this, the provision of the boardwalk will affect the operation of the existing North Point fireboat pier and marine access rights of some private developments such as K. Wah Centre and Kodak House. If the marine access needs to be retained, bascule bridges could be constructed at appropriate locations of the boardwalk to allow access of the vessels to the existing piers adjoining their marine frontage.

Quarry Bay (Plan 2a)

- (d) This section of the waterfront in the Quarry Bay area comprises a proposed waterfront promenade along Hoi Yu Street to connect with the boardwalk underneath the IEC, the existing Quarry Bay Park and Sai Wan Ho Harbour Park, which could be accessed via Hoi Yu Street, a proposed elevated walkway of the Hoi Yu Street key site, an existing footbridge of Quarry Bay Park Phase 1 and Tai Hong Street. However, a continuous promenade may not be achievable along the entire section of the waterfront due to the presence of the buildings at the Marine Police Regional Headquarters and Marine Harbour Division site, 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 now being investigated, the streetscape of the adjacent Tai On Street and Tai Hong Street would be enhanced to provide a more pleasant pedestrian connection to Aldrich Bay Promenade.

Shau Kei Wan (Plan 2b)

- (e) It is proposed to extend the Aldrich Bay Promenade

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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, which fall within areas zoned “Other Specified Uses” (“OU”) annotated ‘Boat Building/Repair Yards and Associated Facilities’ and “Government, Institution or Community” (“G/IC”) respectively on the Shau Kei Wan Outline Zoning Plan (OZP), will be retained. The pedestrian environment of Tam Kung Temple Road will be enhanced by introducing traffic calming measure, street planting and paving improvement. To integrate with the extended waterfront promenade from Aldrich Bay, a temporary heritage park with a fishing theme will be proposed at the existing temporary open-air car parking site at Tam Kung Temple Road, which is reserved for the future extension of the Shau Kei Wan Preliminary Treatment Works. In response to the public comments received during the Stage 3 PEP, a plaza is proposed in the heritage park for religious/festive events. Other proposed enhancement measures include façade treatment of the shipyards and the adjoining Shau Kei Wan Preliminary Treatment Works.

- (f) 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 Sky Trail (about 15-20mPD high). The proposed Sky Trail of about 600m long will be accessed via an elevated walkway through the Shau Kei Wan Wholesale Fish Market or an existing footpath within the Museum. The proposed Sky Trail will be terminated at a lookout point. The possibility of integrating the proposed Sky Trail with the Museum will be further explored at the detailed design stage.

Chai Wan (Plan 2b)

- (g) Leading to the Siu Sai Wan Promenade, there are the Chai Wan Public Cargo Working Area (PCWA) and various government and industrial uses along Sun Yip Street. Since the PCWA would continue to exist for operational

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needs, a footpath is proposed alongside the PCWA to enhance connectivity along the waterfront and to improve the pedestrian environment.

Other Enhancement Proposals

7. Apart from the above, the Study also identified nine major pedestrian corridors 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 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.

8. As a long term vision and subject to private initiatives, the Study proposes the provision of water taxi service between Central and the Hong Kong Museum of Coastal Defence in Shau Kei Wan, utilizing the existing piers and landing steps along the waterfront and serving to link up major tourism attractions, with a view to enhancing the accessibility from the seaward side to the harbourfront and to make the harbour more vibrant.

Urban Design Proposals for Key Sites

9. The North Point Ferry Piers and the Hoi Yu Street site have been identified as the key sites with potential for enhancement to create a quality waterfront. The recommended enhancement proposals for the two key sites are as follows:

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

10. 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

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will serve as an extended activity deck from the ex-NPE promenade which will become the main activity area with provision of retail shops, cafes, seating benches, planting and art display as well as present an opportunity of integrating the existing fish markets stalls 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 for recreational and leisure purposes are proposed in the 20m wide promenade within the ex-NPE site. 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)

11. 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) which is zoned “Open Space” on the Quarry Bay OZP. It is 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 of Hoi Yu Street, there are utility installations including a salt water pumping station, an electricity substation, a gas pigging station and the EHC ventilation building. Two portions of the waterfront area are zoned “OU” which are planned for the development of cultural, commercial, leisure and tourism uses. A piece of land straddling an “O” and “OU” zones at the western part of the waterfront area is under private ownership. It comprises two private lots, one of which is currently occupied by a temporary oil depot. A temporary promenade along the Hoi Yu Street waterfront to link up with the existing waterfront promenade in Quarry Bay Park will be constructed later this year for completion by end 2012.

