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FOREWORD

The public engagement project titled “Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Area” (“HER”) was initiated by the Harbour-front Enhancement Committee (“HEC”) for the purpose of enhancing public participation in the Wan Chai Development Phase II (“WDII”) Review. The public were engaged before preliminary planning concepts were produced so that they could express at an early stage their visions and aspirations for the sustainable development of the harbour-front with a view to building consensus. Results of the HER project have provided inputs to the WDII Review.

The HER project comprises the Envisioning, Realization and Detailed Planning stages.

In the Envisioning Stage, we held public forums, two community design charrettes, opinion surveys, an Expert Panel Forum on Sustainable Transport Planning and Central – Wan Chai Bypass (“Expert Panel”), and a Consolidation Forum were held during May to December 2005. Generally speaking, there was consensus on the harbour-front enhancement ideas. The need of building the Central-Wan Chai Bypass was affirmed by the Expert Panel and supported by the HEC Sub-committee on WDII Review (“Sub-committee”). A set of sustainability principles and indicators was agreed for assessing the further development of the scheme.

Alignment and construction form of the Trunk Road were then investigated. A scheme for building the Trunk Road in the form of tunnel (“Tunnel Option Variation 1”) was identified as serving best to protect and preserve the Harbour. It was adopted as the basis for the planning of WDII. Taking into account views and suggestions received during the Envisioning Stage, a Concept Plan of WDII was developed in the Realization Stage. The Concept Plan is an illustration of possible planning of a vibrant and attractive water-front. The planning emphases for the new waterfront of WDII are suggested to be presented as five Character Precincts, namely, the Arts and Culture Precinct, Water Park Precinct, Water Recreation Precinct, Heritage Precinct and Leisure and Recreation Precinct with details and specific enhancement proposals to be considered and improved at the detailed design stage. Some key land use proposals are also indicated in the Concept Plan.

The public were engaged on the WDII Concept Plan through a wide range of activities at the Realization Stage from October to December 2006. The public engagement activities included a series of roving exhibitions, a collaborators’ workshop session, two harbour walks and two community workshops, and a consensus building town hall meeting. The Concept Plan was well supported and in the consensus building town hall meeting, there was a general consensus to support the Concept Plan in principle and to proceed to the Detailed Planning Stage on the basis of the Concept Plan.

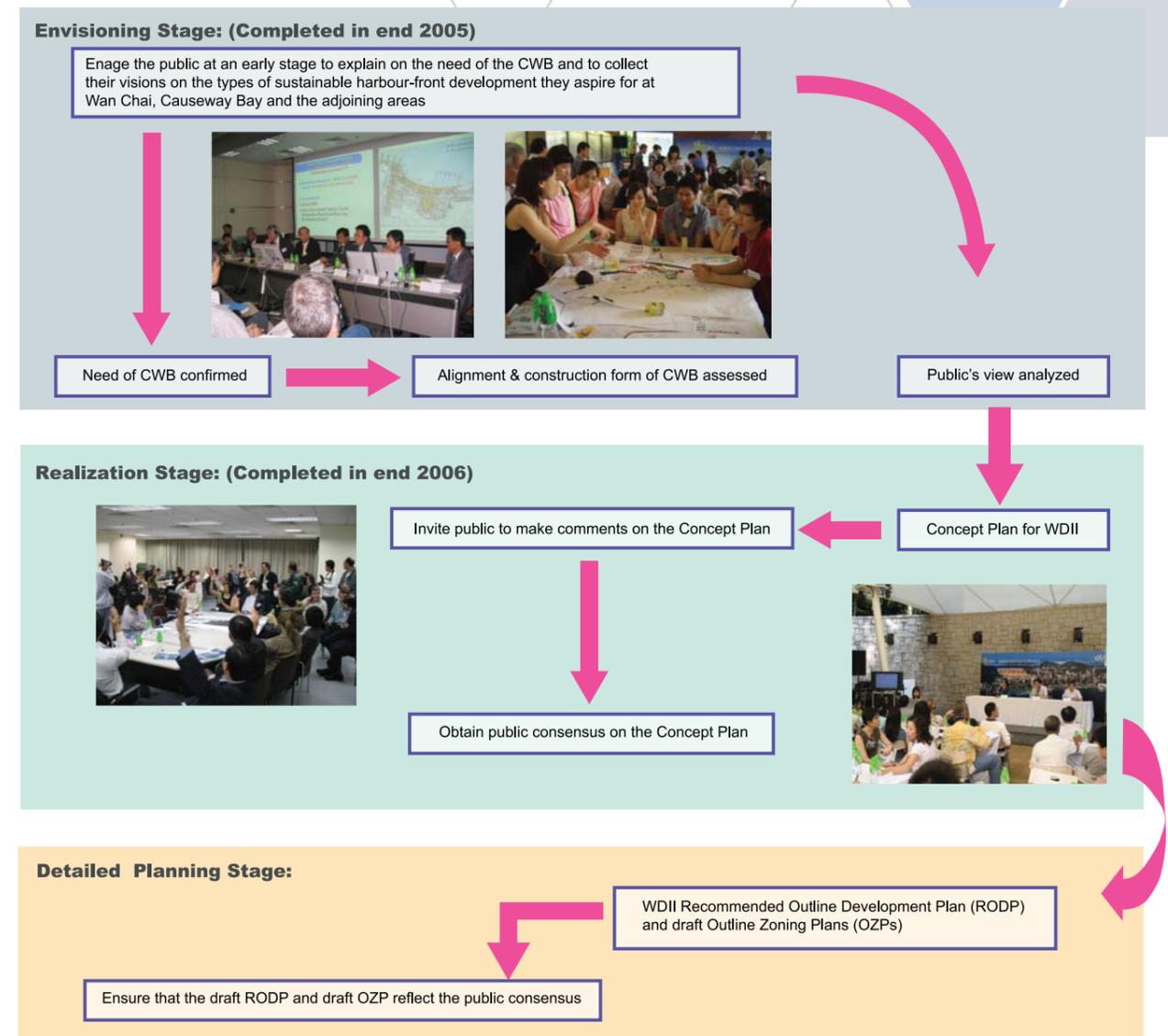
The objective of the coming Detailed Planning Stage of HER, which is expected to be completed within three months, is to ensure that the Recommended Outline Development Plan and amendments to the relevant Outline Zoning Plans (“OZPs”) would reflect the consensus reached or majority public views expressed at the Realization Stage. The amendments to the relevant OZPs will be undertaken in accordance with the provision of Town Planning Ordinance.

