

TOWN PLANNING BOARD

**TPB Paper No. 8747
For Consideration by the
Town Planning Board
on 11.3.2011**

**Hong Kong Island East Harbour-front Study -
Stage 3 Public Engagement Programme**

**Hong Kong Island East Harbour-front Study -
Stage 3 Public Engagement Programme**

Purpose

1. The purpose of this Paper is to seek Members' views on the preferred option of enhancement proposals for the Hong Kong Island East harbour-front areas, as part of the Stage 3 Public Engagement Programme (PEP) of the Hong Kong Island East Harbour-front Study.

Background

2. The Study consists of 3 stages of PEP. Taking into account the initial views from the key stakeholders gathered at the Stage 1 PEP before commissioning of the Study, the Study Consultants formulated the initial options of enhancement proposals. The Stage 2 PEP was undertaken in April - July 2010 to solicit public views on the initial options of enhancement proposals with a view to assessing their general acceptability, the pros and cons of each option and identifying alternative enhancement proposals, if any. The major activities of the Stage 2 PEP included an engagement workshop, roving exhibitions, a questionnaire survey and a number of briefings to statutory and advisory bodies, stakeholders and local residents. The Town Planning Board was consulted on 16 April 2010 (TPB Paper No. 8516) at the Stage 2 PEP.

Major Public Views on the Initial Options

3. 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 help create a quality waterfront for public enjoyment. An Executive Summary of the Stage 2 PEP is at **Appendix I**. The major public views collected at the Stage 2 PEP are summarized as follows:

Boardwalk under the IEC

- (a) There was general 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. Some members of the public also raised concern on the implication of the Protection of the Harbour Ordinance (PHO) on the proposal.

SkyTrail/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). The residents were concerned about the intrusion of the SkyTrail/cantilevered boardwalk, which was open to public, upon private ownership right; bringing in

outsiders to the estate and hence creating nuisance, security, safety, management and maintenance problems.

Waterfront Proposal in Sai Wan Ho

- (c) The proposed elevated walkway over the Marine Police premises in Sai Wan Ho was generally not preferred for its conflict with the Marine Police's operation, and its being not convenient 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 make way for the provision of a continuous waterfront promenade. As an alternative, they suggested cooperating with the Government to help 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 safety of the pedestrians because of the 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. Additional roads/streets including Healthy Street East, Tong Shui Road and Hoi Chak Street were proposed to help improve the north-south connectivity.

Key Sites

- (g) Although there were no strong public views on the proposed development options of the North Point Ferry Piers and Hoi Yu Street site, there was a clear preference for low-rise and low-density development at the two key sites. 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 and 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, those in support of Government-led development and public-private partnership (PPP) was similar in number.

Preferred Option of Enhancement Proposals

4. Having reviewed the public comments received during the Stage 2 PEP, the Study Consultants have evaluated the initial options and formulated the 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 also been conducted. To facilitate public understanding of the proposals, a pamphlet for the Stage 3 PEP, which sums up the essence of the preferred option, has been prepared and is at **Appendix II** for Members' reference.

Waterfront Promenade Proposal

5. A comprehensive waterfront promenade linking the four main districts in the Study Area is proposed as follows:

North Point

- (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 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 proposed waterfront park in Wan Chai Development Phase II eastward through the existing North Point Ferry Piers all the way to Hoi Yu Street in Quarry Bay. The boardwalk would rely on the foundation of the IEC as its structural support. The design of the boardwalk will integrate with the pier structures without affecting the pier operation.
- (c) While a major part of the proposed boardwalk will be directly under the IEC, a small portion (about 200m) would need to be extended onto the sea surface due to insufficient headroom under the slip road of the IEC. Hence, the proposal may have the PHO implications. Apart from this, the provision of the boardwalk will also affect the marine access right of some private developments, such as K. Wah Centre and Kodak House, in North Point. If the private marine access needs to be retained for these developments, 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

- (d) 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. However, a continuous promenade may not be achievable due to the presence of the buildings at the Marine Police Headquarters site, which currently occupy two pier structures and the adjoining strip of land along the waterfront to the east of 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 environment.