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12. The Study recommended a major indoor entertainment facility (e.g. a multi-purpose performance centre or an IMAX theatre) at the EHC Tunnel Portal site to create an attractive destination spot for visitors and to draw them towards the waterfront. 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 for recreational and leisure purposes are proposed in the waterfront promenade to cater for the need of local residents. An elevated walkway with an innovative and artistic style in design to tie in with the development theme is proposed to improve access from the Quarry Bay area to the waterfront. Vehicle parking and loading/unloading facilities are proposed underground to cater for the future demand.

Implementation

13. The Study proposes that the implementation of most of the enhancement proposals including the boardwalk and the Sky Trail could be taken forward by the Government under the existing mechanism. Their implementation would be subject to funding and resource availability.

14. 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. Involvement of private sector in the implementation of the two key sites at the North Point Ferry Piers and Hoi Yu Street would be further examined after the conclusion of the Study as both sites present an opportunity for the Government to tap into the resources and experience of the private sector.

15. In terms of priority, streetscape enhancement proposals can be identified as quick-wins for improving the north-south waterfront connectivity with the hinterland and enhancing the pedestrian

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environment. The proposals of the two key sites could be realized after exploring the feasibility of public-private partnership/collaboration. Other more complicated enhancement proposals, including the boardwalk and the Sky Trail, require further detailed design, technical assessments and engineering feasibility studies. In particular, further investigation and resolution of relevant technical issues, such as compliance with the PHO in relation to the boardwalk proposal, impact on private property right and marine access right are needed.

