

Harbourfront Commission

For discussion
on 21 July 2010

HC/05/2010

Hong Kong Island East Harbour-front Study

PURPOSE

The purpose of this paper is to brief Members on the initial options of the enhancement proposals of the Hong Kong Island East Harbour-front Study (the Study) and inform Members of the Study progress.

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 of 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.

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. A series of public engagement events including a brainstorming workshop, a

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questionnaire survey, a drawing competition for children and briefings to statutory and advisory bodies including the Town Planning Board (TPB), Eastern District Council (EDC) and the then HEC were organised. The public views received served as inputs for the Study consultants to prepare enhancement proposals upon commissioning of the Study in May 2009.

5. The Stage 1 Public Engagement Report is at **Annex A**. The major public views gathered during the Stage 1 PEP are summarised as follows:

(a) General Development Direction and Enhancement Measures

The public longed for a continuous waterfront promenade with the provision of cycling facilities and enhancement of pedestrian facilities connecting the Study Area with adjacent districts and the hinterland. They also wished for more greening, improved recreational and leisure facilities, cultural heritage and more economic opportunities within the Area.

(b) Implementation

The public was concerned about the implementation programme of the enhancement proposals. They also suggested identifying sites for short-term/quick-win enhancement.

(c) Other Related Issues

The public raised concerns on the land and management issues of the promenade falling on private land and the legal implications of the enhancement proposals on the Protection of the Harbour Ordinance (PHO).

Initial Options of Enhancement Proposals

6. 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 have formulated the initial options of enhancement proposals which are the subject of the Stage 2 PEP. A copy of the Stage 2 Public Engagement Enhancement Proposals Digest summarising the

initial options is at **Annex B**. Qualitative analyses on various technical aspects including traffic, environment, air ventilation, visual and landscape, structural, sustainability and other relevant aspects have also been conducted for these options.

Waterfront Promenade Proposal (pages 6 to 17 of Annex B)

7. The Study Area comprises four main districts, namely, North Point, Quarry Bay, Shau Kei Wan and Chai Wan. A comprehensive waterfront promenade linking these districts is proposed as follows:

North Point (pages 8 and 9)

- (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 in creating a continuous waterfront promenade, a boardwalk of about 2km underneath the Island Eastern Corridor (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 to Hoi Yu Street in Quarry Bay. The feasibility of the proposed boardwalk passing through the existing North Point Dangerous Goods Vehicular Ferry Pier is subject to the risk assessment to be conducted at the next stage of the Study. As an alternative, the boardwalk could route inland to connect to Tin Chiu Street and Java Road.
- (c) The structural support of the boardwalk will rely on the foundation of the existing IEC. While most of the length of the boardwalk will be directly underneath the IEC, a short section (about 200m) of which near Tong Shui Road would need to be extended above the sea surface due to

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insufficient headroom under the slip road of the IEC. The proposed boardwalk, particularly the part near Tong Shui Road, may have implications on the PHO which would need to be further considered in the Study.

Quarry Bay (pages 10 and 11)

- (d) 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. As such, a short cut route with improved paving, lighting and signage through the existing Public Transport Terminus of Grand Promenade is proposed to facilitate pedestrian movement to Aldrich Bay Promenade. Consideration could also be given to construct an elevated walkway across the Marine Police premises as an alternative.

Shau Kei Wan (pages 12 and 13)

- (e) It is proposed to extend the Aldrich Bay Promenade eastward to the adjacent vacant land which was previously occupied by a temporary rebus parking site. The Shau Kei Wan Preliminary Treatment Works and the existing shipyards to the east along the Shau Kei Wan Typhoon Shelter near Tam Kung Temple Road currently restrict public access to the waterfront. Consideration could be given to provide a waterfront promenade if the shipyards could be relocated in the long term, and the water edge of the Shau Kei Wan Preliminary Treatment Works and Shau Kei Wan Wholesale Fish Market could be allowed for public access.
- (f) This portion of the promenade may be extended to link up Shau Kei Wan either with the existing promenade of Heng

Fa Chuen or with Shing Tai Road either in the form of the Sky Trail along the hillside north of the Hong Kong Museum of Coastal Defence (about 15-20mPD high) or in the form of a cantilevered boardwalk at a lower coastal level (about 5-6mPD high).