Shau Kei Wan

- (e) It is proposed to extend the Aldrich Bay Promenade (south of the Shau Kei Wan Typhoon Shelter) eastward to the adjacent vacant land. The existing shipyards along the Shau Kei Wan Typhoon Shelter and Shau Kei Wan Wholesale Fish Market will be retained and the environment of Tam Kung Temple Road will be enhanced 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 fee paying car parking site to the immediate south of the ex-rehabus parking site, which is 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 showcasing the history of Shau Kei Wan, and re-arrangement of vehicular traffic to facilitate pedestrianisation of the western portion of Tam Kung Temple Road.
- (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 SkyTrail (about 15-20mPD high). The proposed SkyTrail of about 600m long 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, and its further extension to the east to connect with Shing Tai Road may be possible upon future extension of the Museum and subject to further discussion with Heng Fa Chuen residents.

Chai Wan

- (g) 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.

6. Apart from the above, the Study has 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. 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.

7. As a long-term initiative 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 for tourism purposes, with stops at several attraction points, to enhance the accessibility from the seaward side to the harbourfront and to make the harbour more vibrant.

Urban Design Proposals for Key Sites

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

8. Currently, the NPFP provide ferry services to Hung Hom, Kowloon City and Kwun Tong. NPFP and the adjoining boardwalk underneath the Island Eastern Corridor will become the main activity area with provision of retail shops, cafes, seating benches, planting and art display. 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.

Key Site 2: Hoi Yu Street Site in Quarry Bay – Tourism and Entertainment-themed Waterfront

9. 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" ("O") on the Quarry Bay OZP. The site is currently occupied by the Food and Environmental Hygiene Department's Transport Depot, Water Supplies Department's 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 "Other Specified Uses" ("OU") which are planned for the development of cultural, commercial, leisure and tourism uses.

10. The preferred option proposes a major indoor entertainment facility, such as multi-purpose performance centre or IMAX theatre, to create an attractive destination spot for visitors. 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 also proposed at the waterfront area. 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.

Implementation

11. The implementation of most of the enhancement proposals including the boardwalk under the IEC and the SkyTrail would be subject to funding and resource availability. 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 also required. Further technical assessments of these enhancement proposals would be required at the detailed design stage. PPP/Public-private collaboration (PPC) approach would be further examined for implementation of the two key sites.

Stage 3 Public Engagement Programme

12. The Stage 3 PEP is launched and will last for two months. Similar to the Stage 2 PEP, briefing sessions will also be arranged for statutory and advisory bodies, as well as other interest groups and professional bodies. Feedback forms will also be provided to collect public views. Relevant public engagement materials as well as information on the Stage 3 PEP have been uploaded onto the Study webpage of the Planning Department's Homepage. Public comments received will be considered in the formulation of the Recommended Option. The Study is scheduled for completion later this year.

Advice Sought

13. Members are invited to comment on the preferred option of enhancement proposals.

Attachments

- Appendix I** - Executive Summary of the Stage 2 Public Engagement Programme
- Appendix II** - Pamphlet for Stage 3 Public Engagement Programme

**PLANNING DEPARTMENT
FEBRUARY 2011**



規劃署
Planning Department

合約編號
Agreement No.: PLNQ 34/2009

港島東

海旁研究

Hong Kong Island East Harbour-front Study

第二階段公眾參與活動 摘要

Stage Two Public Engagement Programme Executive Summary

2/2011



公眾參與活動策劃顧問
Public Engagement Programme Consultant

CARE
Centre of Architectural Research
for Education, Elderly,
Environment and Excellence Ltd.
優環長學建築設計研究中心

優環長學建築設計研究中心
Centre of Architectural Research for
Education, Elderly, Environment and Excellence Ltd.



