

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

Public Engagement Stage II Report

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規劃署
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AECOM



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TABLE OF CONTENT

1	INTRODUCTION.....	1
1.1	Background	1
1.2	Study Programme and Public Engagement.....	1
1.3	Structure of Report	3
2	STAGE 2 PUBLIC ENGAGEMENT EVENTS/ACTIVITIES.....	4
2.1	Public Engagement Activities in PE2	4
2.2	Design Ideas Competition	5
2.3	Stakeholder Meetings	6
2.4	Roving Exhibition	25
2.5	Written Comments Received	26
2.6	Engagement with Harbourfront Commission	27
3	SUMMARY OF KEY COMMENTS AND RESPONSES.....	37
3.1	Summary	37
3.2	Design Themes	37
3.3	Connectivity	37
3.4	East-West (E-W) Connectivity.....	38
3.5	North-South (N-S) Connectivity	39
3.6	Bicycle Trail.....	40
3.7	Protection of the Harbour Ordinance	42
3.8	Greening, Tree Planting and Shading Facilities.....	43
3.9	Marine Supporting Facilities and Wave Attenuation Measures.....	43
3.10	Pet Playground	44
3.11	Transportation, Vehicular Access & Parking.....	45
3.12	Celebration Precinct	46
3.13	Pierside Precinct.....	47
3.14	Water Sports & Recreation Precinct	48
3.15	Revitalised Typhoon Shelter Precinct	51
3.16	East Coast Park Precinct	53
3.17	Implementation and Management.....	54
4	WAY FORWARD.....	56

Tables

Table 1	Study Programme and Public Engagement Process
Table 2	Public Engagement Activities in PE2
Table 3	Summary of View from Pre-Engagement Meeting with Wan Chai District Councilors
Table 4	Summary of View from Pre-Engagement Meeting with Eastern District Councilors
Table 5	Summary of View from Eastern District Council Meeting
Table 6	Summary of View from Wan Chai District Council Meeting
Table 7	Summary of View from Focus Group Meetings
Table 8	Rundown of Resident Workshops
Table 9	Summary of View from Public Workshop 1
Table 10	Summary of View from Public Workshop 2
Table 11	Summary of View from 4 th WGUDS Meeting
Table 12	Summary of View from 23 rd TFHK Meeting
Table 13	Summary of View from 24 th TFHK Meeting
Table 14	Summary of View from 5 th WGUDS Meeting
Table 15	Summary of View from HKWSC
Table 16	Summary of View from 27 th TFHK Meeting
Table 17	Summary of View from 6 th WGUDS Meeting
Table 18	Summary of View from 28 th TFHK Meeting

Photos

- | | |
|----------|---|
| Photo 1 | Study Website |
| Photo 2 | PE2 Digest |
| Photo 3 | Mr. K.K. Ling, Director of Planning at the Awards Prizing Ceremony of the Design Ideas Competition |
| Photo 4 | Group photo of participants at the Awards Prizing Ceremony of the Design Ideas Competition |
| Photo 5 | District Councillor Dr. Chow Kit-bing delivering a closing speech at Public Workshop 1 on 6 August 2016 |
| Photo 6 | District Councillor Ms. Kenny LEE Kwun-ye, MH delivering an opening speech at Public Workshop 2 on 13 August 2016 |
| Photo 7 | Discussion Sessions at Public Workshops |
| Photo 8 | Discussion Sessions at Public Workshops |
| Photo 9 | Sharing Sessions at Public Workshops |
| Photo 10 | Sharing Sessions at Public Workshops |
| Photo 11 | Street Exhibition at Pak Sha Road on 31 July 2016 |
| Photo 12 | Street Exhibition at Pak Sha Road on 31 July 2016 |

Appendices

Appendix I	Summary of Stage 1 Public Engagement Meetings/Events
Appendix II	View Collection Form Template
Appendix III	Participants List of Design Ideas Competition
Appendix IV	Extract of Minutes of Eastern District Council Planning, Works and Housing Committee Meeting on 27 June 2016
Appendix V	Extract of Minutes of Wan Chai District Council Meeting on 12 July 2016
Appendix VI	Summary of Comments from the Focus Group Meetings
Appendix VII	Gist of Major Comments from Public Workshops
Appendix VIII	List of Commenters
Appendix IX	List of Meetings with Harbourfront Commission
Appendix X	Extract of Minutes of 23rd Task Force on Harbourfront Developments on Hong Kong Island Meeting held on 25 May 2016
Appendix XI	Extract of Minutes of 24th Task Force on Harbourfront Developments on Hong Kong Island Meeting held on 19 October 2016
Appendix XII	Extract of Minutes of 27th Task Force on Harbourfront Developments on Hong Kong Island Meeting held on 29 May 2017
Appendix XIII	Extract of Minutes of 28th Task Force on Harbourfront Developments on Hong Kong Island Meeting held on 10 October 2017

1 INTRODUCTION

1.1 Background

1.1.1 The Wan Chai North and North Point harbourfront, comprising valuable reclaimed land centrally located in the Victoria Harbour, is an important asset of the people of Hong Kong, which presents an unique opportunity for ‘re-connecting’ 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 (UDF) and to formulate harbourfront enhancement proposals (HEPs) 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).

1.1.2 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 Policy for Sustainability Lab of the Centre for Civil Society and Governance of The University of Hong Kong was commissioned to design and implement the PE process for this Study. The PE was carried out to establish a transparent and open communication with the general public and the interested stakeholders.

1.2 Study Programme and Public Engagement

1.2.1 The Study was undertaken in four phases:

- (1) Inception and Baseline Review;
- (2) Formulation of UDF and Preliminary HEPs;
- (3) Finalisation of Refined Urban Design Framework Plan (UDFP) and Recommended HEPs; and,
- (4) Study Finalisation.

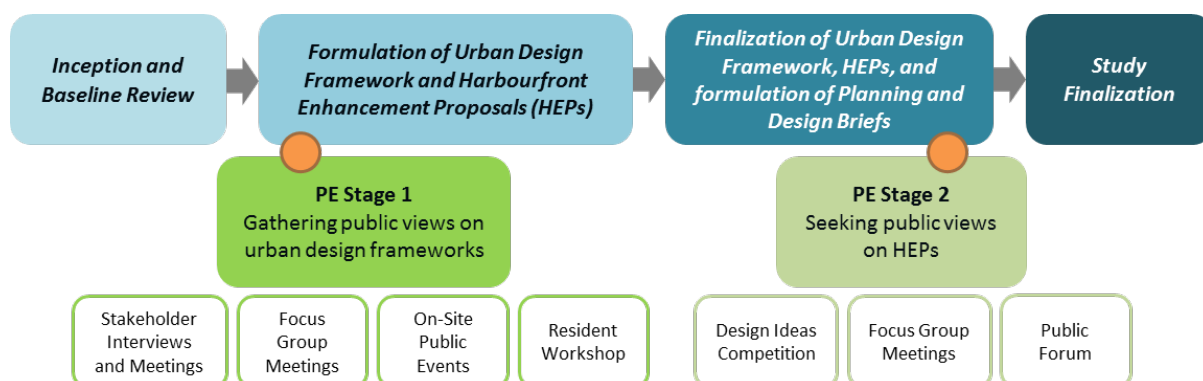


Table 1 - Study Programme and Public Engagement Process

Stage 1 Public Engagement

- 1.2.2 Stage 1 Public Engagement (PE1) was officially launched and conducted between June and August 2015. Its objectives were to gather public views on the UDF, raise community awareness on the Study, and identify urban design issues and interested stakeholders for further discussion. During PE1, a series of public engagement events were organised. A total of nearly 1,000 members of the public were engaged. A summary of events and number of participants is shown in **Appendix I**.
- 1.2.3 Participants of PE1 were generally supportive of the overall vision of “re-connecting people to the water” and the UDF, and commented on the five proposed character precincts. Views and comments received from PE1 were carefully analysed to facilitate the formulation of the refined UDF and HEPs. The Stage 1 Public Engagement Report, summarising the findings from PE1, can be accessed on the Study’s website at <http://www.wcnpuds.hk>. All written comments received have also been uploaded onto the Study’s website.

Stage 2 Public Engagement

- 1.2.4 Based on the views and comments collected from PE1, the UDF was further refined and the HEPs were formulated. Comments from the public and stakeholders were sought on the proposed HEPs, including the programmes and activities, connectivity, and other considerations.
- 1.2.5 Following the Design Ideas Competition commenced in October 2015, the Stage 2 PE (PE2) for the Study was officially launched on 11 June 2016 and was completed on 20 August 2016. 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.
- 1.2.6 A PE2 Digest was published to tie in with the official launch of PE2 (with Study website: <http://www.wcnpuds.hk>) of the Study on 11 June 2016. The PE2 Digest has provided detailed information including the public views collected during PE1, refined UDF, Master Layout Plan, the HEPs, discussions on the possible implication on the Protection of the Harbour Ordinance (PHO). Besides, the PE2 Digest was also attached with a View Collection Form (VCF) for gauging public views. The VCF Template is included in **Appendix II**. In the various engagement meetings and activities, participants were given a copy of the PE2 Digest together with the VCF, and were encouraged to complete and return the VCF for the Study Team’s analysis and consideration. Copies of the PE2 Digest were also available in various public venues including Eastern and Wan Chai District Offices, North Point and Shatin Government Offices, the City Gallery, etc. 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).



"New Wan Chai North Point Harbourfront : an urban harbourfront
reconnecting people to the water..."

Photo 1 – Study Website



Photo 2 – PE2 Digest

1.3 Structure of Report

1.3.1 Following the Introduction Chapter above, other Chapters of this Stage 2 Public Engagement Report are as follows:

- Chapter 2 presents the PE activities carried out and their respective methodologies;
- Chapter 3 summarises the views collected from the public and stakeholders; and
- Chapter 4 concludes this report, and highlight briefly the way forward of the Study.

2 STAGE 2 PUBLIC ENGAGEMENT EVENTS/ACTIVITIES

2.1 Public Engagement Activities in PE2

2.1.1 The key objective of PE2 is to consolidate public views and to build consensus on the refined UDF for the Study and the HEPs. Table 2 below is a summary of the meetings and activities that have taken place during PE2:

Date	Meeting/ PE Activities
Design Ideas Competition	
29 October 2015	Launch of the Design Ideas Competition
4 November 2015	Commencement for entry registration of the Design Ideas Competition
6 November 2015	Briefing session
30 November 2015	Deadline for entry registration
23 December 2015	Commencement for submission of entries
11 January 2016	Deadline for submission of entries
11 June 2016	Announcement of Winners & Awards Prizing Ceremony
Stakeholder Meetings	
26 May 2016	Pre-engagement Meeting with Wan Chai District Councillors
30 May 2016	Pre-engagement Meeting with Eastern District Councillors
11 June 2016	Focus Group Meeting with Professional Institutes
15 June 2016	Focus Group Meeting with Water Sports and Recreation-related Groups
27 June 2016	Eastern District Council Planning, Works and Housing Committee Meeting
12 July 2016	Wan Chai District Council Meeting
28 July 2016	Focus Group Meeting with Arts, Culture, and Heritage-related Groups
Public Workshops	
6 August 2016	Public Workshop 1
13 August 2016	Public Workshop 2
Roving Exhibition	
11 – 25 June 2016	City Gallery, 3 Edinburgh Place, Central
27 June – 9 July 2016	G/F Lobby, North Point Government Offices, 333 Java Road, North Point
11 – 23 July 2016	G/F Lobby, Revenue Tower, 5 Gloucester Road, Wan Chai
25 July – 7 August 2016	The Hong Kong Academy for Performing Arts, 1 Gloucester Road, Wan Chai
31 July 2016	Street Exhibition at Pak Sha Road, Causeway Bay
8 – 12 August 2016	Central Pier No. 8 Man Kwong Street, Central

Table 2 – Public Engagement Activities in PE2

2.2 Design Ideas Competition

2.2.1 The Design Ideas Competition (the Competition) was launched on 29 October 2015 with the intention to encourage the participation of young professionals in providing innovative views and ideas through inviting their involvement and strengthening their ownership in the planning and design processes of the harbourfront.

2.2.2 The Competition was promoted among three young professional groups:

- tertiary education students relating to town planning, urban design, architecture and landscape design disciplines;
- student and graduate members of The Hong Kong Institute of Planners (HKIP), The Hong Kong Institute of Architects (HKIA), The Hong Kong Institute of Urban Design (HKIUD), and The Hong Kong Institute of Landscape Architects (HKILA); and
- members of Young Planners Group of HKIP, Young Members Committee of HKIA, Young Urban Design Professionals of HKIUD, and Young Landscape Architects Group of HKILA.

2.2.3 To facilitate participants' understanding of the Competition, a briefing session was held on 6 November 2015. The submissions of the Competition would need to fulfill the requirements to introduce innovative ideas and design with reference to the following objectives:

- *creating more attractions along the waterfront in order to foster a sense of place* - new and innovative ideas were needed on programmes and activities along the harbourfront to enhance the vibrancy and attractiveness (activating the water edge); and to bring people closer to the harbourfront or even enhance the interaction between people and water (embracing the water); and
- *enhancing the connectivity and accessibility of the harbourfront* – both East-West connectivity to improve the continuity along the waterfront, and North-South connectivity to facilitate public accessibility to the waterfront from the hinterland should be included.

2.2.4 During the 2-month Competition period, a total of 35 entries, from 108 participants were received. The participants list is at **Appendix III**. The announcement of Winners and Award Prizing Ceremony, recognising the efforts of participants, was held on 11 June 2016 as part of the official launch of PE2. Practical and innovative ideas had been adopted in the HEPs.



Photo 3 – Mr. K.K. Ling, Director of Planning at the Awards Prizing Ceremony



Photo 4 – Group photo of participants at the Awards Prizing Ceremony

2.3 Stakeholder Meetings

2.3.1 Stakeholder meetings with key waterfront users, stakeholders, and local representatives of the Study area were conducted prior to the launch of the PE2 to collect their views, concerns, and suggestions. The comments received from PE1, the refined UDF and HEPs were presented to the stakeholders. Their initial comments and views were then taken into consideration in finalising the UDFP and HEPs.

Pre-Engagement Meeting with Wan Chai District Councillors

2.3.2 A meeting with the Chairman of the Wan Chai District Councils (DC) and relevant council members was conducted on 26 May 2016 prior to the formal launch of the PE2. In the meeting, a brief background on the Study, summary of findings from PE1, the refined UDF, and preliminary HEPs were presented to the invited district council members. A summary of DC Members’ views and comments is in the following table:

Connectivity to and along the Harbourfront
<ul style="list-style-type: none"> • The harbourfront has been segregated by major vehicular roads, a more convenient and direct pedestrian linkage between the harbourfront and its hinterlands in the form of both elevated walkways and underground passages should be provided. • Water transport, in the form of water taxi was suggested to support the movement along the harbourfront between different precincts. • The pedestrian footpath along the Police Officers’ Club (POC) and Noonday Gun should be widened to allow for a more pleasant pedestrian environment.
Transport and Traffic Arrangements
<ul style="list-style-type: none"> • A continuous bicycle trail should be provided within the Study Area with as few “offbike” sections as possible. • Safety concerns were raised, particularly between different activities (i.e. cycling and skateboarding) and pedestrians. • More parking spaces and coach bus parking should be provided to address the vehicular congestion problems along the harbourfront.

Integration with Interface Studies
<ul style="list-style-type: none"> • The current Study and the Study on Boardwalk Underneath the Island Eastern Corridor (IEC) should be carefully integrated so as to create a seamless connection at North Point. • Interdepartmental cooperation and coordination should take place to ensure that the interface between this Study and other relevant studies and projects such as the Study on Boardwalk Underneath IEC at North Point and the Underground Space Development for Wan Chai District were well integrated.
Urban Design and Greening
<ul style="list-style-type: none"> • The proposed UDFP and urban design concepts were generally supported; however, additional lawn areas and landscaping/planting should be provided. • Careful selection of plant species for the harbourfront should be made.
Supporting Facilities
<ul style="list-style-type: none"> • Adequate supporting facilities were suggested, such as public toilets, changing rooms, and seating areas. • Art pieces or art exhibits reflecting local culture and heritage were suggested to be incorporated into the urban design of the harbourfront.
Public Engagement Arrangement
<ul style="list-style-type: none"> • The public should be provided with more informative and interactive Roving Exhibition sessions at public space such as Pak Sha Road Pedestrianised Area at Causeway Bay, as well as the area around the Wan Chai MTR Station.

Table 3 – Summary of discussion from Pre-Engagement Meeting with Wan Chai District Councillors

Pre-Engagement Meeting with Eastern District Councillors

2.3.3 A meeting with the Chairman of the Eastern District Council and relevant council members was held on 30 May 2016 before the formal launching of Stage 2 PE. During the meeting, a brief background on the Study, summary of findings from PE1, the refined UDF, and preliminary HEPs were presented to the participating district council members. A summary of DC Members’ views and comments are in the following table:

Connectivity to the Harbourfront
<ul style="list-style-type: none"> • Regarding the public access to the Northern Breakwater, careful management arrangements/considerations covering the opening hours, capacity of the Northern Breakwater, and the means to access to the breakwater were needed. • The connection between the Floating Tin Hau Temple and East Coast Park Precinct should be well designed to facilitate more user-friendly pedestrian connectivity.

<p>Integration with Interface Studies</p> <ul style="list-style-type: none"> • A coordinated approach should be made when considering the implementation of the harbourfront enhancement proposals taking into consideration the implementation schedule of other interfacing studies, in particular, the Study on Boardwalk Underneath the IEC to ensure a smooth transition between the East Coast Park Precinct and the proposed boardwalk underneath the IEC.
<p>Impacts on Nearby Residents</p> <ul style="list-style-type: none"> • The harbourfront enhancement proposals should aim to meet the needs of the community including the nearby residents. • The harbourfront should not be over-crowded with facilities.
<p>Uses and Activities at the Proposed Precincts</p> <ul style="list-style-type: none"> • A continuous bicycle trail should be provided within the Study Area, with as few “offbike” sections as possible. • The proposed Floating Barge Pool at the Water Sports and Recreation Precinct was supported. • The proposed Community Garden at the East Coast Park Precinct was supported. • A separate access for the pet playground should be provided at the East Coast Park Precinct. • Concerns were raised on the impacts resulted from the future operation of the Floating Tin Hau Temple (e.g. air pollution caused by joss paper burning).
<p>Urban Design and Greening</p> <ul style="list-style-type: none"> • The fisherman culture was considered an important symbol of the community; it was suggested to incorporate such symbols and/or culture in the urban design of the future harbourfront. • More greening and planting of trees with large canopies to provide more shaded areas for users was suggested. Planting of flowering plants/trees was also recommended. Careful selection of plant species was required to sustain a higher survival rate of the trees due to the windy and salty seaside environment. • Buffer zone between the waterfront and plants were suggested: 15m for trees, and 6m for shrubs. • Vertical greening was suggested along the Island Eastern Corridor.
<p>Implementation Mechanism</p> <ul style="list-style-type: none"> • Concerns were raised on the future management agent and the implementation timeline. The new harbourfront should be implemented by stages.
<p>Public Engagement Arrangement</p> <ul style="list-style-type: none"> • The roving exhibition should be held in public space with higher pedestrian flow.

Table 4 – Summary of discussion from Pre-Engagement Meeting with

Eastern District Councillors - Meeting with the Eastern District Council's Planning, Works and Housing Committee on 27 June 2016

2.3.4 The Study team officially met the district council members at the Eastern District Council's Planning, Works and Housing Committee Meeting on 27 June 2016. The district councillors were presented with a brief background on the Study, summary of findings of PE1, the refined UDF, and HEPs, as well as the approach and programme of the PE2 of the Study. The district council members were generally supportive to the Study, however, they urged that over-planning of the harbourfront areas should be avoided; a clear and early implementation timeline should be provided; the harbourfront should be designed with local residents' needs in mind; enhanced pedestrian connection and continuous bicycle trail should be provided. A summary of the discussions is presented in the following table and an extract of the relevant minutes is at **Appendix IV**.

Overall Planning
<ul style="list-style-type: none"> • Over-planning and design should be avoided. The provision of simple and practical open space was sufficient for the harbourfront users. • The design should take the needs of local residents into consideration. • The development and design concepts of Wan Chai District should be integrated into the Eastern District Harbourfront.
Implementation Timeline
<ul style="list-style-type: none"> • The new harbourfront should be implemented as early as possible to avoid the inflation of development costs and to make the harbourfront areas available for public enjoyment as early as possible.
Programming and Activities
<ul style="list-style-type: none"> • Elements such as commercial and tourism activities should not dominate the space at the harbourfront areas. • Concerns were raised on whether the air and water quality of Causeway Bay Typhoon Shelter (CW BTS) would be suitable for citizens to engage in outdoor activities. • Additional covered and shaded facilities should be provided to make the harbourfront more comfortable for citizens to hang out under different weather conditions. • Additional drinking facilities should be provided near the food trucks • Public hygiene concerns were raised on the catering facilities and water quality of floating pool. • Concerns were raised on whether harbourfront facilities such as the floating pool and other relevant works would violate the Protection of the Harbour Ordinance.
Connectivity
<ul style="list-style-type: none"> • The connectivity of the harbourfront should be enhanced to attract more people to get to the harbourfront. • The east-west connection with the Central and Western District should be enhanced. • The pedestrian connection network should tie in with the development of the proposed boardwalk under Island Eastern Corridor.

<ul style="list-style-type: none"> Concerns were raised on crowd control and safety for the access to the Northern Breakwater.
<p>Cycling Trial</p>
<ul style="list-style-type: none"> A continuous bicycle trail with minimal “off-bike” sections should be provided, where possible. Bicycle trial would be separated from pedestrians to ensure safety.
<p>Public Engagement Arrangement</p>
<ul style="list-style-type: none"> The PE should come up with appropriate themes so as to facilitate the public to give specific views. More moving exhibitions and workshops should be held to increase public participation and canvass more views of citizen.

Table 5 – Summary of View from Eastern District Council Meeting

Meeting with the Wan Chai District Council on 12 July 2016

2.3.5 The Study team officially met the Wan Chai District Council Meeting on 12 July 2016 respectively. The district councillors were presented with a brief background on the Study, summary of findings of the PE1, the refined UDF, and HEPs, as well as the approach and programme of the PE2 of the Study. The district council members were generally supportive to the Study, however, they urged that the harbourfront should be designed with local residents’ needs in mind; pedestrian connections (in particular North-South (N-S) connection) should be enhanced, continuous bicycle trail should be provided. They also asked for a pet garden and pet friendly park. A summary of the discussions is presented in the following table and an extract of the relevant minutes is at **Appendix V**.

<p>Programming and Activities</p>
<ul style="list-style-type: none"> Commercialised food plaza and mall did not conform the original intention of a public enjoyable harbourfront. Residents of Wan Chai District requested for a pet park and expected the whole harbourfront area to be pet friendly. Residents of Wan Chai District requested for a community garden. Sufficient coach parking spaces should be provided. Water quality should be improved before the implementation of swimming facilities. Typhoon Shelter Cultural Museum should be set up. Water taxi services should be promoted.
<p>Connectivity</p>
<ul style="list-style-type: none"> West-East (W-E) and North-South (N-S) connectivity were crucial to ensure accessibility in and to the harbourfront area. Harbourfront area should be shared by all users including the physically challenged.

<ul style="list-style-type: none"> • Pedestrian passageway should be provided to allow N-S access to the waterfront promenade. • The proposed boardwalk might have implication on the Protection of the Harbour Ordinance (PHO), justification of an overriding public need for the boardwalk construction was required.
Bicycle Trail
<ul style="list-style-type: none"> • Continuous bicycle trail should be provided.
Public Engagement Arrangement
<ul style="list-style-type: none"> • The public engagement was not extensive enough. The public engagement activities should not only target on professional expertise. Innovative mode of consultation involving younger generations should be considered. Public engagement activities at pedestrianised zone were recommended.

Table 6 – Summary of View from Wan Chai District Council Meeting

Focus Group Meetings

2.3.6 Focus Group Meetings (FGMs) are efficient and effective means to facilitate discussions on specific themes/issues in a structured manner. The invited stakeholders could discuss and provide detailed suggestions and comments relating to the refined UDF and HEPs. At the meetings, stakeholders provided their views and suggestions on specific issues relating to the possible future uses and operation of the harbourfront. A total of three FGMs were organised during the period between June and July 2016:

- Professional Institutes;
- Water Recreation-related Groups; and
- Arts, Culture, and Heritage-related Groups.

2.3.7 During the FGMs, the background of the Study, findings from PE1, refined UDF, and HEPs were introduced to the invited participants. With different background and expertise, the participants provided in-depth and professional comments, concerns and further suggestions. The participants could freely express their views on discussion items mainly related to Connectivity, Programmes and Activities. A summary of the discussions is presented in the following table. A detailed summary is at **Appendix VI**.

Professional Institutes
<i>Overall Design Themes, Programmes & Activities</i>
<ul style="list-style-type: none"> • <u>General Comments for the 5 Character Precincts</u> <ul style="list-style-type: none"> ○ The proposed design, programmes and activities were generic. A more coherent design theme throughout the waterfront should be implemented. ○ The possibility of making use of the existing infrastructures (e.g. roads and footbridges) should be explored to enrich the vibrancy of

the waterfront (e.g. certain truck road should be pedestrianised on every Sunday morning).

- Celebration Precinct
 - The proposed designs of the Celebration, City View, and Sunset Plazas might be too formal, and might not be suitable for daily uses. The space should be designed with flexibility to cater for different activities besides food and beverages (F&B).
 - A more open design and / or a design with minimal view obstruction was desired for the promenade to the north of the HKCEC.
- Pierside Precinct
 - The multi-purpose event space / lawn spaces should be opened for public enjoyment during non-event time.
 - Physical barriers between land and water should be avoided as much as possible.
- Water Sports and Recreation Precinct
 - The idea of introducing a floating pool was welcomed in this precinct; the introduction of different types of uses on the floating barge other than swimming and the possibility to barge the floating pool in other locations along the waterfront were suggested.
 - An extension from the existing breakwater at this precinct was recommended to ensure that the area would be safely protected from occasional waves that the ex- Wan Chai Public Cargo Working Area (ex-PCWA) endured.
- Revitalised Typhoon Shelter Precinct
 - In terms of the extent of the cantilevered boardwalk, consideration should be given to explore further extending the boardwalk to the north of Noonday Gun in order to address the bottleneck issues.
 - The Northern Breakwater was approximately 500 metres long with only two proposed landing steps for access without particular attraction, further elaboration was needed to justify its use, design, and management.
- East Coast Park Precinct
 - The development at the ex-Government Supplies Depot Site near Oil Street could be integrated with the waterfront design.
 - Air quality concern at the proposed Community Garden Zone above the Central-Wan Chai Bypass Portal was raised.
 - In designing the multi-purpose lawn space, the climate of Hong Kong should be taken into account. It was anticipated that these lawn spaces might not be popular during rainy days or hot summer days; therefore adequate shelters should be incorporated into the design.

Water Recreation

- Overall Use of Water Body
 - The proposed water edge was not interesting enough. The vertical seawall reflects an “infrastructure-led” development model and might be criticised by the public.
 - More “interactive” water edge treatment was suggested at:
 - East of the Wan Chai Ferry Pier to the Royal Hong Kong Yacht Club (RHKYC), and
 - Along the water edge of the CWBTS to the East Coast Park.

Connectivity

- Pedestrian
 - The importance of improving North-South connections between the waterfront and the hinterland was emphasised.
 - The connectivity should not only focus on physical connectivity, but also on cultural connection by reflecting local elements at the waterfront.
 - The practicality of the planned landscaped deck at Victoria Park was queried since there were insufficient attractions along the CWBTS waterfront.
- Bicycle Trail and Cycling Facilities
 - The overall design of the bicycle trail was queried as cyclists might need to alight and push their bikes at some sections/points of the proposed bicycle trail. Most cyclists were unwilling to alight and this would subsequently lead to safety issues.
 - A continuous bicycle trail extending from Central to Hong Kong Island East was preferred. As such, consideration should be given to create a continuous bicycle trail even if reclamation might be required.
- Public Transport
 - The traffic arrangement near the Harbour Recreation Annex was emphasised as the traffic condition nearby was problematic during weekends.

Other Comments

- Implications on the Protection of the Harbour Ordinance
 - The challenges posed by the Protection of the Harbour Ordinance (PHO) to some of the HEPs (e.g. cantilevered deck along CWBTS) were acknowledged. Despite this, most preferred to go ahead with the proposals. The proposals could meet the “overriding public needs” as the proposals were necessary to make the waterfront more vibrant and aligned with the harbour planning principles in Hong Kong.

Water Recreation-related Groups

Types of Water Sports and Recreation Activities

- Proposed Water Sports / Water Recreation Activities
 - The proposed floating barge pool at the ex-PCWA was a good concept, but some had concerns on the business/financial viability of the facility and how would it be used during the cold winter months.
 - A balance should be struck between the interest of boat/vessel users/owners and the general public in using the ex-PCWA water space.
 - The possibility to make use of the waterbody of CWBTS was queried, since the water quality was poor and there were sewerage treatment issues.
- Suggestions on new/additional water sports / water recreation activities
 - The ex-PCWA could be used as a “boutique marina” or a “municipal marina” in Hong Kong.
 - The importance of supporting facilities such as more landing steps, bollards, administration buildings, changing rooms, etc., was emphasised.

Marine Supporting Facilities

- The provision of marine supporting facilities (e.g. landing steps) was inadequate at the Celebration Precinct and the Pierside Precinct. More space/areas (with shading) for spectating of water sports / recreation events were suggested.
- There should be estimations/projections on the number of visitors visiting the waterfront per hour /day in order to evaluate the adequacy of the provision of supporting facilities (e.g. toilets, changing rooms, etc.).

Overall Design Themes, Programmes & Activities

- General Comments for the 5 Character Precincts
 - The current design was coherent throughout the long stretch of the waterfront. It was reminded that attention should be paid to the connectivity to the New Central Waterfront as well as the Island East Waterfront.
 - More open space for recreation was needed in Hong Kong. The provision of supporting facilities such as loading/unloading bays and public convenience, etc., was needed.
- Pierside Precinct
 - There was a need for more pedestrian-friendly public access to the water near the ferry pier (i.e. additional landing steps, bollards for vessels, etc.).
- Water Sports and Recreation Precinct
 - The proposed location of the Harbour Recreation Annex would restrict the flexibility of spaces along the shores of the ex-PCWA which was already very narrow.
 - More floating pontoons for water activities should be provided.
- Revitalised Typhoon Shelter Precinct
 - Potential noise/air quality impact resulted from the Cross Harbour Tunnel Portal was noted at Hung Hing Road. Suggested measures included removal of roadside parking or other traffic calming measures.
 - Regarding the floating restaurant, some agreed that the floating restaurant/small eateries on sampan was a good reflection of historical elements on Wan Chai district while some were concerned about potential pollution and sewerage issues. Storm Water Interceptors were suggested to improve water quality in this precinct.
- East Coast Park Precinct
 - Pedestrian access to the North Point shore from the CWBTS should be improved.
 - Mooring bollards and barrier-free access points along the shoreline were recommended, which would allow mooring different sized vessels, and hosting floating exhibitions.

Connectivity

- Pedestrian Connectivity
 - The need for barrier-free access to and within the waterfront areas was generally agreed.
 - An iconic and themed pedestrian-friendly corridor between CWBTS and the Water Sports and Recreation Precinct was recommended.

- Public Transport / Vehicular Arrangement
 - The undesirable traffic congestion problem due to the daily queuing of taxis for entering the petrol/ Liquid Petroleum Gas (LPG) filling station along Hung Hing Road at around 3pm was raised.
 - Loading/unloading facilities should be provided and were preferred over parking facilities.

Other Comments

- Management / Public safety
 - The management, public safety and crowd control of the waterfront (especially along the water edge and on the breakwater) during festive and/ or special events should be carefully considered.
 - The use of view-obstructing railings at the water edge should be minimised.
 - The management of the barge pool in the future were concerned (i.e. the management agent, operation model, and the location/mobility of the barge pool).
- Wave Issue
 - Wave attenuation facilities should be introduced at the ex-PCWA to ensure safety.
- Implications on the Protection of the Harbour Ordinance (PHO)
 - The introduction of wave attenuation facilities might have implications on PHO. Nonetheless, it should still be considered as long as it was in minimal extent/scale, and met the overriding public needs.

Arts, Culture, and Heritage-related Groups

Overall Design Themes, Programmes & Activities

- Proposed theme and design (Reconnecting people to the water)
 - The proposed HEPs were generally supported, but there was a lack of unique character for the Study Area and the planning and design proposed were similar to other public spaces in Hong Kong.
 - Avoid over-planning and over-design of the harbourfront – the design for the harbourfront should respect the natural environment.
 - The proposed structures and event-oriented activities might not be fully in line with the theme of nature as highlighted by the study vision of “bringing people to the water”.
 - Two elements of the HEPs should be strengthened as focal points:
 - Typhoon Shelter; and
 - A continuous bicycle trail
 - Excessive facilities should not be provided at the water edge, which would create a barrier that obstructed people from enjoying the harbour view.
- Typhoon shelter
 - The current proposal of using sampan/ water taxi as a connection between the typhoon shelter and the Northern Breakwater should take operational issues (i.e. frequency and price) and public safety into consideration.

- Direct pedestrian connection between hinterland and Northern Breakwater was preferred and the design of the connection should be cautiously considered given that the typhoon shelter would continue to be a fully operational shelter and mooring site for yachts and boats.
- The typhoon shelter and the Northern Breakwater as focal points could offer different spatial experiences to visitors, as not many people would have a chance to experience the view of the Victoria Harbour from the Northern Breakwater.
- Barge Pool
 - The proposed barge pool might not be popular as there were some existing public swimming pools in the area, while other suggested relocating the proposed barge pool to the northern edge of the ex-PCWA or the East Coast Park Precinct to give visitors a spatial experience similar to that of an infinity pool.
- Art as a Design Element
 - Art elements should form as part of the architectural/urban design framework during the planning/design stage for better incorporation into the overall design of the harbourfront areas.
 - The display of public artwork could reflect the history/ heritage of the local districts.
 - Incorporation of the art elements into the spatial and urban design were preferred over merely through the display of public art pieces.
 - Occasional display, and/ or exhibition of public art pieces/art installations were recommended.
 - Precautionary measures such as safety measures and indoor storage for the display of public art pieces during adverse weather conditions were advised.
 - Functional uses of the art pieces/installations could be considered.

Connectivity

- Pedestrian Connectivity
 - Wan Chai's existing pedestrian walkways were in need for improvement. Barrier-free access and facilities to the waterfront should be provided.
 - Some art installations could be incorporated into the pedestrian footbridge between the Hong Kong Arts Centre and Grand Hyatt Hong Kong to echo the artistic ambience in the area.
 - The existing harbourfront was not provided with sufficient sheltered facilities. The planting of flowering trees/trees with large canopies was recommended.
- Bicycle Trail and Cycling Facilities
 - The bicycle track should start from North Point instead, if the bicycle trail cannot be made continuous along the Study area.

Other Comments

- Local characteristics
 - The types of F&B provided should be carefully considered so as to better relate the types of F&B vendors to the theme of the harbourfront areas.

- Multi-purpose Lawn Spaces
 - Should the multi-purpose lawn spaces be intended for different uses/events, the existing management and application procedures might discourage interested parties to apply to use the space.
- Protection of the Harbour Ordinance (PHO) Implications
 - Regarding the possible implications on the PHO for the proposed boardwalk at the typhoon shelter, most participants agreed that as long as the boardwalk could create additional space for public enjoyment, it would be worthwhile to proceed with the proposal and the proposal should be considered as being able to meet the “overriding public need”.
 - The boardwalk should be extended to the “bottleneck” area between the POC and the Noonday Gun, since the existing footpath along that area was even narrower than the section where the boardwalk was currently being proposed.

