

Urban Design Study for the Wan Chai North and North Point Harbourfront Areas

Public Engagement Stage I Report

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Commissioned by

Hong Kong SAR Government
Planning Department



規劃署
Planning Department

AECOM



THE KADOORIE
INSTITUTE
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1. Introduction

1.1. Background

The Wan Chai North and North Point harbourfront is a valuable stretch of reclaimed land centrally located in the Victoria Harbour, presenting a unique opportunity to ‘re-connect’ people to the waterfront. The Planning Department (PlanD) of the Hong Kong Special Administration Government (the Government) commissioned AECOM Asia Company Limited (AECOM) to undertake the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas – Feasibility Study (the Study) in January 2015 to work out a sustainable urban design framework and to formulate harbourfront enhancement proposals (HEPs) with planning and design briefs to guide the future developments and harbourfront enhancements for the newly reclaimed land covering the harbourfront stretching from the area west of the Hong Kong Convention and Exhibition Centre (HKCEC) eastward to the proposed waterfront open space adjacent to the Island Eastern Corridor in North Point (Study Area).

To ensure timely incorporation of public views, a 2-stage Public Engagement (PE) programme is developed as an integral part of the Study process. The Kadoorie Institute of The University of Hong Kong (HKU-KI) has taken up the PE tasks for this Study. The PE was carried out to establish a transparent and open communication with the general public.

1.2. Study Programme and Public Engagement

The Study was undertaken in four phases:

- (1) Inception and Baseline Review;
- (2) Formulation of Urban Design Framework and HEPs;
- (3) Finalization of Urban Design Framework, HEPs, and Formulation of Planning and Design Briefs; and
- (4) Study Finalization.

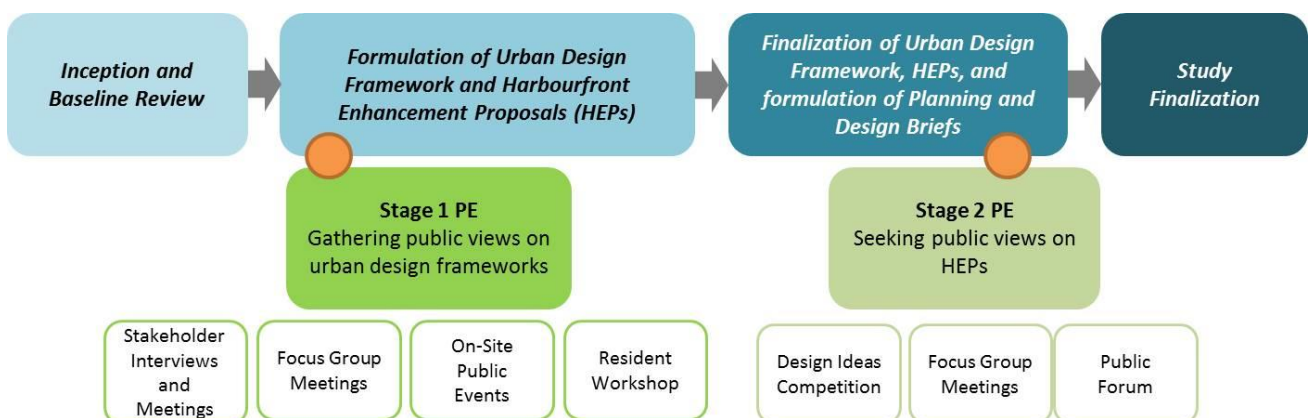


Figure 1 - Study Programme and Public Engagement Process

As an integral part of the Study, the 2-stage PE programme is interwoven into the overall study process as indicated in Figure 1 above.

The objective for the Stage 1 PE is to formulate community-based principles and objectives, with focuses on:

- gathering public views on the urban design objectives and issues, design objectives, urban design considerations and urban design concepts / framework for the Study Area; and
- raising the community's awareness on the Study, and to identify and invite interested stakeholders for further discussion.

Aligning with the study programme, a series of pre-engagement activities have taken place since March 2015, whilst the Stage 1 PE for the Study was formally launched in June 2015 and was completed in August 2015. Various PE activities have been held during the 2-month PE period. A more detailed list of activities will be provided and discussed in Chapter 2.

1.3. Structure of Report

This report is a consolidation of findings of the Stage 1 PE held during the period between March 2015 and August 2015. Throughout this period, various formats of PE events/activities were carried out. This report is presented in 4 chapters: Chapter 1 states the background and objectives of the Stage 1 PE programme; Chapter 2 presents the PE activities carried out and their respective methodologies in Stage 1 PE ; Chapter 3 summarizes the views collected from the public ; Chapter 4 discuss the way forward on the next steps of the Study.

2. Stage 1 Public Engagement Events/Activities

The Stage 1 PE aims to reach out to general public so as to collect public's views and concerns on the initial urban design framework and their aspirations on the future waterfront design. Various PE events/activities were conducted throughout the Stage 1 PE. A list of meetings and/or PE events/activities is summarized in Table 1 below (the participant list of each meeting/ PE activity is included in Appendix I):

Date	Meeting/ PE Activities
Stakeholder Interviews and Meetings	
1 April 2015	Pre-engagement Meeting with the Wan Chai District Councillors
13 April 2015	Pre-engagement Meeting with the Eastern District Councillors
15 April 2015	Meeting with HKCEC
16 April 2015	Meeting with Jardine Matheson Limited (for Noonday Gun)
	Meeting with the "Star" Ferry Company Limited (Star Ferry)
24 April 2015	Meeting with the Floating Tin Hau Temple
28 April 2015	Meeting with the Society for the Prevention of Cruelty to Animals (SPCA)
12 May 2015	Meeting with The Royal Hong Kong Yacht Club (RHKYC)
21 May 2015	Meeting with Sun Hung Kai Properties (for World Trade Centre)
5 June 2015	Meeting with The Excelsior Hotel
19 June 2015	Eastern District Council Planning, Works and Housing Committee Meeting
7 July 2015	Wan Chai District Council Meeting
26 August 2015	Meeting with Hong Kong Police Force on Hong Kong Police Officers' Club (POC) Redevelopment
Focus Group Meetings	
31 March 2015	Harbourfront Commission (HC) Members via the platform of HC's Working Group on Urban Design Study for the Wan Chai North and North Point Harbourfront Areas
23 April 2015	Green Groups and Concern Groups
13 July 2015	Professional Institutes
On-Site Public Events	
21 June 2015	Workshop on Shoreline Evolution (Puppet Show and Model-making Workshop)
27 June 2015	Weekend Project Exhibition (Idea Café)
19 & 26 July 2015	Cultural and Historical Tour of Causeway Bay Typhoon Shelter (Noonday Gun and Floating Tin Hau Temple)
Resident Workshops	
2 August 2015	Eastern District Resident Workshop
4 August 2015	Wan Chai District Resident Workshop

Table 1 Public Engagement Activities in Stage 1 PE

2.1. Pre-Engagement Events/Activities

Pre-engagement events/activities with the key waterfront stakeholders and major user groups/existing service providers of the study area were conducted prior to the launch of the Stage 1 PE with a view to collect their views and concerns for preparation of the PE materials for carrying out the PE. Their comments on the approach and methodology for carrying out the engagement activities as well as their suggestions on inviting any specific organisations and stakeholders to be engaged were also solicited. These pre-engagement events/activities are outlined as follows:

2.1.1. Meeting/Interviews with Major Stakeholder, Existing User Groups and/or Service Providers

Interviews/meetings were conducted with different major stakeholders and local representatives in the study area (see Table 2). The meetings were conducted as a way to inform different stakeholders and local organizations about the commencement of the Study as well as to collect their initial opinions for the proposed scope and approach of the Stage 1 PE Digest and the preliminary urban design framework. The meetings aimed not only to promote and encourage their participation the upcoming PE events/activities, but also allowed us to understand the local situation better. In the meetings, specific issues were discussed. Different location-specific urban design considerations were discussed with relevant parties for their views, such as areas for improvement on connectivity, programmes, and activities. Table 2 shows the specific discussion items/ questions for each of these users (for more in-depth transcripts of each meeting, refer to Appendix II):

Interviewees	Key Comments
HKCEC	<p>Connectivity</p> <ul style="list-style-type: none"> - inadequate direct/convenient access to the Golden Bauhinia Square (GBS) provided at-grade - inadequate east west direct/convenient access - due to operational reason, public passage through the HKCEC is closed to public on event days - lack of visible signage along the footbridge from Wan Chai MTR Station to the GBS <p>Activities at GBS</p> <ul style="list-style-type: none"> - gathering of cults and domestic helpers at the GBS block pedestrian flow - proliferation of photo taking stalls cause disturbance to tourists - the public pier to the east of the GBS is dilapidated and lacks proper maintenance <p>Traffic Congestions</p> <ul style="list-style-type: none"> - each tour bus takes up to 20 minutes for loading/ unloading causing congestion - illegal street parking by private cars and shuttle buses sometimes block one lane - the environment is degraded with carbon emission from idling engines and drivers creating nuisance by gambling, eating, smoking and fouling in the area - materials delivery for various events of the HKCEC is affected by

Interviewees	Key Comments
	<p>the serious traffic congestion in the area</p> <ul style="list-style-type: none"> - lack of loading/ unloading space serving the Central harbourfront event space <p><i>Aspirations on the Harbourfront</i></p> <ul style="list-style-type: none"> - sufficient tour bus drop off, waiting and pick up areas be provided - a taxi stand would be necessary. - a permanent covered walkway would be very helpful - attention be paid to the crowd management - some permanent and clean stalls (with proper water and waste management facilities) are desired - information centre operated by the Hong Kong Tourism Board be introduced. - police posts should be set up in the harbourfront area - a floating museum is suggested to brief tourists with the history and significance of GBS - opportunities for alfresco dining/food trucks should be explored. - temporary washrooms at the GBS should be replaced by permanent ones. - a continuous bicycle trail from the east to the west of the Hong Kong Island is desirable.
Jardine Matheson Limited (for Noonday Gun)	<p><i>Connectivity issues</i></p> <ul style="list-style-type: none"> - the pedestrian environment is considered not ideal in the surrounding area of the Noon Day Gun with the bottleneck next to the Police Officers' Club (POC) <p><i>Aspirations on the Harbourfront</i></p> <ul style="list-style-type: none"> - Jardine Matheson Limited is open for discussion on the possible relocation of the Noon Day Gun if it is helpful in improving the waterfront. Any new location of the Noon Day Gun should allow better visibility and direct firing towards the harbour - more comprehensive quality environment should be created along the harbourfront so people would come and stay longer. - the idea of floating restaurant is definitely welcome. - it is advised that the Excelsior Hotel should be consulted, as they serve tourists everyday and should have ideas on how to improve the area - local businesses should be consulted in terms of their aspirations towards the district
The "Star" Ferry Company, Limited (Star Ferry)	<p><i>Connectivity</i></p> <ul style="list-style-type: none"> - with the new ferry pier location being further from the inland, there is no provision for any covered walkways serving their patrons - HKCEC intended to use Star Ferry to divert some of the visitors/patrons but this is difficult to be done now due to the work works in progress

Interviewees	Key Comments
	<ul style="list-style-type: none"> - way finding to the ferry pier is a major issue that should be improved/ enhanced <p><i>Loading/ Unloading Requirement</i></p> <ul style="list-style-type: none"> - there is currently no provision for vehicular lay-bys, EVA access and loading/ unloading areas in the new reclamation site near the New Ferry Pier <p><i>Harbour Tour/ Water Taxi</i></p> <ul style="list-style-type: none"> - there will still be need for ground transportation to bring visitors/ tourists to the ferry pier. Hence, transport facilities should be further looked into - the ferry pier is designed for bigger ferry vessels and not suitable to cater for water taxis. Provision of landing steps at appropriate locations should be explored. The potential interface of water taxis and ferry operation, ferry routes should be addressed <p><i>Helipad</i></p> <ul style="list-style-type: none"> - the plan to relocate government helipad to Wan Chai harbourfront is not supported. The possible down-wind that would affect the in/ out operation of the ferry vessels <p><i>Ferry Operation Issues</i></p> <ul style="list-style-type: none"> - the management and arrangement of the public view deck on the ferry pier would have to be resolved - there is a patronage drop of about 18% - 23% since re-opened of ferry service in the new location - there is currently not enough power supply to support the restaurant at the New Ferry Pier (currently power supply only able to support the small shops and convenience store) - Star Ferry faces immense difficulty to let out the restaurant space. <p><i>Aspirations on the Harbourfront</i></p> <ul style="list-style-type: none"> - improvements on the environment and vibrancy of new waterfront - enhanced connectivity to the new ferry pier - more landscape and urban design near the new ferry pier
<p>Floating Tin Hau Temple</p>	<p><i>Operation issues</i></p> <ul style="list-style-type: none"> - it is preferred that the Floating Tin Hau Temple be relocated on shore due to easier maintenance and accommodation of more visitors <p><i>Aspirations on the Harbourfront</i></p> <ul style="list-style-type: none"> - East-West (E-W) connection along the harbourfront be improved - a loading/ unloading bay is desirable to facilitate the operation of the Floating Tin Hau Temple

Interviewees	Key Comments
<p>The Society for the Prevention of Cruelty to Animals (SPCA)</p>	<p><i>Current Issues/ Constraints</i></p> <ul style="list-style-type: none"> - parking and loading/ unloading activities have recently been a problematic issue with the detour of vehicles due to the construction works - with the suspension of parking meters and pick-up/ drop-off area, it would be difficult for the annual 70,000+ SPCA visitors as well as school tours (by coach/ school buses) - with the on-street illegal parking and increased traffic flow, clinic visit and logistics (supplies and materials delivery) of SPCA is affected <p><i>Aspirations on the Harbourfront</i></p> <ul style="list-style-type: none"> - the whole new harbourfront be less restrictive - allowing and encouraging a wide range of users and activities - the Wan Chai Waterfront Promenade be an example demonstrating that different users could easily and safely carry out a variety of activities in the same space with no formal segregation - improved connectivity from inland to the waterfront as well as along the promenade from East to West - better use of signage for pedestrians and other users. - a design to provide the most user-friendly environment - a diversified and flexible waterfront with focus on public open space and user activities rather than commercial / retail activities and venues while cafés are strongly needed - SPCA’s survey reveals high public support for pet access. Pet-friendly/ convenient access should be introduced. The existing access to the harbourfront in Causeway Bay is a challenge and not user friendly especially with the pet-restricted area in Victoria Park. - as pets usually cannot use public transport, road-side parking and pick-up/ drop-off facilities are particularly important - confining dogs in a dog park is not recommended. Shared use of public open space would be the most ideal situation. The WKCD nursery park, Cyberport and Victoria Peak Gardens are good examples
<p>RHKYC</p>	<p><i>Sailing in Hong Kong</i></p> <ul style="list-style-type: none"> - limited space for big boats remain as one of the biggest problems for sailing in Hong Kong - need venues that would allow for not only adequate water space, but also land area for the supporting logistics and storage facilities, but also the sponsorship activation requirements to look after the visiting public and spectators - In Hong Kong, “Around the Island Race” is the biggest sailing race, with approx. 270 sail boats together with 20 coastal rowing boats and outrigger canoes out in the Victoria Harbour each year. - the ex-PCWA is not designed as typhoon proof, the straight

Interviewees	Key Comments
	<p>seawall also cast wave impact and would therefore require installing pontoons around the edge for vessels. It would also require ramps for disabled access.</p> <ul style="list-style-type: none"> - should look at floating wave attenuations solutions adopted in Sydney, Australia to be installed outside the sea wall. - careful planning of land facilities surrounding the ex-PCWA so as to not affect the opportunity of establishing the public race village needed for the large scale events such as the Volvo <p>Roadside Parking along Hung Hing Road</p> <ul style="list-style-type: none"> - existing roadside parking should be eliminated to release space for a more pedestrian-friendly walking environment <p>Pet Park</p> <ul style="list-style-type: none"> - Previously there was a pet park at the ex-PCWA area which was popular. Future waterfront access should not ban pets from being allowed if they are kept on leash. <p>Connectivity</p> <ul style="list-style-type: none"> - connectivity is a big issue and welcomes the Study to look into possibilities for further improvement/ enhancement of pedestrian connections - pedestrian connection through the eastern side of the club isn't possible as it would have to go through its existing busy boatyard which is an industrial activity and would induce severe health and safety concerns - there may be a possibility to relocate and replace the chain fencing along their boundary for pavement widening along the roundabout near RHKYC/ POC, but careful consideration would be needed on the impact to existing trees along roadside <p>Way Finding</p> <ul style="list-style-type: none"> - it is not easy for pedestrians to get to the club and suggested that signage and way-finding systems should be improved - footbridges and elevated walkways are also complicated for visitors to the club house and along the waterfront from North Point to Wan Chai. <p>Use of Breakwater</p> <ul style="list-style-type: none"> - support public access (with proper safety measures) and make better use of the breakwater, which can boost the patronage for existing water taxi/ sampan operators - proper piers/ landing steps required for future water taxi/ sampan uses at various locations within the CWBTS <p>Floating Facilities at Typhoon Shelter</p> <ul style="list-style-type: none"> - welcome the idea of introducing floating restaurants or event space at typhoon shelter but will need to consider the water quality issue

Interviewees	Key Comments
<p>Sun Hung Kai Properties (for World Trade Centre)</p>	<p>Connectivity</p> <ul style="list-style-type: none"> - agree that new design and planning should enable people to get to the waterfront, but subject to no adverse impacts to the World Trade Centre (WTC)/ Sun Hung Kai (SHK) - sidewalk beside Police Officers' Club (POC) is substandard and quite narrow, should explore the chances of widening that section during the design process - lighting and safety concerns for the footbridge near Sino Plaza and Hong Kong Academy of Performing Arts (HKAPA), as some sections are under flyovers and low usage - for connecting to the waterfront, more people would be inclined to use footbridges if escalators and/or elevators are available <p>Activities, Tourism & Signage</p> <ul style="list-style-type: none"> - for directional purposes, signage to the Noon Day Gun within WTC premises and along the underground tunnel is sufficient; on the tourism aspect, signage can be strengthened outside of the WTC - there should be a reason/purpose to attract people to go out to the waterfront <p>WTC & Vicinity</p> <ul style="list-style-type: none"> - the Noon Day Gun underground tunnel's daily patronage is roughly several hundred persons per day - the pier next to the Noon Day Gun should be owned and managed by SHK, quite frequently by various different public users (water taxis, private yachts, etc.) <p>Aspirations on the Harbourfront</p> <ul style="list-style-type: none"> - should a Pet Park or Pet-access Park be provided, access and parking facilities (for pet owners) should be put into consideration - if the Noon Day Gun is relocated, should rethink how visitors will see and use the Causeway Bay area as a whole - activities/ attraction should be formed organically - water taxis at the Noon Day Gun Pier – agreed subject to actual proposals - should envision a greener and more open waterfront in the future
<p>The Excelsior Hotel</p>	<p>General</p> <ul style="list-style-type: none"> - there is no attraction at the moment to the Causeway Bay harbourfront - the area is currently exposed with little greening - bad air quality from busy traffic along Gloucester Road is a concern - water quality, odour and water discolouration of CBTS is a problem <p>Connectivity</p>

Interviewees	Key Comments
	<ul style="list-style-type: none"> - Lack of signage for people who are from inland and do not already know the way out to the waterfront through the WTC pedestrian tunnel - the hotel is connected to WTC and Laforet through two separate footbridges; not against further plans to connect the hotel to other locations – more footbridges or other forms of connectivity in the future would only benefit the hotel - current road traffic conditions along Gloucester Road (especially buses) has a negative impact to the hotel <p>Concerns about the Hotel & Tourism Industry</p> <ul style="list-style-type: none"> - at present, the hotel cooperates tightly with the RHKYC for international yachting events, for providing accommodation packages to the event guests - declining business for hotels all across Hong Kong since September 2014 <p>Aspirations on the Harbourfront</p> <ul style="list-style-type: none"> - more marine development or water recreation activities near the RHKYC (i.e., Marina), which would enhance the view from the hotel - more greening, activities to attract people out to the waterfront, and more places for people to sit and enjoy the view - barge pool and/or sports field is a good idea – anything that makes the waterfront and its vicinity more interesting is always a positive change - Support the idea of water taxi/ alternative water transport along the waterfront

Table 2 - Major Discussion Items with Existing User Groups and/or Service Providers



Photo 1 Interview with
Jardine Matheson Limited



Photo 2 Interview with
Floating Tin Hau Temple



*Photo 3 Interview with
Royal Hong Kong Yacht Club*

2.1.2. Meeting with Wan Chai and Eastern District Councillors

Two meetings were conducted with the Chairmen of the Wan Chai and Eastern District Councils and the relevant committee members on 1 and 13 April 2015 respectively before the formal launch of the Stage 1 PE. During these meetings, a brief background on the Study was presented to the invited district council members. Through the meeting, the district council members' initial views and comments on both the future design of the waterfront, and methodology and approach of carrying out the engagement activities were sought. Both Wan Chai and Eastern District Councils were supportive of the Study and suggested to reach out to local residents at the early engagement stage. A summary of discussion is in the following table. An extract of the relevant minutes is at Appendix III.

Public Engagement

- The Study should look into arranging consultation activities with the local residents, in order to achieve a more thorough engagement and to seek views and ideas from the local residents/ community
- WCDC could be involved to as co-organizer on local resident consultation. It was suggest that various workshops could be organized for local residents – possibly one for the communities near shoreline, one for the Southorn/ Lockhart area and one for Kennedy Road/ Caroline Hill area
- It was also suggested that since DC for the period of 2014 to 2015 will close in September 2015, these activities should preferably be held in the period of July or August 2015 before DC close
- The strategy could be to arrange these initial workshops to present the key issues/ constraints, previous design themes established under WDII Review, and the overall strategies/ principles under the current Study so as to seek views from local residents on the overall direction of the planning and urban design framework, followed by formal meeting with WCDC
- Should highlight the fact that the Study is subject of the previous WDII Review and Harbourfront Enhancement Review (HER) exercise with public consensus already established regarding the planning and design of the Wan Chai and Causeway Bay waterfront
- Suggested that the Study may also include questionnaires to gauge views, ideas and comments from local residents. The Development, Planning and Transport Committee of WCDC is willing to co-operate with PlanD on this aspect, and help to dispatch simple questionnaires to local residents

Connectivity

- Agree that N-S connectivity is a major issue in the area that should be further improved/enhanced. It is important to look into how to enhance connectivity between inland and waterfront to bring people to the waterfront (whether at-grade or grade-separated)

Aspirations on the Harbourfront

- Share the same vision with the Harbourfront Commission particularly in terms of the Victoria Harbour being the last remaining treasure and an asset to Hong Kong, and that the future waterfront should belong to the public. These should be taken as the key principles in the Study
- The waterfront should be for local residents also, not purely for visitors/ tourists
- Planning and design of waterfront should emphasize more on local needs in terms of programming and facilities

Traffic Aspects

- Explore possibility for providing more pedestrian crossings, roadside parking or coach parking spaces
- Possibility for bike trails should be explored

Other Issues

- There is still a lack of public open space/ activity spaces in Wan Chai. The Study should look into any possibility for providing more open space/ activity spaces for public enjoyment along the waterfront
- Local residents are also concerned on noise impact



Photos 4 & 5 Pre-engagement meeting with District Councillors

2.2. PE Events/Activities after Formal Launch of Stage 1 PE

2.2.1. Meetings with the Eastern District Council's Planning, Works and Housing Committee and Wan Chai District Council

The Study officially met the district council members at the Eastern District Council's Planning, Works and Housing Committee Meeting and the Wan Chai District Council Meeting on 19 June 2015 and 7 July 2015 respectively. In the meeting, background of the Study, design constraints and considerations, the preliminary Urban Design Framework,

initial concepts and approach for holding the Stage 1 PE (with upcoming PE events / activities) were presented to the district council members. The district council members were highly supportive to the Study, and they stressed the urgent need to improve the conditions of the waterfront upon the completion of the ongoing reclamation works for the Wan Chai Development Phase II (WDII) and the Shatin to Central Link (SCL) projects. Comments received from the district council members include current challenges and the need for improvement on connectivity, suggestions on programming and activities at the new waterfront. More importantly, both district councils urged for a wider engagement to involve as most local residents as possible. To encourage the participation from the local communities, district council members were invited to assist in disseminating the PE information to local residents. A summary of discussion is in the following table. An extract of the relevant minutes is at Appendix IV.

- The ideal Victoria Harbourfront should allow the public to walk from Siu Sai Wan to Kennedy Town. This was a great vision which should be realised step by step.
- A major objective of harbourfront development was to return Victoria Harbour to the public, making Victoria Harbour available for public enjoyment. In this connection, the Administration should carefully consider how to establish pedestrian crossings connecting Wan Chai North and South through which the public could access the harbourfront area in the north from Wan Chai South. The existing pedestrian crossings connecting Wan Chai North and South were definitely not enough. Upon the commissioning of the railway in Wan Chai North, the bus stop at Great Eagle Centre would be reprovisioned. People going to the harbourfront area by public transport would also need to use the pedestrian crossing connecting Wan Chai North and South.
- The proposed five precincts were acceptable. They should be interconnected with the elements of arts and greening shown in all precincts. The cycling track should also extend to the whole promenade area.
- The aim of harbourfront development was to return Victoria Harbour to the public. Since members of the public were the users, their views were of paramount importance. The elements to be included in the harbourfront areas should not be decided by PlanD or professional organisations alone. WCDC was most willing to join hands with the Administration to organise PE activities or even collaborate with other DCs, with a view to widely consult local residents and all stakeholders on the Urban Design Study for Wan Chai North and North Point Harbourfront Areas.
- On-street consultation should be launched. Through on-street exhibition panels, the public could gain a better understanding of the latest development and express their views. Such PE mode could reach out to the wider community. Since more people were encouraged to participate in the discussion, more creative ideas could be obtained.

2.3. Focus Group Meetings

Focus Group Meetings (FGMs) is an efficient and effective means to facilitate discussions on specific themes/issues in a structured manner. A total of three FGMs were organized during the period between June and July 2015 (see Table 1):

- HC's Working Group on Urban Design Study;
- Green Groups and Concern Groups; and
- Professional Institutes.

It was hoped that the invited stakeholders could discuss and provide detailed suggestions and comments relating to the improvement to the Wan Chai and North Point harbourfront. Such interactive discussion with the stakeholders in focused interests and concerns would help identify the key issues for the Study.

During the FGMs, the background of the Study, design constraints and considerations, preliminary Urban Design Framework, and initial design concepts were introduced to the invited participants. With different background and expertise, the participants provided in-depth and professional comments, concerns and/or suggestions for the formulation of the Urban Design Frameworks and HEPs in the three FGMs. The participants could freely express their views on discussion items mainly related to Connectivity and Programmes and Activities.



Photo 6 FGM with the Harbourfront Commission's Working Group on Urban Design Study



Photo 7 FGM with Green Groups and Concern Groups



Photos 8 & 9 FGM with Professional Institutes

The gist of the FGMs is recorded in Appendix V and the key comments are listed out in Table 3 below:

FGM	Key Comments
Harbourfront Commission's Working Group on Urban Design Study	<p>General Connectivity</p> <ul style="list-style-type: none"> - The importance of pedestrian connectivity (including both primary and secondary connections, at-grade and grade-separated, connection with Old Wan Chai area, etc) is stressed. - Possibility of sunken trunk roads and shared-use of local roads

FGM	Key Comments
	<p>between vehicles and pedestrians should be explored.</p> <ul style="list-style-type: none"> - Connection between Victoria Park to the CWB waterfront/ typhoon shelter should be addressed. - Detour/level changes should be minimized to facilitate a convenient walking environment. - Basic principle to give priority to pedestrian over vehicle should be established. <p><i>Water and Recreation-related</i></p> <ul style="list-style-type: none"> - The importance of public access to water is emphasized. - Ideas on how to improve the water edges/modify the seawalls, and better utilize areas underneath the flyover should be explored to bring people to the water. Consideration should be given not to construct railing along the waterfront. - Relevant parties including Marine Department and Royal HK Yacht Club should be consulted. - Water quality of the water space should be improved for more beneficial uses for the public. - The possibility to further setback the Police Officers' Club adjacent to the CWBTS should be explored. <p><i>Hong Kong Convention and Exhibition Centre/ Future North Island Line</i></p> <ul style="list-style-type: none"> - The pedestrian flow/capacity problem of HKCEC especially during event days, and the coach parking/congestion problems should be addressed. In this connection, ideas such as underground shopping streets should be explored. - Connection between Wan Chai inland area to the waterfront through HKCEC should be strengthened. <p><i>Ferry Pier/ Water Transport</i></p> <ul style="list-style-type: none"> - The connection in form of covered walkway to the new ferry pier should be provided. - Past water transports representing Hong Kong's old history/heritage such as water taxis should be re-introduced. <p><i>Policy Considerations</i></p> <ul style="list-style-type: none"> - Statutory restrictions such as OZP and PHO should not be taken as constraints in formulation of harbourfront enhancement ideas. <p><i>Other Design Considerations</i></p> <ul style="list-style-type: none"> - The design should take into account the daily needs of local Wan Chai residents, e.g. pet park for local resident use. - Climatic and seasonal factors should be taken into account. - The idea of "sharing" for the waterfront space was emphasized. - The harbourfront area should cater for a diversity of uses to enhance the vibrancy. - Overseas cases/examples might not be suitable for Hong Kong due

FGM	Key Comments
	<p>different cultural/local appeal/ context.</p> <ul style="list-style-type: none"> - Change in mentalities of the Hong Kong citizens in using the waterfront including self-responsibility for their own safety, shared use, etc should be made through education.
<p>Green Groups and Concern Groups</p>	<p><i>On General Connectivity</i></p> <ul style="list-style-type: none"> - Footbridges/ elevated pedestrian connections were regarded not user friendly, particularly for elderly and the disabled. Barrier-free pedestrian connections were stressed. - Underground connections should be designed to integrate with the existing MTR stations. - At-grade connections should be provided wherever possible and appropriate. - Continuous cycle track/path should be provided along the harbourfront as far as possible. <p><i>Water Transport</i></p> <ul style="list-style-type: none"> - There was general support of having water taxis in Hong Kong. <p><i>Overall Design Consideration</i></p> <ul style="list-style-type: none"> - Climatic/seasonal factors should be considered in the waterfront design, e.g. provision of landscaping and shadings. - HKCEC traffic capacity issues especially during special events should be addressed. - Detour/level changes should be minimized to provide convenient and user-friendly walking environment. - It was agreed that the harbourfront design should facilitate public enjoyment of all walks of life. On the one hand, design should minimise potential conflicts between different uses (e.g. cycling, pet-walking, etc.), on the other hand, it was also important to segregation between different uses or activities should be minimised. - The waterfront design should also take into other environmental considerations (e.g. air quality, traffic noise and emission). <p><i>Policy Considerations</i></p> <ul style="list-style-type: none"> - Harbourfront enhancements involving Protection of the Harbour Ordinance (PHO) implications were noted. <p><i>Water and Recreation-related</i></p> <ul style="list-style-type: none"> - Suitability of water uses/activities should be ensured before introduction of those uses/activities, e.g. introduction of urban beach should take into account the impact/issue of sand supply/refill. - Issues on the budget and future management were also the major concerns.

FGM	Key Comments
	<p><i>Other Design Considerations</i></p> <ul style="list-style-type: none"> - The harbourfront design should facilitate fishing activities. - More functional spaces along the water edge for different user groups should be provided taking into account the water edge treatment/ safety measures, seating areas, innovative designs; aesthetics, etc. - Sustainability should be taken into account. - Affordability of general public should be take into account in determining the tender/types of uses in the 3 waterfront commercial sites. - Space should be reserved for more local/ community uses, such as morning markets or community gardens - Other ecological, landscape and cultural heritage considerations (e.g. trees, birds and other cultural heritage and ecologically significant resources) should be considered. - Old and Valuable Trees (OVTs) should be preserved as far as possible. - Adequate space for tree root systems along the waterfront taking into account the impact of typhoons should be provided.
Professional Institutes	<p><i>On General Connectivity</i></p> <ul style="list-style-type: none"> - There was generally support to improve/enhance connectivity within the Study Area. - Accessibility through Kellett Island was restricted in view of the existing club house facilities, but possibility should be explored as far as possible to enhance pedestrian connection along the waterfront through the Royal HK Yacht Club. - Possibility should be explored to connect Victoria Park with the typhoon shelter (either tunnel or elevated). - Possible improvement/ enhancements to the connection to Noon Day Gun should be explored. - Connectivity between Percival Street and Causeway Bay waterfront (including towards the future Water Recreation Precinct) could be solved via a landscape deck - Future landscaped deck at the topside development atop Exhibition Station should integrate with the three retails sites. <p><i>Access / Use of the Breakwaters</i></p> <ul style="list-style-type: none"> - Public use the breakwater and enhancing pedestrian access/ connection to the breakwater were generally supported. - In terms of encouraging public access to the breakwater, public safety should be of utmost importance - Possibility to include cantilever decks for a wider breakwater should be explored. <p><i>Connectivity Network/ Strategy</i></p> <ul style="list-style-type: none"> - A prioritized connectivity strategy should be formulated based on current framework from user point of view to form a more clear and well-defined connectivity network.

FGM	Key Comments
	<ul style="list-style-type: none"> - Proposed connections should link up with existing inland open spaces. - Pedestrianization and provision of shaded connections for pedestrians should be considered. <p>Water and Recreation-related</p> <ul style="list-style-type: none"> - Use of water space for water recreation activities was supported. - Appropriate water sports should be introduced within the proposed “Water Recreation Precinct” <p>Policy Considerations</p> <ul style="list-style-type: none"> - Proposals would also need stronger administrative means for them to be implemented. - A holistic approach with coordination involving relevant major stakeholders including PlanD and Harbourfront Authority, HK Tourism Board should be adopted. <p>Overall Design Considerations</p> <ul style="list-style-type: none"> - Planning and design of the waterfront should take into consideration appropriate types of programmes or facilities which could attract people to visit the waterfront. - Technical constraints/ considerations, particularly with the interface development/ infrastructure projects nearby should be considered. - Interface with the “Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Feasibility Study” and the onward development of the study should be taken into consideration. - Local character should be reflected in the future design of waterfront.

Table 3 Major Discussions at FGMs

2.4. On-Site Public Events

Apart from organising the formal PE events/activities including the FGMs, meeting with district councils, etc, it was our intention to organizing more lively and interactive on-site public events to enhance the public’s awareness to the Study and to encourage their participation in the Study. The on-site events would also act as a platform to collect public’ views openly under an interactive atmosphere. The public events were open engagement events where public members and interested organizations shared and exchanged their views. It formed as a very important consensus building exercise that concerns and priorities of different people and stakeholders were communicated leading to a thorough understanding on the potentials and limitations of the Study. These events served the purposes of publicity and community outreach with the following specific objectives:

- to build awareness among the public on the Study;
- to establish partnership with local organizations for publicity and community outreach purposes in an interactive format;

- to stimulate vision and ideas on the future development; and
- to collect comments and ideas from the public under a positive and celebrative atmosphere.

As an effective way to encourage more active participation, non-government organizations who were familiar with Wan Chai and North Point were invited to act as co-organizers to collaborate on these on-site Events. Through their well-established networks, a wide range of participants were reached out and engaged to achieve the above objectives. The details of the three on-site events are outlined below.

2.4.1. Workshop on Shoreline Evolution (Puppet Show and Model-Making Workshop)

The “Workshop on Shoreline Evolution (Puppet Show and Model-making Workshop)” was the first of three on-site public events as part of the Stage 1 PE of the Study. This event aimed to engage the public in a lively way to arouse participants’ interests by telling the stories behind Wan Chai’s changing shoreline in the past 100 years through five different, but interrelated paper puppet shows. After the puppet shows, participants were invited to recreate, or propose concepts of their own ideal waterfront design with recycled materials on top of a base map of the study area.



