

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 18 May 2022

TFHK/01/2022

Further Development of the “Public Open Space at East Coast Park Precinct”

PURPOSE

This paper seeks Members’ views on the proposed schematic design for further developing the public open space at East Coast Park Precinct (ECP).

BACKGROUND

2. A number of major infrastructural works, including Wan Chai Development Phase II, Central-Wan Chai Bypass (CWB) and Shatin to Central Link, have been implemented progressively in Wan Chai harbourfront in recent years. To explore the suitable uses of the reclaimed land to be released from these projects upon their completion, the Planning Department had commissioned the “Urban Design Study for the Wan Chai North and North Point Harbourfront Areas” (“Urban Design Study”) for working out a sustainable urban design framework for the relative sites. The Urban Design Study was completed in October 2019 after two rounds of extensive public engagement exercises and Members were briefed of its findings at the 35th Meeting on 9 December 2019. Among others, the Urban Design Study has proposed to develop the ECP, with which the Government has subsequently earmarked dedicated funding for its implementation. The site is zoned “Open Space” on the North Point Outline Zoning Plan / Wan Chai North Outline Zoning Plan.

3. While the eastern part of the ECP was still needed as CWB works area, efforts were made in 2020 to minimize its site coverage so that its western part could be beautified and opened for earlier public enjoyment. This forms the ECP (Phase 1) which is located

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west to Watson Road, with an area of about 9 800 square metres and a promenade of about 360 metres. The Task Force was consulted on the schematic design of ECP Phase 1 on 15 May 2020. Incorporating Members' comments, the site was built under an "incremental approach" and opened for public enjoyment on 25 September 2021.

4. ECP Phase 1 has been opened to date for about half a year and has been very well-received by the general public. It is observed that visitors were particularly fond of the first publicly-opened breakwater (approximately 100 metres in length) within the harbourfront, and the first large-scale Word Art installation designed under the theme of the Victoria Harbour.

PROJECT HIGHLIGHTS

5. The remaining part of ECP will be released from CWB in 2023. Together with Phase 1, it will have a total area of about 4.2 hectares and a promenade with a total length of about 620 metres. Please refer to the location plan at **Appendix 1**. Given its relatively large site area, the Harbour Office of the Development Bureau has been working with the Architectural Services Department (ArchSD) in devising a suitable design for the site, namely the "Public Open Space at East Coast Park Precinct Project" ("the Project"). Similar to the management arrangement of ECP Phase 1, the entire site will be handed over to the Leisure and Cultural Services Department (LCSD) for management after its completion.

6. The Project largely comprises two parts. The first part aims to enhance the Phase 1 area and its facilities which have already been opened under the "incremental approach". To uphold the spirit of opening up harbourfront area in an expedited

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manner under the “incremental approach” and that opened area should not be fenced off again lightly, we would try to minimise the area of Phase 1 that would need to be fenced off for works during the current construction so as to avoid disturbing public usage of the site already opened. In fact, according to our numerous on-site observations since its opening, ECP Phase 1 and its facilities, including the Word Art installation, balance bikes track, breakwater and lawn, have been very well received by the public, swarming with visitors on weekdays and holidays. In view of this, we propose to fully retain these popular elements in-situ. Enhancements for ECP Phase 1 would focus on selected and necessary facilities, including applying more durable concrete wood overlays over the breakwater, replacing the existing metal railings with glass balustrades, and paving the existing track for balance bikes with more durable materials. By focusing on essential enhancement works only, the need for fencing off the already-opened site can be minimised. We will also arrange to maintain a public pathway leading to different sections of the Phase 1 area, including the breakwater, during the construction works. This project is the first one that is entirely advocated by the HC from its phase 1 to the current “further enhancement” stage under the “incremental approach”. Its experience will provide important pointers to similar projects in future.

7. Another part of the project will focus on the schematic design for Phase 2 with a view to bringing new experiences to visitors. Specifically, an extensive area of Phase 2 is being occupied by the CWB Eastern Portal, leaving only a relatively small land surface. Hence, an important mission for Phase 2 works is to increase its usable space for visitors. In this connection, as per the Harbourfront Commission’s aspiration in utilizing the rooftop of the CMB Eastern Portal, a landscaped platform has already been built atop the Eastern Portal. To maximise the usage of this feature, arrangement will be made to

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open it up to the public as leisure farm and a sky garden round-the-clock. It will be an important breakthrough against the usual practice of enclosing tunnel control areas in the history of harbourfront development. The rooftop garden will be provided with barrier-free access and be managed by the LCSD.