香港中文大學建築學院
社區參與研究組
Community Participation Unit, School of Architecture,
The Chinese University of Hong Kong

港島東海旁研究

第二階段公眾參與活動

摘要

目錄	頁
1. 簡介	1
1.1 背景	
1.2 第二階段公眾參與活動	
2. 第二階段公眾參與活動主要結果摘要	2
2.1 整體研究方向	
2.2 海濱長廊建議	
2.3 單車及其他設施	
2.4 重點改善地點	
2.5 腹地與海濱的連接性	
2.6 實施計劃	
2.7 公眾參與方式	
2.8 其他事項	
3. 未來路向	6

1. 簡介

1.1 背景

規劃署就「港島東海旁研究」進行三個階段的公眾參與活動，以收集公眾對研究的意見。

第一階段公眾參與活動 - 構想階段於2009年3月至5月進行，主要收集相關人士對優化海旁的願景和期望。

第二階段公眾參與活動 - 初擬方案階段於2010年4月至7月進行，主要收集市民對優化建議初步方案的意見，從而評估初步方案普遍的接受程度及每個方案的利弊，並考慮市民提出的優化建議。

1.2 第二階段公眾參與活動

第二階段公眾參與活動主要包括：

公眾參與活動	日期
巡迴展覽 - 太古城中心 - 筲箕灣港鐵站大堂	2010年5月1至7日 2010年5月15至21日
公眾參與工作坊	2010年5月8日
居民簡介會 - 杏花邨 - 筲箕灣 - 鰂魚涌 - 北角 - 西灣河及鯉景灣	2010年5月18日 2010年6月2日 2010年6月12日 2010年6月21日 2010年7月10日
法定、諮詢及關注團體簡介會 - 城市規劃委員會 - 土地及建設諮詢委員會轄下的規劃小組委員會 - 東區區議會 - 香港規劃師學會 - 關注海港團體 (包括前共建維港委員會成員)	2010年4月16日 2010年4月29日 2010年5月5日 2010年5月11日 2010年5月12日
從公共事務論壇網站收集論壇成員的意見	2010年5月至6月
問卷調查	2010年4月16日至7月初

2. 第二階段公眾參與活動主要結果摘要

市民的意見及建議可歸納為八大類，規劃署及研究顧問已就有關意見作出適當的回應。

2.1 整體研究方向

意見

- 普遍支持研究的目的，為港島東海旁地區擬定全面的優化建議。
- 研究範圍也應包括銅鑼灣及小西灣黑角頭。
- 建議加入一些位於研究範圍以外的街道及地點，以改善腹地與海濱南北方向的連接性。
- 研究應著重加強各區的獨特性。
- 並未制訂香港整體海事用途計劃。
- 應考慮採用海上交通工具，加強各活動區的暢達性。

回應

- 銅鑼灣海旁一帶為「灣仔發展計劃第二期全面規劃及工程檢討」範圍的一部分，有關檢討結果已被納入《灣仔北分區計劃大綱圖》。而研究範圍東面界線亦因應東區區議會的要求，已由筲箕灣向東伸延至小西灣。至於黑角頭雖未納入本研究範圍，但可考慮其他相關優化措施，如於小西灣加設指示牌，讓遊人容易找到黑角頭。
- 在制訂最可取方案階段中，會考慮制訂可加強筲箕灣區歷史文化特色的建議。
- 規劃海事用途涵蓋廣泛，並超出本研究的範疇。本研究範圍集中港島東海旁，並為其制訂理想的優化建議。
- 在制訂最可取方案階段中，會進一步考慮提供海上運輸如水上的士的建議。

2.2 海濱長廊建議

2.2.1 行人板道建議及《保護海港條例》

意見

- 市民強烈支持興建行人板道的同時，也關注到有關建議或會受《保護海港條例》約束，問卷調查顯示略少於半數回應者認為提供連貫的海濱長廊有「凌駕性公眾需要」。此外，市民亦關注行人板道的安全問題。

