The Planning Department is carrying out a 3-stage Public Engagement Programme (PEP) of the Hong Kong Island East Harbour-front Study (the Study) to collect public views on the enhancement proposals for harbour-front areas and to build consensus on the enhancement proposals.

The Stage 1 PEP was held in March and April 2009 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. All the public views and suggestions collected have been included in the Stage 1 Public Engagement Report available at the Planning Department’s website. The Study Consultant has taken into account the public views in preparing the initial options of the enhancement proposals.

The Stage 2 PEP is now being conducted to solicit public comments on the initial options of the enhancement proposals. From those a preferred option will be generated and will be made available at the Stage 3 PEP.
Study Area

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

In the Stage 1 PEP, a series of public engagement activities were organised. These included a brainstorming workshop, a questionnaire survey, an “Envisioning for the East” drawing campaign and briefings to statutory and advisory bodies. We also received a few written submissions expressing views on enhancement of the Hong Kong Island East harbour-front areas.

In general, the public:
- considered the living environment of Hong Kong Island East quite satisfactory
- longed for a continuous waterfront promenade with the provision of cycling facilities and enhancement of pedestrian connections to and from the waterfront
- longed for more greening and the enhancement of recreational and leisure facilities
- suggested to implement urban design / landscape as well as cultural heritage and economic enhancement measures
- suggested to identify potential sites such as Hoi Yu Street site for short-term / quick-win harbour-front enhancement projects
- raised concerns on land and management issues of the promenade on private land and legal implications on the Protection of the Harbour Ordinance

Overall, the public expressed their general appreciation of the Study Area.

The public also provided various proposals and suggestions for the Study Area, particularly:
- proposals for extending the promenade
- proposals for promoting culture and arts
- suggestions for green spaces
- proposals for enhancing the waterfront
- suggestions for improving connectivity
- suggestions for community facilities
- suggestions for urban design and landscape

We would also like to thank the public for their valuable inputs and suggestions.

As a result, we would like to encourage all parties to join hands and continue the discussion on the Study Area.
The harbour-front connectivity enhancement proposals aim to provide a waterfront promenade along the shoreline from North Point to Chai Wan. Promenade enhancement plans and key issues for consideration for the four sub-districts in Hong Kong Island East are highlighted below. In addition, six streets currently linking with the hinterland have been identified for improvement to enhance the accessibility to the promenade.

We understand that there has been a general public request for the provision of a continuous cycle track along the waterfront promenade. However, due to the topography and insufficient space available for a designated cycle track, it may not be technically feasible to provide an extensive cycle track. Notwithstanding such limitations, cycling facilities are proposed at the North Point Ferry Pier and Hoi Yu Street site for recreational use. The details will be covered in the section on Key Sites.
**Enhancement Proposals**

In North Point, the existing promenade at Provident Centre is accessible to the public but it is separated from the adjoining Tong Shui Road Garden by the boundary wall of Provident Centre. It is proposed to create an opening at the boundary wall to link them up.

In addition, a 20-m wide promenade is planned at the ex-North Point Estate site for public enjoyment.

To further enhance the connectivity along the waterfront in North Point, a boardwalk of about 2 km is proposed underneath the section of Island Eastern Corridor (IEC) from Oil Street to Hoi Yuen Street, with a section of the boardwalk near Tong Shui Road to be extended beyond the direct cover of the IEC due to inadequate headroom under the slip road. This will avoid having the proposed boardwalk terminated in a dead end.

**Consideration Issues**

- Marine access rights for some private lots may be affected
- Feasibility of the proposed boardwalk passing through the North Point Dangerous Goods Vehicular Ferry Pier
- Subject to whether there is strong public support, the boardwalk proposal will be further examined under the Protection of the Harbour Ordinance and whether it would satisfy the principal criteria of the "Overriding Public Need Test" stipulated by the Court of Final Appeal, namely compelling, overriding and present need; no viable alternative; and minimum impairment to the harbour
This section in the Quarry Bay area comprises a proposed waterfront promenade along Hoi Yu Street, the existing Quarry Bay Park and Sai Wan Ho Harbour Park.

Since the Marine Police premises located between the Sai Wan Ho Harbour Park and Aldrich Bay Promenade restrict public access to the waterfront, a short cut route with improved paving and lighting through the Public Transport Terminus of Grand Promenade is proposed to facilitate pedestrian movement. Alternatively, consideration could be given to construct an elevated walkway across the Marine Police premises to enhance the connectivity of the waterfront.

- Private land issues in relation to the proposed waterfront promenade along Hoi Yu Street
- Constraints posed by existing utility installations to the Hoi Yu Street waterfront promenade
- Possible impact on the operation of the Marine Police
This section in Shau Kei Wan extends from the existing Aldrich Bay Promenade eastward to the existing promenade at Heng Fa Chuen.

The Aldrich Bay Promenade is proposed to be extended eastward to the adjacent vacant land. To facilitate a continuous promenade, the existing shipyards along the Shau Kei Wan Typhoon Shelter would need to be relocated and the water edge of the Shau Kei Wan Preliminary Treatment Works and the Shau Kei Wan Wholesale Fish Market be allowed for public access.

Connectivity around the Hong Kong Museum of Coastal Defence to Heng Fa Chuen can be achieved by constructing an elevated walkway, the “SkyTrail” (height of about 15 to 20mPD) or a cantilevered boardwalk at a lower coastal level (height of about 5 to 6mPD).

Consideration issues:

- The need for and possibility of relocating the existing shipyards.
- Public accessibility of the water edge via the Shau Kei Wan Preliminary Treatment Works and the Shau Kei Wan Wholesale Fish Market to be further considered.
- Private land issue in relation to the connection point of the SkyTrail / cantilevered boardwalk at Heng Fa Chuen.
Chai Wan

Enhancement Proposals

- Consideration of the feasibility of providing a footpath alongside the PCWA to be explored.