8. Another major feature of the Project is to provide the first public skatepark within the harbourfront. It is observed that there has been a growing public demand for skateboarding facilities. Similar trend is also noted from the Belcher Bay Promenade in Kennedy Town and the Water Sports and Recreational Precinct in Wan Chai, which are particularly popular among skateboarders. Even in the course of conducting the Urban Design Study, there were views that skateboarding facilities could be provided at the ECP. From the experience in managing other harbourfront promenades, there may be noise nuisance if skateboarding activities are being conducted close to residential buildings. In contrast, as the current Project is situated at a certain distance away from residential buildings and is proposed to be closed at night, it is considered a suitable venue for providing a public skatepark. The skatepark will be managed by the LCSD, which will closely monitor the situation after its openings and refine the management arrangement as necessary.

9. In addition to the above, the Project will also introduce water play equipment and make provision for a co-use path for cyclists and pedestrians.

10. Apart from ECP Phase 1, the project will also take the opportunity to enhance the adjoining Oil Street Sitting-out Area as appropriate. Constructed by a private developer, the facilities were handed over to the LCSD and opened for public enjoyment in early 2019. However, as observed from the actual user experience after its openings, enhancement is needed to improve

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its seating, accessibility and connectivity. We propose to carry out such enhancement works under the current Project, which could better meet public expectations, including that of the HC.

DESIGN CONCEPTS

11. The ArchSD has completed the technical feasibility study for further developing the site. The master planning design is at **Appendix 2**, and the main facilities include:

- (a) a landscaped garden;
- (b) a promenade;
- (c) rain shelters with seating benches and pavilions;
- (d) a restaurant and two refreshment kiosks;
- (e) innovative feature play and fitness equipment for children, adults and the elderly;
- (f) an outdoor gym area;
- (g) a cycle track which can be co-used with pedestrian and its ancillary bicycle facility;
- (h) a multi-purposed lawn area to allow Tai Chi, yoga, exhibitions and other activities;
- (i) a skatepark;
- (j) a pet garden;
- (k) a viewing deck on the Eastern Breakwater;
- (l) interactive water features;
- (m) a community garden at the rooftop of CWB Eastern Portal;
- (n) toilets; and
- (o) other ancillary facilities, such as drinking fountains.

Layout plan showing location of toilets and ancillary facilities is at **Appendix 3**.

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HARBOUR PLANNING PRINCIPLES AND GUIDELINES

12. Consideration has been given to the following Harbour Planning Principles in carrying out the design for the project:-

(a) Preserving Victoria Harbour and Accessible Harbour

Upon completion of the Project, the harbourfront promenade in Hong Kong Island North will be further extended from 7.4km to 8km, running continuously from the Western District to the Boardwalk underneath the Island Eastern Corridor (“the Boardwalk”). The Project would also provide 6 connection points between the harbourfront and hinterland.

(b) Stakeholder Engagement and Public Enjoyment

An open and collaborative approach was adopted in the two stages of public engagement held under the “Urban Design Study”. Public views collected have been suitably incorporated into the design of the Project. In planning the facilities to be enhanced at ECP Phase 1 and the Oil Street Sitting-out Area, reference has also been made to visitors’ feedback and views of HC Members collected after opening of ECP Phase 1. A public survey done by our consultant in December 2021 revealed that the fence-free breakwater was most welcomed by users of ECP Phase 1, and most are attracted by the panoramic sea view it offers.

(c) Sustainable Development and Integrated Planning

Sustainable design concept has been adopted in order to retain and, only when needed, upcycle the facilities at ECP Phase 1 and the Oil Street Sitting-out Area as far as practicable. In planning the implementation programme, an integrated approach has also been adopted such that continuous pedestrian access to ECP Phase 1 would be maintained during the construction period.

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(d) Proactive Harbour Enhancement and Vibrant Harbour

Shared use design has been adopted for allowing more types of activities and maximising harbourfront vibrancy. The waterfront promenade and open space will be shared among different users of different ages and interests, including pedestrians, joggers, cyclists, pets and their owners, the physically challenged, etc. Suitable signage, road markings, distinct surface material and design features will be provided. There are landing steps within the project area which can allow marine activities and connect people to the water. The breakwater allows members of the public to enjoy the stunning shoreline of Hong Kong from a new angle at the inner Victoria Harbour.