回應

- 得到普遍市民正面支持行人板道建議，我們會再進一步研究《保護海港條例》的規定對落實有關建議帶來的影響。在制訂最可取方案階段，我們會就建議考慮安全措施，而當局亦會在實施階段進行詳細設計的可行性研究。

2.2.2 其他海濱長廊建議

意見

北角

- 在沒有涉及收地的情況下，應在合適的地點提供通往東區走廊下擬議興建的兩公里長行人板道之連接點。

西灣河

- 市民普遍認為在水警總部興建架空通道並不適當，因為會影響水警運作及不方便長者和殘障人士使用。

筲箕灣

- 搬遷船隻修理工場會影響經營者的生計及筲箕灣昔日漁村的歷史重要性。船隻修理工場應予以保留，並納入筲箕灣保育旅遊發展計劃中作進一步優化。

杏花邨

- 市民普遍歡迎高架天梯 / 懸臂式海濱板道連接筲箕灣及柴灣的建議，但由於擬議的连接點會影響杏花邨私人業權，有關建議遭當區居民強烈反對，而高架天梯 / 懸臂式海濱板道連接至杏花邨盛泰道(公共道路)的建議亦不被接受。
- 建議架空天梯 / 懸臂式海濱板道的另一路線可改道連接腹地，經鯉魚門公園及度假村至柴灣。

柴灣

- 沿貨物裝卸區提供行人道的建議未必能夠吸引市民前往享用海濱，建議應為整個柴灣區制訂全面的活化計劃。

回應

北角

- 會考慮在多個合適地點連接行人板道。

西灣河

- 我們了解市民的關注，會建議其他通道走線，並配合街道優化措施，以改善步行環境。

筲箕灣

- 建議保留船隻修理工場，作為景點吸引遊人，並配合成為筲箕灣區文物保育徑的一部分，亦建議於船隻修理工場附近興建歷史文化公園。

杏花邨

- 高架天梯 / 懸臂式海濱板道將不會連接現時杏花邨的海濱長廊，至於連接至盛泰道及港鐵站的技術可行性則會作進一步探討。
- 市民建議的鯉魚門公園走線可作觀光及緩跑徑用途，唯走線遠離海旁，未能改善海濱的連貫性。

柴灣

- 在可見的未來，貨物裝卸區及其鄰近設施仍有其運作上的需要而未能夠搬遷，因此現階段我們建議擴闊行人路及優化街道，讓市民可享用海濱，飽覽港口景色。

2.3 單車及其他設施

意見

- 市民對海濱長廊提供單車及釣魚設施持不同意見。部分市民渴望可提供連貫的海旁單車徑及指定釣魚區，但亦有市民關注有關建議帶來的行人安全問題。

- 市民關注長者及兒童康樂設施、體育設施、表演場地、垃圾箱、洗手間、寵物公園及草地不足的問題。

回應

- 基於地形限制及安全考慮，要在全段海旁提供單車徑是十分困難，故此初步方案建議在北角渡輪碼頭及海裕街用地提供作康樂用途的單車設施，而在技術上要實質分隔單車和行人未必可行，因此建議透過管理措施令騎單車和步行的活動得以協調。
- 由於行人通道闊度有限及安全問題，除非找到合適地方，否則不鼓勵市民在行人板道及高架天梯 / 懸臂式海濱板道進行釣魚活動。
- 北角渡輪碼頭及海裕街用地這兩處重點改善地點的建議已包括提供休閒康樂設施供市民使用。