The HER process is explained graphically in the diagram overleaf. The websites of relevant reports issued under HER are also provided below.

On behalf of the Sub-committee, I would like to devote my thanks to all who have participated in the Envisioning Stage and Realization Stage of HER and provided valuable advices during the whole public engagement processes. We sincerely hope that public enthusiasm will continue in the planning of a world class harbour-front for the enjoyment of the residents of Hong Kong and visitors alike.



Mr. Leung Kong-yui
Chairman, HEC Sub-committee on WDII Review
April 2007



Website links of Relevant Reports

Envisioning Stage:

1. Public Engagement Kit
http://www.harbourfront.org.hk/eng/content_page/doc/her/PEK.pdf
2. Report of the Expert Panel Forum on Sustainable Transport Planning and Central – Wan Chai Bypass
http://www.harbourfront.org.hk/eng/content_page/doc/report_of_the_expert_panel_c.pdf (Chinese Version)
http://www.harbourfront.org.hk/eng/content_page/doc/report_of_the_expert_panel.pdf (English Version)
3. Public Engagement Report
Main Report
http://www.harbourfront.org.hk/eng/content_page/doc/Main_Report_Chi.pdf (Chinese Version)
http://www.harbourfront.org.hk/eng/content_page/doc/engagement_report/Main_Report.pdf (English Version)
Annex Volume
http://www.harbourfront.org.hk/eng/content_page/her_engagement_report_annex.html?s=1

Realization Stage:

4. Public Engagement Digest
http://www.harbourfront.org.hk/eng/content_page/doc/her/RS_Digest_nal.pdf

1.1 Purpose of HER

1.1.1. The draft Wan Chai North Outline Zoning Plan (“OZP”) No. S/H25/1 was gazetted on 19.4.2002 proposing reclamation of about 26 hectares for the construction of Central-Wanchai Bypass (“CWB”), relevant road network and land uses. On 8 July 2003, the High Court handed down the judgment in respect of the judicial review on the Draft Wan Chai North OZP No. S/H25/1, whereby the decisions of the Town Planning Board (“TPB”) were quashed. On 9.1.2004, the Court of Final Appeal (“CFA”) handed down its judgment and ruled that the presumption against reclamation specified in the Protection of the Harbour Ordinance (“PHO”) can only be rebutted by establishing an overriding public need for reclamation.

1.1.2. In response to the request of the TPB and in the light of the CFA judgment on reclamation, the Government has undertaken to conduct a comprehensive planning and engineering review of the Wan Chai Development Phase II (“WDII Review”) to ensure full compliance with the requirements of the PHO and the CFA judgment.

1.1.3. The Harbour-front Enhancement Committee (“HEC”) was established in May 2004 to advise the Secretary for Housing, Planning and Lands on the planning, land uses and developments along the existing and new harbour-front of the Victoria Harbour. The HEC has set up a Sub-committee, namely the Sub-committee on WDII Review (“the Sub-committee”), to advise on the WDII Review.

1.1.4. The Government has accepted the recommendation by the Sub-committee that enhanced participation should be a key element of the Review. To achieve this, a public engagement exercise, namely the “Harbour-front Enhancement Review (“HER”) – Wan Chai, Causeway Bay and

Adjoining Areas”, is being carried out under the steer of the Sub-committee. Results of the HER project will provide inputs to the WDII Review.

1.1.5. In order to achieve a better understanding of the opportunities for waterfront enhancement and to ensure a high degree of community support for the revised draft OZP and the draft Recommended Outline Development Plan (“RODP”), a 3-stage Public Engagement Strategy has been formulated so as to enable a more structured approach to be adopted to the HER public engagement activities:

“Envisioning Stage” – Public to provide their visions, wishes and concepts, as well as Sustainability Principles and Indicators forming a basis for the development of the Concept Plan

“Realization Stage” – Public to evaluate Concept Plan to arrive at consensus

“Detailed Planning Stage” – Ensure draft OZPs and draft RODP reflect consensus

1.1.6. The public engagement activities of the Envisioning Stage were conducted from May to November 2005. In March 2006, the Sub-committee endorsed the public engagement report of the Envisioning Stage and expressed support to the construction of a Central-Wan Chai Bypass published. The public engagement report of the Envisioning Stage has been uploaded onto the website of Harbour-front Enhancement Committee as below:

http://www.harbourfront.org.hk/eng/content_page/doc/engagement_report/Main_Report.pdf

1.2 Realization Stage

1.2.1. The Consultants of the WDII Review have subsequently prepared a comprehensive report presenting their findings on their preliminary assessment on possible trunk road alignments and its construction forms. Several ideas, with the Trunk Road and harbour-front enhancement planned holistically, together with their pros and cons, are also presented for the Sub-committee’s further consideration. The Consultants’ report has been uploaded onto the website of Harbour-front Enhancement Committee as below:

http://www.harbourfront.org.hk/eng/content_page/reportTRA.html?s=1

1.2.2. Having examined the merits and demerits of the various options for the development of the CWB, and taking into account the views received from the public engagement exercise during the Envisioning Stage, the HEC Sub-committee on WDII Review (“the Sub-committee”) endorsed at the meeting on 13 June 2006 the adoption of Tunnel Option Variation 1 as the basis for the preparation of the Concept Plan. The Consultants were also asked to formulate land use proposals, taking into account the visions and aspirations from the public, for enhancement of the associated harbour-front when they prepared the Concept Plan.

1.2.3. Similar to the Envisioning Stage, the participatory community engagement activities were guided by a sustainable development (“SD”) assessment framework in order to elicit views and suggestions. The goal of the community engagement process is to develop an open and inclusive community engagement programme to inform and encourage multi-stakeholders to participate and contribute towards the process of building community consensus towards the

concept for the planning and design of the harbour-front.

1.2.4. Towards this goal, the Realization Stage was launched on 6 October 2006 and a wide range of the public engagement activities undertaken during the two-month public engagement period. These activities included roving exhibitions, a collaborators’ working session, two harbour walks and two community workshops, and a consensus building town hall meeting. In this second phase of public engagement, the details of the proposed Concept Plan including the 5 “Character Precincts”, (Figure 1.1) accesses to the harbour-front and land use proposals were presented to the public to invite further improvement suggestions on the Plan.

1.2.5. To facilitate public discussion, a Public Engagement Digest, in both English and Chinese, was prepared and widely distributed. In addition, background information, consultation materials and other relevant reports were uploaded onto the HEC’s website for public information. To further publicize the importance of public participation of the Realization Stage, a leaflet inviting the public to provide comments on the Concept Plan and summarizing the details of the public engagement activities was prepared and widely distributed for easy reference. The activities were also advertised in newspapers.