Photo 10 Opening address for the Shoreline Evolution Puppet Show in front of Blue House



Photo 11 Shoreline Evolution Puppet Show in front of Blue House



Photo 12 Comments from Kaifongs at Shoreline Evolution Puppet Show in front of Blue House



Photos 13 & 14 Volunteers and Participants at the Shoreline Evolution Workshop



Photos 15 & 16 Ideas and thoughts put forward by the Workshop participants

The puppet shows and model-making workshop were co-organized with a local Wan Chai organization, namely the Hong Kong House of Stories of St. James' Settlement at Stone Nullah Lane. In order to establish partnership with the local community, the puppet shows were prepared by the Wan Chai residents under the guidance of staff members of St. James' Settlement. In addition to those participants attending the shows and the workshop, a group of 13 local residents were engaged for a 1-month period prior to the actual event, during which they conducted researches on the history of the Wan Chai shorelines. For this core group of local residents, a strong sense of local ownership was developed during the preparation period. Table 4 below shows the details of the event:

Event Details	
Co-organizer	Hong Kong House of Stories (Blue House), St. James' Settlement
Date and Time	21 June 2015 (Sunday), 1:00PM to 5:00PM
Venue for Part 1	In front of the Blue House, 72-74A Stone Nullah Lane, Wan Chai
Venue for Part 2	Ming Hua Hall, 4/F., St. James' Settlement, 85 Stone Nullah Lane, Wan Chai
No. of Participants (Part 1)	Session 1: 71
	Session 2: 34
	Session 3: (cancelled due to heavy rain)
No. of Participants (Part 2)	43
Rundown	
Time	Details
1:00pm to 1:10pm	Study Background and Introduction

Part 1: Paper Puppet Show	
Session 1: 1:10pm to 2:10pm	<p>Based on memories and stories from the Wan Chai community, the waterfront evolution (from 18th century to present) and stories of five reclamation were presented by <i>Blue House</i> (students and local residents) in the format of 5 paper puppet shows:</p> <ul style="list-style-type: none"> - 1890s: Hennessy Road; - 1920s: Johnston Road; - 1950s: Gloucester Road; - 1980s: Island Eastern Corridor; and - 1990s: today's shoreline
Session 2: 2:10pm to 3:10pm	(Same as above)
Session 3: 3:10pm to 4:00pm	(Cancelled due to heavy rain)
Part 2: Waterfront Development Workshop	
2:30pm to 4:30pm	<p>To solicit views from the community on the planning and urban design of waterfront, participants made use of recyclables to produce different facilities and placed on the large-sized banner on floor to visualize their ideal development of waterfront:</p> <p><i>Vision for the New Waterfront</i> <u>Prompting questions and facilitation</u></p> <ul style="list-style-type: none"> - What are the good and bad things about the design and uses of the waterfront in 5 reclamation stages? - Which waterfront resembles your impression of the waterfront the most? <p><u>Marking/activities by participants with Blue House</u></p> <ul style="list-style-type: none"> - Participants to mark the landmark in their mind - Participants to share their stories <p><i>Programming and Attraction Along the Waterfront</i> <u>Prompting questions and facilitation</u></p> <ul style="list-style-type: none"> - How would you like to use the new harbourfront? What sort of activities would you be interested in? - What are some possible design elements that reflect Wan Chai the most? <p><u>Production of facilities models by participants with Blue House</u></p> <ul style="list-style-type: none"> - Participants to make the models and explain their ideas <p><i>Connectivity – from Hinterland to Waterfront</i> <u>Prompting questions and facilitation</u></p> <ul style="list-style-type: none"> - How would you currently get to the harbourfront? Is the current arrangement acceptable to you? - How would you like to get to the new harbourfront from the older Wan Chai area? <p><u>Production of facilities models by participants with Blue House</u></p> <ul style="list-style-type: none"> - Participants to make the models and explain their ideas

Table 4 - Detailed Rundown for Workshop on Shoreline Evolution (Puppet Show)

Together with the Blue House members, the participants' views were sought on the overall impression of the current harbourfront conditions within the study area, as well as the visions about the future waterfront design from the local residents and other participants. Furthermore, with the aid of the Stage 1 PE Digest, participants were informed of the preliminary urban design framework and initial concepts, and they were able to express their views on the proposed urban design framework – particularly on the five Character Precincts. A detailed summary of findings from this event is recorded in Appendix VI, and are briefly outlined as follows:

<p>Overall Vision</p> <ul style="list-style-type: none"> • More land area reserved for greening • More user-friendly and barrier-free connectivity to the new harbourfront areas (i.e., footbridges, pedestrian subways, escalators/ elevators, etc.) • More multi-functional spaces (for enhanced landscape, open space, leisure, art, and other community uses) • Harbourfront take into consideration the needs of people of different age group and social statuses • Harbourfront catered for both the local community as well as tourists
<p>Celebration Precinct</p> <ul style="list-style-type: none"> • A continuous cycling trail along the new harbourfront from the west of the Hong Kong Convention and Exhibition Centre (HKCEC), through Causeway Bay, all the way to North Point
<p>Pierside Precinct</p> <ul style="list-style-type: none"> • More greening near the New Wan Chai Ferry Pier • Provision of more direct and convenient elevated pedestrian network, strengthened connection between the New Wan Chai Ferry Pier and the hinterlands • Ferry service from the New Wan Chai Ferry Pier to the North Point Ferry Pier • “Community Garden” and weekend markets’ selling locally grown farm products • Arts-and-crafts and night markets to attract more visitors to the harbourfront
<p>New Water Recreation Precinct</p> <ul style="list-style-type: none"> • A water recreation centre near the Royal Hong Kong Yacht Club (RHKYC) with diversified activities such as fishing • “Community Boat Tour”, especially for the elderly and grassroots.
<p>Revitalized Typhoon Shelter Precinct</p> <ul style="list-style-type: none"> • Better use and public pedestrian connections to the Causeway Bay Typhoon Shelter (CBWTS) Breakwater • Sampan services , Floating Tin Hau Temple, Floating Flea Market, floating viewing deck within the CWBTS
<p>East Coast Park Precinct</p> <ul style="list-style-type: none"> • A pet-access park with supporting facilities • Elevated pedestrian walkway system, linking Victoria Park with the proposed East Coast Park, with green features incorporated into the design of the walkway system
<p>Other Suggestions</p>

- New iconic landmarks along the harbourfront
- Children' playground and fitness equipment for the elderly
- An environmental education area
- Offshore wind turbines
- Reserved area of kite flying
- Food stalls and trucks
- Planting of fragrant tree and/or flowers at different locations along the harbourfront; such as Prynne, Osmanthus, and Aglaia, etc.
- Additional road and directional signage
- Rain shelters and first aid and/or crime reporting centres
- Provision of shuttle bus services to MTR station(s) and other themed precincts

2.4.2. Weekend Project Exhibition (Idea Café)

Same as the first on-site event, the second on-site public event was carried out to seek the public's views on the Study in an open and lively manner. It was basically an exhibition held in the open area in front of the Victoria Park Swimming Pool. Due to high pedestrian flow in and out of the swimming pool, public's response to the event were well received, and therefore, the event was able to serve as an awareness building platform, attracting people from all walks of life and of different age groups.

The exhibition was held in two major parts: the first part being an exhibition of old harbourfront photos (provided by the Old Hong Kong Photo webmaster) to remind participants of the reminiscence of the changes of the Victoria Harbour throughout different stages of reclamation, while the second part being a series of project exhibition panels which allowed public members to understand more about the current Study, such as the urban design considerations, proposed Character Precincts, and some initial concepts. As the visual aid of these panels, the participants were explained on the detailed of the Study.



Photo 17 Display of Old Wan Chai, Causeway Bay, and North Point waterfront photos



Photo 18 Project Panels & Activities Voting



Photo 19 - Idea Café

In the event, the public were also invited to vote on their “most-like” HEPs and to mark their preferred, location-specific activities and programmes with icon stickers on the study area base map. Upon the completion of this interactive activity, a free drink (coffee or juice) and/or snack was offered as a token of appreciation for their participation. The voting exercise provides an overview of public preferences on the future waterfront design and their ideal activities/programme. It should be noted that the voting exercise was not a formal user survey with adequate sample size. Notwithstanding, it did shed light on the participants’ general preference for reference purpose.

In order to make the exhibition more imaginative and interesting to the public, interested participants were also invited to sketch out their ideal harbourfront design with the base plans provided.



Photo 20 – Staff introducing the Study background and voting activity to participants



Photo 21 – Design our Harbourfront activity



Photos 22 & 23 – Realize my Harbourfront (sketching) activity

For a detailed rundown of the event, refer to Table 5 below:

Event Details	
Co-organizer	Old Hong Kong Photo (web-based organisation)
Date and Time	27 June 2015 (Saturday), 10:00AM to 6:00PM
Venue	Outside of Victoria Park Swimming Pool Building, near Hing Fat Street
No. of Participants	561
Event Contents	
Time	Details
10:00am to 6:00pm	<p>Point 1 – “History of Our Harbourfront” photo panels</p> <ul style="list-style-type: none"> - An exhibition of old harbourfront photos by Old Hong Kong Photo <p>Point 2 – Project Exhibition and Idea Café</p> <ul style="list-style-type: none"> - Project panels: displaying information about the Study - Invite passer-by for interactive activities: <ol style="list-style-type: none"> a) Vote for the Most Wanted Activity: Five stickers and Post-it were given to the participants to vote for the most preferred activity/programme in each of the 5 precincts and their justifications – they can choose from the suggested list or make their own suggestion (participants can also opt for neutral/ disagreement). This panel was placed side by side with the project panels. b) Design Our Harbourfront: Initial concepts with base map were printed on a form board. Participants were encouraged to post the icon stickers (e.g. trees, boat, dog, bridge, etc) on the form board where they want these facilities to be seen in the new waterfront c) Realize My Harbourfront: Interested participants were invited to draw/sketch, in details, in terms of connectivity and programming on A3-sized base map provided. Alternatively, on-site staff members also helped to sketch their ideas - Distribution of free coffee/tea/refreshment upon successful completion of any one of the activities

Table 5 - Detailed Rundown for Weekend Project Exhibition (Idea Café)

This event has proven to be attractive to engage the public, regardless of their background and age. The findings reflected the participants’ careful considerations after being informed of the present waterfront conditions and existing urban design considerations in the study area. Through this event, the public’s views were collected on their preferred activities and/or uses in each of the five Character Precincts, and their expectations on the pedestrian connectivity towards the harbourfront areas.



Photos 24 & 25 – Activities voting and Design my Harbourfront panels by the end of On-Site Event 2

The results from the voting panel is as below and would also be further discussed in Chapter 3.2.

Figure 2 illustrates the public’s views on the proposed activities within the Celebration Precinct:

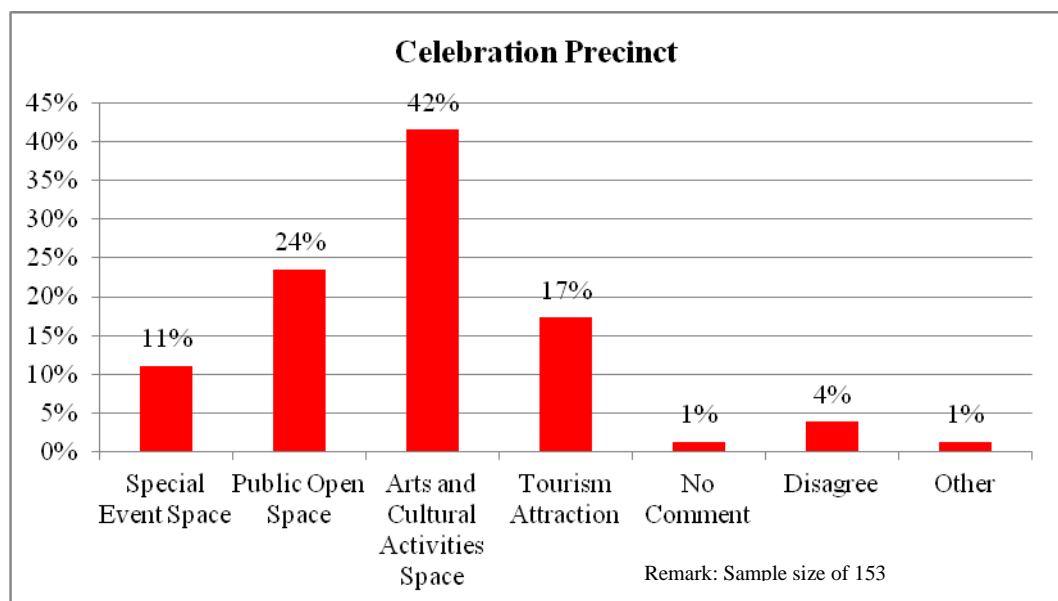


Figure 2 Voting results on the proposed activities at Celebration Precinct

Figure 3 illustrates the public’s views on the proposed activities within the Pierside Precinct:

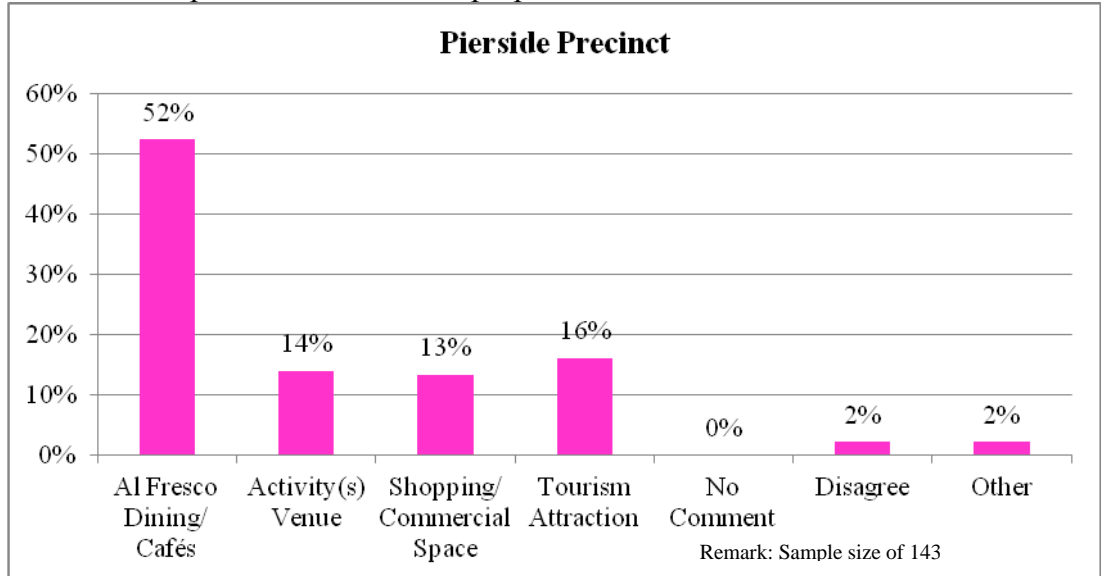


Figure 3 - Voting results on the proposed activities at Pierside Precinct

Figure 4 illustrates the public’s views on the proposed activities within the New Water Recreation Precinct:

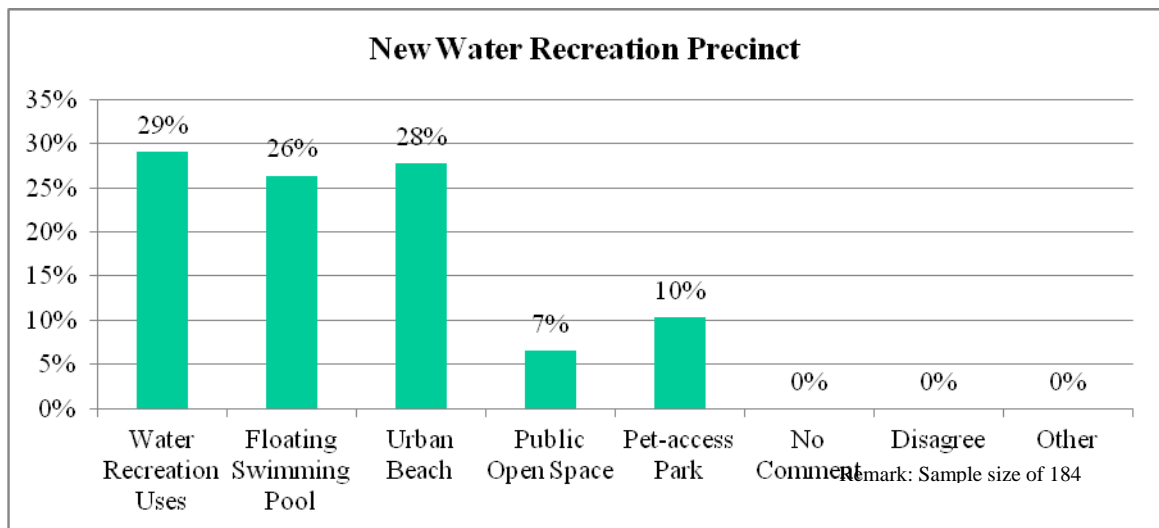


Figure 4 - Voting results on the proposed activities at New Water Recreation Precinct

Figure 5 illustrates the public’s views on the proposed activities within the Revitalized Typhoon Shelter Precinct:

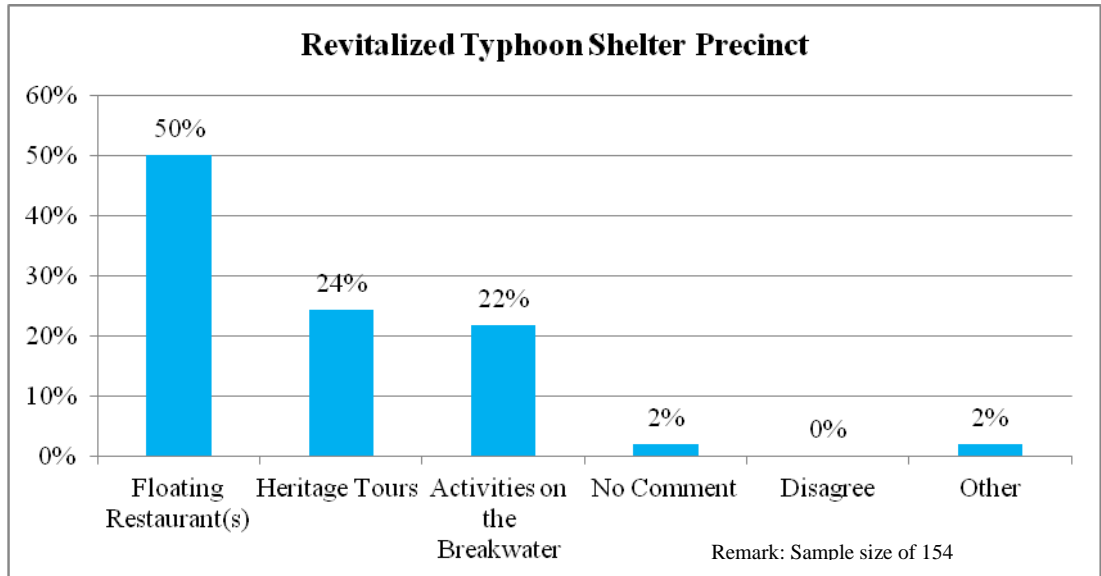


Figure 5 - Voting results on the proposed activities at Revitalized Typhoon Shelter Precinct

Figure 6 illustrates the public's views (as collected from On-Site Event 2) on the proposed activities within the East Coast Park Precinct:

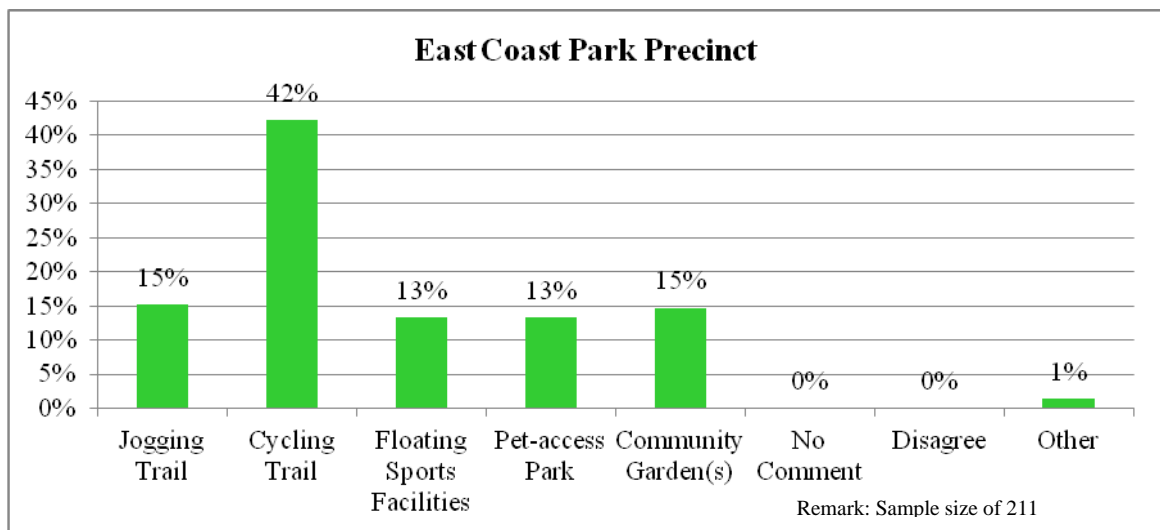


Figure 6 - Voting results on the proposed activities at East Coast Park Precinct

A detailed summary of findings from this event is recorded in Appendix VII, and are briefly outlined as follows:

<p>Connectivity</p> <ul style="list-style-type: none"> • A continuous walking, jogging, and cycling trail from Central and Western District Promenade near Tamar, all the way to Oil Street in North Point or even to Shau Kei Wan • The cycling trail should include a self-served bike rental service • Road side coach parking was at the present a nuisance to the harbourfront areas, future harbourfront should put forward improvements for this issue
<p>Celebration Precinct</p> <ul style="list-style-type: none"> • The precinct should be renamed to “Community Celebration Precinct” • More greening/ green spaces, Community Gardens and 1997 Handover museum

<ul style="list-style-type: none"> Road side coach parking was at the present a nuisance to the harbourfront areas, future harbourfront should put forward improvements for this issue
<p>Pierside Precinct</p>
<ul style="list-style-type: none"> Diversified uses including more greening/ green spaces, parkland and arts and cultural performance venue
<p>New Water Recreation Precinct</p>
<ul style="list-style-type: none"> The proposed pool barge was supported
<p>Revitalized Typhoon Shelter Precinct</p>
<ul style="list-style-type: none"> More seating area, covered musical performance areas and Floating restaurants and catering facilities for scenic enjoyment Concerns and key issues included water quality and odour from nearby drainage
<p>East Coast Park Precinct</p>
<ul style="list-style-type: none"> Spacious parkland for local communities, grassland/ green open space for both humans and pets, continuous jogging trail and heritage guided tours Concerns and key issues included connectivity between inland and waterfront, air pollution and parking

2.4.3. Cultural and Historical Tour of Causeway Bay Typhoon Shelter (Noonday Gun and Floating Tin Hau Temple)

The Causeway Bay Typhoon Shelter (CWBTS) has had a long history and is a culturally significant heritage asset not only to the local residents of Wan Chai, Causeway Bay, and North Point areas, but also to the whole community of Hong Kong. An on-site experience event was organized in collaboration with The Conservancy Association Centre for Heritage (CACHe) inviting participation of interested members of the public (due to the limited quota, participants were selected from a random ballot).

Two boat tours were organized on 19 and 26 July 2015 (Sundays) respectively. Before the tours, participants were briefed about the Study’s background and the purpose of the tours. The participant were then led to board on a tour boat which took the participants to the Floating Tin Hau Temple to allow them to understand the history of the Tin Hau Temple and to experience the lives of people living and working at the CWBTS. During the boat tours, staff members of CACHe introduced the reclamation history of the Causeway Bay area, the Noonday Gun ceremony, and the annual Tai Hang Fire Dragon ritual. The participants were also able to interact with the very few remaining water taxi drivers, who had been servicing the CWBTS for a long time. After witnessing the firing ceremony of the Noonday Gun, discussion sessions were conducted to allow an interactive dialogue with the participants.



Photo 26 Discussion Session at World Trade Centre



Photo 27 Visiting the Floating Tin Hau Temple



Photos 28 & 29 - Tour on 19 and 26 July 2015

A detailed rundown and topics discussed is listed in Table 6 below:

Event Details	
Co-organizer	The Conservancy Association Centre for Heritage (CACHe)
Date and Time	19 and 26 July 2015 (Sundays), 10:00AM to 1:00PM
Venue	Causeway Bay Typhoon Shelter Area (assembling at World Trade Centre)
No. of Participants	19 July 2015: 28
	26 July 2015: 23
Rundown	
Time	Details
10:00am-10:15am	Assembling at World Trade Centre <ul style="list-style-type: none"> - Introduction of the Study and tour - History of Victoria Park and Reclamation in Causeway Bay
10:15am-11:45am	Boat Tour of Causeway Bay Typhoon Shelter <ul style="list-style-type: none"> - Historical background of the Typhoon Shelter - Story of Tai Hang Fire Dragon - Interview session with harbour taxi driver - Interview session with the floating Tin Hau Temple keeper
11:45am-12:15pm	Noonday Gun <ul style="list-style-type: none"> - Historical background and story of the Noonday Gun ceremony - Development of Causeway Bay coastline - Firing of Noonday Gun

12:15pm- 12:45pm	<p>World Trade Centre</p> <ul style="list-style-type: none"> - Short discussion - <u>Discussion points:</u> <ul style="list-style-type: none"> ○ How would you want to get to the harbourfront? Do you find the current accessibility to the Typhoon Shelter and Noonday Gun acceptable? ○ What sort of programmes and attractions do you think are suitable for Causeway Bay waterfront? ○ What sorts of urban design elements relating to the heritage theme would you like to see?
12:45pm-1:00pm	<p>Hysan Place</p> <ul style="list-style-type: none"> - Story between businessmen in early days and the development of Causeway Bay - Stories from street names
1:00pm	Dismiss

Table 6 - Detailed Rundown for Cultural and Historical Tour of Causeway Bay Typhoon Shelter (Noonday Gun and Floating Tin Hau Temple)

The participants were impressed with the boat tours, as many of them had not actually been to the CWBTS, although they were born and raised locally, and they were aware of the well-known floating restaurants that once flourished the CWBTS several decades in the past. Through their personal experience, participants were able to express their views on the key issues relating to the CWBTS, and on how these cultural and heritage aspects could be reflected in the future harbourfront urban design plans and programmes. A detailed summary of findings from this event is recorded in Appendix VIII, and are briefly outlined as follows:

<p>Connectivity</p> <ul style="list-style-type: none"> • Connecting land and breakwater with retractable footbridges would attract more people to the waterfront. Meanwhile, measures should be put in place to ensure public safety • More road signage and interesting stories for the pedestrian subway tunnel underneath World Trade Centre for connecting with Noonday Gun should be provided to enhance the overall experience. Other concerns raised included tunnel ventilation and pedestrian safety issues • Elevated footbridge system in barrier-free design should be built to enhance the connectivity between the inner city and the waterfront
<p>Building a Waterfront Promenade</p> <ul style="list-style-type: none"> • A modern waterfront promenade should be developed. Unnecessary light pollution should be avoided. • Planting of shade trees along the waterfront promenade or building shade structures with bamboo materials and climbing plants should be included. • Continuous cycle track along the waterfront from Wan Chai to North Point should be built as far as possible.
<p>Water Transport</p> <ul style="list-style-type: none"> • Water transport and water taxi were supported to resolve the road traffic congestion and is considered as a convenient transportation mode to connect Wan Chai, Causeway Bay and North Point.

Use of Breakwater
<ul style="list-style-type: none"> The breakwaters could be better utilized with various leisure uses in the principle not to affect the operation of boats, and to ensure proper management in passenger flow.
Celebration Precinct
<ul style="list-style-type: none"> The local art products to reflect Hong Kong and art element should be showcased. Road side coach parking was at the present a nuisance to the harbourfront areas, future harbourfront should put forward improvements for this issue
Pierside Precinct
<ul style="list-style-type: none"> More open, non-fenced green spaces for public enjoyment should be provided. Retail uses/facilities in appropriate scale avoiding introducing massive shopping centres/chain stores should be provided. Luxury restaurants were not recommended. Unique Hong Kong styled traditional food stalls (“Dai pai dong”) should be introduced. The suspected remains of HMS Tamar found beneath the seabed near the old Wan Chai Ferry Pier should be placed near current harbourfront near Tamar to showcase Hong Kong history.
New Water Recreation Precinct
<ul style="list-style-type: none"> The proposed water-related activities were generally supported.
Revitalized Typhoon Shelter Precinct
<ul style="list-style-type: none"> Currently, the historical element and typhoon shelter culture were not well publicised, more publicity through pamphlets and documentaries production, as well as organising guided tours were recommended in order to enhance public understanding of the historical and cultural significance of the typhoon shelter. Reprovisioning of Floating Tin Hau Temple on sea should be preserved in-situ to keep its originality and character. Viewing platforms, wooden boardwalks, etc. along the waterfront were recommended. Given that Causeway Bay area was already too congested, additional commercial elements and were not supported.
East Coast Park Precinct
<ul style="list-style-type: none"> Fountain park, urban farming, harbourfront greening and fishing area were supported.

2.5. Resident Workshops

As recommended by the Wan Chai and Eastern District Councillors, Resident Workshops were organized on 2 August 2015 and on 4 August 2015 at Causeway Bay Community Centre Wan Chai Activities Centre Respectively for the two districts.

For both workshops, Dr. CHOW Kit-bing (Eastern District Council Member of Victoria Park Constituency) and Ms. Kenny LEE Kwun-ye (Wan Chai District Council Member as well as the Chairman of the Development, Planning & Transport Committee) were invited to make opening remarks at the beginning of the Workshops. The rundown of the Workshops are as listed in Table 7 below:

Time	Details
7:30pm – 7:35pm	<u>Introduction</u> - Welcoming - Purpose of the Workshop - House Rules of the Workshop
7:35pm – 7:40pm	- Study Background and Objectives - Urban Design Considerations and Key Issues
7:40pm- 8:30pm	<u>Discussion (1) – Creating a Sense of Place/ Activating the Edge and Embracing the Water</u> - Initial concepts presentation - Discussion
8:30pm – 9:05pm	<u>Discussion (2) – Connecting People to the Waterfront</u> - Initial concepts and presentation - Discussion
9:05pm – 9:25pm	Sharing and Reporting
9:25pm – 9:30pm	<u>Wrap up</u> - Closing remarks - Way forward

Table 7 - Rundown of Resident Workshops

The Workshops aimed to further collect views from the community based on the preliminary urban design frameworks and connectivity issues, such as:

Creating a Sense of Place/ Activating the Edge and Embracing the Water

- Urban design ideas (land-water interface: water quality, safety; spatial arrangement and design features: landscape decks; incorporation of local history and culture, etc.)
- Future activities/uses (event and celebration; multi-function space and dining; water recreation; floating restaurants and cultural activities; community and leisure, etc.)
- Positioning of the study area in the wider Victoria Harbour
- Others

Connecting People to the Waterfront

- Suitability and adequacy of the proposed N-S and E-W connections (location; form, etc.)
- Design elements of the proposed connections (function; aesthetic; characters and theme; materials; greening and landscaping, etc.)
- Connectivity to Breakwater
- Others

The Workshops included group discussion on key issues and sharing of each groups' discussion findings at the end of the Workshops. As a continued engagement, invitations had been sent to past participants of meetings and FGMs. Participants attending the Workshops included Legislative Councillor (Hong Kong Island Constituency), District Councillors of relevant constituencies, local residents, representatives from local organizations and SPCA, and students. A total of 28 residents and community members attended the Eastern District Resident Workshop, while 54 attended the Wan Chai District Resident Workshop.



Photo 30 District Councillor Dr. Chow Kit-bing delivering an opening speech at the Eastern District Resident Workshop on 2 August 2015



Photo 31 District Councillor Ms. Kenny Lee delivering an opening speech at the Wan Chai District Resident Workshop on 4 August 2015



Photos 32 & 33 Discussion Sessions at Resident Workshops (left: Eastern District; right: Wan Chai District)



Photos 34 & 35 – Sharing Sessions at Resident Workshops (left: Eastern District; right: Wan Chai District)

Consolidated results of the Workshops and detailed attendance list can be found in Chapter 3. A detailed forum summary is provided in Appendix IX, and is briefly outlined below:

Eastern Resident Workshop	
Connectivity	<ul style="list-style-type: none"> • A continuous walking, jogging, and cycling trail from Central and Western District Promenade near Tamar, all the way to Oil Street in North Point or even to Shau Kei Wan. • The cycling trail should include a self-served bike rental service. • At-grade pedestrian connection between Causeway Bay Typhoon Shelter and Victoria

Eastern Resident Workshop
<p>Park/future MTR Causeway Bay North station was preferred.</p> <ul style="list-style-type: none"> • Existing pedestrian connection near the future Tin Hau Temple is inadequate and the environment was undesirable due to the drainage outfalls. Some public members suggested that small scale reclamation near Tung Lo Wan Fire Station and the Ex-A-King Slipway (“敬記船廠”) site should be considered so as to provide space along waterfront promenade for pedestrian connection improvement. • Some public members considered that footbridge connection supported by wayfinding signage was suitable in some locations. • More signage should be set up to guide people from inland to the harbourfront areas. • Consideration should be given on connectivity between existing and planned facilities, such as covered pedestrian walkways, MTR stations (existing and planned), as well as other underground pedestrian connections. • Some public members pointed out that elevated pedestrian structures would create adverse visual impacts. • Possibility should be explored to develop a continuous promenade at the northern shore of Hong Kong Island. • Tunnel to the Noonday Gun should be upgraded with better signage. • For grade-separated connection, preference was given to footbridge over tunnels because of (1) more pleasant experience with above ground views, (2) better sense of orientation and (3) better walking experience (air quality, sun, wind, etc.). • Suggestions were made on creating more vibrant, dynamic and informative footbridges. • Footbridge leading to HKCEC is often congested in weekends by exhibition goers. Measures should be taken to have better crowd management and traffic control to address the congestion issue.
Celebration Precinct
<ul style="list-style-type: none"> • Water taxi was supported in the Celebration Precinct. • Road side coach parking was at the present a nuisance to the harbourfront areas, future harbourfront should put forward improvements for this issue • The precinct was suggested to be renamed to reflect a more community-oriented plaza for public enjoyment, e.g., “Civic Square Precinct”.
Pierside Precinct
<ul style="list-style-type: none"> • Tourism-related facilities/ activities, e.g., Harbour Tour Cruise should be promoted. • Adequate commercial activities at the precinct should be introduced. • More greening and all-weather shading should be provided at the proposed open space.
New Water Recreation Precinct
<ul style="list-style-type: none"> • Water-related activities including canoeing, water bicycle and dragon boat were supported. Water quality and tidal change were the major concerns. • Leisure typed water-related activities such as beach volleyball, windsurfing, paddle boating, and canoeing should also be considered. • International competitions/events such as international dragon boat competitions should be promoted. • The water recreation activities could be extended to the breakwater and the East Coast Park. However, marine traffic and safety should be taken into consideration. • More vibrant dining facilities such as alfresco cafés or bars should be introduced.