2.4 重點改善地點

意見

北角

- 市民對兩個建議發展方案並沒有特別取向，但市民普遍支持低層、低密度的海濱發展。
- 市民對提供文化藝術及老幼共融的康樂設施的建議表示支持。

鰂魚涌

- 市民對兩個建議發展方案並沒有特別取向，但市民普遍支持低層、低密度的海濱發展，並贊成提供老幼共融的康樂設施、健身設施、康樂用途的單車徑及作節慶/節日用途。
- 市民支持在東區海底隧道出口上蓋空地提供更多綠化及作文化藝術的地標發展，並認為應提供扶手電梯及/或更直接方式連接該上蓋空地至海濱，供長者及殘障人士使用。

筲箕灣 (有潛力作為重點改善地點)

- 基於筲箕灣的歷史文化背景，筲箕灣應成為重點改善地點，加以保護和活化，尤其是避風塘一帶的船隻修理工場最能夠反映漁業發展，應予以保留。

柴灣 (有潛力作為重點改善地點)

- 雖然市民普遍支持優化街道建議，但本研究應探討逐步優化貨物裝卸區的可能性，吸引遊客及發展商機。

回應

北角

- 文化藝術及雕塑等元素會納入建議中。

鰂魚涌

- 建議沿海濱已劃作「其他指定用途」的兩幅土地的建築物高度會比法定容許的為低。為方便長者及殘障人士往返海濱，會提供扶手電梯及其他無障礙設施。

筲箕灣

- 研究顧問已考慮市民對保留現時船隻修理工場及有關漁業用途和設施的意願，在制訂最可取方案階段，這些用途會與其他休閒康樂及旅遊設施的建議一併考慮。

柴灣

- 重新發展貨物裝卸區為一個遠期的前瞻性概念，要待不再需要有關設施才會考慮。

2.5 腹地與海濱的連接性

意見

- 市民認為優化街道計劃應列作優先進行項目，除建議的六條街道外，市民亦建議優化其他街道如健康東街、糖水道、海澤街等。

回應

- 研究會考慮美化上述其他街道的建議。當局意向是將優化街道計劃作為率先實施項目，以改善海濱的暢達性。

2.6 實施計劃

意見

- 市民促請政府盡快進行有關計劃。
- 有關兩處重點改善地點發展的模式，包括政府主導發展及公私營合作，問卷調查顯示，支持上述兩種模式的回應者百分比差距並不明顯。

回應

- 在制訂最可取方案階段中，會就實施策略提出建議。
- 落實發展模式可因應個別發展項目的性質而有所不同。

2.7 公眾參與方式

意見

- 規劃署應在總結規劃階段主動邀請市民參與，並讓他們得知公眾參與活動結果。

回應

- 公眾參與乃所有規劃研究不可或缺的部分，在是次研究過程中，規劃署一直以主動的方式，透過三個階段的公眾參與活動，廣泛諮詢公眾及邀請市民參與，而市民亦可查閱相關的公眾參與活動報告。

2.8 其他事項

意見

- 有建議為相關重點改善地點及地標發展舉辦設計比賽。

回應

- 當局可考慮在實施階段進行有關設計比賽。

3. 未來路向

綜合第二階段公眾參與活動中所收集的市民意見後，研究顧問會制訂優化建議最可取方案，並在 2011 年第一季進行第三階段公眾參與活動，讓市民參與其中，有關活動包括舉行法定及諮詢團體簡介會、問卷調查及小型巡迴展覽。研究顧問會參考第三階段公眾參與活動收集的市民意見，把優化建議定稿，並制訂推薦方案。

Stage 2 Public Engagement Programme of the Hong Kong Island East Harbour-front Study

Executive Summary

Table of Contents	Page
1. Introduction	1
1.1 Background	
1.2 Stage 2 Public Engagement Programme	
2. Summary of Major Findings of the Stage 2 Public Engagement Programme	1
2.1 Overall Study Approach	
2.2 Waterfront Promenade Proposals	
2.3 Cycling and Other Facilities	
2.4 Key Sites	
2.5 Connectivity between the Hinterland and the Waterfront	
2.6 Implementation	
2.7 Public Engagement Approach	
2.8 Other Issues	
3. Way Forward	6

1. Introduction

1.1 Background

To gather public inputs for the Hong Kong Island East Harbour-front Study (the Study), a 3-stage public engagement programme (PEP) was carried out.