1.3 Collaborators

1.3.1. To ensure an open and inclusive engagement process, a number of organizations representing different sectors of the public, including the relevant District Councils, community, business, green groups as well as academic and professional institutions have been invited to act as collaborators in the Envisioning Stage. They were invited again to provide their contributions to the Realization Stage. The collaborators include the following organizations:

- *District Councils*
 - Central and Western District Council
 - Wan Chai District Council
 - Eastern District Council
 - Southern District Council
 - Yau Tsim Mong District Council
- *Local / Community Group*
 - St. James Settlement
 - Caritas – Hong Kong
 - Hong Kong People's Council for Sustainable Development

- *Business Groups*
 - Real Estate Developers Association of Hong Kong
 - Hong Kong General Chamber of Commerce
 - The Federation of Hong Kong Industries
 - The Chinese General Chamber of Commerce
- *Concerned Groups*
 - The Conservancy Association
 - Hong Kong Marine Conservation Society
- *Professional Groups*
 - The Hong Kong Institute of Architects
 - Hong Kong Institute of Planners
 - The Hong Kong Institute of Surveyors
 - The Hong Kong Institution of Engineers
 - The Hong Kong Institute of Landscape Architects
 - The Chartered Institute of Logistics and Transport in Hong Kong
 - American Institute of Architects (Hong Kong Chapter)
 - Association of Engineering Professionals in Society

- *Academic Institutions*
 - Department of Architecture, The University of Hong Kong
 - Department of Architecture, The Chinese University of Hong Kong
 - Department of Civil Engineering, The University of Hong Kong
 - Department of Public and Social Administration, The City University of Hong Kong

1.3.2. The collaborators have kindly contributed to the Realization Stage in the following areas:

- (i) Assessing the Concept Plan based on the SD assessment framework;
- (ii) Suggesting possible further improvements, if any, to the Concept Plan;
- (iii) Promoting the public participation activities through their network;
- (iv) Ensuring a transparent and fair process; and
- (v) Acting as panel members or conveners in the following public engagement activities.

1.3.3. A collaborators' working group meeting was held on 14 October 2006 for the discussion of the above topics. Details are described in Chapter Two.



1.4 Public Engagement Activities

1.4.1. A wide range of public engagement activities have been undertaken during the Realization Stage to elicit views and suggestions on the Concept Plan. To ensure wide public participation from various target groups and multi-stakeholders, various means of public engagement have been adopted as follows:

Community Workshops & Harbour Walks

1.4.2. To allow face-to-face dialogue and to solicit views from the community at large, two workshops have been convened. The objective of the Community Workshops is to collect views and concerns of the community regarding the Concept Plan, with each workshop based on one of the following two broad harbour-front enhancement themes, namely, “Arts Culture and Heritage” and “Leisure and Recreation”.

1.4.3. The workshops were preceded by “Harbour Walks” along the harbour-front in the project area to help the participants to have a better understanding of the existing situation of the harbour-front and proposals in the Concept Plan, which was developed on the basis of community input during the Envisioning Stage.

1.4.4. The two workshops and harbour-walks were held on the following dates:

- 21 October 2006
- 28 October 2006

Roving Exhibitions

1.4.5. The purpose of the roving exhibitions is to further reach out to the general public so as to solicit their views and consensus on the Concept

Plan. Information panels including photomontages and artist’s impressions were displayed in the roving exhibitions. A physical model for illustrating details of the Concept Plan was also included in the exhibitions. The exhibitions have been manned by the staff of the WDII consultant to answer questions regarding the Concept Plan. The public is encouraged to provide their suggestions to improve the Concept Plan by filling in a view collection form.

1.4.6. The Roving Exhibitions were staged at six easily accessible public gathering places or thoroughfares in the vicinity of the Project Area as shown below:

- Revenue Tower, Wan Chai (6.10.06 and 9.10.06)
- Causeway Bay MTR Station (10.10.06 – 11.10.06)
- North Point Government Offices (12.10.06 – 13.10.06, and 23.10.06 – 27.10.06)
- Wan Chai MTR Station (15.10.06 – 16.10.06)
- Admiralty MTR Station (17.10.06 – 20.10.06)
- Immigration Tower, Wan Chai (31.10.06 – 2.11.06)

View Collection Forms

1.4.7. To allow the public to freely express their views and suggestions on the WDII study, View Collection Forms, designed to solicit individual views on the Concept Plan, had been distributed together with the Public Engagement Digest to the public during the Collaborators’ Meeting, Roving Exhibitions and Community Workshops.

Written Submissions

1.4.8. Apart from the view collection form, the public were encouraged to submit their comments, suggestions and proposals in their own format.

Consensus Building Town Hall Meeting

1.4.9. The aim of the Consensus Building Town Hall Meeting is to provide a platform for the community to come together, share views, evaluate and make final comments on further improvements to the Concept Plan and to reach consensus for moving forward to the next stage of the HER.