Eastern Resident Workshop
<ul style="list-style-type: none"> • PCWA might be small for any significant water-related activities. • Some public members doubted the popularity of the man-made beach and floating swimming pool because of water quality and safety concerns. • Specialty yacht could be showcased at the PCWA to create a visitor attraction should be considered.
Revitalized Typhoon Shelter Precinct
<ul style="list-style-type: none"> • Causeway Bay Typhoon Shelter (CWBTs) used to have more vibrant activities with ships/boats and people using and visiting the typhoon shelter. There were licensed hawkers on boats (“水上小販”) found in the typhoon shelter. It was believed that the stringent enforcement action of FEHD on the hawkers and the construction works of Wan Chai Development Phase II had discouraged people and boats in using and visiting the typhoon shelter. • Public appreciate the reasons behind the relocation of the floating Tin Hau Temple to the land side since it could improve the popularity of the temple attracting more visitors. • Some public members opined that through good and integrated promenade design and provision of supporting facilities nearby, the relocated Tin Hau Temple could be transformed into an international tourist attraction. Supporting facilities should include toilet and loading/unloading bays. • Some public members suggested that the old vessel of the temple could be preserved for showcasing its history after the relocation. • For public use of the breakwater of the typhoon shelter, the public generally considered that both arch and moveable bridges were not feasible options due to busy marine traffic in and out the typhoon shelter. • Re-introduction of floating restaurants at the Typhoon Shelter should be considered. • The Floating Tin Hau Temple could be transformed as a tourist attraction and conserved on-shore. • Local sport events such as dragon boat should be encouraged. • The narrow waterfront area near the Typhoon Shelter and its poor connectivity to the hinterland would hinder the development of international water-sports events. • Many public members preferred pet-access open space (with pets on leash) fully shared with other users, instead of a designated pet park. • East Coast Park should avoid being “privatized” by nearby existing residential estates. • It was suggested that the Breakwater should be revitalised into a quality resting area (e.g. fishing, sunset watching), on the condition that it would not affect its intended function as a breakwater. • Subject to feasibility, the breakwater should be widened to accommodate future pedestrian flow. • The idea of boat restaurant was generally supported.
East Coast Park Precinct
<ul style="list-style-type: none"> • Public generally supported having cycle track and pet park in the future East Coast Park. • The design of the park should be modern and up-to-date, with provision of diversified facilities. • Proposed connection between breakwater and East Coast Park by sampan. • East Coast Park Precinct should provide more leisure facilities that were suitable for all age groups and attractive to both young kids as well as the elderly.

Eastern Resident Workshop
Other Comments
<ul style="list-style-type: none"> • Harbourfront design should be pedestrian-oriented; activities between precincts should echo one another, so as to create a coherent and continuous harbourfront. • More recreation activities and supporting facilities such as adequate parking facilities
Wan Chai Resident Workshop
Connectivity
<ul style="list-style-type: none"> • A comprehensive pedestrian network between inland and waterfront should be provided. • For grade-separated pedestrian connections, public preferred footbridges over tunnels since they offer better air ventilation and lighting. • Footbridge connections should be wider, having sitting facilities and sheltered. Other supporting facilities barrier-free design should be provided. • Public considered the existing connectivity around the New Waterfront Recreation Precinct was inadequate. They also requested improvement of the pedestrian walkway near Police Officer's Club. • Opportunity should be taken to improve the connections from the inland to the waterfront via future Exhibition Station and Causeway Bay North Station. • Watson Road should be made as a major pedestrian access to the East Coast Park. • Shops should be allowed in the pedestrian tunnel connections. • Monorail/tram along the waterfront to improved the East-West connectivity were recommended. • Greening of walkways/corridors was recommended to attract pedestrian flow. • All-weather walkways including the one to access the new Wan Chai Pier should be provided. • More at-grade crossing facilities should be provided. • The waterfront was easily accessible from future MTR station (North Causeway Bay Station) providing opportunities for underground pedestrian subway connection to the waterfront. • Escalators and shading facilities should be incorporated in the design of footbridges. • The North-South connectivity near Hong Kong Arts Centre should be improved. • Continuous jogging and cycling trail along the waterfront should be considered.
Celebration Precinct
<ul style="list-style-type: none"> • The Wan Chai footbridge towards HKCEC was usually congested during exhibition periods, and sometimes it was heavily occupied by domestic helpers. Measures should be taken to address this issue. • Currently, O'Brien footbridge connection was heavily relied on, which was therefore subject to heavy pedestrian flow. Consideration should be given to divert the flow to Luk Kwok Centre footbridge. • More spaces should be provided to hold more diversified events. • More greenery was recommended. • Seat facilities should be provided to enable people to enjoy the celebration show and night view of Victoria Harbour. • Designated fishing areas were recommended. • The precinct should provide space for holding diversified public events to create attractive and festive atmosphere. • The Bauhinia Square should provide more space for public to view/watch the flag raising ceremony.

Wan Chai Resident Workshop
<ul style="list-style-type: none"> • Parades with local Wan Chai characteristics or Chinese/Western characteristics should be conducted. • Supporting facilities such as public convenience and emergency vehicular access (EVA) should be provided.
Pierside Precinct
<ul style="list-style-type: none"> • Public commented that the waterfront was now lacking of character. LCSD's management was considered inadequate and with a lot of restrictions. • For the three commercial sites, Wan Chai culture including traditional food, kiosks or restaurant with traditional Wan Chai features should be added in. • Flexible event space, local art/handicraft stalls, water features, night bazaar, alfresco dining with both Chinese and Western cuisines, designated area for food truck, etc were supported. • Adequate supporting facilities, including resting area with shelters, drinking fountains, public toilets, nurseries, smoking rooms and elderly-friendly barrier-free facilities should be provided.
New Water Recreation Precinct
<ul style="list-style-type: none"> • At present, there was no water activity centre at Wan Chai district. Public generally supported the provision of water recreation node. • Public expressed that their aspiration to have a "closer" connection with the waterfront. • Participants were concerned with the potential problems associated with water sports in the area, such as marine traffic, hygiene conditions of the sea water and rough water surface. • The pedestrian and walking environment should be improved. • Large fountain or Trevi Fountain with lighting effects were recommended. • The water for water recreation uses should be purified. • Areas for model boats playing and fishing should be designated. • Public safety issue should be addressed. • Urban beach was generally supported as few beaches were provided along northern shore of Hong Kong Island.
Revitalized Typhoon Shelter Precinct
<ul style="list-style-type: none"> • A 'Taichi' plaza at waterfront should be provided. • Residents supported the provision of floating restaurant with featured design to re-introduce the old-typhoon shelter style dining experience (e.g. Fried clams and crabs with typhoon shelter style). • Given insufficient spaces of typhoon shelter, some public members suggested provision of small-scale water activities such as sampans visits, while large-scale water activities like sailing boat should be avoided. • Opening up and public access to breakwater via swing-bridge or sampans were supported. Meanwhile, the feasibility of opening up and safety issues were main concerns. • Sampan services were supported to provide water transport to breakwater and to other activity nodes along the waterfront. • Public generally supported the idea of a "stepped down" promenade where they could sit very close to the water. • Diversified activities including performance shows, fishing areas, urban beach and various water sports were suggested. • To introduce water cycling / leisure rowing activities. • A history gallery was recommended to showcase Wan Chai and Causeway Bay histories.

Wan Chai Resident Workshop	
East Coast Park Precinct	
<ul style="list-style-type: none"> Public generally supported the idea of community park at the waterfront. More greening, cycle track, pet park, designated playground area for children and parent-child, gym facilities should be provided. Supporting facilities such as parking spaces and drop-off areas should be provided. 	
Other Comments	
<ul style="list-style-type: none"> An overall design should facilitate all precincts to blend in seamlessly without distinct physical boundaries, such as continuous urban farm, cycle track, theme-designed seating and paving etc., along whole waterfront area. Public requested that each precinct should have unique theme so that future users could have different feel and experience as they traveled across from one precinct to another. Public's vision was a harbourfront for enjoyment by all people. For environmental friendliness, some public members suggested providing eco-cars as connection mode along waterfront apart from walking and cycling. Public suggested that future open spaces should be publicly accessible at all times. Future open spaces and public facilities should not be "commercialized". More sitting areas with shading/rain shelters across all precincts should be provided. 	

2.6. Stage 1 PE Digest and Written Comments Received

A Stage 1 PE Digest was published to tie in with the official launch of Stage 1 PE (with Study website: <http://wcnnpuds.hk>) of the Study in 15 June 2015. Besides providing information on the Urban Design Considerations, Vision and Design Principles, and Urban Design Frameworks, a View Collection Form (VCF) was also included in the digest. During the on-site events, interested participants were given a copy of the Stage 1 PE Digest along with the VCF, and were encouraged to complete and return the VCF to us for consideration. Copies of the Stage 1 PE Digest were also available in the Eastern and Wan Chai District Offices, North Point and Shatin Government Offices, City Gallery, etc. The VCF Template is included in Appendix X and a list of commenters is attached as Appendix XI.

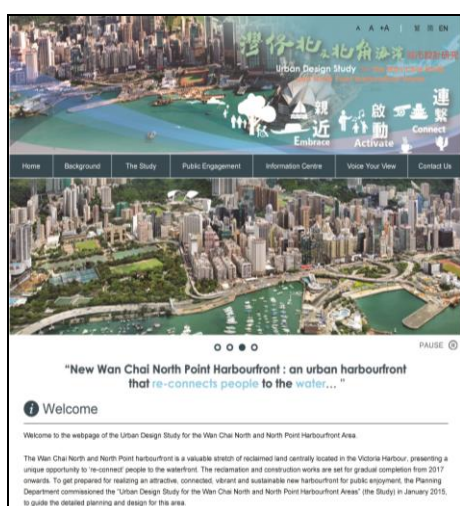


Photo 36 - Study Website



Photo 37 – Stage 1 PE Digest

In addition to the VCFs, interested and/or concerned members of the public were also encouraged to submit written comments through various channels including post, email and/or fax, and the online Public Participation Geographical Information System (PPGIS).

Throughout the Stage 1 PE period, a total of 41 written comments were collected, in the formats of VCFs, post, email, and PPGIS. The submissions came from various sectors of the community, including local residents, local concern organizations, and individuals. The categories of the written comments received consist of 6 different sectors:

- General Public:	32
- District Councillor(s):	1
- Professional Institute(s)	1
- Concern Group(s):	1
- Political Party(s):	2
- <u>Non-government Organization(s):</u>	<u>4</u>
Total	41

After the careful inspection of the comments received from the Stage 1 PE meetings and activities, their views and suggestions were duly considered and had been incorporated into Chapter 3 of this report.

3. Summary of Key Comments and Responses

Public views and suggestions received in the Stage 1 PE can be categorized into six areas as below:

- (a) Overall vision for the harbourfront areas and urban design framework;
- (b) Activities and programming at each character precincts;
- (c) Connectivity;
- (d) Design and landscaping;
- (e) Other issues; and
- (f) Comments on initial concepts.

This chapter provides a summary of the public comments received and official responses to the public comments.

3.1. Overall Vision for the Harbourfront Areas and Urban Design Framework

3.1.1. Vision and Positioning of the Harbourfront

Comments

The vision for the Study, i.e. “New Wan Chai North Point Harbourfront: an urban harbourfront that re-connects people to the water” was generally supported by the public. Regarding the positioning of the harbourfront, some public members advocated developing an internationally-renowned harbourfront, while some favoured maintaining and emphasizing the district’s local unique character.

Responses

Public comments and aspirations on the vision and the positioning of the future Wan Chai and North Point harbourfront were noted. The harbourfront area would be designed in accordance with the agreed harbourfront design vision and positioning, with a view to achieve an attractive, vibrant, accessible and sustainable harbourfront serving both the local residents and overseas visitors.

3.1.2. Urban Design Framework

Comments

The overall public perception on the Urban Design Framework, particularly on the five Character Precincts was positive, with individual voices with different opinions on the theme and names and/or nature of some Precincts. Some public members commented on the adequacy of the theme of “Celebration Precinct”:

- The “Celebration Precinct” should not themed taking consideration only on the role of Golden Bauhinia Square (GBS) being the venue for holding the National Day and Hong Kong’s Handover ceremonies, but also on the art facilities and venues such as Hong Kong Academy of Performing Arts and Hong Kong Arts Centre in the surrounding area.
- Other comments suggested the precinct could be named as “Civic Square Precinct” and/or “Civic Centre Precinct” given the role of the GBS as a civic square.

Responses

Public's general positive responses on the five Character Precincts are appreciated. For the name and theme of the "Celebration Precinct", it should be noted that the "Celebration Precinct" is to reflect the vision of the precinct to be a destination to experience, appreciate and celebrate the harbourfront and the success of Hong Kong, while embracing the celebratory significance of the GBS as attribute to the National Day and Handover ceremonies of Hong Kong. Arts and cultural elements would still form a crucial element in the design theme of the precinct. For example, the planned landscaped deck is proposed to be designed as an art walk or art corridor where art performance and shows can be accommodated.

3.2. Activities and Programming at each Character Precinct

Members of the public were particularly keen on sharing their thoughts on what they anticipate to see at the future harbourfront. In addition to the proposed activities at each of the five Character Precincts, the public also expressed their own suggestions in these precincts. The major views received throughout the Stage 1 PE activities are summarised as follows:

3.2.1. Shared use of the harbourfront

Comments

The idea of "shared use" of the harbourfront among different users was emphasized many times over the meetings and activities throughout Stage 1 PE. It was stressed that the harbourfront area should cater for a variety of uses (e.g., education area, recreation area, open space, leisure, art and other community use, etc.) to satisfy the needs of the nearby local people and general public as well as tourists. It should be accessible to all age groups. While commercial elements were introduced (e.g., light refreshment kiosks, snack bars, etc.) to bring vibrancy to the new waterfront attracting both locals and visitors, they should be affordable to general public and should not be limited to high-end choices.

Responses

The ideas of "shared use" for the harbourfront among different users are noted, and will be further considered in the formulation of the refined Urban Design Framework Plan (UDFP) and preliminary HEPs. In general, the comments are in line with the key urban design principles.

3.2.2. Celebration Precinct

Comments

At present, there was a lack of focus and activities at the GBS. Many expressed that the area was mainly occupied by, and catered for tourists; whereby there were very few attractions that would arouse the local public's attention to enjoy the space. It was recommended that more multifunctional facilities should be provisioned to the needs of the locals.

Due to the proximity to the nearby art venues and facilities such as the Hong Kong Academy for Performing Arts and Hong Kong Arts Centre, some public members expressed the design

should reflect the art element to showcase the local art culture and productions, possibly in the form of street arts (e.g., murals or mosaic).

In terms of activities, some public members urged for a continuous cycling trail along the new harbourfront from the west of the HKCEC, through Causeway Bay, all the way to Quarry Bay.

Other uses suggested within the Celebration Precinct included floating museum to commemorate the 1997 Handover and to showcase the local fishing village cultures, community space, improvements to the pier adjacent to the HKCEC, picnic sites, jogging trails, space for arts and crafts markets, water features, music festivals, Chinese Opera performances, alfresco dining facilities, light refreshment kiosks, etc. Ancillary to these proposed uses, supporting facilities such as police post, permanent kiosks/ concession stands, better managed public toilets, drinking fountains, etc., should also be provided.

The voting exercise for activities within the Celebration Precinct very much echoed with the public views collected through other PE meetings and activities. Substantial amount of comments expressed that the space should be used as an arts and cultural activities space. Other suggestions on the activities within this precinct included community gardens, greening, and museum on the 1997 Handover, jogging trails, cycling trails (a self-served rental cycling trail stretching from Tamar all the way to Oil Street or even to Shau Kei Wan). In the “Other” category, the comments were mainly referring to the name and theme of the precinct that the theme and name of the precinct should be related to the community needs (e.g. Some suggested the precinct should be named as “Community Celebration Precinct”).

Responses

Public’s major concerns that the design of the precinct should pay more attention to local people’s needs are noted. Considering that one of the key urban design principles is to enhance vibrancy along the harbourfront through diverse activities, programmes and facilities for public enjoyment. Provision of more multifunctional facilities will be kept in view when formulating the HEPs to cater to the needs of local community.

Remark: Sample size of 153

Public’s voice to reflect art elements in the precinct is also noted. The theme and name of “Celebration Precinct” is to reflect the vision of the precinct to be a destination to experience, appreciate and celebrate the harbourfront, while embracing the celebratory significance of the GBS as attribute to the National Day and Handover ceremonies of Hong Kong. Arts and cultural elements would be incorporated in the design of the waterfront, e.g. the proposed art walk or art corridor via the planned landscaped deck at the west of the HKCEC.

As for the provision of cycling track or cycling facilities, every effort will be made to allow for a continuous cycle track/route subject to resolution of public safety concerns relating to pedestrian/cyclist interface.

3.2.3. Pierside Precinct

Comments

There was a general consensus that the current pedestrian connection from the Great Eagle Centre to the new Wan Chai Ferry Pier was inadequate. At the present, the connection was

poorly designed via an at-grade walkway passing through the construction site of the SCL. A covered walkway connection to the ferry pier was also generally supported.

In terms of activity, many public members requested for a more diversified uses of the open space adjacent to the pier, such as community gardens, weekend farmers' markets, arts and crafts markets, night markets, display of old Wan Chai and the Old Wan Chai Pier photos, etc. Many public members expressed concerns that the commercial uses along the waterfront would be either monopolized by high-class shops and restaurants or chain stores similar to other commercial centres. They preferred those shops and services which could reflect the Hong Kong traditional style and characters, e.g. Dai Pai Dong (大牌檔).

Some public members suggested that the suspected remains of the HMS Tamar found beneath the seabed near the old Wan Chai Ferry Pier, being a part of Hong Kong's history, should be commemorated and placed in suitable locations at the Wan Chai waterfront to showcase the area's heritage.

Many public members supported more ferry services/lines to/from the new Wan Chai Ferry Pier, which might help resolve the acute traffic congestion issues of Wan Chai district.

Alfresco dining/café facilities were the most supported activities in the Pierside Precinct. 2% of participants voted "Disagree" but suggestions were not given on their preferred options, whilst in the "Other" category, suggestions given included art and cultural performance venues, greening, and open space (i.e., parks).

Responses

The need of user-friendly pedestrian connections to enhance the connectivity and accessibility of the Pierside Park including the connection between the new Wan Chai Ferry Pier with the hinterland is noted. To address these comments, covered walkways and other shading devices including a covered walkway linking with the new Wan Chai Ferry Pier will be provided. Besides, a landscaped deck planned under WD II Study would be taken forth in this Study. Pedestrian-friendly at-grade crossings between the future Exhibition Station and the Pierside waterfront park will also be proposed.

In terms of the waterfront activities and programmes, the comments to have diversified activities and programmes are supported, which would enhance the vibrancy along the harbourfront. Diversified uses including commercial uses, alfresco dining facilities, various water features, thematic garden spaces, flexible performance spaces/ amphitheatre/plaza, multi-purpose lawns would be considered at the Pierside Precinct.

3.2.4. New Water Recreation Precinct

Comments

The public was generally supportive of the design principle of strengthening the interface between people and the water. Thus, many public members were interested expressing idea on water-related or water recreation activities to be introduced into the New Water Recreation Precinct. However, concerns were also raised on issues such as the carrying capacity of the precinct, tidal safety near the Ex-Public Cargo Works Area (Ex-PCWA), and more importantly, the water quality for actually getting in touch with the water at that area. It was

also suggested that reinforcing the breakwater at the Ex-PCWA is vital to ensure all weather and safe conditions for public use, and that the ex-PCWA breakwater should be better utilized. As the Ex-PCWA area was situated adjacent to the RHKYC, some members of the public considered that it had a potential to be used as a venue/facility for event-based activities, such as international yachting races with public viewing areas. Another suggestions relating to the RHKYC included the establishment of a water recreation centre near the RHKYC. Activities might include fishing and other water-related activities. On the other hand, some public members suggested holding “Community Boat Tours” travelling through the CWBTS to the Kai Tak Cruise Terminal. The urban beach and the floating swimming pool concepts were also supported by many public members.

The voting exercise revealed that participants supported having water recreation uses (29%); urban beach (28%) and floating swimming pool ideas (26%) in the New Water Sports and Recreation Precinct. There were no votes against water recreational use in the precinct.

Responses

Public’s general acceptance on the introduction of water-friendly activities into the New Water Sports and Recreation Precinct was appreciated, and was in line with the key urban design principle to strengthen the interface between people and water. The public’s concerns on carrying capacity, public safety and water quality were noted. These concerns would definitely be taken into consideration in formulating the HEPs.

In general, the comments are in line with the design theme of the “New Water Recreation Precinct”, which is intended as a water recreation/ water sport destination for the public. A water recreation centre is planned at the precinct, while initial ideas on the type of water-related activities have been proposed and shall be explored further. Publics’ views and comments will be sought on the detailed proposal of the water sports and recreational activities in the Stage 2 PE.

3.2.5. Revitalized Typhoon Shelter Precinct

Comments

Being the largest Character Precinct of the Study, the Revitalized Typhoon Shelter Precinct, is an extension of the Victoria Park for recreation uses. Public generally agreed that the CWBTS should remain as an operational typhoon shelter, but additional water-related uses should also be introduced for public enjoyment.

Activities within the Typhoon Shelter

The CWBTS represented a great opportunity to revitalize the old typhoon shelter history and heritage. The public generally supported introducing more beneficial uses within the CWBTS for the public. Among the many suggestions, water activities including water taxi/ sampan services were most well received. Other suggestions included floating flea markets, space for hiring of boats and dragon boats, floating restaurants, floating viewing decks, etc. Nevertheless, many public members raised concerns on issues of water safety, water quality, odour, and hygiene issues. Some public members considered that the CWBTS area was already too congested, and thus did not support introducing additional commercial elements; instead, the CWBTS should be reserved for leisure and recreational uses.

Activities on Breakwater

Being zoned “Open Space”, many public members considered that the Northern Breakwater had a high potential to serve as a public open space for the community. In the two Resident Workshops, it was suggested that the Breakwater could be better utilized for various leisure uses, provided that the CWBTS operation would not be affected. Issues on the feasibility to widen the Breakwater, and to ensure proper management and crowd control were raised. Suggested uses along the Breakwater included jogging trails, fishing areas, viewing points, photography hotspots, sitting areas for scenic enjoyment, etc.

Heritage Aspect

The CWBTS has been an important and iconic feature at the Victoria Harbour for many years. Public members treasured that within and around the CWBTS, there were many heritage and cultural elements which included the Floating Tin Hau Temple as well as Noonday Gun. However, currently, the historical and cultural spots of the typhoon shelter were not publicly known. Many members of the public supported preserving these heritage features and further promoting them as attractions for locals and tourists. Other suggestions included guided boat tours to the Floating Tin Hau Temple and Noonday Gun; guided tours to introduce the lifestyles of the boat people and the fishing village of Hong Kong; and the reintroduction of floating restaurants, etc. Considerations should also be given to enhance publicities of these historical/heritage/culture features through memorial arches, information display panels, pamphlets, documentaries (written and visual/ audio), etc.

Regarding Noonday Gun, despite public aspirations for opening up the premises for public visit/access throughout the day, it was noted that it would not be feasible due to public safety reasons, since a small amount of ammunition is stored on-site.

For the Floating Tin Hau Temple, the public noted that a development scheme was currently underway to relocate the temple on land (near Ex-A King Shipyard). With the relocation, more local visitors and tourists to the temple was anticipated, and thus, the operators of the temple suggested provision of passenger pick-up/ drop-off points for coach buses, as well as public toilets nearby the new temple.

CWBTS Promenade

To address the problem of narrow footpath along the CWBTS promenade, some public members recommended floating pontoons/ facilities to enhance the accessibility of the CWBTS. Some public members suggested widening the footpath by extending the seawall onto the water; however, a balance must be struck such that any potential conflict with the typhoon shelter could be minimized. Furthermore, any implication with the Protection of the Harbour Ordinance (PHO) should also be considered.

Regarding the activities at the Revitalized Typhoon Shelter Precinct suggested by the voting participants, the idea of re-introducing the floating restaurants (50%) was very well received by the participants. Other major suggestions included heritage tours (24%) and activities on the Breakwater (22%).

Responses

Upon completion of the reclamation works and construction of Central Wan Chai Bypass (CWB), the CWBTS will remain its operation as typhoon shelter. The Study would explore

means to preserve and enhance the historical, cultural and heritage elements, including the Noonday Gun, the Tin Hau Temple, etc. within the CWBTS. Besides, innovative ideas on proposed activities on the Northern Breakwater would be explored. While enhancement proposals would be formulated, attention would be made to avoid possible adverse impacts affecting the functions and operations of the CWBTS.

3.2.6. East Coast Park Precinct

Comments

The public expressed explicit aspiration for a large, easily accessible community open space. Therefore, the proposed design theme of the East Coast Park Precinct received positive feedbacks throughout the Stage 1 PE. Many public members stated that the leisure park at North Point should be family oriented, providing facilities such as children's playground, greenery area for both humans and pets, barbeque pits, fitness equipment for the elderly, Tai Chi area, jogging trails, community gardens, fishing area, floating sports facilities. Nevertheless, many public members considered that the programme and activities should be planned in appropriate types and scale.

Many public members including the district councillors strongly supported having pet garden/pet play area. The East Coast Park was considered as an appropriate location for pet garden/pet play area as it was located in close proximity to the existing residential neighbourhood of North Point. Ideally, The Society for the Prevention of Cruelty to Animals (SPCA) further put forward an idea of allowing pet access (on leash) throughout the harbourfront areas.

Ancillary commercial uses of appropriate scale at the waterfront were supported. These commercial uses could be designed to reflect the heritage and local culture of the nearby areas to enhance the attractiveness of the harbourfront. Some public Members suggested that due to the close proximity to the Oil Street Art Space (Oi!), art elements should be taken into account in the design of the East Coast Park.

The voting exercise for the East Coast Park Precinct revealed a strong demand for cycling facility/trail (42%), while other activities, such as community gardens (15%), jogging trails (15%), floating sports facilities and pet-access park (both at 13%) were recorded. Other suggestions given (1%) include guided heritage tours and environmental education facilities.

Responses

The public views/comments were generally in line with the design theme of the East Coast Park Precinct. Provision of more diverse, family/ community oriented facilities would be major design objective for the East Coast Park.

Besides, the suggestion of pet garden/pet play areas would be taken into consideration in the formulation of the HEPs. The Study's initial idea was that a pet play area of appropriate scale would be designed and provided within the East Coast Park.

3.3. Connectivity

3.3.1. North-South Connections

Comments

In terms of the N-S connectivity, many public members commented that the current access to the waterfront is inadequate and not user-friendly. The current primary connection between the old Wan Chai area towards the waterfront area highly depended on the covered footbridge above O'Brien Road through the HKCEC. However, due to the heavy pedestrian flow towards the HKCEC, especially during the HKCEC event days, occasional gathering of cults, and the weekly gatherings of many domestic workers. Some public members also expressed similar comments that the open space of the GBS was also subject to problems of heavy pedestrian flow. Therefore, the public was supportive of improving the connections to the waterfront including a new connection from inland area around Fenwick Street towards the waterfront via the West of the HKCEC.

Moreover, the undesirable connectivity was further worsened by the road closure/detour due to the ongoing construction of the works, e.g. the WDII and CWB. The public also emphasized the importance of the connection with the old Wan Chai area (south of Johnston Road) as the waterfront is segregated from that area. As such, the public was generally supportive of the proposed connection/ landscaped deck connecting the future Exhibition Station towards the new Wan Chai Ferry Pier and the HKCEC.

Besides, the improvements of the connections should take into account the daily needs of local Wan Chai residents. For instance, responding to the different climatic conditions in Hong Kong, adequate landscaping and shading facilities should be provided. The transition of connections between at ground level, elevated, and/or underground should be convenient and barrier-free (i.e., elevators or ramps) in order to create an user-friendly walking environment, particularly for the local community of different age groups. Attention should also be paid to the ownership and management of such connections, particularly for connections involving private buildings/ properties.

Where possible, at-grade pedestrian connections were preferable as expressed by the consulted members of public. However, public members appreciated that there were site constraints in many locations, and footbridges were therefore considered acceptable in areas where at-grade connections were found to be infeasible. Adequate signage and wayfinding system should be provided.

Other considerations and comments relating to the pedestrian connections included:

- (a) Implementations of any above ground connections should take into account future redevelopment of the three Wan Chai Government Offices.
- (b) Underground connections should consider connecting to existing and planned MTR stations.
- (c) Attention should be paid to tunnel ventilation, pedestrian safety (e.g., lighting, flooding), and the issues of using the connection as refuge by the homeless for both above and underground connections.

- (d) Possibility should be explored to sunken a section of Gloucester Road below ground while the decked-over ground-level space could be used as pedestrian walkway for connecting the Causeway Bay area towards the Causeway Bay Typhoon Shelter.

Responses

Improvement of the N-S connectivity is in line with the urban design principle to enhance connectivity between the hinterland and waterfront and to bring people to the water. The N-S connections would be enhanced under the HEPs by various means including proposed landscaped decks, footbridges, at grade connections, streetscape enhancement proposals, etc. In addition, opportunities will be explored making use of the underground space to enhance the pedestrian connectivity. Public's suggestions of landscape, shading facilities, user-friendly and barrier-free access, signage and wayfinding tools would be considered in the connection enhancement proposals.

3.3.2. East-West Connections

Comments

There was an overall consensus among consulted members of public that there was a need for an easily accessible, walkable, and continuous harbourfront promenade throughout the northern shore of Hong Kong island. However, the public members also understood that it would be difficult to achieve this vision in some constrained and "bottleneck" areas, e.g. area around the RHKYC and the POC near the Harbour Crossing Tunnel portal, area between the POC and Gloucester Road, and area near the Noon Day Gun, etc. To resolve these bottlenecks, public members suggested many interesting ideas, including alternative transport modes across the harbourfront, such as golf-carts/ shuttle buses; and the possibility of negotiating with the RHKYC and POC for opening land area for public access, etc.

For improving the walking environment, permanent covered walkway was supported to help improve the pedestrian environment and/or accessibility to the harbourfront, including the HKCEC and the GBS. Besides, temporary canopies were recommended to be set up at the GBS.

Responses

The public aspiration for an easily accessible, walkable, and continuous harbourfront promenade is well noted, and it is also in line with the waterfront planning and urban design principles. Every effort would be made to achieve this objective as far as possible. Nevertheless, as commented by the public, there are many constrained and bottleneck areas hindering the development of a continuous waterfront promenade. In those bottleneck areas where a continuous waterfront promenade is found to be infeasible in short term, alternative route or design measure would be undertaken to enhance the E-W connectivity.

3.3.3. Connection to Breakwater and Water Transport

Comments

The public generally supported the idea of having a public access to the CWBTS Breakwater. Meanwhile, there were concerns on various issues including public safety, marine traffic,

reclamation implications, etc. Many public members suggested that the Breakwater could be accessed by proper public landing steps and water taxis or sampans services (instead of using any forms of bridges). The public also supported more activities, such as recreation uses, fishing, watching sunsets, jogging, photography purpose, etc., on the Breakwater.

In short, the public considered that the design and future use of the Breakwater should take into consideration of the factors including public safety, water quality, types of fuel used for water taxis/ sampans to minimize air pollution, etc. In addition to serving as a connection between the inlands towards the Breakwater, water taxis/ sampans may also further serve as a potential solution to elevate road traffic congestion between Wan Chai, Causeway Bay and North Point, and was considered as a convenient alternative transportation mode to connect Causeway Bay area with other areas. In order to allow for the successful operation of possible water taxis/ sampans, more properly designed public piers/landing steps, fresh water supply stations, and fueling stations for boats and vessels were recommended.

Responses

Public's desire to access the Northern Breakwater for public enjoyment is well noted, and is in line with one of the Study's initial concepts for a better use of breakwater in the urban design framework. Taking account the public comments received, it is recommended that the access to the Breakwater would be via water taxi /sampans, rather than by means of bridge.

For the design of the future uses of the Breakwater, considerations would be given to issues including but not limited to the water quality, public safety, management, variety of activities on the Breakwater to enhance the vibrancy of the typhoon shelter, etc.

3.3.4. Wayfinding

Comments

Regarding wayfinding, there was a general consensus among engaged participants that the area was in need of wayfinding to show people how to get access to the waterfront, particularly for visitors and tourists who might not be familiar with the area. Areas where better signage or wayfinding systems were needed included pedestrian subway underneath World Trade Centre (WTC) for access to Noonday Gun; signage and wayfinding to the new Wan Chai Ferry Pier, etc.

Responses

The general consensus that there are areas for wayfinding and signage improvement throughout the study area is well noted. The public's suggestions on signage and wayfinding would be taken into consideration in the preparation of streetscape enhancement plan under the HEPs.

3.4. Urban Design and Landscaping

3.4.1. Urban Design Elements

Comments

It was generally agreed that a well-designed and vibrant harbourfront was important for attracting visitors and local residents to visit the waterfront. It was also one of the most important means to make the harbourfront known to the world as an iconic feature of Hong Kong. With regards to the urban design aspects, consulted public considered that while it was important to enhance the design of the new harbourfront areas, it was also important to reflect the local culture and heritage as part of the design, so as to showcase Hong Kong's local culture and heritage and to enhance the sense of ownership of the local community towards the new harbourfront.

Through appropriate urban design, the transition from the inner city towards the harbourfront should be smooth without obstructive physical boundary. Railings along the water edge separating people from the harbour should be avoided. Flexible and multi-purpose spaces, and a well-designed promenade that allowed mixed-use along the harbourfront (i.e. jogging, cycling, pet-access (on leash), children play area, etc.) should be provided.

Regarding the waterfront facilities, many public members commented that the present harbourfront was lacking seating areas and covered areas. It was anticipated that the design of the new harbourfront would include all-weather design elements with seating (i.e., covered areas and covered seating areas), barrier-free access, and safety designs that would not obstruct the view of the harbour. Sustainable and innovative designs (e.g. the incorporation of renewable energy) were also suggested.

Responses

The public comments are in line with the design concepts under the initial urban design framework, i.e. to create a foster distinct identity, character and stronger sense of place; to respect the local character and heritage to re-connect people to the unique history of the area; and to strengthen the interface between people and water.

The public's suggestions on urban design including enhancing interface between people and the water, flexible and multi-purpose spaces, more outdoor seating and street furniture, more effective and efficient open space management would be taken into consideration in the design of the harbourfront.

3.4.2. Landscape and Greening

Comments

Public members generally supported more greenery, landscaped area and trees in the new harbourfront areas. They commented that the existing waterfront including the New Central Harbourfront, does not provide sufficient greenery and landscaping. Besides, the lack of trees for shading, shaded areas and other features such as huge flower beds, etc would defeat the design of the park environment, and thus discouraged visitors. The environment was further worsened by concrete and brick paving which heated up the environment and increases radiation.

Regarding the tree/plant species, some public members suggested that plant species such as White Orchid, Prynne, Osmanthus, Aglaia, bamboo, and/or other native species, etc. were suitable for the future harbourfront. They preferred naturalistic design, instead of hard concrete paving, so as to provide adequate space for tree root systems along the waterfront

and to lower the risk of tree collapse during typhoon seasons. Should hard surface paving be made, special designs/ materials (i.e., mosaic floor tiles) over the generic concrete paving tiles should be considered.

Responses

Public's aspirations for more greenery and more open waterfront in the future are well noted. It is also the design intention under the urban design framework to introduce more appropriate, attractive and functional green landscape features, and sustainable design elements in the future harbourfront. The public's comments would be taken into consideration in the harbourfront design.

3.5. Others

3.5.1. Environmental Concerns

Comments

Many green groups and concern groups expressed at the FGMs that they were particularly concerned about the environmental implications during and after the provisioning of the future harbourfront. In particular, they were worried about the air and water qualities within the Study area.

Regarding air quality issues, they expressed specific concerns on the issues arising from the busy traffic along Gloucester Road, which included air quality, emissions, traffic noise, etc. Mitigation measures, such as screening/ fencing, pollutant absorbing paint or materials, etc., should be considered during the construction of the future harbourfront near the edge of major roads, e.g. Gloucester Road.

Regarding water quality issues, they raised concerns including odour, water discolorations, and water safety. Close monitoring of the water quality and periodic assessments were suggested.

Lastly, any design elements should take into consideration the possible impacts to the surrounding community. It is noted that valuable trees and bird habitats were identified at Slip Road 8. Other ecological, landscape and cultural heritage considerations (e.g. trees, birds and other cultural heritage and ecologically significant resources) were of importance to the planning and design. Existing trees must be retained as far as possible. It was also suggested that unnecessary light pollution should be avoided.