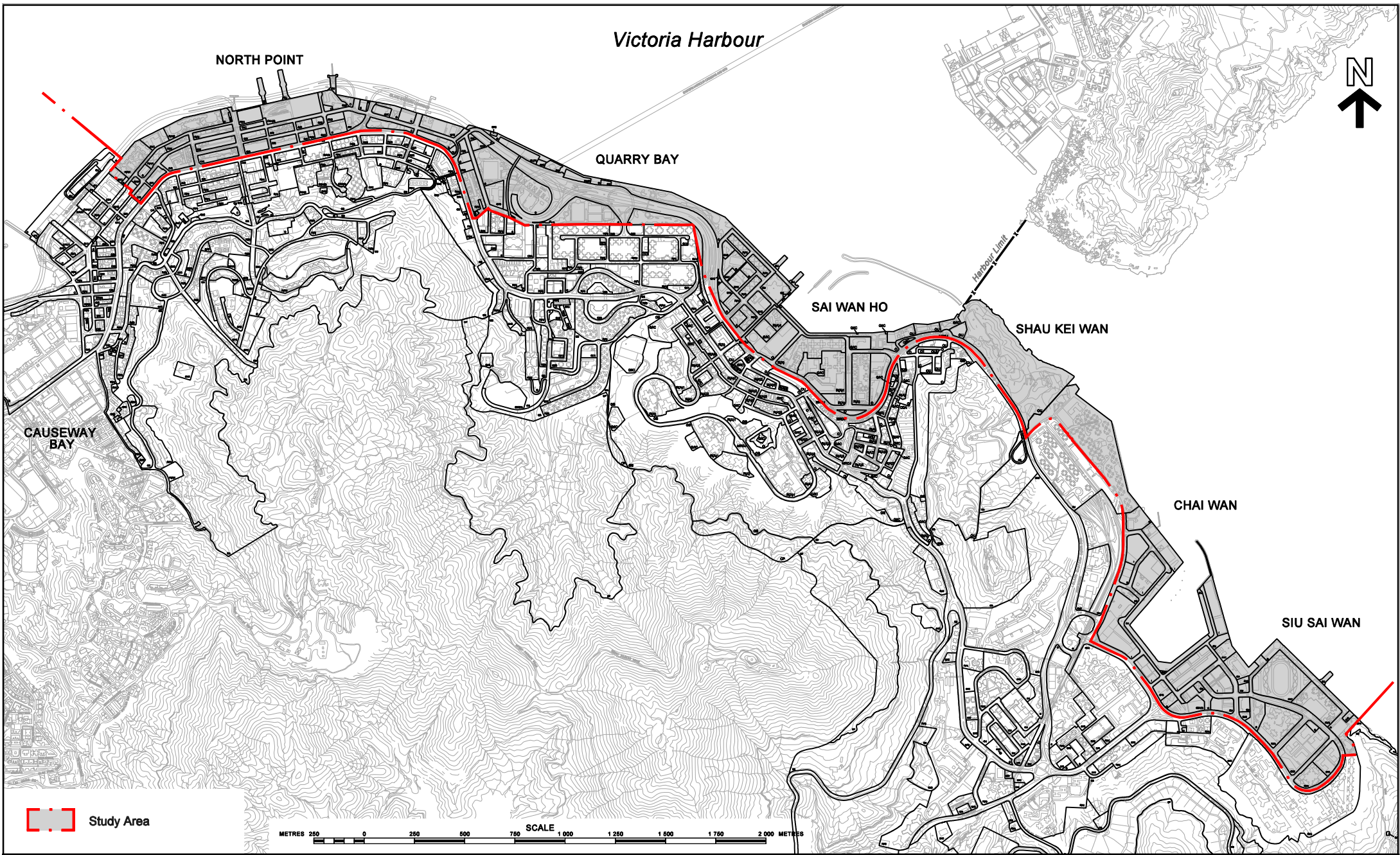
STUDY PROGRAMME

16. The Study is anticipated for completion by end 2011. Together with the Final Report and Executive Summary of the Study, a public engagement report incorporating all comments received during the Stage 3 PEP and our responses will be consolidated and released to the public.

ADVICE SOUGHT

17. Members are invited to express any further views on the recommended proposals as presented above.

Planning Department
August 2011



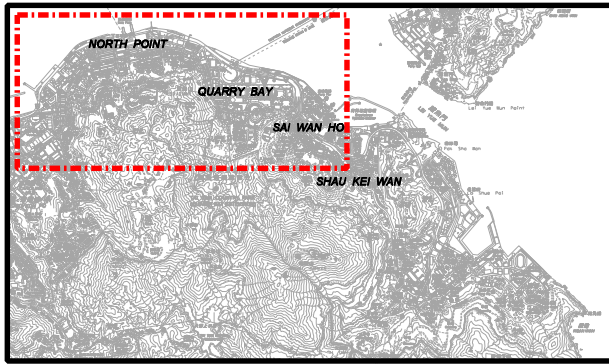
Agreement No. CE 61/2008 (TP)
 Hong Kong Island East Harbour-front Study - Feasibility Study
Study Area