1.4.10. The Consensus Building Town Hall Meeting was held on 16 December 2006.



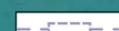
1.5 Purpose of the Report

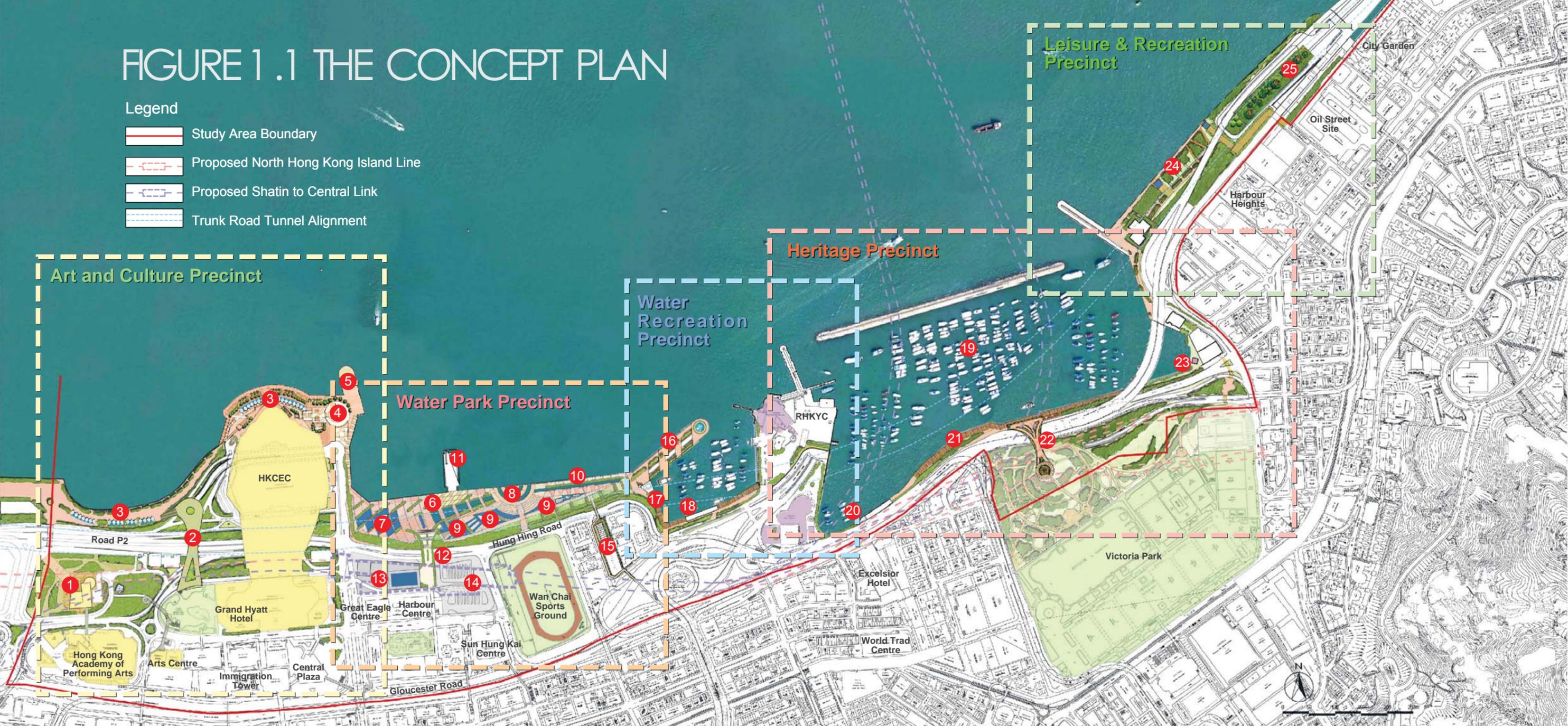
1.5.1. The main purpose of this report is to summarize the public suggestions/proposals received during the public engagement activities of the Realization Stage. General consensus on the Concept Plan is also discussed in the report.

1.5.2. The report begins with introducing the Realization Stage and a wide range of public engagement activities. Discussion of the Collaborators’ Working Session is included in Chapter 2. As the various forms of engagement activities were intended to address slightly different targets in order to allow a more detailed understanding of the public views, separate chapters (3-5) are dedicated to report on the different activities. Parallel discussions on the District Councils, Town Planning Board and Legislative Council are included in Chapter 6. Chapter 7 depicts the Consensus Building Town Hall Meeting discussion, while Chapter 8 briefly describes the Next Steps.

FIGURE 1.1 THE CONCEPT PLAN

Legend

-  Study Area Boundary
-  Proposed North Hong Kong Island Line
-  Proposed Shatin to Central Link
-  Trunk Road Tunnel Alignment



Art and Culture Precinct

1. Hong Kong Academy of Performing Arts Extension
2. Landscape deck to HKCEC West
3. Street market with outdoor performance area
4. Golden Bauhinia Plaza (multi-purpose performance area)
5. Helipad

Water Park Precinct

6. Pier Plaza
7. Ornamental ponds with fountain show
8. Amphitheatre with fountain show
9. Waterfront alfresco dining
10. Sculpture walk
11. Wan Chai ferry pier
12. Landscape deck to waterfront and ferry pier
13. Reprovisioned indoor games hall and training pool
14. Reprovisioned Wan Chai North PTI
15. Coach parking, reprovisioned salt water pumping station and an Wan Chai Sewage Screening Plant extension

Water Recreation Precinct

16. Kiosks and leisure boat landing area
17. Harbour Education Centre
18. Water Sports Centre

Heritage Precinct

19. Causeway Bay typhoon shelter retained
20. Noonday Gun retained
21. Boardwalk promenade
22. Landscape deck (extending from Victoria Park)
23. Reprovisioned floating Tin Hau Temple

Leisure and Recreation Precinct

24. Waterfont Park
25. Landscape deck over Trunk Road portal

CHAPTER TWO COLLABORATORS' WORKING SESSION

2.1 Introduction

2.1.1. A collaborators' working session was held on 14 October 2006. The purpose of the session was to provide representatives of our collaborating organizations opportunity to comment and evaluate the Concept Plan prepared by the WDII consultants. The evaluation process adopted the sustainability ("SD") principles and indicators which were initiated by the collaborators and further revised taking into account comments of the general public joining various engagement events and activities in the Envisioning Stage.

2.1.2. A total of 20 representatives from 14 collaborating organizations joined the meeting. These include:

- *District Councils*
 - Central and Western District Council
 - Wan Chai District Council
 - Eastern District Council
- *Local/Community Group*
 - St. James Settlement
 - Caritas Hong Kong

- Hong Kong People's Council for Sustainable Development
- *Concerned Groups*
 - The Conservancy Association
- *Professional Groups*
 - The Hong Kong Institute of Architects
 - Hong Kong Institute of Planners
 - The Hong Kong Institution of Engineers
 - The Hong Kong Institute of Landscape Architects
 - The Chartered Institute of Logistics and Transport in Hong Kong
 - Association of Engineering Professionals in Society
- *Academic Institutions*
 - Department of Architecture, The Chinese University of Hong Kong

2.1.3. The meeting began with the consultants' introduction on the Concept Plan. A question and answer session followed to provide opportunities for the collaborators to seek clarifications and raise comments. The WDII consultants further elaborated on the design details. The SD evaluation process began after the first round of interactive discussion between the collaborators and the consultants. The specialist consultants¹

first recapped the finalized SD principles and indicators followed by the WDII consultants providing justifications on how the Concept Plan and its planning elements meet the principles and indicators². Each participating collaborator was invited to give marks (1 – 5, 5 being the highest level of satisfaction) to each indicator of respective aspect (social, economic, environmental) of each of the SD principles. Collaborators also gave an overall mark for the Concept Plan at the end of the evaluation exercise.