Responses

The concerns raised by the green and concerned groups on various environmental issues, including air quality, emissions, traffic noise, water qualities, ecology, etc are noted. Therefore, during formulation design of the initial HEPs, these environment issues will be taken into consideration. Different mitigation measures such as provisions of adequate buffer distance from major trunk roads would be considered and explored to ensure that the activities/programmes proposed are not subject to unacceptable environmental conditions.

The HEPs would also ensure that the surrounding environment/ landscape will be duly respected.

3.5.2. Pedestrian Load/Parking and Traffic Congestion

Comments

Based on the proposed activities anticipated along the harbourfront, it was foreseeable that the flow of community members, as well as visitors, will be increased substantially which would induce additional burden on the existing traffic, congestion, and parking issues. Therefore, many consulted publics raised concerns over the traffic capacity near the harbourfront, as well as the provision of parking spaces and/or passenger pick-up/ drop-off points, and Emergency Vehicular Access (EVA).

At present, illegal parking (particularly for coach buses) near the HKCEC, particularly near Expo Drive, was common. It was expected that new traffic management measures should be implemented, so as to improve the current undesirable situation. Possible solutions included controlled vehicular access at different times of the day, or pre-registration of vehicles for accessing the area, etc. A similar issue near the Wan Chai Sports Ground and SPCA Headquarters was also noticed.

Parking facilities were required for pet garden/pet play area, the new Wan Chai Ferry Pier, and the new provisioned Tin Hau Temple. On the contrary, in some locations, it was suggested some existing road-side parking spaces should be eliminated in order to alleviate the “bottleneck” effect for pedestrians, e.g. the area between the RHKYC and POC. Furthermore, some members of public even suggested that the future waterfront should not provide parking space to discourage use of private car at all; instead, Public Transport Interchanges (PTIs), MTR, bus, ferry, water taxis/ sampans services should be the alternatives to encourage the use of public transport to resolve the local traffic problems.

Responses

Upon the commissioning of Exhibition Station of SCL and the CWB, the road traffic congestion is expected to be alleviated. The study area is well-served by public transport facilities including MTR. Besides, traffic management measures such as new coach parking and circulation arrangement, elimination of existing meter parking space in certain area, provision of bus laybys etc, are being considered with a view to alleviate the traffic issues.

3.5.3. Protection of the Harbour Ordinance implications

Comments

Throughout the engagement process, public members gave many innovative and interesting ideas on how to make the harbourfront more vibrant. These ideas included floating pontoons, cantilever boardwalks, bridge connections, etc. Some of these suggestions, however, might have implications on the PHO.

Furthermore, another statutory consideration that has arisen from the discussion among the public is whether or not the current Gross Floor Area (GFA) of the three commercial/ retail

facilities at the Pierside Precinct should be remained; since this may draw limitations to the types of development at those facilities. Therefore, a possibility to increase the GFA was suggested to be considered, with the Town Planning Board's approval, to see if an amendment of the statutory plan would be necessary. However, this is also subject to the loading capacity and/or technical feasibility at those three commercial/ retail facilities.

In addition, comments were also received on the land use zoning of the new Wan Chai to North Point harbourfront – they should be mainly reserved for public uses. Should rezoning take place or be required, necessary statutory procedures should take place without delay.

Responses

Prudent consideration will be taken when formulating the proposals with PHO implications to avoid proposal involving reclamation. Nevertheless, due to severe site constraints, some enhancement proposals especially those proposals for water-related recreational uses at the ex-PCWA and proposed boardwalk along CWBTS promenade may inevitably involve PHO implications. At the end, it may be a trade-off decision between sacrifice of limited harbour water space in exchange of public benefits from harbourfront enhancements for waterfront activities or connections. Detailed proposals in relation to PHO implications will be covered in the Stage 2 PE and public's views and comments on the relevant issues will be sought in more detailed by then.

3.5.4. Operation and Management

Comments

Public was interested to know the implementation agents and arrangements for the implementation, operation and management of the future harbourfront. The cost implications of the public harbourfront park and recreational facilities were discussed. Public considered that the uses and activities at the new harbourfront should be affordable by general public.

Responses

Public's concerns on implementation issues including the affordability of uses and activities at the future harbourfront are noted, and would be taken into consideration in the HEPs.

4. Way Forward

The comments and views collected via the various engagement meetings and activities during the process of the Stage 1 PE have been compiled and analyzed, which provides the basis for refining the urban design framework and formulating the HEPs. Upon formulation of the HEPs, Stage 2 PE will be held as a continued dialogue with the community to engage the public on the HEPs in detailed.

Urban Design Study for the Wan Chai North and North Point Harbourfront Areas
 Public Engagement Stage I – Report
 Appendix I – Details of Public Engagement Stage I Meetings and/or Activities

Date	Purpose	Participants' Names	Participants' Post/ Representing Organization
31 March 2015	Focus Group Meeting - Harbourfront Commission Working Group on Urban Design Study (HC-WGUDS)	Mr. Nicholas BROOKE	Chairman of HC (Convener of HC-WGUDS)
		Mrs. Margaret BROOKE	Business Environment Council
		Mr. Ivan HO Man-yiu	Hong Kong Institute of Urban Design
		Mr. LAM Kin Lai	The Conservancy Association
		Mr. LAU Chun-kong	Hong Kong Institute of Surveyors
		Mr. Andy LEUNG Kit-man	Hong Kong Institute of Architects
		Mr. LEUNG Kong-yui	Chartered Institute of Logistics and Transport in Hong Kong
		Mr. Alvin YIP Cheung-on	
		Mr. Paul ZIMMERMAN	Society for Protection of the Harbour
		Mr. Harry TSANG, Chin-kwong	Chief Executive Officer (Planning), Leisure and Cultural Service Department
		Mr. Robert, TSOI Cheong-hoi	Senior Engineer, Civil Engineering and Development Department
		Mr. CHAN Chung-yuen	Chief Engineer/Traffic Engineering (HK), Transport Department
		Mr. Edward LEUNG Hoi Chun	Senior Manager (Tourism), Tourism Commission
		Miss Christine AU Wing Yan	Principal Assistant Secretary (Harbour), Development Bureau
Mr. Larry CHU Ho	Assistant Secretary (Harbour), Development Bureau		
1 April 2015	Pre-engagement Meeting with Wan Chai District Councillors (WCDC)	Mr. SUEN Kai-cheong, SBS, MH, JP	Chairman, WCDC
		Ms. LEE Kwun-ye, Kenny	WCDC Member; Chairman, Development, Planning & Transport Committee; Constituency Tai Fat Hau
		Ms. CHUNG Ka-man, Jacqueline	WCDC Member; Constituency Canal Road
		Ms. LEE Pik-ye, Peggy	WCDC Member; Constituency Southorn
		Mr. CHENG Ki-kin	WCDC Member; Constituency Hennessy
13 April 2015	Pre-engagement Meeting with Eastern District Councillors (EDC)	Mr. KONG Chack-ho, Alex, MH	EDC Member; Chairman, Planning, Works and Housing Committee; Constituency Sai Wan Ho
		Dr. CHOW Kit-bing, Jennifer, BBS, MH	EDC Member; Constituency Victoria Park
		Mr. HUI Ka-hoo, BBS, MH	EDC Member; Constituency Lower Yiu Tung

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Date	Purpose	Participants' Names	Participants' Post/ Representing Organization
15 April 2015	Meeting with Hong Kong Convention and Exhibition Centre (HKCEC)	Ms. Monica LEE-MULLER	Managing Director
		Mr. Thomas TONG	Senior Director of Venue Operations
		Ms. Elaine WAN	Executive Assistant
16 April 2015	Meeting with Jardine Matheson Limited (for Jardines Noonday Gun)	Mr. Neil M. MCNAMARA	Director of Group Corporate Affairs and Group Corporate Secretary
		Ms. Esther WONG	Head of Group Corporate Affairs
16 April 2015	Meeting with the “Star” Ferry Company, Limited (Star Ferry)	Mr. Johnny TH LEUNG	General Manager
		Mr. Samson LEUNG	Operations Manager
		Mr. Cyrus SHAM	Assistant Operations Executive
23 April 2015	Focus Group Meeting – Green Groups and Concern Groups	Ms. Debby LAM	Designing Hong Kong
		Mr. Ken SO	The Conservancy Association
		Dr. Eric TSANG	Green Power
		Mr. Argo YEUNG	Green Peace (HK)
		Ms. Frances YEUNG	Green Peace (HK)
		Dr. Jeffrey HUNG	Friends of the Earth (HK)
		Mr. William WONG	The Hong Kong Federation of Youth Groups
		Ms. Lillian CHEONG	Energetic Wan Chai
		Mr. Jerry CHEUNG	Energetic Wan Chai
24 April 2015	Meeting with the Floating Tin Hau Temple	Ms. Cynthia LUK	St. James' Settlement
		Mr. KWOK Kam Wah	Temple Keeper
		Mr. NG Kan	Temple Keeper
28 April 2015	Meeting with the Society for the Prevention of Cruelty to Animals (SPCA)	Mr. Bernd HANEMANN	Executive Director
		Dr. Fiona WOODHOUSE	Deputy Director – Welfare
		Ms. Tammy LAU	Deputy Director – Marketing and Communications
		Ms. Rebecca NGAN	Public Relations & Communications Manager
12 May 2015	Meeting with The Royal Hong Kong Yacht Club (RHKYC)	Mr. Mark BOVAIRD	General Manager

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Date	Purpose	Participants' Names	Participants' Post/ Representing Organization
21 May 2015	Meeting with Sun Hung Kai Properties (for World Trade Centre)	Ms. Margaret PL CHAN	Senior Development Manager – Planning and Project Planning & Development Department
5 June 2015	Meeting with The Excelsior Hotel	Mr. Michael ZIEMER Ms. Wendy LEE	General Manager Director of Communications
19 June 2015	Eastern District Council Planning, Works and Housing Committee Meeting	Mr. KONG Chack-ho, Alex, MH Mr. NGAN Chun-lim, MH Ms. CHAN Hang Mr. CHAN Kai-yuen Ms. CHAN Oi-kwan, MH Mr. CHENG Chi-sing Mr. CHEUNG Kwok-cheong, Howard Mr. CHIU Chi-keung Mr. CHIU Ka-yin, Andrew Dr. CHOW Kit-bing, Jennifer, BBS, MH Ms. CHOY So-yuk, BBS, JP Mr. CHUNG Shu-kun, Christopher, BBS, MH, JP Ms. FONG Choi Peng, MH Mr. FU Yuen-cheung, Alexander Mr. HO Ngai-kam, Stanley Mr. HUI Ching-on Mr. HUI Ka-hoo, BBS, MH Mr. HUI Lam-hing Mr. HUNG Lin-cham Mr. KUNG Pak-cheung, MH Mr. KWAN Shui-lung Mr. KWOK Wai-keung, Aron	Eastern District Council Planning, Works and Housing Committee Meeting

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Date	Purpose	Participants' Names	Participants' Post/ Representing Organization
		Mr. LAI Chi-keong, Joseph Ms. LAM Chui-lin, Alice, MH Mr. LAU Hing-yeung Mr. LEE Chun-keung Mr. LEE Man-lung, Joey Mr. LEUNG Chi-kong Mr. LEUNG Kwok-hung, David Mr. LEUNG Siu-sun, Patrick Ms. LI Chun-chau Ms. LO Tip-chun, MH Mr. LO Wing-kwan, Frankie, MH Mr. SHIU Ka-fai Mr. TING Kong-ho, Eddie Mr. TO Boon-man, Daniel Mr. TSE Tsz-kei, Marcus Mr. WONG Kin-pan, MH, JP Mr. WONG Kin-hing	
21 June 2015	On-Site Event 1: Workshop on Shoreline Evolution (Puppet Show and Model Making Workshop)	General Public	N/A
27 June 2015	On-Site Event 2: Weekend Project Exhibition and Idea Café	General Public	N/A
19 & 26 July 2015	On-Site Event 3: Cultural and Historical Tour of Causeway Bay	General Public	N/A

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Date	Purpose	Participants' Names	Participants' Post/ Representing Organization
	Typhoon Shelter (Noon Day Gun and Floating Tin Hau Temple)		
7 July 2015	Wan Chai District Council Meeting	Mr. SUEN Kai-cheong, SBS, MH, JP Mr. NG Kam-chun, Stephen, BBS, MH, JP Ms. PECK Wan-kam, Pamela Ms. NG Yuen-ting, Yolanda, MH Ms. LEE Kwun-yee, Kenny Ms. LEE Pik-yee, Peggy Mr. WONG Wang-tai, Ivan, MH Mr. WONG Chor-fung, David Mr. CHENG Ki-kin Dr. TANG King-yung , Anna, BBS, MH Ms. CHUNG Ka-man, Jacqueline Dr. PONG Chiu-fai, Jeffrey	Wan Chai District Council
13 July 2015	Focus Group Meeting – Professional Institutes	Mr. Kenneth TO Mr. Stanley NG Ms. Betty HO Mr. CHAN Siu Cheung Mr. Francis Neoton CHEUNG Mr. Laurence LIAUW	Hong Kong Institute of Planners (HKIP) HKIP HKIP Hong Kong Institute of Architects (HKIA) HKIA Hong Kong Institute of Urban Design (HKIUD)

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Date	Purpose	Participants' Names	Participants' Post/ Representing Organization
		Mr. Kyran SZE	HKIUD
		Mr. Wenhao LONG	HKIUD
		Mr. CHAN Yin Lun	Hong Kong Institute of Landscape Architects (HKILA)
		Ms. Heidi CHANG	HKILA
2 August 2015	Eastern District Resident Workshop	General Public	N/A
4 August 2015	Wan Chai District Resident Workshop	General Public	N/A
26 August 2015	Meeting with Hong Kong Police Force (HKPF) in relation to Police Officers' Club Redevelopment	Ms. Gigi WONG	Hong Kong Police Force
		Mr. Sam LEE	Hong Kong Police Force
		Ms. Carmen FU	Highways Department
		Mr. Ralph TAM	MTR Corporation

Interview with the Hong Kong Convention and Exhibition Centre (HKCEC)

Date: 15 April 2015 (Wednesday)

Time: 11:00am

Venue: Executive Office Boardroom, Level 2, Hong Kong Convention and Exhibition Centre (HKCEC)

Attendance List:

Organization	Name	Post/ Representing Organizations
Hong Kong Convention and Exhibition Centre (Management) Limited (HML)	1. Ms. Monica LEE- MÜLLER	Managing Director
	2. Mr. Thomas TONG	Senior Director of Venue Operations
	3. Ms. Elaine WAN	Executive Assistant
Planning Department	4. Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	5. Ms. Yoko CHEUNG Man Yee	Town Planning Graduate/Studies and Research
AECOM Asia Limited	6. Mr. Kenny CHAN	Associate
	7. Ms. Edith FUNG	Senior Urban Planner
The Kadoorie Institute, The University of Hong Kong	8. Ms. Joyce CHOW	Project Manager
	9. Ms. Carol LEE	Senior Project Officer

Part 1: Current Issues/ Constraints

Connectivity

- In terms of the North-South (N-S) connectivity, there is currently no direct/convenient access to the Golden Bauhinia Square (GBS) provided at-grade. The poor accessibility is further worsened by the road closure/detour due to the construction of Central-Wan Chai By-pass (WDII).
- In terms of East-West (E-W) connectivity, there is no direct/convenient access either.
- Currently visitors of the GBS who take MTR (via Wan Chai Station) tend to walk through the HKCEC during the hot climate on summer days. However, the public passage through the HKCEC is closed to public on event days.
- There is a lack of visible signage along the footbridge from Wan Chai MTR Station to the GBS, without going through the HKCEC.

Activities at GBS

- HML is only responsible for security patrol and general cleaning of the GBS. The Forever Blooming Bauhinia Sculpture itself is maintained by the Administrative Wing of Chief Secretary for Administration's Office. Currently, some dilapidated metal barriers are placed around the sculpture; however, they do not provide a very good impression.
- Another area of concern is the gathering of cults and domestic helpers at the GBS which leads to blocking of pedestrian flow and waste issue with the possessions being left in the area.

- There is a proliferation of photo taking stalls in the GBS. While these stalls are not considered as illegal hawkers under the prevailing ordinance, they tend to block views or cause disturbance to tourists, resulting in complaints that require Police intervention.

Traffic Congestions

- There is a high volume of tourists visiting the GBS on a daily basis. Each tour bus takes up to 20 minutes for loading / unloading. Without a proper pick-up and drop-off area and adequate law enforcement by the Police, there are often serious traffic congestions at Expo Drive East, especially during the peak hour from 5:30pm to 8:30pm daily.
- This situation is worsened when illegal street parking by private cars and shuttle buses for residential estates blocks one lane and tour buses would make use of the remaining lane for pick-up and drop-off.
- In addition to the traffic congestions, the environment is degraded with carbon emission from idling engines and drivers creating nuisance by gambling, eating, smoking and fouling in the area.
- The traffic and environmental issues had been brought up for discussion with the Police, Hong Kong Tourism Board, Hong Kong Trade Development Council, and Wan Chai District Council (WCDC). So far, there has not been any workable solution.
- The logistics (materials delivery for various events) of the HKCEC is affected by the serious traffic congestion in the area. In order to cope with the high volume of activities around major exhibitions, HML has set up an offsite marshalling area for goods vehicles in Tsing Yi with comprehensive traffic management control. Delivery lorries and trucks are asked to wait in that area and only approach the HKCEC according to a pre agreed schedule, hence alleviating the number of lorries circulating in the neighbourhood. During major exhibitions or special events, Transport Department would issue Temporary Traffic and Transport Arrangements for road closures surrounding Phase 2 of the HKCEC, roughly up to 6 times per year. Together with the Tsing Yi offsite marshalling arrangement, this measure is proven to be effective to minimize the delivery Lorries and trucks circulation or parking around HKCEC and in Wanchai.
- Coach marshalling area was introduced under the WDII Review. Details of the location and status of the coach parking space will be provided by Planning Department
- According to the understanding of the HKCEC, the helipad is for emergency use of the Government as well as some commercial uses before 7am.
- Similar to Wan Chai Harbourfront, there is a lack of loading/ unloading space serving the Central harbourfront event space. While it is appreciated that various events including the Ferris wheel, Cavalia show, and art fair can create a more diversified harbourfront, sufficient ancillary transport facilities such as drop-off area should also be provided.

Part 2: Aspirations on the Harbourfront

- It is vital that sufficient tour bus drop off, waiting and pick up areas be provided, so that they will not be occupying or circulating in Wan Chai, causing traffic congestions in the district and disrupting smooth logistics at the HKCEC. It will also ensure safety of tourists, who will not have to get off and on their buses in between other vehicles.

- A taxi stand would be necessary.
- A permanent covered walkway would be very helpful in improving the pedestrian environment/accessibility to the GBS and Wan Chai North Harbourfront. Reference could be made to the pedestrian footbridge from Star Ferry to International Finance Centre in Central which provides clean and convenient access. Visitors can be encouraged to use more public transport if there is convenient and comfortable walkways and clear signage.
- Attention should be paid to the crowd management on festive/event days including National Day on 1 October and Hong Kong Special Administrative Region Establishment Day on 1 July and CNY Fireworks.
- It is important that visitors' total experience is considered. For instance, the public pier to the east of the GBS is dilapidated and lacks proper maintenance.
- While illegal hawkers / photo stalls are not desirable for a world class city, some permanent and clean stalls (with proper water and waste management facilities) are desired.
- Information centre operated by the Hong Kong Tourism Board should be introduced to provide services for tourists.
- Police posts should be set up in the Harbourfront area.
- A floating museum is suggested to brief tourists with the history and significance of GBS The floating museum can also accommodate a restaurant which can further add character to the area.
- Opportunities for alfresco dining/food trucks should be explored.
- For better image at the Harbourfront, temporary washrooms at the GBS should be replaced by permanent ones.
- Regarding the possibility of bicycle trail along the Harbourfront, HML welcomed the idea and suggested a bicycle rental system should be provided. A continuous bicycle trail from the east to the west of the Hong Kong Island is also desirable.

Interview with Jardine Matheson Limited

Date: 16 April 2015 (Thursday)

Time: 11:30am

Venue: 48th Floor, Jardine House, Central

Attendance List:

Organization	Name	Post/ Representing Organizations
Jardine Matheson Limited	1. Mr. Neil M. MCNAMARA	Director of Group Corporate Affairs and Group Corporate Secretary
	2. Ms. Esther WONG	Head of Group Corporate Affairs
Planning Department	3. Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	4. Ms. Wendy LEE	Town Planner/Studies and Research
AECOM Asia Limited	5. Mr. Kenny CHAN	Associate
	6. Ms. Edith FUNG	Senior Urban Planner
The Kadoorie Institute, The University of Hong Kong	7. Ms. Joyce CHOW	Project Manager
	8. Ms. Bonnie LAU	Project Officer

Part 1: Current Issues/ Constraints

Background

- The Jardine Noon Day Gun is a tourist attraction that is sponsored by Jardine Matheson Limited. During the year, there are some applications from the public to fire the gun on special occasions. The revenue from the Noon Day Gun would directly go to charity.
- The original Noon Day Gun was taken by the Japanese during the Japanese Occupation in the Second World War (WWII). The existing gun is provided by the Hong Kong Police Force (HKPF) after WWII. There has been discussion in recent years on possible replacement for safety reason.
- It is important for the Noon Day Gun to be fenced off as a small amount of ammunition is stored on-site.

Connectivity issues

- The pedestrian environment is considered not ideal in the surrounding area of the Noon Day Gun with the bottleneck next to the Police Officers’ Club (POC).

Part 2: Aspirations on the Harbourfront

- Jardine Matheson Limited is open for discussion on the possible relocation of the Noon Day Gun if it is helpful in improving the waterfront. The Noon Day Gun was once relocated to its existing location, which is considered not an ideal location as the access can only rely on the tunnel which connects with the basement parking lot of World Trade Centre. The new location of the Noon Day Gun should allow better visibility and direct firing towards the harbor. It is advised that the Study team should find out more about the land status of the adjacent land which is owned by Sun Hung Kei for any potential opportunities.

- More comprehensive quality environment should be created along the harbourfront so people would come and stay longer. Currently, there is no quality open space that is inviting in Sheung Wan and Central; rather, there is only concrete barren space that is hot and unpleasant. Restaurants and cafés should be introduced to allow people to sit outside, enjoy refreshments, or spend the evening. Reference should be made to other good local harbourfront design examples.
- The idea of floating restaurant is definitely welcome.
- It is advised that the Excelsior Hotel should be consulted, as they serve tourists everyday and should have ideas on how to improve the area. Contact points of Excelsior will be provided to the Study team.
- Local businesses should be consulted in terms of their aspirations towards the district. The planning and design of the harbourfront should take into consideration the wider context in order to create unique character of the area and a vibrant community to attract the visitors. The potential of visitors arriving from the Kai Tak Cruise Terminal is considered high.

Interview with The “Star” Ferry Company, Limited

Date: 16 April 2015 (Thursday)

Time: 3:00pm

Venue: Star Ferry Pier, Kowloon Point, Tsim Sha Tsui

Attendance List:

Organization	Name	Post/ Representing Organizations
The “Star” Ferry Company, Limited	1. Mr. Johnny TH LEUNG	General Manager
	2. Mr. Samson LEUNG	Operations Manager
	3. Mr. Cyrus SHAM	Assistant Operations Executive
Planning Department	4. Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	5. Ms. Wendy LEE	Town Planner/Studies and Research
AECOM Asia Limited	6. Mr. Kenny CHAN	Associate
	7. Ms. Edith FUNG	Senior Urban Planner
The Kadoorie Institute, The University of Hong Kong	8. Ms. Joyce CHOW	Project Manager
	9. Ms. Bonnie LAU	Project Officer

Part 1: Current Issues/ Constraints

Connectivity

- In general, Star Ferry welcomes the study on improving/ enhancing the waterfront. However, Star Ferry pointed out that in view of their new location being further from the inland, there is no provision for any covered walkways serving their patrons which they consider is of much importance, particularly during sunny days or rainy seasons. They had fought very hard for a covered elevated walkway at the Central Pier, and the same should be provided for in the new Wan Chai waterfront
- In fact, from their experience a distance of more than 100m would affect approximately 8% of patronage to the ferry pier
- Star Ferry pointed out that HKCEC intended to use Star Ferry to divert some of the visitors/ patrons particularly during special events with the large amount of pedestrian flow around the HKCEC area. But this is difficult to be done now due to the work works in progress which discourage people to walk. Diverting pedestrian back to MTR is also not desirable in view of the existing footbridges already being heavily loaded and the bottlenecks

Way Finding/ Signage Improvement

- Way finding is also a major issue that should be improved/ enhanced. At present, Star Ferry is negotiating with Transport Department regarding the signages to the ferry pier. Star Ferry opines that the signages should not only mention “ferry pier”, but more specifically where do the ferry goes to (i.e. Tsim Sha Tsui) to better guide/ facilitate tourists and visitors

Loading/ Unloading Requirement

- There is currently no provision for vehicular lay-bys, EVA access and loading/ unloading areas in the new reclamation site near the New Ferry Pier. The consultant must take into consideration the loading/ unloading requirement and delivery of goods to support the restaurants/ retail facilities at the New Ferry Pier

Harbour Tour/ Water Taxi

- In terms of introducing harbour tours, Star Ferry commented that there will still be the need for ground transportation to bring visitors/ tourists to the ferry pier. Hence, transport facilities should be further looked into
- For water taxi, the ferry pier is designed for bigger ferry vessels and not suitable to cater for the kind of vessels used for water taxis. Provision of landing steps at appropriate locations should be studied and explored. However, consultant must bear in mind the potential interface of water taxis with the ferry operation, ferry routes should not be affected

Helipad

- Star Ferry did not support the relocation of the government helipad to the current new location, they are concern of the possible down-wind that would affect the in/ out operation of the ferry vessels. They understand the urgently for a relocated helipad for the GFS, but they do not support commercial use of the helipad

Part 2: Aspirations on the Harbourfront

Operation Issues

- At present 6 out of 10 shops in the pier have been rented out, with 4 remaining shops to be let out in future. The New Ferry Pier includes a restaurant deck, and a public view deck on the roof
- In terms of the public view deck on the roof, however, Star Ferry pointed out that the maintenance and management responsibilities of the planting facilities on the public view deck had long been an issue yet to be resolved
- Besides, they are concerned on the desirability of the public view deck, since it is designed as an open air viewing area on the roof, patrons are directly facing all the in/out-going ferry chimneys and are susceptible to the smoke and air nuisances from the ferry chimneys
- The New Ferry Pier also no longer has the neon board signs on the roof for advertising purposes, which directly affects their revenue
- Location of New Ferry Pier is also quite far from inland area. In fact,, Star Ferry has noted a patronage drop of about 18% - 23% since re-opened in the new location
- With the planned SCL Exhibition Station, further impact to the Star Ferry patronage maybe anticipated
- Patrons/ visitors of the Star Ferry are mainly nearby workers from HKCEC/ Tamar

Operational Requirement

- There is currently not enough power supply to support the restaurant at the New Ferry Pier (currently power supply only able to support the small shops and convenience store)

- Star Ferry facing immense difficulty to let out the restaurant space. Star Ferry has started tendering since last year and there were 4 potential operators. But due to inadequate power supply to support the operation of a restaurant, they cannot let out the restaurant space

- PlanD replied that the consultant team noted all the operational issues Star Ferry is currently facing. However, since the scope of the Study is focus on the urban design enhancement and improvement of the waterfront, and that engineering and operational provisions are outside the scope of the Study, PlanD will take note of some of these issues for relevant consultant/department for follow-up

- There is a planned Transformer which has been approved by the Town Planning Board under a previous S.16 application under the WDII Review project. Consultant may check with the WDII team on the design and power provision of the planned Transformer Room

Interview with the Floating Tin Hau Temple

Date: 24 April 2015 (Friday)

Time: 10:00am

Venue: Floating Tin Hau Temple, Causeway Bay Typhoon Shelter

Attendance List:

Organization	Name	Post/ Representing Organizations
Floating Tin Hau Temple	1. Mr. KWOK Kam Wah	Temple Keeper
	2. Mr. NG Kan	Temple Keeper
Planning Department	3. Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	4. Ms. Yoko CHEUNG	Town Planning Graduate/Studies and Research
AECOM Asia Limited	5. Mr. Kenny CHAN	Associate
	6. Ms. Edith FUNG	Senior Urban Planner
The Kadoorie Institute, The University of Hong Kong	7. Ms. Carol LEE	Senior Project Officer
	8. Ms. Bonnie LAU	Project Officer

Part 1: Current Issues/ Constraints

Background

- The Tin Hau statue in the temple was brought from an island near Zhuhai to Hong Kong in the 1940s. It is believed that Tin Hau blessed many people and saved many lives throughout the Japanese Occupation during the Second World War (WWII).
- The Floating Tin Hau Temple has limited income, and it is administrated by the two volunteers, Mr Kwok and Mr Ng.
- Relocation of Floating Tin Hau Temple to the land near the Ex-A King Shipyard has been under arrangement by the Planning Department since 20 years ago.
- Currently, a development scheme has been developed for the relocated Tin Hau Temple on shore. The administration is currently negotiating the annual land rent with Lands Department as it has increased from the initially proposed \$200,000 to \$300,000, which would be a burden that the temple cannot afford.

Operation issues

- It is preferred that the Floating Tin Hau Temple should be relocated on shore due to the following reasons:
 - o The vessel of the Floating Tin Hau Temple would deteriorate quickly, usually worn out in 10 years.
 - o On the 1st and 15th day of each month of the Lunar calendar, around 10 people would come to worship. During festive period, many people would visit the temple. It would be quite dangerous sometimes, especially for the elderly and children.

- Visitors would worship more frequently.
- Easier maintenance of the temple.

Part 2: Aspirations on the Harbourfront

- It is hoped that connectivity in the East-West (E-W) direction along the harbourfront can be improved.

- A loading/ unloading bay is desirable to facilitate the operation of the Floating Tin Hau Temple. On the 13th of May of the Lunar calendar, the statue of Tin Hau will be transported to Aberdeen for ceremony. Fishermen will participate in the ceremony in Aberdeen. As the cost and procedures involved in hauling the vessel to Aberdeen is substantial (as took place in the past), the statue is transported to Aberdeen by ground transport in recent years. As such, a loading/ unloading bay is important to facilitate logistic arrangement of the ceremony.

Interview with the Society for the Prevention of Cruelty to Animals (SPCA)

Date: 28 April 2015 (Friday)

Time: 11:30am

Venue: Conference Room, 3/F, Society for the Prevention of Cruelty to Animals Headquarters, 5 Wan Shing Street, Wan Chai

Attendance List:

Organization	Name	Post/ Representing Organizations
Society for the Prevention of Cruelty to Animals (SPCA)	1. Mr. Bernd HANEMANN	Executive Director
	2. Dr. Fiona WOODHOUSE	Deputy Director – Welfare
	3. Ms. Tammy LAU	Deputy Director – Marketing and Communications
	4. Ms. Rebecca NGAN	Public Relations & Communications Manager
Planning Department	5. Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	6. Ms. Wendy LEE	Town Planner/ Studies and Research
AECOM Asia Limited	7. Mr. Kenny CHAN	Associate
	8. Ms. Edith FUNG	Senior Urban Planner
The Kadoorie Institute, The University of Hong Kong	9. Ms. Carol LEE	Senior Project Officer
	10. Ms. Bonnie LAU	Project Officer

Part 1: Current Issues/ Constraints

- Parking and loading/ unloading activities have recently become a problematic issue for SPCA with the detour of vehicles bypassing the local road due to the construction works of Central-Wan Chai By-pass.
- With the suspension of parking meters and pick-up/ drop-off area, it would be difficult for the annual 70,000+ SPCA visitors as well as school tours (by coach/ school buses).
- With the on-street illegal parking and increased traffic flow, clinic visit and logistics (supplies and materials delivery) of SPCA is affected and it has also led to safety concern.
- Hopefully the needs of the general public who visit and use the SPCA along with the SPCA's operational needs will be taken into consideration when finalising traffic and parking arrangements in Wan Chai North after construction.

Part 2: Aspirations on the Harbourfront

- The whole of the new harbour front should be modelled on the previous temporary facility “The Wan Chai Waterfront Promenade” which was less restrictive - allowing and encouraging a wide range of users and activities. When this was closed to allow for the bypass construction a commitment was made to reinstate the promenade and that similar pet access to the new public open space (at least in the Wan Chai District) would be allowed.

- The Wan Chai Waterfront Promenade was a good example that showed that different users could easily and safely carry out a variety of activities in the same space with no formal segregation – sightseeing, walking, jogging, fishing, bike riding, dog walking, playing with remote controlled models, ball games, sunbathing, eating packed lunches and generally relaxing were activities frequently observed being carried out alongside others – we would hope that the new harbour front open space had a similar user-friendly, cohesive approach along its whole entirety rather than a piecemeal, segmented approach with the areas being managed on a district basis.
- It is important to improve the connectivity from inland to the waterfront as well as along the promenade from East to West. It should be possible for users to enter the harbour front open space at one point and easily travel on foot with or without a dog (or even by bike etc) to any point along the length of the open space – barriers either intentional or non-intentional should be avoided.
- Better use of signage would be helpful for pedestrians and other users.
- SPCA has previously conducted a study which compared the users' habit of Tsim Sha Tsui Promenade and the (temporary) pet friendly Wan Chai Harbour front, Promenade. As revealed in the questionnaire findings, the Wan Chai Promenade Users tended to use the harbour front more frequently, stayed for longer periods and also interacted with other park users when compared to the users of the non-pet friendly TST promenade.
- The SPCA has also surveyed public opinion on pet access to public open space and found in two separate studies that allowing pets general access to public open space had a high level of support – over 86% of people supported pet access to public open space (whether they were pet owners or not) and it was recognised that public open space that allowed pet access was lacking in Hong Kong and that such areas should be increased in such a manner that there was even distribution and ease of access for all residents.
- Often the existing design of parks in Hong Kong (including the new Central harbour front at present) does not provide the most user-friendly environment. Besides the lack of trees for shading and massive flower beds (taking up valuable space and discouraging convenient walking paths), the environment is further degraded by concrete and brick paving that heats up the environment and increases radiation. A more ideal harbour front design is to incorporate more open space (with greening and plants that provide space and natural shading).
- The future waterfront should be diversified and flexible in terms of its uses with the focus being on public open space and user activities rather than commercial / retail activities and venues. While cafés at the harbour front are strongly needed these should have pet friendly areas to accommodate park users who bring their dogs with them.
- In general open access to the harbour front should be permitted for users who wish to bring their pets with them. The West Kowloon Cultural District is one model in Hong Kong with open access dogs and their owners as long as they are leashed. Separate special areas for off leash exercise could be considered if required (though may not be strictly necessary).
- Pet-friendly/ convenient access should be introduced to facilitate usage of the harbour front area by all users. In particular, the existing access to the harbour front in Causeway Bay is a challenge and not user friendly especially with the pet-restricted area in Victoria Park.

- Ancillary facilities of the harbour front are important to facilitate usage. As pets usually cannot use public transport, road-side parking and pick-up/ drop-off facilities are particularly important to facilitate users who may need to travel longer distances to enjoy the harbour front.

- Confining dogs in a dog park is not recommended as this is exclusive and discourages full utilisation of valuable resources. Shared use of public open space would be the most ideal situation. In Germany or Switzerland, there are few restrictions on pet-access anywhere within the city jurisdiction – generally dogs are allowed everywhere while leashed (off-leash areas are often also provided in parks). Some places with different adjacent areas having very different rules such as Stanley water front, or others with rules that may change at different times of the day, week or year may be confusing approaches. There are some good examples of public open spaces in Hong Kong that allow pet access with minimal restrictions (the WKCD nursery park, Cyberport and Victoria Peak Gardens to name a few). Should the classification of this public open space as a park or place regulated under the pleasure grounds ordinance be a limiting / restricting factor on users / activities and management then an alternative approach should be considered.