Chai Wan's enhancement proposals include extending the promenade from Heng Fa Chuen to the Siu Sai Wan Promenade.

The feasibility of providing a footpath alongside the PCWA needs to be explored.

Some existing Government and private uses including the Chai Wan Public Cargo Working Area (PCWA) located in between the existing promenades generally restrict public access to the waterfront. Since the PCWA is still required for operational need, consideration may be given to explore the suitability of providing a footpath alongside the PCWA to enhance connectivity along the waterfront and to improve the pedestrian environment.

At present, the footpath along the waterfront is mainly used for governmental and private purposes. The Chai Wan Public Cargo Working Area (PCWA) is located in the area between the existing promenades, which generally restricts public access to the waterfront. Since the PCWA is still required for operational purposes, it may be possible to consider providing a footpath alongside the PCWA to enhance connectivity along the waterfront and improve the pedestrian environment.
六條連接
Six Streets for
North-South Waterfront
Hinterland
的街道
Connections

優化建議方案
Enhancement Proposals

為改善連接海濱南北方向的行人通道環境，研究建議優先在以下六條街道進行可於短期內實行的優化工程，包括擴闊及改善行人路幅、加強綠化、增加街道設施、指示牌及地標等。

To improve the north-south waterfront connectivity and walking environment, 6 existing streets have been identified as quick-wins for streetscape enhancement. The measures include pavement widening, paving improvement, intensified tree and shrub planting, additional street furniture, strong identifiable signage and iconic elements etc.
The North Point Ferry Piers and the Hoi Yu Street site in Quarry Bay have potential for enhancement to create a quality waterfront. The Study has proposed two development options for each of the sites.

North Point Ferry Piers are located at the northern end of Shu Kuk Street and Kam Hong Street. Abutting to its immediate south is the ex-North Point Estate site.

The Hoi Yu Street site comprises two parts: the open area at the Eastern Harbour Crossing (EHoC) Tunnel Portal and the waterfront area at Hoi Yu Street to the north of the IEC.
**North Point Ferry Piers Proposed Development Options**

**Option 1**

1. 建設20米闊的海濱長廊，並提供兒童遊樂場、長者康體設施及單車徑等，在假日亦可作跳蚤市場或藝墟用途
   
   20m wide waterfront promenade with children's playground, elderly exercise area and cycle route etc., can be used for weekend flea market or arts and crafts fair

2. 小型零售商層
   
   Small retail kiosks

3. 維持現有兩個碼頭的渡輪服務，東面碼頭的西面泊位可供悠閒船隻停泊，並提供餐飲及商業用途
   
   Existing ferry services at the two piers to be maintained with the western berth of the eastern pier for leisure boat use complemented with restaurants and commercial uses

**Option 2**

1. 提供20米闊綠化海濱長廊作舒適的公眾空間，在假日亦可作跳蚤市場或藝墟用途
   
   20m wide waterfront promenade with soft landscaped open space, can be used for weekend flea market or arts and crafts fair

2. 在東區走廊下興建附設零售商層的行人跑道提供額外的公眾活動空間
   
   Boardwalk under IEC with retail kiosks as an extended activity deck

3. 翻新整合碼頭設施以成為港島東新地標，並包括餐廳、商業及娛樂用途
   
   New iconic landmark of HK Island East with integration of the renovated pier structures comprising restaurants, commercial and entertainment uses. Existing ferry services at the two piers to be maintained with the western berth of the eastern pier for leisure boat use

4. 於天台提供露天茶座及圍境美化地帶供市民享用
   
   Alfresco dining on pier roof with landscaped area that is publicly accessible
B2 鲗魚涌海裕街用地 建議發展方案

Hoi Yu Street Site in Quarry Bay Proposed Development Options

康體為主題的
Recreation-themed Waterfront

方案 Option 1

1. 休憩公園
   Public Park

2. 康體休憩用途（例如兒童遊樂場、康體健身設施及長者運動設施）
   Recreational and Leisure uses (e.g. children’s playground, fitness / exercise equipment zone and elderly exercise area)

3. 提供康體用途的單車徑及相關配套設施（例如單車租用店、單車停泊處等設施）
   Recreational Cycle Route with associated facilities (e.g. cycle rental shop, cycle parking racks)

4. 興建3層高的發展作零售、食肆、娛樂及康體文化用途
   Low-rise developments of about 3 storeys high accommodating retail shop, eating place, place of entertainment and place of recreation, sports or culture

旅遊娛樂為主題的
Tourism and Entertainment-themed Waterfront

方案 Option 2

1. 重點娛樂中心（例如動感影院、表演場地）
   Major entertainment facility (e.g. IMAX performance centre)

2. 開放作遊樂場、娛樂及節慶或假日用途
   Fun fair, entertainment use and festive/seasonal events

3. 興建5-6層高的發展作文化、旅遊及娛樂用途，並提供商舖及食肆
   Developments of 5-6 storeys accommodating cultural, tourism and entertainment uses with shops and restaurants

4. 興建特色架空行人通道連接海濱及東隧出口上蓋地盤
   An attractive, iconic elevated walkway connecting the waterfront and the EHC portal site
This exhibition illustrates the initial enhancement options that have been prepared for the Hong Kong Island East waterfront areas and highlights the key issues for consideration. We sincerely invite you to participate in the activities of the Stage 2 PEP to build consensus and to define our way forward.

For details of the study background and Stage 2 Public Engagement Programme, please visit the Planning Department’s website:


or call 2231 4616