2.1.4. Each of the collaborators was given a set of five score-panels with mark from 1 to 5. Since each collaborator represents organizations or institutions of a different nature, they were requested to show their marks at the same time to ensure independent evaluation in an open and collective setting. The specialist consultants have requested some of the collaborators for their explanations and justifications on the mark given. It was intended to provide more opportunities for in-depth understanding of the collaborators' concern for better revision and amendment to the Concept Plan.



¹Specialist consultants are independent from the WDII consultants. The role of the Specialist consultants is to make recommendations on the comprehensive engagement framework for the WDII Review in order to build consensus on the enhancement of the study area.

²A report on the sustainability assessment of the Concept Plan prepared by the WDII consultants is available from the HEC website. (http://www.harbourfront.org.hk/eng/content_page/doc/her/SA_Concept_Plan_eng_nal.pdf)

2.2 Evaluation Results

2.2.1. The collaborators' evaluation of the Concept Plan according to the SD principles and indicators reflected positive responses. In general, the collaborators showed most satisfaction on the environmental benefits to be brought about by the Concept Plan. About 64 percent of the votes scored 4 and 5 for the environmental indicators of the 7 SD principles.

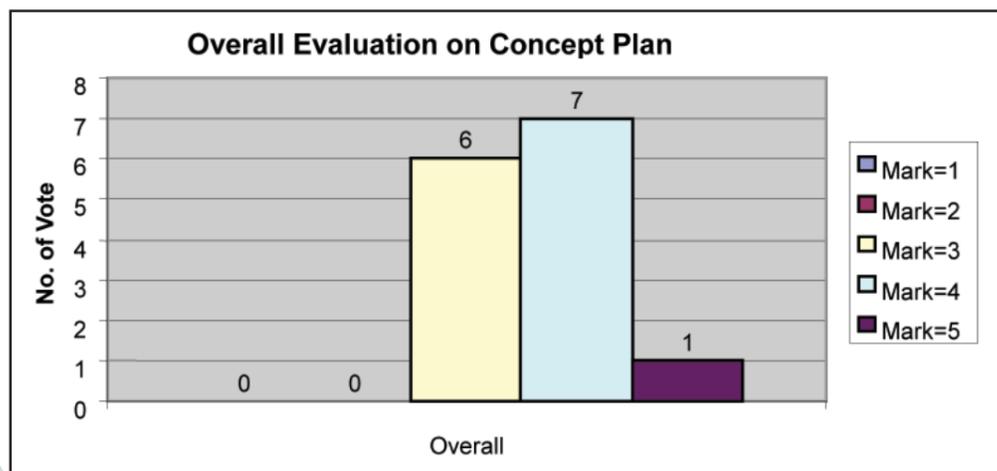
2.2.2. About 16 percent of the votes on social indicators scored either 1 or 2. The collaborators indicated concerns on actual implementation of the

Concept Plan details. They expressed that most social objectives of the Concept Plan hinged on the effective implementation and management of the planning and development details. They also pointed out that charges of the proposed activities at the harbour-front, if needed, should be at a level affordable by the general public.

2.2.3. The overall evaluation indicated that the Concept Plan is largely supported by the collaborators. Most collaborators expressed that the Concept Plan would bring a positive enhancement to study area. Figure 2.1 on the overall evaluation scores shows that no vote was given on scores 1 and 2 while 6 votes for score 3, 7 votes for score 4 and 1 vote for score 5.



Figure 2.1: Overall Evaluation on Concept Plan



2.3 Further Suggestions

2.3.1. In addition to giving quantitative scores, collaborators also made suggestions on further improvements to the Concept Plan throughout the meeting. These include:

- **Planning and design details**
 - A more interesting shoreline simulating natural coastline is preferred.
 - More provision for accessible/useable green areas is needed and a “green-desert” should be avoided.
 - More pedestrian linkages (e.g. covered and landscaped decks) to the waterfront area should be provided, in particular, North Point and Causeway Bay should be better connected with the new harbour-front area. Underground walkways with shopping facilities could also be considered.
 - There should be provision for loading and unloading area especially for dropping off and picking up the elderly and the disabled.

- Further consideration of retaining the existing Tin Hau Temple within the typhoon shelter.
- **Approach and Implementation**
 - Early implementation should be facilitated.
 - Implementation details of the Concept Plan should be provided for public's scrutiny.
- **Others**
 - Water quality at the Causeway Bay Typhoon Shelter should be improved.

Proper assessment should be conducted for additional traffic induced by the proposed new activities at the harbour-front.

2.3.2. These comments were noted by the consultants for further refinement of the Concept Plan.



CHAPTER THREE COMMUNITY WORKSHOP & HARBOUR WALKS

3.1 Introduction

3.1.1. The objectives of the two workshops were to brief the public and collect views and concerns of the community regarding the Concept Plan, which was developed by the WDII consultants based on the community inputs received during the Envisioning Stage.

3.1.2. Each Community Workshop focused on discussion of one of the two different themes, namely “Arts, Culture & Heritage” and “Leisure & Recreation” associated with the 5 Character Precincts. Harbour Walks along the harbour-front was arranged before the workshop to help the participants to familiarize with the existing situation of the harbour-front and proposals in the Concept Plan. The Community Workshops began with briefing on the study background, current progress of HER, objectives of the Realization Stage and details of the Concept Plan by the consultants. A floor discussion session was subsequently held to provide a dialogue among the general public, the Government officials and the consultants. Finally, the participants were asked to form groups to

provide comments, concerns and advices on the proposed Concept Plan.