Interview with the Royal Hong Kong Yacht Club (RHKYC)

Date: 12 May 2015 (Tuesday)

Time: 9:00am

Venue: Royal Hong Kong Yacht Club, Kellett Island, Causeway Bay

Attendance List:

Organization	Name	Post/ Representing Organizations
Royal Hong Kong Yacht Club (RHKYC)	1. Mr. Mark BOVAIRD	General Manager
Planning Department	2. Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	3. Ms. Yoko CHEUNG	Town Planning Graduate/ Studies and Research
AECOM Asia Limited	4. Mr. Kenny CHAN	Associate
	5. Ms. Edith FUNG	Senior Urban Planner
The Kadoorie Institute, The University of Hong Kong	6. Ms. Joyce CHOW	Project Manager
	7. Ms. Carol LEE	Senior Project Officer

Part 1: Current Issues/ Constraints

Current Operation

- RHKYC shared information on the proposal of how the water space at the ex-Wan Chai Public Cargo Working Area (ex-PCWA) could possibly be used which they had presented to the Harbourfront Commission in 2012. The proposal included a public sailing space (day-by-day or event basis); water taxi idea; and possible maritime museum. The Club confirmed that these were just ideas on how greater public access to the harbour could be achieved and that the Club had absolutely no wish to have the area added to the Club’s facilities.
- At present, there are a total of about 152 private mooring spaces for big boats/ yachts (8-12 people) within the Causeway Bay Typhoon Shelter (CWBTs), all under RHKYC’s members. In addition the Club has storage in its hardstand for about 120 smaller boats (2-4 people) for its Members within the Kellett Island site.
- RHKYC acts as an agent to the Marine Department in dealing with the boat owners/ members, tasked to ensure members are moored strictly within the water area designated to the Club.
- It was noted that water quality near the Jardine Noon Day Gun can be very bad at times.

Sailing in Hong Kong

- In terms of sailing, RHKYC stated that the “Volvo 65’s” and “Extreme 40s” are some of the biggest sailing events in the world, and they are keen to come to Hong Kong. In addition the Club attracts overseas competitors to its own offshore races, Rolex China Sea Race, Audi HK to Vietnam Race, San Fernando and Hainan Races.

- However, limited space for big boats remain as one of the biggest problems for sailing in Hong Kong, therefore it is now unable to attract as many international visitors and competitors comparing to countries like Singapore or Hainan. Hong Kong would need to consider creating venues that would allow for not only adequate water space, but also land area for the supporting logistics and storage facilities, but also the sponsorship activation requirements to look after the visiting public and spectators.
- In Hong Kong, “Around the Island Race” is the biggest sailing race, with approx. 270 sail boats together with 20 coastal rowing boats and outrigger canoes out in the Victoria Harbour each year.
- RHKYC also organizes off-shore racing that is otherwise limited in Asia
- With the government’s recent announcement of sailing being a Tier 1 sport, RHKYC is eager to further promote sailing in Hong Kong and Asia
- Major sailing races are normally less frequent during the summer period of June to September due to less reliable wind and risk of typhoons, while October to May are usually the busiest season
- RHKYC is communicating with the government for events to be held in 2017 in Hong Kong
- RHKYC stated that the ex-PCWA is not designed as typhoon proof, the straight seawall also cast wave impact and would therefore require installing pontoons around the edge for vessels. It would also require ramps for disabled access. RHKYC suggested looking at floating wave attenuations solutions adopted in Sydney, Australia to be installed outside the sea wall.
- Careful planning of land facilities surrounding the ex-PCWA should be carried out so as to not affect the opportunity of establishing the public race village needed for the large scale events such as the Volvo.

Roadside Parking along Hung Hing Road

- Existing roadside parking should be eliminated to release space for a more pedestrian-friendly walking environment
- RHKYC is currently developing its facilities. The new annex building being constructed would take up portion in the existing car park area but would not affect their overall car parking spaces within the club site.

Pet Park

Previously there was a pet park at the ex-PCWA area which was popular. Future waterfront access should not ban pets from being allowed if they are kept on leash.

Part 2: Aspirations on the Harbourfront

Connectivity

- RHKYC agreed that connectivity is a big issue and welcomes the Study to look into possibilities for further improvement/ enhancement of pedestrian connections

- In terms of continuity along the water edge, RHKYC stated that pedestrian connection through the eastern side of the club isn't possible as it would have to go through its existing busy boatyard which is an industrial activity and would induce severe health and safety concerns.
- RHKYC stated that there may be a possibility to relocate and replace the chain fencing along their boundary for pavement widening along the roundabout near RHKYC/ POC, but careful consideration would be needed on the impact to existing trees along roadside

Way Finding

- RHKYC agreed that it is not easy for pedestrians to get to the club and suggested that signage and way-finding systems should be improved
- Footbridges and elevated walkways are also complicated for visitors to the club house and along the waterfront from North Point to Wan Chai.

Use of Breakwater

- RHKYC welcomed the idea to introduce public access (with proper safety measures) and make better use of the breakwater, which can boost the patronage for existing water taxi/ sampan operators
- Provision of proper piers/ landing steps required for future water taxi/ sampan uses at various locations within the CWBTS would be a benefit to improving public access to the water.
- A 2012 proposal was to incorporate on the Northern Breakwater at CWBTS some fishing platforms with seating for the public.

Floating Facilities at Typhoon Shelter

- RHKYC welcomed the idea of introducing floating restaurants or event space at typhoon shelter, they consider that it will not affect the operation of RHKYC but will need to consider the water quality issue (i.e., illegal drainage connected to the rainwater runoff pipes) at the typhoon shelter water space as odour has long been a concern there particularly around the noon day gun in the past.

Interview with Sun Hung Kai Properties (for World Trade Centre)

Date: 21 May 2015 (Thurs)

Time: 4:00PM

Venue: Conference Room A, 4/F, Sun Hung Kai Centre, 30 Harbour Road, Wanchai, Hong Kong

Attendance List:

Organization	Name	Post/ Representing Organizations
Sun Hung Kai Properties (for World Trade Centre)	1. Ms. Margaret PL CHAN	Senior Development Manager – Planning and Project Planning & Development Department
The Kadoorie Institute, The University of Hong Kong	2. Ms. Joyce CHOW	Project Manager
	3. Ms. Carol LEE	Senior Project Officer

Part 1: Current Issues/ Constraints

Connectivity

- It is agreed that new design and planning should enable people to get to the waterfront, but subject to no adverse impacts to the World Trade Centre (WTC)/ Sun Hung Kai (SHK)
- Sidewalk beside Police Officers' Club (POC) is substandard and quite narrow, should explore the chances of widening that section during the design process
- Lighting and safety concerns for the footbridge near Sino Plaza and Hong Kong Academy of Performing Arts (HKAPA), as some sections are under flyovers and low usage
- For connecting to the waterfront, more people would be inclined to use footbridges if escalators and/or elevators are available, thus bringing more people out from the hinterland, even if at-grade connections are not technically possible

Activities, Tourism & Signage

- For directional purposes, signage to the Noon Day Gun within WTC premises and along the underground tunnel is sufficient; on the tourism aspect, signage can be strengthened outside of the WTC
- There should be a reason/purpose to attract people to go out to the waterfront - people will not go to the waterfront because of the improved connection if there are no purpose/ adequate activities provided for the public at the water edge

WTC & Vicinity

- The Noon Day Gun underground tunnel's daily patronage is roughly several hundred persons per day
- The pier next to the Noon Day Gun should be owned and managed by SHK, quite frequently by various different public users (water taxis, private yachts, etc.)

Part 2: Aspirations on the Harbourfront

- Prior to being decommissioned, the Pet Park in Wan Chai was very popular. Should a Pet Park or Pet-access Park be provisioned in the future, access and parking facilities (for pet owners) should be put into consideration
- If the Noon Day Gun is relocated, should rethink how visitors will see and use the Causeway Bay area as a whole – since at the present, the Noon Day Gun and the Causeway Bay Typhoon Shelter (CWBTs) forms a strong tourist attraction together
- Activities/ attraction should be formed organically after the completion of the Shatin-Central Link (SCL) and its commissioning – with more people passing through the station and into the surrounding area, more activities will start to form and attract residents or the community to the new waterfront
- Water taxis at the Noon Day Gun Pier – agreed subject to actual proposals
- Should envision a greener and more open waterfront in the future

Interview with the Excelsior Hotel

Date: 5 June 2015 (Friday)

Time: 10:00am

Venue: Kellett I, 3/F, Excelsior Hotel

Attendance List:

Organization	Name	Post/ Representing Organizations
Excelsior Hotel	1. Mr. Michael ZIEMER	General Manager
	2. Ms. Wendy LEE	Director of Communications
The Kadoorie Institute, The University of Hong Kong	3. Ms. Joyce CHOW	Project Manager
	4. Ms. Carol LEE	Senior Project Officer

Part 1: Current Issues/ Constraints

General

- There is no attraction at the moment, except for people who go to the waterfront for a purpose (i.e., to get to the Royal Hong Kong Yacht Club (RHKYC) and to see the firing of Noon Day Gun)
- The area is currently exposed with little greening
- Bad air quality from busy traffic along Gloucester Road
- Water quality is a problem :
 - o Odour from (possibly) bad water quality, however, this has improved about 3 to 4 years ago when the hotel and World Trade Centre’s (WTC) sewerage pipes were tapped into the city mains
 - o Water discolouration occurs once in a while, possibly due to the present construction works

Connectivity

- Lack of signage for people who are from inland and do not already know the way out to the waterfront through the WTC pedestrian tunnel
- The hotel is connected to WTC and Laforet through two separate footbridges; not against further plans to connect the hotel to other locations – more footbridges or other forms of connectivity in the future would only benefit the hotel
- Current road traffic conditions along Gloucester Road (especially buses) has a negative impact to the hotel – the hotel’s main vehicular access is via Gloucester Road, should there be heavy traffic, or loading/unloading of buses along Gloucester Road, there is no other ways for hotel vehicles to exit the hotel premises

Concerns about the Hotel & Tourism Industry

- At the present, the hotel cooperates tightly with the RHKYC for international yachting events, for providing accommodation packages to the event guests
- Declining business for hotels all across Hong Kong since September 2014 – in the past, 60% of the guests at the Excelsior is corporate with 40% of leisure vs. at the present, 70% are corporate and only 30% are leisure
- Of the 886 rooms at the Excelsior, about 550 rooms are either side-harbour-view, or full-harbour-view
 - o In the past, people may pay extra for harbour-view rooms, but with the declining number of bookings, the hotel now has to upgrade guests to harbour-view rooms to maintain occupancy rates.

Part 2: Aspirations on the Harbourfront

- To see more marine development or water recreation activities near the RHKYC (i.e., Marina), which would enhance the view from the hotel
- More greening, activities to attract people out to the waterfront, and more places for people to sit and enjoy the view
- Ideas of barge pool and/or sports field is a good idea – anything that makes the waterfront and its vicinity more interesting is always a positive change
- Support the idea of water taxi/ alternative water transport along the waterfront
 - o Good chance to promote Hong Kong characteristics (historically a fishing village) for tourists

**Meeting to discuss
 the interface with the Redevelopment of the Police Officers’ Club**

Date: 26 August 2015

Time: 3:00pm

Venue: Conference Room 1707, 17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

Attendance:

Organization	Name	Post/ Representing Organizations
Planning Department	Ms. April KUN	Chief Town Planner/Studies and Research
	Mr. Patrick FUNG	Senior Town Planner/Studies and Research
	Ms. Wendy LEE	Town Planner/Studies and Research
	Miss Yoko CHEUNG	Town Planning Graduate/Studies and Research
HKPF	Ms. Gigi WONG	Senior Inspector, Special Duties 2 P&D, HKPF
	Mr. Sam LEE	Executive Officer, Project Catering Clubs and Sports, HKPF
Highways Department	Ms. Carmen FU	Engineer/Shatin to Central Link, Railway Development Office, Highways Department
MTRC	Mr. Ralph TAM	Senior Designer Management Engineer, MTRC
AECOM Asia Limited	Mr. Kenny CHAN	Senior Urban Planner, AECOM
	Mr. Leon LI	Senior Urban Designer, AECOM
	Ms. Kate LAU	Landscape Designer, AECOM

Gist of Discussion:

- It is noted that under the latest design scheme, the eastern site boundary of the new Police Officers’ Club (POC) would be set back to maintain for a public passageway of about 4 meters-wide to the immediate east of the new POC building facing the Causeway Bay Typhoon Shelter, which would serve as a pedestrian linkage leading pedestrian from Hung Hing Road to the promenade along the Causeway Bay Typhoon Shelter.
- To facilitate public passage along Gloucester Road, the ground floor of the South Ventilation (SOV) building to the immediately south of the new POC building would be set back for the reservation of a public passageway of about 2 meters to 4 meters-wide along Gloucester Road.
- To enhance the streetscape environment, vertical greening/climbers would be provided at the POC boundary fence as far as practical. In addition, other streetscape enhancements including paving and landscaping design, shading facilities, street furniture, fence design, etc. would be included in the harbourfront enhancement proposals under the Urban Design Study to enhance the pedestrian environment of the two public passageways.

Pre-Engagement Meetings with Wan Chai District Councillors

Date: 1 April 2015 (Wednesday)

Time: 3:00pm

Venue: District Council Conference Room, Wan Chai District Office, 21/F Southorn Centre, 130 Hennessy Road, Wan Chai

Attendance List:

Organization	Name
Wan Chai District Council (WCDC)	1. Mr SUEN Kai-cheong, SBS, MH, JP (Chairman, WCDC)
	2. Ms LEE Kwun-yee, Kenny (WCDC Member; Chairman, Development, Planning & Transport Committee; Constituency Tai Fat Hau)
	3. Ms CHUNG Ka-man, Jacqueline (WCDC Member; Constituency Canal Road)
	4. Ms LEE Pik-yee, Peggy (WCDC Member; Constituency Southorn)
	5. Mr CHENG Ki-kin (WCDC Member; Constituency Hennessy)
Planning Department	6. Mr. Patrick FUNG (Senior Town Planner)
	7. Ms. Wendy LEE (Town Planner)
AECOM Asia Limited	8. Ms. Pearl HUI (Project Manager)
	9. Mr. Kenny CHAN (Associate)
The Kadoorie Institute, The University of Hong Kong	10. Dr. Winnie LAW (Assistant Director)
	11. Ms. Joyce CHOW (Project Manager)
	12. Ms. Carol LEE (Senior Project Officer)

Public Engagement

- The Study should look into arranging consultation activities with the local residents, in order to achieve a more thorough engagement and to seek views and ideas from the local residents/ community
- WCDC could be involved to as co-organizer on local resident consultation. It was suggest that various workshops could be organized for local residents – possibly one for the communities near shoreline, one for the Southorn/ Lockhart area and one for Kennedy Road/ Caroline Hill area
- It was also suggested that since DC for the period of 2014 to 2015 will close in September 2015, these activities should preferably be held in the period of July or August 2015 before DC close
- The strategy could be to arrange these initial workshops to present the key issues/ constraints, previous design themes established under WDII Review, and the overall strategies/ principles under the current Study so as to seek views from local residents on the overall direction of the planning and urban design framework, followed by formal meeting with WCDC

- Should highlight the fact that the Study is subject of the previous WDII Review and Harbourfront Enhancement Review (HER) exercise with public consensus already established regarding the planning and design of the Wan Chai and Causeway Bay waterfront
- Suggested that the Study may also include questionnaires to gauge views, ideas and comments from local residents. The Development, Planning and Transport Committee of WCDC is willing to co-operate with PlanD on this aspect, and help to dispatch simple questionnaires to local residents

Connectivity

- Agree that N-S connectivity is a major issue in the area that should be further improved/enhanced. It is important to look into how to enhance connectivity between inland and waterfront to bring people to the waterfront (whether at-grade or grade-separated)

Aspirations on the Harbourfront

- Share the same vision with the Harbourfront Commission particularly in terms of the Victoria Harbour being the last remaining treasure and an asset to Hong Kong, and that the future waterfront should belong to the public. These should be taken as the key principles in the Study
- The waterfront should be for local residents also, not purely for visitors/ tourists
- Planning and design of waterfront should emphasize more on local needs in terms of programming and facilities

Traffic Aspects

- Explore possibility for providing more pedestrian crossings, roadside parking or coach parking spaces
- Possibility for bike trails should be explored

Other Issues

- There is still a lack of public open space/ activity spaces in Wan Chai. The Study should look into any possibility for providing more open space/ activity spaces for public enjoyment along the waterfront
- Local residents are also concerned on noise impact

Pre-Engagement Meetings with Eastern District Councillors

Date: 13 April 2015 (Monday)

Time: 10:30am

Venue: District Council Conference Room, Eastern District Council, 11/F, Eastern Law Court Building, 29 Tai On Street, Sai Wan Ho

Attendance List:

Organization	Name
Eastern District Council (EDC)	1. Mr. KONG Chack-ho, Alex, MH (EDC Member; Chairman, Planning, Works and Housing Committee; Constituency Sai Wan Ho)
	2. Dr. CHOW Kit-bing, Jennifer, BBS, MH (EDC Member; Constituency Victoria Park)
	3. Mr. HUI Ka-hoo, BBS, MH (EDC Member; Constituency Lower Yiu Tung)
Planning Department	4. Mr. Patrick FUNG (Senior Town Planner)
	5. Ms. Wendy LEE (Town Planner)
AECOM Asia Limited	6. Mr. Kenny CHAN (Associate)
	7. Ms. Edith FUNG (Senior Urban Planner)
The Kadoorie Institute, The University of Hong Kong	8. Dr. Winnie LAW (Assistant Director)
	9. Ms. Joyce CHOW (Project Manager)
	10. Ms. Carol LEE (Senior Project Officer)

Aspirations on the Harbourfront

- As EDC members/residents were consulted previously on their aspirations on the harbourfront under separate studies, it is suggested that the Study team should make reference to the meeting minutes from previous meetings/forums to incorporate into the urban design proposals. Members advised that issues raised previously were mainly related to traffic, noise, air quality, and waste management.
- In facilitating discussion, DC papers/ design proposals for the study should be sent to EDC members for reference prior to the upcoming DC Planning, Works and Housing Committee meeting on 19 June 2015.
- The construction of Central-Wan Chai By-pass has been creating excessive nuisance for the local residents. It is the aspiration of the local residents that a waterfront park can be provided near the proposed ventilation tower of Central-Wan Chai By-pass and Causeway Bay Typhoon Shelter (CWBTS). The theme of the park is considered important.
- It is generally agreed that Wan Chai harbourfront should mainly serve the tourists, while North Point is more for the enjoyment of the local and preservation of heritage.
- Slip Road 8 should be one of the key concerns of the Green groups, with valuable trees and bird habitats identified.

Public Engagement

- To facilitate resident participation, EDC members suggested the Study team to explore the possibility to incorporate On-Site Event into LCSD's Arts Corner at Victoria Park which takes place every Sunday. By taking advantage of the existing resources and capturing the pedestrian flow of the Arts Corner, the Study can add a booth or use the lawn area to promote the Study and consult the local residents.
- Formal consultation forum should be arranged, to provide information /consult residents from nearby residential developments including Park Tower, Harbour Heights, Kam Tao Building, etc.
- PE should take place in Victoria Park to facilitate participation. Currently, there is a Central-Wan Chai By-pass Office within Victoria Park. Local residents would visit the office if they have any concerns/enquires.
- School Competition is considered not too effective as the design proposals may not be concrete/feasible for implementation. Reference could be made to the previous competition for Youth Centre in Chai Wan.
- Members are concerned that the tour to the Causeway Bay Typhoon Shelter will not attract local residents but rather interest group only.
- There may be opportunities to co-organize resident consultation forum with EDC. While time of the event needs further confirmation, Causeway Bay Community Centre is one of the potential venues. The Study team will follow up with the secretariat of the Planning, Works and Housing Committee to initiate circulation to EDC members and follow up with necessary arrangements.
- It is anticipated that up to 100 participants may join the resident consultation forum. EDC members advised that promotion can be done at the periodic meeting for Central-Wan Chai By-pass to increase participation of the resident consultation forum.

東區區議會轄下
規劃、工程及房屋委員會
第九次會議紀錄初稿

日期：2015年6月19日（星期五）

時間：下午2時30分

地點：東區區議會會議室

<u>出席委員</u>	<u>出席時間(下午)</u>	<u>離席時間(下午)</u>
丁江浩議員	2時35分	會議結束
江澤濠議員, MH	3時50分	會議結束
何毅淦議員	2時30分	會議結束
李文龍議員	2時45分	會議結束
李進秋議員	2時30分	4時30分
李鎮強議員	2時30分	會議結束
杜本文議員	2時30分	會議結束
周潔冰博士, BBS, MH	2時30分	4時正
林翠蓮議員, MH	2時44分	4時30分
邵家輝議員	2時35分	會議結束
洪連杉議員	2時30分	會議結束
張國昌議員	2時30分	會議結束
梁志剛議員	2時30分	會議結束
梁國鴻議員	2時30分	會議結束
許林慶議員	2時30分	4時正
許嘉灝議員, BBS, MH	2時30分	4時30分
郭偉強議員	3時10分	4時30分
陳啟遠議員	2時40分	會議結束
陳靄群議員, MH	2時45分	會議結束
勞鏢珍議員, MH	2時30分	4時30分
馮翠屏議員, MH	4時15分	會議結束
黃建彬議員, MH, JP	2時30分	會議結束
黃健興議員	2時30分	4時30分
趙家賢議員	3時正	會議結束
趙資強議員	2時30分	會議結束
劉慶揚議員	2時30分	會議結束
蔡素玉議員, BBS, JP	2時35分	4時30分
鄭志成議員	2時30分	會議結束
黎志強議員	2時30分	4時30分
謝子祺議員	2時30分	會議結束
顏尊廉議員, MH	2時30分	會議結束
關瑞龍議員	2時30分	4時20分
龔栢祥議員, MH	2時30分	4時30分
吳焜煜先生（增選委員）	2時40分	4時10分
李清霞女士（增選委員）	2時30分	3時正

定期列席的政府部門代表

鄧如欣太平紳士	東區民政事務處 東區民政事務專員
林可欣女士	土木工程拓展署 工程師 15(港島發展部 1)
何敏儀女士	港島東區地政處 高級產業測量師/港島東(3)
黎惠珊女士	規劃署 高級城市規劃師/港島 2
黃偉良先生	食物環境衛生署 東區衛生總督察 1
黃悅忠先生	房屋署 高級房屋事務經理/西九龍及港島 3
伍偉賢先生	房屋署 屋宇保養測量師(港島東)
馮智星先生	屋宇署 屋宇測量師/A5-2
劉偉倫先生	東區民政事務處 高級聯絡主任(2)
陳 濱女士	東區民政事務處 高級行政主任(區議會)
李淑嫻女士(秘書)	東區民政事務處 一級行政主任(區議會)2

應邀出席的部門及機構代表

靳嘉燕女士	規劃署 署任總城市規劃師
馮武揚先生	規劃署 署任高級城市規劃師
麥凱蕎博士	艾奕康有限公司 項目副總盛
許貝兒女士	艾奕康有限公司 項目經理
陳榮傑先生	艾奕康有限公司 高級城市規劃師
李振邦先生	艾奕康有限公司 高級城市設計師
羅惠儀博士	香港大學嘉道理研究所 公眾參與首席顧問

歡迎辭

顏尊廉副主席歡迎各委員及政府部門代表出席會議。

灣仔北及北角海濱城市設計研究 - 第一階段公眾參與(規劃、工程及房屋委員會文件第 16/15 號)

1. 顏尊廉副主席歡迎規劃署總城市規劃師靳嘉燕女士、高級城市規劃師馮武揚先生、艾奕康有限公司項目副總監麥凱蕎博士、項目經理許貝兒女士、高級城市規劃師陳榮傑先生、高級城市設計師李振邦先生及香港大學嘉道理研究所公眾參與首席顧問羅惠儀博士出席會議。規劃署靳嘉燕女士及艾奕康有限公司陳榮傑先生介紹第 16/15 號文件。
2. 13 位委員就議題發表意見及作出提問，內容摘錄如下：
 - a) 周潔冰委員希望署方盡早展開公眾參與計劃，以便收集更多意見制訂城市設計大綱。她建議署方因應海濱特色和歷史演變增設特別主題區，創造標誌性的海濱地區，並舉辦導賞團活動，以增加公眾對海濱的接觸及認識。此外，她希望署方設法緩和商業區與住宅區的轉接、相應補償休憩用地的損失、改善附近建築物的設計、正視空氣及水質污染問題、以及增設公眾停車位、單車徑、行人緩跑徑和跳蚤市場等多元化公眾設施；
 - b) 洪連杉委員支持署方推行題述計劃，透過工作坊收集市民的意見。他希望署方加強宣傳，以增加公眾參與。此外，他反映居民的意見，建議署方於休憩公園增設適合長者使用的消閒設施，以及盡快落成北角海濱發展計劃，方便家庭暢聚；
 - c) 勞鏢珍委員建議署方於海濱地帶增加多元化的設施和特色商店，並介紹歷史文化背景，以增加海濱的吸引力。此外，她建議署方加建行人天橋，以加強內區與海濱的連接和減少汽車流量；

- d) 趙資強委員建議署方加強諮詢區內持份者的意見，盡量將公眾意見納入計劃大綱圖內，避免市民日後提出司法覆核，拖延計劃進度。此外，他支持署方善用防波堤，活化海堤作為公眾活動及休憩地方，建議署方設法加強海堤與陸地的連接，增加可達性；
 - e) 黎志強委員引述例子指區內部分建築物富有歷史及文化色彩，建議署方參考內地的做法，於個別設施增加說明歷史背景資料，以加強本地文化意識，並傳承相關歷史文化，增強地區歸屬感。他建議署方加緊與香港鐵路有限公司（港鐵公司）合作，利用地下通道加強海濱的連接。他亦希望署方增強與區內持份者的溝通，建設富特色的主題區，特別是渡輪碼頭畔主題區；
 - f) 龔栢祥委員表示於防波堤地帶舉行活動或涉及多個政府部門如海事處和康樂及文化事務署的工作範疇，詢問署方如何與相關部門協調，以及市民往返防波堤的方法。此外，他建議署方考慮於避風塘區增設遊覽船，以吸引遊客。他另希望署方加強宣傳公眾參與活動，並廣泛收集不同意見，以免將來引起社區反對，影響整個海濱發展；
 - g) 林翠蓮委員建議署方可參考灣仔區的例子，於特色設施及建築物增設歷史標示，以及加強內區與海濱之間的行人連接，例如增設港鐵出入口和加建行人天橋，方便居民前往海濱地帶；
 - h) 張國昌委員表示維多利亞港（維港）的景色優美，希望署方於設計時保留維港的特色，避免破壞景觀。他另詢問設計願景的概念來源；
 - i) 陳啟遠委員詢問署方如何與海濱事務委員會協調海濱發展計劃；
 - j) 李進秋委員表示雖然題述公眾參與計劃推行時間較遲，但她亦支持署方推行計劃，就海濱發展收集公眾意見。她建議署方於設計主題區時平衡專業人士及公眾所提交的意見，以迎合國際都市的需求。此外，她詢問署方如何借助計劃帶動北角海濱的發展；
 - k) 趙家賢委員喜見署方就海濱設計諮詢公眾意見，期望署方建設富活力及特色的海濱，建立國際都市形象。他備悉署方將舉辦多項公眾參與活動，建議署方廣泛邀請區內不同團體如商會、學校及各類型機構參加，以收集不同人士的意見，減少偏見；
 - l) 郭偉強委員表示維港是香港的重點旅遊區，支持署方就海濱設計進行諮詢，並建議署方於避風塘一帶增設漁民生活介紹，以增進市民對休閒漁業的認識。此外，他希望署方交代東區走廊下興建的行人板道的計劃內容，以及優化北區碼頭休憩設施的計劃；以及
 - m) 杜本文委員引述例子指部分建築物富有歷史文化背景，希望署方參考外國的例子，於海濱設施加入旅遊元素，設計完善的海濱，並增加海濱的暢達性，以吸引更多居民及遊客到訪。
3. 規劃署 靳嘉燕 女士、黎惠珊 女士、艾奕康有限公司 麥凱薈 博士、陳榮傑 先生及嘉道理研究所 羅惠儀 博士就委員的意見及提問，回應如下：

規劃署

- a) 署方備悉委員希望盡早啟動公眾諮詢程序。為確保公眾人士的意見得以適時納入研究建議之中，本研究的公眾參與會分兩個階段進行。署方希望透過公眾參與活動加強與市民的溝通，以及增強市民對地區的歸屬感；
- b) 由於海濱範圍跨越多個地區，署方特意因應區域特色設計五個主題區，並加入多種不同元素及設施，以滿足不同市民的需要，並協助從灣仔商業區至北角住宅區之間的過渡；

- c) 署方一直與海濱事務委員會緊密合作，並由海濱事務委員會擔當顧問角色，成立專責小組跟進相關事宜；
- d) 香港大學嘉道理研究所正準備舉辦多項公眾參與活動包括紙偶劇場、項目展覽及導賞活動等，期望透過互動形式，邀請市民積極發表意見。市民亦可從歷史文化角度出發，就海濱發展提供意見；
- e) 由於海濱地帶由多期的填海工程建成，並發展為多個重要的交通樞紐，雖然交通方便，但行人連接尚待改善。署方將重點研究及改善海濱與內區之間的連接，方便市民前往海濱地區。除了地面設施如行人過路及天橋等，署方亦會配合政府擬議的地下空間發展，研究增加地下的行人連接。此外，處方亦會積極與港鐵公司協商，希望藉沙中線及北港島線的發展，進一步增強海濱的行人連接；
- f) 署方將於下一階段公眾參與進一步研究及探討防波堤的可達性和可用性。此外，署方亦與相關部門商討防波堤的運作事宜；
- g) 署方獲悉市民的意見，將會考慮於海濱地區加入便利長者的設施，稍後亦會就空氣、水質及交通影響進行技術研究及檢討。署方亦會留意海濱附近的構造物如排風樓及東區走廊出口的特色及設計，因應作出適當配合；
- h) 署方會向運輸署反映意見，並檢視區內的泊車設施的安排；以及

東區民政事務處

- i) 東區民政事務專員建議規劃署同時檢視區內停車場設備是否足夠，並與運輸署協調，解決區內大型車輛違例泊車的問題。
4. 顏尊廉副主席總結時請規劃署備悉委員的意見，並就海濱設計廣泛諮詢公眾人士的意見，包括相關分區委員會。如委員有進一步的意見，可於日後的公眾參與活動期間提出。

香港特別行政區
第四屆灣仔區議會
第二十三次會議記錄

日期：二零一五年七月七日(星期二)

時間：下午二時三十分

地點：香港軒尼詩道 130 號修頓中心 21 樓灣仔區議會會議室

出席者

主席：孫啟昌議員, SBS, MH, JP

副主席：吳錦津議員, BBS, MH, JP

區議員(依筆劃序)

白韻琴議員

伍婉婷議員, MH

李均頤議員

李碧儀議員

黃宏泰議員, MH

黃楚峰議員

鄭其建議員

鄭琴淵博士, BBS, MH

鍾嘉敏議員

龐朝輝議員

其他政府部門及機構代表(議程第 4 項)

靳嘉燕女士

規劃署署任總城市規劃師(規劃研究)

馮武揚先生

規劃署署任高級城市規劃師(規劃研究 5)

麥凱薈博士

艾奕康有限公司項目副總監

許貝兒女士

艾奕康有限公司項目經理

陳榮傑先生

艾奕康有限公司高級城市規劃師

周韻芝女士

嘉道理研究所(公眾參與)公眾參與顧問

李嘉皓女士

嘉道理研究所公眾參與主任

第 4 項：灣仔北及北角海濱城市設計研究 - 第一階段公眾參與 (灣仔區議會文件第 48/2015 號)

1. 主席 歡迎規劃署署任總城市規劃師(規劃研究)靳嘉燕女士、署任高級城市規劃師(規劃研究 5)馮武揚先生、艾奕康有限公司項目副總監麥凱薈博士、項目經理許貝兒女士、高級城市規劃師陳榮傑先生、嘉道理研究所(公眾參與)公眾參與顧問周韻芝女士及公眾參與主任李嘉皓女士出席會議。
2. 靳嘉燕 女士表示，灣仔填海工程及道路工程將在未來幾年完成，屆時會有一片新的海濱土地。規劃署於二零一五年一月開展了灣仔北及北角海濱城市設計研究，為新海濱土地的詳細規劃和設計提供指引。為確保公眾人士的意見得以適時納入研究建議之中，研究的公眾參與會分兩個階段進行，現在正進行第一階段的公眾參與。她繼而請顧問簡介有關工作。
3. 陳榮傑先生 以電腦投影片簡介以下要點：
 - a) 城市設計研究的主要目的是為灣仔北及北角新海濱制定城市設計大綱，並提出優化海濱建議及擬備規劃及設計綱領。

- b) 研究範圍主要涵蓋新的填海土地，由香港會議展覽中心以西一帶起，向東延伸至北角東區走廊旁邊的一片擬議海旁休憩用地。
- c) 研究已於本年一月展開，現正進行第一階段的公眾參與，期望收到市民對整體城市設計大綱的意見和對新海濱的期望。

4. 周韻芝 女士簡介公眾參與活動如下：

- a) 第一階段的公眾參與旨在收集公眾對城市設計大綱的意見，活動包括與持份者面談、焦點小組會議、當區公眾活動及居民工作坊等。
- b) 於六月二十一日舉行的海岸線發展工作坊以活潑的紙偶劇形式展現海岸線的變化，參與者超過 100 人，包括居內街坊、學生和不同階層人士。
- c) 於六月二十七日舉行的周末項目展覽同樣採取活潑和新鮮的方式，除了展出舊海濱的相片外，亦讓市民以貼貼紙模式投選心目中希望在海濱見到的活動。
- d) 第二階段的公眾參與旨在尋求公眾對優化海濱建議的意見，活動包括設計比賽、焦點小組會議和公眾論壇。

5. 陳榮傑 先生以電腦投影片提供補充資料，包括整體發展背景、城市設計考慮因素、城市設計願景、城市設計原則、城市設計大綱及初步概念，以及下一步的工作。

6. 黃宏泰 議員認為海濱沿岸的暢達性和連貫性很重要，並建議在海濱一帶預留地方建設單車徑，因為現時家住市區的市民要長途跋涉到新界區才可享用單車徑。他指出單車徑的連貫性同樣重要，並明白設立單車徑涉及一些危險因素，但認為可通過設計和將來的規管將危險因素減至最低。

7. 鍾嘉敏 議員提出以下意見和問題：

- a) 居民很重視南北行人連接的問題，如建造了優美的海濱區，卻可望而不可達，是非常令人失望。現時灣仔南北兩邊橫跨了告士打道，行人須靠無障礙的行人天橋才可走出海濱。她詢問日後車輛是否也可行駛出海濱區。若然，泊車問題又如何解決。
- b) 海濱一帶處於非常寶貴的用地，不應單是作商業用途，應循休閒的方向發展。
- c) 灣仔區內之前設有寵物公園，自交還用地後便關閉。她希望在某些地段可以重置寵物公園，而由於康樂及文化事務署轄下的公園不准狗隻進入，因此寵物公園必須設有獨立的出入口。
- d) 第一階段的諮詢總共有五個大型項目，她詢問預計有多少人參與。坊間不少居民並不知道已進入第一階段的公眾參與，因為灣仔區都是私人大廈，進行宣傳會有一定困難。她詢問當局會進行什麼宣傳工作，使諮詢工作能真正接觸到區內居民。