Chai Wan (pages 14 and 15)

- (g) This portion of the proposal comprises the existing promenade in Heng Fa Chuen, the Heng Fa Chuen Playground and the Siu Sai Wan Promenade. Located in between the Heng Fa Chuen Playground and the Siu Sai Wan Promenade is the Chai Wan Public Cargo Working Area (PCWA). Since the PCWA would continue to exist for operational needs, consideration may be given to explore the feasibility of providing a footpath alongside the PCWA to enhance connectivity along the waterfront and to improve the pedestrian environment.

8. Apart from the above, the Study also identifies six roads/streets including Shu Kuk Street, Hoi Yu 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 with the hinterland (page 16 & 17). 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.

Urban Design Proposals for Key Sites

9. 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. Two land use/urban design options are proposed for each of the key sites.

Key Site 1: North Point Ferry Piers (NFPF) and the Adjoining 20m Wide Waterfront Promenade of the ex-NPE Site (pages 20 to 21 of Annex B)

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10. Currently, the North Point Ferry Piers provide ferry services to Hung Hom, Kowloon City and Kwun Tong. Upon redevelopment of the ex-NPE site, a waterfront promenade with a width of not less than 20m should be provided in accordance with the planning brief for the ex-NPE site.

(a) Option 1 - Leisure and Recreation-themed Waterfront (page 20)

The 20m wide promenade could serve as a recreational area to include such facilities as children's playground, elderly exercise areas and small retail kiosks. An area for leisure cycling could be incorporated. The promenade can also be used for weekend flea market or arts and crafts fair. The existing ferry services at the two piers will be maintained, whilst the western berth of the eastern pier could be for use of leisure boats complemented with restaurants and commercial facilities.

(b) Option 2 - Vibrant Entertainment Waterfront (page 21)

Assuming the boardwalk proposal underneath the IEC is implemented, this option proposes that the section of the proposed boardwalk from Tong Shui Road to Tin Chiu Street be formed into an extended activity deck from the ex-NPE promenade to become the main activity area. 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. Cafes/restaurants will be provided on the rooftop of both piers which will also be landscaped for public access. Soft landscaped open space and walkway are proposed in the 20m wide promenade. It could also be used for flea market or arts and crafts fair during weekends.

Key Site 2: Hoi Yu Street Site in Quarry Bay (pages 22 to 23 of Annex B)

11. The Hoi Yu Street site comprises the open space area at the Eastern Harbour Crossing (EHC) Tunnel Portal and the waterfront area

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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 currently occupied by the Food, Environment and Health Department (FEHD) Transport Depot, Water Supplies Department (WSD) Maintenance Yard, Hong Kong Police Vehicle Pound and a temporary fee paying public car park. The waterfront area at Hoi Yu Street, other than several small utility installations including a salt water pumping station, an electricity substation, a gas pigging station and the EHC ventilation building, is mainly vacant. 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, and the merits of developing it in conjunction with the two adjacent “OU” sites through public-private partnership (PPP) is under consideration.

(a) Option 1 – Recreation-themed Waterfront (page 22)

The EHC Tunnel Portal site could be developed into a park. The waterfront area at Hoi Yu Street is designed for recreational and leisure use with children’s playground, fitness/exercise equipment zone, elderly exercise area and an informal cycling route. Low-rise developments of about 3 storeys high accommodating such uses as retail shops, eating place, place of entertainment and place of recreation, sports or culture can be incorporated within the two “OU” zones. A waterfront promenade with a width of 10m linking up to the existing promenade in Quarry Bay Park is also proposed, except for the part in front of the existing gas pigging station and ventilation building which is about 6m wide. Two direct footbridges connecting Quarry Bay Park Phase I, the EHC Tunnel Portal Site and the Hoi Yu Street portion are proposed to enhance accessibility.