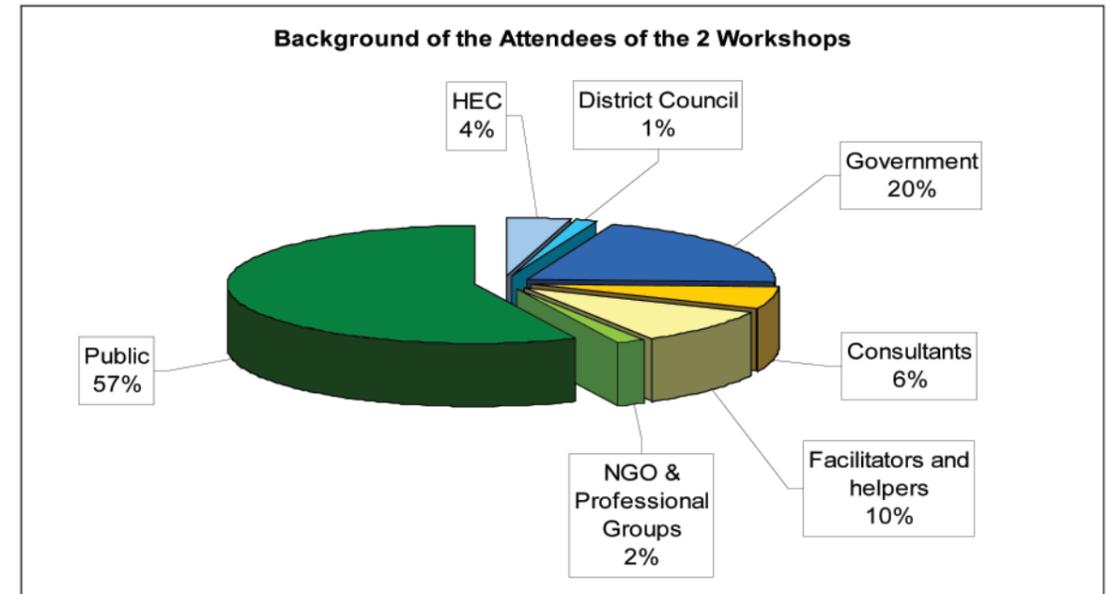
3.1.3. Profiles showing the cross section of participants in the Harbour Walks and Community Workshops are presented in Section 3.2, followed by a summary of the major points of floor and group discussions in Section 3.3.

3.2 Cross Section of Participants

3.2.1. The Community Workshops together with Harbour Walks were well attended by participants with different backgrounds, including the public, representatives of non-governmental organizations (“NGO”) and professional groups, HEC members, District Council members, Government officials and consultants. A total of 114 attendees and 145 attendees participated in the two Harbour Walks (Figure 3.1) and Community Workshops (Figure 3.2) respectively. The public represented the largest group.

Figure 3.2 Background of the Attendees of the Two Community Workshops

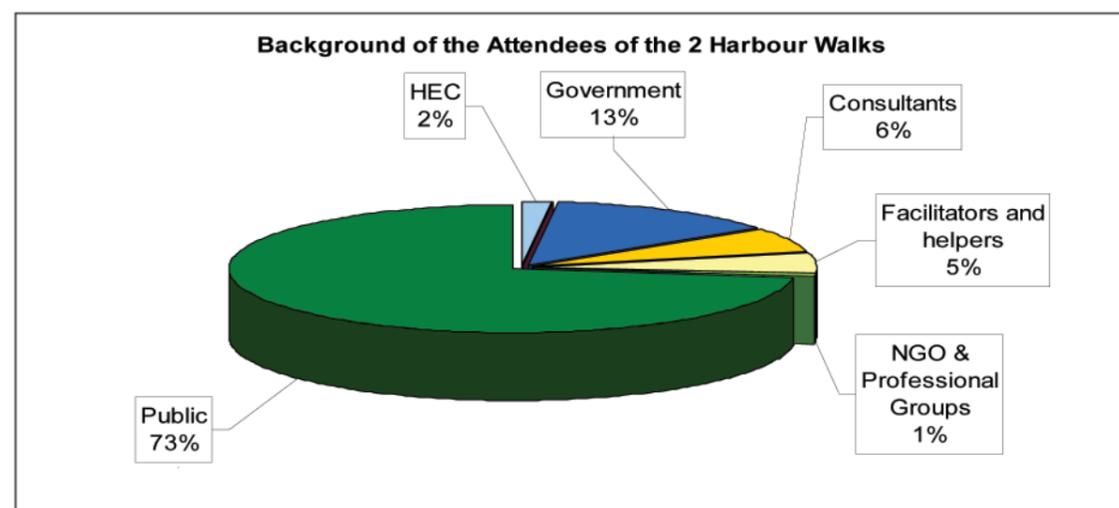
HEC	District Council	Government	Consultants	Facilitators & helpers	NGO & professional Groups [#]	Public	Total
6	2	29	9	14	3	82	145



[#] NGO and professional groups includes the Association of Engineering Professionals in Society, Hong Kong Trade Development Council, Hong Kong Fishermen’s Association, Green Student Council, Save Our Shorelines, Clear The Air, Hong Kong Institute of Architects, New Century Forum, Society for the Prevention of Cruelty to Animals, The Institution of Civil Engineers Hong Kong Office Online, the Associations Of Incorporated Owners, St. James’ Settlement, Hong Kong People’s Council for Sustainable Development and Hong Kong Marine Conservation Society.

Figure 3.1 Background of the Attendees of the Two Harbour Walks

HEC	District Council	Government	Consultants	Facilitators & helpers	NGO & professional Groups [#]	Public	Total
2	0	15	7	6	1	83	114



3.3 Main Points of Floor and Group Discussions

3.3.1. Workshop attendees in general supported the Concept Plan. Major improvement suggestions are discussed in the following sessions.

General Design Concept

Waterfront Design

3.3.2. There is a general consensus to support the proposed continuous and vibrant promenade embraced with leisure activities. There were attendees suggesting further extension of the promenade on both ends, i.e. westward to Kennedy Town and eastward to Quarry Bay. The design of North Point Waterfront should be further enhanced

with distinctive identity. To create an attractive and interesting promenade, some suggested to establish a strong urban design theme to blend all precincts seamlessly without distinct physical boundaries to appreciate Wan Chai’s culture and heritage. To achieve this, the suggestion



CHAPTER THREE COMMUNITY WORKSHOP & HARBOUR WALKS

to create historical/cultural trails linking up all elements reflecting unique culture of Wan Chai and Causeway Bay, i.e. demarcating the progression of reclamations to the present shoreline with series of graphic images, was made.

3.3.3. Some attendees stressed on creating more land/water interaction opportunities in designing the waterfront, so as to allow the public to “touch” the water and sense the water current. Berths, small piers, landing steps and other facilities could be provided. Some suggested to accommodate more marine activities, e.g. shing, dragon boat racing and yachting to celebrate water heritage. Water quality of the harbour-front should be improved to enhance public enjoyment.

3.3.4. Apart from adopting water park/water features as the main theme along the waterfront, some attendees suggested providing more activity nodes/open plazas for various kinds of activities. More natural landscape/greenery spaces should be designed to provide sunshade for the waterfront.

3.3.5. To bring the people to the harbour and to bring the harbour to the people, many attendees welcomed further strengthening of north-south and east-west accessibility of the waterfront.