8. 李均頤 議員提出以下意見和問題：

- a) 她對灣仔北及北角海濱城市設計研究表示支持，並希望盡快將有關海報張貼於議員辦事處，以推動居民積極參與公眾諮詢活動。

- b) 從城市設計大綱圖可見，海濱用地會有一大面積用作親水互動用地和避風塘。但由於避風塘內停泊了船隻，餘下的地方未必足以進行某些水上活動。她建議把漁船和划艇或作龍舟競渡的地方分隔開。
- c) 她認為停車位可免則免，寧願騰出多些空間用作休憩地方，並建議鼓勵市民盡量利用現有的泊車設施或使用公共交通工具直達海濱。

9. 鄭琴淵議員 提出以下意見和問題：

- a) 她詢問當局邀請了什麼人參加第一階段的公眾參與活動，並希望能廣泛邀請灣仔區的居民及組織參加諮詢活動。
- b) 她認為發展計劃的主題除了是拉緊人與水之間的距離外，亦可以是增加人與寵物之間的互動。海濱公園以前設有寵物公園供遛狗，但在現時的規劃中未見有這元素，她希望有關發展亦包括加建寵物公園。

10. 黃楚峰議員 提出以下意見和問題：

- a) 他認為過去舉辦的公眾參與活動都屬小眾活動，公眾參與除了讓灣仔區持份者參與其中之外，全港公眾也應知道有關發展。目前舉辦的諮詢活動並不足夠。
- b) 香港現時幾個海濱地區都欠缺座椅，他建議參考世界各地的做法，在可遮蔭地方提供座椅，讓遊人停下來欣賞海濱的景色和仔細感受當中氣氛。

11. 伍婉婷議員 提出以下意見和問題：

- a) 海濱規劃的重點之一，是讓普羅市民享用海濱地方，因此她認為海濱地方不應加入太多商業元素，免得遊人必須付款才可進入海濱區。
- b) 公眾諮詢方面，區議會曾收過參加工作坊的邀請，但卻不曾獲邀參與剛才介紹的多元化活動。她認為現時的諮詢模式似乎只能吸引一些推動政策的人士參與，未能真正深入社區。她建議當局舉辦多元形式的活動，以吸引普羅市民，以至青少年，甚至是小學生參與。
- c) 林鄭司長於二零零八年到訪灣仔區議會時曾親口應承會在海濱發展內設立寵物公園，可是如今在初步計劃內完全不見這個元素。

12. 吳錦津議員 提出以下意見和問題：

- a) 灣仔海旁擁有非常優美的景色，但現在橫跨了多條高速公路，人們只能靠行人天橋以分段形式走出海濱，實在有礙欣賞海濱的美景。他建議利用地下通道把舊灣仔和新灣仔連接起來，讓市民能夠不受路面的交通影響，無拘無束地走出海濱。
- b) 很多市民很渴望在海濱地區設立寵物公園和單車徑，並預留多些休憩地方讓人悠閒享受維多利亞海港的美景。
- c) 他認為提供停車位非常重要，如路面沒有足夠地方提供停車位，可利用地底或更充分利用現有的停車位，方便市民駕車來到享受海濱。

13. 吳錦津議員提出以下意見和問題：

- a) 他跟海濱事務委員會有相同的看法，認為最理想的維港海濱是可讓市民由小西灣一直走到堅尼地城，這是宏大的願景，必須一步一步落實。
- b) 海濱發展的重要目的是還維港於市民，讓市民能真正享用維港。為此，當局必須切實考慮如何設立貫通南北的行人通道，讓市民可從灣仔南通達至海濱北部。現有的南北人流通道絕不足夠，日後北面鐵路通車後，巴士站會重置鷹君中心，屆時乘坐公共巴士到來的市民也要透過貫通南北的通道走出海濱。
- c) 建議的五個主題區無可厚非，但這些元素應環環緊扣，尤其是藝術或綠化元素，以及單車徑等，更應貫穿整條海濱長廊。
- d) 海濱發展旨在將維港還給市民，市民是用家，他們的意見最為重要。因此，海濱地區應包含什麼元素，不應單單由規劃署或專業團體決定。議會樂意與當局合辦公眾參與活動，甚或與各區議會合作，務求廣泛收集地區居民及各持份者對灣仔北及北角海濱地區的城市設計大綱的意見。

14. 吳錦津議員建議進行街頭諮詢，藉街頭展板讓公眾了解最新的發展情況和表達意見。這種公眾參與方式更加親民，相信能鼓勵更多市民參與討論，從而得出更具創意的意見。

15. 主席表示，議員已充分發表意見，供部門和顧問公司考慮。如議員隨後對這方面再有任何意見，可直接與規劃署或顧問公司聯繫。

東區區議會轄下
規劃、工程及房屋委員會
第九次會議紀錄
(Chinese version only)

日期：2015年6月19日（星期五）

時間：下午2時30分

地點：東區區議會會議室

<u>出席委員</u>	<u>出席時間(下午)</u>	<u>離席時間(下午)</u>
丁江浩議員	2時35分	會議結束
江澤濠議員, MH	3時50分	會議結束
何毅淦議員	2時30分	會議結束
李文龍議員	2時45分	會議結束
李進秋議員	2時30分	4時30分
李鎮強議員	2時30分	會議結束
杜本文議員	2時30分	會議結束
周潔冰博士, BBS, MH	2時30分	4時正
林翠蓮議員, MH	2時44分	4時30分
邵家輝議員	2時35分	會議結束
洪連杉議員	2時30分	會議結束
張國昌議員	2時30分	會議結束
梁志剛議員	2時30分	會議結束
梁國鴻議員	2時30分	會議結束
許林慶議員	2時30分	4時正
許嘉灝議員, BBS, MH	2時30分	4時30分
郭偉強議員	3時10分	4時30分
陳啟遠議員	2時40分	會議結束
陳靄群議員, MH	2時45分	會議結束
勞鏢珍議員, MH	2時30分	4時30分
馮翠屏議員, MH	4時15分	會議結束
黃建彬議員, MH, JP	2時30分	會議結束
黃健興議員	2時30分	4時30分
趙家賢議員	3時正	會議結束
趙資強議員	2時30分	會議結束
劉慶揚議員	2時30分	會議結束
蔡素玉議員, BBS, JP	2時35分	4時30分
鄭志成議員	2時30分	會議結束
黎志強議員	2時30分	4時30分
謝子祺議員	2時30分	會議結束
顏尊廉議員, MH	2時30分	會議結束
關瑞龍議員	2時30分	4時20分
龔栢祥議員, MH	2時30分	4時30分
吳焜煜先生（增選委員）	2時40分	4時10分
李清霞女士（增選委員）	2時30分	3時正

定期列席的政府部門代表

鄧如欣太平紳士	東區民政事務處 東區民政事務專員
林可欣女士	土木工程拓展署 工程師 15(港島發展部 1)
何敏儀女士	港島東區地政處 高級產業測量師/港島東(3)
黎惠珊女士	規劃署 高級城市規劃師/港島 2
黃偉良先生	食物環境衛生署 東區衛生總督察 1
黃悅忠先生	房屋署 高級房屋事務經理/西九龍及港島 3
伍偉賢先生	房屋署 屋宇保養測量師(港島東)
馮智星先生	屋宇署 屋宇測量師/A5-2
劉偉倫先生	東區民政事務處 高級聯絡主任(2)
陳 濱女士	東區民政事務處 高級行政主任(區議會)
李淑嫻女士(秘書)	東區民政事務處 一級行政主任(區議會)2

應邀出席的部門及機構代表

靳嘉燕女士	規劃署 署任總城市規劃師
馮武揚先生	規劃署 署任高級城市規劃師
麥凱蕎博士	艾奕康有限公司 項目副總盛
許貝兒女士	艾奕康有限公司 項目經理
陳榮傑先生	艾奕康有限公司 高級城市規劃師
李振邦先生	艾奕康有限公司 高級城市設計師
羅惠儀博士	香港大學嘉道理研究所 公眾參與首席顧問

歡迎辭

顏尊廉副主席歡迎各委員及政府部門代表出席會議。

灣仔北及北角海濱城市設計研究 - 第一階段公眾參與(規劃、工程及房屋委員會文件第 16/15 號)

1. 顏尊廉 副主席歡迎規劃署總城市規劃師靳嘉燕女士、高級城市規劃師馮 武揚先生、艾奕康有限公司項目副總監麥凱蕎博士、項目經理許貝兒女士、高級城市規劃師陳榮傑先生、高級城市設計師李振邦先生及香港大學嘉道理 研究所公眾參與首席顧問羅惠儀博士出席會議。規劃署 靳 嘉燕 女士及艾奕康 有限公司陳榮傑先生介紹第 16/15 號文件。
2. 13 位委員就議題發表意見及作出提問，內容摘錄如下：
 - i. 周潔冰 委員希望署方盡早展開公眾參與計劃，以便收集更多意見制 定城市設計大綱。她建議署方因應海濱特色和歷史演變增設特別主 題區，創造標誌性的海濱地區，並舉辦導賞團活動，以增加公眾對 海濱的接觸及認識。此外，她希望署方設法緩和商業區與住宅區的轉接、相應補償休憩用地的損失、改善附近建築物的設計、正視空 氣及水質污染問題、以及增設公眾停車位、單車徑、行人緩跑徑和 跳蚤市場等多元化公眾設施；
 - ii. 洪連杉 委員支持署方推行題述計劃，透過工作坊收集市民的意見。 他希望署方加強宣傳，以提高公眾參與的機會。此外，他反映居民建議署方於休憩公園增設適合長者使用的消閒設施，以及盡快落成 北角海濱發展計劃，方便家庭暢聚；
 - iii. 勞鏢珍 委員建議署方於海濱地帶增加多元化的設施和特色商店，並 介紹歷史文化背景，以增加海濱的吸引力。此外，她建議署方加建 行人天橋，以加強內區與海濱的連接及減少汽車流量；

- iv. 趙資強 委員建議署方加強諮詢區內持份者的意見，盡量將公眾意見 納入計劃大綱圖內，避免市民日後提出司法覆核，拖延計劃進度。此外，他支持署方善用防波堤，活化海堤作為公眾活動及休憩地 方，建議署方設法加強海堤與陸地的連接，增加可達性；
 - v. 黎志強 委員引述例子指區內部分建築物富有歷史及文化色彩，建議 署方參考內地的做法，於個別設施增加說明歷史背景資料，以加強 本地文化意識，並傳承相關歷史文化，增強地 區歸屬感。他建議署 方與香港鐵路有限公司（下稱港鐵公司）緊密合作，利用地下通道加強海濱的連接。他亦希望署方增強與區內持份者的溝通，建設富 特色的主題區，特別是渡輪碼頭畔主題區；
 - vi. 龔栢祥 委員表示於防波堤地帶舉行活動或涉及多個政府部門如海 事處和康樂及文化事務署的工作範疇，詢問署方如何與相關部門協 調，以及市民往返防波堤的方法。此外，他建議署方考慮於避風塘區增設遊覽船，以吸引遊客。他另希望署方加強宣傳公眾參與活 動，並廣泛收集不同意見，以免將來引起社區反對，影響整個海濱 發展；
 - vii. 林翠蓮 委員建議署方可參考灣仔區的例子，於特色設施及建築物增 設歷史標示，以及加強內區與海濱之間的行人連接，例如增設港鐵 出入口及加建行人天橋，方便居民前往海濱地帶；
 - viii. 張國昌 委員表示維多利亞港（下稱維港）的景色優美，希望署方於 設計時保留維港的特色，避免破壞景觀。他另詢問設計願景的概念 來源；
 - ix. 陳啟遠 委員詢問署方如何與海濱事務委員會協調海濱發展計劃；
 - x. 李進秋 委員表示雖然題述公眾參與計劃推行時間較遲，但她亦支持署方推行計劃，就海濱發展收集公眾意見。她建議署方於設計主題 區時平衡專業人士及公眾所提交的意見，以迎合國際都市的需求。此外，她詢問署方如何借助計劃帶動北角海濱的發展；
 - xi. 趙家賢 委員喜見署方就海濱設計諮詢公眾意見，期望署方建設富活 力及特色的海濱，建立國際都市形象。他備悉署方將舉辦多項公眾 參與活動，建議署方廣泛邀請區內不同團體如商會、學校及各類型機構參加，以收集不同人士的意見，減少偏見；
 - xii. 郭偉強 委員表示維港是香港的重點旅遊區，支持署方就海濱設計進 行諮詢，並建議署方於避風塘一帶增設漁民生活介紹，以增進市民 對休閒漁業的認識。此外，他希望署方交代東區走廊下興建的行人 板道的計劃內容，以及優化北區碼頭休憩設施的計劃；以及
 - xiii. 杜本文 委員引述例子指部分建築物富有歷史文化背景，希望署方參 考外國的例子，於海濱設施加入旅遊元素，設計完善的海濱，並增 加海濱的暢達性，以吸引更多居民及遊客到訪。
3. 規劃署靳嘉燕女士、艾奕康有限公司 麥 凱蓄 博士、陳榮 傑 先生及香港大 學嘉道理研究所 羅惠儀 博士就委員的意見及提問，回應如下：
- i. 署方備悉委員對公眾諮詢的關注。為確保公眾人士的意見得以適時納入研究建議之中，本研究的公眾參與會分兩個階段進行。署方希 望透過公眾參與活動加強與市民的溝通，以及增強市民對地區的歸 屬感；

- ii. 由於海濱範圍跨越多個地區，署方特意因應區域特色設計五個主題區，並加入多項不同元素及設施，以滿足不同市民的需要，並協助從灣仔商業區至北角住宅區之間的過渡；
 - iii. 署方一直與海濱事務委員會緊密合作，海濱事務委員經已成立專責小組跟進本研究；
 - iv. 香港大學嘉道理研究所正準備舉辦多項公眾參與活動包括紙偶劇場、項目展覽及導賞活動等，期望透過互動形式，邀請市民積極發表意見。市民亦可從歷史文化角度出發，就海濱發展提供意見；
 - v. 由於海濱地帶由多期的填海工程建成，並發展為多個重要的交通樞紐，雖然交通方便，但行人連接尚待改善。署方將重點研究及改善海濱與內區之間的連接，方便市民前往海濱地區。除了地面設施如行人過路及天橋等，署方亦會配合政府擬議的地下空間發展，研究增加地下的行人連接。此外，處方亦會積極與港鐵公司協商，希望藉沙中線及北港島線的發展，進一步增強海濱的行人連接；
 - vi. 署方將於下一階段進一步研究及探討防波堤的可達性和可用性。此外，署方亦與相關部門商討防波堤的運作事宜；以及
 - vii. 署方獲悉市民的意見，將會研究於海濱地區加入便利長者的設施，稍後亦會就詳細設計及交通影響進行技術研究及檢討。署方亦會留意海濱附近的構建物如排風樓及東區走廊出口的特色及設計，因應作出適當配合。
 - viii. 署方會向運輸署反映意見，並檢視區內的泊車設施的安排；以及
4. 東區民政事務專員建議規劃署檢視區內停車場設備是否足夠，並與運輸署協調，解決區內大型車輛違例泊車的問題。
 5. 規劃署黎惠珊女士表示署方會向運輸署反映有關意見。
 6. 顏尊廉副主席總結時請規劃署備悉委員的意見，並就海濱設計廣泛諮詢公眾人士的意見，包括相關分區委員會。如委員有進一步的意見，可於日後的公眾參與活動期間提出。

(會後備註：規劃署已於2015年7月10日將第一階段公眾參與摘要分發給北角西分區委員會各委員。)

Minutes of the 23rd Meeting of the 4th Wan Chai District Council
Hong Kong Special Administrative Region

Date: 7 July 2015 (Tuesday)
Time: 2:30 p.m.
Venue: District Council Conference Room, Wan Chai District Office,
21/F Southorn Centre, 130 Hennessy Road, Wan Chai, H.K.

Present

Chairperson

Mr SUEN Kai-cheong, SBS, MH, JP

Vice-Chairperson

Mr Stephen NG, BBS, MH, JP

Members

Ms Pamela PECK

Ms Yolanda NG, MH

Ms Kenny LEE

Ms Peggy LEE

Mr Ivan WONG, MH

Mr David WONG

Mr CHENG Ki-kin

Dr Anna TANG, BBS, MH

Ms Jacqueline CHUNG

Dr Jeffrey PONG

Representatives of Other Government Departments and Organisations (for agenda item 4):

Ms April KUN	Acting Chief Town Planner (Studies and Research), Planning Department
Mr Patrick FUNG	Acting Senior Town Planner (Studies and Research 5), Planning Department
Dr Eunice MAK	Deputy Project Director, AECOM Asia Co. Ltd
Ms Pearl HUI	Project Manager, AECOM Asia Co. Ltd
Mr Kenny CHAN	Senior Town Planner, AECOM Asia Co. Ltd
Ms Joyce CHOW	Public Engagement Specialist, Kadoorie Institute
Ms Carol LEE	Public Engagement Coordinator, Kadoorie Institute

Item 4: Urban Design Study for the Wan Chai North and North Point Harbourfront Areas - Stage 1 Public Engagement (WCDC Paper No. 4 8/2015)

1. The Chairperson welcomed Ms April KUN, Acting Chief Town Planner (Studies and Research) and Mr Patrick FUNG, Acting Senior Town Planner (Studies and Research 5) of the Planning Department (PlanD); Dr Eunice MAK, Deputy Project Director, Ms Pearl HUI, Project Manager and Mr Kenny CHAN, Senior Town Planner of AECOM Asia Co. Ltd; Ms Joyce CHOW, Public Engagement Specialist and Ms Carol LEE, Public Engagement Coordinator of the Kadoorie Institute, to the meeting.
2. Ms April KUN said that the reclamation works and road works in Wan Chai would be completed in the coming few years. Upon the completion of such works, there would be a new

harbourfront area in Wan Chai. PlanD commissioned the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas in January 2015 to guide the detailed planning and design for the newly reclaimed land. To ensure timely incorporation of public views, a two-stage Public Engagement (PE) was incorporated in the study process. The Stage 1 PE was now underway. She then invited the consultant to brief Members on the relevant work.

3. Mr Kenny CHAN, with the aid of PowerPoint presentation, briefed Members on the following key issues:
 - i. The main tasks of the Urban Design Study were to work out an urban design framework for the Wan Chai North and North Point new harbourfront areas, prepare harbourfront enhancement proposals and formulate planning and design briefs.
 - ii. The study area mainly comprised newly reclaimed land covering the harbourfront stretching from the area west of the Hong Kong Convention and Exhibition Centre eastward to the proposed waterfront open space adjacent to the Island Eastern Corridor in North Point.
 - iii. The study was launched in January this year. The Stage 1 PE was being conducted to gather public views on the overall urban design framework and public aspirations on the new harbourfront.
4. Ms Joyce CHOW briefed Members on the following PE events/ activities:
 - i. The Stage 1 PE aimed to gather public views on the urban design framework through activities and events including stakeholder interviews and meetings, focus group meetings, on-site public events and resident workshops.
 - ii. The Workshop on Shoreline Evolution held on 21 June 2015 showed the changes of the shoreline through a lively puppet show, which drew over 100 participants including local residents, students and people from various sectors.
 - iii. The Weekend Project Exhibition held on 27 June 2015 also adopted a lively and new approach. Apart from displaying photos of the old harbourfront, members of the public were given stickers for them to vote for the ideal activities to be held in the harbourfront.
 - iv. The Stage 2 PE aimed to seek public views on specific harbourfront enhancement proposals. The events and activities to be held included a design competition, focus group meetings and a public forum.
5. Mr Kenny CHAN, with the aid of PowerPoint presentation, provided supplementary information, including the overall development background; considerations, vision, principles, framework and initial concepts of the urban design; and the next step.
6. Mr Ivan WONG, MH considered that the accessibility and connectivity of the harbourfront areas were very important. He suggested that some spaces in the harbourfront areas should be reserved for the provision of cycling tracks. At present, people living in urban areas had to travel a long distance to the New Territories to cycle on cycling tracks. He pointed out the

connectivity of cycling tracks was also important. He acknowledged the fact that the provision of cycling tracks might pose some hazards, but he believed that the possible hazards could be minimised through appropriate design and future regulatory controls.

7. Ms Jacqueline CHUNG raised the following comments and enquiries:

- i. Local residents were highly concerned about the connectivity of pedestrian connections between Wan Chai North and South. People would be very disappointed if the harbourfront area was beautifully constructed but inaccessible. At present, Gloucester Road lied between Wan Chai North and South. Pedestrians had to use a barrier free footbridge for accessing the harbourfront area. She enquired if vehicles would be allowed to access the harbourfront in the future. If yes, the Administration should address the parking problem.
- ii. The harbourfront was a piece of highly valuable land, which should be developed for leisure uses instead of commercial uses only.
- iii. The previous pet garden in Wan Chai had been closed after the site was returned to the authority. She hoped that some areas in the district could be reserved for the reprovisioning of the pet garden. As dogs were not allowed in parks under the management of the Leisure and Cultural Services Department (LCSD), the pet garden should have separate entrances/exits.
- iv. Noting that the Stage 1 consultation consisted of five PE events/activities, she enquired about the estimated number of participants. A lot of local residents did not know that the Stage 1 PE had commenced because there was a certain degree of difficulty in launching publicity in Wan Chai given its large number of private buildings. She enquired what publicity work would be carried out to establish a real link between the consultation work and the local residents.

8. Ms Kenny LEE raised the following comments and enquiries:

- i. She expressed support for the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas. She hoped that the relevant poster would be displayed at Members' offices as soon as possible to encourage residents to actively participate in the PE events/activities.
- ii. The urban design study framework showed that a spacious area of the harbourfront would be reserved for the Water-related Area and the Typhoon Shelter. Since there were boats in the Typhoon Shelter, the remaining spaces might not be sufficient for doing some water sports. She suggested that separate areas should be provided for fish boats, canoeing and the dragon boat competition.
- iii. She held the views that there should not be any parking spaces as far as possible, so that more spaces could be made available for recreational use. She suggested that members of the public should be encouraged to make use of the existing parking facilities or access the harbourfront by means of public transport as far as possible.

9. Dr Anna TANG, BBS, MH raised the following comments and enquiries:

- i. She enquired what participants were invited to participate in the Stage 1 PE events/activities. She hoped that local residents and organisations should be widely invited to participate in the relevant activities.
- ii. She was of the view that apart from reconnecting people with the water, the themes of the development plan could include enhancing the interaction between humans and pets. There was a pet garden at the Wan Chai Waterfront Promenade for the use by dogs, but no such element was included in the planned framework. She hoped that a pet garden would be built in the development plan.

10. Mr David WONG raised the following comments and enquiries:

- i. He considered that the PE events/activities already held were for minorities only. Apart from engaging stakeholders in Wan Chai, the PE exercise should inform all people of Hong Kong of the relevant development. The existing PE events/activities were considered inadequate.
- ii. The number of seats provided in a number of existing harbourfront areas was not enough. He suggested that by making reference to overseas practices, seats could be provided in shaded areas to enable visitors to sit down to enjoy the scenery around the harbourfront and feel with their heart the atmosphere in the harbourfront area.

11. Ms Yolanda NG, MH raised the following comments and enquiries:

- i. One of the focuses of harbourfront planning was to enable the general public to enjoy the harbourfront areas. She considered that there should not be too many commercial elements incorporated into the harbourfront areas since such elements might require visitors to pay for admission.
- ii. On public consultation, WCDC had received an invitation to the workshops but had not been invited to assist in encouraging residents to participate in the diversified events/activities just mentioned. She held the views that the existing consultation mode which contained seminars and discussions seemed to be able to attract people interested in promoting the policy only, but unable to reach out to the community. She suggested that more diversified activities in various forms should be organised to attract the general public, including young people and even primary students.
- iii. During her visit to WCDC in 2008, Ms Carrie LAM said that there would be a pet garden in the harbourfront area. However, no such element could be found in the preliminary planning. It was hoped that such element would be included in future concrete harbourfront planning.

12. Mr Stephen NG, BBS, MH, JP raised the following comments and enquiries:

- i. Wan Chai harbourfront was an area of scenic beauty. However, with various expressways lying across the area, people had to access the harbourfront via separate footbridges,

making it difficult for the public to enjoy the harbourfront scenery. He suggested that an underground access should be built to connect the old Wan Chai with the new one, so that the public could access the harbourfront area at a leisurely pace without being affected by road traffic.

- ii. Many people hoped that there would be a pet garden and cycling tracks in the harbourfront area and more open spaces would be provided to enable them to enjoy the fantastic scenery of Victoria Harbour in a leisurely manner.
- iii. He considered that it was necessary to provide parking spaces. If the road surface could not provide enough spaces for the provision of parking spaces, consideration should be given to make use of the underground area or the existing parking spaces. This would enable the public to drive to the harbourfront to enjoy its scenery.

13. The Chairperson raised the following comments and enquiries:

- i. He shared the same view with the Harbourfront Commission that the ideal Victoria Harbourfront should allow the public to walk from Siu Sai Wan to Kennedy Town. This was a great vision which should be realised step by step.
- ii. A major objective of harbourfront development was to return Victoria Harbour to the public, making Victoria Harbour available for public enjoyment. In this connection, the Administration should carefully consider how to establish pedestrian crossings connecting Wan Chai North and South through which the public could access the harbourfront area in the north from Wan Chai South. The existing pedestrian crossings connecting Wan Chai North and South were definitely not enough. Upon the commissioning of the railway in Wan Chai North, the bus stop at Great Eagle Centre would be reprovisioned. People going to the harbourfront area by public transport would also need to use the pedestrian crossing connecting Wan Chai North and South.
- iii. The proposed five precincts were acceptable. They should be interconnected with the elements of arts and greening shown in all precincts. The cycling track should also extend to the whole promenade area.
- iv. The aim of harbourfront development was to return Victoria Harbour to the public. Since members of the public were the users, their views were of paramount importance. The elements to be included in the harbourfront areas should not be decided by PlanD or professional organisations alone. WCDC was most willing to join hands with the Administration to organise PE activities or even collaborate with other DCs, with a view to widely consult local residents and all stakeholders on the Urban Design Study for Wan Chai North and North Point Harbourfront Areas.

14. Mr Stephen NG, BBS, MH, JP suggested that on-street consultation should be launched. Through on-street exhibition panels, the public could gain a better understanding of the latest development and express their views. Such PE mode could reach out to the wider community. Since more people were encouraged to participate in the discussion, more creative ideas could be obtained.

15. The Chairperson said that Members had fully expressed their views for the reference of the relevant departments and the consultant. If Members had any further views on the issue, they could contact PlanD or the consultant directly.

**Focus Group Meeting (Harbourfront Commission Working Group on Urban Design Study)
 – Summary Notes.¹**

Date: 31 March 2015 (Tuesday)

Time: 4:30pm

Venue: Upper Ground Floor, Hong Kong Heritage Discovery Centre, Kowloon Park, Tsim Sha Tsui

Attendance List:

Organization	Name	Post/ Representing Organizations
Harbourfront Commission Working Group on Urban Design Study (HC-WGUDS)	1. Mr. Nicholas BROOKE	Chairman of HC (Convener of HC-WGUDS)
	2. Mrs. Margaret BROOKE	Business Environment Council
	3. Mr. Ivan HO Man-yiu	Hong Kong Institute of Urban Design
	4. Mr. LAM Kin Lai	The Conservancy Association
	5. Mr. LAU Chun-kong	Hong Kong Institute of Surveyors
	6. Mr. Andy LEUNG Kit-man	Hong Kong Institute of Architects
	7. Mr. LEUNG Kong-yui	Chartered Institute of Logistics and Transport in Hong Kong
	8. Mr. Alvin YIP Cheung-on	
	9. Mr. Paul ZIMMERMAN	Society for Protection of the Harbour
	10. Mr. Harry TSANG, Chin-kwong	Chief Executive Officer (Planning), Leisure and Cultural Service Department
	11. Mr. Robert, TSOI Cheong-hoi	Senior Engineer, Civil Engineering and Development Department
	12. Mr. CHAN Chung-yuen	Chief Engineer/Traffic Engineering (HK), Transport Department
	13. Mr. Edward LEUNG Hoi Chun	Senior Manager (Tourism) Tourism Commission
	14. Miss Christine AU Wing Yan	Principal Assistant Secretary (Harbour), Development Bureau
	15. Mr. Larry CHU Ho	Assistant Secretary (Harbour), Development Bureau
Planning Department	16. Ms. Amy CHEUNG Yi Mei	Assistant Director of Planning/Territorial
	17. Ms. April KUN Ka Yin	Chief Town Planner/Studies and Research
	18. Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	19. Ms. Wendy LEE Wan Ling	Town Planner/Studies and Research
	20. Ms. Yoko CHEUNG Man Yee	Town Planning Graduate/Studies and Research

¹ The summary notes have been circulated via email to all meeting participants for comments. All participants have agreed on the summary notes.

AECOM Asia Limited	21. Mr. Kelvin LAW	Vice President
	22. Mr. Guy PERRY	Executive Director
	23. Mr. Hugo ERRAZURIZ	Director of Urban Design
	24. Ms. Pearl HUI	Director of Urban Planning
	25. Mr. Kenny CHAN	Associate
	26. Mr. Leon LI	Associate
	27. Ms. Edith FUNG	Senior Urban Planner
The Kadoorie Institute, The University of Hong Kong	28. Dr. Winnie LAW	Assistant Director (Facilitator)
	29. Ms. Joyce CHOW	Project Manager

Part 1: Connection to the Waterfront

General Connectivity

- The importance of N-S connectivity from inland to the waterfront is stressed. The N-S connection should reach the old Wan Chai (south of Johnston Road) as the waterfront is spatially segregated from the old Wan Chai area. Connectivity between the old Wan Chai and the future Exhibition Station should be strengthened to create a functional hub
- Proposed new connections from Causeway Bay towards future Water Recreation Centre should take into account potential conflict with the existing vehicular roads, tunnel approach, flyovers etc.
- Besides the primary connections, secondary connections should also be identified and form part of the framework, which could be in the form of at-grade or grade-separated (below or above ground)
- Proposed connections should take into account future redevelopment of the Wan Chai government buildings
- Explore possibility to incorporate elevated connection/ landscape deck along the vehicular flyover at Marsh Road and Flemming Road to improve connectivity to waterfront
- Possibility to sunken trunk roads and introduce shared-use of local roads for vehicles and pedestrians (e.g. Barcelona case)
- Connection between Victoria Park to the CWB waterfront/ typhoon shelter should be addressed
- Concern that the roads along waterfront are designed for vehicles and not pedestrians, and urge that possible speed-control along these roads should be studied to allow better pedestrian connections to waterfront and landscaping amenities;

Hong Kong Convention and Exhibition Centre/ Future North Island Line

- The design should provide solution for overcrowding which results from queuing outside HKCEC on event days. The design should also give considerations on how to attract pedestrian flow from both east and west of HKCEC

- Connection between Wan Chai inland to waterfront through HKCEC is also an important connection in view of its busy and congested periods during festivals/ events. However, connection through HKCEC may impose operational constraints. Liaison with HKCEC should be initiated to explore opportunities
- In view of the future Exhibition Station and influx in visitors/ pedestrian flow, there may be possibility to provide underground shopping street that could possibly extend inland towards existing Wan Chai MTR Station towards the future waterfront to form a bigger retail/ commercial hub and attract more visitors to the waterfront

Ferry Pier/ Water Transport

- The possible connection to new ferry pier should be more functional and allow for more facilities on the landscape deck for ferry goers
- Possibility to re-introduce water transports in Hong Kong – a range of transportation choices should be provided, i.e., water taxis

Shoreline treatment

- Ex-A King Shipyard site is one of the last piece of natural coastline along the Victoria Harbour, ideas on how to better utilize this area underneath the flyover should be explored to re-introduce people to the water
- Feasibility of a cantilever boardwalk outside the Royal Hong Kong Yacht Club (RHKYC)

Overall Design Consideration

- The importance of access to water is emphasized
- The design is too high-end and rather focused on events only. It should take into account the daily needs of local Wan Chai residents. For instance, the design can include a pet park for local resident use
- The current framework and design ideas could respond to the different climatic seasons in Hong Kong, i.e., landscaping and shadings
- Detour/level changes should be minimized to provide convenient walking environment

Part 2: Activating the Edge/ Embracing the Water

Policy Considerations

- In terms of the waterfront commercial/ retail facilities, statutory plans and the GFA stipulated for the sites should not be the limitations to the study. Possibility to increase the GFA may also be considered with strong justifications for the Town Planning Board to consider if amendment of the statutory plan would be necessary
- Acknowledge the ideas on extending the water edge onto the water but understands the challenge of PHO implications. A possibility could be to utilize the space above the future drainage receptor proposal of DSD for possible decking for pedestrians;

Water and Recreation-related

- Information such as any EVAs, water fairways, no-mooring areas etc. should also be shown on the constraint map/ Urban Design Consideration Plan
- Acknowledge the proposed ideas on use of water space, and this should be further explored as it is in line with the latest Policy Address which included initiatives on water-friendly culture in Hong Kong

Treatment of Causeway Bay Typhoon Shelter (CWBTS) and seawall

- Marine Department is currently conducting berthing study on the use of typhoon shelters in Hong Kong, which the study should take into account the latest progress and findings. It is suggested that liaison with Marine Department and Royal HK Yacht Club should be carried out on what can/ cannot be done in the typhoon shelter
- CWBTS presents a great opportunity to revitalize the water space, possibility should be explored to clear up the water space for more beneficial uses for the public
- The idea of whether or not there are possibilities to extend the seawall onto the water for other uses/ programmes is a bold one, but should explore better use of the narrow waterfront particularly along CWBTS. However, a balance must be struck such that any potential conflict with the typhoon shelter could be minimized. Any implication with the Protection of the Harbour Ordinance (PHO) would also need to be factored in. Floating pontoons/ facilities maybe considered
- As the construction works for the future seawall along the waterfront is almost completed, can further changes/ ideas actually be proposed along the water edge? Should aim to change the conventional thinking and mentality of the government in terms of utilizing/ embracing the water edge and water space which would otherwise affect the possibilities and ideas
- The possibility to setback the Police Officers' Club adjacent to the CWBTS

Design Considerations for Local/ Community Users

- The idea of “sharing” for the waterfront space should be emphasized. The harbourfront area should cater for a diversity of uses which provides for the needs of the nearby local population and general public as well as for visitors and tourists
- The current design ideas should emphasize more on how it belongs to the Wan Chai community, and how it would attract the Wan Chai communities to visit. More local elements should be introduced, too much overseas examples and lack local appeal/ context
- Suggested design considerations:
- References on waterfront uses at Sai Kung promenade/ market, Discovery Bay etc.;
 - o Accessibility for the children and the elderly;
 - o Introduce more floating elements in view of PHO (e.g. floating theatre for Chinese opera; floating marine education centre etc.);
 - o Design of public space must be for all climate seasons/ weather;
 - o Introduce swimming pool/beaches (e.g. Paris)

- More emphasis on treatment of transitions (lower curbs) for smoother walking experience (130-140mm high curb in Hong Kong VS 70-80 mm high curb in European cities)
- The mentalities of the Hong Kong citizens have to be gradually changed and individuals should be responsible for their own safety. Currently, railings are built along waterfront by the Government, which deter citizens from getting near the water.
- Railings, if incorporated, will ruin all the good design. As an alternative, a buffer area could be provided instead of railings to foster a closer relationship between the people and the water
- The Leisure Park at North Point should be family oriented, and should not be overly programmed

Focus Group Meeting (Green Groups and Concern Groups) – Summary Notes²

Date: 23 April 2015 (Thursday)

Time: 2:30pm

Venue: Meeting Room, 3/F, City Gallery, 3 Edinburgh Place, Central

Attendance List:

Organization	Name	Post/ Representing Organizations
Green Groups and Concern Groups	1. Mr. Ken SO	Chief Executive/ The Conservancy Association
	2. Dr. Eric TSANG Po Keung	Chairman/ Green Power
	3. Ms. Cynthia LUK HO Kam Wan	CEO/ St. James' Settlement
	4. Ms. Debby CHAN	Campaigner/ Designing Hong Kong
	5. Ms. Lillian CHEONG	Founder and Chairperson/ Energetic Wan Chai
	6. Dr. Jeffrey HUNG	Manager/ Friends of the Earth
	7. Mr. Argo YEUNG	Campaigner/ Greenpeace
	8. Ms. Frances YEUNG	Senior Campaigner/ Greenpeace
	9. Mr. William WONG Kwun-kit	Environmental Officer/ Hong Kong Federation of Youth Groups
Planning Department	10. Ms. April KUN Ka Yin	Chief Town Planner/Studies and Research
	11. Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	12. Ms. Wendy LEE Wan Ling	Town Planner/Studies and Research
	13. Ms. Yoko CHEUNG Man Yee	Town Planning Graduate/Studies and Research
AECOM Asia Limited	14. Mr. Kenny CHAN	Associate
	15. Mr. Leon LI	Associate
	16. Ms. Edith FUNG	Senior Urban Planner
The Kadoorie Institute, The University of Hong Kong	17. Dr. Winnie LAW	Assistant Director (Facilitator)
	18. Ms. Carol LEE	Senior Project Officer

Part 1: Connection to the Waterfront

On General Connectivity

- Footbridges/ elevated pedestrian connections are not very user friendly, particularly for elderly and the disabled. Design of pedestrian connections should be accessible to the elderly and disabled
- Underground connections maybe considered and may integrate with the existing MTR stations;

² The summary notes have been circulated via email to all meeting participants for comments. All participants have agreed on the summary notes except Designing Hong Kong. Designing Hong Kong's view points on the Study are set out in its written submission (Appendix 11, Submission No. C12 refers).