Table 7 – Summary of View from Focus Group Meetings

Public Workshops

2.3.8 With the support from the Wan Chai and Eastern District Councils, Public Workshops were organised on 6 and 13 August 2016 at Causeway Bay Community Centre and Wan Chai Activities Centre respectively. Both workshops welcomed participation of all members of the public.

2.3.9 For both workshops, Dr. CHOW Kit-bing (Vice-chairman of the Wan Chai District Council and Council Member of the Victoria Park Constituency) and Ms. Kenny LEE Kwun-ye, MH (Wan Chai District Council Member of the Tai Fat Hau Constituency and Chairman of the Development, Planning & Transport Committee) were invited to make opening/closing remarks at the workshops. The rundown of the workshops are as listed in Table 8 below:

Duration	Details
15 minutes	<u>Introduction</u> - Purpose of the Workshop - Study progress and views collected from Stage 1 PE
5 minutes	Study Background/Objectives
80 minutes	<u>Harbourfront Enhancement Proposals (HEPs)</u> - Presentation (20 minutes) - Discussion (60 minutes)
20 minutes	Sharing and Reporting
5 minutes	<u>Closing Remarks</u> - General Observations - Way Forward

Table 8- Rundown of Resident Workshops

2.3.10 The Workshops aimed to further collect views from the community regarding the following issues:

- (a) Views on the design of the five character precincts under the HEPs

- Theme and Design Features
 - Activities and Uses
 - Supporting Facilities
 - Other Concerns
- (b) Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans
- Location
 - Form
 - Urban Design
- (c) Do you support the proposed boardwalk along the CWBTS promenade in light of the potential implications under the Protection of the Harbour Ordinance?
- (d) Other Suggestions

2.3.11 The Workshops included group discussions 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 the participants of the previous stakeholder meetings and FGMs. Participants attending the workshops included District Councillors, local residents, representatives from local concern groups and organisations, representatives from the F&B sector, water sports/recreation sector, cycling groups, etc. There were a total of 29 participants at Public Workshop 1, while 25 attended Public Workshop 2.



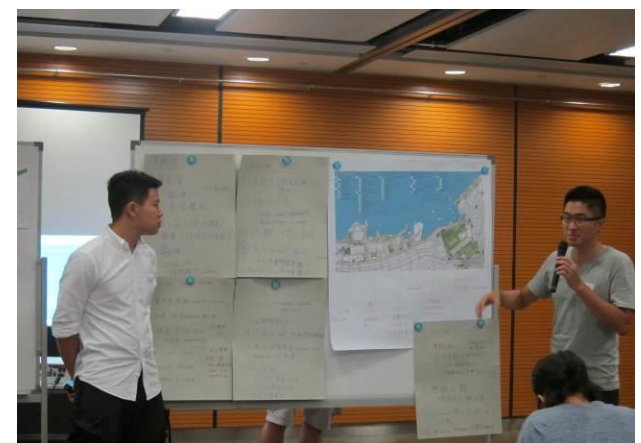
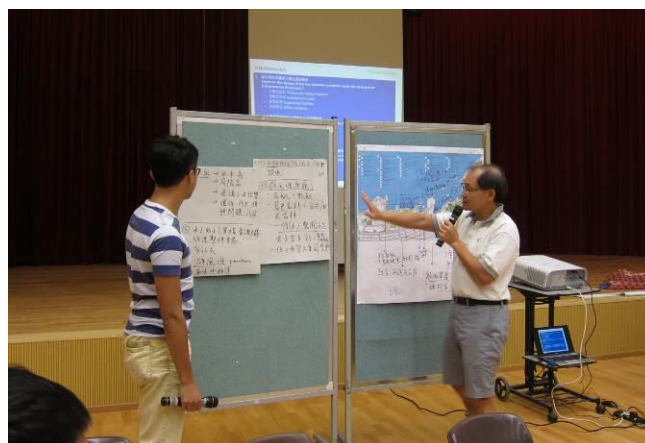
Photo 5– District Councillor Dr. Chow Kit-bing delivering a closing speech at Public Workshop 1 on 6 August 2016



Photo 6 – District Councillor Ms. Kenny LEE Kwun-yee, MH delivering an opening speech at Public Workshop 2 on 13 August 2016



Photos 7 & 8 – Discussion Sessions at Public Workshops (left: Workshop 1; right: Workshop 2)



Photos 9 & 10 – Sharing Sessions at Public Workshops (left: Workshop 1; right: Workshop 2)

2.3.12 Consolidated results of the workshops and detailed attendance list can be found in Chapter 3. A detailed summary of discussion is provided in **Appendix VII**, and is briefly outlined in **Tables 9 and 10** below:

Public Workshop 1

Design of the five character precincts under the Harbourfront Enhancement Proposals

- *Celebration Precinct*
 - Diverse activities for different age groups should take place at the Celebration and Pierside Precincts to enhance vibrancy.

- *Pierside Precinct*
 - Pets should be allowed to access the harbourfront as long as they were leashed. A continuous harbourfront with pet access was suggested.
 - Regular programme/activities (marine-related events, weekend markets) should be conducted at the Harbour Performance Area.

- *Water Sports and Recreation Precinct*
 - An urban beach was proposed to be developed on the water basin where the sea level was relatively shallow.
 - Participants had reservation on the proposed floating barge pool due to a number of reasons. These included:

Public Workshop 1

- The floating pool would occupy a large portion of water space but only could serve relatively limited amount of visitors;
 - The cost associated with the potential movement of the barge pool might be enormous;
 - The swimming experience might be adversely affected by the noise impact resulted from the existing road network nearby; and
 - The mooring area for vessels was currently over-crowded.
 - Should the proposed floating pool be implemented and was movable, supporting facilities such as changing rooms and lockers should be placed on the movable barge.
 - Loading/ unloading and pickup/drop-off points were preferred over parking spaces.
 - The Liquid Petroleum Gas (LPG) filling station near the Society for the Prevention of Cruelty to Animals (SPCA) headquarters was suggested to be relocated from its current location, as there was heavy traffic during certain hours in the evening with numerous taxis queuing for LPG fuel.
- *Revitalised Typhoon Shelter Precinct*
 - Regarding the Floating Restaurant, different opinions included:
 - Some had strong reservations due to licence issues and fire safety reasons. Consultations with the Marine Department (MD) and other relevant departments were needed;
 - Traditional dining activities in the Typhoon Shelter area could be restored, including small vessels, smaller-scale food outlets and singing performance were suggested;
 - F&B outlets along the boardwalk were also suggested.
 - Regarding the operation of the CWBTS and the future on-land Tin Hau Temple, comments and concerns included:
 - Air pollution from joss paper burning might affect other users of the harbourfront and might cause complaints from the public;
 - The CWBTS upon revitalisation could be a major tourism attraction, which might include a museum and the future relocated Tin Hau Temple, to reflect the history and heritage of the CWBTS;
 - The proposed boardwalk in front of the future relocated Tin Hau Temple might prevent the berthing of vessels. An underwater walkway was suggested instead, so as to allow vessels to berth at the Temple.
- *East Coast Park Precinct*
 - Considering that the East Coast Park Precinct was partly underneath the IEC, there were concerns on the air quality of the area in the future. Some participants therefore suggested introducing some facilities on the IEC to trap the air pollutants and/ or to mitigate the potential air pollution impact.

Public Workshop 1

- Careful planning and consideration for the management of the proposed community garden was suggested to avoid overly imposed restrictions that defeated its original purpose.

Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans

Pedestrian

- Most participants agreed the proposed boardwalk along the CWBTS should be further extended to the narrow section at the Noonday Gun and the POC.
- Some suggested that the proposed width of the proposed cantilevered boardwalk should be further widened beyond 6m to increase its capacity for accommodating a continuous bicycle trail.
- A floating footpath at CWBTS could be considered in place of the proposed cantilevered boardwalk, giving pedestrians an even closer interface with the water.
- The proposed landscaped deck at Victoria Park was supported. A wider landscaped deck was also welcomed.
- Some continuous elevated walkways could be ramped instead of using stairs, as it could provide barrier-free access, and a more pleasant experience for jogging and cycling.
- Pedestrian connections should be well integrated with existing public transport nodes to ensure a smooth pedestrian circulation (i.e. MTR stations, franchise bus stops, etc.).

Bicycle Trail

- A continuous bicycle track was strongly suggested. To resolve the constrained/bottleneck areas, elevated bicycle tracks were suggested (i.e. between the eastern side of the CWBTS and the ex-PCWA).
- Where there was shared use of pedestrian and cycling path, the right of way should be given to pedestrians (Priority for Pedestrians).

Water Transport

- Some had reservations on the attractiveness and convenience of the proposed sampan services for accessing the Northern Breakwater. An underwater access to the Northern Breakwater was suggested.
- The routing of the proposed sampan services should be extended to various other tourism attractions, such as the Tsim Sha Tsui promenade and Kai Tak Cruise Terminal; however, due to the occasional rough sea conditions at the Victoria Harbour, some participants expressed their concerns on safety.

Public Workshop 1

Views on the proposed boardwalk along the CWBTS promenade in light of the potential implications under the PHO

- Many participants were supportive of the proposed boardwalk despite its potential implications under the PHO.

Table 9- Summary of View from Public Workshop 1

Public Workshop 2

Design of the five character precincts under the Harbourfront Enhancement Proposals

- The proposed uses on land were well planned in the current proposals; however, the use of water was also important.
- The current proposed HEPs included five character precincts. Some participants considered that it might be over-planned and suggested that simplifying them into one to two themes which might better serve the purpose.
- The harbourfront should be a place for all to enjoy with mixed uses, where there should be balance among leisure, commercial, and tourism uses.
- More studies should be undertaken on improving the water quality at Victoria Harbour to make the water safer for holding different water activities.
- Where possible, public art or wall murals could be exhibited to reflect the history and heritage of Wan Chai.
- *Celebration Precinct*
 - The proposed art installation/events with cafes and food trucks at the proposed Sunset Plaza were supported. Such installations/events should be updated regularly to maintain their attractiveness.
 - Promenade at the “City View Plaza” should be widened for providing more seating and a better view towards the harbour.
 - Given the anticipated pedestrian flow which would be higher during special celebratory events, the Art Walk/Corridor was supported as an alternative route to disperse pedestrians.
 - The greening ratio of the proposed Celebration Precinct was relatively low. The planting of trees with large canopies was suggested to provide better shading for harbourfront users.
 - The traffic arrangement at the HKCEC should be carefully considered to alleviate its current congestion problems.
- *Pierside Precinct*
 - The proposed Market Square should be enlarged and placed opposite to the Wan Chai Star Ferry Pier to create a better visual effect from the harbour.
 - The proposed “Multi-purpose Festive Event Space” with careful management and maintenance was generally supported.

Public Workshop 2

- The GFA/coverage of the three commercial blocks should be reduced so as to provide more open space for the public to enjoy.
- *Water Sports and Recreation Precinct*
 - Comments on the variety of proposed water sports for this precinct were received. Some participants commented that there might be an overcrowding of activities within a small space.
 - The management and operation of the water sports and recreation activities should be carefully considered to ensure that it is financially viable and affordable for all.
 - Planning and design of the Water Sports and Recreation Precinct should take into consideration the needs of the physically challenged. Wherever possible, barrier-free access and supporting facilities for those with special needs should be made available.
 - Adequate protection from bad weather conditions/ tidal changes such as wave attenuation should be provided at this precinct.
 - Participants had reservation on the proposed floating barge pool due to the following reasons:
 - The Floating Pool was a redundant facility, due to the availability of swimming pool facilities at various locations in the Wan Chai District;
 - The floating pool could only serve relatively limited amount of visitors; and
 - The floating pool would occupy a large portion of water space limiting the water space for the other recreational uses.
 - The “Berthing Facilities” was suggested to be removed from this precinct as it might have potential implications on the Protection of the Harbour Ordinance.
 - Participants expressed that parking provision should be minimised and only for loading/unloading or pickup/drop-off purposes.
- *Revitalised Typhoon Shelter Precinct*
 - The use of the Northern Breakwater was generally supported by most; however, the connection to the Northern Breakwater should be made available through pedestrian linkage, rather than solely depending on sampan services.
 - The proposed cantilevered boardwalk at this precinct was supported; however, it is also important to improve other narrow pedestrian sections in this precinct (i.e. near the POC and Noonday Gun).
 - It was suggested that the Tung Lo Wan Fire Station should be relocated to provide more space for accommodating pedestrian and cycling activities.
 - It was generally agreed that it was a good idea to restore the traditional food and eatery culture at the CWBTS. Small food vessels were preferred over a single large floating restaurant.
 - Some participants suggested that the width of the proposed cantilevered boardwalk should be further widened beyond 4m+4m to increase its capacity for accommodating a continuous pedestrian path and bicycle trail.

Public Workshop 2

- *East Coast Park Precinct*
 - In general, most participants were supportive to the proposed uses and activities at this precinct. Careful consideration of providing proper pedestrian connections and parking facilities was required.
 - The design of the proposed community garden on the CWB portal-top could make reference to the High Line Park in New York; however, its structural capacity should be further investigated.
 - It was suggested that more water activities along the precinct's water edge, such as dragon boat, could be considered.

Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans

Pedestrian

- Pedestrian connections between the hinterlands and the harbourfront area were essential. A proper wayfinding system was suggested.
- The planning and design of the walkway should ensure that the physically challenged and visually-impaired people could easily access different key areas. Supporting facilities, such as ramped access and hearing aid systems, should be provided.
- The newly proposed connection between Percival Street and the Water Sports & Recreation Precinct was supported.

Bicycle Trails

- The proposed bicycle trail with long "off-bike" sections was not desirable and would adversely affect the cycling experience.
- If it was technically challenging to have a continuous bicycle track along the harbourfront, part of the bicycle trail could be made available along designated portion of adjacent vehicular roads.
- Facilities such as bike rental should be provided to encourage cycling activities along the promenade.
- Where there was shared use of pedestrian and cycling path, the right of way should be given to pedestrians (Priority given to Pedestrians) with a speed limit of up to 10km/hr for cyclists.
- Some space allocated for cycling activities was narrow and might pose safety issues for new-learners.
- An elevated pedestrian and bicycle route above the existing harbourfront pathways was suggested to provide a continuous connection.

Public Workshop 2

Views on the proposed boardwalk along the CWBTS promenade in light of the potential implications under the Protection of the Harbour Ordinance

- In general, many participants were supportive of the proposed boardwalk despite its potential implications under the Protection of the Harbour Ordinance. However, some participants suggested considering alternative option(s) in case the proposed boardwalk fails to successfully go through the statutory processes in relation to the Ordinance.

Table 10 - Summary of View from Public Workshop 2

2.3.13 After careful inspection of the comments received from the PE2 meetings and activities, their views and suggestions were duly considered and had been incorporated into Chapter 3 of this report.

2.4 Roving Exhibition

2.4.1 During the PE2 period, a Roving Exhibition and a Street Exhibition were conducted to raise public awareness on the Study. The locations of the Roving Exhibition include: City Gallery and Central Ferry Pier No.8 in Central, Revenue Tower and The Hong Kong Academy for Public Arts in Wan Chai, and North Point Government Offices in North Point between 11 June and 12 August 2016. At the Roving Exhibition locations, five bilingual panels were displayed mainly to present the background of the Study, the HEPs under the refined UDF, and information regarding the Public Workshops.

2.4.2 The Street Exhibition took place at Pak Sha Road in Causeway Bay on 31 July 2016; during the Street Exhibition, Study team members were stationed at the exhibition to engage interested public. The PE2 Digests were also given to interested public and they were also encouraged to complete and return the View Collection Forms as attached in the PE2 Digests.



Photo 11 – Street Exhibition at Pak Sha Road on 31 July 2016



Photo 12 – Street Exhibition at Pak Sha Road on 31 July 2016

2.5 Written Comments Received

2.5.1 Interested and/or concerned members of the public were also encouraged to submit written comments through various channels including VCFs, post, email and/ or fax, and the online PPGIS. Throughout the PE2 period, a total of 55 written comments were received, in the formats of VCFs, post, email, and PPGIS. All of these submissions have been uploaded onto the Study's website. A list of the commenters is at **Appendix VIII**.

2.5.2 Amongst the 55 written submissions received, 17 were from organisations whereas 38 were from individuals. The names of the 17 organisations are as follow:

Professional Organisations

- Hong Kong Institute of Planners
- Hong Kong Institute of Architects
- Hong Kong Institute of Urban Design
- Hong Kong Professionals and Senior Executives Association

Sports and Recreation Organisations

- Hong Kong Cycling Alliance
- Action Asia Foundation

Other Stakeholder Groups

- Civic party
- Hong Kong Trade Development Council/ Hong Kong Convention and Exhibition Centre
- The "Star" Ferry Company, Limited
- Society for the Prevention of Cruelty to Animals (Hong Kong)
- Designing Hong Kong
- Good Day Wanchai (灣仔好日誌)
- Hong Kong Comics and Animation Federation
- Prudential Surveyors (Hong Kong) Limited
- CL3 Architects
- The Y. Elites Association (香港菁英會)
- Glory United Development Limited

2.5.3 It is encouraging that the 55 written submissions have provided solid comments and suggestions for the enhancement of the new harbourfront. A number of the submissions have put forward very detailed proposals in terms of design and activities for individual precincts. Some of them have included graphics and plans to illustrate their ideas. There are a number of individual submissions indicating their support to the Hong Kong Cycling Alliance's submission in respect of a continuous bicycle track and other proposals related to cycling. A summary of the major comments collected during PE2 and the responses by the Study Team are set out in Chapter 3, while the individual specific public comments, views and suggestions might not be exhaustively listed out one by one. Notwithstanding, all the written submissions have been uploaded onto the Study's website.

2.6 Engagement with Harbourfront Commission

2.6.1 The Harbourfront Commission (HC) plays an advocacy, oversight and advisory role in the envisioning, planning, urban design, marketing and branding, development, management and operation of the harbourfront areas. The HC has been fully engaged since commencement of the Study. To ensure a holistic design of the new harbourfront areas after the completion of infrastructural works including Wan Chai Development Phase II (WDII), Central-Wan Chai Bypass (CWB) and Shatin to Central Link (SCL) projects, a working group under the Task Force on Harbourfront Developments on Hong Kong Island (TFHK) of the HC was set up to facilitate the gauging of HC members' views on the Study on a continuous basis. The Working Group on Urban Design Study for the Wan Chai North and North Point Harbourfront Areas (WGUDS) provided comments on the urban design proposals and recommendations of the Study, advise on the public engagement strategy and activities to be organised for the Study and report to TFHK on its discussions on the Study. A list of all meetings with HC since commencement of the Study is at **Appendix IX**.

4th Working Group on Urban Design Study for the Wan Chai North and North Point Harbourfront Areas Meeting held on 6 May 2016

2.6.2 The HEPs put forward for public consultation under PE2 indeed were formulated together with HC. In the WGUDS meeting held on 6 May 2016, the Study Team discussed with Members the proposed HEPs for PE2. Members had provided the following comments:

General

- The HEPs should benefit to the general public at large.
- Technical and operational requirements of the proposed activities should be fully addressed.
- Waterfront supporting uses including landing steps, shading, seating, lighting, wave attenuation, planting with large canopies, water supply, sewage discharge, refuse collection facilities should be provided.
- Cyclists and pedestrians would prefer riding and walking all the way along the waterfront instead of just sections of it.
- Given the site constraints restricting the provision of a continuous bicycle track, bicycle track should be diverted through Victoria park.
- Pedestrian connectivity to both the Celebration Precinct and the East Coast Precinct should be further improved.

Pierside Precinct

- The proposed scale and design of the proposed Harbour Performance Area should be carefully considered to increase attractiveness as the proposed lawn area might be too massive without definite uses.

Water Sports and Recreation Precinct

- The popularity of the proposed floating pool and urban beach was doubtful as there were easily accessible swimming pools nearby.
- The Hung Hing Road parking spaces could be eliminated and priority should

be given to streetscape enhancements in the interest of the pedestrians. Extra public parking spaces should be provided within the POC site.

Revitalised Typhoon Shelter Precinct

- The boardwalk proposal was supported. A decent design rather than adopting the minimum width would be critical to gain wider public support despite the possible PHO implications.
- More attention should be given to wave attenuation.
- Some attractions/activities at the breakwater should be provided to attract people visiting the area from time to time.
- Marine mooring efficiency should be taken into consideration.

East Coast Park Precinct

- The width of the proposed landscaped deck at Victoria Park was not wide enough and the proposed location was not desirable as it was in a relatively quiet area of the Victoria Park.
- An enhanced design should be adopted for the landing steps rather than adopting the existing standard.

Table 11- Summary of View from 4th WGUDS Meeting

- 2.6.3 In the same meeting, the representatives of the RHKYC gave a presentation to HC members of their proposals and agreed to share their proposals with the Study Team. RHKYC's proposals aimed mainly to enhance the waterfront environment around RHKYC and to improve pedestrian access/connectivity to the waterfront. The proposals covered three main areas including Hung Hing Road area, the Wan Chai Basin (i.e. the ex-Public Cargo Working Area (ex-PCWA)) and CWBTS. The Chair of WGUDS requested the Study Team to study RHKYC's proposals in details and take into consideration their ideas as appropriate.

23rd Task Force on Harbourfront Developments on Hong Kong Island Meeting held on 25 May 2016

- 2.6.4 Making reference to HC Members' comments, the Study Team formulated the HEPs for PE2. Prior to formal commencement of PE2, the Study Team attended the TFHK meeting on 25 May 2016 to listen to Members' latest views on the proposed HEPs before finalising the consultation digest. An extract of the relevant minutes is at **Appendix X**. Members' comments are summarised below:

General

- Cultural elements should also be introduced in various locations at all precincts in collaboration with professionals to create a vibrant waterfront with character.
- Sufficient coach parking should be provided to meet public needs.
- Bollards should not only be provided at the landing steps but along the entire waterfront so that vessels could be permitted to berth.
- Suitable water-borne transport service should be provided for visitors to travel around key attractions within the harbour.
- Incorporating public art element in HEPs to create a vibrant waterfront with

<p>character.</p> <ul style="list-style-type: none">• There should be an automatic system proposed for renting bicycles along the proposed bicycle track. <p><u>Celebration Precinct</u></p> <ul style="list-style-type: none">• Alfresco dining could be provided outside the HKCEC by setting back the Emergency Vehicular Access (EVA). <p><u>Pierside Precinct</u></p> <ul style="list-style-type: none">• The walkway between the future Exhibition Centre Station and the Wan Chai Ferry Pier should be widened to become a distinctive architectural feature. <p><u>Revitalised Typhoon Shelter Precinct</u></p> <ul style="list-style-type: none">• More activities should be provided at the breakwater viewing deck. <p><u>Water Sports and Recreation Precinct</u></p> <ul style="list-style-type: none">• Sufficient supporting facilities such as toilet, changing room and spectator stand should be provided to support the water sports and recreational activities.• Some Members had reservation on the proposed floating barge pools and urban beaches as there were sufficient and convenient swimming pools and beaches across the territory.• Some Members supported the proposed urban beach concept as such feature was attractive to the younger generation and children.• All metered car parking spaces along Hung Hing Road should be eliminated to facilitate streetscape enhancements for public enjoyment.• Agreement should be obtained from the RHKYC in order to extend public access into RHKYC on Kellett Island.• The provision of noise barriers should not be supported unless an innovative and convincing physical design was available. <p><u>East Coast Park Precinct</u></p> <ul style="list-style-type: none">• The Ventilation Building could be dressed up or some new features could be added near it in order to upgrade the site into a prominent landmark.
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Table 12 - Summary of View from 23rd TFHK Meeting

24th Task Force on Harbourfront Developments on Hong Kong Island Meeting held on 19 October 2016

- 2.6.5 At the 24th TFHK Meeting held on 19 October 2016, HC Members were briefed on the major views and suggestions collected from the wider community in PE2 and the initial ideas of the major refinements to the HEPs to address the public comments. A summary of Members' views is presented in the following table and an extract of the relevant minutes is at **Appendix XI**.

General

- A schematic design for the precincts with concrete design concepts would be needed.
- The overall design should allow flexible uses.
- Segregation between cyclists and other users was not conducive to public use.
- Shared use between pedestrians and cyclists could be achieved by adopting a sensible bicycle track design.
- A management mechanism for ensuring public safety or avoiding potential conflicts of shared use should be developed.
- Walkways connecting the hinterland to the waterfront should be widened and beautified.
- Bollards should be provided not only at the landing steps but along the entire stretch of waterfront for vessels to berth.

Celebration Precinct

- Pedestrian connectivity between the HKCEC and the New Wan Chai Ferry Pier should be further enhanced.
- Alfresco dining facilities could be provided outside HKCEC.
- The existing park adjacent to Grand Hyatt Hong Kong could be extended to the waterfront with a landscaped deck like Tamar Park.

Water Sports and Recreation Precinct

- More interesting maritime elements such as a new Maritime Museum should be provided.

Revitalised Typhoon Shelter Precinct

- Supporting facilities for vessels to dispose sewage and waste and refill fuel would be provided within the CWBTS.
- A pedestrian connection from Causeway Bay hinterland with F&B services alongside could be considered.
- All metered carparking spaces along Hung Hing Road should be cancelled.

Pierside Precinct

- The elevated landscaped deck and covered walkway should be integrated into the design.

East Coast Park Precinct

- Pet garden in considerable size might be provided in other suitable places instead of the waterfront.
- Parking area should be provided and some community facilities such as a town hall could be considered to complement with the park.
- The existing vehicle depot of the Food and Environmental Hygiene Department (FEHD) in North Point should be relocated.

Table 13- Summary of View from 24th TFHK Meeting

5th Working Group on Urban Design Study for the Wan Chai North and North Point Harbourfront Areas Meeting held on 22 March 2017

- 2.6.6 The Study team met with the HC Members again in the 5th WGUDS meeting held on 22 March 2017. The meeting focused its discussion on the refinements to the HEPs that should be made to address the public views gathered in PE2. In particular, Members' view as regard the proposed extended cantilevered boardwalk along CWBTS to include a dedicated bicycle track to address the public comments in PE2 was sought. A summary of Members' views is presented in the following table.

Extended Cantilevered Boardwalk

- The proposed boardwalk along CWBTS should not be regarded as cantilevered structure, but a major wall structure to a certain extent.
- The proposed cantilevered boardwalk would have implications on the PHO and impacts on the mooring space of CWBTS.
- Any proposal involving cantilevered structure over the Victoria Harbour for cycling purpose would likely be subject to judicial review.
- Most Members did not agree with the cantilevered boardwalk proposal from the PHO perspective.
- In considering the cantilevered boardwalk proposal, the principle of "pedestrians first" should be adopted.
- The need to design a standardised bicycle track on the boardwalk through reclamation might not be substantial.
- However, there was also comment suggesting that preparations for future installation of the cantilevered boardwalk should be made now, and final installation could be considered as and when there was a clear and compelling public need in future.

Shared Use and Bicycle Trail

- Shared use of the waterfront should be encouraged while the existing narrow bottleneck sections would have to be accepted and accommodated.
- Different users including cyclists and pedestrians should be able to adapt and make best use of the existing constrained areas.
- Safety concerns arising from both pedestrian-cyclist and cyclist-cyclist conflicts should be addressed.
- Shared use would need higher standards of management, enforcement and public education.
- Apart from physical shared use, time sharing of space should also be considered.
- However, there was also comment in support of total segregation between pedestrian and cyclist activities as accidents might happen without proper segregation.
- More out-of-the box solutions and ideas such as double-decked bicycle trail and pedestrian walkway, as well as cycling bridge should be explored.
- A holistic consideration on the cycling provisions with regard to connectivity, bicycle supplies, bicycle rental arrangements, cyclists' behaviours, etc. was needed.

Hung Hing Road Streetscape Enhancement

- Most Members supported removing all existing metered parking spaces along Hung Hing Road to allow more space for streetscape enhancement.
- The public should be well informed that no parking spaces would be planned for the site and the parking demand should be able to be managed.

Wave Attenuation

- The wave issue should be addressed at source. If the wave impact was generated by marine traffic, marine traffic control should be exercised, instead of introducing the wave attenuation measures.
- Wave attenuator whether grounded on the seabed or not would have impact on the harbour. A floating wave attenuator would have maintenance and management issues.

Other Points

- There might be maintenance issues in relation to the marine waste trapped along either the permanent sea wall or temporary breakwaters.
- A holistic design for the wayfinding and lighting systems was important.
- Improving the water quality of the Wan Chai Basin and CWBTS was a pre-requisite prior to the introduction of any activity there.

Table 14- Summary of View from 5th WGUDS Meeting

2.6.7 The HC Members were also informed that a meeting between Planning Department and the representatives of the Hong Kong Water Sports Council (HKWSC) (including the RHKYC) was held on 9 May 2017. The representatives from HKWSC expressed their strong desire for opening the ex-PCWA basin for public use and holding international water sports events and gave the following comments:

- The proposed berthing pier at the tip of the finger breakwater of the Wan Chai Basin might jeopardise the potential of organising some sports events in the outer water.
- Additional floor areas serving as back-of-house facilities should be provided to support mega events.
- To optimise the usage of valuable land resources, the basin should be put forward for best use once the infrastructure works are completed.
- Before the entire study area was made available, consideration could be given to organising water sports events at the basin through short term land allocations.
- Some basic infrastructure such as wave attenuating seawalls, landing steps, harbour steps etc. could be included in the existing construction works before the site was reinstated and returned for alternative use.

Table 15 - Summary of View from HKWSC

27th Task Force on Harbourfront Developments on Hong Kong Island Meeting held on 29 May 2017

- 2.6.8 Upon receiving comments from the HC Members at the 5th WGUDS meeting, the proposed HEPs were further adjusted, including a reduced scale of the proposed cantilevered boardwalk at CWBTS as an option. The proposals were presented to HC Members at the TFHK meeting held on 29 May 2017. A summary of Members' views is presented in the following table and an extract of the relevant minutes is at **Appendix XII**.

Shared Use

- Shared use concept should be adopted along the entire stretch of the waterfront.

Cantilevered Boardwalk

- Flexibility should be allowed so that such proposal might be implemented in future when there were public needs.
- Consideration could be given to making use of the foundation structures of IEC to accommodate the boardwalk as an alternative route to minimise the space required for potential reclamation.
- Relocation of Noonday Gun might be a possible way to maintain a wide and continuous boardwalk

Bicycle Track

- A double deck concept along the waterfront to provide additional space for both pedestrians and cyclists is suggested.

Celebration Precinct

- More features that could provide shades should be introduced.

Pierside Precinct

- Buildings with distinguished design features that could provide attractive activities should be provided from urban design perspective.
- More activities and parking spaces should be provided. Building form of structures should be rearranged. Elements such as an aquarium or children's playground should be incorporated.

Water Sports and Recreation Precinct

- The Wan Chai Basin would be an ideal location for developing into a water sports centre and holding international water sports events.
- Both permanent and temporary wave-brakes might not be able to satisfy the requirements under PHO.
- Wave attenuation had not been resolved and the proposed wave-brake would not only give rise to maintenance and management complications while requiring the same requirements under the PHO as a fixed breakwater
- Sufficient facilities should be provided for organising both local and international water sports competitions or events.
- The water quality problem had yet to be resolved as no drainage facilities such as dry weather flow interceptors had been incorporated in the refined HEPs.
- The proposed floating swimming pool was considered redundant.

- Additional space for activity or public viewing should be provided.
- It might not be desirable to build many structures which might reduce flexibility for organising different types of water sports events. The current simple and flexible layout was supported
- Pedestrian connectivity to the waterfront should be improved. Should devise direct pedestrian connections from the hinterland to the precinct.
- Public parking spaces, especially for goods vehicles, in the vicinity of the precinct are inadequate.
- Supported the proposed traffic arrangement as it could provide more open space at the waterfront
- Stressed the importance to provide basic infrastructure including waste, sewerage, electricity and water supply etc. to facilitate marine users and the organising of various events and activities.

East Coast Park Precinct

- Ancillary facilities such as bollards and public viewing deck should be provided to facilitate the organising of dragon boat race, sea canoeing and other water sports activities near the precinct.

Implementation

- The Study Team should further discuss with HC on the implementation of the final recommendations of the UDS.
- Should provide a time table for implementing various HEPs so that HC could deliberate on the priorities.

Table 16- Summary of View from 27th TFHK Meeting

6th Working Group on Urban Design Study for the Wan Chai North and North Point Harbourfront Areas Meeting held on 12 September 2017

2.6.9 Following up Members' request, the Study Team briefed Members on the implementation plan for the HEPs including the site availability of the new harbourfront areas, and the possible development phasing and development packages for the HEPs, and invited Members to share views on the possible implementation models and agents for the HEPs in the 6th WGUDS meeting held on 12 September 2017. While Members had expressed some initial ideas on the implementation arrangement, they had reiterated their previous comments on the HEPs. A summary is presented in the following table.

HEPs

- There should be proactive planning from both local and tourists points of view. The waterfront should be designed to facilitate more public water sports activities to meet the public aspirations.
- Outdoor seating should be provided outside the HKCEC.
- A designated bicycle track and bike access should be allowed at the HKCEC promenade.
- The span of the landscaped decks should be wider.

- Basic infrastructure including water and power supplies, sewage discharge, dry weather flow interceptors, etc. should be provided.
- Bollards should not only be provided at the landing steps but along the entire waterfront so that vessels could be permitted to berth.
- The water quality should be enhanced.
- Provisions of car and coach parking spaces for access to the waterfront areas by both the local people and tourists should be taken into account.
- More sustainable and green elements such as solar panels and use of renewable energy should be incorporated in the HEPs.

Implementation

- Members had concerns if the HEPs were to be implemented in a fragmental approach. Instead, Members considered that the HEPs should be implemented holistically.
- Besides, quick win projects should be implemented as early as possible for public enjoyment
- A business plan or study on how to implement the commercial blocks should be undertaken.

Table 17- Summary of View from 6th WGUDS Meeting

28th Task Force on Harbourfront Developments on Hong Kong Island Meeting held on 10 October 2017

2.6.10 Following up Members' request, the Study Team provided written responses to HC Members' previous comments on the HEPs and explained to HC Members regarding the responses at the TFHK meeting held on 10 October 2017. Members provided comments mainly on the implementation aspect during the meeting. A summary of Members' views is presented in the following table and an extract of the relevant minutes is at **Appendix XIII**.

HEPs

- Permanent wave attenuation measures at ex-Wan Chai Public Cargo Working Area basin should be installed.
- Sufficient marine supporting infrastructure such as bollards and landing steps should be provided along North Point promenade.
- Water quality and sewage discharge issues in the Revitalised Typhoon Shelter should be addressed.
- Drainage facilities such as dry weather flow interceptor should be provided.
- Marine consultants/specialists should be consulted on issues like breakwater, fuel and water supplies, sewage treatment, etc.
- Pedestrian connectivity towards the waterfront should be enhanced.
- Shared-use of space for pedestrians and cyclists was preferred to a dedicated bicycle track.

Implementation

- Members generally considered that champion was crucial to successful implementation of the harbourfront enhancement proposals

- | |
|---|
| <ul style="list-style-type: none">• Implementation agents should be identified.• Funding should be made available for detailed engineering feasibility studies for the harbourfront enhancement proposals. |
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Table 18- Summary of View from 28th TFHK Meeting

- 2.6.11 After careful inspection of the comments received from HC Members, their views and suggestions were duly considered together with the PE2 comments reviewed from PE2 meetings and activities, and had been incorporated into Chapter 3 of this report.