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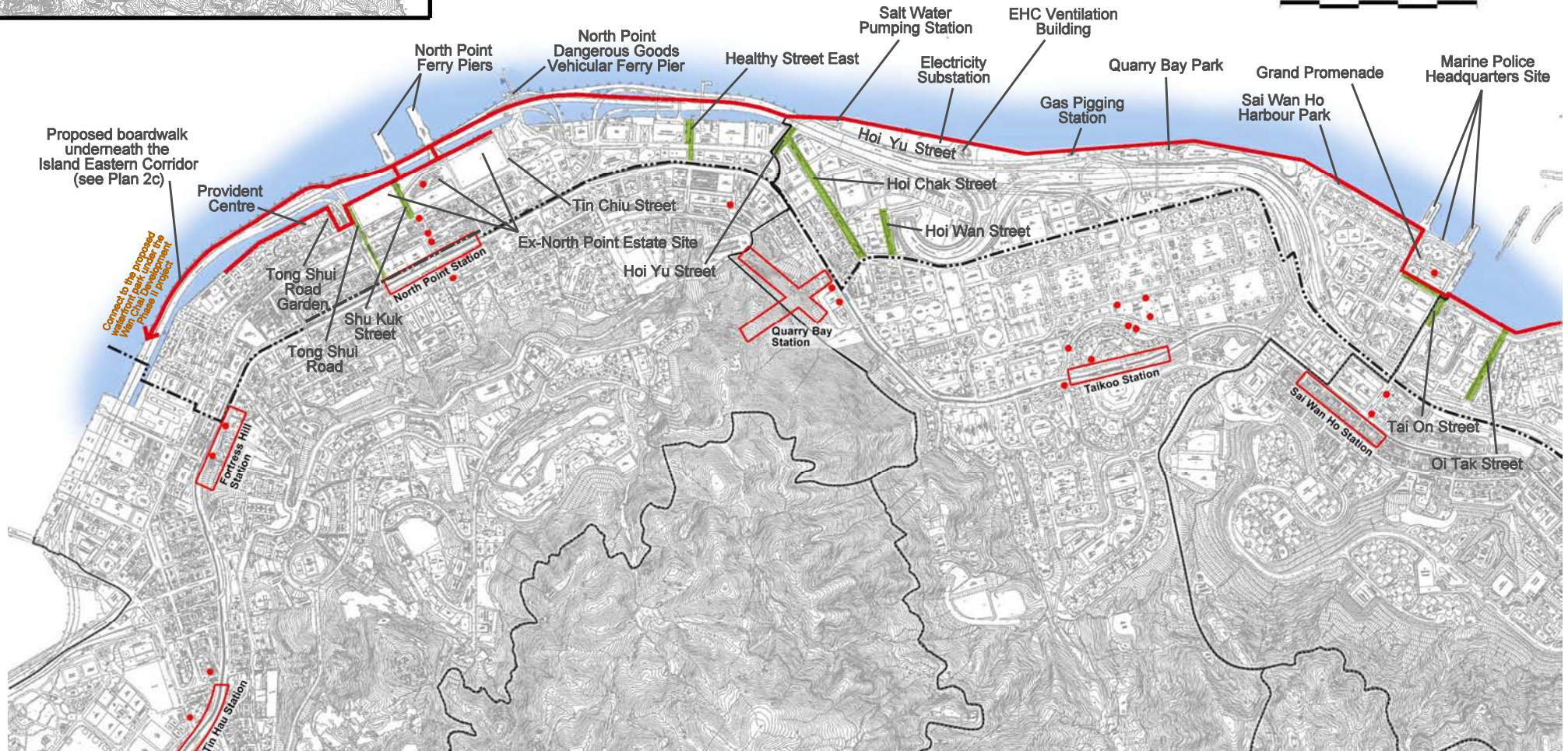
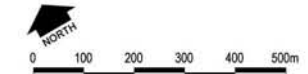
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Plan 1