Stage 1 PEP - the Envisioning Stage (March - May 2009) was to solicit initial views from key stakeholders on their visions and ideas on harbour-front enhancement.

Stage 2 PEP - the Option Formulation Stage (April - July 2010) aimed to solicit comments on the initial options with a view to assessing the general acceptability, evaluating the pros and cons of each option and considering alternative enhancement proposals, if any.

1.2 Stage 2 Public Engagement Programme

Major activities of the Stage 2 PEP included:

Public Engagement Activities	Date
Roving Exhibitions <ul style="list-style-type: none"> - Cityplaza - Shau Kei Wan MTR Station concourse 	1 May to 7 May 2010 15 May to 21 May 2010
Engagement Workshop	8 May 2010
Briefings to residents <ul style="list-style-type: none"> - Heng Fa Chuen - Shau Kei Wan - Quarry Bay - North Point - Sai Wan Ho and Lei King Wan 	18 May 2010 2 June 2010 12 June 2010 21 June 2010 10 July 2010
Briefings to various statutory, advisory and concern groups <ul style="list-style-type: none"> - Town Planning Board - Planning Sub-Committee of the Land and Development Advisory Committee - Eastern District Council - Hong Kong Institute of Planners - Harbour Concern Groups (including ex-Harbour-front Enhancement Committee members) 	16 April 2010 29 April 2010 5 May 2010 11 May 2010 12 May 2010
Soliciting comments from the members of the Public Affairs Forum via the Forum's website	May – June 2010
Questionnaire Survey	16 April to early July 2010

2. Summary of Major Findings of the Stage 2 Public Engagement Programme

The public views and suggestions can be categorized into eight major areas. Responses to these comments, where appropriate, have been made by the Planning Department and the Study Consultant.

2.1 Overall Study Approach

Comments

- The objective of the Study to formulate a comprehensive plan for enhancement of the Study Area was generally welcomed.
- The Study Area should also include Causeway Bay and Siu Sai Wan up to Cape Collinson.
- A number of streets and sites located outside the Study Area were suggested for improving the north-south waterfront/hinterland connectivity.
- The Study should focus on how to enhance the uniqueness of each sub-district.
- There was no overall plan for marine use in Hong Kong.
- Water transport mode should be considered to enhance accessibility of each activity zone.

Responses

- The waterfront area of Causeway Bay forms part of the study area of the “Comprehensive Planning and Engineering Review of the Wan Chai Development Phase II”, the findings of which have been incorporated into the Wan Chai North Outline Zoning Plan. The eastern Study boundary has already been extended from Shau Kei Wan to the Siu Sai Wan waterfront in response to the request from the Eastern District Council. While Cape Collinson has not been included in the Study Area, enhancement measures such as erection of signage posts in Siu Sai Wan, which would provide clear direction to visitors for accessing Cape Collinson, could be considered.
- Consideration would be given to formulate proposals to enhance Shau Kei Wan as an area of cultural heritage at the preferred option formulation stage.
- It is considered that planning for marine use is a wider issue beyond the scope of the Study. The Study Area covers the land along the Hong Kong Island East harbour-front to achieve a more focus and optimal proposal.
- The suggestion of the provision of water transport such as water taxi will be further considered at the preferred option formulation stage.

2.2 Waterfront Promenade Proposals

2.2.1 The Boardwalk Proposal and Protection of the Harbour Ordinance

Comments

- Strong public support of the boardwalk proposal aside, there was still the concern that the Protection of the Harbour Ordinance (PHO) might have implications on the proposal. Slightly less than half of the questionnaire survey respondents considered that there was an “overriding public need” in providing a continuous promenade along the waterfront. The public were also concerned about the safety issues of the proposed boardwalk.