3 SUMMARY OF KEY COMMENTS AND RESPONSES

3.1 Summary

3.1.1 We have received enthusiastic responses from the public during the Stage 2 Public Engagement (PE2). Public views on the refined UDFP and the HEPs for the five character precincts have been gathered through various PE2 events including public workshops, stakeholders meetings, focus group meetings, meetings with the district councils, roving exhibition, etc. We have also received a total of 55 written comments submitted by different organisations and individuals. They are provided in the study website (http://www.wcnpuds.hk/web/pdf/Stage_2_PE_Comments2.pdf). The Harbourfront Commission (HC) has been fully engaged during the whole process.

3.1.2 Public members generally agreed with the design themes for the five character precincts as set out in the refined UDFP. They generally welcomed the proposed activities in the five character precincts under the HEPs. In sum, the public was looking forward to a continuous, vibrant, easily accessible waterfront promenade. Most public members also aspired for a continuous bicycle track, more greenery, tree planting and shading facilities along the waterfront. We have received comments, including those from members of the Wan Chai and Eastern District Councils, asking for early implementation of the HEPs.

3.2 Design Themes

3.2.1 Majority of the public members agreed with the design themes as set out in the refined UDFP, while alternative names for respective character precincts are suggested (e.g. Civic Precinct instead of the Celebration Precinct to emphasis the civic function, Wan Chai Basin Precinct instead of the Water Sports and Recreation Precinct to reflect their historical heritages, etc.).

Responses

3.2.2 The UDF has been refined taking into account the public comments and views received in the Stage 1 Public Engagement (PE1). The current design themes would be complementary and flexible to take into account various design elements and aspirations including other designs to reflect the local historical heritage. As regard the names of the precincts, they were referred in the Study for easy understanding of the proposed themes.

3.3 Connectivity

3.3.1 The public was looking forward to a continuous, vibrant, easily accessible waterfront promenade along the whole stretch of Wan Chai and North Point harbourfront.

3.4 East-West (E-W) Connectivity

3.4.1 Public members were looking for seamless connection of the New Wan Chai North Point Harbourfront areas with the new Central harbourfront to the west, and the Island East waterfront to the east. Some suggested development of a continuous harbourfront from Kennedy Town all the way to Chai Wan. There were specific requests for enhancement of connectivity for the following sections:

- the section between HKCEC and the New Wan Chai Ferry Pier;
- the section near RHKYC and POC; and
- the section between the CWBTS and the East Coast Park Precinct.

3.4.2 Most public members supported the cantilevered boardwalk proposal especially along the waterfront of Tung Lo Wan Fire Station and the adjacent electricity substation in order to develop a continuous promenade as presented in the PE2 Digest while recognising the potential implications on Protection of the Harbour Ordinance (PHO). However, there were public concerns, in particular from HC members on the potential legal challenge on reclamation. Further elaboration on the views collected on this aspect is in paragraphs 3.7.1 and 3.7.2 below.

Responses

3.4.3 The design intention of the HEPs is to develop a continuous waterfront promenade where people could walk from the New Central harbourfront to the planned boardwalk under Island Eastern Corridor. Some existing E-W disconnections (such as the promenade between HKCEC and the New Wan Chai Ferry Pier) are created by ongoing infrastructure works including the Wan Chai Development Phase II (WDII) reclamation, Central-Wan Chai Bypass (CWB), etc. These disconnections will be resolved upon completion of these infrastructure works. A phased development of two advanced promenades, i.e. one connecting the waterfront promenade at the Central District to the Golden Bauhinia Square; while another one around the New Wan Chai Ferry Pier will commence in 2019 to enhance the east-west connection along the waterfront before the future implementation of the Pierside Precinct.

3.4.4 The E-W connection of the New Wan Chai North Point Harbourfront is currently subject to two major bottleneck areas, i.e. the waterfront of the RHKYC; and waterfront around Hing Fat Street blocked mainly by the Tung Lo Wan Fire Station and an existing electricity sub-station. Apart from the above, the waterfront passageway around the Noonday Gun is very narrow with a width of around one to two meters, which is undesirable. To resolve the bottleneck of the RHKYC, the section of Hung Hing Road near the RHKYC will be made use to provide a E-W public connection. Furthermore, all the existing on-street public metered car parking spaces along this section of Hung Hing Road are proposed to be eliminated for streetscape enhancements. For the Hing Fat Street and Noonday Gun sections, it is suggested to resolve these bottleneck areas through construction of a cantilevered boardwalk. However, there is concern on the Protection of the Harbour Ordinance (PHO) implications.

3.4.5 In balancing the public aspiration for the continuous E-W connection along the waterfront and the PHO implications of the proposed cantilevered boardwalk, the Study has finally come up with three options for the waterfront promenade along the CWBTS:

Option 1: To provide a promenade without any cantilevered boardwalk while pedestrians will have to detour along Hing Fat Street at the existing Tung Lo Wan Fire Station and the adjacent electricity substation building to avoid any PHO implications.

Option 2: To provide a continuous promenade with minimum cantilevered boardwalk along the waterfront of Tung Lo Wan Fire Station and the adjacent electricity substation in order to maintain a continuous waterfront promenade and to avoid requiring pedestrians to detour along Hing Fat Street. This will incur shared use of pathway between pedestrians and cyclists

Option 3: To provide a more comprehensive cantilevered boardwalk along the CWBTS to resolve the bottlenecks and at the same time to allow for a more desirable promenade environment and to accommodate a dedicated bicycle trail as well.

3.4.6 The three options are not contradictory with each other. Instead, they could be developed in stages subject to the prevalent public sentiment and resolution of the PHO implications. Further deliberation on the PHO implications is in paragraph 3.7.1 below.

3.5 North-South (N-S) Connectivity

3.5.1 There was a general public consensus on the need to improve the North-South connection with the waterfront areas, especially for barrier-free linkages. Many public members stressed that at-grade pedestrian linkage was just as important as elevated connections. The waterfront area should be linked with the existing or planned MTR stations. The following locations were emphasised:

- Harbour Centre to the New Wan Chai Star Ferry Pier;
- Fortress Hill MTR Station towards the harbourfront;
- Tin Hau MTR Station towards the harbourfront; and
- CWBTS to the Northern Breakwater.

3.5.2 There were public views that given the distance between the harbourfront and its hinterlands, in order to enrich the walking experience along the pedestrian connection, more activities, programme and/or design elements (e.g. food & beverage, street performances, special design themes) should be incorporated into the streetscape enhancements of the North-South pedestrian connections.

3.5.3 The proposed Feature Bridge linking the existing Percival Street footbridge and the Water Sports and Recreation Precinct was generally supported by the public. Some public members suggested widening of the Feature Bridge to allow for bicycle access. For the landscaped deck from Victoria Park to the CWBTS promenade, some public members had reservations on its necessity since they considered that there were not many attractions at the CWBTS, while some public members supported and

suggested that the landscaped deck should be widened to allow for bicycle access to facilitate cycling at the harbourfront.

- 3.5.4 A clear signage system along the harbourfront for better wayfinding was recommended. Public members suggested that signage should not only guide people from and to the harbourfront, but also direct people to areas/landmarks in the vicinity of the harbourfront.

Responses

- 3.5.5 A comprehensive pedestrian network plan has been formulated covering at-grade and grade-separated connections. The pedestrian network plan is intended to supplement the existing pedestrian system. For grade-separated connections, four elevated walkways including the three landscaped decks at HKCEC West, future Exhibition Centre Station and Victoria Park proposed under the WDII Review Study; and the Feature Bridge at the Water Sports and Recreation Precinct proposed under the Study will highly strengthen the North-South linkages. For at-grade level, two new strategic at-grade connections at the eastern side of Expo Drive East/Hung Hing Road/Road P2 Junction and Tonnochy Road/Hung Hing Road Junction are proposed to facilitate direct pedestrian connections between the future Exhibition Centre Station and the Pierside Precinct. To tie in with the implementation of the Recommended HEPs within the five character precincts, it is proposed to provide streetscape enhancements along the main pedestrian routes leading to the five character precincts including Expo Drive East, Tonnochy Road, Hung Hing Road, Watson Road and Oil Street. It is expected that with this comprehensive pedestrian network, the N-S connection and accessibility between the hinterland and the waterfront would be substantially improved.

3.6 Bicycle Trail

- 3.6.1 Many public members supported cycling activity at the waterfront given that cycling was beneficial to public health and would help improve air pollution. The Hong Kong Cycling Alliance (HKCALL) advocated a continuous harbourfront bicycle-and-pedestrian network from Kennedy Town to Shau Kei Wan with a total length of 13.5km.
- 3.6.2 However, many public members especially cyclists had reservations on the proposed bicycle trail with “off bike” sections. They preferred a continuous or near-continuous bicycle trail. For example, the HKCALL considered that continuous cycleway does not necessarily mean fully “segregated track”. They urged the adoption of a flexible approach with the use of existing roads, where appropriate, non-standard bicycle tracks/lanes, as well as sharing of open space, promenade, pavements, crossings, and other facilities etc.
- 3.6.3 The HC supported cycling activities in the harbourfront areas to enhance the vibrancy of the areas. However, they advocated shared use concept at the waterfront while they considered that pedestrians should be given priority within the harbourfront areas. The HC Members considered that Hong Kong people should adapt to the existing narrow promenade environment and constraints, and different waterfront users including pedestrians and cyclists should learn how to share the limited waterfront space peacefully. According to the HC’s views, a dedicated bicycle trail along the CWBTS was not necessary; instead, cycling activities could

still be allowed without a dedicated bicycle trail, and all users including pedestrians and cyclists should share the same waterfront space.

3.6.4 Other suggestions related to cycling raised by the public included:

- the bicycle trail should be continuous linking with the bicycle trail at the Central District waterfront and the proposed IEC Boardwalk;
- other spaces such as open space and promenades should be opened up for bicycle access;
- grade-separated bicycle trail design (e.g. elevated, tunnel or overpass) to overcome bottleneck areas should be considered;
- desirable width of the bicycle trail, together with pedestrian walkway, should be 8m;
- the alignment of the bicycle trail should be located along the water edge as much as possible rather than hidden behind plazas and buildings as proposed at the Pierside Precinct;
- bicycle trail could be constructed on boardwalk along the CWBTS, similar to the one under IEC at Island East currently under planning (from Oil Street to Hoi Yu Street);
- consideration should be given to how the cyclists could get into the waterfront from hinterland. Linkage between the bicycle trails with major transport nodes such as MTR stations and ferry pier should also be considered;
- bike rental/drop-off facilities should be provided to allow cyclists to rent, return, repair, and park their bicycles. The bike rental system should be implemented in areas covering the harbourfront areas of Central, Wan Chai, North Point and Island East. These supporting cycling facilities should be clustered near major harbourfront open spaces and public transport interchanges (i.e. bus stops/terminus, and MTR exits).

3.6.5 While many public members were supportive to cycling activities, some public members raised concerns on pedestrian-cyclist interface and public safety issues. Some recommended to impose speed limits and to earmark dismount sections at critical sections of the bicycle trail. Public members generally considered the principle that public safety was of paramount importance and priority should be given to pedestrians should be upheld.

Responses

3.6.6 The public's general aspiration to have a continuous bicycle trail without any need to dismount their bikes is clear. It is therefore our design intention to revise the cycling network plan to provide a continuous bicycle trail taking into account the pedestrian-cyclist interface issues and public safety concerns.

3.6.7 Our recommended proposal is that a dedicated bicycle trail is proposed in those areas where there are sufficient physical spaces. The provision is made on the principles that the provision of the bicycle trail would not compromise a favourable design for other park users and other planning considerations, and pedestrians should be given higher priority pedestrians within the harbourfront areas. For those critical bottleneck sections/points along the harbourfront subject to severe existing site constraints (including the area near the existing Golden Bauhinia Square where there are heavy pedestrian flows; and the CWBTS promenade covering the narrow

passageway near Noonday Gun), provision of a dedicated bicycle trail along these sections is found to be infeasible. Shared use arrangement would be adopted in these areas. Design measures such as suitable signage, distinct surface materials, bollards, road markings, etc. would be provided.

3.6.8 Apart from the above, the option of having a continuous promenade along the CWBTS, with extended cantilevered boardwalk to cater for a dedicated bicycle trail as highlighted in paragraph 3.4.5 above, is still maintained. This could be developed upon resolution of the PHO implications. Further deliberation on the PHO implications is in paragraph 3.7.1 below.

3.6.9 During the process of revision of the cycling plan, various alternative means and options to resolve the bottleneck areas along the waterfront to facilitate developing a continuous bicycle trail have been explored, including, for example, elevated bicycle track or cycle bridge. However, given that the waterfront is a prominent location and that any elevated structure might result in potential undesirable visual impact, elevated bicycle track or cycle bridge is not recommended.

3.7 Protection of the Harbour Ordinance

3.7.1 During PE2, the public had been particularly consulted as whether they would support the HEPs with the PHO implications highlighted. The public including many professional institutes such as the Hong Kong Institute of Planners and the Hong Kong Institute of Architects generally supported the cantilevered boardwalk proposal to enhance pedestrian connectivity. Notwithstanding, there were also public concerns, in particular from HC members, on the PHO implications and potential legal challenge on the proposed facilities as indicated in the PE2 Digest including the cantilevered boardwalk along CWBTS. The HC suggested further study and deliberation to comply with the statutory requirements.

3.7.2 On the other hand, there were also some public members who opposed to any harbourfront enhancement proposals which would involve reclamation.

Responses

3.7.3 Recognising the implications on PHO, the Recommended HEPs have kept the scale of the relevant uses/facilities involving reclamation to the minimal. The proposed floating pontoon, floating barge and wavebrake within the Water Sports and Recreation Precinct, due to their movable nature, could probably be subject to less challenge. The harbour steps under the Recommended HEPs are proposed towards the landward side to avoid any reclamation. As regard the CWBTS promenade, two out of three sections as highlighted in paragraph 3.4.5 above might have implications on PHO. It is recommended that the cantilevered boardwalk proposal could be further deliberated amongst public members with a view to building up of public consent on compelling public needs in addressing the PHO implications. To safeguard the position of the Recommended HEPs, it is recommended that the future implementation agents(s) of the Water Sports and Recreation Precinct and the cantilevered boardwalk to prepare a set of Cogent and Convincing Materials to ascertain the fulfillment of the PHO requirements in particular the “overriding public need” test on the proposed facilities before carrying out the associated works.

3.8 Greening, Tree Planting and Shading Facilities

- 3.8.1 Most public members considered that more greenery, tree planting and shading facilities should be provided along the waterfront. Shading facilities and trees with larger canopies near the water edge should be provided for a more pleasant environment for pedestrians and others users. Plants with different blooming periods should be carefully selected to allow for seasonal varieties. There were comments suggesting that sustainability and environmental friendliness were important aspects of the design, and renewable energy installations, such as wind and solar power panels and the use of rainwater were suggested.
- 3.8.2 Suggestions were also given to avoid the over provision of hard landscape, such as concrete paving. More soft landscape should be incorporated as much as possible, such as lawn and tree planting. Better topography design, with change in levels rather than a very flat profile was suggested, since change in levels would allow harbourfront users to have better views of the harbour.
- 3.8.3 Public members also suggested more “fun” water features, such as fountains and shallow pools should be provided into the water edge for the enjoyment of users.

Responses

- 3.8.4 Public views and comments on greenery, tree planting and shading facilities are well noted. A review of the HEPs has been conducted with a view to further enhance the greenery, tree planting and shading facilities within the New Wan Chai North Point Harbourfront areas. A suitable proportion between hard landscape and soft landscape has been derived to promote a more natural setting along the harbourfront. Shading facilities in various forms at appropriate locations will be provided. However, it should be noted that according to the design concepts of the character precincts, a considerable amount of the harbourfront areas would be developed for flexible event spaces for multiple functional uses such as organising and holding different events. Full coverage of greenery/tree planting might not allow sufficient design flexibility for such implementation.
- 3.8.5 Interactive and “fun” water features have been recommended in different locations along the harbourfront areas. These include dry music fountains, children water play area, etc.

3.9 Marine Supporting Facilities and Wave Attenuation Measures

- 3.9.1 Many public members especially the HC commented that more marine and water sports supporting facilities such as landing steps, bollards, etc. should be provided along the entire stretch of waterfront. Some public members including members of the HC and the RHKYC advised that the wave attenuation measures were crucial to the success of the Water Sports and Recreation Precinct and public safety. The HC also requested that provisions on electricity, water and fuel supplies to support events/activities both on land and water, etc. should be made available.

Responses

- 3.9.2 Taking into account the public comments, the provision of marine supporting facilities and wave attenuation measures has been reviewed within a view to allowing more marine activities, which is the key to making the Water Sports and

Recreation Precinct vibrant. Under the recommended HEPs, there are a total of about 20 planned/existing landing steps. Subject to the loading capacity of the existing and planned seawalls, bollards will be provided throughout the whole stretch of the waterfront to serve various marine uses. Associated facilities including sheltered seating, lighting and kiosks have been proposed at appropriate locations. Harbour Steps (i.e. step-down water edges without railings) are proposed in the Water Sports and Recreation Precinct to allow people to have closer interaction with the water body. Besides, various water sports and recreational activities will be introduced within the Water Sports and Recreation Precinct to promote water sports events of both local and international scale.

- 3.9.3 Regarding wave attenuation, different wave attenuation means have been explored. After considering various factors including effectiveness in wave attenuation, design flexibility, setup and operational costs, and PHO implications, wavebrake is considered as a suitable wave attenuation solution for the Water Sports and Recreation Precinct. It is a multiple buoyant modular system utilising tire-like materials for the purpose of wave energy extraction. It operates by channelling wave and water into a series of constrictions and voids that will dissipate the water wave energy by hydraulic resistance and friction. Being a floating modular system, it requires neither permanent structure nor piling structure on the seabed, and could be easily customised for different configurations to cater for specific situations. Notwithstanding, it is suggested that the future implementation agent of the water sports and recreation centre should further assess the wave attenuation requirements pursuant to the specific activities to be carried out and look for the most appropriate measures for wave attenuation.
- 3.9.4 Provisions on sufficient electricity and water supplies, and sewage/waste disposal facilities would be explicitly included in the design specifications of individual projects to make sure that the future implementation agent of the waterfront open space would make such provisions in support of the holding of various events along the waterfront. For fuel supply, the current harbour users including the yacht owners, sampan operators, etc. have been able to source the needed fuel supplies on their own. This practice is recommended to be maintained while additional fuel supply facility along the waterfront is not recommended due to public safety reason.

3.10 Pet Playground

- 3.10.1 Many public members, including the Society for the Prevention of Cruelty to Animal (Hong Kong) and the Wan Chai District Council, commented that the future Wan Chai and North Point harbourfront areas should be animal-friendly, i.e. pet-owners should be allowed to walk with their dogs on leash into the waterfront areas. Off-leash areas should be designated. Supporting facilities such as signage, cleansing facilities, water supplies, etc. should be provided.

Responses

- 3.10.2 The Wan Chai and North Point waterfront is designed to be a pet-friendly public open space to be shared by different users including pets and pet owners.
- 3.10.3 To address the public's request for pet facilities within Wan Chai District, two pet playgrounds have been proposed, one in the Pierside Precinct within the Wan Chai

District while another one in the East Coast Park Precinct within the North Point District.

3.11 Transportation, Vehicular Access & Parking

3.11.1 Public members generally were supportive to making use of public transport modes including mass transit railways, buses, taxis, etc.; instead of private vehicles to reach the harbourfront. Public members had highlighted the demands for loading/unloading and drop-off/pick-up facilities. Most public members supported elimination of the existing metered parking spaces along Hung Hing Road near the RHKYC for streetscape enhancements. On the other hand, there were requests for more parking facility, especially coach parking spaces to resolve the current coach parking and congestion problem at Expo Drive East.

3.11.2 Some public members highlighted the current traffic congestion problem due to the taxi queuing near the existing LPG Filling Station at Hung Hing Road. There is acute need to improve vehicular arrangements along Hung Hing Road near the Water Sports and Recreation Precinct, particularly during weekends or when there were mega-events.

3.11.3 Regarding water transport, the public was generally supportive to the sampan services in the CWBTS. Some public member further suggested that the sampan service coverage should not be limited within the Wan Chai/ North Point areas, but to other adjacent tourist attractions such as Tsim Sha Tsui and Kai Tak Cruise Terminal. There were suggestions to permit cyclists carrying their bicycles on sampans/ferries so as to allow cyclists to have an alternative choice of transportation mode.

Responses

3.11.4 The public's preference to encourage access to the harbourfront areas by means of public transport is well noted and supported. A comprehensive traffic and transport arrangements and considerations have been carried out under the Study. Proposed measures include:

- (a) Provision of car parking spaces (about 24 nos.) on the ground floor of the Harbour Education Annex to support the water sports events is feasible.
- (b) Based on the RODP of WDII Review, loading/unloading and pick-up/drop-off facilities have been designated at Expo Drive East, Hung Hing Road, and Victoria Park Road to facilitate the pick-up/ drop-off and loading/ unloading activities.
- (c) Based on the RODP of WDII Review, two new coach parks have been planned at Convention Avenue and Wan Shing Street. They should be able to provide a total of about 24 and 8 coach parking spaces respectively. New coach circulation arrangements have been studied or examined to address the coach parking congestion problems along Expo Drive East.
- (d) The existing metered parking spaces along the small section of Hung Hing Road near the RHKYC are proposed to be removed for streetscape enhancement.

- 3.11.5 Regarding the traffic problem created by the taxi queuing along Hung Hing Road for LPG refilling purpose at Wan Shing Street, Transport Department has been notified on the issue which would be duly handled.
- 3.11.6 Public support to the sampan services as one of the transportation mode is noted. The operation of such water transportation will add vibrancy to the CWBTS, but the service is subject to market initiatives.

3.12 Celebration Precinct

- 3.12.1 Many public members suggested that the Celebration Plaza should be designed to allow highest degree of flexibility to accommodate multi-purpose uses (i.e. festivals and weekend markets) other than official celebration events/uses.
- 3.12.2 The theme of City View Plaza was supported as it created a better view to the harbour and provided better seating areas. To achieve this objective, the water edge should be designed to minimise obstruction of view towards the harbour.
- 3.12.3 Many public members suggested that the Sunset Plaza and the western portion of the precinct should be developed as an “Art and Community Park” and should be connected to the Tamar Park. Some art elements (i.e. showcase of art work by local artists and arts students) could be incorporated into the pedestrian connection between the Hong Kong Arts Centre and Grand Hyatt Hong Kong to echo the artistic sense in the area. Community hall for art classes and art exhibition was also suggested.
- 3.12.4 There were suggestions that regular changes in the design of the plazas at this precinct should be allowed, which would help improve its attractiveness of the waterfront.
- 3.12.5 Improvements to both the pedestrian and vehicular accesses, and access through public transport and the provision of parking facilities were suggested. The public also supported to provide more greening at this precinct to create a better environment for users. Many public members requested wider landscaped deck.
- 3.12.6 There were suggestions that resting areas should be designated for cyclists and small-scale food & beverage outlets could be provided. Outdoor seating and alfresco dining facilities at the promenade were also suggested.

Responses

- 3.12.7 The design of the Celebration Plaza would cater not only for official celebrations, but also for different local festive and celebration events. Design flexibility has been built in the plaza design.
- 3.12.8 Public’s views and aspirations to minimise any obstruction to the sea view are well noted. However, given the existing vertical seawall of this precinct, railing would be provided to ensure public safety. The railing design would be designed to enhance transparency so that sea view would not be obstructed. Besides, additional design features (e.g. seat railing) could be incorporated in the railing design for public enjoyment.

3.12.9 The proposed “Sunset Plaza” would serve as a flexible open space to accommodate different kinds of activities ranging from art exhibition to festive celebration. The theme of art would be incorporated in the design of the Precinct taking advantage of its close proximity to the Hong Kong Academy for Performing Arts (HKAPA) and the Hong Kong Arts Centre (HKAC). The art features and elements would be integrated into the spatial design of the Precinct. The landscaped deck at the west of the HKCEC linking the Sunset Plaza with the elevated public roof garden to the immediate west of Grand Hyatt Hotel would be designed as an art corridor for exhibiting art work. The design and width of the landscaped deck will take into consideration the requirements for displaying various art exhibits.

3.12.10 Supporting uses/street furniture including shaded seating, cycling facilities, greening, tree planting, signage, public toilets, food trucks, kiosks, etc. would be provided within the Precinct to facilitate enjoyment by the public and to enhance vibrancy of the Precinct.

3.13 Pierside Precinct

3.13.1 Most public members considered that the current pedestrian connection between the New Wan Chai Ferry Pier and the hinterland was poor. There were also suggestions for more pedestrian-friendly connection (e.g. barrier-free and sheltered design) to the ferry pier. For example, The “Star” Ferry Co. Ltd. considered that a covered walkway/footbridge was critical to the operation of the New Wan Chai Ferry Pier. Many public members requested a wider landscaped deck linking with the future Exhibition Centre Station.

3.13.2 Some members of the public raised queries on the three proposed commercial blocks (i.e. the three sites zoned “Other Specified Uses” annotated “Waterfront Related Commercial and Leisure Uses” on the Wan Chai North Outline Zoning Plan). Some considered the gross floor area for retail uses was inadequate to create a critical mass to attract visitors and to sustain the business viability. On the type of retail uses, some public members suggest small scale food and beverage (F&B) outlets or small eateries (e.g., Dai Pai Dong, food stalls) and small shops that reflects local Hong Kong heritage (e.g. stationary shops, old-style grocery stores, newspaper stands); while high-end or chain restaurants were not preferred.

3.13.3 On the landscaped deck, some public members suggested adopting a much wider design for the landscaped deck. Nevertheless, there is also public request for no over-design.

3.13.4 Public members considered that the multi-purpose lawn space should be open for public use during non-event times; extra attention should be given to the maintenance of the lawn area.

3.13.5 Many public members, especially the Wan Chai District Council, requested for a pet playground in addition to the one proposed in North Point harbourfront.

3.13.6 Some public members considered that the “water” theme and design should be strengthened for this precinct. For examples, physical barrier between land and water should be minimised. More water features/fountains should be provided. Consideration could also be given to install more landing steps and bollards for temporary mooring of vessels.

Responses

- 3.13.7 The current undesirable pedestrian connection between the New Wan Chai Ferry Pier and the hinterland is mainly due to the infrastructure works such as the construction of the Shatin-Central Link Exhibition Centre Station currently ongoing in the area. The situation would be substantially improved upon completion of the infrastructure works and the implementation of various harbourfront enhancement proposals especially the barrier-free pedestrian facilities.
- 3.13.8 Under the current proposal, the three commercial blocks are not to be operated individually; instead, they are packaged with the surrounding multi-functional lawn spaces forming a Gourmet Dining Square. The Gourmet Dining Square aims to create a critical commercial mass to add vibrancy to the waterfront. Apart from the three commercial blocks which could serve various kinds of F&B, the surrounding space could be used as flexible event space for alfresco dining or various kinds of festive events to enhance the vibrancy of the area and the business viability of the Gourmet Dining Square. Should more commercial GFA be considered necessary at the implementation stage, consideration could be given to slight increase in commercial GFA subject to Town Planning Board's approval.
- 3.13.9 There are many spacious multi-functional lawn spaces along the waterfront. Apart from the one mentioned in Para. 3.13.7 above, another major multi-functional lawn space designated at this precinct is the Harbour Performance Area in the west of the New Wan Chai Ferry Pier. The Harbour Performance Area would be designed with high degree of flexibility to accommodate different kinds of activities and events for public enjoyment.
- 3.13.10 An integrated pedestrian connection system via a landscaped deck has been proposed under WDII Review Study linking the Exhibition Centre Station with the Pierside Precinct. Under this Study, the landscaped deck is proposed to be integrated with the western commercial building (zoned "OU(1)"). The connection is proposed to be further extended through a covered walkway to connect with the New Wan Chai Ferry Pier. Covered walkway is proposed instead of extending the landscaped deck to the ferry pier is to avoid a massive elevated structure bisecting the waterfront park, which would create undesirable visual impact.
- 3.13.11 Water themed features are widely incorporated in the design of this Precinct such as dry music fountain in the Harbour Performance Area, the fountain entrance corridor in front of the New Wan Chai Ferry Pier and the water play area in the east of the Precinct, etc.
- 3.13.12 To address the public's request for pet facilities within Wan Chai District, a pet playground has been proposed within the Pierside Precinct.

3.14 Water Sports & Recreation Precinct

- 3.14.1 The public generally agreed that the Wan Chai ex-PCWA was suitable for public water sports and recreational uses. Many water sports organisations supported taking the opportunity to develop the precinct to support hosting of local and international water sports events. They further advised that in order to ensure the success of the precinct, marine supporting facilities including floating pontoons, landing steps, wave attenuation measure, multi-function sport centre, etc. should be provided.

- 3.14.2 The public considered a balance of the use of this precinct by private sector (e.g. sailing/vessel users and water sports organisations) and general public should be kept. Most public members supported that the precinct should be beneficial to the general public at large. Design flexibility in the proposed uses as well as the types and scale of different facilities to be put in this precinct should be maintained.
- 3.14.3 In terms of implementation, concerns on financial viability and management, public safety, as well as the use of the precinct during different seasons were raised. There was suggestion that alternative uses of the space during off-peak winter seasons should be considered.
- 3.14.4 Water quality of the ex-PCWA was another main concern raised by the public due to the rainwater and sewerage outfalls drain into the basin. They suggested that the drain outfalls should be diverted away from the ex-PCWA in order to improve the water quality.
- 3.14.5 There were diverging views on the proposed floating barge pool. Some public members welcomed the proposal while some considered that a strong justification would be needed due to its close proximity to other swimming pools in Wan Chai and Causeway Bay. Some members suggested that direct use of water basin was preferred over the barge pool and highlighted the potential environmental impact brought about by the barge pool.
- 3.14.6 Some public members commented that the proposed Harbour Recreation and Education Annexes located at the existing pedestrian bottleneck areas might affect the pedestrian flow. Some suggested that the advertising billboards in the vicinity of the Cross Harbour Tunnel should be removed. Noise barriers might be required to mitigate the traffic noise impact.
- 3.14.7 Other suggestions on the uses and activities included dragon boat, cable wakeboarding, children's sailing, paddling, rowing, artificial beach with a dam to separate the water space from the Victoria Harbour and a filtering system to ensure the cleanliness of the water, etc.
- 3.14.8 Some public members considered that this precinct could be the first precinct to be made available for public enjoyment with some quick improvements put in place:
- Bollards for mooring of vessels;
 - Barrier-free boarding facilities;
 - More floating pontoons;
 - Showering/ changing room facilities;
 - Stepped down water edge for easy access to the water; and
 - Wave attenuation for safety within the basin.

Responses

- 3.14.9 The public's aspiration to open up the Water Sports and Recreation Precinct for general public use is well noted. In fact, in the relevant statutory Outline Zoning Plan, the ex-PCWA is zoned for "Public Waterfront Promenade and Water Recreation Related Uses" with the planning intention clearly stated for providing the

said facilities to serve the need of the general public. The principle of serving the general public should be strictly adhered to upon implementation of the facilities.

- 3.14.10 Water sports and recreational supporting uses/facilities including landing steps, bollards, floating pontoons, water sports centre with changing facilities, public toilets, spectator space, wave attenuation measure, etc. have been planned under the HEPs. Besides, the idea of stepped down water edges without railings to promote a closer interaction between people and water has been incorporated in the design of the Water Sports and Recreation Precinct.
- 3.14.11 The proposed facilities and activities in the Precinct have been flexibly designed to cater for different changing needs. For examples, during winter seasons when public demands for water sports and recreational activities diminish, the precinct could be flexibly changed into an event space for holding of different kinds of events. Design flexibility has also been built in the design to facilitate the hosting of water sports and recreational events during fine weather days and serve as sheltered anchorage during inclement weather days, e.g. typhoon days.
- 3.14.12 To ensure compatibility with the waterfront setting and to preserve public views to and from the harbour, the statutory OZP has restricted any building development to the landward portion of the site and a maximum GFA and building height have been imposed. The proposed Harbour Recreation and Education Annexes have been carefully planned without exceeding the restrictions under the statutory OZP.
- 3.14.13 The impact of the proposed Harbour Recreation Annex and Harbour Education Annex to the pedestrian flow along the waterfront has been taken into consideration in the design of the two annex buildings, which would reserve sufficient space for pedestrian circulation.
- 3.14.14 The floating barge pool could be flexibly designed to accommodate not only for swimming pool use, but also for holding different various events and activities. However, given the public views and comments on the floating barge pool, the floating barge pool is removed from the HEPs, but kept as an option for future consideration at implementation stage. In view of these comments, Removal of the advertisement billboards in the vicinity of the Cross Harbour Tunnel has been taken into account in the current proposals. The need for installation of noise barriers will be considered at the project implementation stage.
- 3.14.15 The public concern on the water quality of the ex-PCWA and CWBTS is well received. It has been the Government's continuous efforts to take initiatives to improve the water quality of the Victoria Harbour. Since the commencement of the Harbour Area Treatment Scheme (HATS) Stage 2A in 2015, the water quality of the open channel of the Victoria Harbour has been substantially improved. For the nearshore water quality, the Environmental Protection Department (EPD) commenced the Study on "Further Enhancing Quality of Coastal Waters of Victoria Harbour" in January 2016 with the objective to improve the coastal water quality including those within the ex-PCWA and CWBTS. It is expected that the Study would recommend practical measures such as the installation of the dry weather flow interceptor in the vicinity of the harbourfront area to improve the near-shore water quality. Relevant Government bureaux and departments will continue to work together to improve the water quality of Victoria Harbour.

3.15 Revitalised Typhoon Shelter Precinct

- 3.15.1 Public use and access of the Northern Breakwater were generally supported. The public noted that the previously proposed swing bridge linking the Northern Breakwater with the East Coast Park would no longer be considered due to technical reasons, and that the access onto the Northern Breakwater would be via sampan services. In this regard, some public members suggested that careful consideration should be given to the business operation (including frequency and price, etc.).
- 3.15.2 Public members suggested integrating this Precinct with the nearby existing green/open space. The proposed landscaped deck between Victoria Park and the CWBTS promenade should be carefully designed. In order to attract more visitors to this precinct, more programmes/ activities should be provided.
- 3.15.3 There was strong public consensus to explore the possibility of widening the pedestrian path between the POC and the Noonday Gun. There was suggestion on setting back the POC premises to allow more space for pedestrians and cyclists. Besides, the removal or relocation of the Noonday Gun to a nearby location along the CWBTS was suggested by some to allow for a better pedestrian/cycling path at this precinct.
- 3.15.4 There was concern that the Victoria Park Road at this precinct would cause noise and air pollution to the CWBTS promenade. Remedy measures, such as noise barriers, should be provided.
- 3.15.5 Some public members suggested providing more landing steps/bollards for temporary mooring of vessels along the water edge at the CWBTS.
- 3.15.6 The reintroduction of floating restaurants which could reflect the heritage of CWBTS was generally supported by the public. In terms of operation, suggestions raised by the public included smaller scale eateries with ancillary supporting facilities in a designated area, sizeable floating restaurants along the water edge of the CWBTS (which could connect with the proposed cantilevered boardwalk/floating docks). Nevertheless, many public members raised concerns including the financial viability of the floating restaurants, the environmental and sewage impacts including water pollution of the harbour due to the floating restaurants, fire safety, etc.
- 3.15.7 There was suggestion on building a floating museum to display the heritage and culture of the Victoria Harbour, typhoon shelter, etc.
- 3.15.8 Regarding the relocated Tin Hau Temple, some public members raised concerns over the potential air pollution caused by joss paper burning at the relocated Tin Hau Temple. They requested that the temple owner/operator should comply with relevant Government regulations and requirements. Some public members raised concerns that berthing of vessels at the new Tin Hau Temple would be obstructed by the proposed boardwalk in front of the temple.