Legend

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

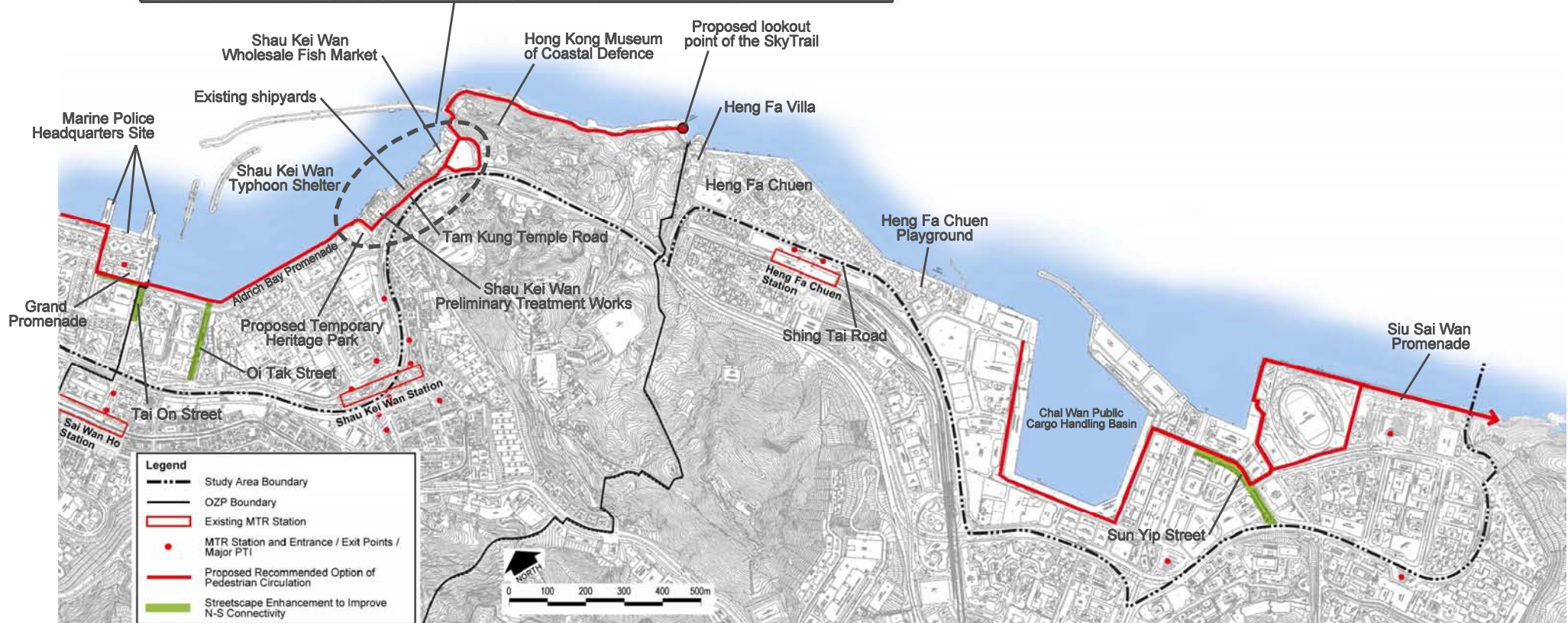
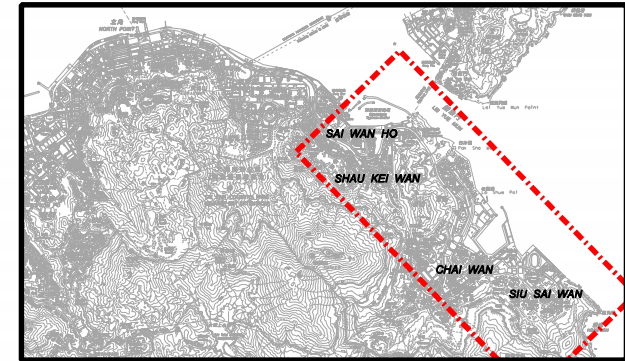
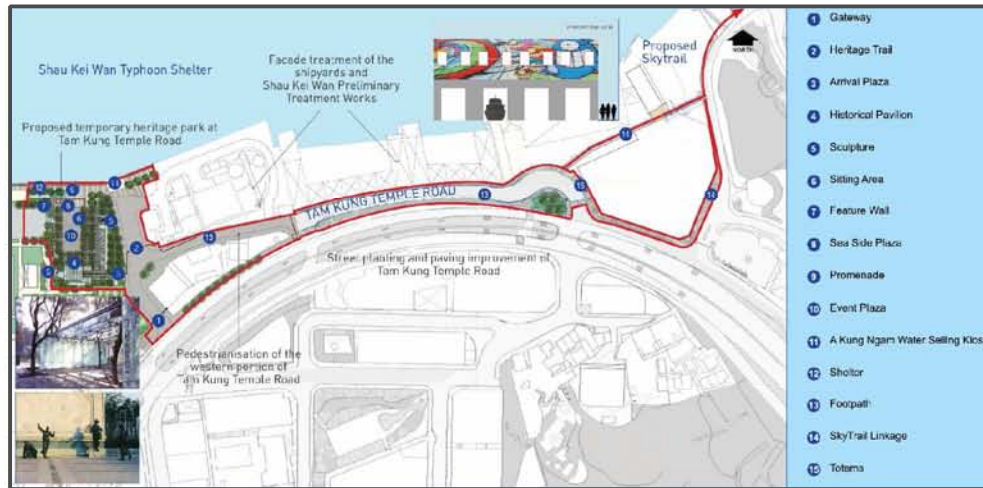


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Waterfront Promenade Proposal - North Point and Quarry Bay

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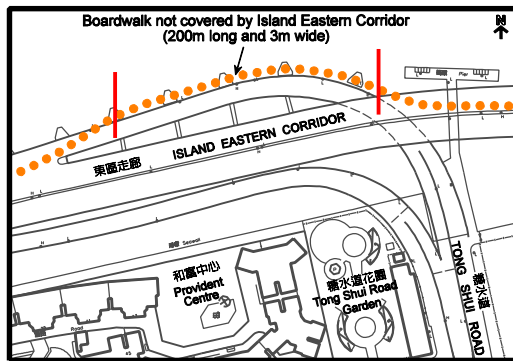
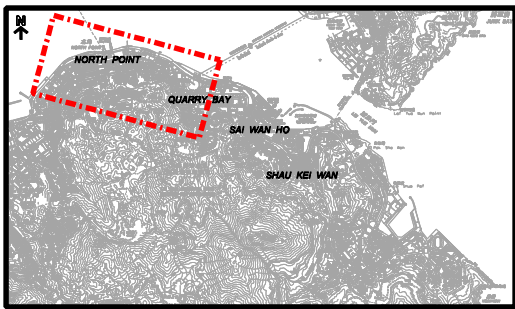
Waterfront Promenade Proposal - Shau Kei Wan and Chai Wan