Responses

- Given the positive response from the general public, we will further examine the implications of the PHO on the boardwalk proposal. Safety measures will be considered in the refinement of the proposal during the preferred option formulation stage. Detailed design feasibility study will also be undertaken at the implementation stage.

2.2.2 Other Waterfront Promenade Proposals

Comments

North Point

- Access points from the inland to the proposed 2km long boardwalk under the Island Eastern Corridor should be provided at suitable locations without involving land acquisition.

Sai Wan Ho

- The elevated walkway proposal over the Marine Police premises was generally not preferred for the reasons of its conflict with the Marine Police's operation, and that it is not convenient to the elderly and disabled.

Shau Kei Wan

- The relocation of the shipyards might affect the livelihood of the operators and the historical significance of Shau Kei Wan which was originally a fishing village. The shipyards should be retained and incorporated into the conservation and tourism plan for Shau Kei Wan for further enhancement.

Heng Fa Chuen

- The public in general welcomed the proposed SkyTrail/cantilevered boardwalk connecting Shau Kei Wan and Chai Wan. There was strong opposition from the Heng Fa Chuen residents for the proposed connection would intrude on their private property. The alternative option of linking up the SkyTrail/cantilevered boardwalk with Shing Tai Road (a public road) in Heng Fa Chuen was also considered not favourable by the residents.
- An alternative route of the SkyTrail/cantilevered boardwalk diverted into the hinterland, passing through the Lei Yue Mun Park and Holiday Village, and connected to Chai Wan was suggested.

Chai Wan

- The footpath enhancement proposal alongside the Public Cargo Working Area (PCWA) might not be attractive for public enjoyment. A comprehensive revitalization plan of the whole Chai Wan district is preferred.

Responses

North Point

- Access points to the boardwalk will be considered at various appropriate locations.

Sai Wan Ho

- Concern noted and an alternative route has been proposed, and streetscape enhancement measures will be suggested to improve the walking experience through this area.

Shau Kei Wan

- The shipyards are proposed to be retained to become an attraction and be integrated as part of the heritage trail of the Shau Kei Wan area. A heritage park will be proposed near the shipyard area.

Heng Fa Chuen

- To avoid connecting the proposed SkyTrail/cantilevered boardwalk to the existing promenade in Heng Fa Chuen, the technical feasibility of connecting the proposed walkway to Shing Tai Road and the MTR station will be further explored.
- Although the proposed alternative route to Lei Yue Mun Park could potentially be considered as a sightseeing/jogging path, such route would not contribute to enhancing the harbour-front connectivity as it will divert away from the waterfront.

Chai Wan

- Due to operational need, it is unlikely that the PCWA and its neighbouring facilities will be relocated in the near future. In the interim, pavement widening and streetscape enhancement will improve the general environment and enable the public to enjoy the waterfront of a working harbour.

2.3 Cycling and Other Facilities

Comments

- 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 safety of the pedestrian.
- The public expressed concerns on the inadequacy of recreational facilities for the elderly and children, sports facilities, performance venue, rubbish bins, toilets, pet parks and lawn.

Responses

- Topographic constraints and safety concerns make realization of cycling along the entire length of the waterfront difficult. The initial options as presented suggest cycling at selective locations for recreational purposes in the North Point Ferry Piers and Hoi Yu Street key sites. Erecting physical separations between pedestrian and cyclists within the individual key sites may not be technically feasible. As an alternative, management measures would be proposed as an option to administer the cycling and pedestrian activities.
- Due to limited width of the walkway and safety concern, unless a designated fishing area can be identified, fishing activities should not be encouraged along the boardwalk and the SkyTrail/cantilevered boardwalk.
- The proposals for the key sites of North Point Ferry Piers and Hoi Yu Street have incorporated leisure and recreational facilities to serve the general public.