Responses

- 3.15.9 In response to the general public consensus to widen the CWBTS promenade, especially for the promenade section near the POC and Noonday Gun as mentioned

in paragraph 3.15.3 above, the Study has recommended a cantilevered boardwalk to resolve the matter but there is concern on potential legal challenge on reclamation for this proposal. Nevertheless, the proposal is still kept as an option for future development subject to resolution of the PHO implications.

- 3.15.10 The request for provision of marine supporting uses and facilities including landing steps and bollards is well noted. There are already more than 10 landing steps along the CWBTS which are considered sufficient, and will be maintained. Bollards around the landing steps have been planned for mooring purpose. The design intention is to provide sufficient marine supporting facilities to facilitate public access to the floating restaurant, sampans and the Northern Breakwater, and to enhance the vibrancy of the CWBTS.
- 3.15.11 In the POC redevelopment plan, the future POC building will be set back at its eastern boundary to allow for a waterfront promenade with a width of around 4 meters for public use.
- 3.15.12 Regarding some public members' suggestion on relocation of Noonday Gun, since the subject site is privately owned, relocation of Noonday Gun would involve complicated and time-consuming land exchange procedure. Besides, public consensus on the land exchange between the Government and a private landowner might not be easily achieved in short run. The Study's assessment is that the firing of the gun has become a signature event in Wan Chai turning the area into a tourist attraction and hence relocation of the Noonday Gun is not recommended. The Study therefore suggests improving the CWBTS promenade environment by means of the other viable options including adoption of shared use concept or construction of cantilevered boardwalk, which could be beneficial to the general public in a more practical and effective way.
- 3.15.13 The public's support for floating restaurants is noted. The Study has looked into the implementation aspects including business viability, licensing and control to prevent the potential adverse environmental/pollution impacts, fire safety, etc. Under the current licensing regime, floating restaurant operators need to obtain marine restaurant licence before they could run the floating restaurants in the CWBTS. As the licensing authority for food business, FEHD issues a marine restaurant licence in accordance with the Food Business Regulation, Cap.132X. Factors for consideration in issuing a marine restaurant licence include public and food hygiene, vessel safety requirements and fire safety. Besides, the vessel concerned should be in compliance with the statutory plan restrictions, if applicable. FEHD will only grant a licence if the concerned vessel meets the licensing requirements imposed by FEHD and the relevant departments (such as MD and EPD etc.). Apart from licensing issues, the floating restaurant may also affect the operation of the typhoon shelter. In view of the above issues, the initial floating restaurant proposal is to facilitate non-stationery vessels providing sight-seeing and catering services. In addition, business viability and market responses are also the major issues. To enhance the business viability, more incentives such as exclusive access to the Northern Breakwater and publicity to increase public awareness to this CWBTS attraction may be considered.

- 3.15.14 Regarding the concern related to the joss paper burning at the relocated Tin Hau Temple, the relevant requirements under the tenancy agreement and other relevant Government regulations/requirements to safeguard air quality will prevail.

3.16 East Coast Park Precinct

- 3.16.1 Some public members suggested exploring the possibility to integrate the design of the East Coast Park with the planned boardwalk under the IEC for a more holistic and cohesive design.
- 3.16.2 In terms of the uses and activities in this precinct, public members requested adequate space be allocated for more “passive” activities, such as reading, to balance the “active/passive” uses, while some members supported some small scale F&B outlets be provided in the East Coast Park. There was suggestion that a more “interactive” water edge could be introduced at this precinct, including supporting facilities for water/marine sports such as dragon boat races.
- 3.16.3 Some public members commented that the community garden may obstruct a legit visual corridor and access to the harbourfront along Oil Street. Some members raised concern on the loading capacity and management of the proposed community garden and the air quality due to its close proximity to the CWB and IEC. Some suggested that the design of the community garden should make reference to the High Line Park in New York City.
- 3.16.4 There was suggestion that beautification/area improvements in adjacent areas (especially the streetscape enhancement of Oil Street and Fook Yum Road) of the East Coast Park Precinct should be implemented together with the harbourfront area in order to revamp the area into one cohesive design. More pedestrian-friendly streetscape designs with clear signage and street art should be considered.

Responses

- 3.16.5 During the process of the formulation of the HEPs in the East Coast Park Precinct, the ongoing and planned development in the adjacent area have been taken into consideration in order to achieve a cohesive design of the public space in the area. The interface between the East Coast Park Precinct and the planned boardwalk underneath IEC has been taken into account with a view to provide a continuous pedestrian walkway and bicycle trail through the East Coast Park to Quarry Bay.
- 3.16.6 The East Coast Park has been planned with a diversity of programmes and activities that allows citizens of all ages and abilities to engage with the public space. Both active (e.g. extreme park, bicycle trail, outdoor gym area, yoga lawn, children’s playground, etc. and passive (e.g. flexible lawn area, waterfront garden/resting area, etc.) uses and activities could be accommodated in this precinct.
- 3.16.7 Landing steps have been planned along the water edge to realise the Study’s vision to enable people to get closer to the water.
- 3.16.8 It is a misunderstanding that the proposed community garden would obstruct the visual access to the harbourfront. The community garden is proposed at the future CWB Eastern Portal-top; instead of at the ground level, and would not result in any adverse visual impact.

- 3.16.9 Given that Oil Street and Watson Road are the major pedestrian entrance corridors into the East Coast Park Precinct, comprehensive streetscape enhancement plans have been prepared to enhance the streetscape along these streets. Measures will include sensitive landscape treatment, special paving pattern and materials, clear character signage, etc.

3.17 Implementation and Management

- 3.17.1 Many public members including the Wan Chai and Eastern District Councils called for early implementation of the HEPs in the Wan Chai and North Point harbourfront areas. They considered that overwhelming design, which would require more public funding and might delay the implementation programme, should be avoided.
- 3.17.2 Many public members considered that the HEPs should be implemented and managed by an independent agency to ensure a holistic design and coordinated management. Innovative management approach in managing the waterfront park and public open spaces should be explored.
- 3.17.3 There were requests to allow pets to access the harbourfront area as long as they were on leash. A continuous harbourfront with pet access was suggested.
- 3.17.4 The requirement for public convenience (with desirable male-female ratio) and nursing rooms had been highlighted.

Responses

- 3.17.5 The Government strives to implement the HEPs along the Wan Chai to North Point as soon as practicable. The Government would also ensure the HEPs would be implemented in a coordinated and holistic manner.
- 3.17.6 However, it should be noted that the implementation of the HEPs along the Wan Chai to North Point harbourfront areas would hinge on the ongoing and planning major infrastructural projects including the Shatin to Central Link, proposed convention facilities above the Exhibition Centre Station, redevelopment of the three Wan Chai Government Offices Towers, etc. Noting that the public is eager for an early implementation of the HEPs and opening of the waterfront promenade for public enjoyment, two quick win projects are identified. They are:
- (a) a 20m-wide advance waterfront promenade in the Pierside Precinct; and
 - (b) a 12m to 17m-wide promenade to the west of HKCEC (comprising the Sunset Promenade extending westward to connect with the New Central Harbourfront).
- 3.17.7 The Government would continue to seek every opportunity to implement the HEPs and open the waterfront promenade by phases for public enjoyment once the subject waterfront land is available.
- 3.17.8 As revealed in the public comments, the conventional implementation modes and management mechanisms for the harbourfront areas by the public sector are subject to limitations. Alternative and innovative implementation modes and management

mechanisms such as public-private participation, participation by non-government organisations could be explored. To leverage on non-government agents' creativity and expertise, one of the important considerations is whether there is a viable business case for the projects. To realise such intention, enhancing the financial viability such as relaxation of gross floor area and building height restrictions to increase commercial elements would be further examined for implementation.

4 WAY FORWARD

- 4.1.1 The comments and views collected via a series of engagement meetings and activities during the PE2 and the continuous efforts of engagement with the HC have been compiled and analysed, providing the basis for finalising the UDFP and HEPs.

Appendix I – Summary of Stage 1 Public Engagement Meetings/Events

Date	Meeting/ PE Activities
Stakeholder Interviews and Meetings (71 Participants)	
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 (34 Participants)	
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 (760 Participants)	
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 (82 Participants)	
2 August 2015	Eastern District Resident Workshop
4 August 2015	Wan Chai District Resident Workshop

Appendix II – View Collection Form Template

「灣仔北及北角海濱城市設計研究」- 第二階段公眾參與 意見收集表 “Urban Design Study for the Wan Chai North and North Point Harbourfront Areas” – Stage 2 Public Engagement Views Collection Form

1. 您對**優化海濱建議**下的五個主題區設計有何意見?

What are your views on the design of the five character precincts under the **Harbourfront Enhancement Proposals**?

2. 您對**優化海濱建議**的**擬議用途、活動、設施及景點**有何意見?

What are your views on the **proposed uses, activities, facilities and attractions** under the Harbourfront Enhancement Proposals?

3. 您對**優化連接建議**有何意見?

What are your views on the **connectivity enhancement proposals**?

4. 在顧及《**保護海港條例**》的情況下，您是否支持沿銅鑼灣避風塘海濱的擬議行人板道?

Do you support the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the **Protection of the Harbour Ordinance**?

5. 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 2016 年 8 月 20 日或之前遞交您的意見。

Please send us your views on or before 20 August 2016.

郵寄 Post

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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>.

Appendix III – Participants List of Design Ideas Competition

項	作品題目	參賽者姓名
冠軍	Bridging the Coast	陳鈞濤 陳樂榮
亞軍	Urban Activation - The Restoration Plan of Wanchai North and North Point Harbourfront	甘子軒
季軍	Urban Pacemaker	陳金留 湯景秋
季軍	Style Hong Kong 風格香港	李百嘉 周子峰 何心怡 關竹嫻
優異	Vestigie of Hong Kong Fishman	朱凱楣
優異	Discovery Lane 曲徑尋優	Chu Wing Chun, Victor Chu Ying Hung
優異	WANderland	Kwok Chun Jonathan Kwok Man Heng Jessie Ng Fook Yee Li Wing Ching Zheng Siyu Lin Wen Yi Chiong Hoi Yan
優異	The Glistening Kaleidoscope	Yu Tze Yan Amanda Wu Long Chi Fung Ka Lok Lai Yat Long Lee Mei Yan Lee Yuen Ying Crystal Lo Man Chi Gigi
參與者／團隊	Voyagers' Haven- Return, Reunion and Re-embark 歸程·再啓航	Au Chi Yan Leung Cheuk Nam Lim Tse Kang Mark Mak Yui Kan Raphael Ngan Mui Chun Wong Man Kwan
參與者／團隊	Waterflow 隨水	Chan Ho Man Timothy Lee Hon Him Sa Pui Chong Axel
參與者／團隊	Hong Kong+ 香港家	Chu Tinki Judy

Appendix III – Participants List of Design Ideas Competition

項	作品題目	參賽者姓名
參與者／團隊	Harbourfront in Tranquility	Chua Johnwell
參與者／團隊	Momentum of Water 浪跡灣仔	Fung Yee Nam
參與者／團隊	Let the Youngers Revive . Promote the Memories 流年回憶·一脈相承	Lai Ho Wai Lo Shuk Yan
參與者／團隊		Li Moonfier Yeung Wing Yee Tai Long Him Yim Shiu Man Natalie Kong Sze Wai Cheung Yeung Mei Wong Cheuk Man Cheng Ka Yan Aileen
參與者／團隊	Wanchai wakes	Li Yuen Yung Chun Wing Hin Christy Leung Hiu Yan 謝麗欣 楊晉榮
參與者／團隊	Stitches	Samonte Ruben Christopher Pamintuan Chan Wai Yi Lo Lok Sze Ho Yuen Yan, Michelle
參與者／團隊	Wanchai 2.0 Awakening of the Dragon	Subrata Das Wai Che Hong Madelene Mei Huen Li Li Hiu Lam Florence
參與者／團隊	Goose Stream under Banyan 鵝澗榕蔭	Wong Ting Fung Cheung Oi Wai Charity Teresa Tan Yuen Chun Yin
參與者／團隊	WANderful Wanchai	Wu Peter
參與者／團隊	WAVE 1753	Yik Wing Chun 黎學鳴 文天龍

**Appendix IV – Minutes of Eastern District Council Planning, Works and Housing Committee
 and Wan Chai District Council Meeting (27 June 2016)**

**Minutes of the 4th Meeting of
 the Planning, Works and Housing Committee
 Eastern District Council**

Date: 27 June 2016 (Monday)
 Time: 2:30pm
 Venue: Eastern District Council Conference Room

<u>Present</u>	<u>Time of Arrival (pm)</u>	<u>Time of Departure (pm)</u>
Mr TING Kong-ho, Eddie	2:40	end of meeting
Mr WONG Chi-chung, Dominic	2:30	end of meeting
Mr WONG Chun-sing, Patrick	2:55	end of meeting
Mr WONG Kwok-hing, BBS, MH	4:00	4:10
Mr KU Kwai-yiu	2:30	end of meeting
Mr HO Ngai-kam, Stanley	2:30	end of meeting
Mr LEE Chun-keung	2:30	6:10
Mr LAM Sum-lim	2:30	4:45
Mr LAM Kei-tung, George	2:30	end of meeting
Ms LAM Chui-lin, Alice, MH	2:30	end of meeting
Mr SHIU Ka-fai	2:30	6:25
Mr HUNG Lin-cham	2:30	3:15
Mr CHUI Chi-kin	2:30	5:45
Mr CHEUNG Kwok-cheong, Howard	2:30	end of meeting
Mr LEUNG Siu-sun, Patrick	2:30	6:10
Mr LEUNG Kwok-hung, David (Chairman)	2:30	end of meeting
Ms LEUNG Wing-man, Bonnie	3:30	end of meeting
Mr HUI Lam-hing	2:30	5:15
Mr KWOK Wai-keung, Aron	4:40	5:00
Mr MAK Tak-ching	2:30	end of meeting
Mr WONG Kin-pan, MH, JP	2:30	end of meeting
Mr WONG Kin-hing	3:30	end of meeting
Mr YEUNG Sze-chun	2:30	6:30
Mr CHIU Ka-yin, Andrew	2:30	end of meeting
Mr CHIU Chi-keung	2:30	end of meeting
Mr LAU Hing-yeung	2:30	end of meeting
Mr CHENG Chi-sing (Vice-Chairman)	2:30	end of meeting
Mr CHENG Tat-hung	3:05	end of meeting
Mr LAI Chi-keong, Joseph	2:30	end of meeting
Mr NGAN Chun-lim, MH	3:45	end of meeting
Mr LO Wing-kwan, Frankie, MH	5:00	end of meeting
Mr KUNG Pak-cheung, MH	2:30	5:35
Ms KONG Yuk-foon, Doreen (Co-opted Member)	2:32	3:56
Mr KONG Chak-ho, Alex, MH (Co-opted Member)	2:30	4:00

Appendix IV – Minutes of Eastern District Council Planning, Works and Housing Committee and Wan Chai District Council Meeting (27 June 2016)

Absent with Apologies

Ms LI Chun-chau

Ms CHOY So-yuk, BBS, JP

In Regular Attendance (Government Representatives)

Ms TENG Yu-yan, Anne, JP

District Officer (Eastern), Eastern District Office

Mr LAI Ho-chun, Samuel

Assistant District Officer (Eastern) (2), Eastern District Office

Ms WONG Sze-man, Queenie

Senior Liaison Officer (2), Eastern District Office

Mr LAM Chun-tak

Senior Engineer 2 (Hong Kong Island Division 1),
Civil Engineering and Development Department

Ms LAI Wai-shan, Irene

Senior Town Planner/Hong Kong (2), Planning Department

Ms HO Mun-ye, Money

Senior Estate Surveyor/Hong Kong East (3), District Lands Office, Hong Kong East

Mr WONG Wai-leung

Chief Health Inspector 1, Food and Environmental Hygiene Department

Miss CHAN Wai-lin, Rose

Senior Housing Manager/Kowloon West and Hong Kong Island 3, Housing Department

Mr NG Wai-yin

Maintenance Surveyor/Hong Kong East, Housing Department

Ms SO Wing-ting, Janise

Building Surveyor/ A5-3, Buildings Department

Miss WAH Pui-ye, Vivian

Senior Executive Officer (District Council), Eastern District Office

Ms LEE Shuk-han, Phoebe (Secretary)

Executive Officer I (District Council)2, Eastern District Office

In Attendance by Invitation (Representatives from the Government and Organisations)

Ms KUN Ka-yin, April

Chief Town Planner, Planning Department

Mr FUNG Mo-yeung, Patrick

Senior Town Planner, Planning Department

Miss NG Pui-shan

Town Planner Trainee, Planning Department

Dr MAK Hoi-cheung, Eunice

Deputy Project Director, AECOM Asia Company Limited

Mr CHAN Wing-kit

Senior Town Planner, AECOM Asia Company Limited

Mr TANG Wai-lap

Town Planner, AECOM Asia Company Limited

Ms CHOW Wing-che

Public Engagement Consultant, Kadoorie Centre of the University of Hong Kong

Ms LEE Ka-ho

Public Engagement Director, Kadoorie Centre of the University of Hong Kong

III. Urban Design Study for the Wan Chai North and North Point Harbourfront Areas - Stage 2 Public Engagement

(PWHC Paper No. 22/16)

4. The Vice-chairman welcomed Ms April KUN, Chief Town Planner, Mr Patrick FUNG, Senior Town Planner and Miss NG Pui-san, Town Planner Trainee of the Planning Department (PD); Dr Eunice MAK, Deputy Project Director, Mr CHAN Wing-kit, Senior Town Planner and Mr TANG Wai-lap, Town Planner of the AECOM Asia Company Limited; Ms CHOW Wing-chee,

Appendix IV – Minutes of Eastern District Council Planning, Works and Housing Committee and Wan Chai District Council Meeting (27 June 2016)

Public Engagement Consultant and Ms LEE Ka-ho, Public Engagement Director of the Kadoorie Centre of the University of Hong Kong to the meeting. Ms April KUN of the PD and Mr CHAN Wing-kit of the AECOM Asia Company Limited introduced Paper No. 22/16.

5. The views and queries of 21 Members about the issue are summarised as follows:

- a) Mr KU Kwai-yiu hoped that the department(s) concerned would implement the harbourfront enhancement recommendation, study the feasibility of installing a connected cycling track, and give a detailed explanation of the operation and details of the Floating Pool.
- b) Mr Dominic WONG asked about the number of pedestrian entrances and exits connected to the new harbourfront.
- c) Mr Eddie TING was worried that the design of the harbourfront would be too fancy and complicated, which would extend the time required for the works of the whole harbourfront development programme and increase the cost of the project. He said that citizens only needed a simple harbourfront walkway to serve as a recreational facility and hoped that the department(s) concerned would commence the works as soon as possible.
- d) Mr LAM Sum-lim said that the study of the harbourfront design had been ongoing for years and many citizens hoped that the harbourfront facilities would be completed soon. He hoped that the department(s) concerned would provide the relevant timeline of the works. In addition, he suggested that the department(s) concerned would implement the development of the harbourfront in phases to meet the demands of citizens by enabling citizens to use the facilities as soon as possible.
- e) Ms Alice LAM hoped that the department(s) concerned would complete the aforementioned study as soon as possible to provide citizens with a complete harbourfront. She suggested that the department(s) concerned should add a connected cycling track, and also asked about the crowd control measures for the Northern Breakwater, the facilities of the Gourmet Dining Square and the water quality of the Floating Pool.
- f) Mr CHUI Chi-kin believed that extravagant design might fail to meet the actual needs of the public. He hoped that the department(s) concerned would provide a timetable for the project schedule and asked the department(s) concerned to carefully study the feasibility of adding a connected cycling track to attract public use of the facilities.
- g) Mr HUNG Lin-cham supported the implementation of the aforementioned study by the department(s) concerned, and hoped that the department(s) concerned could carry out the works as soon as possible, with a view to maximising the development and use of harbourfront resources and improving the quality of life of citizens. He also asked about the effectiveness of the Stage 1 Public Engagement activities, and suggested that the department(s) concerned should come up with ways to attract more citizens to participate in the Stage 2 activities, so as to collect more views.

Appendix IV – Minutes of Eastern District Council Planning, Works and Housing Committee and Wan Chai District Council Meeting (27 June 2016)

- h) Mr Patrick LEUNG believed that the department(s) concerned should avoid selecting overly commercialised design to preserve the recreational purpose of the harbourfront. He was concerned about the harbourfront area, especially the accessibility of the East Coast Park, and hoped that the department(s) concerned would attach importance to the pedestrian and public transport network. He also proposed that the department(s) concerned should provide additional covered facilities to make it convenient for citizens to hang out at the harbourfront on rainy days, and pay attention to the height and hygiene of catering facilities to avoid affecting the nearby landscapes and environment.
- i) Mr Stanley HO appreciated that the department(s) concerned had thoughtfully designed the development plan, and hoped that the department(s) concerned would build facilities for citizens to use as soon as possible, as well as provide the expected completion date and the timetable of relevant works. He also reminded the department(s) concerned to refer to the air quality health index and other relevant data when considering whether the area of Causeway Bay Typhoon Shelter would be suitable for citizens to engage in outdoor activities.
- j) Mr Howard CHEUNG asked the department(s) concerned to show the location of toilets on the drawings.
- k) Mr Andrew CHIU was happy to see that the department(s) concerned consulted the District Council about the aforementioned programme. He agreed to the addition of diversified development to the harbourfront area, but asked the department(s) concerned to consider the project funding budget during the planning stage, so as to avoid the deletion of certain facilities in the future due to lack of resources. In addition, he believed that a disconnected cycling track would not be convenient to citizens and asked the department(s) concerned to find ways to improve the issue. He also advised the department(s) concerned to provide additional drinking facilities near the food trucks, and to hold more moving exhibitions and workshops in Stage 2 Public Engagement activities, so as to increase public participation and canvass more views of citizens.
- l) Mr YEUNG Sze-chun appreciated that the harbourfront enhancement design by the department(s) concerned and was concerned about the accessibility of the harbourfront. He hoped that the department(s) concerned would adhere to the principle of practicality in the assessment of demand for facilities and enhancement of the connection with the Central and Western District. In addition, he advised the department(s) concerned to come up with appropriate themes so as to facilitate the public to give specific views during Public Engagement activities. He also enquired about the effectiveness of the Stage 1 Public Engagement activities.
- m) Mr MAK Tak-ching said that some facilities, such as the food trucks and Floating Pool, would attract many tourists. Therefore, he was concerned that the leisure and recreational purpose of the harbourfront area would be neglected as the number of commercial opportunities increased at the harbourfront area. He hoped that the department(s) concerned would give an account of the targeted users of the harbourfront design. He also asked about the use of the apron near the Celebration Plaza.

Appendix IV – Minutes of Eastern District Council Planning, Works and Housing Committee and Wan Chai District Council Meeting (27 June 2016)

- n) Mr CHENG Tat-hung cited the design of the breakwater and cycling track as examples and believed that the department(s) concerned had not adequately responded to the views expressed by the public in the Stage 1 Public Engagement activities. He hoped that the department(s) concerned would find ways to improve the connectivity of the cycling track and give an account of the total number of stages that the whole urban design study was divided up into, as well as the expected completion date.
- o) Mr KUNG Pak-cheung was happy to see that the department(s) concerned had actively responded to Members' requests, and understood that there were technical difficulties to some of the design. In order to improve the connectivity of the cycle track and the quality and hygiene of waters, he advised the department(s) concerned to build a tunnel track for bicycles and introduce water flow from outer harbour into the typhoon shelter so as to increase the water movement.
- p) Ms Doreen KONG said that the scope of the East Coast Park Precinct was not large and pedestrians occupied a small space. Therefore, she asked the department(s) concerned to review whether it would be necessary to divide it into two parts. She also enquired whether the cycling track would be separated from pedestrians to ensure safety.
- q) Mr Alex KONG believed that residents of Eastern District were disappointed because most of the development zone was located in Wan Chai District. He hoped that the department(s) concerned would refer to views proposed by Members in respect of the development of the Eastern District Harbourfront in the past, and integrate the development concepts of Wan Chai District into the Eastern District Harbourfront, as well as increase the connection between Causeway Bay and Shau Kei Wan to make it convenient for citizens to use the facilities.
- r) Mr Joseph LAI believed that the design of the harbourfront was beautiful, but was concerned about whether land reclamation would be necessary for some of the works. He hoped that the department(s) concerned would explain all harbourfront enhancement recommendations which would potentially involve the Protection of the Harbour Ordinance, and would prove that the works met the legal requirement of "overriding public need", so as to avoid the need for re-planning in the future.
- s) Mr CHIU Chi-keung hoped that the department(s) concerned would provide the estimation of the project cost and the pedestrian connection network, study the feasibility of adding a linked cycling track, and enhance the connectivity of the harbourfront to increase leisure and recreational space for the public.
- t) Mr WONG Kin-pan was extremely concerned about the development of the Eastern District Harbourfront. He hoped that the department(s) concerned would take appropriate measures to control the flow of people at the Northern Breakwater and monitor the safety of fishing areas. He also suggested enhancement of the pedestrian connection network to tie in with the development of the Boardwalk under Island Eastern Corridor, with a view to formulating a comprehensive plan.

Appendix IV – Minutes of Eastern District Council Planning, Works and Housing Committee and Wan Chai District Council Meeting (27 June 2016)

- u) The Vice-chairman said that the use of bicycles were currently prohibited at many parks under the management of the Leisure and Cultural Services Department (LCSD), and was worried that the relevant by-laws would apply to the harbourfront facilities too, which would prevent conjunctive use with the cycling track. He also asked whether harbourfront facilities such as the Floating Pool and other relevant works would violate the Protection of the Harbour Ordinance.
6. Ms April KUN of the PD, Mr CHAN Wing-kit of the AECOM Asia Company Limited and Ms CHOW Wing-chee of the Kadoorie Centre of the University of Hong Kong responded to the views and queries of Members as follows:
- a) The land use of new reclamation land and relevant urban planning procedures had been determined early on in 2007 when Wan Chai Reclamation Phase II was implemented, and was included in the Wan Chai North Outline Zoning Plan and North Point Outline Zoning Plan. The aforementioned study was for the development of an urban design outline and harbourfront enhancement recommendations under the premise that the land would mainly be used for leisure and recreational use of the public.
 - b) The implementation timetable for harbourfront enhancement recommendations must match the completion dates of relevant reclamation works and road works. The Wan Chai Reclamation Phase II and Central-Wan Chai Bypass works were expected to be completed gradually in phases from the end of 2017 / the start of 2018 onwards. As a matter of fact, it was to make early preparations for the implementation of the harbourfront development plans that the PD launched the aforementioned study, in which relevant implementation timetables would be put forward later. The PD had requested the consultant to come up with a fast and feasible solution and establish a pilot scheme so that citizens would be able to enjoy the facilities earlier.
 - c) The department(s) concerned had always worked closely with the Harbourfront Commission to advance the study and adopt a flexible, shared and suitable design for more diverse harbourfront facilities and to ensure good use of public funds.
 - d) The department(s) concerned had collected many public views during the Stage 1 Public Engagement activities. Some views considered that the harbourfront should be developed into a new internationally renowned harbourfront, while other believed that the local characteristics should be retained and that the needs of local citizens should be prioritised. After sufficient consideration of the views from various parties, various design elements had been added to the five themed precincts as per the harbourfront enhancement recommendations.
 - e) The purpose of the Stage 2 Public Engagement was to obtain even more public views on the harbourfront enhancement. The Stage 2 Public Engagement activities were launched on 11 June 2016, and the department(s) concerned also organised activities such as focus groups, moving exhibitions, public workshops and so on. Various themes and contents were also established to facilitate the solicitation of public views.

Appendix IV – Minutes of Eastern District Council Planning, Works and Housing Committee and Wan Chai District Council Meeting (27 June 2016)

- f) During the Stage 1 Public Engagement activities, the department(s) concerned received many views that reflected the public's expectation for the addition of cycling tracks along the northern shore of Hong Kong Island. Therefore, a cycling track had been incorporated into the harbourfront enhancement proposal, connecting the newly- proposed cycling routes for the Central harbourfront in the west to the cycling facilities under consideration in the "Boardwalk underneath Island Eastern Corridor Investigation" in the East. The proposed cycling track would be mainly intended for recreational use to promote diverse activities along the harbourfront.
 - g) However, parts of the cycling track, including the areas outside the Wan Chai Convention and Exhibition Centre, around the yacht club near Hung Hing Road, next to the Noonday Gun and near Hing Fat Street, were restricted by the pedestrian flow, traffic and space. For public safety reasons, bicycle users may need to dismount at these bottleneck road sections and walk their bicycles. The department(s) concerned understood the public expectation for a linked cycling track and would further explore the feasibility of the matter, but it would require careful consideration as it might bring about other issues.
 - h) Given the venue restrictions of the harbourfront, a number of harbourfront enhancement proposals, such as the proposed Causeway Bay Boardwalk, might involve the Protection of the Harbour Ordinance. The department(s) concerned would collect the public views in the Stage 2 Public Engagement activities. Citizens' views would provide important indications on whether such harbourfront enhancement recommendations establish an "overriding public need".
 - i) After investigation, it was determined that a bridge would affect frequent entry and exit of vessels to and from the typhoon shelter, so it was recommended that sampan services were used to bring the public to the Northern Breakwater. The study would later consider pedestrian flow management measures, safety design and so on.
 - j) Each themed precinct in the scope of the study had toilet facilities.
 - k) According to initial design, the Floating Pool was a movable facility which floated on the water surface. However, further discussion with relevant Government departments would be needed with regards to licensing, berthing location, drifting and so on.
 - l) The study did not have plans on opening up the water bodies of the typhoon shelter or the former Wan Chai cargo loading area, but it would closely monitor the water quality, tides, impact of sewage discharge in the vicinity and so on.
 - m) The apron at the northeast of the Convention Centre was an existing facility and the proposed harbourfront enhancement plan would not make any changes to this facility.
7. The Vice-chairman concluded by asking the PD to note Members' views. If Members had further views, they could submit them to the PD in writing later.

Appendix V – Minutes of Wan Chai District Council Meeting (12 July 2016)

Minutes of the 5th Meeting of the 5th Wan Chai District Council Hong Kong Special Administrative Region

Date: 12 July 2016 (Tuesday)
Time: 2:30 p.m.
Venue: District Council Conference Room, Wan Chai District Office,
21/F Southorn Centre, 130 Hennessy Road, Wan Chai, Hong Kong

Present

Vice-Chairperson

Dr CHOW Kit-bing, Jennifer, BBS, MH

Members

Ms NG Yuen-ting, Yolanda, MH
Mr LEE Man-lung, Joey
Ms LEE Kwun-ye, Kenny, MH
Ms LEE Pik-ye, Peggy
Mr LAM Wai-man, Wind, Anson
Miss YEUNG Suet-ying, Clarisse
Mr CHENG Ki-kin
Dr TANG King-yung, Anna, BBS, MH
The Hon TSE Wai-chun, Paul, JP
Ms CHUNG Ka-man, Jacqueline

Representatives of Core Government Departments

Miss LAI Wai-ye, Renie	Assistant District Officer (Wan Chai), Home Affairs Department
Miss WONG Wing-ye, Amy	Assistant District Officer (Wan Chai), Home Affairs Department (Designate)
Ms CHAN Siu-ping, Daphne	Senior Liaison Officer (Community Affairs), Home Affairs Department
Mr MAK Chin-ho	District Commander (Wan Chai), Hong Kong Police Force
Ms POON Wai-ki,	Sub-Unit Commander (Patrol 2) (North Point Division), Hong Kong Police Force
Mr Lam Hin-leung	Assistant Police Community Relation Officer (Wan Chai District), Hong Kong Police Force
Ms SIT Wing-lin	Acting District Social Welfare Officer (Eastern/Wan Chai), Social Welfare Department
Ms HO Mun-ye, Money	Acting District Lands Officer/ Hong Kong East, Lands Department
Mr LAM Chi-keung	Chief Engineer/HK(2), Civil Engineering and Development Department
Miss LEE Pui-ling, Becky	District Leisure Manager (Wan Chai), Leisure and Cultural Services Department
Mr LAU Chi-keung	District Environmental Hygiene Superintendent (Wan Chai), Food and Environmental Hygiene Department

Appendix V – Minutes of Wan Chai District Council Meeting (12 July 2016)

10. Ms Peggy LEE said that the Pierside Precinct would be mainly used as a tourist spot which was commercial in nature. Most of the facilities in the vicinity of the Golden Bauhinia Square, the Wan Chai Pier and Causeway Bay such as the Gourmet Dinning Square and shopping malls would be used for commercial purpose. This was not in line with the original intent to open the harbourfront for public enjoyment. Moreover, the demands of residents of Wan Chai District for a pet garden and a community garden were not met as these facilities could only be found in the East Coast Park Precinct. While acknowledging the need for the harbourfront area to be divided into different precincts, she hoped that some facilities which the public needed would be provided in each of the precinct.
11. Mr CHENG Ki-kin pointed out that some cycle tracks in Hong Kong were too narrow for overtaking or for larger bicycles, while some lacked connectivity. He enquired about the width of the future cycle track along the waterfront promenade. He opined that given the limited space, there had to be appropriate trade-offs in the provision of facilities.
12. Ms Jacqueline CHUNG raised the following comments and enquiries:
- i. The representative of the Highways Department (HyD) said at the meeting of the Development, Planning and Transport Committee (DPTC) on 14 June that the provision of the north-south pedestrian connection at Tonnochy Road was infeasible. However, according to the consultation paper issued by PlanD, there would be five major north-south connections. She queried if PlanD had held in-depth discussions with HyD before issuing the consultation paper, and enquired about the exact number of north-south pedestrian connections leading to the waterfront promenade to be provided in the future. It was such a pity if the various character precincts were inaccessible and could only be watched from a distance.
 - ii. Regarding the bottleneck locations, the Administration only said that the problem would be improved “as far as practicable” and improvement “might” be achieved, without proposing any concrete measures. She requested the Administration to put forward concrete proposals.
 - iii. As seen from the slides, there was not a separate entrance/exit for the pet garden. If the pet garden would be under the management of LCSO, it was unlawful for pets to access the pet garden. Despite repeated enquires raised by WCDC about the provision of a separate entrance/exit for the pet garden, the Administration had yet to give any response.
 - iv. It was mentioned that some HEPs such as the construction of a boardwalk might contravene the Protection of the Harbour Ordinance (PHO) and it was necessary to establish an overriding public need. She requested the Administration to elaborate on this issue.
13. Ms Yolanda NG raised the following comments and enquires:
- i. She was of the view that the harbourfront area should be for public enjoyment and the overall planning should not focus only on the development of a commercial tourist area. She also stressed that the waterfront promenade should provide a pleasant walking experience for visitors, and hence east-west and north-south connectivity was of vital importance, which should ensure the accessibility of the harbourfront area and allow

Appendix V – Minutes of Wan Chai District Council Meeting (12 July 2016)

people to enjoy walking in the area.

- ii. At the time when she was holding the post of Secretary for Development, Mrs Carrie LAM had personally promised WCDC that the provision of a pet garden would be included in the planning of the waterfront promenade. She hoped that the Administration could provide more concrete planning of the pet garden.
- iii. Regarding water quality, she requested the Administration to improve water quality before implementing the arrangements for the provision of swimming facilities. If the nearby water quality could not be improved, the proposed floating pool would be infeasible since swimmers would be deterred by the foul smell from the sea.
- iv. As regards the mode of public engagement, she suggested that apart from organising exhibitions and workshops, the Administration should consider using other new forms of consultation such as launching online activities to ensure the consultation work could reach out to young people and could allow them more opportunities to express their views.