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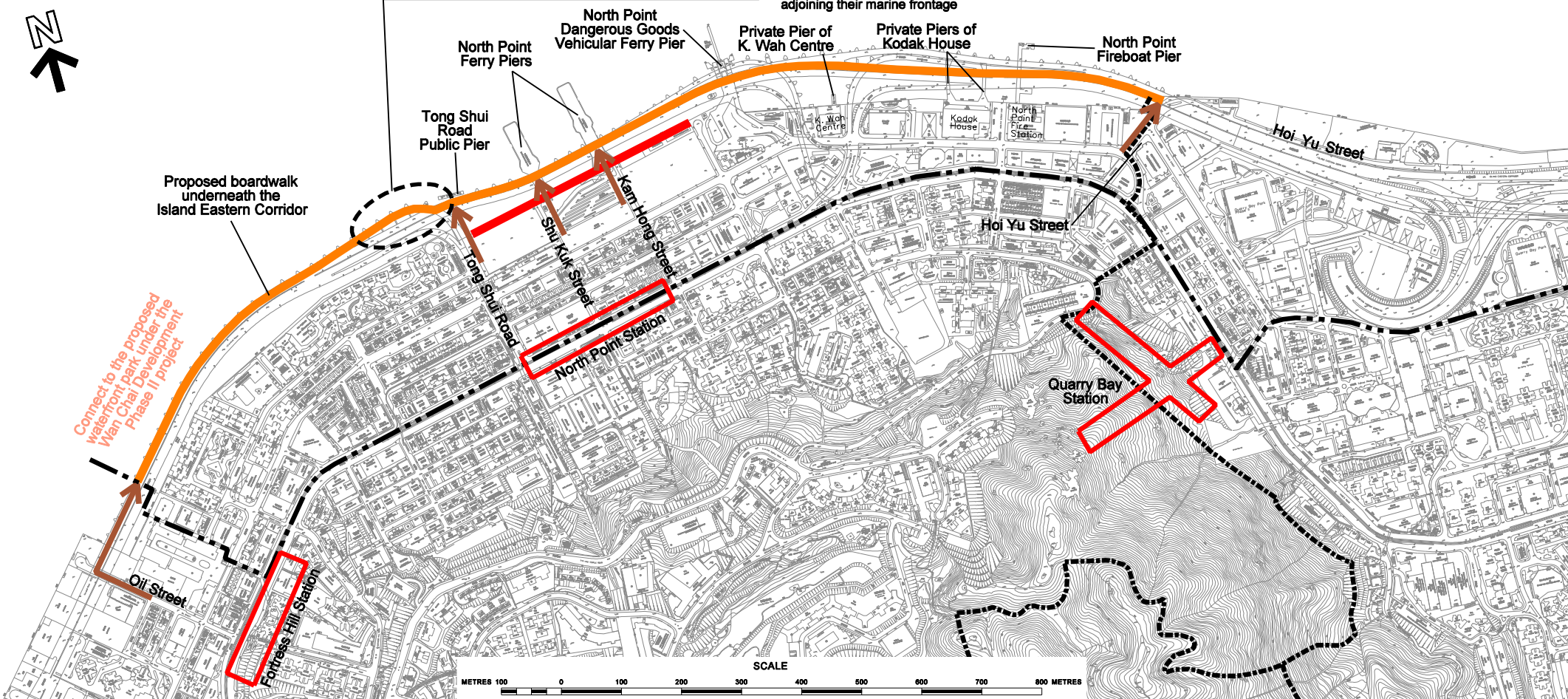
Plan 2b



Bascule bridges could be constructed at appropriate locations of the boardwalk to allow access of the vessels to the existing piers adjoining their marine frontage

Legend

- Study Area Boundary
- - - - - OZP Boundary
- Existing MTR Station
- Extent of the Boardwalk
- Proposed 20m wide Waterfront Promenade of the ex-North Point Estate Site
- Connection Point between the Hinterland & the Boardwalk




Connect to the proposed waterfront park under the Phase II project

Proposed boardwalk underneath the Island Eastern Corridor

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Proposed Boardwalk under the Island Eastern Corridor