(b) Option 2 – Tourism and Entertainment-themed Waterfront (page 23)

Instead of a park, the EHC Tunnel Portal site could be considered for the development of a major indoor entertainment facility, such as multi-purpose performance

center, 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 at the two “OU” sites. 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 adopted under this option.

Stage 2 Public Engagement Programme

12. The 2-month Stage 2 PEP was launched on 16 April 2010 to solicit public views on the initial options of enhancement proposals (paras. 6-11 above). Major activities of the PEP included an engagement workshop held on 8 May 2010, roving exhibitions at Cityplaza on 1-7 May 2010 and Shau Kei Wan MTR Station concourse on 15-21 May 2010, and a number of briefings to the statutory and advisory bodies and stakeholders, including TPB, Land and Development Advisory Committee, EDC and local residents. A meeting was also held with the ex-HEC members on 12 May 2010. In addition, relevant public engagement materials have been uploaded onto the Study webpage in Planning Department’s Homepage to promote wider publicity of the Stage 2 PEP.

13. In general, the public is supportive of the proposals to enhance the connectivity to and streetscape of major pedestrian corridors to the waterfront, with a view to creating a quality waterfront for public enjoyment. The major public views collected at various briefing sessions and local residents’ meetings at the Stage 2 PEP are summarised below, while public views received via the feedback form have yet to be analysed:

Boardwalk under the IEC

- (a) The public generally supports the proposed 2-km boardwalk under the IEC, although there are some concerns on the 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.

Sky Trail/Cantilevered Boardwalk

- (b) Whilst the proposal of SkyTrail/cantilevered boardwalk linking Shau Kei Wan and Heng Fa Chuen is well received by the general public, there is strong objection from the Heng Fa Chuen residents to the proposed connection of the walkway with the existing promenade in Heng Fa Chuen 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 generating nuisance, and security, management and maintenance problems etc. In this regard, some has put forth an alternative proposal of a walkway via the Hong Kong Museum of Coastal Defence to connect to the Lei Yue Mun Park instead.

Waterfront Proposal in Shau Kei Wan

- (c) The shipyard operators at Tam Kung Temple Road in Shau Kei Wan have 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 have suggested cooperating with the Government to help improve the general environment of the Tam Kung Temple Road area. In this connection, there are 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, could form an integral part of tourism development in Shau Kei Wan showcasing its history and heritage.

Cycling and Fishing Facilities

- (d) Views on the provision of cycling and fishing facilities alongside the waterfront promenade are diverse. Some are keen to have a continuous cycle track and a designated area for fishing, while others are concerned about the

pedestrian safety issue caused by cycling and fishing activities.

Streetscape Enhancement Proposals

- (e) Apart from the roads/streets identified in the Study as quick-wins for streetscape enhancement, other roads/streets including Healthy Street East, Tong Shui Road and Hoi Chak Street have been proposed to help improve the north-south connectivity.

Key Sites

- (f) Although views on the proposed development options of North Point Ferry Piers and Hoi Yu Street site are diverse, there is a clear preference for the development at the Hoi Yu Street site to be low-rise and the accessibility to the site to be improved.

Implementation

- (g) The majority has requested for early implementation of the enhancement proposals.

STUDY PROGRAMME AND PROGRESS

14. The public engagement consultant is now analysing the public comments received during the Stage 2 PEP. A public engagement report incorporating all comments received and our responses will be consolidated and released to the public at the next stage of the Study.

15. The Study consultants have started reviewing the public comments received with a view to evaluating the initial options of enhancement proposals and conducting technical assessments to further examine the feasibility of the enhancement proposals, so as to formulate the preferred option. The public will be engaged at the Stage 3 PEP on the preferred option to be undertaken in early 2011.

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

ADVICE SOUGHT

17. Members are invited to note the study progress and are welcome to express their views on the initial options of the enhancement proposals at **Annex B**.

**PLANNING DEPARTMENT
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