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

- i. She enquired about the approximate number of coaches that the planned coach park situated west of the Hong Kong Convention and Exhibition Centre (HKCEC) could accommodate. Moreover, she asked PlanD or the Transport Department (TD) if they had considered the nearby carriageways could cope with the busy traffic brought about by coaches. It should be noted that the area would not only serve Hong Kong people in the future, but also visitors from all over the world who came to the waterfront promenade to enjoy the beautiful harbour view.
- ii. Regarding the “Parking Provisions in Study Area” as shown in green colour on the public transport arrangement plan on page 30 of the PE2 Digest, she asked about the types and number of vehicles such area could accommodate. Moreover, she asked why the future Exhibition Station and the “Parking Provisions in Study Area” as shown in green colour were not included in the study area marked in the yellow line. In fact, the parking provisions and the future Exhibition Station should be included in the study area since visitors usually came to Wan Chai North by MTR to enjoy the harbourfront.
- iii. As regards improving water quality, she hoped that PlanD would discuss with the Civil Engineering and Development Department and the Environmental Protection Department to ensure swimmers’ interest would be not spoiled by water quality near the floating pool.

15. The Vice-chairperson raised the following comments and enquiries:

- i. She enquired if the water to be provided for the floating pool was the same as that for ordinary swimming pools or other type of water would be used. She also enquired about the difficulties in providing a floating pool.
- ii. Oil Street was very narrow with serious traffic congestion. She queried if the provision of parking facilities at Oil Street was feasible.
- iii. Many residents and those living on boats in the typhoon shelter hoped that a typhoon

Appendix V – Minutes of Wan Chai District Council Meeting (12 July 2016)

shelter museum could be established in the Revitalised Typhoon Shelter Precinct. She asked PlanD to consult the public on this proposal.

16. The Vice-chairperson invited representatives of PlanD, AECOM and the Institute to respond to Members' enquiries.

17. Ms April KUN responded as follows:

- i. Regarding the land uses of the Wan Chai North and North Point Harbourfront Areas and the proportion of commercial land, PlanD had thoroughly discussed this issue with WCDC and the public when carrying out the Wan Chai Development Phase II project. A consensus had been reached that the future waterfront promenade should not be over-commercialised. Therefore, the finalised land use proposal included most of the harbourfront areas as open space, and such proposal was stipulated in the statutory plan. In fact, according to the harbourfront design study, most of the future harbourfront areas would be used as public open space. Only three pieces of very small-sized sites would be used for commercial purpose in order to support the harbourfront development.
- ii. The next stage of the Study would consider the operation and management model of the new harbourfront. Since upon completion, there would be a long stretch of brand-new harbourfront, PlanD hoped that new ideas and more flexible management model could be introduced to enable the harbourfront not to be bound by the usual management model.
- iii. In view of the wide variety of public aspirations gathered during PE1, a proper balance had to be made in designing the harbourfront. A guiding concept was to create a diversified and accessible harbourfront for public enjoyment. On design, efforts would be made to provide flexible spaces as far as practicable to enable shared use of the precious waterfront resources.
- iv. One of the guiding principles of the development and enhancement of the harbourfront areas was to avoid additional reclamation which might contravene PHO. However, given the existing site constraints along the harbourfront, and to improve the bottleneck locations for the convenience of the general public, some HEPs such as the proposed Causeway Bay Boardwalk might contravene PHO. PlanD therefore hoped that public views on HEPs could be collected during this stage of public engagement. Public aspirations and public interest would be carefully considered in assessing if the proposals would be able to establish an overriding public need. This was the preliminary work and legal advice would be sought at the next stage.
- v. Noting the problems such as the heavy visitor flow in some areas and the site constraints, it was proposed that cyclists might have to alight and push their bikes in some designated sections of the bike trail. It should be stressed that the proposed bike trail was mainly for leisure purpose and hence its design was based on the model for leisure facilities instead of that for public transport.
- vi. Regarding the pet garden, the consultant was considering the introduction of some innovative ideas which were completely different from traditional thinking, such as considering if pets and people had to be completely separated and if pets had to be confined to a garden area.

Appendix V – Minutes of Wan Chai District Council Meeting (12 July 2016)

18. Ms April KUN then invited the consultant to respond to the enquiries about the technical aspects. Mr Kenny CHAN responded as follows:

- i. Many pet owners hoped that the new harbourfront would provide unrestricted space for pets to roam freely around. Therefore, the preliminary planning intention was to introduce a new concept in the Pierside Precinct by allowing pet owners to roam the whole waterfront park with their pets on a leash.
- ii. As regards the aspirations of the residents of Wan Chai District, public views would be gathered as far as possible during PE2 and consideration would be given to including them in the planning design.
- iii. According to the preliminary design, the width of the bike trail (cycling section) was about 4 metres, similar to the width of the bike trail in the proposed boardwalk underneath Island Eastern Corridor. Regarding how to address the bottleneck locations and whether some areas should be widened, these were issues for further consideration.
- iv. It was proposed that two additional coach parks would be provided. One was located to the west of HKCEC near Convention Avenue providing about 24 parking spaces; another one was at Wan Shing Street providing about nine parking spaces. Besides, there would be two public parking areas. One was located at the Harbour Education Annex which would provide about eight to ten parking spaces. Another one was at Watson Road with number of parking spaces being subject to further investigation due to the environmental and space constraints.
- v. In designing the floating pool, the Study would consider factors including water quality and wave impact. As regards water supply for the floating pool, it was proposed to use tap water instead of seawater. The relevant works and detailed design were subject to further investigation.
- vi. Regarding north-south pedestrian connection, according to the overall planning and design, the major confirmed pedestrian connections included four proposed elevated landscaped decks and the pedestrian connections linking the existing and the proposed MTR stations.

19. Ms Joyce CHOW responded as follows:

- i. The Institute had been keen on introducing a new public engagement model with a view to encouraging the public to participate in public engagement activities. PE1 activities/events were more innovative, including a paper puppet show, “ideal cafe” and a cultural and historical tour, in order to arouse public’s interest in the Study. During the second stage when the consultant had formulated more concrete proposals, the public engagement activities should allow more opportunities for the public to sit down for discussing and giving views on the issues. Therefore, apart from focus group meetings, roving exhibitions and public workshops were organised during PE2 public engagement.
- ii. The Institute had all along attached importance to engaging young people in the consultation process. During the past few months, the Study Team invited tertiary students from relevant academic disciplines in the whole territory to participate in the

Appendix V – Minutes of Wan Chai District Council Meeting (12 July 2016)

Design Ideas Competition. Many students and groups participated actively by giving ideas and suggestions. Besides, the Hong Kong Academy for Performing Arts was particularly chosen as a venue for the roving exhibition so as to obtain advice on arts and culture, and to encourage young people to express their views.

20. Mr Kenny CHAN supplemented that the establishment of a floating typhoon shelter museum in the Revitalised Typhoon Shelter Precinct was a very good suggestion. The Study Team would consider the feasibility of providing such facility.

21. The Vice-chairperson asked the relevant representatives to respond to enquiries about the provision of a community garden in Wan Chai and a separate entrance/exit for the pet garden raised by Ms Peggy LEE and Ms Jacqueline CHUNG respectively.

22. Mr Kenny CHAN responded as follows:

- i. Regarding the pedestrian connection for the pet garden, an entrance would be provided at Watson Road for pet owners to enter the pet garden with their pets via a designated path.
- ii. Regarding the provision of a community garden, the preliminary design concept was to enable the public to access the proposed sky community garden on the roof-top of the tunnel portal of the Central-Wan Chai Bypass via an additional pedestrian connection. The consultant had confirmed with HyD that the design of the sky garden was preliminarily considered to be feasible.

23. The Hon Paul TSE raised the following comments and enquiries:

- i. International cities such as New York, Boston and Vancouver also had beautiful harbour. People there were allowed to approach the waterfront, feeling the water with their hands and feet. He suggested that the Administration should consider setting up such water-friendly zone in the Water Sports Precinct.
- ii. He suggested following Vancouver's practice to allow the operation of water taxis which could not only serve as a convenient mode of transport carrying the public to and from Victoria Harbour, but also become an attraction to tourists. With the operation of water taxis, people travelling across the harbour would not have to rely solely on the cross-harbour tunnel. They may choose to travel across the beautiful harbour by water taxis.
- iii. The Chief Executive had mentioned earlier the establishment of a swimming shed in Central. He enquired if there was any connection between such idea and the proposed establishment of the Water Sports Precinct in the harbourfront.

24. Ms Yolanda NG raised the following comments and enquiries:

- i. Staging the roving exhibition in the Hong Kong Academy for Performing Arts and organising the Design Ideas Competition for students from professional institutions, to a certain extent, reflected the problem of professional hegemony since those activities were only for young people from relevant professional disciplines. If the aim was to arouse the whole community's attention, the public engagement activities should not be restricted to students from relevant academic disciplines. She hoped that the Administration would

Appendix V – Minutes of Wan Chai District Council Meeting (12 July 2016)

give more thoughts in designing public engagement activities and the targets of those activities should not be restricted to the professional fields. Reference should be made to the successful example set by the Environmental Bureau which had created the character “Big Waster” to promote the food wise campaign.

- ii. Regarding the provision of a pet garden, what the public wanted to have was not simply a pet garden within a designated area. Instead they hoped that the whole area was pet-friendly. Since the Administration aimed to create an innovative harbourfront, more open ideas should be introduced into its design with a view to providing more space in the whole harbourfront area for the use of pets.
- iii. She suggested drawing reference from the practice adopted in developing the West Kowloon Cultural District by consulting the public on the do’s and don’ts in the whole harbourfront area. This would enable members of the public to make concerted efforts in working out the conditions of use for the new harbourfront.

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

- i. The harbourfront area should be for the enjoyment of the whole community, including persons with disability and the elderly whose physical mobility was impaired. Some of the major pedestrian connections mentioned just now were not continuous and full north-south connectivity was not achieved. Take the pedestrian connection at Tonnochy Road as an example. There was a lift at one side only, indicating that it was not uninterrupted waterfront connection.
- ii. PE1 and PE2 were not extensive enough and no real contact was extended to residents living in private buildings or public estates in Wan Chai District. She suggested that the Administration should co-organise publicity activities with local organisations in order to extensively consult local residents.
- iii. During PE2, roving exhibitions would be held in Revenue Tower and the Hong Kong Academy for Performing Arts. She considered such venues not conveniently located and suggested holding the publicity activities in pedestrian precincts.

26. Ms April KUN responded as follows:

- i. On public engagement, PlanD had spared no effort to convey the information about the Study to the general public. Before the formal commencement of PE2, the Chief Executive and the Secretary for Development had mentioned the Study in their blog. It was also reported on TV during news reports. Through media coverage, the information could be conveyed to the wider public.
- ii. Since the general public was the major target of the public engagement exercise, public workshops were organised during the two public engagement exercises which were open for the participation of the general public. PE1 Report had been uploaded to the website of the Study, from which it could be seen that the public consultation exercise could reach out to residents from different districts and with different backgrounds. Besides, she called on Members to serve as a communication bridge by disseminating the information about the Study to local residents and distributing the posters to building owners.

Appendix V – Minutes of Wan Chai District Council Meeting (12 July 2016)

- iii. The concepts of harbour steps and water taxis had been incorporated into the design framework. In fact, the Harbourfront Commission had held many discussions on those concepts and had considered if the operation of water taxis was a viable business. The more attractive the harbourfront, the greater the chance for water taxi business to thrive. Therefore, the provision of water taxi facility should be assessed taking into account of other factors.

27. Mr Kenny CHAN responded as follows:

- i. The concept of providing a floating pool was introduced after making reference to the floating sports facilities in other countries. Having considered the water quality in Hong Kong, it was proposed to provide a floating pool which could make good use of the excellent position and beautiful landscape as well as enable the public to get close to the harbour, while resolving the problem that the water quality was not good enough for the public to swim directly in the sea at the moment.
- ii. On water-related design, it was proposed to provide harbour steps in the Water Sports and Recreation Precinct to allow the public to get close to the sea water as suggested by the Hon Paul TSE. On landscape design, the provision of a music fountain and a kid-friendly zone was proposed to incorporate water elements into the design planning of the harbourfront.
- iii. Regarding the provision of pet-friendly space, it was proposed to allow pet access throughout the harbourfront area in the Pierside Precinct on a trial basis. Such arrangement went beyond the traditional practice to confine pets to a designated area. After obtaining public views on this proposal during PE2, consideration might be given to introducing such idea into other areas.
- iv. As regards the north-south pedestrian connection, the consultant had prepared the pedestrian network plan after making reference to substantial amount of research information. Barrier-free design had been incorporated into the pedestrian network to facilitate access to the harbourfront by persons with disability and the elderly.
- v. Regarding public engagement activities, two public workshops would be held during PE2 for the participation of the general public with a view to extensively consulting the community.

28. Ms Yolanda NG said that an extensive consultation with the public through public engagement activities was of paramount importance since the new harbourfront would affect the future mode and quality of living of the general public. She was of the view that the Administration should not rely only on official blog or public workshops to publicise the work and gauge public views. She urged the Administration to step up publicity by innovative means such as organising public engagement activities specially designed for different groups of people.

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

- i. Regarding the design of the poster, she opined that the font
- ii. size was too small to draw public attention to the related website. She suggested that a poster with bigger font size be produced. Besides, she expressed her willingness to help

Appendix V – Minutes of Wan Chai District Council Meeting (12 July 2016)

post up the poster in her constituency area in order to encourage more members of the public to express their views.

- iii. Since the development of Wan Chai North harbourfront area would impact on the well-being of the whole community, she hoped that the Administration would not only organise public engagement activities in Wan Chai District, but also launch publicity work in other districts. She opined that holding two public workshops in Wan Chai District was not enough. She suggested setting up more exhibition zones and organising additional workshops. Different stakeholders should be invited to the workshops, including organisers of water-related activities, relevant officials, representatives of arts centres or arts groups. This would enable members of the public to listen to professional advice when they participated in the workshops to give their views.

30. Ms April KUN thanked Members for their views and comments. The Administration would follow up on the suggestions about stepping up publicity efforts. The Vice-chairperson thanked representatives of PlanD, AECOM and the Institute for attending this meeting. She urged the parties concerned to organise more innovative, in-depth and diversified public engagement activities.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

Focus Group Meeting (Professional Institutes) – Summary Notes¹

Date: 11 June 2016 (Saturday)

Time: 3:30pm – 5:30pm

Venue: Multi-purpose Hall, 3/F, City Gallery, 3 Edinburgh Place, Central, Hong Kong

Attendance List:

Organization	Name	Post/ Representing Organizations
Professional Institutes	Ms. Jane Au-Yeung	Member, Hong Kong Institute of Architects
	Mr. Rock LEUNG	Member, Hong Kong Institute of Architects
	Mr. Edwin TSANG	Member, Hong Kong Institute of Architects
	Mr. Paul CHAN	Member, Hong Kong Institute of Landscape Architects
	Mr. Tak WONG	President, Hong Kong Institute of Landscape Architects
	Ms. Brenda AU	Member, Hong Kong Institute of Planners
	Mr. AJ CHAN	Member, Hong Kong Institute of Planners
	Ms. CHEUNG Hoi Yee	Member, Hong Kong Institute of Planners
	Mr. Edwin CHOY	Member, Hong Kong Institute of Planners
	Mr. Elton CHUNG	Member, Hong Kong Institute of Planners
	Ms. Elizabeth NG	Member, Hong Kong Institute of Planners
	Ms. Elizabeth WANG	Member, Hong Kong Institute of Planners
	Mr. WONG Hon Yip	Member, Hong Kong Institute of Planners
	Mr. Tommy WONG	Member, Hong Kong Institute of Planners
	Ms. Icy CHOI	Member, Hong Kong Institute of Surveyors
	Ms. Clara HO	Member, Hong Kong Institute of Surveyors
	Mr. Cliff TSE	Member, Hong Kong Institute of Surveyors
	Mr. Ivan HO	Vice President, Hong Kong Institute of Urban Designers
	Mr. Laurence LIAUW	Member, Hong Kong Institute of Urban Designers
	Mr. TAM Po Yiu	Member, Hong Kong Institute of Urban Designers
Mr. Ian BROWNLEE	Director, Masterplan	
Dr. Sujata GOVADA	Director, UDP International	
Student Participants	Mandy CHU	Chu Hai College of Higher Education
	Victor CHU	Chu Hai College of Higher Education
	CHAN Lok Wing	Technological and Higher Education Institute

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

Appendix VI – Gist of Major Comments from the Focus Group Meetings

	Oliver CHAN	Technological and Higher Education Institute
	CHOW Chi Fung	The University of Hong Kong
	Jacqueline HO	The University of Hong Kong
	Melissa KWAN	The University of Hong Kong
	Jessie KWOK	The University of Hong Kong
	Jonathan KWOK	The University of Hong Kong
	Crystal LEE	The University of Hong Kong
	Erica LI	The University of Hong Kong
	WU Long Chi	The University of Hong Kong
	Amanda YU	The University of Hong Kong
	Planning Department	Ms. Phyllis LI Chi Miu
Ms. Amy CHEUNG Yi Mei		Assistant Director of Planning/Territorial
Ms. April KUN Ka Yin		Chief Town Planner/Studies and Research
Mr. Patrick FUNG Mo Yeung		Senior Town Planner/Studies and Research
Ms. Wendy LEE Wan Ling		Town Planner/Studies and Research
Ms. Vidyan NG Pui Shan		Town Planning Graduate/Studies and Research
AECOM (Planning)	Dr. Eunice MAK	Director
	Mr. Kenny CHAN	Associate
	Mr. Leon LI	Associate
	Mr. Dino TANG	Town Planner
Kadoorie Institute, The University of Hong Kong	Dr. Winnie LAW	Assistant Director (Facilitator)
	Ms. Joyce CHOW	Project Manager
	Ms. Carol LEE	Senior Project Officer

Part 1: Design Themes, Programmes & Activities

Overall 5 Character Precincts

- Participants considered that the proposed design, programmes and activities were generic. A coherent design theme throughout the waterfront should be given.
- Suggestions were given to explore the possibility to make use of the existing infrastructures (e.g. roads and footbridges) to enrich the vibrancy of the waterfront (e.g. fully pedestrianize certain truck road at every Sunday morning).

Celebration Precinct

- The participants commented that the proposed designs of the Celebration, City View, and Sunset Plazas might be too formal, and might not be suitable for daily uses, it was suggested that the space, besides F&B, could be designed with flexibility to cater for different everyday uses and activities (including but not limited to: Sunday markets, musical/arts and cultural performances). Management for the space at this precinct should also be flexible in line with the different uses and activities.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

- The participants expected a better design for the promenade to the north of the Hong Kong Convention and Exhibition Centre. A more open design and / or a design with minimal view obstruction were suggested.
- One participant suggested that the traffic congestion caused by illegal coach bus parking along Expo Road East roundabout might be improved if the Golden Bauhinia Plaza were to be relocated to the Tamar Park in Admiralty. However, some other participants had reservations on the actual feasibility of this suggestion.

Pierside Precinct

- Regarding the multi-purpose event space / lawn spaces, the participants considered that these event open spaces should be opened for public enjoyment during non-event time. Reference could be made to the New Central Waterfront.
- In terms of the proposed design of the precinct, some participants commented that the proposed music fountain was not modern enough.
- Comments were also received regarding the interface between land and water, such as a design that would encourage and allow people to get closer to the water (e.g., descending steps from land to water or a subtle level difference between land and water). Many participants agreed physical barriers between land and water should be avoided as far as possible not only at this precinct, but at other precincts throughout the waterfront

Water Sports & Recreation Precinct

- Some participants commented that the precincts should be named to reflect their origins or heritage/historical backgrounds. For example, the “Water Sports & Recreation Precinct” should be named as “Wan Chai Basin Precinct”.
- In general, participants welcomed the idea of introducing a floating pool in this precinct. They also enquired the possibility of introducing different types of uses on the floating barge other than swimming (e.g. sports facilities, cat walk), and the possibility to barge the floating pool in other locations along the waterfront (e.g. other side of the breakwater, North Point, etc.). An extension from the existing breakwater at this precinct was recommended to ensure that the area would be safely protected from occasional waves that the ex-PCWA endured.
- Some participants raised concern on the popularity of the floating barge pool facility as more easily accessible pools (e.g. Victoria Park Swimming Pool) can be found nearby.
- Comments were received on the size of the urban beach for being too small for holding more meaningful activities such as beach volleyball. It should be enlarged to include more open space at the precinct, if possible.
- In terms of the actual water recreation aspect, some participants mentioned they would like to have direct contact with the water of Victoria Harbour if the water quality could be improved in the long run.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

Revitalized Typhoon Shelter Precinct

- Similar to the “Water Sports & Recreation Precinct”, some participants suggested renaming of this precinct as “Typhoon Shelter Precinct”.
- There were concerns that given the proximity of this precinct and Victoria Park, visitors might prefer using Victoria Park rather than the open space in this precinct if it was not attractive enough.
- Consideration should be given to explore the possibility to make use of the roof structure (with adequate noise barrier) of the Cross Harbour Tunnel Portal at Kellett Island, and also to explore the possibility to pedestrianize Hung Hing Road for the more friendly pedestrian access.
- In terms of the extent of the cantilevered boardwalk, consideration should be given to explore extending the boardwalk to the north of Noonday Gun, so as to alleviate the bottleneck issues nearby.
- Regarding the propose use of the Northern Breakwater (NB), it was commented that the NB was approximately 500 metres long with only two proposed landing steps for access, further elaboration was needed to justify its use, design, and management.
- For the landscaped deck at Victoria Park, some participants suggested further widening its width to create a “green blanket” across the Victoria Park Road.
- Consideration should be given to integrate the existing Tung Lo Wan Garden at Gloucester Road, which was currently underutilized, with the overall landscape design of the waterfront.

East Coast Park Precinct

- It was suggested to make use of the opportunity presented by the works at the Ex-Government Supplies Depot Site near Oil Street by integrating them with the waterfront design.
- A concern over the air quality near the Central-Wanchai Bypass Portal where the proposed Community Garden Zone was located was raised by some participants.
- In designing the multi-purpose lawn space, consideration should be given to take into account the climate of Hong Kong. It was anticipated that these lawn space might not be popular during rainy days or hot summer days, therefore adequate weather shelters should be incorporated into the design.

Part 2: Use of Water Body, Types of Water Recreation Activities

Overall Use of Water Body

- Some participants pointed out that the proposed water edge is not interesting enough. The vertical seawall reflects an “infrastructure-led” development model and might be criticized by the public. Technical feasibility to breakthrough or amend the seawall should be explored.
- More “interactive” water edge treatment was suggested by some participants. The suggested span of interactive water edge spanned from (1) East of the Wan Chai Ferry Pier to the Royal Hong Kong Yacht Club, and (2) along the water edge of the Typhoon Shelter throughout the East Coast Park. Further recommendation regarding this suggestion also included bollards along these edges to allow for mooring of boats.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

Types of Water Sports/Recreation Activities

- Nil

Other Considerations

- While the participants understood the technical constraints posed by the loading limitation of wave-absorbing seawall design, they considered that engineering solutions should not restrict the land use like they did in the past.

Part 3: Connectivity Proposals, Design & Adequacy

Pedestrian Connectivity

- Most of the participants re-iterated the existing problems on the existing North-South connections faced by the public and emphasized the importance of improving North-South connections between the waterfront and the hinterland.
- Suggestions were received that the connectivity should not only focus on physical connectivity, but also on cultural connection by reflecting local elements at the waterfront areas.
- Consideration should be given to enrich the pedestrian walking experience along the major North-South connections by introducing more activities (e.g. food & beverages, street performance, theme and design, etc.).
- Some participants supported the suggestion to introduce a new connection from Percival Street to the waterfront as it was directly connected to the MTR Causeway Bay Station.
- There were concerns on the popularity of the planned landscaped deck at Victoria Park considering that there were insufficient attractions along the CWBTS waterfront.

Bike Trail and Bike Facilities

- There were concerns on the overall design of the bike trail as cyclists might need to alight and push their bikes at some sections/points of the proposed bike trail. It was raised that the bike users were not willing to alight and this would subsequently lead to safety issues.
- In general, participant preferred a continuous bike trail extending from Central to Island East. As such, some participants urged that consideration should be given to create a continuous bike trail even if reclamation might be required.

Public Transport Arrangement

- Some participants expressed their concern on the traffic arrangement near the Water Recreation Annex, as the traffic condition nearby was problematic during weekend.

Parking Arrangement

- Suggestions on the parking arrangements near Hung Hing Road were received. It was suggested that should parking spaces be required, they should be provided by widening the road with laybys where there was room to do so. However, the section of Hung Hing Road between the Police Officers' Club (POC), RHKYC, and the tunnel entrance should be reserved only for pedestrians; vehicular access could possibly be managed by the POC and RHKYC together.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

Part 4: Other Comments/Ideas

Implications on the Protection of the Harbour Ordinance (PHO)

- In general, participants acknowledged the challenges posed by the Protection of the Harbour Ordinance to some of the HEPs (e.g. cantilevered deck along CWBTS). Despite this, most participants would prefer to go for the proposals and to prove that such proposals met the “overriding public needs” as they agreed that these proposals were necessary to make the waterfront more vibrant and aligned with the harbour planning principles in Hong Kong.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

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

Date: 15 June 2016 (Wednesday)

Time: 5:30pm – 7:30pm

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

Attendance List:

Organization	Name	Post/ Representing Organizations
Water Recreation-related Groups	Ms. Queenie WONG	Hong Kong Amature Swimming Association
	Mr. Matthew WU	Hong Kong Canoe Union
	Mr. David ROBINSON	Hong Kong Marine Industry Association
	Mr. Andrew MOORE	Hong Kong Sailing Federation
	Mr. Chris HOWARTH	Hong Kong Water Ski Association
	Mr. Steven DIPPLE	Hong Kong Water Ski Association
	Mr. Mike TANNER	Honorary Treasure, Hong Kong Water Sports Council
	Mr. Duncan CHIU	Chairman, Lai Yuen Amusement Park
	Mr. Mark BOVAIRD	General Manager, Royal Hong Kong Yacht Club
	Mr. Robert STONELEY	Vice Commodore, Royal Hong Kong Yacht Club
Planning Department	Ms. April KUN Ka Yin	Chief Town Planner/Studies and Research
	Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	Ms. Wendy LEE Wan Ling	Town Planner/Studies and Research
	Ms. Vidyan NG Pui Shan	Town Planning Graduate/Studies and Research
AECOM (Planning)	Dr. Eunice MAK	Director
	Mr. Kenny CHAN	Associate
	Mr. Leon LI	Associate
	Mr. Dino TANG	Town Planner
Kadoorie Institute, The University of Hong Kong	Dr. Winnie LAW	Assistant Director (Facilitator)
	Ms. Joyce CHOW	Project Manager
	Ms. Carol LEE	Senior Project Officer

² The summary notes have been circulated via email to all meeting participants for comments. All participants have agreed on the summary notes.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

Part 1: The Proposed Types of Water Sports/Water Recreation Activities

Comments on the proposed water sports/recreation activities

- Participants generally agreed that the Wan Chai Basin which was an ex-public cargo working area (ex-PCWA) and the water space to its immediate north were suitable locations along the Victoria Harbour for hosting water sports / water recreation activities.
- Most participants considered that the proposed floating barge pool at the ex-PCWA was a good concept, except one who suggested using the waterbody for vessels-mooring spaces instead. Some participants raised concern on the business/financial viability of the facility and for how long it would not be in use during the cold, winter months.
- Most participants responded that a balance should be struck between the interest of boat / vessel users /owners and the general public in using the ex-PCWA water space.
- It was suggested that consideration should be given to alternative uses of the water space at the ex-PCWA during off-peak seasons (e.g. winter) of the year. The introduction of activities should take into account the climate and weather of Hong Kong and other temporal factors.
- The Study Team was reminded to take note of the water depth of the ex-PCWA to cater for different types of water sports or recreation activities (e.g. at least 5 meters for diving and 2 meters for water polo, etc.).
- Some participants queried about the possibility to make use of the waterbody of Causeway Bay Typhoon Shelter because of the poor water quality and sewerage treatment issues.

Suggestions on new/additional water sports / water recreation activities

- Some participants suggested that the ex-PCWA could be used as a “boutique marina” or a “municipal marina” in Hong Kong.
- The introduction of cable wakeboarding in the water space making use of the floating barge pool was suggested.
- Participants highlighted the importance of having supporting facilities such as more landing steps, bollards, administration buildings, changing rooms, etc.

Part 2: Marine Support Facilities

Adequacy of provision of marine/water recreation supporting facilities

- Some participants expressed that the provision of marine supporting facilities (e.g. landing steps) was inadequate at the Celebration Precinct and the Pierside Precinct. It was suggested introducing more space / areas (with shading) for spectating of water sports / recreation events.
- More land-side supporting facilities were suggested. Some participants suggested permanent facilities to support day-to-day activities and more open space (designed for flexible uses, i.e., anchors for temporary structures, portable containers as pop-up villages, temporary toilets, etc.) for hosting various local and / or international events.
- It was suggested that there should be estimations / projections on the number of visitors visiting the waterfront per hour / day, so as to evaluate the adequacy of the provision of supporting facilities (e.g. toilets, changing rooms, etc.).

Appendix VI – Gist of Major Comments from the Focus Group Meetings

- According to the scale and size of the New Water Recreation Precinct, a participant gave an estimate that with the necessary supporting facilities (e.g. toilets, changing rooms, etc.), it should be able to cater for at least 300 to 500 persons.

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

Part 3: The Design Themes, Programmes & Activities of the Overall HEPs

Overall 5 Character Precincts

- It was agreed that the current design was coherent throughout the long stretch of the waterfront and reminded that attention should be paid to the connectivity to the New Central Waterfront as well as the Island East Waterfront.
- Some participants suggested that more open space for recreation was needed in Hong Kong. Attention should be paid to the provision of supporting facilities such as loading / unloading bays and public convenience, etc.
- One participant pointed out that the infrastructure surrounding the ex-PCWA was already in place. Any more disruptive construction should be avoided to allow Hong Kong people to enjoy their harbourfront with immediate effect.

Celebration Precinct

- Nil

Pierside Precinct

- The need for more friendly public access to the water near the ferry pier, i.e., with additional landing steps, bollards for vessels, etc., was raised by some participants.

Water Sports and Recreation Precinct

- Some participants commented that the proposed location of the Water Recreation Annex would restrict the flexibility of spaces along the shores of the ex-PCWA which was already very narrow.
- Some suggested more floating pontoons for water activities should be provided.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

Revitalized Typhoon Shelter Precinct

- For the proposed streetscape enhancement works at Hung Hing Road, which was anticipated to be a major pedestrian connection along the waterfront, there were concerns on the potential noise / air quality impact resulted from the Harbour Crossing Tunnel Portal. Suggested measures included removal of roadside parking or other traffic calming measures.
- A new mooring arrangement within the CWBTS was suggested, which could enhance the efficiency of the CWBTS by up to 20%. It was suggested providing more bollards for mooring at the water edge.
- There were diverse views on the proposed floating restaurant. Some agreed that the floating restaurant / small eateries on sampan was a good reflection of historical elements on Wan Chai district while some were concerned about potential pollution and sewerage issues. Storm Water Interceptors were suggested to improve water quality in this precinct.

East Coast Park Precinct

- It was suggested that pedestrian access to the North Point shore from the CWBTS should be improved.
- Mooring bollards and barrier-free access points along the shoreline was also recommended, which would enable mooring of different sized vessels, pontoons, and hosting of floating exhibitions, taking advantage of the straight shoreline in this precinct. Some participants also commented that the long, straight shoreline was suitable for temporary events such as dragon boat races.

Part 4: Connectivity Proposals, Design & Adequacy

Pedestrian Connectivity

- Participants generally agreed to the need for barrier-free access to and within the waterfront areas.
- An iconic and themed pedestrian-friendly corridor between CWBTS and the Water Sports and Recreation Precinct was recommended.

Bike Trail and Bike Facilities

- Nil

Public Transport / Vehicular Arrangement

- An observation of daily queuing of taxis at the petrol filling station near Hung Hing Road at around 3pm was raised by some participants, which greatly affects the local traffic such as congestions.
- Noting the severe site constraints in the area, most participants agreed that loading / unloading facilities (L/UL) should be provided, as an alternative to parking facilities.

Part 5: Other Comments/Ideas

Management/Public safety

- Participants expressed their concerns on the management, public safety and crowd control of the waterfront (especially along the water edge and on the breakwater) during festive and / or special events.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

- Although railings and barriers are generally used along water edges in Hong Kong as a safety measure, it was recommended by most participants to minimize the use of railings at the water edge.
- Participants reminded the Study Team that consideration should be given to the potential ecological impacts from water sports activities / the introduction of floating barge pool.
- Participants also reminded the Study Team to be mindful of the management of the barge pool in the future, i.e., who would be the management agent, how exactly would the facility be managed, as well as whether the barge pool berthing at the precinct would be on a temporary or permanent basis.
- One participant raised management concerns on the times/period when the barge pool would be in use and when it would not, due to the colder winter months.

Wave Issue

- It was mentioned that the wave at ex-PCWA could get rough sometimes, depending on weather conditions, and wave attenuation facilities should be considered to be introduced.

Implementation Programme

- One participant anticipated that the many proposals for the ex-PCWA would be subject to lengthy programmes of consultation and evaluation. By designating the ex-PCWA as a place for mooring pleasure vessels, immediate interim use could be made for the entire waterbody, with very little infrastructural work required. There would not even be a need for floating pontoons as vessels could moor Mediterranean-style (or stern-to), with the use of bollards and boarding ladders.

Implications on the Protection of the Harbour Ordinance (PHO)

- Some participants reminded that the introduction of wave attenuation facilities might have implications on the PHO. Nonetheless, it should still be considered as long as it was in minimal extent/scale, and met the overriding public needs.

Other Ideas Suggested

- A floating museum was suggested by some to reflect the local heritage and culture of the Study area.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

Focus Group Meeting (Professional Institutes) – Summary Notes³

Date: 28 July 2016 (Thursday)

Time: 3:30pm – 5:30pm

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

Attendance List:

Organization	Name	Post/ Representing Organizations
Art related Groups	Ms. Teresa KWONG	Programme Director, Hong Kong Arts Centre
	Ms. Eve TAM Mei Yee	Chief Curator, Hong Kong Museum of Art
	Ms. Fanny IU	Executive Director , The Hong Kong Heritage Project
	Mr. K.W. LAU	Executive Director , The Conservancy Association Centre for Heritage
	Prof. Raymond FUNG	Harbourfront Commission
	Mr. Alvin YIP Cheung-on	Harbourfront Commission
Planning Department	Ms. April KUN Ka Yin	Chief Town Planner/Studies and Research
	Mr. Patrick FUNG Mo Yeung	Senior Town Planner/Studies and Research
	Ms. Wendy LEE Wan Ling	Town Planner/Studies and Research
	Ms. Vidyan NG Pui Shan	Town Planning Graduate/Studies and Research
AECOM (Planning)	Dr. Eunice MAK	Director
	Mr. Kenny CHAN	Associate
	Mr. Leon LI	Associate
	Mr. Avery WAI	Project Assistant
Faculty of Social Sciences, The University of Hong Kong ⁴	Dr. Winnie LAW	Associate Director (Facilitator)
	Ms. Joyce CHOW	Project Manager
	Ms. Carol LEE	Senior Project Officer

Part 1: Views / comments on the overall design and theme of the HEPs

Proposed theme and design (Reconnecting people to the water)

- Participants generally supported the proposed HEPs, such as use of the breakwaters and the proposed pet park. However, some participants expressed that there was a lack of unique character for the Study Area and the planning and design proposed were similar to other public spaces in Hong Kong – i.e., the West Kowloon Cultural District has the theme for Art and Culture, the Kai Tak/Kowloon East harbourfront is for sporting events – there should be unique

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

⁴ Formerly The Kadoorie Institute of The University of Hong Kong.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

themes and features for the Wan Chai North and North Point Harbourfront Areas (i.e., typhoon shelter/heritage).