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Plan 2c

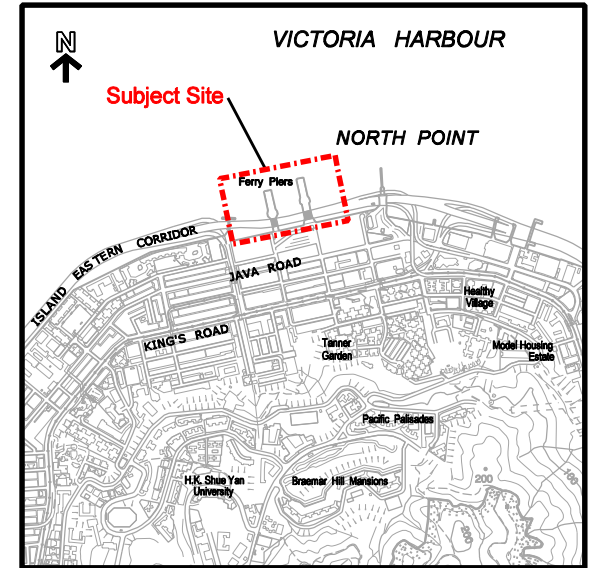
VIBRANT ENTERTAINMENT-THEMED WATERFRONT



Design Objective:
Vibrant Entertainment-themed 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
- Proposed Informal Cycle Track
- - 20m Waterfront Promenade



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

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

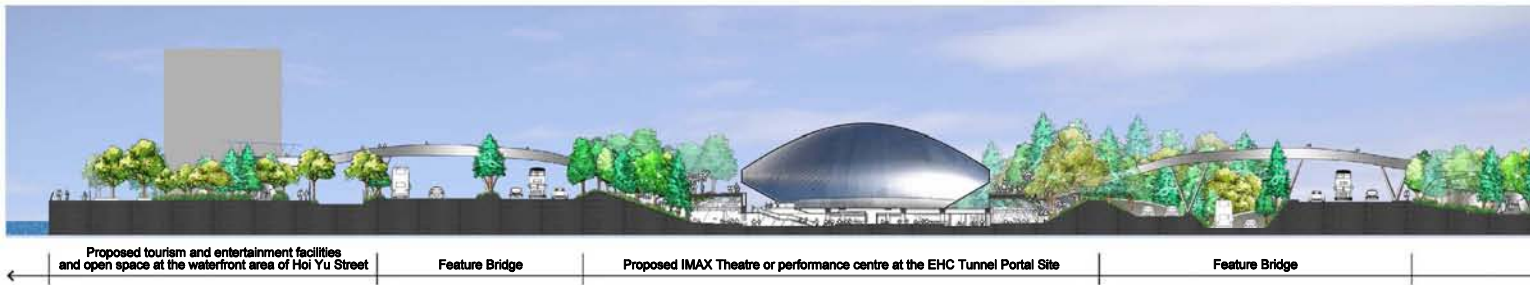
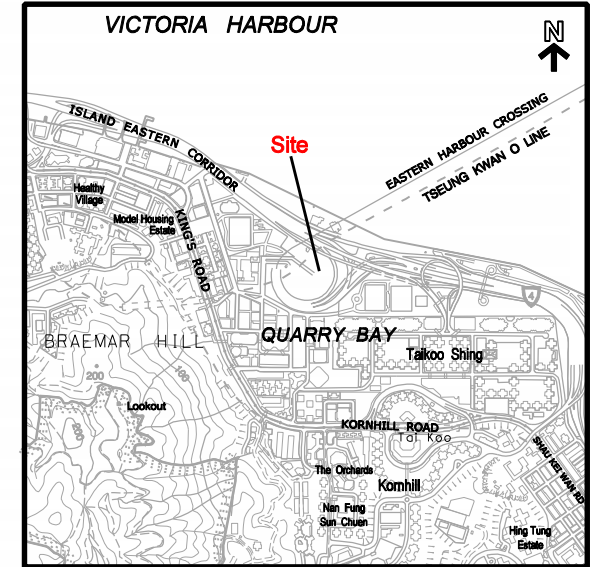
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Plan 3

TOURISM AND ENTERTAINMENT-THEMED WATERFRONT



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Key Site No. 2: Hoi Yu Street Site - Recommended Option

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Plan 4