Reclamation Issue

3.3.6. Although “no reclamation” approach was still mentioned, majority of the attendees accepted the need to have some reclamation provided that it was minimized and requested ensuring this point. Some other attendees considered some “value-added” reclamation to improve the waterfront design. For instance, some suggested to smooth off the sharp corners at Hong Kong Convention and Exhibition Centre (“HKCEC”) east, ex-Wan Chai Cargo Working Area (“PCWA”) and the Causeway Bay Typhoon Shelter (“CBTS”) to improve the water quality. To have a more interesting shoreline, rather than the proposed straight seawall, a curved or zig-zag shoreline by reclaiming some suitable land was also suggested. Some suggested to extend the CWB further east, i.e. up to the ex-North Point Estate, despite the fact that more reclamation would be involved.



3.3.7. In response, the WDII consultants pointed out that there were no feasible “no-reclamation” alignment options for building the Trunk Road. Reclamation is required for all schemes at the western end of WDII when the Trunk Road crosses over the MTR Tsuen Wan Line tunnel and at the eastern end when the Trunk Road tunnel rises above the seabed to a ground level tunnel portal. The CWB reclamation must comply with the PHO and should be minimized. If there is any provision that may require additional reclamation, that provision cannot be taken on board unless it could satisfy the “overriding public need test” laid down by the CFA.

Traffic Concern

3.3.8. The question on whether the CWB is the best option and whether it could really solve the traffic congestion problem was raised by an attendee. He suggested adopting some transport management measures as well, i.e. electronic road pricing (“ERP”) system and tunnel toll balancing.

3.3.9. There was also concern on the environmental impacts associated with the tunnel portal and ventilation shaft of the CWB and their proposed mitigation measures. Some also showed concern on the time and cost required for the CWB construction.

3.3.10. The Expert Panel Forum on Sustainable Transport Planning and Central-Wan Chai Bypass (the Expert Panel), composed of transport experts from local and overseas, has confirmed the need for the construction of the CWB to tackle the problem of deteriorating traffic congestion in the Central and Wan Chai area and to improve the network reliability of the east-west link. The need still exists even if there will be no further land development in the Central and Wan Chai area and assuming no growth in vehicle number. The construction of the CWB would provide an opportunity to implement



the ERP. The Expert Panel also recommended a package of short-term to long-term sustainable transportation management measures for developing sustainable transportation in Hong Kong. The concerned government departments are currently working on their recommendations.

3.3.11. Report of the Expert Panel Forum has been uploaded onto the website of the Harbour-front Enhancement Committee at the following link.

http://www.harbourfront.org.hk/eng/content_page/doc/report_of_the_expert_panel.pdf

Approach

3.3.12. Many attendees urged for speeding up the study process to bring early implementation of the Concept Plan. In addition to long-term waterfront enhancement proposals, many attendees were of the view that the Government should implement “quick-win” harbour-front enhancement measures to realize benefits earlier.

3.3.13. Some attendees considered that the design of the waterfront should strike a balance between different interest groups. There is a general consensus that the design, implementation, maintenance and management of the harbour-

CHAPTER THREE COMMUNITY WORKSHOP & HARBOUR WALKS

front are key elements to achieving a vibrant and attractive World Class waterfront.

Arts & Culture Precinct

3.3.14. Some attendees suggested exploring alternative uses other than for HKAPA Extension. Attendees were largely in support of the provision of outdoor performance space at the Extension area to accommodate performances, e.g. Chinese opera or other multi-cultural performances. Some other leisure activities, such as wall climbing were also suggested.

3.3.15. An attendee had a view to further enhance the east-west linkage of the waterfront of this precinct. He had an idea to open up pedestrian passages within the HKCEC for easy public access to its eastern and western promenade. Retail facilities and washroom should be incorporated as well.

3.3.16. There were different views on the use of the proposed helipad use to the east of the HKCEC, intended for both government and commercial uses, but with priority to emergency services. Some opined that the helipad should be purely for emergency purpose, while Hong Kong Regional Heliport Working Group requested to expand the helipad to beyond the proposed site without further reclamation to allow 4 pads and cross-boundary services. Some suggested to relocate the helipad due to the noise concern and requested the Government to conduct detailed assessment on the design of the proposed helipad to ascertain minimizing environmental impacts on the surrounding area.

Water Park Precinct

3.3.17. Some attendees put forward views to further enhance the water theme of the Precinct. Some suggested to create a curved shoreline rather

than the straight seawall to the east of the HKCEC. To enable more land/water interface, the provision of more public landings/berths for ship mooring should be incorporated in the detailed design. Others suggested to incorporate more splendid water features in the promenade, e.g. “sea-water” river running into the promenade, swimming pool as in Australia, etc. The use of tempered glass, rather than concrete for paving was also another suggestion to enable more public appreciation of the waterfront.

3.3.18. There were also attendees preferring more natural greenery space and landscaped area for leisure walk or other leisure activities, such as pet park, roller blading, educational trail, alfresco dining and other activities.

3.3.19. Most attendees considered that the re-provisioned Wan Chai Ferry Pier should be multi-functional incorporated with commercial and community facilities. The pier roof should be open up for public use and harbour viewing purpose.

Water Recreation Precinct

3.3.20. Some attendees suggested further promotion of harbour activities and heritage conservation. It might be appropriate to integrate organization of harbour and yachting activities as well as heritage promotion for harbour-front enhancement.

3.3.21. Many attendees proposed that the proposed water sports centre should be designed for general public use. In view of small site area, some had a view to provide more land area in the ex-PCWA basin for land facilities to support the water sports centre.

3.3.22. Again, many attendees proposed to have piers/berths and landing steps at the ex-PCWA serving as water taxis berthing. Some suggested



to emphasize theme of “old shing village culture” by anchoring classical junk in the precinct.

Heritage Precinct

3.3.23. Many attendees requested for improving the water quality of the CBTS of the Heritage Precinct. To achieve this, some suggested to smooth off the sharp corners of the typhoon shelter and better manage storm water drains and to relocate the outfall outside the shelter. Some further suggested to widen the promenade around the south-western corner of the shelter.

3.3.24. Most attendees agreed to strengthen the “Typhoon Shelter Culture” by re-inforcing the culture of dining on the sampans and traditional boat tours. The design of some kiosks along the boardwalk was also a suggestion to enliven the waterfront.

3.3.25. Many attendees had a view to utilize the breakwater for leisure activities, such as shing, strolling and reworks appreciation. Further widening of the breakwater for leisure activities was preferred, if considered feasible. To improve access to the breakwater for leisure activities, various transportation means, including the connection by swing-bridge, underpass, cantilevered boardwalk/deck or sampan services were recommended.