- Participants recommended the study team to be mindful of not to over-plan the harbourfront – the design for the harbourfront should respect the natural environment as it is, rather than taking away something and replacing it with something artificial.
- Some participants commented that the proposed structures and event-oriented activities might not be in line with the theme of nature as highlighted by the study vision of “bringing people to the water”.
- Some proposed that two elements of the HEPs should be strengthened, i.e. 1) typhoon shelter as a focal point and 2) a continuous cycling trail with the typhoon shelter enhanced as a focal point, the east-west view of the Victoria Harbour was just as beautiful as the north-south view, which should also be highlighted in the harbourfront design.
- Participants also commented on the water edge treatment, there should not be excessive facilities near the water edge, which would create a barrier that obstructed people from enjoying the harbour view.

Typhoon Shelter

- The current proposal of using sampan/ water taxi as a connection between the typhoon shelter and the Northern Breakwater (NB) should take operational issues (i.e. frequency and price) and public safety into consideration.
- Direct pedestrian connection between hinterland and NB was preferred and the design of the connection should be cautiously considered given the typhoon shelter was and would continue to be a fully operational shelter and mooring site for yachts and boats.
- Regarding the preferred pedestrian connection to the NB, one participant suggested a design similar to the artist Christo’s work titled “Floating Piers”⁵. Other suggestions also included underwater/tunnel access.
- A participant mentioned that the view of the Hong Kong Island side from the Tsim Sha Tsui side was extraordinary and Tsim Sha Tsui could serve as a better focal point for Victoria Harbour since it was well-supported by catering and shopping venues. The high oblique view of Wan Chai was also unique in Hong Kong. Other participants, on the other hand, said that the typhoon shelter and the NB as a focal point could offer a different spatial experience for visitors, as not many would have a chance to experience the view of the Victoria Harbour from the NB. Hence, public access to the NB was considered desirable.

Barge Pool

- A participant commented that the proposed barge pool might not be popular as there were existing public swimming pools in the area (i.e., Victoria Park Swimming Pool, Morrison Hill Swimming Pool, and Wan Chai Swimming Pool, etc.).

⁵ Dezeen Magazine (2016). Christo's Floating Piers stretch out across an Italian lake. Link: <http://www.dezeen.com/2016/06/17/christo-the-floating-piers-stretch-across-lake-iseo-italy/>

Appendix VI – Gist of Major Comments from the Focus Group Meetings

- Another participant suggested relocating the proposed barge pool to the northern edge of the ex-Wan Chai Public Cargo Working Area (ex-PCWA) to give visitors a spatial experience similar to that of an infinity pool.

Part 2: Views/Comments on the Art as a Design Element

- It was agreed that art elements should form part of the architectural/urban design framework during the planning/ and design stage for better incorporation into the overall design of the harbourfront areas. Art can be considered as a design element which could help develop unique character for the public space. A participant suggested that sufficient fund should be reserved for planning and design with art elements at the early stage in the planning process.
- Some participants suggested the display of artworks that could reflect the history/heritage of the local districts (i.e. embedded art on the ground showing the stages of reclamation, information/display panels showcasing the reclamation history or history/heritage of the local areas on site).
- Suggestions on incorporating the art element into the spatial and urban design or through art installations were raised (i.e., special topography and paving designs, thematic street furniture, etc.), rather than merely through the display of art pieces.
- Occasional display or exhibitions of art pieces/art installations were recommended by the participants. Such occasional events could attract tourists and local people to visit the harbourfront. An example of such art installation given by a participant is the “Waterfall” by artist Olafur Eliasson⁶.
- Precautionary measures (i.e., safety measures and indoor storage) for the display of art pieces during adverse weather conditions were advised. Presence of nearby utilities should also be taken into consideration as well.
- Functional uses (i.e. power supply) should also be considered for hosting events displaying the art pieces/ installations.
- Further consultation with art-related stakeholders in the area was recommended, including Art Central, Hong Kong Academy for Performing Arts, and Arts with the Disabled Association Hong Kong⁷.
- To make up for the lack of space at certain bottleneck/ narrow sections of the harbourfront, the use of virtual reality/display for near-water experience was proposed.

Part 3: Views/Comments of Road Network

Pedestrian Connectivity

- Participants reminded the study team that as Wan Chai was an old district, its existing pedestrian walkways were in need for improvement. Barrier-free access and facilities to the waterfront should be provided.

⁶ Dezeen Magazine (2016). Olafur Eliasson installs giant waterfall at Palace of Versailles. Link: <http://www.dezeen.com/2016/06/06/olafur-eliasson-installs-giant-waterfall-palace-of-versailles-exhibition/>

⁷ Post meeting note: Email invitations have been sent to the suggested stakeholders on 29 July 2016.

Appendix VI – Gist of Major Comments from the Focus Group Meetings

- It was recommended that some art installations could be incorporated into the pedestrian footbridge between the Hong Kong Arts Centre and Grand Hyatt Hong Kong to echo the artistic ambience in the area.
- The study team was made aware that the capacity of the street space near Oil Street might not be able to accommodate the extra pedestrian flow created by the harbourfront development, especially for the dispersing of crowds after mega-events.
- Some participants expressed that since the existing harbourfront was exposed with insufficient sheltered facilities, visitors/pedestrians might be discouraged to walk/stay at the harbourfront. The planting of flowering trees/trees with large canopies was recommended (i.e., the Chinese banyan tree) to create a better microclimate for the enjoyment of the public. On the other hand, some participants recommended to plant tree species that were not as commonly used (i.e., avoid the use of palm trees) at other public spaces.

Cycling Trail and Cycling Facilities

- A participant suggested that a continuous cycling track on flat ground would be desirable, or otherwise, underground connection should be explored.
- If cyclists were required to dismount their bikes at certain sections of the cycle trail from Central to North Point, participants considered that the cycle track should start from North Point instead.

Part 4: Other Comments/Ideas

Local Characteristics

- Participants raised concerns on the provision of food and beverage (F&B) and/or commercial activities at the harbourfront. Participants expressed concerns that the choice and types of F&B (such as the recently proposed Food Truck Pilot Scheme) provided by vendors might not relate to the theme of harbourfront at all. This would affect the sense of place and heritage at the harbourfront.

Multi-purpose Lawn Spaces

- A participant commented on the practicality of the Multi-purpose Lawn Spaces at the Pierside Precinct and the East Coast Park Precinct, since lawn areas required professional maintenance (i.e., off-seasons for the growing of lawn grass, closing off of lawn area due to adverse weather conditions, etc.).
- The participant also reminded the study team that if the Multi-purpose Lawn Spaces were intended for different events, the management and the procedures might discourage interested parties to apply for the rental of the space.

Protection of the Harbour Ordinance (PHO) Implications

- Regarding the possible implications on the PHO for the proposed boardwalk at the typhoon shelter, most participants considered that as long as the boardwalk created additional space for public enjoyment, it would be worthwhile to proceed with the proposal and the proposal should be regarded as being able to meet the “overriding public need”.
- It was suggested that the boardwalk should be extended to the “bottleneck” area between the Police Officers’ Club and the Noon Day Gun, since the existing footpath along that area was even narrower than the section where the boardwalk was currently being proposed.

Appendix VII – Gist of Major Comments from Public Workshops

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

公眾工作坊 (1)
Public Workshop 1

意見紀錄
Workshop Transcripts

日期 Date : 6/8/2016 (星期六 Saturday)
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

Appendix VII – Gist of Major Comments from Public Workshops

小組 Group No.: 1
協論員 Facilitator: 周韻芝女士 Ms. Joyce Chow
紀錄員 Note-Taker: 陳素文女士 Ms. Jenny Chan

參加者 Participants:

	姓名 Name	團體 Organization
1	CHAN Ka Leung	香港單車同盟 Hong Kong Cycling Alliance
2	周潔冰博士 Dr Jennifer CHOW Kit- bing,	灣仔區議會 Wan Chai District Council
3	CHEUNG Siu Kam	公眾 Public
4	Clara HO	
5	姜紹輝	
6	郭金華	
7	梁帶好	
8	梁國權	

Appendix VII – Gist of Major Comments from Public Workshops

小組討論 (第一組) Group Discussion (Group 1)

優化海濱建議的五個主題區設計

Design of the five character precincts under the Harbourfront Enhancement Proposals

水上運動及康樂主題區 Water Sports & Recreation Precinct

- 有參加者表示，現時前公眾貨物裝卸區位置的水體很珍貴，避風塘泊位已很擁擠，反對引進浮動泳池。顧問公司在設計時應先諮詢業界，尊重歷史文化和傳統。
Some participants expressed that the water basin locating at the ex-Public Cargo Working Area (ex-PCWA) is invaluable. The vessels mooring area is currently over-crowded, they raised objections to the proposed floating pool. With the aim to embrace and respect the history and traditions of the area, it is suggested that consultant should consult the related industries about introduction of water-related recreational and sport activities.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 對於擬議的水上餐廳，有參加者因牌照問題而提出反對。他們要求應先諮詢海事處。
Regarding the floating restaurant, some participants have raised objection due to licence issues. They requested to consult the Marine Department first.
- 有參加者表示，因風向問題，特別在春秋二祭時，祭祀帶來的空氣污染會影響在板道上的使用者，擔心被市民投訴，影響天后廟運作。但亦有參加者表示能接受祭祀帶來的影響如空氣污染。
Some participants were worried about the air pollution caused by burning joss paper due to wind direction. It might affect users on the proposed boardwalk and thus bring complaints from the general public. Ultimately, it would affect the operation of Tin Hau Temple. However, some believed that the air pollution caused by burning joss paper is acceptable.
- 有參加者認為此為活化避風塘區，建議應融合旅遊和活化，打造天后廟為旅遊景點，興建博物館，讓公眾認識避風塘區歷史文化。
With the design theme of “Revitalized Typhoon Shelter”, some participants raised that the elements of tourism and revitalization should be introduced through building museum and converting Tin Hau Temple as tourism attraction in order to enable the public to understand the history and heritage of the Typhoon Shelter.
- 有參加者表示擬議的行人板道(位於天后廟未來選址前的一段)會使船隻不能泊岸。為此，有參加者提議興建水底棧道，允許船隻來往廟宇。
The proposed boardwalk would prevent berthing of ships/ferries of the future on-land Tin Hau Temple. Some participants therefore suggested building an underwater walkway, allowing ships/ferries to and from the Temple.

Appendix VII – Gist of Major Comments from Public Workshops

- 有參加者表示考慮到風水元素，重置天后廟的選址要面海。
Some participants expressed that the relocation site of Tin Hau Temple should face the sea in the consideration of Fung Shui.
- 對於擬議的舢舨服務，有參加者對提供舢舨服務的位置較大風和舢舨營運現激烈競爭表示關注。
Regarding the proposed sampan service, some participants expressed their concerns on the windy location as well as the keen competitiveness of the existing sampan operation.

優化連接建議的行人網絡及公共交通計劃

Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans

位置 Location

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

形態 Form

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

城市設計 Urban Design

- 單車使用者可能需要於現時瓶頸位置下車，這會降低主題區的連接性。有見及此，有參加者提出相關意見：(i) 為加強海濱沿岸的連接性，應擬議一條架空單車徑避開現存的瓶頸位置並把所有特色連接起來；(ii) 設立「行人優先」等指示和規則。
As cyclists may have to dismount at the bottle neck locations of the proposed cycle trail, the connectivity between the proposed precinct would be affected. As such, some participants provided suggestions, including (i) with the aim to increase connectivity along the waterfront as far as possible, an elevated cycling track is proposed to link up every attraction in order to avoid the existing bottle neck locations and (ii) to set up regulations and rules such as “Precedence for Pedestrian”.

在顧及《保護海港條例》的情況下，沿銅鑼灣避風塘海濱的擬議木板走道的意見

Views on the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the Protection of the Harbour Ordinance

- 參加者普遍支持擬議的行人板道。當中有部分參加者認為，行人板道的闊度應該進一步加闊以加強其承載力及容納連續的單車徑。
In general, the participants are supportive of the proposed boardwalk. Some proposed that the width of boardwalk should be further widened to increase its capacity and to accommodate continuous cycling trail.

Appendix VII – Gist of Major Comments from Public Workshops

對海浪及水質的關注

Concern on the sea wave and water quality

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

其他建議

Other suggestions

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

Appendix VII – Gist of Major Comments from Public Workshops

小組 Group No.: 2
協論員 Facilitator: 李嘉皓女士 Ms. Carol Lee
紀錄員 Note-Taker: 洪定維先生 Mr. David Hung

參加者 Participants:

	姓名 Name	團體 Organization
1	Kelvin C.Y. NG	Starwood Capital
2	Rebecca NGAN	香港愛護動物協會 Society for the Prevention of Cruelty to Animals (Hong Kong)
3	Saki A. CHATZICHRISTIDIS	香港遊艇會 Royal Hong Kong Yacht Club
4	Thuan TRAN	
5	Srinivas PADMASOLA	香港單車同盟
6	Benny YIP	Hong Kong Cycling Alliance
7	CHEUNG Hoi Yee	公眾
8	Owen YUE	Public

Appendix VII – Gist of Major Comments from Public Workshops

小組討論 (第 2 組) Group Discussion (Group 2)

優化海濱建議的五個主題區設計

Design of the five character precincts under the Harbourfront Enhancement Proposals

Overall 整體

- 參加者對於五個主題區的各自設計主題沒有特別意見。有參加者提出擬議的設計應方便易達，為不同人士建舒適環境。
The group had no specific comments regarding the proposed themes of the 5 character precincts. One participant commented that all design proposals should be made easily accessible so as to create a comfortable environment for different groups of people.

慶典主題區及渡輪碼頭畔主題區 Celebration Precinct & Pierside Precinct

- 有參加者提出「慶典主題區」和「渡輪碼頭畔主題區」應引入多元化的活動，以各類活動吸引各年齡層的人士。
Some commented that diverse activities should be proposed at the Celebration and Pierside Precincts to enhance vibrancy by injecting a wide array of interesting activities that are designed for different age groups.

渡輪碼頭畔主題區 Pierside Precinct

- 有參加者希望海濱公園可允許公眾帶狗散步。參加者亦希望有一條可讓寵物進入的海濱長廊。
One participant expressed that the waterfront should allow dogs that on leash and pets should be accessed along the whole waterfront.
- 有參加者希望海濱公園和其他露天空間可增設更多噴水池。
More water fountains along the proposed waterfront parks and open spaces are proposed.

水上運動及康樂主題區 Water Sports & Recreation Precinct

- 一位參加者建議遷移現有中電公司的變電站到其他位置。參加者留意到由於不少的士變電站排隊輪候，當區的交通在黃昏時段非常擠塞。如變電站可重置在其他位置，海濱公園和前貨物裝卸區範圍的可達性會得以改善並且有一個更舒適的環境。
One participant suggested the relocation of the existing LPG filling station from its current location. The participant noted that there is heavy traffic congestion around the LPG filling station during certain hours in the evening with numerous taxis queuing for LPG fuel. The removal of the LPG filling station will help to make the waterfront area near the waterfront plaza area and ex-PCWA more accessible and enjoyable to the public.

Appendix VII – Gist of Major Comments from Public Workshops

優化連接建議的行人網絡及公共交通計劃

Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans

位置 Location

- 有參加者建議銅鑼灣避風塘東面至前貨物裝卸區的路段可引入高架單車徑的設計以在海濱沿岸發展一條連貫的單車徑。
To create a continuous cycle trail, an elevated cycle trail between the eastern side of the CWBTS and ex-PCWA was proposed.

形態 Form

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

城市設計 Urban Design

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

在顧及《保護海港條例》的情況下，沿銅鑼灣避風塘海濱的擬議木板走道的意見

Views on the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the Protection of the Harbour Ordinance

- 有參加者建議擬議的木板走道應採用多層平台的設計。下層平台可作行人道，而高層平台可用作單車徑或綠化空間。
Multi-level decking was proposed for the boardwalk structure. Lower level can be used for pedestrian and the upper level can be used for cycling and/or green spaces.

對海浪及水質的關注

Concern on the sea wave and water quality

- 一位參加者表示關注「水上運動及康樂主題區」的水質問題。當大型船隻駛經維港時的海浪問題亦不利水上活動。
One participant expressed concern on the poor water quality at the Water Sports and Recreation Precinct for water sports activities. It may have sea waves and pose threats to the water activities when large vessels pass by the Victoria Harbour.

其他建議

Other suggestions

- 參加者認為「東岸公園主題區」的社區園圃的管理需小心考慮。建議的園區不應有太多的使用和活動限制。參加者對康文署的管理機制有所保留。
At the East Coast Park Precinct, the management of the proposed community garden would require careful planning and consideration. The proposed park should avoid having too many restrictions on hours of use and functions. Typical management mechanism by

Appendix VII – Gist of Major Comments from Public Workshops

LCSD should be avoided.

Appendix VII – Gist of Major Comments from Public Workshops

小組 Group No.: 3
協論員 Facilitator: 梁子謙先生 Mr. Darwin Leung
紀錄員 Note-Taker: 韋志康先生 Mr. Avery Wai

參加者 Participants:

	姓名 Name	團體 Organization
1	胡珠	現代管理(飲食)專業協會 Association of Restaurant Managers
2	羅焯森	珍寶海鮮舫(董事) Jumbo Kingdom
3	Yolanda FAN Pui Lan	公眾 Public
4	KWONG Shan	
5	KWONG Yu To	
6	劉德俊	
7	姚愛玉	

Appendix VII – Gist of Major Comments from Public Workshops

小組討論 (第三組) Group Discussion (Group 3)

優化海濱建議的五個主題區設計

Design of the five character precincts under the Harbourfront Enhancement Proposals

水上運動及康樂主題區 Water Sports & Recreation Precinct

- 有參加者認為，由於面積太小的問題，水上運動及康樂主題區更適合作船隻停泊用途(如大型遊艇)而非水上活動。參加者也希望沿岸可以有一些酒吧和餐廳。
It is argued that due to space limitation, the water basin in the Water Sports & Recreation Precinct is more suitable for mega yacht parking. Alfresco dining such as bars and outdoor cafes can also be promoted in that area.
- 如浮動泳池不時移動到其他位置，參加者認為相應的配套設施如更衣室應設在移動駁船上而非岸上。
If the proposed movable barge for the floating pool will move to other areas during operations, it is suggested that the supporting facilities such as changing rooms and lockers should be placed on the movable barge as well.
- 參加者建議在遊艇會東南面的水域發展沙灘。該處水深較淺，比較適合發展水上活動。
An urban beach was proposed to be developed on the water basin that is located on the south-eastern side of the Royal Hong Kong Yacht Club. It is claimed that the sea level is relatively shallow in that area.
- 參加者問及在水上運動及康樂主題區的停車及泊車配套。他們認為不一定要提供大量停車位，不過一定要預留足夠位置作上落客用途。
Some participants asked about the vehicular access to the Water Sports and Recreation Precinct. It is suggested that, instead of having a lot of car park spaces, reserving areas for drop off areas is more important.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 絕大部份參加者希望能夠還原避風塘的傳統飲食文化風貌，包括提供各式食品的食艇和提供歌舞表演的歌艇。
A majority of participants expressed their interest in restoring the traditional dining activities in the Typhoon Shelter area, including small vessels serving food and singing performance.
- 不少參加者比較傾向各類多元化的小型食艇而非原有方案的個別大型水上餐廳。這是基於不想被大型集團壟斷和大型飲食投資所涉及的風險。
In contrast to the design scheme of having one big floating restaurant, a diversified set of small food outlets is preferred by the participants. It is due to concerns such as monopoly by chained restaurants, and the financial risks involved in large scale operation.

Appendix VII – Gist of Major Comments from Public Workshops

- 水上餐廳的設計需考慮各種的安全因素，包括防火的建築物料、可分隔式船體設計及逃生出口。
The design of floating restaurants has to take fire safety into consideration, which includes the use of building materials, the flexibility of separating different parts of the vessels, and evacuation access.
- 一些飲食業界人士表示，基於安全和污染的考慮，相關的政府部門應該不會再批發大型水上餐廳所需的牌照。
Some participants who have experience in the food industry said that the related government departments are unlikely to issue licence for new big floating restaurants due to the tightening fire safety and pollution emission regulations.
- 除了水上餐廳外，參加者也希望沿銅鑼灣行人板道增設一些停泊船隻以提供各類特色飲食。
Other than floating restaurants, food outlets along the boardwalk are also welcomed by the participants.
- 參加者認為允許遊艇停泊在避風塘區可令當區更適合作旅遊發展。
It is suggested that reserving areas for yacht parking along the typhoon shelter favours tourism development

優化連接建議的行人網絡及公共交通計劃

Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans

位置 Location

- 一些參加者提出可考慮拓展水上交通連接，船隻可由灣仔海濱駛往其他香港主要旅遊地點，如尖沙咀海傍和啟德郵輪碼頭。
Some participants suggested expanding the route of the boat connections from within the Wanchai Harbourfront to other major tourist locations including Tsim Sha Tusi promenade and Kai Tak Cruise Terminal.

形態 Form

- 參加者對維園高架園景平台持正面態度。他們建議可進一步加闊該連接並採用通透設計以吸引更多人到維園和避風塘區。
The participant welcomed the Victoria Park Elevated Landscaped Deck. They also proposed further widening the landscaped deck and adopting transparent design elements to attract more pedestrians to visit both the Victoria Park and Typhoon Shelter.
- 參加者認為一些行人天橋可採用斜坡而非梯級以方便跑步者和騎單車人士。
It is proposed that some of the elevated walkways can use ramps instead of stairs with a view to the level difference as it is more pleasant for jogging and cycling.

Appendix VII – Gist of Major Comments from Public Workshops

- 如海濱的水質得以改善，有參加者提出可興建一條海底行人隧道以連接避風塘和海濱沿岸。
If the problem of water quality can be addressed, an underwater tunnel is welcomed to connect the harbourfront and typhoon shelter.

城市設計 Urban Design

- 為了進一步推廣親水文化，參加者認為銅鑼灣行人板道可採用浮板而非現時的设计。
To better promote connection to water element, participants suggested that the Causeway Bay Boardwalk should be designed as floating footpath which can bring people even closer to water comparing to a cantilevered boardwalk.
- 一些參加者認為應該進一步加強維園和避風塘區的連接以促成一個結合水和綠色元素的空間。參加者認為可參考溫哥華史丹尼公園的设计。
Some participants suggested having more extensive connection between Victoria Park and Typhoon Shelter to promote water-greenery integration with reference to the design of Stanley Park in Vancouver.

在顧及《保護海港條例》的情況下，沿銅鑼灣避風塘海濱的擬議木板走道的意見 Views on the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the Protection of the Harbour Ordinance

- 大部份參加者認為《保護海港條例》有商討的空間。如提出的方案未有對海港有大規模或破壞性影響，他們對適度的填海發展持正面和開放的態度。
Most participants agreed that the Protection of Harbour Ordinance is worth reviewing. As long as the reclamation is not very large in scale and destructive, the proposed boardwalk or other activities that may involve reclamation are acceptable and welcomed.

對海浪及水質的關注

Concern on the sea wave and water quality

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

其他建議

Other suggestions

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

Appendix VII – Gist of Major Comments from Public Workshops

小組 Group No.: 4
協論員 Facilitator: 勞綺霞女士 Ms. Regina Lo
紀錄員 Note-Taker: 鄧偉立先生 Mr. Dino Tang

參加者 Participants:

	姓名 Name	團體 Organization
1	Joanna	公眾 Public
2	Tony CHAU Wing Chong	
3	CHEUNG Ngo Hin	
4	ZHENG Hou Ji	
5	毛少芬	
6	胡成治	

Appendix VII – Gist of Major Comments from Public Workshops

優化海濱建議的五個主題區設計

Design of the five character precincts under the Harbourfront Enhancement Proposals

渡輪碼頭畔主題區 Pierside Precinct

- 有參加者認為海港表演區只是一塊寬闊的草地，它的吸引力可能並不足夠。參加者建議為海港表演區引進定期的活動，例如以海港為主題的活動或有機市集等。
The harbour performance area, which is a large flexible lawn space, was considered not attractive enough if there are not enough programmes. The participants suggested to introduce regular programme/activities in this area such as some marine related activities or organic markets.

水上運動及康樂主題區 Water Sports & Recreation Precinct

- 大多數參加者對浮動躉船泳池的建議有所保留。主要原因包括（1）浮動泳池佔據的面積頗大，但只能服務比較少的遊客；（2）浮動泳池的潛在成本高昂（每日的拖曳及移動等）；（3）鄰近主幹道帶來的潛在噪音影響等。
Most participants had reservation on the proposed floating barge pool due to a number of reasons. These reasons included (1) the floating pool would occupy a large portion of water space but only can serve relatively limited amount of visitors; (2) the cost associated with the potential movement of the barge pool might be enormous; (3) the swimming experience might be adversely affected by the noise impact resulted from the existing road network nearby.
- 有參加者指出水上樂園或其他以水為主題的主題公園的吸引力已經大不如前，並建議研究團隊重新考慮引進浮動泳池是否合適。
Some participants opined that the popularity of water parks or water-related theme parks has decreased over the past years, and suggested the Study Team to re-consider the appropriateness of introducing this floating barge pool.
- 有參加者認為前公眾貨物裝卸區內的水體十分珍貴，並且應該用作其他水上活動而非用作浮動泳池。
Some participants expressed that the sheltered water body in ex-PCWA is very precious and should be reserved for other water sports instead of introducing the floating barge pool.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 有參加者認為相比渡輪碼頭畔主題區，活力避風塘主題區內建議的活動及節目相對上較少。有參加者認為可能會對銅鑼灣的居民不公平。
Some participants considered that as compared with the Pierside Precinct, the number of activities or programmes as introduced in this Precinct appears to be less. Some participant think it might be unfair to the residents of Causeway Bay area.
- 有參加者指出單純靠硬件上的改善（例如引進行人板道，園景平台等）可能並不足以活化銅鑼灣避風塘。應該考慮引入更多活動及節目（例如餐飲設施等）。
Some participants added that the hardware upgrade (e.g. boardwalk, landscaped deck, etc.) themselves are not enough to really revitalize the CWBTS. Instead, more activities and

Appendix VII – Gist of Major Comments from Public Workshops

programmes such as F&B have to be introduced.

- 其中一位參加者指出銅鑼灣避風塘現有的船隻停泊安排已經過時，而且於視覺上亦不美觀。該名參加者認為可以參考海外的避風塘，並檢討銅鑼灣避風塘的船隻停泊安排。

One participant suggested that the existing vessels mooring arrangement at CWBTS is outdated and is not visually appealing. With reference to other overseas typhoon shelter, it is suggested to review the vessels mooring arrangement of CWBTS.

- 有見及舢板服務被建議作北防波堤的連接方式，一些參加者對舢板服務的安全性表示關注。

Some participants are concerned about the safety of sampan services if they are suggested as a major mode of pedestrian access to the Northern Breakwater.

- 大部分參加者認為沿銅鑼灣避風塘的擬議行人板道應該進一步延伸至怡和午炮及警官會所外的範圍。

For the proposed boardwalk along CWBTS, most participants agreed that it should be further extended to the area outside the Noon Day Gun and Police Officers' Club.

東岸公園主題區 East Coast Park Precinct

- 東岸公園部分位處於東區走廊下，參加者對當區的空氣質素表示關注，尤其是考慮到空氣中的污染物可能會降落到地面。因此，有參加者建議在東區走廊採用一些設施，以防止污染物降落至地面及減輕潛在的空氣污染的影響。

Considering that the East Coast Park Precinct is partly underneath the Island Eastern Corridor (IEC), there are concerns on the air quality of the area in the future, especially considering that many air pollutants will descend to the ground level. Some participants therefore suggested to introduce some facilities on the IEC to trap the air pollutants and/or to mitigate the potential air pollution impact.

優化連接建議的行人網絡及公共交通計劃

Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans

位置 Location

- 有參加者對使用舢板服務連接至北防波堤的吸引力和方便程度表示關注。其中一位參加者建議參考海底隧道，引進水底連接來往北防波堤。

Some participants are concerned about the attractiveness and level of convenience of utilizing sampan services to access the northern breakwater. One participant suggested to make reference to cross harbour tunnel and to introduce under-water access to connect to the northern breakwater.

形態 Form

- 不論海濱的設計有多吸引，我們亦應該強調內區及海濱之間的連接。否則，創造一個充滿活力的海濱並不可能。

Appendix VII – Gist of Major Comments from Public Workshops

No matter how attractive the waterfront is designed to be, much emphasis should be paid on the connectivity between the hinterland and the waterfront. Otherwise, the vibrancy of the waterfront may not be possible.

- 在連接性的設計上，注意力不應該只放在行人連接上。不同類型的交通工具，包括鐵路、巴士（例如地鐵站和海濱之間的穿梭巴士服務），自動行人道等亦應作充分考慮。

In designing the connectivity, attention should not only be put on pedestrian connections, but also different modes of public transports including MTR, bus (e.g. shuttle service between MTR and waterfront), automatic people mover, etc.

- 即使將擬議的景觀平台考慮在內，從內區前往海濱的連接仍然要不斷上上落落（例如樓梯，扶手電梯等）。因此，有參加者建議參考中環的天橋網絡建造全新的天橋系統，提供簡單直接及快捷的行人連接。

Even with the proposed landscape deck, the connections from hinterland to waterfront are still experiencing a lot of level difference (e.g. up and down staircases / elevators). Therefore it is suggested to introduce/build new and continuous footbridges from hinterland to the waterfront (reference to Central footbridge system).

城市設計 Urban Design

- 於城市設計的考慮上，現時的设计並未有效地顧及五個主題區之間的連貫性。現時斷斷續續的擬議單車徑亦是未有充分考慮海濱城市設計連貫性的一個體現。 Apparently, the continuity of Urban Design elements throughout the whole waterfront with five character precincts is not good enough. It is also partly reflected by the disconnected cycling track in the area.

在顧及《保護海港條例》的情況下，沿銅鑼灣避風塘海濱的擬議木板走道的意見 Views on the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the Protection of the Harbour Ordinance

- 參加者普遍支持擬議的行人板道。當中有部分參加者認為，行人板道的闊度應該進一步加闊以加強其承載力及容納連續的單車徑。

In general, the participants are supportive of the proposed boardwalk. Some proposed that the width of boardwalk should be further widened to increase its capacity and to accommodate continuous cycling trail.

對海浪及水質的關注

Concern on the sea wave and water quality

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

其他建議

Other suggestions

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

Appendix VII – Gist of Major Comments from Public Workshops

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**

公眾工作坊 (2)

Public Workshop 2

意見紀錄

Workshop Transcripts

日期 **Date** : 13/8/2016 (星期六 **Saturday**)
地點 **Venue** : 灣仔皇后大道東 258 號灣仔街市地下低層灣仔活動中心
**Wan Chai Activities Centre, LG/F, Wan Chai Market, 258 Queen's
Road East, Wan Chai**
時間 **Time** : 19:30-21:30

Appendix VII – Gist of Major Comments from Public Workshops

小組 Group No.: 1
 協論員 Facilitator: 周韻芝女士 Ms. Joyce Chow
 紀錄員 Note-Taker: 陳倩庭女士 Ms. Sandy Chan
 郭善潔女士 Ms. Kate Kwok

參加者 Participants:

	姓名 Name	團體 Organization
1	李均頤 Ms Kenny LEE Kwun-yee, MH	灣仔區議會(發展、規劃及交通委員會主席) Wan Chai District Council (Chairman, Development, Planning & Transport Committee)
2	Connie LAU	公眾 Public
3	Leona LI	
4	NG Tsz-chung	
5	Rosanna WONG	
6	Hosan YIP	

Appendix VII – Gist of Major Comments from Public Workshops

小組討論 (第一組) Group Discussion (Group 1)

優化海濱建議的五個主題區設計

Design of the five character precincts under the Harbourfront Enhancement Proposals

慶典主題區 Celebration Precinct

- 規劃和設計應周全考慮殘疾和視障人士的通行需要，如提供坡度合適的斜道。
The planning and design should holistically allow access for physically disabled and visually-impaired people, such as ramp access with suitable gradient.
- 一位參加者認為，灣仔會展中心是一個標誌性的建築，設計獨特，具有特殊的建築特色。她引用悉尼海濱的規劃設計為例，提出海濱規劃的重點在於創造一個愉快的步行環境，而不單是一個點對點的連接。海濱區與周圍環境的視覺連接可透過多元化的建築結構來營造。
One participant opined that the HKCEC is an iconic building that is uniquely designed with special architectural features. With reference to Sydney's waterfront planning and design, the focus should be creating a pleasant walking environment rather than just a point-to-point connection. Visual connection with the surrounding environment should be established through the varied structures of the built form.
- 慶典主題區西側的日落廣場定位較東側的慶典廣場休閒，一位參加者提議於該處加設咖啡店和美食車以配合現場的消閒氣氛。此外，日落廣場亦可設置單車出租設施以方便公眾使用。
As the western side of the Celebration Precinct is less formal in comparison to the eastern side where the celebration plaza is located, one commenter suggested that cafes and food trucks can be added to the informal setting at the western side. Furthermore, bike rentals should be added to allow the convenient use of cycling activities along the promenade.
- 一位參加者指出，單車徑的總長度只有約 1.5 公里，不值得犧牲海濱用地設置零碎的單車徑。另一位參加者則認為，單車徑可作為一種替代交通工具，方便於灣仔至北角上班的公眾使用。
While one participant suggested that it would not be worthwhile to make provision for cyclists as the whole cycling trail is only about 1.5km long, another participant considered that having the cycling trail would serve as an alternative means to commute between Wan Chai and North Point.
- 有參加者擔心在特別節慶活動時出現的大量人流將堵塞主要行人通道。另一位參加者則支持新的行人連接（即高架園景平台（藝術走廊）），以方便行人流通。
Given the anticipated pedestrian flow which would be higher during special celebratory events, concern was raised about the pedestrian congestion and blockage of access. One commenter supported the new connection (i.e. elevated landscaped deck (art walk/corridor) to facilitate the additional pedestrian flow.

Appendix VII – Gist of Major Comments from Public Workshops

- 由於海濱長廊可以用作跑道，有參加者建議提供更多遮蔭裝置，如遮蓋設備或植樹。此外，亦應提供水站或飲水機給跑步人士使用。
As the waterfront promenade could be used as a running track, suggestion was put forward to allow for the installation of sun-shading device such as canopy or tree plantings. Moreover, water-stations or potable drinking fountains should be provided for runners.

渡輪碼頭畔主題區 Pierside Precinct

- 擬議市集廣場的位置應與新灣仔碼頭對齊，使海濱至內區的視覺連接變得更明顯。
The proposed market plaza should be better aligned with the New Wan Chai Ferry Pier so the visual connection along the major vista becomes more apparent.
- 應採用多層的下沉廣場設計讓公眾在不同高度欣賞維港景緻。
Multi-level design with sunken plaza should be incorporated to allow public viewings of the harbour at different elevations.