WAY FORWARD

13. We will make reference to the views of Members in carrying out the detailed design work. Meanwhile, we will also continue to liaise with various stakeholders and gauge their views so as to provide more responsive facilities for users.

14. Subject to the progress of funding approval of the Legislative Council, the works are expected to commence in 2023. Specifically, we will endeavor to complete a 6-metre wide promenade outside the CWB Eastern Portal by end 2024 so that there could be continuous pedestrian access along the harbourfront when the adjacent site of the Boardwalk opened by the same time. As set out in paragraph 12(a) above, this will represent a lengthening of the continuous promenade from the Western District from 7.4km to 8km. The whole project is expected to be completed in 2026. The works will be completed in phases so as to enable early opening of completed facilities for public enjoyment.

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ADVICE SOUGHT

15. Members are invited to note the schematic design of the Project and provide comments on the above proposals.

ATTACHMENTS

Appendix 1: Location plan of the East Coast Park Precinct

Appendix 2: The Master planning design of the East Coast Park
Precinct

Appendix 3: Location plan of toilets and ancillary facilities

**Harbour office
Development Bureau
May 2022**

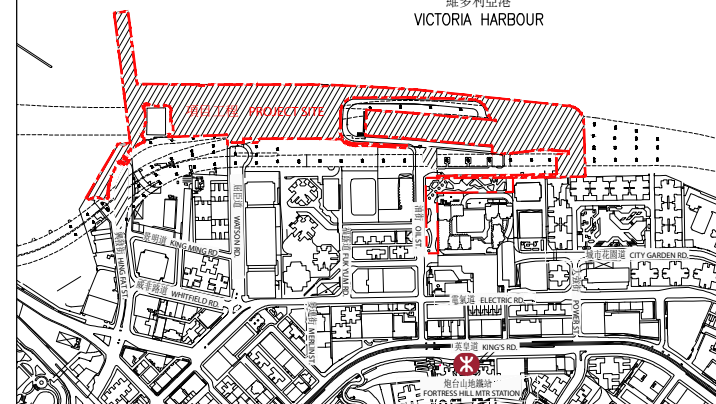
LEGEND 圖例

--- SITE BOUNDARY
工地邊界



維多利亞港
VICTORIA HARBOUR

維多利亞港
VICTORIA HARBOUR



