

**Harbour-front Enhancement Review –  
Wan Chai, Causeway Bay and Adjoining Areas  
Detailed Planning Stage  
Report on Public Briefing held on 23.6.2007**

**Background**

1. The public engagement project titled Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Area (“HER”), initiated by the Harbour-front Enhancement Committee (“HEC”) for the purpose of enhancing public participation in the Wan Chai Development Phase II (“WDII”) Review, has proceeded to the last stage, i.e. the Detailed Planning Stage of HER. The main objective of the Detailed Planning Stage is to ensure that the Recommended Outline Development Plan (“RODP”) and amendments to relevant Outline Zoning Plans (“OZPs”), formulated based on the Concept Plan and comments received, reflected the consensus reached or majority public views expressed at the Realization Stage of HER.
2. To facilitate the continuous public participation at this critical stage of planning process, a public engagement digest for the Detailed Planning Stage, in both English and Chinese, were prepared and publicized. The Digest presented to the public the major achievements being made in the previous stages, major public views collected on the Concept Plan, the RODP and the Draft OZPs and the coming public engagement process involving statutory process and engagement activities under HER.
3. A Briefing was organized inviting all collaborators, stakeholders and general public members. All views collected were consolidated and recorded in the following sections. They will be forwarded to Town Planning Board for consideration as an input of the subsequent statutory planning process.

## **Briefing**

### Introduction

4. The Briefing was held in the afternoon of 23 June 2007 (Saturday). The aim of the Briefing is to provide opportunity for the public to provide views on the RODP and Draft OZPs based on the Public Engagement Digest, making sure these plans would reflect the majority public views expressed at the Realization Stage.
5. The Briefing was well attended by participants with different backgrounds, including the public, representatives of non-government organizations, professional groups, HEC members, District Council members, Government officials and consultants. A total of 147 attendees (including 33 Government officials and consultants) participated in the Briefing.
6. The Briefing began with an introduction of the latest progress and achievements of HER; RODP, reclamation and road works; proposed amendments to draft Wan Chai North OZP and North Point OZP and the upcoming related statutory planning process. A floor discussion session was then held to provide opportunities for a dialogue among the participants, the Government officials and the consultants. Four groups are then formed among the participants to allow a more thorough expression of views and more focused discussion on the following three issues:
  - Do you think the proposals illustrated in the RODP and the proposed amendments to relevant OZPs reflect the consensus reached or majority public views on the Concept Plan expressed at the Realization Stage?
  - What issues do you think are of critical importance and have to be addressed in the early stages of design and implementation?
  - How should the public be continually engaged in the implementation of the plans?

### Main Concerns in Floor Discussion

7. The public in general supported the construction of Central-Wan Chai Bypass (“CWB”). Improvement of traffic conditions is also a key concern of many participants. Many participants requested adopting more measures to improve the traffic conditions in Wan Chai and Causeway Bay areas, apart from improving the east-west traffic connection. A Wan Chai District Council member was afraid that the provision of slip roads would attract additional traffic to Wan Chai and Causeway Bay areas but another member from the same District Council supported the slip roads.
8. Some participants expressed the concern that the amount of infrastructure associated with the construction of CWB, Road P2 and slip roads, would affect the vibrancy and pedestrian connectivity to the waterfront.
9. Some participants stressed on creating a continuous waterfront for public enjoyment. Improved pedestrian connections from and to the waterfront (north-south direction), including the Wan Chai Waterfront Promenade (or commonly known as the pets park) should be provided. Some would like to have more pedestrian connections towards the waterfront in Tin Hau and North Point areas. Several participants had concern on a suggestion for hotel development at A King Shipyard site and future planning of the site.
10. The North Point resident representatives expressed concern about environmental impacts from the exhaust vent and the building height of ventilation building.
11. A participant had query on the public involvement in the current statutory planning process concerning the proposed amendments to Wan Chai North OZP. Another participant had concern on the detailed design of Bauhinia Plaza.

### Main Points of Group Discussions

12. Four groups were formed to have focused discussion on the three issues mentioned in paragraph 6 above. Group 1’s discussion was conducted in English, while other

discussions were conducted in Cantonese. The four group reports, one in English and three in Chinese are attached in Annex for reference. Major discussion points are summarized in the following paragraphs.

#### Whether RODP and OZPs Reflect Majority Public Views expressed at the Realization Stage

13. There is a general consensus that the RODP and OZPs have reflected most of the views and directions on the Concept Plan expressed at the Realization Stage. Details of some critical issues (as further elaborated in paragraph 14 below), however, have to be further investigated and tackled.

#### Critical Issues to be addressed in Early Stages of Design and Implementation

14. Some groups stressed on creating a vibrant and continuous waterfront embraced with leisure activities. To improve land-water interface design as well as to create a more interesting edge for marine related use were recommended. Some members raised concerns that slip roads would sterilize land for waterfront uses.
15. Some groups requested adopting further traffic improvement measures, in additional to the CWB construction to improve the traffic conditions in Wan Chai and Causeway Bay areas.
16. Some groups also requested enhancing north-south pedestrian connection to the waterfront, especially at Causeway Bay (i.e. around Noon Day Gun and A King Shipyard) and Tin Hau areas.
17. Some groups expressed concern about the environmental impacts from the eastern tunnel portal and the exhaust vent on the residential neighbourhood in North Point. Some suggested extending noise barrier to beyond City Garden and more plantations to mitigate environmental impacts. A group suggested improving the water quality of Typhoon Shelter by properly managing the drainage system of the area.

18. Some groups expressed concern about the environmental impacts associated with the helipad, while a few members had other views that more helipads should be provided for commercial use.
19. A group suggested to berth the floating Tin Hau Temple at A King Shipyard as a tourism attraction. This group further considered that design of landscaped deck should take visual and environmental impacts into consideration.
20. There was a suggestion by some members in a group for further consideration of whether some commercial developments should be incorporated above the planned Exhibition Station of the Shatin to Central Link in Wan Chai North area although it has been pointed out to the group that the public views expressed at the Envisioning Stage did not favour commercial development along the waterfront.

#### Further Public Engagement in Implementation of the Plans

21. All groups welcomed to have further public engagement in the detailed design of the waterfront. Many groups supported public participation in the detailed design through District Councils. The Government should actively engage the public in the detailed design process, by promptly conveying planning and design information to the public, via organizing exhibitions and distributing promotional flyers. Models staged at convenient venues should also be provided to present the full picture of the whole waterfront design to the public. Some groups suggested that the Government should set up a framework to systematically provide and report responses to public comments and proposals. A more transparent planning and design process for public engagement should be established.

## **Conclusion**

22. In brief, there was a general consensus that the RODP and OZPs had reflected most of the views and directions on the Concept Plan expressed at the Realization Stage. Key issues, including creation of vibrant and continuous waterfront, further improvement of existing traffic conditions and pedestrian connection to the waterfront area, and environmental impacts associated with the exhaust vent and tunnel portal were the major concerns of the participants. Further public participation in the subsequent planning and development stages in various forms was generally supported.

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