- Provision of at-grade connections should also be considered wherever possible and appropriate, and should be incorporated into the plan, subject to liaison with Transport Department (TD)
- Look into any other possibilities for at-grade crossings along major vehicular roads (including Convention Ave. and/Hong Kong Academy for Performing Arts with current ‘jaywalking’ problem etc.)
- Cycle path should be continuous along the harbourfront as far as possible

Water Transport

- Agree that possibilities should be explored to introduce water transports in Hong Kong (i.e. water taxis), in view of potential air quality concern due to emission, environmentally-friendly boats/ferries should be preferable

Overall Design Consideration

- Reclamation sites are exposed to sun and rain which affects visitors and users of the waterfront. Design ideas should respond to the different climatic seasons in Hong Kong (i.e. landscaping and shadings)
- Traffic capacity issues during special events near the Hong Kong Convention and Exhibition Centre (HKCEC)
- Detour/level changes should be minimized to provide convenient and user-friendly walking environment
- While it is agreed that the harbourfront should be for the enjoyment of all walks of life, design should minimise potential conflicts between different uses (e.g. cycling, pet-walking, etc.). It is also important that different uses or activities are not segregated (there should not be massive and unnecessary railings and fencings); wider/ more spacious lanes should be provided for a safe environment for different activities to take place along the harbourfront
- Design should also take into other environmental considerations (e.g. air quality concern along Victoria Park Road due to traffic noise and emission), appropriate mitigation measures (e.g. screening/ fencing, pollutant absorbing paint or materials etc.) should be considered

Part 2: Activating the Edge/ Embracing the Water

Policy Considerations

- Acknowledge the ideas on extending the water edge onto the water but understands the challenge of Protection of the Harbour Ordinance (PHO) implications. A possibility could be to utilize the space above the future drainage receptor proposal of Drainage Services Department (DSD) for possible decking for pedestrians

Water and Recreation-related

- Information such as any Emergency Vehicle Access (EVAs), water fairways, no-mooring areas etc. should also be shown on the constraint map/ Urban Design Consideration Plan
- Acknowledge the proposed ideas on use of water space, and this should be further explored as it is in line with the latest Policy Address which included initiatives on water-friendly culture in Hong Kong

- Must think clearly on what sorts of activities the communities would like to see along the harbourfront. In terms of the urban beach, concerns on the sand supply (although contained design) and littering problems; however, some comments on the actual necessity (since Hong Kong Island does not lack natural beaches) of an urban beach was received
- Enquiries and concerns on the budget and future management of the harbourfront facilities (including the floating pool, urban beach, etc) were received

Design Considerations for Local/ Community Users

- There are many fishing activities currently going on at the area near the Causeway Bay Typhoon Shelter (CWBTS), hope to reserve an area for fishing at the new harbourfront
- There should be more functional spaces along the water edge for different user groups, with attention being paid to the water edge treatment/ safety measures all throughout the harbourfront, possible include seating areas with more innovative designs; balance between function, aesthetics, and safety
- Activities and uses should incorporate the concept of sustainability, for examples:
 - o Energy usage/ treatment of waste on site (from food and beverage outlets)
 - o Social aspect (balance of different user groups: locals, tourists & visitors, domestic workers, etc.)
 - o Help boost the local communities' economy (dawn markets, organic produces or demonstration areas for community gardens – possible synergy with restaurants on-site)
 - o Education element: environmental education or eco-city demonstration areas
- In terms of the 3 waterfront commercial/ retail facilities reserved on the existing OZP, it is suggested that a certain amount of space should be reserved for more local/ community uses, such as morning markets or community gardens
- Other ecological, landscape and cultural heritage considerations (e.g. trees, birds and other cultural heritage and ecologically significant resources) are of much importance to the planning and design
- Although there are no existing Old and Valuable Trees (OVTs) within the Study area, existing trees must be retained as far as possible, the waterfront must be green
- Adequate space for tree root systems along the waterfront in view of typhoons.

Focus Group Meeting (Professional Institutes) – Summary Notes³

Date: 13 July 2015 (Monday)

Time: 3:30pm

Venue: Meeting Room, 3/F, City Gallery, 3 Edinburgh Place, Central

Attendance List:

Organization	Name	Post/ Representing Organizations
Professional Institutes	1. Mr. Kenneth TO	Hong Kong Institute of Planners (HKIP)
	2. Mr. Stanley NG	HKIP
	3. Ms. Betty HO	HKIP
	4. Mr. CHAN Siu Cheung	Hong Kong Institute of Architects (HKIA)
	5. Mr. Francis Neoton CHEUNG	HKIA
	6. Mr. Laurence LIAUW	Hong Kong Institute of Urban Design (HKIUD)
	7. Mr. Kyran SZE	HKIUD
	8. Mr. Wenhao LONG	HKIUD
	9. Mr. CHAN Yin Lun	Hong Kong Institute of Landscape Architects (HKILA)
	10. Ms. Heidi CHANG	HKILA
Planning Department	11. Ms. April KUN Ka Yin	Chief Town Planner/Studies and Research
	12. Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	13. Ms. Wendy LEE Wan Ling	Town Planner/Studies and Research
	14. Ms. Yoko CHEUNG Man Yee	Town Planning Graduate/Studies and Research
AECOM Asia Limited	15. Ms. Pearl HUI	Director of Urban Planning
	16. Mr. Kenny CHAN	Associate
	17. Mr. Hugo ERRAZURIZ	Director of Urban Design
	18. Mr. Leon LI	Associate
	19. Mr. Dino TANG	Urban Planner
The Kadoorie Institute, The University of Hong Kong	20. Dr. Winnie LAW	Assistant Director (Facilitator)
	21. Ms. Joyce CHOW	Project Manager
	22. Ms. Carol LEE	Senior Project Officer

³ The summary notes have been circulated via email to all meeting participants for comments. All participants have agreed on the summary notes.

Part 1: Connection to the Waterfront

On General Connectivity

- Generally support that connectivity within the Study Area in general should be enhanced/ improved. But the Initial Urban Design Framework does not show how connections are tied in with the planned “activity nodes”
- Whether Percival Street is appropriate to be considered as a “view corridor” is doubtful
- Accessibility through Kellet Island is restricted in view of the existing club house facilities, but possibility should be explored as far as possible to enhance pedestrian connection along the waterfront through the Royal HK Yacht Club
- Suggestion to explore further on the possibility to connect Victoria Park with the typhoon shelter. Consultant should think bold and propose such connection to integrate the Victoria Park with the typhoon shelter as a longer term vision
- Suggestion that the connection between Victoria Park towards typhoon shelter could be either tunnel or elevated. However, connection to Noon Day Gun is also an important connection that should be further looked into for possible improvement/ enhancement
- Connectivity between from Percival Street towards Causeway Bay waterfront (including towards the future Water Recreation Precinct) could be solved via a landscape deck
- Future landscape deck at the topside development atop Exhibition Station should integrate with the three retail sites, rather than leaving the three sites as separate squares

Access to/ Use of the Breakwaters

- Using the breakwater and enhancing pedestrian access/ connection to the breakwater through open bridge could be further explored, but may have reclamation implication
- In terms of encouraging public access to the breakwater, public safety should still be of utmost importance
- May also explore possibility to include cantilever decks for a wider breakwater

Connectivity Network/ Strategy

- Suggestion to prioritize the connectivity strategy based on current framework from user point of view to form a more clear and well-defined connectivity network
- Proposed connections should also link up with existing inland open spaces
- Consider any possibilities for pedestrianization, and to provide shaded connections for pedestrians

Part 2: Activating the Edge/ Embracing the Water

Overall Design Considerations

- Planning and design of the waterfront needs to take into consideration what programmes or facilities to be planned in order to attract people to go there (i.e. Why going to the waterfront? What’s the message to the public?)

- Proposals would need to take into account the technical constraints/ considerations, particularly with the interface development/ infrastructure projects nearby (e.g. SCL, CWB and their associated vent buildings and structures etc.)
- Interface with the “Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Feasibility Study” and the onward development of the study must also be taken into consideration
- Local character should be reflected in the future design of waterfront
- A suggestion raised that the Tin Hau Temple is perhaps more appropriate to be relocated to the future “East Coast Park Precinct”

Water and Recreation-related

- Acknowledge the proposed ideas on use of water space for water recreation activities. Suggest to explore appropriate water sports to be introduced at the proposed “water Recreation Precinct”

Policy Considerations

- Proposals would also need stronger administrative means for them to be implemented.
- A member opined the consultant should not treat zonings and statutory plans as limitations to the study when formulating ideas and proposals.
- A holistic approach is needed between PlanD and Harbourfront Authority, HK Tourism Board and other relevant departments bureau to turn these proposals into attractions. Hong Kong needs attractions, not just shopping malls. Singapore offers a good example for reference.

1. Event Details

Co-organizer: Hong Kong House of Stories (Blue House), St. James' Settlement

Date and Time: 21 June 2015 (Sunday), 1:00PM to 5:00PM

Venue for Part 1 of Event: in front of the Blue House, 72-74A Stone Nullah Lane, Wan Chai

Venue for Part 2 of Event: Ming Hua Hall, 4/F., St. James' Settlement, 85 Stone Nullah Lane, Wan Chai

2. Major Views from On-Site Public Event 1

Overall Vision

- Increase the land area reserved for greening
- Enhance the connectivity to the new harbourfront areas (i.e., footbridges, pedestrian subways, escalators/ elevators, etc.)
- Provide multi-functional spaces (for enhanced landscape, open space, leisure, art, and other community uses)
- Should take into consideration the needs of people of different age group and social statuses
- Should be catered to the local community as well as tourists.

Celebration Precinct

- A continuous cycling trail along the new harbourfront from the west of the Hong Kong Convention and Exhibition Centre (HKCEC), through Causeway Bay, all the way to North Point

Pierside Precinct

- More greening near the New Wan Chai Ferry Pier
- Provision of more direct and convenient elevated pedestrian network, strengthen the connection between the New Wan Chai Ferry Pier and the hinterlands
- Establish ferry service from the New Wan Chai Ferry Pier to the North Point Ferry Pier to sooth the road congestion problem
- Establish a “Community Garden” and weekend farmers’ markets to sell locally grown crops by the community
- Organize arts-and-crafts and night markets to attract more visitors to the harbourfront

New Water Recreation Precinct

- Establish a water recreation centre near the Royal Hong Kong Yacht Club (RHKYC). Activities may include fishing
- Organize “Community Boat Tour”, especially for the elderly and grassroots. Suggest to embark from the RHKYC, travelling through the CWBTS or to the Kai Tak Cruise Terminal, suggested tour duration is approximately 1 hour

Revitalized Typhoon Shelter Preinct

- Using a drawbridge system or other pedestrian connections, create a pedestrian linkage from the harbourfront to the CWBTS breakwater
- Make better use of the space along the breakwater, such as jogging trails
- Establish sampan services within the CWBTS with main attractions being the Floating Tin Hau Temple and Floating Flea Market
- Establish a floating viewing deck cursing along the CWBTS water edge, allowing the public to enjoy the views of the Victoria Harbour from multiple angles

East Coast Park Precinct

- A pet-access park with supporting facilities should be established for pets such as dogs, cats, and rabbits
- Establish an elevated pedestrian walkway system, linking Victoria Park with the proposed East Coast Park. Greening features should be incorporated into the design of the walkway system
- To join the East Coast Park with speciality restaurants at Tin Hau and Tai Hang, to create a new tourist attraction spot – so as to disperse the highly concentrated area at Central and Causeway Bay

Other Suggestions (No Specific Location)

- Establish new iconic landmarks along the harbourfront
- Establish childrens' playground and fitness equipment for the elderly
- Establish an environmental education area
- Establish offshore wind turbines
- Reserve an area of kite flying
- Establish food stalls and snack trucks
- Planting of fragrant tree and/or flowers at different locations along the harbourfront; such as Prynne, Osmanthus, and Aglaia, etc.
- Establish additional road and directional signage
- Provision of rain shelters and first aid and/or crime reporting centres
- Provision of shuttle bus services to MTR station(s) and other themed precincts

3. Media Coverage



【本報訊】規劃署就「灣仔北及北角海濱城市設計研究」，收集公眾對城市設計大綱和優化海濱的意見，有灣仔居民在藍屋上演紙偶劇場，透過不同的模型訴說社區變遷。有在灣仔扎根四十多年的居民慨嘆，填海工程不斷，高樓大廈增多，令灣仔欠缺休憩之地。雖然有金紫荊廣場和灣仔公園，但前者經常擠滿遊客、市民寸步難行；後者需經多條馬路、上下樓梯才可到達，不便長者，盼當局優化社區時以人為本，加強行人交通配套。

居民促停止填海

灣仔居民在藍屋外舉辦「海岸線發展工作坊（紙偶劇場）」，透過象徵灣仔不同時期海岸線的模型，演出話劇訴說社區變遷。在灣仔居住四十多年的秀屏早前獲派公屋遷往他區，但仍念念不忘成長之地，經常回到灣仔做義工。她認為灣仔的商業發展和市民的生活脫節，過去只需步行數分鐘，就能到海濱休息或玩樂，但現在舉目都是高樓大廈；區



■秀屏（左二）和阿May（右一）希望當局改善灣仔的交通配套。
(廖梓霖攝)

內運動場、公園亦難以到達，長者步行速度慢，「你叫佢哋行十條馬路再上樓梯先到公園，有邊個會去？」她希望當局改善配套，令市民能更便捷地使用公共休憩設施。

同樣在灣仔居住四十多年的阿May建議當局在區內多種樹木，停止灣仔填海。阿May憶述，灣仔船街在四、五十年代稱「洋船街」，當時在街上能看見洋船駛過，目前只是繁忙的街景，促請政府顧及居民感受，增設更多公共空間。

● 市民觀賞話劇，共同回顧灣仔海濱的變化。



藍屋紙偶劇回顧灣仔變遷

● 本報訊 規劃署就「灣仔北及北角海濱城市設計研究」，收集公眾對城市設計大綱和優化海濱的意見，有灣仔居民在藍屋上演紙偶劇場，透過不同的模型訴說社區變遷。在灣仔扎根四十多年的居民慨嘆，填海工程不斷，高樓大廈增多，令灣仔欠缺休憩之地。雖然有金紫荊廣場和灣仔公園，但前者經常擠滿遊客、市民寸步難行；後者需經多條馬路、上下樓梯才可到達，不便長者，盼當局優化社區時以人為本，加強行人交通配套。

40年老街坊做義工

灣仔居民在藍屋外舉辦「海岸線發展工作坊（紙偶劇場）」，透過象徵灣仔不同時期海岸線的

模型，演出話劇訴說社區變遷。在灣仔居住四十多年的秀屏早前獲派公屋遷往他區，但仍念念不忘成長之地，經常回到灣仔做義工。她認為灣仔的商業發展和市民的生活脫節，過去只需步行數分鐘，就能到海濱休息或玩樂，但現在舉目都是高樓大廈；區內運動場、公園亦難以到達，長者步行速度慢，她希望當局改善配套，令市民能更便捷地使用公共休憩設施。

同樣在灣仔居住四十多年阿 May 建議當局在區內多種樹林，停止灣仔填海。阿 May 憶述，灣仔船街在四、五十年代稱「洋船街」，當時在街上能看見洋船駛過，目前只是繁忙的街景，促請政府顧及居民感受，增設更多公共空間。

The Sun (Hong Kong) A14, 22 June 2015

海岸線發展的藝術故事

Christina YM Chan | 2015/6/22 — 10:04



父親節這天，在藍屋香港故事館外進行一場戶外紙偶戲，故事館與灣仔街坊透過口述、網上及書籍，收集灣仔五條海岸線的故事，創作成為五幕紙偶戲，將灣仔的城市及海岸線發展融入故事中，述說灣仔海岸線五個不同的發展階段。

從紙偶戲中得知原來以前是沒有灣仔的，整個灣仔是由填海得來的。

第一條海岸線即是香港島的原海岸線，在 1842 年香港割讓給英國後，就成為歐洲人租住的地方。洋人主要在灣仔進行各項貿易的活動，也有很多豐裕的華商在灣仔居住。

The Stand News (online only), 22 June 2015

Link:

<https://thestandnews.com/city/%E6%B5%B7%E5%B2%B8%E7%B7%9A%E7%99%BC%E5%B1%95%E7%9A%84%E8%97%9D%E8%A1%93%E6%95%85%E4%BA%8B/>

1. Event Details

Co-organizer: Old Hong Kong Photo (<http://www.oldhkphoto.com/>)

Date and Time: 27 June 2015 (Saturday), 10:00AM to 6:00PM

Venue: Outside Victoria Park Swimming Pool

2. Major Views from On-Site Public Event 2

Connectivity

- A continuous walking, jogging, and cycling trail from Central and Western District Promenade near Tamar, all the way to Oil Street in North Point or even to Shau Kei Wan
- The cycling trail should include a self-served bike rental service
- Road side coach parking is at the present a nuisance to the harbourfront areas, future harbourfront should put forward improvements for this issue

Celebration Precinct

- Should be renamed to “Community Celebration Precinct”
- With its strategic location, the design of this precinct has great potentials
- Could consider to include the following elements:
 - o Community Gardens
 - o 1997 Handover museum
 - o More greening/ green spaces

Pierside Precinct

- Could consider to include the following elements:
 - o Arts and cultural performance venue
 - o More greening/ green spaces
 - o Parkland

New Water Recreation Precinct

- Support the proposed pool barge

Revitalised Typhoon Shelter Precinct

- Could consider to include the following elements:
 - o Should provide more seating area for scenic enjoyment
 - o Covered musical performance areas
 - o Floating restaurants and catering facilities
- Should pay attention to the following issues:
 - o Water quality
 - o Odour from nearby drainage

East Coast Park Precinct

- Could consider to include the following elements:
 - o Heritage guided tours
 - o Continuous jogging trail
 - o Grassland/ green open space for both humans and pets
 - o Spacious parkland for local communities
- Should pay attention to the following issues:
 - o Connectivity between inland and waterfront
 - o Air pollution
 - o Parking

1. Event Details

Co-organizer: The Conservancy Association Centre for Heritage

Date and Time: 19 & 26 July 2015 (Sundays), 10:00AM to 1:00PM

Venue: Causeway Bay Typhoon Shelter

2. Major Views from On-Site Public Event 2

Connectivity between the Hinterland and the Waterfront

- Some participants opined that connecting the land and breakwater with retractable footbridges would attract more people to the waterfront. However, measures must be put in place to ensure the safety of pedestrians/cyclists
- More road signage and interesting stories should be provided for the pedestrian tunnel connecting Sino Plaza and World Trade Centre and Noon Day Gun to enhance the overall experience. Some participant raised concerns about tunnel ventilation and pedestrian safety issues
- There was a suggestion to build a memorial archway at the site for the reprovisioned Floating Tin Hau Temple for attracting more visitors. However, others suggested that such structure has no historical connection with the surrounding environment, and is hence not recommended
- Construct an elevated footbridge system in order to enhance the connectivity between the inner city and the waterfront (also provides sense of direction to those not familiar with the place), e.g. extension of the covered footbridge near Elizabeth House to the waterfront area
- Footbridges should have a light and transparent design with the provision of viewing platforms. They should be fenced off (on safety grounds) in times of festivals/celebrations with firework display
- Footbridges should be installed with elevators and ramps
- Support landscape deck to connect with the Victoria Park

Building a Waterfront Promenade

- To create a modern waterfront promenade, and reduce unnecessary light pollution
- Suggested planting shade trees along the waterfront promenade or building shade structures with bamboo materials and climbing plants
- As far as possible, the waterfront should be continuous and connected with cycle track from Wan Chai to North Point

Water Transport

- Support the water transport and water taxi to resolve the road traffic congestion and is considered as a convenient transportation mode to connect Wan Chai, Causeway Bay and North Point

Use of Breakwater

- It is suggested that the breakwater can be better utilized with various leisure use in the principle not to affect the operation of boats, but also need to pay attention on the management and flow of passenger

Celebration Precinct

- Showcase the local art products to reflect Hong Kong and art element

Pierside Precinct

- To provide more open, non-fenced green spaces for public enjoyment
- To provide the right amount of retail facilities and avoid introducing massive shopping centres/chain stores

- It is not recommended to introduce high-end restaurants. Should consider having more Hong Kong styled traditional food stalls (“Dai pai dong”)
- The suspected remains of HMS Tamar found beneath the seabed near the old Wan Chai Ferry Pier is part of Hong Kong history and should be placed near current harbourfront near Tamar

New Water Recreation Precinct

- Generally support the proposed activities

Revitalised Typhoon Shelter Precinct

- Strengthen the publicity through pamphlets and documentaries production, as well as organising guided tours in order to enhance public understanding of the historical and cultural significance of Floating Tin Hau Temple
- To further explore the history of Causeway Bay Typhoon Shelter, Floating Tin Hau Temple and water taxi/floating restaurant business by conducting oral history interviews with relevant stakeholders
- There were comments saying that reprovioning Floating Tin Hau Temple on-shore would decrease its distinctiveness. Therefore, it should be preserved in-situ
- Efforts should be made to assess and recognise the historic value of Floating Tin Hau Temple. It is also recommended that the Government should be responsible for its repair and maintenance
- It is proposed to build viewing platforms, wooden boardwalks, etc. along the waterfront. This would give people a stronger connection to the water (but not necessarily involving physical contact with the water body)
- Some suggested that Causeway Bay area is already too congested and thus not supported to introduce any commercial element (including floating restaurant) for leisure and recreational use
- Currently, the historical element and typhoon shelter culture are not shown. Future guided tour can link with Tin Hau Temple, Noon Day Gun and Victoria Park

East Coast Park Precinct

- Fishing area is supported
- Fountain Park for the kids
- Urban farming activities, social enterprise and harbourfront greening

灣仔北及北角海濱城市設計研究 - 可行性研究

Urban Design Study for the Wan Chai North and North Point Harbourfront Areas – Feasibility Study

東區居民工作坊

Eastern District Resident Workshop

意見紀錄

Forum Transcripts

日期 **Date** : 2/8/2015 (星期日 **Sunday**)
地點 **Venue** : 香港銅鑼灣福蔭道 7 號 3 樓 銅鑼灣社區中心
Causeway Bay Community Centre,
3/F, 7 Fook Yum Road, Causeway Bay, Hong Kong
時間 **Time** : 19:30-21:30

小組 **Group No.:** 1
協論員 **Facilitator:** 周韻芝女士 **Ms. Joyce Chow**
紀錄員 **Note-Taker:** 歐陽允文先生 **Mr. Billy Au-Yeung**

參加者 Participants:

	姓名 Name	團體 Organization
1	周潔冰博士	東區區議會 Eastern District Council
2	羅北有	天后廟廟船 Floating Tin Hai Temple
3	陳長帶	
4	梁國權	
5	陳冬梅	
6	梁帶勝	
7	何銀	
8	陳耀華	
9	梁漢基	
10	盧偉傑	
11	潘錦添	

小組討論 (第一組) Group Discussion (Group 1)

活化和互動 **Activating and Embracing**

慶典主題區 Celebration Precinct

- 部分參加者贊成慶典主題區的水上的土建議，但另外有參加者對其安全及對水上交通的影響表示關注。參加者認為這個主題區應該由水陸兩路連接。

Some thought water taxi is fine in the Celebration Precinct but others were concerned about the safety issue and the fact that it may be affected by busy marine traffic. The area should be connected by both water and land transport.

渡輪碼頭畔主題區 Pierside Precinct

- 沒有意見。
No comments.

新水上康樂主題區 New Waterfront Recreation Precinct

- 贊成於新水上康樂主題區引入水上活動，包括獨木舟、水上單車及龍舟。然而，他們亦擔心水質及潮汐可能會影響活動。

For the New Water Recreation Precinct (Ex-Cargo Handling Area), they supported to introduce water-related activities including canoeing, water bicycle and dragon boat there but were concerned that these activities may be affected by poor water quality and tidal change.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 從前的避風塘有很多船隻及使用者／遊客，充滿活力。當時亦有持牌的水上小販。參加者認為食環署對小販的嚴厲執法以及避風塘進行中的工程都阻礙人及船隻繼續使用避風塘。

Causeway Bay Typhoon Shelter used to be more vibrant with more ships/boats and people using and visiting the shelter. There were licensed hawkers on boats (“水上小販”) found in the shelter. They believed that the stringent enforcement action of FEHD on the hawkers and the construction works of Wan Chai Development Phase II have discouraged people and boats in using and visiting the typhoon shelter.

- 他們普遍歡迎將天后廟廟船移上陸地的建議，認為可以改善該天后廟的可達性從而吸引更多遊客到訪。

They generally welcomed the relocation of the floating Tin Hau Temple to the land side since it can improve the accessibility of the temple and hence attracting more visitors.

- 部分參加者認為透過良好及整體的海濱長廊設計以及提供配套設施，移往陸地的天后廟可以成為一個國際性的旅遊景點。配套設施應該包括洗手間及上落客設施。

Some participants opined that through good and integrated promenade design and provision of supporting facilities nearby, the relocated Tin Hau Temple can be transformed into an international tourist attraction. Supporting facilities should include toilet and loading/unloading bays.

- 部分參加者建議在天后廟廟船移往落地後，將船隻保留並作展覽用途。

Some participants proposed that the old vessel of the temple can be retained for showcase purpose after the relocation of the temple.

- 部分參加者認為避風塘附近缺乏供船隻使用之油站。他們亦表示避風塘的深水泊位並不足夠。
Few participants opined that the typhoon shelter is lack of petrol filling point for ships/boats. They also pinpointed that there is not enough deep water berth in the typhoon shelter for ship/boat use.

東岸公園主題區 East Coast Park Precinct

- 部分參加者指出在東岸公園提供單車徑及寵物公園是社區的期望。
Some mentioned that it is the community's aspiration to have cycle track and pet park in the future East Coast Park.

連接性 Connectivity

南北向連接 North-South Pedestrian Connections

- 部分參加者傾向選擇地面行人過路設施連接銅鑼灣避風塘及維園／未來的銅鑼灣北站，因為地面行人過路設施更方便於路線尋找。
A number of participants preferred at-grade pedestrian connection between Causeway Bay Typhoon Shelter and Victoria Park/future MTR Causeway Bay North station as it would be easier for wayfinding.

東西向連接 East-West Pedestrian Connections

- 受制於天然海岸線及排污渠，未來天后廟位置附近的行人連接並不理想。部分參加者建議於銅鑼灣消防局及前敬記船廠附近作小規模填海，以提供空間作海濱長廊及改善行人連接。
Existing pedestrian connection near the future Tin Hau Temple is not good and is hindered by the natural shoreline and drainage outfall. Some suggested that small scale reclamation near Tung Lo Wan Fire Station and the Ex-A-King Slipway (“敬記船廠”) site should be proposed so as to provide space along waterfront promenade for pedestrian connection improvement.
- 參加者普遍比較喜歡以路面行人過路設施連接炮台山地鐵站及東岸公園主題區。
Participants generally preferred at-grade pedestrian connection between MTR Fortress Hill and the East Coast Park Precinct.
- 部分參加者建議改善屈臣道及維多利中心附近往海濱的行人連接。
A few of them suggested that pedestrian connection to the harbourfront area near Watson Road and Victoria Centre should also be improved.
- 部分參加者建議沿着八號路平台建立行人連接,改善內陸與海濱的連接。
Pedestrian connection via “Route 8 Platform” (“八號路平台”) between inland and harbourfront areas should be established.
- 就灣仔區海濱與內陸的行人連接而言，參加者傾向選擇天橋連接並提供路線指引／路牌。
For pedestrian connection between inland and harbourfront area at Wan Chai, they preferred footbridge connection supported with wayfinding signage.
- 應設立／加裝更多路牌指引路人由內陸前往海濱。
More signage should be set up to guide people from inland to the harbourfront areas.

善用防波堤 Better Use of Breakwater

- 就避風塘的防波堤而言，參加者認為拱橋及吊橋皆非可行的選擇，因為使用避風塘的遊艇船身較高，而且避風塘的水路交通繁忙。他們認為防波堤應該維持現狀並阻止市民前往，以免突如其來的風浪造成危險或意外。

For the breakwater of the typhoon shelter, they considered that both arch and moveable bridges are not feasible options in connecting it to the land side since some yachts using the typhoon shelter are relatively tall and marine traffic to/from the typhoon shelter is busy. Instead, they suggested keeping it as status quo and not encouraging public visit as the location may be affected by unexpected strong wind and tide.

其他意見/ 事項 Other Comments/ Items

- 部分參加者對海濱範圍附近的交通問題表示關注，因為五個主題區皆以旅遊為主題並可能吸引大量遊客。

Some participants were concerned about the traffic issue along the harbourfront areas as the five character precincts are all tourism-related and may attract a number of visitors.

小組 **Group No.:** 2
協論員 **Facilitator:** 李嘉皓女士 **Ms. Carol Lee**
紀錄員 **Note-Taker:** 黃保傑先生 **Mr. Jeffrey Wong**

參加者 Participants:

	姓名 Name	團體 Organization
1	Rebecca NGAN	香港愛護動物協會 Society for the Prevention of Cruelty to Animals
2	Edwin CHOY	東區居民 Eastern District Resident(s)
3	Edwin Lee	
4	Benson Poon	公眾 Public
5	Sherry Fan	
6	Emma	
7	陳家洛議員	立法會議員 Legislative Councillor
8	鄭達鴻	青年公民主席 Young Civics Chairman

小組討論 (第二組) Group Discussion (Group 2)

活化和互動 **Activating and Embracing**

慶典主題區 Celebration Precinct

- 主題區應反映以社區為本的主題，如命名為社區廣場，供市民大眾享用。
Suggest renaming the precinct to reflect a more community-oriented plaza for public enjoyment, e.g., “Civic Square Precinct”.

渡輪碼頭畔主題區 Pierside Precinct

- 進一步發展旅遊設施及配套（如：維港遊）。
Further develop tourism-related facilities/ activities, e.g., Harbour Tour Cruise.
- 可設置適量的活動。
May introduce adequate commercial activities at the precinct.
- 休憩空間的設計應包含適當的遮蔭或避雨亭，或以樹木來作天然的遮蔭效果。
More greening and all-weather shading should be provided at the proposed Open Space; planting of trees to provide natural shading.

新水上康樂主題區 New Waterfront Recreation Precinct

- 引入地區體育活動（如：沙灘排球、風帆、水上單車及獨木舟）。
Introduce leisure water-related activities such as beach volleyball, windsurfing, paddle boating, and canoeing.
- 引入國際性賽事／活動（如：國際龍舟比賽）。
Introduce international competitions/events such as international dragon boat competitions.
- 本區水上康樂活動（如：水上單車）應一直延伸防波堤及東岸公園主題區，加強連接性及活動趣味性，但要考慮維港航道及安全性。
Water recreation activities in this precinct such as paddle boating could be extended to the breakwater and the East Coast Park for better connectivity and creating more interesting activities. However, marine traffic and safety should be taken into consideration.
- 可考慮引入露天茶座或酒吧等餐飲設施。
Introduction of more interesting dining ideas such as alfresco cafés or bars.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 應考慮重現昔日水上食肆。
Should consider the re-introduction of floating restaurants at the Typhoon Shelter.
- 打造水上天后廟為旅遊景點，應將其保留或搬往避風塘的岸邊地帶，但不應重置在避風塘不顯眼位置，並應容易到達。
Transform the Floating Tin Hau Temple as a tourist attraction and conserve it on-shore. The relocated Tin Hau Temple should be at a more prominent location within the Typhoon Shelter with easy access.

- 引入地區體育活動（如：龍舟）。
Introduce local sport events such as dragon boat.
- 引入新活動時應考慮避風塘海濱偏窄，與內陸地區連接較差。
Upon introduction of new activities, consideration should be given to the narrow width of waterfront area near the Typhoon Shelter and its poor connectivity to the hinterland.

東岸公園主題區 East Coast Park Precinct

- 公園應呈現代化的設計，並包含多元化的設施。
The design of the park should be modern and up-to-date, with provision of different facilities.
- 希望重設寵物可使用的空間，但應設置於適當位置，要有足夠的空間。
Anticipate the re-provisioning of a pet-access area, should be at an adequate location, and avoid locations with insufficient space.
- 不一定要有指定寵物的公園，可考慮沿著海濱長廊都可帶寵物（主人要繫住寵物）進出，並與其他使用者共融。
A designated Pet-Park is not necessarily the most desired option, on the contrary, should consider pet-access areas (with pets on leash) and share the harbourfront with other users.
- 東岸公園不應被鄰近住宅區私有化。
East Coast Park should avoid being “privatized” by nearby existing residential estates.
- 公園設施不應過多，要考慮是否足夠位置容納。
Facilities within the park should be carefully considered – avoid overcrowding the park with facilities.

其他意見/ 事項 Other Comments/ Items

- 提供足夠停車設施。
Provision of adequate parking facilities.

連接性 Connectivity

南北向連接 North-South Pedestrian Connections

- 應整體考慮更妥善地連接現有及將來的設置及其連接，如有蓋行人天橋、鐵路站（現有及已規劃的）、及地下行人連接等。
Better consideration on connectivity between existing and planned facilities, such as covered pedestrian walkways, MTR stations (existing and planned), as well as other underground pedestrian connections.
- 可考慮減少非必要的天橋連接，減低視覺影響。
Careful consideration on the provisioning of new elevated pedestrian connections, so as to lower the visual impacts they may cause.

東西向連接 East-West Pedestrian Connections

- 海濱設計應以步行為本，主題區之間要有連接性及互相呼應的活動，加強連繫。
Harbourfront design should be pedestrian-oriented; activities between precincts should echo one another, so as to create a coherent and continuous harbourfront.

- 全面考慮整個港島北海濱的行人連接性。
Should consider the possibility of the connecting the entire northern shore of Hong Kong Island with a continuous harbourfront design with pedestrian access.

善用防波堤 Better Use of Breakwater

- 在不影響其原有功能為前題，建議將防波堤活化為舒適休憩空間（如：釣魚、看日落）。
Suggest revitalizing the Breakwater into a quality resting area (e.g. fishing, sunset watching), on the principle of not affecting its intended function as a Breakwater.
- 如有適當的改善空間，應考慮擴闊防波堤，以容納人流。
Depending on the actual feasibility, the breakwater should be widened to accommodate future pedestrian flow.
- 建議防波堤與東岸公園連接包括 (1) 開合吊橋 (要考慮中環灣仔繞道工程), (2) 與大澳相似的拉繩小船，發展為特色項目及 (3) 吊索系統 (要考慮淨空高度)。
Proposed connection between breakwater and East Coast Park include (1) drawbridge (consideration of interface with Causeway Bay), (2) sampan (by rope-pulling, similar to the example in Tai O) which could be developed as a special attraction, and (3) zip-line system (consideration of clearance height requirement).