水上運動及康樂主題區 Water Sports and Recreation Precinct

- 鑑於區內的擬議水上活動數量不少、附近水域亦有大型船隻航行，該處可能出現過度擁擠的問題。
Given the number of water-based activities proposed in this area which can be constrained spatially, concern was raised about the area being too congested and overloaded with water-based activities and bulky boats.
- 由於香港不時面對颱風吹襲，擬議水上運動區需設置適當的遮蔽及保護設施，免受極端天氣影響。
As Hong Kong is often struck by typhoons, the water-based sports activities should be sheltered and protected from the impacts of extreme weather.
- 除了泳池設施，有參加者提議增加其他水上運動設施，如適合殘障人士使用的漢莎型號小帆船。
Apart from having the pool facilities, other water sports facilities such as Hansa sailing boat for disabled persons can also be considered.
- 擬議浮橋應加設升降吊機，方便殘疾人士上落水上運動設施。
The floating pontoon should have hoist features to allow for disabled access to water sports facilities.
- 應該配合水上運動提供淋浴設施。
There should be showering facilities provided for the water sports activities.

Appendix VII – Gist of Major Comments from Public Workshops

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 除了改善海濱沿岸的行人連接，亦應該提升周邊地區的行人環境、優化行人設施及開拓新的行人路線。
Apart from improving the pedestrian connection along the waterfront, the existing condition of the surrounding areas should also be enhanced to allow for greater urban amenities and new pedestrian routes.

東岸公園主題區 East Coast Park Precinct

- 擬議的社區園圃設計可參考紐約的高線公園項目。若擬議用途超出結構荷重，可增加新結構以提高載荷。
The proposed design of the community garden should make reference to the High Line project in New York. Should structural loading is limited, new structures can be added as additional support to share the loading.

優化連接建議的行人網絡及公共交通計劃

Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

在顧及《保護海港條例》的情況下，沿銅鑼灣避風塘海濱的擬議行人板道的意見

Views on the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the Protection of the Harbour Ordinance (PHO)

- 同意設置擬議行人板道以改善行人環境。由於行人板道的寬度不足以同時容納行人道及單車徑，有參加者提出使用分層的堆疊設計，以兩層分別容納行人和單車。
Agreed to have the proposed boardwalk so as to enhance the pedestrian walking environment. As that strip is not wide enough to cater for a cycling track, suggestion was put forward to have a 2-storey decking design to accommodate both the pedestrians and cyclists.
- 如果擬議的行人板道違反《保護海港條例》，有參加者建議通過改善海濱附近的行人連接作為替代的行人路線。
If the proposed boardwalk infringed the PHO, it was suggested to provide alternative pedestrian routes by improving the pedestrian connection in the immediate vicinity of the harbourfront.

對海浪及水質的關注

Concern on the sea wave and water quality

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

Appendix VII – Gist of Major Comments from Public Workshops

其他建議

Other suggestions

- 零售用途應仔細考慮提供多元化的商店和商業設施，以加強吸引力。
The mix of retailers should be carefully considered so there is a variety of different shops and commercial establishments to enhance attractiveness.
- 可以添加壁畫介紹灣仔的歷史故事。
Murals can be added to unfold the historical tales of Wan Chai.

Appendix VII – Gist of Major Comments from Public Workshops

小組 Group No.: 2
協論員 Facilitator: 李嘉皓女士 Ms. Carol Lee
紀錄員 Note-Taker: 李振邦先生 Mr. Leon Li

參加者 Participants:

	姓名 Name	團體 Organization
1	Peter CHURCHOUSE	Churchouse Publishing/香港遊艇會 Churchouse Publishing/Royal Hong Kong Yacht Club
2	Nicholas ANDREW	香港單車同盟
3	Martin TURNER	Hong Kong Cycling Alliance
4	John BERRY	香港遊艇會
5	Jody HUI Yuk Fong	Royal Hong Kong Yacht Club
6	Koko MUELLER	
7	CHEUNG Hoi Yee	公眾 Public

Appendix VII – Gist of Major Comments from Public Workshops

小組討論 (第二組) Group Discussion (Group 2)

優化海濱建議的五個主題區設計

Design of the five character precincts under the Harbourfront Enhancement Proposals

Overall 整體

- 現時的設計主要以觀賞性元素為主，相對比較少活動。參加者建議可鼓勵自主的有機發展，在設計上減少為特定活動需要而設的設施，讓海濱自然發展其特色。
The current vision for the harbourfront is considered “passive” rather than “active”. Participants advised specific uses or installations should be avoided in order to allow the character of the Harbourfront to develop organically.
- 現時的設計概念主要考慮本土及內區的需求。應擴闊是次設計的願景，顧及地區性以及國際性的需求，以吸引各地更多人士。
Participants expressed that the current proposals are designed for mainly for local users; however, the design should take into consideration the higher perspectives of regional and international angles in order to attract different users.
- 現時各主題區的設計主要圍繞海濱沿岸土地的用途，相對上較少考慮如何利用水體發展各類的水上及康樂活動，如划艇等活動，以引入更多水的設計元素。可考慮擴闊設計的水體範圍作為水上活動空間。
The proposed HEPs are much focused on the uses on “land” rather than the uses on “water”, proposals of introducing water activities (i.e., recreational boating & yachting) should be considered. The use of water space can be expanded to an “Active water Area”.

慶典主題區 Celebration Precinct

- 參加者支持擴闊海傍的行人道以發展市景廣場。市景廣場將會為公眾提供休閒座椅和更方便公眾欣賞海濱的景致。
Participants supported the widening of the promenade and the “City View Plaza”, as it will provide better seating and a better view towards the harbour.
- 參加者認同慶典主題區不是只為遊客而設，而是為任何希望欣賞維港的人。
Participants agree that the precinct should not be a place just for tourists, but for all to enjoy the view of the Victoria Harbour.

渡輪碼頭畔主題區 Pierside Precinct

- 參加者支持多功能草坪的設計，但對於允許舉辦各類活動的前提下，保養草坪的可能性有顧慮。草坪的管理需經細心的考慮及計劃。
Participants supported the proposed “Multi-purpose Festive Event Space”, however there were concerns on the practicality of the lawn due to maintenance requirements, proper management should be carefully planned.

Appendix VII – Gist of Major Comments from Public Workshops

- 參加者建議減少商業用地的樓面面積/覆蓋範圍並預留更多空間作休憩及康樂用途予公眾。商業活動可安排在現有的灣仔碼頭。
Participants suggested reducing the GFA/land coverage of the three commercial blocks in order to provide more park space for the public to enjoy and use. Commercial activities should take place at the New Wan Chai Ferry Pier instead.
- 有參加者提出應在海濱沿岸提供一條連貫的休閒單車徑，讓騎單車人士可欣賞維港美景。可考慮引入人車「共享」的單車徑的概念。
A leisure cycling trail should be placed along the waterfront promenade where cyclists can enjoy the views of the harbour, a shared space for cycling and pedestrian- “Cycleway” was suggested.
- 有參加者認為現在的會展地段已提供過多商業元素，因此不應在渡輪碼頭畔主題區提供更多商業用地。
One participant expressed that exhibition space is already over provisioned and should not be considered in the commercial land use at this precinct.

水上運動及康樂主題區 Water Sports & Recreation Precinct

- 基於當區已有不少的公眾泳池，參加者認為擬議的浮動泳池並無必要。參加者建議移除擬議的浮動泳池以增加前公眾貨物裝卸區內的可用水體面積，容納更多的水上及康體活動。甚至可考慮在該水體舉辦不同類型的地區水上活動以及國際賽事。
Many participants argued that the Floating Pool is a redundant facility as there are already swimming pool facilities within the district (e.g., Victoria Park). It was suggested that the Floating Pool should proposal should be dropped in order to release the water space at the ex-PCWA for water recreational uses such as boating purposes.
- 基於《保護海港條例》的考慮，參加者建議移除主題區內的碼頭設施。
Participants suggested that the “Berthing Facilities” has potential implications on the Protection of the Harbour Ordinance, it was suggested to remove it from the proposed plans.
- 參加者認為應盡量減少主題區內的停車位。
Parking provision should be minimized; road side laybys should be used only for servicing or loading/unloading.
- 所有通往水上活動區的連接應為無障礙連接，以確保不同人也可享用水上活動設施。
All access to water should be equipped with Barrier Free Access (BFA) facilities to all users are able to access the water.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 參加者支持善用北防波堤作觀景平台並建議該水體開放予水上及康樂活動以進一步改善其連接性。
The use of the Northern Breakwater (NB) was supported. It was also suggested that more water recreational activities should take place to further enhance the use and transport on the water space.

Appendix VII – Gist of Major Comments from Public Workshops

- 參加者支持擬議行人板道，同時指出需解決現時的連接樽頸。參加者建議可考慮提供高架行人平台及單車徑以促成連貫的海濱。
Participants supported the proposed cantilevered boardwalk at the CWBTS; however, further work is needed to improve other narrow pedestrian paths along the harbourfront as well. Regarding the cycling trail, an elevated cycle was suggested above the existing waterfront promenade in order to provide a continuous connection.
- 參加者建議搬置現時的銅鑼灣消防局到更近電力站的位置。以騰空更多空間予潛在的行人／單車板道連接。
Participant suggested relocating the existing Causeway Bay Fire Station closer to the existing power station to create more space to accommodate pedestrian and cyclists.

東岸公園主題區 East Coast Park Precinct

- 參加者支持擬議的社區園圃和公園區。另外參加者認為需考慮來往社區園圃的連接。
Supports the enhancement proposals of a community park and garden zone, only concerns would be to provide proper connections onto the roof-top of the CWB Eastern Tunnel Portal.
- 參加者建議於海濱引入更多水上活動，如龍舟。
Participant suggested to introduce more water activities along the waterfront such as dragon boat.

優化連接建議的行人網絡及公共交通計劃

Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans

位置 Location

- 參加者支持擬議的特色天橋。參加者建議此天橋毋須著陸於海港教育中心，可以直接連接到水上運動及康樂主題區，以引導人到前公眾貨物裝卸區的水體。
Participants supported the proposed elevated connection from Percival Street to the Water Sports & Recreation Precinct. One suggestion was to straighten the connection and direct it to the water area of ex-PCWA rather than towards the proposed Harbour Education Annex.

形態 Form

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

城市設計 Urban Design

- 有些參加者認為單車徑不應只視為康樂設施，它而且可作為其中一種海濱沿岸的連接。海濱沿岸各位置都應設有單車租用設施。
The cycle trail should not be perceived only as a recreational facility, but also as means of transport. More bicycle rental and support facilities should be provisioned along the harbourfront to encourage the use of cycling as a transport mode.

Appendix VII – Gist of Major Comments from Public Workshops

在顧及《保護海港條例》的情況下，沿銅鑼灣避風塘海濱的擬議行人板道的意見 Views on the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the Protection of the Harbour Ordinance

- 參加者支持擬議行人板道，認為它可以改善海濱行人環境及連接性。參加者認為可檢討《保護海港條例》。
Participants agreed that the proposed cantilevered boardwalk is a good idea to help expand the promenade space and for the public's need to improve the pedestrian connection – the PHO should be reviewed.

對海浪及水質的關注

Concern on the sea wave and water quality

- 參加者建議應進行更多研究以改善水質令市民可更安全地去進行各種親水活動。
More studies on improving water quality at the Study area should take place to ensure that the water is safe for contact/swimming in.

Appendix VII – Gist of Major Comments from Public Workshops

小組 Group No.: 3
協論員 Facilitator: 梁子謙先生 Mr. Darwin Leung
紀錄員 Note-Taker: 韋志康先生 Mr. Avery Wai

參加者 Participants:

	姓名 Name	團體 Organization
1	劉錦滿 (Uncle Moon)	3+1 單車同學會
2	Erica FUNG	公眾 Public
3	謝詩憫	
4	韋志軒 Anson WAI	
5	黃俊堯 Jeremy WONG	

Appendix VII – Gist of Major Comments from Public Workshops

小組討論 (第三組) Group Discussion (Group 3)

優化海濱建議的五個主題區設計

Design of the five character precincts under the Harbourfront Enhancement Proposals

Overall 整體

- 其中一名參加者提出與其建議中的單車徑須於某些路段下車行走，倒不如採用人車共享的單車徑連接。其設計可參考日本的做法。
A participant proposed that instead of dismounting at certain sections of the bike trail, shared use design for pedestrians and cyclists should be adopted with reference to the practice in Japan.
- 為確保行人的安全，人車共享的單車徑需至少闊 3 米，而且應設置路標，訂明行人優先及每小時最高 10 公里的速度限制。
To ensure pedestrian safety, the bike trail adopting the shared use concept should be at least 3 meters wide. “Pedestrian priority” signs should be installed on the bike trail and a speed limit of 10km/hr was proposed.
- 如真的未能在海濱沿岸設計一條連貫的單車徑，可考慮在馬路預留一條闊 1 米及以鮮明顏色作標記的單車路。其設計可參考日本和台灣的做法。
If it is technically challenging to have a continuous cycling track along the waterfront, part of the cycling track can be assigned on vehicular road. A 1m-wide and coloured cycling track can be reserved on vehicular road with reference to the practice in Japan and Taiwan.
- 普遍參加者贊同海濱沿岸的單車徑比在馬路預留單車路安全。
Participants generally agreed that cycling on bike trails along the harbourfront is safer than cycling on vehicular roads.
- 有些參加者表示願意在較窄的單車徑路段下車行走。
Some participants expressed that if the road is too narrow, they are willing to bike walk.

慶典主題區 Celebration Precinct

- 由於現時金紫荊廣場長時間有大量遊客，一些參加者質疑將來慶典主題區的活動空間不足以預留給各類活動。
Participants questioned the availability of the designed event spaces in the Celebration Precinct considering that the area is currently occupied by tourist and tourism activities.

水上運動及康樂主題區

- 參加者對寵物公園、極限公園和浮動泳池的概念反應正面。一些參加者擔心浮動泳池的收費會定價太高。
Participants are positive to the design of the Pet Playground, Extreme Park, and Floating Pool. Some expressed their concerns over the pricing of the Floating Pool facilities.

Appendix VII – Gist of Major Comments from Public Workshops

- 如水上運動及康樂設施的營運者可以自負盈虧，參加者對於在現時前公眾貨物裝卸區的水體發展水上運動及康樂活動持正面態度。現時的水上活動中心的數量不足，參加者贊成增加水上活動中心以滿足市民的需求。
Given that the facility providers can operate on a self-financing base, water sport activities are welcomed by the participants. Most of the existing water sport facilities are full most of the time. It is desirable to have extra facilities available for the public.

活力避風塘主題區 Revitalized Typhoon Shelter Precinct

- 普遍參加者贊成活化避風塘昔日的飲食風貌，並傾向多元化的小型食艇而非大型的浮動餐廳。
Participants generally agreed the idea of restoring the traditional food culture in the CWBTS area. Small food vessels are preferred over a single large floating restaurant.
- 上環近港澳碼頭的大笪地是其中一個模仿避風塘飲食文化的嘗試，但由於缺乏其風貌，因而不太成功。
The Night Bazaar near the Hong Kong - Macau Ferry Terminal was one of the attempts to restore the food culture of the Typhoon Shelter Area. A participant thinks it is a failure as it was unable to foster the traditional atmosphere.

東岸公園主題區 Water Sports & Recreation Precinct & East Coast Park Precinct

- 參加者對寵物公園、極限公園和浮動泳池的概念反應正面。一些參加者擔心浮動泳池的收費會定價太高。
Participants are positive to the design of the Pet Playground, Extreme Park, and Floating Pool. Some expressed their concerns over the pricing of the Floating Pool facilities.

優化連接建議的行人網絡及公共交通計劃

Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans

位置 Location

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

形態 Form

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

城市設計 Urban Design

- 參加者認為行人路的設計應營造一個舒適的環境，並且可考慮增設更多由內區到海濱的連接點。
Participants commented that the pedestrian connections have to be pedestrian-friendly. More access points connecting the hinterland to the harbourfront area are desired.

Appendix VII – Gist of Major Comments from Public Workshops

在顧及《保護海港條例》的情況下，沿銅鑼灣避風塘海濱的擬議行人板道的意見 Views on the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the Protection of the Harbour Ordinance

- 基於銅鑼灣避風塘海濱的擬議行人板道能改善行人的流動性，普遍參加者贊同擬議行人板道的設計。
For the sake of pedestrian circulation, the participants generally supported the boardwalk design.

對海浪及水質的關注

Concern on the sea wave and water quality

- 前公眾貨物裝卸區位置的海浪有可能防礙擬議的水上運動及康樂活動。
The sea wave in the ex-Public Cargo Working Area water basin may deter water sport activities in that area.

其他建議

Other suggestions

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

Appendix VII – Gist of Major Comments from Public Workshops

小組 Group No.: 4
協論員 Facilitator: 勞綺霞女士 Ms. Regina Lo
紀錄員 Note-Taker: 鄧偉立先生 Mr. Dino Tang

參加者 Participants:

	姓名 Name	團體 Organization
1	Benny YIP	香港單車同盟 Hong Kong Cycling Alliance
2	Billy AU YEUNG	公眾 Public
3	Brian FONG	
4	Monita HO	
5	Ernest IP	
6	Livia YIP	
7	Patrick KWOK	香港大學 The University of Hong Kong

Appendix VII – Gist of Major Comments from Public Workshops

優化海濱建議的五個主題區設計

Design of the five character precincts under the Harbourfront Enhancement Proposals

Overall 整體

- 有些參加者認為主題區的「主題」不夠突出，一般市民可能難以靠主題區的名字詮釋其設計主題。例如「渡輪碼頭畔主題區」的名字並未能反映任何設計主題，只能描述主題區的位置。
Some participants suggested that the themes of the character precincts are not outstanding enough and it is not easy for layman to interpret the design theme just by their names. For example, the “Pierside Precinct” doesn’t mean any design themes but only describe the location of the precinct.
- 其中一名參加者建議每個主題區應該只集中考慮 1 至 2 個主題。現時的主題區設計似乎過份繁忙並且難以讓一般市民理解。
One participant suggested that each character precinct should only focus on 1-2 themes. The current theming of the character precincts is considered “too busy” and incomprehensible by general public.

Celebration Precinct 慶典主題區

- 參加者普遍支持日落廣場內擬議的藝術擺設及節目。然而，他們亦建議擺設及節目定期更新以保持其吸引力。
While participants are supportive to the proposed art installation or events in the proposed Sunset Plaza, they suggested that the installations/events updated regularly to maintains their attractiveness from time to time.
- 參加者普遍非常關心內區與海濱的連接以及未來的指路系統。其中一位參加者認為一個良好的指路系統應該能夠讓訪客很容易地辨認自己於海濱所在的位置。
Participants are very concerned with the connectivity between the hinterland and the waterfront, as well as the future wayfinding system. One participant suggested that a good wayfinding system should enable a visitor to orient/locate oneself easier in the long stretch of waterfront.
- 有些參與者對會展外的現有交通擠塞問題表示關注。
Some participants are concerned with the traffic arrangement of the area outside HKCEC given its current congestion problem.
- 有些參與者認為慶典主題區的綠化比例不夠高。在香港的炎熱夏天下，綠化及其樹冠將提供行人更舒適的環境。
Some participants opined that the greening ratio of Celebration Precinct appears to be not high enough. More canopies of trees would give better shading to the pedestrian during the hot summer times in Hong Kong.

Appendix VII – Gist of Major Comments from Public Workshops

Pierside Precinct 渡輪碼頭畔主題區

- 考慮到「渡輪碼頭畔主題區」的主題，其中一位參與者建議這個主題區以新灣仔碼頭作為中心點，並加強它與其他節點的空間關係。
In view of the “Pierside Precinct” theming, one participant suggested to use the New Wan Chai Ferry Pier as a focal point of this precinct, with strengthened spatial relationship with other activity nodes.
- 大多數參與者歡迎在區內提供單車設施。然而有些參加者認為單車設施附近的空間可能並不足夠，特別是考慮到單車的初學者。
Most participants welcomed the cycling facilities to be provided in the precinct. Yet, some participants opined that the space near the cycling facilities might not be spacious enough for some bike new-learners.
- 其中一名參加者建議連接至主題區的行人天橋應該預留更多的出入口。
One participant suggested that the footbridge connecting to the precinct should reserve more openings and/or access points.

Water Sports & Recreation Precinct 水上活動及康樂區

- 其中一位參與者認為浮動泳池外形不美觀而且可能難以滿足大量遊客。該名參與者建議引入其他更有意義的浮動設施及活動，例如提供場地予跳水表演等。觀眾亦可把梯級式設計的防波堤用作觀景台觀賞節目。
One participant opined that the floating barge pool is not visual appealing and might not be able to cater a large volume of visitors. That participant also suggested to use the floating facilities for other meaningful activities such as some diving performance show. The audience may sit on some terraced steps (as viewing platform) on the breakwater as spectators.
- 其中一位參加者建議參考中環的休憩用地，將前公眾貨物裝卸區的水體用作不同類型的短期大型活動。活動的舉行時期可以是大概 3 個月。
One participant suggested that the use of waterbody of ex-PCWA may make reference to the open space of Central Waterfront, to host different territorial-wide events for periods for about 3 months each.

Revitalized Typhoon Shelter Precinct 活力避風塘主題區

- 有關於海濱長廊的闊度，有參加者認為闊度要足夠提供行人道以及單車徑（約 4 米加 4 米）。其中一名參加者補充，如果擬議的行人板道不可行，應該考慮於維園內引入一條高架連接以改善海濱的連接性。
For the width of the promenade, some participants opined that the width should be enough to provide both pedestrian promenade and cycling path (i.e. 4m+4m). One participant added that if such promenade by cantilevered boardwalk is found infeasible, consideration should be given to introduce an elevated connection inside Victoria Park.

Appendix VII – Gist of Major Comments from Public Workshops

- 至於擬議的水上餐廳，其中一位參加者建議分配一個區域予水上餐廳經營從而提供更多機會予不同的潛在經營商。
In terms of the proposed floating restaurant(s), one participant suggested to allocate an area / a zone for floating restaurants to operate. Such that chances is provided to a larger group of operators.

East Coast Park Precinct 東岸公園主題區

- 參加者認同這個主題區的「東岸公園」主題，並認為主題清晰易明。
The participants agreed with the theme of this precinct and considered that the theme is clear enough.
- 參加者認為這個主題區的最重要考慮是需要提供足夠的停車設施予市民使用。
The participants opined that the most important consideration of this precinct is the provision of parking facilities.

優化連接建議的行人網絡及公共交通計劃

Connectivity Enhancement Proposals set out in the Pedestrian Network and Public Transport Plans

位置 Location

- 有些參與者建議重新考慮提供連貫單車徑的必要性。考慮到海濱的空間有限以及其他的發展限制，某些主題區的主題如果與單車無關可以考慮不提供單車徑。
Some participants suggested to review the necessity to include a continuous cycle track throughout the waterfront. In some of the character precincts, if their themes are not cycling related, might not be necessary to include cycling track in view of the lack of available spaces and other development constraints.

形態 Form

- 現時擬議的單車徑斷斷續續而且有很長的距離需要騎單車者下車步行，有些參加者認為此做法不可接受而且去影響騎單車的體驗。
Some participants opined that the currently proposed cycling track which is disconnected with a long distance of bike-walking is not acceptable and will adversely affect the cycling experience.
- 有些參加者建議採用「共享」的概念，以在有限的空間下容納單車徑及行人徑。然而，亦有參加者對此做法有保留，認為「共享」概念可能帶來潛在的安全問題。
While some participants suggested to adopt shared use so that both pedestrian and cyclist maybe accommodated together given the space constraint, some other participants have reservation on the shared use concept in view of the potential safety issue.

城市設計 Urban Design

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

Appendix VII – Gist of Major Comments from Public Workshops

在顧及《保護海港條例》的情況下，沿銅鑼灣避風塘海濱的擬議行人板道的意見 Views on the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the Protection of the Harbour Ordinance

- 基於銅鑼灣避風塘海濱的擬議行人板道能改善行人的流動性，普遍參加者贊同擬議行人板道的設計。然而，考慮到擬議的行人板道可能無法成功經過相關的法定程序，有些參加者建議研究團隊需要及早考慮其他備選方案。
For the sake of pedestrian circulation, the participants generally supported the boardwalk design. However, some participants suggested the Study Team to consider alternative option(s) in case the proposed boardwalk fails to successfully go through the statutory processes in relation to the Ordinance.

對海浪及水質的關注

Concern on the sea wave and water quality

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

其他建議

Other suggestions

- 參加者就這方面沒有特別意見提出。
No particular comment was raised by the participants.

Appendix VIII – List of Commenters

No.	Name	Organization/ Individual
C01	/	香港規劃師學會 Hong Kong Institute of Planners
C02	/	香港建築師學會 Hong Kong Institute of Architects
C03	P.Y. TAM	香港城市設計學會 Hong Kong Institute of Urban Design
C04	陳紹雄	香港專業及資深行政人員協會 Hong Kong Professionals and Senior Executives Association
C05	Martin Turner	香港單車同盟 Hong Kong Cycling Alliance
C06	Michael Maddess	動感亞洲基金 Action Asia Foundation
C07	陳淑莊	公民黨 Civic Party
C08	/	香港貿發局 / 香港會議展覽中心 Hong Kong Trade Development Council/ Hong Kong Convention and Exhibition Centre
C09	/	天星小輪有限公司 The "Star" Ferry Co., Ltd.
C10	Fiona Woodhouse	香港愛護動物協會 Society for the Prevention of Cruelty to Animals (Hong Kong)
C11	Paul Zimmerman 司馬文	創建香港 Designing Hong Kong
C12	/	灣仔好日誌 Good Day Wanchai
C13	Vincent Yeung	香港動漫畫聯會 Hong Kong Comics and Animation Federation
C14		香港菁英會 The Y. Elites Association
C15	Leo Cheung	測建行香港有限公司 Prudential Surveyors (Hong Kong) Limited
C16	Jane Arnett	思聯建築設計有限公司 CL3 Architects
C17	Billy Au Yeung	遠高發展有限公司 Glory United Development Limited
C18	Owen Yue	Individual
C19	W.T. WONG	Individual
C20	Suen Wai-man	Individual
C21	LO Kwok Wing Louis	Individual
C22	Ivan Yuen	Individual
C23	Simon Powell	Individual
C24	*Anonymous*	Individual
C25	Liu Chi Hang	Individual
C26	Rebecca Po	Individual
C27	柳蓮	Individual
C28	Dennis Chau	Individual
C29	Saki A. Chatzichristidis	Individual
C30	何先生	Individual

Appendix VIII – List of Commenters

No.	Name	Organization/ Individual
C31	J.Leung	Individual
C32	Paul Zimmerman 司馬文	Individual
C33	NG Tsz-chung	Individual
C34	Hd Had	Individual
C35	Jany	Individual
C36	Rui Jian	Individual
C37	Peter Churchouse	Individual
C38	Mike Lee	Individual
C39	Ken Lee	Individual
C40	Lai Jove	Individual
C41	Merrin	Individual
C42	Bruce Foreman	Individual
C43	Ronal Cheng	Individual
C44	Laura Ryan	Individual
C45	Kelvin Kwan	Individual
C46	Alan Sargent	Individual
C47	Yang-Wahn Hew	Individual
C48	Edward Yiu	Individual
C49	陳家良	Individual
C50	Wan Yiu Ming, Simon	Individual
C51	Johnny Ng	Individual
C52	Ken Siu	Individual
C53	Graeme	Individual
C54	CL	Individual
C55	Benny YIP	Individual

Appendix IX – List of Meetings with Harbourfront Commission

Date	Meeting
25 May 2016	Harbourfront Commission - Task Force on Harbourfront Developments on Hong Kong Island Twenty-third Meeting
19 October 2016	Harbourfront Commission - Task Force on Harbourfront Developments on Hong Kong Island Twenty-fourth Meeting
29 May 2017	Harbourfront Commission - Task Force on Harbourfront Developments on Hong Kong Island Twenty-seventh Meeting
10 October 2017	Harbourfront Commission - Task Force on Harbourfront Developments on Hong Kong Island Twenty-eighth Meeting

Appendix X – Extract of Minutes of 23th Task Force on Harbourfront Developments on Hong Kong Island Meeting (25 May 2016)

Harbourfront Commission Task Force on Harbourfront Developments on Hong Kong Island

Minutes of Twenty-third Meeting

Date: 25 May 2016 (Wednesday)

Time: 2:30p.m.

Venue: Conference Room, 15/F, North Point Government Offices,
333 Java Road, North Point

Present

Mr Nicholas BROOKE	Chairman
Mrs Margaret BROOKE	Representing Business Environment Council
Dr NG Cho-nam	Representing Conservancy Association
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Franklin YU	Representing Hong Kong Institute of Architects
Mr Paul CHAN Yuen-king	Representing Hong Kong Institute of Landscape Architects
Dr Peter Cookson SMITH	Representing Hong Kong Institute of Planners
Sr Emily LI	Representing Hong Kong Institute of Surveyors
Mr Ivan HO	Representing Hong Kong Institute of Urban Design
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Mr Eric FOK	
Mr Henry CHAN Ms Rosanna CHOI	
Ms Jacqueline CHUNG Mr Stanley HO	
Mr David PONG Mr Alvin YIP	

Official Members

Mr Thomas CHAN	Deputy Secretary (Planning and Lands)1, Development Bureau (DEVB)
Mr Edward LEUNG	Senior Manager (Tourism) 2, Tourism Commission (TC)
Mr Anthony LI	Senior Engineer/Housing & Planning, Transport Department (TD)
Mr Eddie LAM	Senior Engineer 7(HK Island Div 1), Civil Engineering and Development Department (CEDD)
Mr Richard WONG	Assistant Director(Leisure Services)2, Leisure and Cultural Services Department (LCSD)
Ms Ginger KIANG	District Planning Officer/Hong Kong, Planning Department (PlanD)
Mr Larry CHU	Secretary

In Attendance

Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB
Mr Frederick YU	Assistant Secretary (Harbour)Special Duties, DEVB
Miss Ingrid TJENDRO	Assistant Secretary (Harbour)2, DEVB
Miss Emily SOM	Assistant Secretary (Harbour)2 (des), DEVB
Mr Peter MOK	Project Manager (Harbour), DEVB

Appendix X – Extract of Minutes of 23th Task Force on Harbourfront Developments on Hong Kong Island Meeting (25 May 2016)

Absent with Apologies

Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Ir Raymond CHAN	Representing Hong Kong Institution of Engineers
Mr Shuki LEUNG	Representing Real Estate Developers Association of Hong Kong
Mr CHAN Hok-fung	
Mr Walter CHAN	
Miss Lily CHOW	
Mr Hans Joachim ISLER	
Ms Vivian LEE Mr Vincent NG	

For Agenda Item 3

Ms April KUN	Chief Town Planner/ Studies and Research, PlanD
Mr Patrick FUNG	Senior Town Planner /Studies and Research 5(Atg.), PlanD
Ms Wendy LEE	Town Planner, Studies and Research 3, PlanD
Dr Eunice MAK	Director of Urban Planning, AECOM
Mr Kenny CHAN	Associate, Planning, AECOM

Item 3 The Urban Design Study for the Wan Chai North and North Point Harbourfront Areas – Study Progress and Stage 2 Public Engagement Work Plan (Paper No. TFHK/09/2016)

3.1 **The Chair** welcomed representatives of the study team to the meeting. Dr Eunice MAK and Mr Kenny CHAN presented the progress of the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas (UDS) including the work plan of the Stage 2 Public Engagement (PE2) with the aid of a PowerPoint.

3.2 **The Chair** informed Members that Mr Paul ZIMMERMAN had proposed comments on the draft PE2 Digest. His comments and the study team’s responses were tabled at the meeting for Members’ reference. He enquired about the wave attenuation in the Water Sports and Recreation Precinct.

3.3 **Mr Kenny CHAN** responded that making reference to the advice of marine specialists and information gathered from the wave models developed under the Wai Chai Development Phase II (WDII) project, the projected wave height near the shores of Wan Chai and Causeway Bay would be around 1m. The study team would study the technical feasibility of the Harbourfront Enhancement Proposals (HEPs) for the ex-Public Cargo Working Area (ex-PCWA) and the Revitalized Typhoon Shelter Precinct based on the projected wave height. Mitigation measures would be proposed at the next stage of the study, if required.

3.4 **Dr Peter Cookson SMITH** expressed reservation on allocating the entire ex-PCWA for water sports and activities in the Water Sports and Recreation Precinct as there were sufficient and convenient swimming pools and beaches across the territory. He was not sure if a floating swimming pool and urban beach would be the best option for this remaining water basin on the north shore of Hong Kong Island. He asked for more detailed information on wave attenuation and

Appendix X – Extract of Minutes of 23th Task Force on Harbourfront Developments on Hong Kong Island Meeting (25 May 2016)

boat mooring for Members to comment on proposed water use options.

3.5 **Mr Alvin YIP** suggested incorporating public art element in HEPs to create a vibrant waterfront with character.

3.6 **Mr Franklin YU** said the following-

(a) he enquired about the alternative use of urban beach in the Water Sports and Recreation Precinct during winter and whether there would be an automatic system proposed for renting bicycles along the proposed cycle track;

(b) to avoid it becoming an unattractive dead-end, more activities should be provided at the breakwater viewing deck in the Revitalized Typhoon Shelter Precinct. If the use of water body in the Causeway Bay Typhoon Shelter (CBTS) would be restricted, the study team might consider tying pontoons to the breakwater to allow some ad hoc activities, so that the breakwater would become an attraction for visitors from time to time;

(c) for similar reasons, the Ventilation Building in the East Coast Park Precinct could be dressed up, or some new features could be added near it in order to upgrade the site into a prominent landmark; and

(d) suitable water-borne transport service should be provided for visitors to travel around key attractions within the harbour, for example, between the Wan Chai Ferry Pier and the West Kowloon Cultural District.

3.7 On the Water Sports and Recreation Precinct, **Mr Henry CHAN** suggested sufficient supporting facilities such as toilet, changing room and spectator stand be provided to support the water sports and recreational activities. In addition, arts and cultural elements proposed for the Celebration Precinct should also be introduced to other Precincts in collaboration with professionals such as the Hong Kong Arts Development Council.

3.8 **Mr Paul ZIMMERMAN** made the following comments-

(a) alfresco dining could be provided outside the Hong Kong Convention and Exhibition Centre (HKCEC) by setting back the Emergency Vehicular Access (EVA);

(b) he enquired about the number of parking spaces to be provided in the proposed coach parking areas in the study area. The provision should be sufficient to meet public needs by making reference to the number of coach parking currently using HKCEC and the area outside of the Golden Bauhinia Square;

(c) the walkway between the Exhibition Station and the Wan Chai Ferry Pier should be widened to become a distinctive architectural feature. With a delicate design, the walkway could provide an enjoyable and interesting walking experience for visitors;

Appendix X – Extract of Minutes of 23th Task Force on Harbourfront Developments on Hong Kong Island Meeting (25 May 2016)

- (d) bollards should not only be provided at the landing steps but along the entire waterfront so that vessels could be permitted to berth;
- (e) detailed information on wave attenuation should be included in the PE2 Digest so that the community could understand the constraints when deciding the suitable type of water activities to be proposed for the study area;
- (f) all metered car parking spaces along Hung Hing Road should be cancelled;
- (g) agreement should be obtained from the Royal Hong Kong Yacht Club (RHKYC) in order to extend public access into RHKYC on Kellett Island; and
- (h) the provision of noise barriers, if any, along the waterfront should not be supported in view of adverse visual impact.