2.4 Key Sites

Comments

North Point

- While no particular preference on the proposed development options can be observed, the public generally preferred low-rise and low-density waterfront development.
- The public were in favour of the incorporation of art and cultural facilities and recreational facilities for the elderly and children into the proposals.

Quarry Bay

- While no particular preference on the proposed development options can be observed, the public generally preferred low-rise and low-density waterfront development. The public were also in favour of the provision of recreational facilities the elderly and children, fitness/exercise equipment zone, recreational cycle route and festive/seasonal events.
- The public were in favour of more greening and iconic art and cultural development for the open area at the Eastern Harbour Crossing (EHC) Portal site. Escalators and/or a more direct connection between the waterfront and the EHC Portal site accessible to the elderly and disabled should be provided.

Shau Kei Wan (Potential Key Site)

- Given its cultural heritage and history, Shau Kei Wan should be identified as a key site for preservation and revitalization. In particular, the shipyards along the Typhoon Shelter, being an integral part of the fishing industry, should be retained.

Chai Wan (Potential Key Site)

- While there was a general support of the streetscape enhancement proposal, the Study should explore the possibility of enhancing the PCWA in a progressive manner to attract visitors and enhance businesses.

Responses

North Point

- Cultural, artistic and sculptural elements will be incorporated into the proposal.

Quarry Bay

- Waterfront developments with building height lower than permitted have been suggested for the two sites zoned for “Other Specified Uses” along the harbour-front. To enhance accessibility for the elderly and disabled, elevators as well as other facilities promoting barrier-free access to and from the waterfront will be provided.

Shau Kei Wan

- The public preference of keeping uses and facilities related to the shipyards and fishing industry has been considered by the Study Team. These uses, together with other suggestions of providing leisure/recreational and tourism facilities in Shau Kei Wan, will be considered at the preferred option formulation stage.

Chai Wan

- Redevelopment of the PCWA would be considered as a long term visionary proposal only if the PCWA is no longer required.

2.5 Connectivity between the Hinterland and the Waterfront

Comments

- Streetscape enhancement should be of high priority for implementation. In addition to the six streets for streetscape enhancement as proposed, the public also suggested other locations such as Healthy Street East, Tong Shui Road and Hoi Chak Street for streetscape enhancement.

Responses

- The suggested additional locations for streetscape enhancement will be considered. The streetscape enhancement proposals are intended to be “quick-win” projects that can be implemented to improve the accessibility to the waterfront.

2.6 Implementation

Comments

- 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, the difference in percentages of respondents of the questionnaire survey in support of Government-led development and public-private partnership was not significant.

Responses

- An implementation strategy will be suggested at the preferred option formulation stage.
- The implementation mode of the development proposal could be an adaptive choice that varies by project.

2.7 Public Engagement Approach

Comments

- Planning Department should adopt a proactive approach in engaging the public in the Plan Consolidation Stage. The engagement results should be made known to the public.

Responses

- Public engagement is essential to any planning study. Planning Department has all along adopted a pro-active approach to extensively consult and involve the public in the study process by undertaking a 3-stage public engagement programme in the Study. Relevant engagement reports will be made available to the public.

2.8 Other Issues

Comments

- There were suggestions that design competitions for the respective key sites/iconic development should be organized.

Responses

- The suggestion of organizing design competitions may be considered at the implementation stage.

3. Way Forward

Taking into account the public comments received at the Stage 2 PEP, the Study Consultant will formulate the preferred option of enhancement proposals. The public will be engaged on the preferred option at the Stage 3 PEP to be undertaken in the first quarter of 2011. The engagement activities will include briefings to statutory and advisory bodies, the distribution of a feedback form to relevant stakeholders and small-scale roving exhibitions. In light of the public comments received at the Stage 3 PEP, the Study Consultant will finalize the enhancement proposals and formulate the recommended option.