小組 **Group No.:** 3
協論員 **Facilitator:** 梁子謙先生 **Mr. Darwin Leung**
紀錄員 **Note-Taker:** 洪定維先生 **Mr. David Hung**

參加者 Participants:

	姓名 Name	團體 Organization
1	吳根	天后廟廟船 Floating Tin Hai Temple
2	郭金華	
3	梁全	
4	梁有好	
5	陳朱	
6	陳成	
7	盧福有	
8	Tim Chan	公眾
9	Cathy Lo	Public

小組討論 (第三組) Group Discussion (Group 3)

活化和互動 **Activating and Embracing**

慶典主題區 Celebration Precinct

- 沒有意見。
No comments.

渡輪碼頭畔主題區 Pierside Precinct

- 沒有意見。
No comments.

新水上康樂主題區 New Waterfront Recreation Precinct

- 公眾裝卸區沒有足夠空間作有規模的水上活動。
PCWA is considered too small for any significant water-related activities.
- 基於水質及安全的考慮(如快船駛過會掀起大浪),故反對人造沙灘及水上游泳池的建議。應專注在公眾裝卸區旁興建一條優質行人通道。
Opposed to man-made beach and floating swimming pool because of water quality and safety concerns (e.g. high waves induced by high-speed vessels). Effort should be focus on creating a pleasant pedestrian path at areas near the PCWA.
- 建議展示特色遊艇作旅遊景點。
Proposed to showcase specialty yacht at the PCWA to create a visitor attraction.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 贊成在避風港興建水上餐廳的建議。相信能帶來特別的餐飲經驗。
Supported the idea of boat restaurant and considered that people would be very interested to this dining experience.
- 水上天后廟是一個熱門的旅遊景點,並時常有旅遊巴士到附近接送遊客。但由於沒有可停泊旅遊巴的車位,因此經常導致天后廟一帶交通擠塞。
- The Floating Tin Hau Temple is a major tourist attraction and is frequently visited by local/overseas tourists coming by tour buses. The area is congested because there is no proper tour bus waiting areas near the temple.
- 水上天后廟反映了地區的歷史和文化,是一個獨特的旅遊景點。天后廟船在岸上重置後,政府應提升附近的環境以吸引遊客。建議在海濱附近引入零售店、零食亭及加設洗手間,供遊客參觀完天后廟後,可以有另一去處。
- The Floating Tin Hau Temple is a popular attraction that reflects the history and culture of the area. Government should make effort to enhance the physical environment around the reprovisioned Tin Hau Temple to make it more appealing to visitors. Suggested providing retail facilities, F&B kiosks and restrooms at the waterfront area to complement the temple so that visitors have somewhere to go and to do after temple visit.

東岸公園主題區 East Coast Park Precinct

- 應該增建更多適合所有年齡層，對於年輕及年長人士亦具有吸引力的休閒設施。建議可參考青衣海岸的設計。
East Coast Park Precinct should provide more leisure facilities that are suitable for all age groups and attractive to both young kids as well as the elderly. Suggested making reference to the design of Tsing Yi waterfront.

其他意見/ 事項 Other Comments/ Items

- 建議沿著海濱提供更多娛樂活動，以及為晨運人士提供更優質和寬敞的步行徑。
Should provide more recreation activities along the waterfront, as well as better and wider footpath for “morning walkers”.
- 將來的公共空間應該設有足夠的洗手間。
Restrooms are important and should be adequately provided along the future public open spaces.
- 應該提供單車徑。
Cycle track is very important and should be provided.
- 贊成引入水上的士作另一有趣方法到達海濱。
Supported the concept of water taxi in order to add an interesting way for accessing the waterfront.

連接性 Connectivity

南北向連接 North-South Pedestrian Connections

- 現在通往怡和午炮的隧道隱藏在世貿中心的停車場內，很多遊客甚至本地居民也不知道這隧道的存在，需要加設更妥善的指示牌。
Tunnel to the Noon Day Gun is hidden in the carpark of World Trade Centre. Many visitors and even the local residents are unaware that the connection exists. Needs better signage to the underground tunnel and to the Noon Day Gun.
- 參加者留意到由維多利亞公園跨越告士打道的行人天橋使用率很低。原因可能因為行人天橋下的交通接駁不足，例如巴士站。
Participants agreed that the footbridge near Victoria Park across Gloucester Road has very low usage due to the lack of transportation facilities (i.e. bus stops) at the footbridge landing.
- 幾乎所有參加者也傾向選擇行人天橋多於隧道，原因包括 (1)更開揚的景觀，(2)更好的方向感及 (3)更好的步行體驗 (例如空氣質素、陽光、風等)。
Almost all participants preferred footbridge connections over tunnels because of (1) more pleasant experience with above ground views, (2) better sense of orientation and (3) better walking experience (air quality, sun, wind, etc.).
- 建議興建充滿活力、富有動態和資訊的行人天橋。例如可以展示有關銅鑼灣和避風塘歷史的海報，令行人天橋更具吸引力 (可參考上環西港城對開的行人天橋)。
Suggested creating more vibrant, dynamic and informative footbridges. To make footbridges more attractive, they can incorporate posters with historic information about the CWB area and typhoon shelter history (reference to the footbridge in Sheung Wan outside of the Western

Market).

- 通往香港會議展覽中心的行人天橋在周末經常性地擠滿前往展覽中心的行人。建議實施更好的人群管理和交通管制，從而令灣仔行人天橋的流量較暢順。
Footbridge leading to HKCEC is often congested on weekends by exhibition goers. Suggested having better crowd management and traffic control to make the Wan Chai footbridge connections less congested.

東西向連接 East-West Pedestrian Connections

- 沒有意見。
No comments.

善用防波堤 Better Use of Breakwater

- 參加者反對防波堤上的吊橋建議，因為在施工時會影響避風塘東面出入口的大型船隻出入。同時他們亦擔心高昂的施工成本。
Participants were against the drawbridge proposal at the breakwater because there are many large vessels entering and exiting the typhoon shelter at the eastern side. They were also concerned about high construction costs.
- 對普羅大眾開放的防波堤應該把安全放於首位。在防波堤上建議興建的設施需要良好的管理。
Opening up the breakwater area to the public should make user safety a top priority. Proposed public facilities on the breakwater will require good management.

灣仔北及北角海濱城市設計研究 - 可行性研究

Urban Design Study for the Wan Chai North and North Point Harbourfront Areas – Feasibility Study

灣仔居民工作坊

Wan Chai District Resident Workshop

意見紀錄

Forum Transcripts

日期 **Date** : 4/8/2015 (星期六 **Tuesday**)
地點 **Venue** : 灣仔皇后大道東 258 號 灣仔活動中心 (灣仔街市地下低層)
Wan Chai Activities Centre, LG/F, Wan Chai Market,
258 Queen's Rd East, Wan Chai
時間 **Time** : 19:30-21:30

小組 **Group No.:** 1
 協論員 **Facilitator:** 周韻芝女士 **Ms. Joyce Chow**
 紀錄員 **Note-Taker:** 張成瑛女士 **Ms. Zen Zhang**

參加者 Participants:

	姓名 Name	團體 Organization
1	李均頤議員	灣仔區議員 Wan Chai District Councillor
2	霍金	南區居民 Southern District Resident
3	李文良	灣仔居民 Wan Chai Resident(s)
4	霍麗珍	
5	黎蓉	
6	岑良	
7	許棧	
8	陳錦珍	
9	陳帶藍	
10	黃雅麗	
11	陳月桂	

小組討論 (第一組) Group Discussion (Group 1)

活化和互動 **Activating and Embracing**

慶典主題區 Celebration Precinct

- 金紫荊廣場的活動空間不足，建議預留多些空間作更多用途的活動。
Given the fact that Golden Bauhinia Square's space is insufficient, it could not accommodate more people for bigger events. Residents proposed to provide more spaces to hold more diversified big events.
- 非慶典日時可用作多用途空間，如舉辦文化活動等。
Regarding the use of Golden Bauhinia Square, residents proposed it be used alternatively during non-celebration period, such as for hosting art events.
- 多種植綠化。
Proposed the provision of more greenery.
- 多設置休憩座椅，可觀賞慶典表演及欣賞維港景色
Seat provisions could enable people to enjoy the celebration show and night view of Victoria Harbour.
- 增添垂釣區
Proposed the provision of fishing area

渡輪碼頭畔主題區 Pierside Precinct

- 注入灣仔文化，多設置有懷舊特色的餐飲，小賣亭等吸引游客。
Infused with Wan Chai culture including traditional food, kiosks or restaurant with traditional Wan Chai features for tourist attraction.

新水上康樂主題區 New Waterfront Recreation Precinct

- 現時灣仔並無水上活動區，認同在此建立親水活動及水上訓練等。
At present, there is no any water activity centre at Wan Chai district. Participants were delighted to see the provision of water recreation node, especially for dragon boat training.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 現時維多利亞公園空間不夠，希望在海濱長廊設置太極廣場。
Proposed the provision of a 'Taichi' plaza at waterfront (outside of Victoria Park) since there is insufficient spaces of Victoria Park for 'Taichi' activities.
- 普遍歡迎在避風塘設置有特色的水上餐廳及舢板觀光等水上活動。
Residents supported the provision of floating restaurant with featured design and sampans visit at typhoon shelter area.
- 鑒於避風塘空間有限，不建議進行帆船等大型的水上活動。
In respect of insufficient spaces of typhoon shelter, some suggested to provide small-scale water activities such as sampans visits, while large-scale water activities like sailing boat should be avoided.

東岸公園主題區 East Coast Park Precinct

➤ 普遍歡迎建立社區公園

Participants welcomed the idea of community park at the waterfront.

➤ 現時綠化不足夠。

There is a lack of greening at present.

➤ 東岸公園後，建議增加旅游巴，私家車等的停車及上落客點。

Proposed additional parking spaces and drop-off areas be provided after the completion of East Coast Park.

其他意見/ 事項 Other Comments/ Items

➤ 海濱的地位應設計作全民享用

Participants hoped the harbourfront would be all people to enjoy

➤ 強烈要求設立寵物公園及單車徑，而且不應過分商業化或純粹側重旅游業，並建議有允許寵物進入的餐廳。

Participants strongly proposed the establishment of a pet park which allow pets entry and cycling along the waterfront, and the waterfront should not be over-commercialized, or purely tourism-oriented. They also suggested restaurants allowing pets entry.

➤ 有居民擔心寵物公園佔地大，從配套及管理上有難度。

Some participants were concerned about the over-sizing of pet park and its associated management difficulties.

➤ 整體設計的連貫性，不應獨立劃分主題區進行設計。如可否有連貫的設計貫穿海濱。如連續的城市苗圃，單車徑，具文化色彩的座椅，及新穎有趣的鋪地設計等。

Some suggested establishing a continuous urban design to blend all precincts seamlessly without distinct physical boundaries, such as continuous urban farm, cycle track, theme-designed seating and paving etc., along whole waterfront area.

➤ 為照顧人們的不同需求，在海濱設立靈活的收費環保車作分段接駁，提供除了行走及自行車外的觀光方式，及給長者及有需要人士一種人性化的設計。

For user friendliness, some raised the comments of providing eco-cars as connection mode, thus providing various internal connection modes along waterfront beside walking and cycling.

連接性 Connectivity

南北向連接 North-South Pedestrian Connections

➤ 比起增加隧道，參加者普遍更歡迎天橋的形式，因為天橋通風及光線更優勝。

For additional pedestrian linkage, participants preferred footbridges over tunnels since they offer better air ventilation and lighting.

東西向連接 East-West Pedestrian Connections

- 現時灣仔的天橋都是南北向連接，建議可否效仿中環天橋系統，加建東西向的天橋連接，建立更暢達及有效的天橋系統。

Proposed the provision of east-west footbridge to connect existing south-north footbridges, so as to establish a comprehensive pedestrian network between inland and waterfront, like the Central area.

善用防波堤 Better Use of Breakwater

- 大致歡迎吊橋或者水上的士來接駁防波堤，但也關注其可行性及安全性。

Participants welcomed access to breakwater via swing-bridge or sampans, but were also concerned about the feasibility and safety issues.

小組 **Group No.:** 2
 協論員 **Facilitator:** 李嘉皓女士 Ms. Carol Lee
 紀錄員 **Note-Taker:** Mr. Yasas WICKRAMASINGHE

參加者 Participants:

	姓名 Name	團體 Organization
1	Bernd HANEMANN	香港愛護動物協會 Society for the Prevention of Cruelty to Animals
2	Rebecca NGAN	
3	Winnie CHU	
4	Jane GRAY	
5	Emma	公眾 Public
6	Alfred AU	
7	Lilian CHEONG	活力灣仔 Energetic Wan Chai
8	何俊傑	
9	蔡德勵	
10	WONG Kam Fung Francis	灣仔居民 Wan Chai Resident(s)
11	Ringo TSUI	
12	謝詠斯	
13	梁皓婷	

小組討論 (第二組) Group Discussion (Group 2)

活化和互動 **Activating and Embracing**

慶典主題區 Celebration Precinct

- 沒有意見。
No comments.

渡輪碼頭畔主題區 Pierside Precinct

- 參加者並不歡迎三個位於海濱的預留商用建築物位置，認為它們會阻擋海濱的景觀開揚性。他們建議把商用建築物移至舊直升機坪。
Participants unwelcomed the locations of the three waterfront commercial blocks, which obstruct the free open atmosphere of waterfront. They proposed the relocation to other positions such as the old helipad area adjacent to the harbour works area.

新水上康樂主題區 New Waterfront Recreation Precinct

- 參加者對水上活動帶來的潛在問題表示關注，包括水上交通，海水的衛生狀態及海浪等。
Participants were concerned with the potential problems associated with water sports in the area, such as marine traffic, hygiene conditions of the sea water and rough water surface.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 沒有意見。
No comments.

東岸公園主題區 East Coast Park Precinct

- 沒有意見。
No comments.

連接性 **Connectivity**

南北向連接 North-South Pedestrian Connections

- 沒有意見。
No comments.

東西向連接 East-West Pedestrian Connections

- 參加者希望海濱的連接可以容許使用者拖著寵物行走。
Participants emphasised on allowing leashed pet access along the waterfront east-west pedestrian connection.
- 參加者對新水上康樂主題區的連接表示關注。他們特別表示應改善警官會所附近的交通基建，如加闊行人路。
Participants expressed their concerns over the connectivity along the waterfront in the New Waterfront Recreation Precinct. Particularly they expressed their demand to improve the pedestrian walkway near Police Officer's Club, which should be widened.

善用防波堤 Better Use of Breakwater

- 參加者對使用防波堤作社區用途感興趣。然而，他們亦擔心防波堤的行人連接方式。參加者提議使用小船隻（舢舨）作內陸與防波堤的連接。
Participants expressed their interest in utilizing the breakwater for community uses. However, they were concerned about the method that will be used to connect breakwater to land. Participants suggested the possibility of using a small boat (sampan) service to transport people on to breakwater and to other activity nodes along the waterfront.

其他意見/ 事項 Other Comments/ Items

- 參加者希望海濱可以容許使用者拖著寵物行走並與其他使用者互動，以營造和諧及正面的社區氣氛。
Participants expressed their desire for leashed dog access to the waterfront area for dog owners to interact with others and to create a positive social atmosphere along the waterfront.
- 參加者希望海濱容許進行的活動可以受少一些規範。
Participants suggested the waterfront to be less regulated in terms of the type of activities allowed.
- 參加者認為海濱附近的行車路應該增設足夠的上落客點，以便老人家及寵物出入。
Participants expressed the need to integrate a sufficient number of vehicle drop-off points along the waterfront to allow easy access for pet owners and older people.

小組 **Group No.:** 3

協論員 **Facilitator:** 梁子謙先生 **Mr. Darwin Leung**

紀錄員 **Note-Taker:** 洪定維先生 **Mr. David Hung**

參加者 Participants:

	姓名 Name	團體 Organization
1	Elizabeth NG	公眾 Public
2	蘇瑞山	灣仔居民 Wan Chai Resident(s)
3	莫少雲	
4	陳妙芳	
5	明球	
6	余潤強	
7	王道	
8	何妙芬	
9	馬燕芬	

小組討論 (第三組) Group Discussion (Group 3)

活化和互動 **Activating and Embracing**

慶典主題區 Celebration Precinct

- 建議金紫荊廣場附近的地方以遊客為主要對象，舉辦富有吸引力亦具互動性的活動，例如季節性的公眾節目。
The area around Bauhinia Square is suggested to target mainly tourist visitors and used for themed seasonal public events. Events planned in that area should be more attractive and interactive.
- 參加者希望灣仔海濱有更多大型的公共空間。
Participants would like to see more large-scale open spaces planned near the Wan Chai waterfront
- 一些長者表示居住於軒尼詩道以北，因海濱地帶位置偏遠所以較少前往。他們多到較近及容易到達的修頓遊樂場。
Some elderly participants expressed that they rarely travel to the waterfront area because it is too far away from their homes that are to the north of Hennessey Road. Many are using Southorn Playground because it is closer and more accessible.
- 居民建議畫分區域作垂釣用途。
Suggested providing designated fishing areas.

渡輪碼頭畔主題區 Pierside Precinct

- 建議設立沙池於海濱作遊樂設施
Suggested the introduction of “sandboxes” as play element at the waterfront.
- 建議興建可容納二千至三千人的露天劇場
Suggested the creation of event space with an amphitheatre holding up to 2,000-3,000 people
- 有參加者建議增設「親水」設施，可參考山頂廣場的「音樂噴泉」。
A participant suggested adding water features by making reference to the “musical fountain” at the Peak Galleria.
- 有參加者建議參考倫敦的中央聖馬丁藝術與設計學院以塑造一個具活力及動態的公共環境。
A participant suggested making reference to London’s Central Saint Martin’s (CSM) in creating vibrancy and dynamic public environment.

新水上康樂主題區 New Waterfront Recreation Precinct

- 參加者表示希望與海濱有更緊密的連繫。
Participants expressed that they would like to have a “closer” connection with the waterfront.
- 有參加者建議利用警官會所附近範圍作為公共休憩用途。
A participant suggested using the areas near the Police Officer’s Club for public leisure use.

- 建議在警官會所及香港遊艇會的海岸設立公眾眺望處。
Opportunity to plan public vista points at the water edge at Police Officer's Club and Royal Hong Kong Yacht Club.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 參加者歡迎海濱長廊“梯級式設計”的建議，當使用者坐下時可以更親近水面。有參加者指出如果水質能夠改善，避風塘主題區將會變得更吸引。
Participants welcomed the idea of a “stepped down” promenade where they can sit very close to the water. A participant pointed out that the water quality should be improved to make this idea more appealing.
- 參加者贊成引入水上餐廳的建議。
Participants supported the idea of floating restaurants.
- 參加者支持水上的士的概念，作為另類及獨特的交通工具。
Participants supported the concept of water taxi as an alternative and unique transport experience.

其他意見/ 事項 Other Comments/ Items

- 參加者建議在設計海濱時應考慮提供以下設施，包括：(1) 從北角延伸至西環的單車徑，(2) 可以供公眾通行無阻的開放空間及草地，及(3) 寵物公園。
Participants suggested the following facilities to be considered in the overall planning of the waterfront, including: (1) cycle track running from North Point to Western District; (2) open space with grass areas that are publicly accessible, and; (3) pet park.
- 參加者認為未來的公共空間應該可讓公眾隨時到訪。
Participants commented that future open spaces should be publicly accessible at all times.
- 未來的公共空間及設施不應被商業化。
Future open spaces and public facilities should not be “commercialized”.
- 主題區範圍內應設有遮蔭及避雨的休息地方。
Need more sitting areas with shading/rain shelters across all precincts.
- 參加者認為每個主題區應有獨特的主題，從而提供不同的步行感受及體驗。
Participants expressed that each precinct should each have unique theme so that future users can have different feel and experience as they travel across from one precinct to another.

連接性 Connectivity

南北向連接 North-South Pedestrian Connections

- 大部分參加者也偏好行人天橋多於行人隧道。因為在天橋上可以有較好的景觀及方向感。相反地，行人隧道內較漆黑及幽閉的環境缺乏吸引力。
Majority of participants preferred footbridges over tunnels for pedestrian connections because footbridges can offer better views and orientations. Many disliked the dark and claustrophobic environments of a tunnel connection and felt that it is unattractive.

- 建議興建較寬闊並附設斜路、升降機或扶手電梯的有蓋行人天橋，同時應提供座位供行人休息。
Footbridge connections should be wider, incorporate sitting area and must be sheltered. Other supporting facilities such as ramps, elevators/escalators, etc. should be installed.
- 未來的灣仔會展及銅鑼灣北地鐵站應考慮提供接駁內陸和海濱的通道。
Future Exhibition Station and Causeway Bay North Station should consider providing connections from the inland to the waterfront.
- 建議提供天橋接駁至銅鑼灣東角中心。
Suggested creating a footbridge connection from La Foret to the waterfront.
- 參加者建議利用屈臣道作通往東區海濱公園的行人通道。
Participant suggested using Watson Road as pedestrian access to the East Coast Park.
- 展覽期間，灣仔區通往會展中心的行人天橋通常十分擠迫，有時外地傭工亦會佔用行人空間。
The Wan Chai footbridge towards HKCEC is usually congested during exhibition periods, and sometimes it is heavily occupied by domestic helpers.

東西向連接 East-West Pedestrian Connections

- 沒有意見。
No comments.

善用防波堤 Better Use of Breakwater

- 防波堤可用作觀賞煙花的地方，但須注意安全。可利用吊橋每天所定下特定運作時間，以管制到防波堤的人流。
Suggested opening up the breakwater to the public for firework viewing but there are safety concerns related to overcrowding. Drawbridge can be used at designated times each day to manage visitor access to the breakwater.

小組 **Group No.:** 4
協論員 **Facilitator:** 勞綺霞女士 **Ms. Regina Lo**
紀錄員 **Note-Taker:** 黃保傑先生 **Mr. Jeffrey Wong**

參加者 Participants:

	姓名 Name	團體 Organization
1	Stella CHIU	公眾 Public
2	陳展	灣仔居民 Wan Chai Resident(s)
3	印志元	
4	顧美珍	
5	何煒燊	
6	歐國強	
7	黃潤根	
8	李蘇	
9	郭金鳳	
10	黃瑞玲	
11	陳業成	
12	馮靖國	

小組討論 (第四組) Group Discussion (Group 4)

活化和互動 **Activating and Embracing**

慶典主題區 Celebration Precinct

- 過時過節（如：端午節、中秋節）舉辦特色活動，加強節日氣氛，吸引人流。
Suggested to host special events during festivals (e.g. Dragon Boat Festival, Mid-Autumn Festival, etc.) so as to create attractive and festive atmosphere.
- 擴大廣場範圍，方便市民大眾觀賞升旗禮。
Should expand the Bauhinia Square and provide more space for public to view/watch the flag raising ceremony.
- 引入具灣仔地區特色／中西特色的巡遊表演，以及軍事表演。
Suggested to introduce parades with local Wan Chai characteristics or Chinese/Western characteristics, and military shows/performance.

渡輪碼頭畔主題區 Pierside Precinct

- 發展大笪地，有大眾化街頭小食（如：燒賣魚蛋、一盅兩件），不要高級食肆及連鎖商店。
Suggested to develop night bazaar with local street snacks (e.g. Shaomai, fishballs, dimsum, etc.). Opposed to high-class restaurants and chain stores.
- 設置海濱戶外食肆，中西菜兼備。
To introduce waterfront alfresco dining with both Chinese and Western cuisines.
- 設民間手藝攤檔（如：畫畫），類似屯門黃金海岸市集。
To introduce local art/handicraft stalls (e.g. painting) like the one in Tuen Mun Gold Coast.
- 設有足夠配套設施，包括有上蓋休憩處、飲水機、公廁、育嬰室、吸煙室，以及方便長者上落的設施（可參考中山紀念公園）。
Suggested to provide adequate supporting facilities, including resting area with shelters, drinking fountains, public toilets, nurseries, smoking rooms and elderly-friendly barrier-free facilities (reference can be made to Sun Yat Sen Memorial Park).

新水上康樂主題區 New Waterfront Recreation Precinct

- 優化散步環境。
Suggested to enhance the pedestrian and walking environment.
- 引入大型噴泉／許願池（有燈光效果）。
To introduce large fountain or Trevi Fountain with lighting effects.
- 淨化部分海水區域作水上康樂用途。
Should purify part of the water body for water recreation uses.
- 設置遙控模型船區及釣魚區。
Suggested to designate areas for model boats playing and fishing.

- 不反對親水設計，但要注意安全，防止有人不小心掉進水裏。
Did not oppose the design to bring people to the water, but should take care of the safety issue.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 重現昔日避風塘懷舊食肆（如：避風塘炒蜆、炒蟹）。
Proposed to provide restaurants that can re-produce the old-typhoon shelter style dining experience (e.g. Fried clams and crabs with typhoon shelter style).
- 重現昔日避風塘水上人家唱歌表演，作為旅遊景點。
To re-produce the old-typhoon shelter singing performance from boat dwellers as tourist attraction.
- 引入水上單車／休閒划艇活動。
To introduce water cycling / leisure rowing activities.
- 設置歷史長廊，向遊人講解灣仔／銅鑼灣歷史。
Suggested to create a history gallery showcasing Wan Chai and Causeway Bay histories.
- 設置釣魚區。
To designate fishing area.

東岸公園主題區 East Coast Park Precinct

- 設置供兒童及親子遊玩的遊樂場所。
Suggested to designate playground area for children and parent-child.
- 設置人車分隔的單車徑。
Suggested to provide cycling tracks that is separated from vehicular roads.
- 引入具中國特色的表演。
Should introduce Chinese-style shows/performance.
- 重置天后廟廟船在東岸公園岸上，供遊人參觀。
To re-instate Floating Tin Hau Temple at East Coast Park for visiting.

連接性 Connectivity

南北向連接 North-South Pedestrian Connections

- 主要靠柯布連道行人天橋連接，流量長期偏高；應分散人流至六國大廈天橋。
Heavy reliance on O'Brien footbridge connection, which usually has a heavy pedestrian flow. Consideration should be given to divert the flow to Luk Kwok Centre footbridge.
- 加強行人隧道連接（附設店舖），但需要注意通風，衛生及安全情況。
Suggested to enhance pedestrian tunnel connections with provision of shops and moving walkway. Associated issues such as air ventilation, hygiene and safety issues should be observed.

東西向連接 East-West Pedestrian Connections

- 沿海濱設單軌列車／地面電車，作為東西連接。
Suggested to introduce monorail/tram along the waterfront for better East-West connectivity.
- 加強通道的綠化（如：種植九里香、白蘭樹），吸引人流。
Should Enhance greening of walkways/corridors (e.g. planting Paniculata or Prynne tree) to attract pedestrian flow.

善用防波堤 Better Use of Breakwater

- 擴闊防波堤及設置活動天橋。
Suggested to widen the breakwater and connect it by moveable bridge.
- 活動天橋設定開放時限，方便船隻進出避風塘。
Moveable bridge could be set with opening/closing period to facilitate the marine traffic of the typhoon shelter.
- 可考慮遷移避風塘至其他地區。
Consideration should be given to relocate the typhoon shelter to other district(s).

小組 **Group No.:** 5
協論員 **Facilitator:** 羅惠儀博士 **Dr. Winnie Law**
紀錄員 **Note-Taker:** 鄧偉立先生 **Mr. Dino Tang**

參加者 Participants:

	姓名 Name	團體 Organization
1	Vivian CHOW	公眾
2	KY CHEUNG	Public
3	黃國鳳	灣仔居民 Wan Chai Resident(s)
4	王容剛	
5	王國華	
6	陳小燕	
7	黃培季	
8	戴玉屏	
9	陳英	

小組討論 (第五組) Group Discussion (Group 5)

活化和互動 **Activating and Embracing**

慶典主題區 Celebration Precinct

- 建議提供公眾洗手間架及緊急車輛通道。
Proposed provision of public toilet and emergency vehicular access (EVA).

渡輪碼頭畔主題區 Pierside Precinct

- 參與者認為海濱地區缺乏特色，由康文署管理的公園不夠吸引和有趣而且諸多限制。
Commented the lack of character in the waterfront area. The management by LCSD is considered unattractive and boring with a lot of restrictions.
- 建議分配指定區域以供美食車營業。
Proposed the allocation of a designated area for food truck.
- 建議分配指定區域作手作市場，而且可因應不同時間／節日舉辦不同的活動。
Proposed the allocation of a designated area for handicraft markets, which can host different activities in different time/festivals

新水上康樂主題區 New Waterfront Recreation Precinct

- 贊成引入都市沙灘，因港島北岸缺乏相同設施。
Supported the introduction of urban beach as beach is absent from northern shore of Hong Kong Island.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 贊成水上餐廳的概念，可讓人重溫從前避風塘的文化。然而，他們亦表達對餐廳衛生及財務可行性的關注。
Supported the concept of floating restaurant that resemble the old typhoon shelter culture. Yet, they are concerned with the hygiene and financial viability of the restaurants.
- 建議將都市沙灘及水上餐廳整合，因為這兩項設施應該互相配合
Proposed the integration of urban beach and floating restaurant, as these facilities/activities are complementary to each other.
- 贊成開放防波堤作公眾使用；並提議作垂釣用途。建議可於防波堤上作梯級式設計。他們亦表達對緊急車輛通道的關注。
Supported to open the breakwater for public and suggested fishing on it. Suggested the design of step-like structures on the breakwater. Concerned about the EVA provision.

東岸公園主題區 East Coast Park Precinct

- 贊成引入狗公園，但關注面積的分配。他們亦關注路人與寵物／狗隻的潛在衝突。
Supported the introduction of dog park, but concerned about the area allocation. They are also concerned about the potential conflict/interface between human and pets.
- 建議提供康體設施以供老人及小孩使用。
Proposed the provision of gym facilities for both children and elderly.

連接性 **Connectivity**

南北向連接 North-South Pedestrian Connections

- 建議提供全天候通道，尤其是一些現在沒遮擋的地方例如新灣仔碼頭
Proposed provision of all-weather walkways, especially at the area which is currently not covered such as New Wan Chai Pier.
- 建議提供更多地面過路設施
Proposed provision of more at-grade crossing facilities
- 海濱應該由將來的地鐵站(銅鑼灣北站)透過行人隧道連接及輕易抵達。
The waterfront should be easily accessible from future MTR station (North Causeway Bay Station) by underground tunnel.
- 行人天橋的設計應該加入扶手電梯及遮陽設施。
Footbridges should be designed with escalators and shading
- 提及鄰近香港藝術中心的南北向連接需要改善。
Concerned with the safety of subway, as it attracts homeless and is susceptible to flooding.
- 對行人隧道的安全表示關注，因為行人隧道會吸引露宿者及容易受水浸影響。
Highlighted the need to improve the N-S connectivity near Hong Kong Arts Centre

東西向連接 East-West Pedestrian Connections

- 建議沿海濱提供連續的緩跑徑及單車徑。
Proposed provision of continuous jogging and cycling trail along the waterfront.

善用防波堤 Better Use of Breakwater

- 建議引入地標性的橋樑連接防波堤。這樣，橋樑本身也可以用作瞭望用途及旅遊景點。
Proposed the introduction of an iconic bridge structure connecting to the breakwater. The iconic bridge itself can be a lookout point as well as a tourism spot.
- 對吊橋的運作標示關注，例如潛在的故障可能影響避風塘的運作。
Concerned about the operation of a potential swing bridge, such as potential fault that will jeopardize the operation of typhoon shelter.

「灣仔北及北角海濱城市設計研究」 - 第一階段公眾參與 意見收集表
“Urban Design Study for the Wan Chai North and North Point Harbourfront Areas”
Stage 1 Public Engagement Views Collection Form

1. 願景：您對新海濱的整體設計願景有什麼看法？

On Vision: What is your view on the overall design vision for the new harbourfront?

2. 五個特色主題區：您對新海濱的整體規劃設計的主題和特色有什麼看法？

On the Five Character Precincts: What is your view on the overall planning and design themes and characters of the new harbourfront?

3. 暢達性與連接性：您希望透過什麼方式到達新海濱？對改善現時的接駁安排有什麼看法？

On Accessibility and Connectivity: How would you like to get to the new harbourfront? Any suggestions for improving the existing arrangements?

4. 設計元素：您認為新海濱應有哪些設計元素？

On Design Elements: What kind of design elements should be provided at the harbourfront?

5. 景點和活力：您希望怎樣使用新海濱的地方？您對什麼類型的活動感興趣？

On Attractions and Vibrancy: How would you like to use the new harbourfront? What sort of activities would you be interested in?

6. 其他意見

Other Comments

姓名

Name

電話

Telephone

團體 / 機構 (如適用)

Organization (if applicable)

電郵地址

Email address

請在 2015 年 8 月 15 日或之前遞交您的意見：

Please send us your views on or before 15 August 2015:

郵寄 Post

香港北角渣華道 333 號北角政府合署 16 樓規劃署規劃研究組

Planning Department

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聲明：凡在「灣仔北及北角海濱地區城市設計研究」過程中向規劃署提供意見和建議的個人或團體，將被視作同意規劃署可將全部或部分提供的內容公布（包括個人姓名或團體名稱，但電話及電郵地址則會保密）。如您不同意這個安排，請於提供意見和建議時指明。有關本研究的詳情，請瀏覽本研究的網頁 <http://wcnnpuds.hk>。

Disclaimer: A person or an organization providing comments and suggestions in the process of “Urban Design Study for the Wan Chai North and North Point Harbourfront Areas” shall be deemed to have given consent to the Planning Department to wholly or partially publish the comments and suggestions (including names of the individuals and organizations, but the telephone number and email address will be kept confidential). If you do not agree to this arrangement, please state so when providing comments and suggestions. For details of the Study, please visit our Study website <http://wcnnpuds.hk>.

No.	Name	Organization/ Individual
View Collection Forms (Hard Copy)		
A01	Mervin LING	Individual
A02	Anita CHEUNG	Individual
A03	吳建勳	Individual
A04	Vincent HO	Individual
A05	葉美容	Individual
A06	劉女士	Individual
A07	Herman CHENG	Individual
A08	李太太	Individual
A09	Unidentified	Individual
A10	Unidentified	Individual
A11	Unidentified	Individual
A12	Unidentified	Individual
A13	Unidentified	Individual
A14	Unidentified	Individual
A15	Ginny TAM	Individual
A16	LI Hou Yong Ingrid	Individual
A17	Alice WONG	Individual
A18	葉穎欣	Individual
A19	Helen HO	Individual
A20	Eric YEUNG	Individual
A21	王先生	Individual
A22	YU Chi Kin	Individual
A23	古先生	Individual
A24	陳小姐	Individual
A25	Unidentified	Individual
A26	Unidentified	Individual
View Collection Forms (On-line)		
B01	Dennis CHAU	Individual
Comments by Email/ Post		
C01	Teresa LEE	SPCA
C02	David LAI	Wan Chai DC
C03	Mika WONG	Individual
C04	Valerie YIP	Individual
C05	JKK LEE	Individual
C06	John LAM, Man LOK	Joint Comment
C07	Unidentified	Joint Comment

Urban Design Study for the Wan Chai North and North Point Harbourfront Areas
Public Engagement Stage I – Report
Appendix XI – List of Commenters

No.	Name	Organization/ Individual
C08	Mark BOVAIRD	Royal Hong Kong Yacht Club
C09	盧偉國	香港專業及資深行政人員協會
C10	N/A	自由黨
C11	陳家洛議員	公民黨
C12	Miffy, NG Chun Wing	Designing Hong Kong Limited
C13	Inge STROMPF-JEPSEN	Hong Kong Sailing Federation
C14	N/A	Hong Kong Water Sports Council