3.9 Dr Eunice MAK made the following responses-

- (a) the study team was aware of the issue of wave attenuation and would further look into it and more information would be provided to Members in the next stage;
- (b) the urban beach concept was put forward in response to public comments received during Stage 1 PE, especially from the younger generation. The study team would seek public feedback on the proposal during PE2 and then further review;
- (c) the study team shared Members' suggestion of incorporating art element into the urban design concept;
- (d) the study team had recommended to include a bike rental system with checkpoints along the waterfront;
- (e) while water-borne transport service to connect both sides of the harbour would be desirable, business interest and viability to realise the idea would be critical. The study team would include infrastructural support necessary to facilitate the provision of such services in the future;
- (f) the study team would further liaise with RHKYC on extending the public access at the eastern edge of Kellett Island;
- (g) the temperature of winter in Hong Kong would not be too low for the public to enjoy water recreation activities in the Water Sports and Recreation Precinct, although direct water contact such as swimming might not be possible;
- (h) public transport facilities such as parking spaces, loading/unloading bay, drop-off and pick-up points had been planned near the key attractions along the waterfront;
- (i) the study team agreed to seek HKCEC's views on the idea of providing

Appendix X – Extract of Minutes of 23th Task Force on Harbourfront Developments on Hong Kong Island Meeting (25 May 2016)

alfresco dining near HKCEC;

(j) 24 and nine additional coach parking spaces were proposed at the two proposed coach parking areas at Convention Avenue and Wan Shing Street respectively;

(k) the study team agreed to explore planning more bollards along the waterfront and would further examine the technical feasibility of the proposal;

(l) under the current proposal, around 11 metered car parking spaces would be kept along Hung Hing Road. The study team would review the arrangement with TD with a view to cancelling more metered parking spaces to improve pedestrian environment; and

(m) visitors to the waterfront along CBTS might have grave concern over nearby traffic noise, the study team was examining various mitigation options from functional and design perspectives and would seek feedback from the public before deciding on whether to propose any noise barrier for the area.

3.10 **Mr David PONG** opined that public art could be displayed in various locations. He was confident that local professionals could manage to create suitable pieces taking into account sites constraints and the available space.

3.11 **Dr Peter Cookson SMITH** commented that the HEPs would be able to enhance the attractiveness of the northern shore of Hong Kong Island. He commented that the study team should actively promote the HEPs to the general public during PE2. He hoped the engagement activities could help gather some genuine feedbacks from the community.

3.12 **Mr Ivan HO** made the following comments-

(a) all public car parking spaces at Hung Hing Road should be eliminated to facilitate streetscape enhancements for public enjoyment;

(b) objected to any suggestion of putting noise barriers along the waterfront unless an innovative and convincing physical design was available;

(c) quoting the public art pieces along the southern bank of River Thames in London as an example, he suggested incorporating art pieces along the waterfront after engaging the public in the PE process; and

(d) the proposed urban beach concept was supported as such feature was attractive to the younger generation and children.

3.13 **The Chair** asked the study team to take on board comments from Members when refining the HEPs. The Chair further enquired about the schedule for the study team to update Members on the progress.

Appendix X – Extract of Minutes of 23th Task Force on Harbourfront Developments on Hong Kong Island Meeting (25 May 2016)

3.14 **Ms April KUN** responded that PE2 would be launched by end May/early June and last for about two months. The study team would report the public views received to the Task Force. She added that Members were most welcomed to participate in the activities and workshops of PE2.

3.15 **The Chair** asked PlanD to circulate the PE2 program and the finalised Digest to Members for reference.

(Post-meeting note: The PE2 program and the finalised Digest were circulated to Members on 3 June 2016 and 10 June 2016 respectively. The PE2 was launched on 11 June 2016 and concluded on 20 August 2016)

Appendix XI – Extract of Minutes of 24th Task Force on Harbourfront Developments on Hong Kong Island Meeting (19 October 2016)

Harbourfront Commission Task Force on Harbourfront Developments on Hong Kong Island

Minutes of Twenty-fourth Meeting

Date: 19 October 2016 (Wednesday)

Time: 2:30p.m.

Venue: Conference Room, 15/F, North Point Government Offices,
333 Java Road, North Point

Present

Mr Nicholas BROOKE	Chair, Task Force on Harbourfront Developments on Hong Kong Island
Mrs Margaret BROOKE	Representing Business Environment Council
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Mr SO Kwok-yin	Representing the Conservancy Association
Mr Anthony CHEUNG	Representing Hong Kong Institute of Architects
Dr Peter Cookson SMITH	Representing Hong Kong Institute of Planners
Sr Lesly LAM Representing	Hong Kong Institute of Surveyors
Mr Ivan HO Representing	Hong Kong Institute of Urban Design
Ir Raymond CHAN	Representing Hong Kong Institution of Engineers
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Ms Jacqueline CHUNG	
Mr Stanley HO	
Mr Thomas CHAN	Deputy Secretary (Planning and Lands) ¹ , Development Bureau (DEVB)
Mr Edward LEUNG	Senior Manager (Tourism) 2, Tourism Commission (TC)
Mr CHAN Chung-yuen	Chief Traffic Engineer/ Hong Kong, Transport Department (TD)
Mr MAK Chi-biu	Chief Engineer/ (Hong Kong 1), Civil Engineering and Development Department (CEDD)
Mr Richard WONG	Assistant Director (Leisure Services) ² , Leisure and Cultural Services Department (LCSD)
Mr Louis KAU	District Planning Officer/ Hong Kong, Planning Department (PlanD)
Mr Larry CHU	Secretary

In Attendance

Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB
Ms Jenny WONG	Assistant Secretary (Harbour) Special Duties, DEVB
Miss Emily SOM	Assistant Secretary (Harbour) 2, DEVB
Mr Peter MOK	Project Manager (Harbour), DEVB
Mr LAM Chun-tak	Senior Engineer 2 (Hong Kong Island Division 1), CEDD

Absent with Apologies

Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Evans IU	Representing Hong Kong Institute of Landscape Architects

Appendix XI – Extract of Minutes of 24th Task Force on Harbourfront Developments on Hong Kong Island Meeting (19 October 2016)

(e) to provide an additional pet playground within the Pierside Precinct.

3.4 **Mr Paul ZIMMERMAN** raised the following-

(a) the overall design should allow flexible uses;

(b) pedestrian connectivity between the Hong Kong Convention and Exhibition Centre (HKCEC) and the New Wan Chai Ferry Pier should be further enhanced;

(c) shared use between pedestrians and cyclists could be achieved by adopting a sensible cycle track design and the study team should also review the provision of cycling related facilities;

(d) bollards should be provided not only at the landing steps but along the entire stretch of waterfront and vessels should be permitted to berth;

(e) alfresco dining facilities could be provided outside the HKCEC;

(f) supporting facilities for vessels to dispose sewage and waste and refill fuel would be provided within the Causeway Bay Typhoon Shelter; and

(g) all metered car parking spaces along Hung Hing Road should be cancelled.

3.5 **Mr Anthony CHEUNG** expressed that walkways connecting the hinterland to the waterfront should be widened and beautified. In the Celebration Precinct, the existing park adjacent to Grand Hyatt Hong Kong could be extended to the waterfront with a landscaped deck like Tamar Park. In the Revitalized Typhoon Shelter Precinct, a pedestrian connection from Causeway Bay hinterland with food and beverages services alongside could be considered. In the Pierside Precinct, the elevated landscaped deck and covered walkway should be integrated into the design. He opined that some distinctive elements could be added to the pedestrian connections instead of the mere provision of standard footbridges. He added that a parking area should be provided in the East Coast Park Precinct and some community facilities such as a town hall could be considered to complement with the park. He opined that the existing vehicle depot of the Food and Environmental Hygiene Department in North Point should be relocated.

3.6 **Mr Ivan HO** said that the study team could screen out some infeasible suggestions and comments that were not conducive to public use such as the proposed segregation between cyclists and other users. He concurred with Mr Anthony CHEUNG that accessibility and connectivity between the hinterland and the waterfront should be further enhanced and standard footbridges were undesirable. He considered that a schematic design for the precincts with concrete design concepts would be needed.

3.7 **Dr Peter Cookson SMITH** said that if shared use of the promenade between pedestrians and cyclists would be proposed, a management mechanism for ensuring public safety or avoiding potential conflicts should be developed. Pet garden of some considerable size might be provided in other suitable places instead of the waterfront. More interesting maritime elements should be provided in the Water Sports and Recreation Precinct such as a new Maritime Museum.

Appendix XI – Extract of Minutes of 24th Task Force on Harbourfront Developments on Hong Kong Island Meeting (19 October 2016)

3.8 **Mr Kenny CHAN** made the following responses-

- (a) the study team would further look into enhancing flexibility in allowing different activities and providing facilities for shared uses;
- (b) other suitable points to provide bollards would be explored;
- (c) it was a shared view that pedestrian connections between the hinterland and the waterfront should not be merely functional. In the HEPs, all the proposed landscaped decks were designed serving more than footbridges. For example, the proposed landscaped deck near the Sunset Plaza were designed as an Art Walk/ Corridor;
- (d) some members of the public did raise concerns about safety and the potential conflict between cyclists and pedestrians and their views would have to be taken into account when refining the design;
- (e) having regard to the public comments, an additional pet garden was being considered to be included as part of HEPs; and
- (f) two proposed locations adjacent to the Harbour Education Annex and Watson Road were being considered to provide some parking spaces.

3.9 **The Chair** asked the study team to incorporate comments from Members and the public when refining the HEPs and present the refined proposals to the Working Group when ready. He further asked if the study team had consulted the relevant District Councils.

3.10 **Mr Kenny CHAN** informed Members the Eastern and Wan Chai District Councils were consulted on 27 June 2016 and 12 July 2016 during Stage 2 PE.

Appendix XII – Extract of Minutes of 27th Task Force on Harbourfront Developments on Hong Kong Island Meeting (29 May 2017)

Harbourfront Commission Task Force on Harbourfront Developments on Hong Kong Island

Minutes of Twenty-seventh Meeting

Date: 29 May 2017 (Monday)

Time: 2:30p.m.

Venue: Conference Room (Room G46) at Upper Ground Floor,
Hong Kong Heritage Discovery Centre, Kowloon Park, Tsim Sha Tsui

Present

Mr Nicholas BROOKE	Chair, Task Force on Harbourfront Developments on Hong Kong Island
Mrs Margaret BROOKE	Representing Business Environment Council
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Dr NG Cho-nam	Representing Conservancy Association
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Anthony CHEUNG	Representing Hong Kong Institute of Architects
Mr Evans IU	Representing Hong Kong Institute of Landscape Architects
Mr Ivan HO	Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN	Representing Hong Kong Institution of Engineers
Mr Shuki LEUNG	Representing Real Estate Developers Association of Hong Kong
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Mr Hans Joachim ISLER	
Mr Thomas CHAN	Deputy Secretary for Development (Planning and Lands) ¹ , Development Bureau (DEVB)
Mr Edward LEUNG	Senior Manager (Tourism) 21, Tourism Commission (TC)
Mr Peter MAK	Chief Traffic Engineer/ Hong Kong, Transport Department (TD)
Mr Alfred WONG	Chief Engineer/ Hong Kong 1, Civil Engineering and Development Department (CEDD)
Mr Richard WONG	Assistant Director (Leisure Services) ² , Leisure and Cultural Services Department (LCSD)
Mr Louis KAU	District Planning Officer/ Hong Kong, Planning Department (PlanD)
Ms Jenny WONG	Secretary
 <u>In Attendance</u>	
Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB

Appendix XII – Extract of Minutes of 27th Task Force on Harbourfront Developments on Hong Kong Island Meeting (29 May 2017)

Mr Peter MOK

Project Manager (Harbour), DEVB

Absent with Apologies

Dr Peter Cookson SMITH

Representing Hong Kong Institute of Planners

Sr Emily LI

Representing Hong Kong Institute of Surveyors

Mr Walter CHAN

Ms Vivian LEE

Mr Vincent NG

Mr NGAN Man-yu

Mr Henry CHAN

Ms Rosanna CHOI

Ms Jacqueline CHUNG

Mr Stanley HO

Mr David PONG

Mr YEUNG Hoi-wing

Mr Alvin YIP

For Agenda Item 3

Ms Amy CHEUNG

Assistant Director/Territorial, PlanD

Ms April KUN

Chief Town Planner/Studies and Research, PlanD

Mr Patrick FUNG

Senior Town Planner/ Studies and Research 5, PlanD

Mr Kenny CHAN

Associate Director, AECOM

Mr Avery WAI

Assistant Urban Planner, AECOM

Item 3 Urban Design Study for the Wan Chai North and North Point Harbourfront Areas – Proposed Major Refinements to the Harbourfront Enhancement Proposals (Paper No. TFHK/02/2017)

3.1 **The Chair** welcomed representatives from the study team to the meeting. **Ms Amy CHEUNG** informed Members that after taking into account public views and comments received during and after the Stage 2 Public Engagement (PE2) and subsequent meetings with relevant stakeholders and Members, the study team had proposed refinements to the Harbourfront Enhancement Proposals (HEPs) for the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas (UDS). **Mr Kenny CHAN** briefed Members on the current progress and the proposed refinements with the aid of a PowerPoint.

3.2 **Mr Hans Joachim ISLER** made the comments below-

(a) as a member of the Hong Kong Water Sports Council and the Hong Kong Sailing Federation, he had attended a meeting with the study team on 9 May 2017. He appreciated the study team's effort in seeking water sports communities' further comments and views. In general, he agreed that the Wan Chai basin was an ideal location for developing into a water sports centre and holding international water sports events;

(b) he recognized that both permanent and temporary wave-brakes might not be able to satisfy the requirements under the Protection of the Harbour Ordinance (PHO);

Appendix XII – Extract of Minutes of 27th Task Force on Harbourfront Developments on Hong Kong Island Meeting (29 May 2017)

(c) relocation of Noonday Gun might be a possible way to maintain a wide and continuous boardwalk;

(d) on the Water Sports and Recreation Precinct, sufficient facilities should be provided for organising both local and international water sports competitions or events; and

(e) he supported the proposed traffic arrangement as it could provide more open space at the waterfront.

3.3 Mr Paul ZIMMERMAN made the following comments –

(a) he suggested exploring a double deck concept along the waterfront to provide additional space for both pedestrians and cyclists;

(b) the water quality problem had yet to be resolved as he could not see drainage facilities such as dry weather flow interceptors be incorporated in the refined HEPs;

(c) wave attenuation at the Water Sports and Recreation Precinct had not been resolved and the proposed wave-brake would not only give rise to maintenance and management complications while requiring the same requirements under the PHO as a fixed breakwater;

(d) he objected to the proposed floating swimming pool in the Water Sports and Recreation Precinct;

(e) he stressed the importance to allow basic infrastructure including waste, sewerage, electricity and water supply etc. to be provided along the waterfront to facilitate marine users and the organising of various events and activities;

(f) pedestrian connectivity to the waterfront should be improved and additional space for activity or public viewing should be provided; and

(g) ancillary facilities such as bollards and public viewing deck should be provided to facilitate the organising of dragon boat race, sea canoeing and other water sports activities near the East Coast Park Precinct.

3.4 The Chair enquired if it would be feasible to build a cantilevered walkway without supporting structures on the seabed.

3.5 Mr Kenny CHAN made the following responses –

(a) the proposed wavebrake had been proved to be an effective wave attenuation measure, and its impact on PHO was relatively small when compared with other types of permanent measures. Further study on this particular issue might need to be conducted at the implementation stage when more details of the water events were available;

Appendix XII – Extract of Minutes of 27th Task Force on Harbourfront Developments on Hong Kong Island Meeting (29 May 2017)

(b) the study team would further look into the appropriate traffic circulation arrangements in planning and design of the Water Sports and Recreation Precinct;

(c) the Environmental Protection Department had commissioned a study to improve near shore water quality and the study team would make reference to the findings of the study when making recommendations on the way forward;

(d) there was an existing water selling kiosk in CWBTS to support existing vessels within the typhoon shelter. Consideration might be given to upgrade the existing facility if needed;

(e) the potential PHO implications of the proposed additional connection to the proposed boardwalk underneath IEC outside City Garden would be assessed in the project implementation stage;

(f) whether dragon boat race and other water sports events could be held near the Pierside Precinct and the East Coast Park Precinct would be subject to further investigation on wave attenuation. Various supporting facilities including bollards had been included in HEPs; and

(g) cantilevered boardwalk in the eastern section of CWBTS was included as an option in order to maintain a continuous pedestrian connection along the waterfront while keeping the implications in relation to PHO to the minimum.

3.6 **The Chair** requested and **Ms Amy CHEUNG** agreed to further discuss with Members on the implementation of the final recommendations of the UDS. She said the study team aimed at substantially completing the UDS by end 2017 and taking forward some “quick-win” initiatives subject to site availability.

[Post-meeting note: The study team attended the meeting of the Working Group on the UDS (WGUDS) on 12 September 2017 and discussed with Members regarding the implementation arrangement.]

3.7 **Mr Paul ZIMMERMAN** reiterated his concern over water quality and provision of sufficient facilities along the harbourfront for marine uses.

3.8 In response, **Ms Amy CHEUNG** said that the study team was proposing water sports activities in an area that water quality would be acceptable and would consult other relevant bureaux and departments on future measures to improve water quality in the study area.

3.9 **Miss Christine AU** supplemented the following –

(a) the study team was engaged in 2015 to develop the Wan Chai North and North Point harbourfront areas in an innovative and creative manner. After conducting PE1 and PE2 and taking into account comments from the Commission, Members might appreciate that some innovative HEPs were proposed based on public

Appendix XII – Extract of Minutes of 27th Task Force on Harbourfront Developments on Hong Kong Island Meeting (29 May 2017)

aspirations and comments. Although some of them might be difficult to implement under the current set-up, they might be taken forward gradually in parallel with the evolvement of development and management model of harbourfront areas. The study team was finalising HEPs and would formulate an implementation strategy; and

(b) a working group on PHO under the Commission had been examining the issue about the implications of the law separately. In any case, Members might not have preferred the team to have simply discarded all proposals that might have PHO implications. The PHO requirements might still be satisfied if there were overriding public needs.

3.10 **Mrs Margaret BROOKE** opined that the study team should allow flexibility when considering whether to include the cantilevered boardwalk proposal so that such proposal might be implemented in future when there were public needs.

3.11 **Mr Hans Joachim ISLER** concurred with the Chair and requested the team to provide a time table for implementing various HEPs so that the Commission could deliberate on the priorities. For example, the proposed public viewing deck on the existing breakwater that may not involve reclamation might be implemented first. He further enquired if the provision of dry weather flow interceptor at CWBTS would have any PHO implications.

3.12 **Ms Amy CHEUNG** responded that the study team had proposed three options for the cantilevered boardwalk along CWBTS promenade. They were not mutually exclusive with a view to providing flexibility for implementation. The timing for implementation of the public viewing deck on the breakwater would be considered when formulating the overall implementation strategy.

3.13 On the cantilevered boardwalk at the eastern end of CWBTS, **Ir Raymond CHAN** commented that the study team might consider making use of the foundation structures of IEC to accommodate the boardwalk as an alternative route to minimise the space required for potential reclamation.

3.14 **Mr Kenny CHAN** responded that hanging boardwalk structure along that section of the IEC had been considered, but was not recommended as it would cast extra shadow on the waters. In addition, to allow sufficient headroom for pedestrians, such an alignment would completely block marine access to that area at the south eastern corner of CWBTS.

3.15 **Mr Anthony CHEUNG** requested the study team to bring in more activities in the proposed open space, rearrange the building form of structures, and provide more parking spaces in the Pierside Precinct; devise direct pedestrian connections from the hinterland to the Water Sports and Recreation Precinct; include more features that could provide shades in the Celebration Precinct, and adopt the shared use concept along the entire stretch of the waterfront.

3.16 **Mr Kenny CHAN** made the following responses-

(a) building form of structures in the Pierside Precinct was determined by several constraints, including loading allowance of the site and alignment of the existing drainage reserve;

Appendix XII – Extract of Minutes of 27th Task Force on Harbourfront Developments on Hong Kong Island Meeting (29 May 2017)

(b) additional parking spaces would not be necessary in the Pierside Precinct because the area would be supported by efficient public transport system;

(c) having regard to the limited space available for footing and estimated loading requirements, it would be difficult to construct a direct pedestrian footbridge spanning across from the hinterland to the Water Sports and Recreation Precinct; and

(d) the rooftops and balconies of both the Harbour Recreation Annex and the Harbour Education Annex in the Water Sports and Recreation Precinct could be used for public viewing purpose.

3.17 **Ms Amy CHEUNG** supplemented that HEPs indeed were refined with the comments from Members as expressed in previous WGUDS and Task Force meetings, e.g. users of the waterfront should be encouraged to use public transport instead of private cars, waterfront spaces should be designed with flexibility for different activities and events etc.

3.18 **Mr Anthony CHEUNG** commented that the study team should incorporate more elements such as an aquarium or children's playground in the proposed open space in the Pierside Precinct. He also noticed that there was no activity node proposed at the Revitalised Typhoon Shelter Precinct. Besides, he enquired if public viewing stands would be provided for water sports events in the Water Sports and Recreation Precinct.

3.19 **Mr Ivan HO** said that the Pierside Precinct had only provided a large piece of passive open space with some buildings. Buildings with distinguished design features that could provide attractive activities should be provided along the waterfront from urban design perspective. Besides, an implementation time table for HEPs should be provided for Members' comments.

3.20 **Mr Hans Joachim ISLER** added that it might not be desirable to build many structures in the Water Sports and Recreation Precinct as these structures might reduce flexibility for organising different types of water sports events. He supported the current simple and flexible layout.

3.21 **Mr Peter MAK** said that any assumption that provision of public parking spaces, especially for goods vehicles, in the vicinity of the Water Sports and Recreation Precinct had been adequate was unrealistic based on parking surveys and the public's aspiration.

3.22 **Miss Christine AU** made the following responses-

(a) Members might be aware that various activities were proposed for the study area in Paper No. TFHK/02/2017. For example, a sun bathing area and floating pool were proposed in the Water Sports and Recreation Precinct and berthing facilities were included in the Revitalised Typhoon Shelter Precinct. These proposals had been retained in the latest submission. The study team had only made some refinements to the HEPs in response to public comments received in PE2 and comments raised by Members at previous WGUDS and Task Force meetings; and

(b) Members supported that no on-street parking spaces should be provided along

Appendix XII – Extract of Minutes of 27th Task Force on Harbourfront Developments on Hong Kong Island Meeting (29 May 2017)

Hung Hing Road at the last meeting of WGUDS on 22 March 2017. To enhance the harbourfront for public enjoyment, patrons going to the subject area would be encouraged to use public transport.

3.23 **The Chair** thanked the study team for the presentation and asked them to take on board Members' comments when finalising the HEPs.

Appendix XIII – Extract of Minutes of 28th Task Force on Harbourfront Developments on Hong Kong Island Meeting (10 October 2017)

Harbourfront Commission Task Force on Harbourfront Developments on Hong Kong Island

Minutes of Twenty-eighth Meeting

Date: 10 October 2017 (Tuesday)

Time: 10:30 a.m.

Venue: Conference Room, 15/F, North Point Government Offices,
333 Java Road, Hong Kong

Present

Mr Nicholas BROOKE	Chair, Task Force on Harbourfront Developments on Hong Kong Island
Mrs Margaret BROOKE	Representing Business Environment Council
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Anthony CHEUNG	Representing Hong Kong Institute of Architects
Mr Evans IU	Representing Hong Kong Institute of Landscape Architects
Dr Eunice MAK	Representing Hong Kong Institute of Planners
Sr Francis LAM	Representing Hong Kong Institute of Surveyors
Mr TAM Po-yiu	Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN	Representing Hong Kong Institution of Engineers
Mr Terence LEE	Representing Real Estate Developers Association of Hong Kong
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Mr Ken SO	Representing The Conservancy Association
Mr Walter CHAN	
Mr Hans Joachim ISLER	
Mr Karl KWOK	
Mr Vincent NG	
Mr NGAN Man-yu	
Mr Tony TSE	
Ms Doris HO	Deputy Secretary for Development (Planning and Lands) ¹ , Development Bureau (DEVB)
Mr Edward LEUNG	Senior Manager (Tourism) 21, Tourism Commission (TC)
Mr Tony WU	Senior Engineer/ Housing and Planning, Transport Department (TD)
Mr Wilson MA	Chief Engineer/ Hong Kong 1, Civil Engineering and Development Department (CEDD)
Mr Richard WONG	Assistant Director (Leisure Services) ² , Leisure and Cultural Services Department (LCSD)
Mr Louis KAU	District Planning Officer/ Hong Kong, Planning Department (PlanD)
Mr Larry CHU	Secretary
<i>In Attendance</i>	
Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB

Appendix XIII – Extract of Minutes of 28th Task Force on Harbourfront Developments on Hong Kong Island Meeting (10 October 2017)

Miss Rosalind CHEUNG	Principal Assistant Secretary (Harbour) (Designate), DEVB
Mr Ian CHENG	Assistant Secretary (Harbour)2, DEVB
Ms Jenny WONG	Assistant Secretary (Harbour) Special Duties, DEVB
Mr Peter MOK	Project Manager (Harbour), DEVB

For Agenda Item 5

Mr Patrick FUNG	Senior Town Planner/ Studies and Research 5, PlanD
Ms Wendy LEE	Town Planner/ Studies and Research 3, PlanD
Mr Kenny CHAN	Associate Director, AECOM
Mr Avery WAI	Assistant Urban Planner, AECOM

Item 5 Progress Report on the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas

3.1 **The Chair** welcomed representatives of the study team to the meeting.

3.2 **The Chair** asked and **Dr Eunice MAK** declared that she was no longer a member of the study team of the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas (UDS). **The Chair** decided that Dr Eunice MAK could remain in the meeting.

3.3 **Mr Patrick FUNG** indicated that a written reply providing responses to Members' previous enquiries and comments was circulated on 7 October 2017. He further briefed Members on the latest progress of the study and outlined the key responses with the aid of a PowerPoint.

3.4 **Mr Paul ZIMMERMAN** made the comments below-

(a) a good wave attenuator should provide typhoon protection to the basin and at the same time allow marine access to the area. The proposed floating structure, which would be a fixed breakwater, would give rise to implications under the Protection of the Harbour Ordinance (PHO). Meanwhile, no sensible proposal could be identified. He suggested extending either one side or both sides of the existing breakwater into a permanent structure;

(b) the East Coast Park Precinct was suitable for holding dragon boat race and many other water sports activities. In this connection, sufficient supporting infrastructures including bollards and landing steps along the North Point promenade would be needed;

(c) water quality and sewerage discharge issues in the Revitalised Typhoon Shelter Precinct should be seriously addressed;

(d) the footpath along the harbourfront should be widened;

(e) shared-use of space for pedestrians and cyclists was preferred to a dedicated cycle track; and

Appendix XIII – Extract of Minutes of 28th Task Force on Harbourfront Developments on Hong Kong Island Meeting (10 October 2017)

(f) drainage facilities such as dry weather flow interceptors should be incorporated into the Harbourfront Enhancement Proposals (HEPs) of the Revitalised Typhoon Shelter Precinct.

3.5 **Mr Hans Joachim ISLER** made the following comments-

(a) engagement of marine consultants and specialists was essential on issues like breakwater and land-water interface for marine uses such as fuel and water supply as well as sewerage treatment; and

(b) he enquired about the progress of resolving the site constraint near Noonday Gun.

3.6 Noting that the land along Wan Chai north and North Point harbourfront would only be available by phases for harbourfront enhancement, **Mr TAM Po-yiu** was concerned about the pedestrian connectivity between the harbourfront and the hinterland, particularly the Wan Chai waterfront where there was a large works site for the Shatin to Central Link.

3.7 **Mr Patrick FUNG** highlighted the following points before responding to Members' specific comments on the HEPs-

(a) the current study was an urban design study. It was not an engineering feasibility study. The proposals put forth in this study would need to be further examined and developed into detailed architectural design, supported by engineering feasibility studies at the implementation stage;

(b) one important task of the study team was to balance between different interests and aspirations, which were conflicting in some cases. When formulating the HEPs, different factors including urban design, aesthetics, functionality, amenity value, visual impact and use of public funds and resources etc. would need to be taken into consideration. Since the commencement of the study, the team had been engaging the Commission closely, attaching great importance to and taking on board Members' comments as far as possible. For example, the shared use concept had been adopted in the waterfront design and to resolve site constraints in many bottleneck areas; the cantilevered boardwalk proposal had been put on hold to minimise the PHO implications; provision for different marine supporting uses including harbour steps, bollards, floating pontoons, seating and shading facilities, etc. had been incorporated into the proposals; and

(c) PlanD would need to rely on other relevant B/Ds' support and inputs in tackling issues that were beyond the department's expertise. For example, the department would need to rely on the Environmental Protection Department (EPD) to handle matters on water quality and sewerage discharge. The department would continue to work closely with the relevant B/Ds in taking forward the HEPs.

3.8 **Mr Kenny CHAN** responded to Members' comments on the HEPs as follows-

(a) on breakwater, a more flexible approach to avoid permanent structure and hence

Appendix XIII – Extract of Minutes of 28th Task Force on Harbourfront Developments on Hong Kong Island Meeting (10 October 2017)

PHO implications was preferred. Marine consultants commented that the proposed wavebreak system was regarded as flexible, practical and efficient in handling waves of up to about two metres in the Wan Chai water basin. The proposal would be further examined when a detailed assessment on wave attenuation measure was carried out at implementation stage;

(b) on East Coast Park Precinct, the UDS did not preclude the option of holding water sports activities in the area. Marine supporting facilities in terms of landing steps and bollards along the North Point harbourfront had been included in the HEPs;

(c) on fuel supply, ships and vessels had all along been getting fuel at other locations. The study team would recommend maintaining the current arrangement until further discussion with relevant departments;

(d) on cycle track, the study team concurred with Members that a shared-use concept should be adopted as far as possible, unless the pathway concerned would be able to provide sufficient space to pedestrians alongside a dedicated cycle track;

(e) on construction of dry weather flow interceptors, EPD had been carrying out a related study on the feasibility of intercepting effluent flow in stormwater drains / drainage channels and divert it to the sewerage system;

(f) on Noonday Gun, since the owner, Jardine Matheson, did not have an intention to relocate it, the study had explored other design options in the subject harbourfront;

(g) Members' concerns about implementation and site availability were well-noted and the study team had been closely liaising with the Harbour Unit of DEVB on the implementation framework and arrangements; and

(h) on pedestrian connectivity between Wan Chai ferry pier and the hinterland, apart from the advanced promenade along the Wan Chai harbourfront, the existing footbridge near Tonnochy Road would remain open for public use until the proposed landscape deck came into service.

3.9 **Mr Patrick FUNG** supplemented that on sewerage discharge, PlanD considered it more appropriate to address the water pollution issue in the context of EPD's coastal water quality study. PlanD would continue to closely liaise with EPD to explore means to resolve the issue.

3.10 **The Chair** asked and **the study team** agreed to set out their responses to Members' comments made at the meeting in writing and incorporate them into the table on "Response to Comments" circulated to Members on 7 October 2017.

3.11 **The Chair** enquired about the expected completion time for the UDS.

3.12 **Mr Patrick FUNG** responded that the study team aimed at concluding the refinements to the HEPs and completing the UDS by early 2018.

Appendix XIII – Extract of Minutes of 28th Task Force on Harbourfront Developments on Hong Kong Island Meeting (10 October 2017)

3.13 **The Chair** commented that a champion would be needed to take forward the harbourfront enhancement projects proposed in the UDS.

3.14 **Mr Anthony CHEUNG** echoed with the Chair and enquired if there was any vision statement for the UDS.

3.15 **Ir Raymond CHAN** enquired if there was any funding earmarked for carrying out an engineering feasibility study for the UDS.

3.16 **Miss Christine AU** responded that the UDS had provided a creative and aspirational framework for future engineering feasibility study. The implementation agents/models for the HEPs would be identified in consultation with Members. She remarked that the Harbour Unit was transforming into the Harbour Office with staffing reinforcement, which could serve as the champion of harbourfront enhancement projects.

3.17 **The Chair** opined that the private sector might not be very interested in participating in these leisure facility or open space projects which are not financially attractive.

3.18 **Mr LEUNG Kong-yui** opined that only the Harbourfront Commission or the Harbourfront Authority would have the motivation to take forward these projects in collaboration with the government.

3.19 **Mr Vincent NG** echoed that a champion would be crucial in successfully implementing the UDS and other harbourfront enhancement projects. He opined that the current institutional structure should be reviewed.

3.20 **Mr Tong TSE** shared Members' views above of establishing a dedicated authority which would accord priority to implementing harbourfront enhancement projects.

3.21 **Mrs Margaret BROOKE** said that only a Harbourfront Authority with statutory power and funding could accord priority in delivering harbourfront enhancement projects.

3.22 **Sr Francis LAM** echoed with the views expressed by the Chair and Members above.

3.23 **Mr Hans Joachim ISLER** agreed with Members' views above. Besides, he said that the study team should promptly follow up on the issues of breakwater, fuel supply and sewerage discharge before it was too late to resolve them.

3.24 **Mr Paul ZIMMERMAN** made the following comments-

(a) in response to the letter from the Designing Hong Kong to the Chief Executive on the suggested Energizing Central Office, the Secretary for Development replied on 18 August 2017 that "the Government had announced its plan to partner with the Commission and to implement harbourfront enhancement initiatives through a dedicated team with dedicated funding. The current Harbour Unit would be transformed into a dedicated and multi-disciplinary Harbour Office to support the Commission and holistically plan, design, construct, operate, manage and maintain

Appendix XIII – Extract of Minutes of 28th Task Force on Harbourfront Developments on Hong Kong Island Meeting (10 October 2017)

selected harbourfront sites. The proposed Harbour Office is akin to the Energizing Kowloon East Office in terms of its intended mission and broad set-up”;

(b) he said that the government had made it clear the current Harbour Unit (future Harbour Office) was responsible for implementing the harbourfront enhancement projects;

(c) he requested an overview of the harbourfront sites which had yet to be allocated to management agents; and

(d) he did not agree that the UDS was only aspirational in nature. The Commission’s aspiration in developing the Wan Chai North and North Point harbourfront areas had already been set out in 2007 by identifying the various precincts. Since then, the study team and relevant government departments had been examining the HEPs from a feasibility angle and this was the reason for amending some parts of the UDS, including minimizing the proposed width of the deck between the Wan Chai pier and the Hong Kong Convention and Exhibition Centre to take into account the requirements of the Highways Department and the Transport Department.

3.25 **Mr TAM Po-yiu** commented that an implementation agent should be identified to implement the project to the satisfaction of the public.

3.26 **Mr Anthony CHEUNG** raised the comments below-

(a) to enhance the design of the Celebration Precinct, the study team might consider providing a community hall or other kinds of community facilities in it;

(b) the design of the Revitalised Typhoon Shelter Precinct might need to be enhanced by adding more vibrancy and activities there;

(c) the East Coast Park Precinct would need some structures for indoor activities, in addition to the open park; and

(d) other suggestions on the HEPs included enhancing accessibility between the waterfront and the hinterland as well as doing more planning on the water.

3.27 Upon Members’ enquiry, Mr Patrick FUNG reiterated the vision statement formulated under the UDS - “*Our vision is to develop an urban harbourfront reconnecting people to the water*”. He said that the vision statement had gone through public engagement and most public members had agreed to it

3.28 **Dr Eunice MAK** concurred with Members’ comments that a champion would be needed for taking forward the UDS and the government should implement the quick-win projects as early as possible.

3.29 In response to Members’ comments, **Ms Doris HO** said that it would be most suitable for the Commission to serve as the champion in taking forward the harbourfront

Appendix XIII – Extract of Minutes of 28th Task Force on Harbourfront Developments on Hong Kong Island Meeting (10 October 2017)

enhancement projects and agreed that the Harbour Unit would be responsible for supporting HC in its work. She undertook to prioritise projects for implementation, get high level attention with a view to soliciting support from relevant departments and identify quick-win projects for forming the basis for future discussion between HC and the government.

3.30 **Mr Paul ZIMMERMAN** commented that if the Harbour Office was the proponent, the HC could serve as an advisory body. Otherwise, the Harbour Office should be supporting the Harbourfront Authority to be the champion when it was established.

3.31 **The Chair** thanked the study team for the presentation and looked forward to an early dialogue with the Secretary for Development on taking forward the UDS.