LOCATION PLAN 位置圖

SCALE 比例 1:10000

項目工地 PROJECT SITE

東邊風大樓
EAST VENTILATION BUILDING

食物環境衛生署
運輸組車庫
FEHD WHITFIELD DEPOT

維多利中心
VICTORIA CENTRE

海景大廈
SEA VIEW ESTATE

海峰園
HARBOUR HEIGHTS

海灣社區中心
HAUSEWAY BAY
COMMUNITY CENTRE

港島海逸君逸酒店
HARBOUR GRAND
HONG KONG

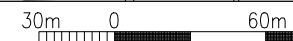
油街
OIL STREET

維港頌
HARBOUR GLORY

電力中心
THE ELECTRIC CENTRE

城市花園
CITY GARDEN

城中花園道
CITY GARDEN ROAD



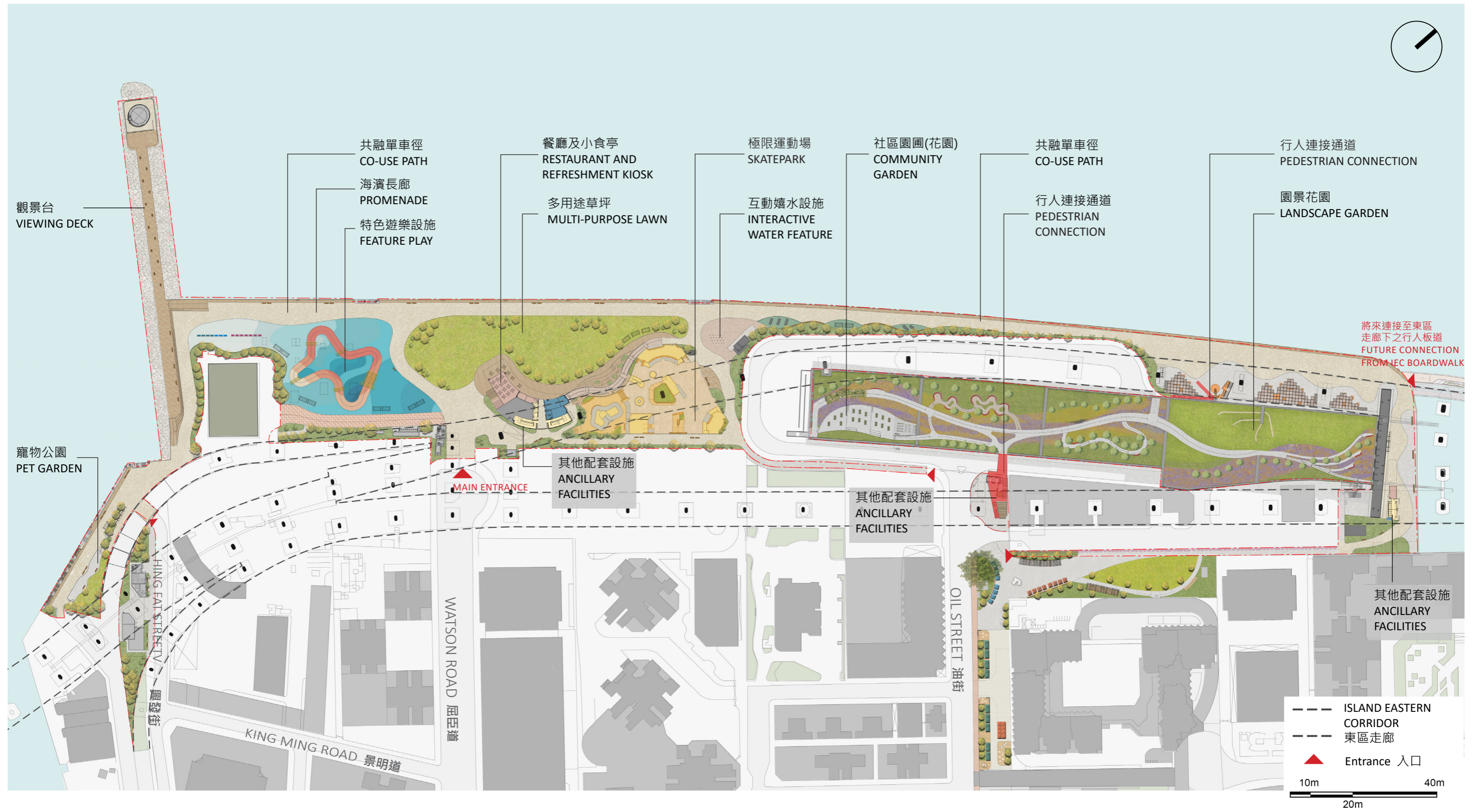
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LOCATION PLAN
位置圖

477RO

PUBLIC OPEN SPACE AT EAST COAST PARK PRECINCT, NORTH POINT
北角東岸公園主題區公眾休憩用地

總平面圖 MASTER LAYOUT PLAN



2022年5月
May 2022
(NOT FINAL AND SUBJECT TO CHANGE)
非最終方案

建議配套設施 PROPOSED ANCILLARY FACILITIES

- 各主要出入口旁邊將配置有洗手間，公園範圍內每200-300米距離亦會設置單車停泊空間及飲水機
- Toilets are allocated near to the key entry points, while bike parking and drinking fountain are planned at every 200-300m interval along the park.



- 洗手間
Toilets
- 單車停泊空間
Bike Parking Space
- 飲水機
Drinking Fountain

屈臣道主要配套設施
Main Building Block at Watson Road

	Basin	WC	Urinal	Shower
Male Public Changing Room	4	2	3	3
Female Public Changing Room	4	5	0	3
Accessible Toilet	1	1	0	0
Universal Toilet	1	1	0	0
Babycare Room	1	0	0	0
Sub-total	11	9	3	6

油街配套設施
Ancillary facilities at Oil Street

	Basin	WC	Urinal	Shower
Male Public Toilet	3	1	3	0
Female Public Toilet	3	4	0	0
Sub-total	6	5	3	0

近行人板道單車亭
Bike Kiosk near Boardwalk

	Basin	WC	Urinal	Shower
Male Public Changing Room	1	1	0	3
Female Public Changing Room	1	1	0	3
Sub-total	2	2	0	6