3.3.26. Many attendees raised that the existing coating Tin Hau Temple which was quite unique in Hong Kong should be retained within the typhoon shelter, but with better access. Some suggested to anchor it on land adjacent to the typhoon shelter or to provide sampan service to improve its accessibility to the tourists.

3.3.27. There were alternative proposals on the uses of the current A King Shipyard site proposed for re-provisioning the Tin Hau Temple. An attendee proposed to establish commercial/hotel development, while some preferred to put it to public uses such as to showcasing shipbuilding/shing culture/old Wan Chai living history. Some also opined that the site should be reserved as a landscaped area for public enjoyment or as a base for better public access.

CHAPTER THREE COMMUNITY WORKSHOP & HARBOUR WALKS

Leisure and Recreation Precinct

3.3.28. Many attendees suggested enhancing identity of the precinct because it is quite remote from the other precincts. To some attendees, this precinct should be enhanced as an icon of North Point. To achieve this, various proposals, including the provision of sculptured park with landscape features, open air theatre, cycling park, shing, pet park and other recreational activities such as wall climbing were recommended by some attendees.

3.3.29. There is a concern on environmental impacts associated with the tunnel portal and ventilation building. Some suggested to shift the tunnel portal to ex-North Point Estate to minimize its noise impacts on the surrounding. Extension of promenade further eastwards towards Quarry Bay was including building boardwalk was also raised.

Improved Accessibility

3.3.30. Further improving the accessibility of the waterfront was welcome. In brief, most attendees had a view on providing more direct pedestrian connections possibly with landscape treatment linking activity nodes, buildings and transport services. Major suggestions include as follows:

- Provision of more at-grade pedestrian connections to the waterfront
- Upgrading of the present subway between World Trade Centre and the Noon Day Gun
- Provision of terraced landscape deck or footbridge link connection from Excelsior Hotel and/or World Trade Centre (at level 2 or 3) over Victoria Park Road to the Noon Day Gun

- Direct pedestrian linkage between Fortress Hill MTR Station and the waterfront via future Oil Street development
- Establish comprehensive footbridge network

3.3.31. Some attendees in particular requested for improving the accessibility of the waterfront for the elderly and the disabled. To achieve this, some suggested to provide shuttle services between the hinterland and the waterfront, and adequate parking and loading/unloading spaces should also be provided. Lift services should be planned with the footbridge system as well.

3.3.32. Some attendees supported the introduction of environmental-friendly transport system to facilitate convenient east-west access along the waterfront. Tram, electric cars and cycling facilities were some samples of these environmental-friendly transport services.



Proposed Names of the New Promenade

3.3.33. Attendees also proposed the following names for the new promenade in the workshop discussions³

- Victoria Harbour-front Park (“維多利亞海濱公園”)
- Victoria Harbour-front (“維多利亞海濱”)
- Historical Promenade (“歷史海濱長廊”)
- “Victoria Harbour-front Trail” (維港海旁徑)
- “Victoria Harbour-front” (維港海濱)
- “Approaching Harbour-front” (親親海濱)
- Flora Park, V. Eye, Aqua Bay, Lunar Bay (花、眩、水、月)



³Note: The proposed names in “ ” are the translated versions.

CHAPTER FOUR PUBLIC OPINION ON THE PROPOSED CONCEPT PLAN EXPRESSED IN VIEW COLLECTION FORM

4.1 Introduction

4.1.1. In order to solicit public opinion on the Concept Plan, view collection forms were distributed together with the Public Engagement Digest to the public in roving exhibitions, workshops, etc.. The View Collection Form was designed to ask specific views on the features proposed on the Concept Plan, and at the same time allowed the public to express their views in open-ended questions.

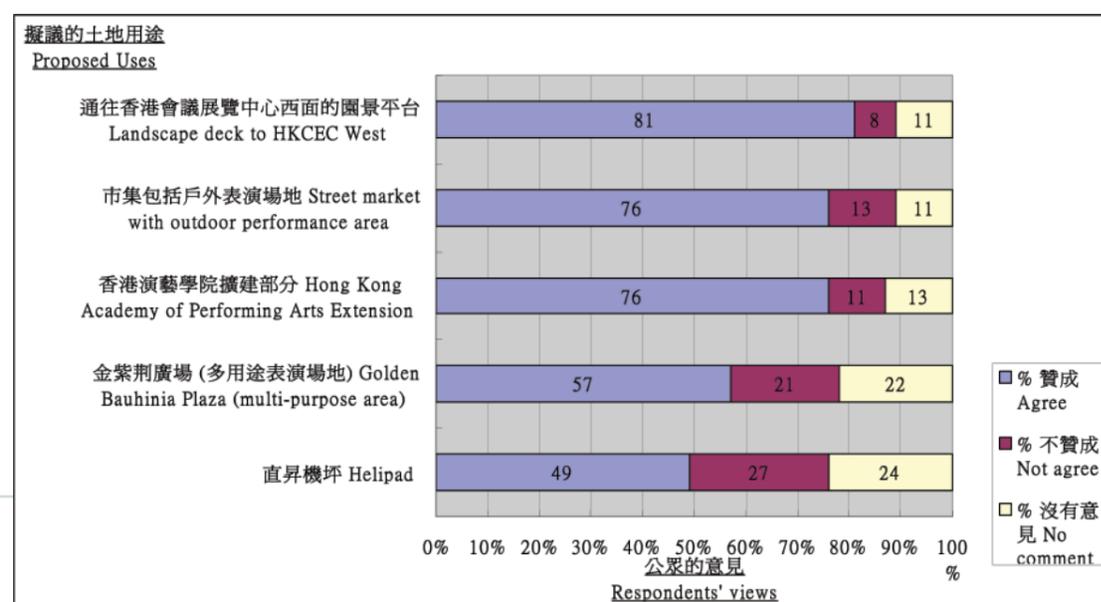
4.1.2. A total of 388 View Collection Forms were collected in workshops, roving exhibitions, through mail or fax. 84% of the respondents are residing/working/studying in Wan Chai, Causeway Bay and adjoining area. Most of them (85%) are between 21-50. 99% of the respondents have attained secondary education and above, of which 75% have attained tertiary education. The results are collated in Section 4.2 below.

4.2 Arts and Culture Precinct

4.2.1. As shown in Figure 4.1, majority of the respondents agreed with the uses proposed in the Arts and Culture Precinct especially on landscaped deck, street market with outdoor performance area and Hong Kong Academy of Performing Arts Extension. The proposed helipad (as shown on the Concept Plan) received support from about half of the respondents.

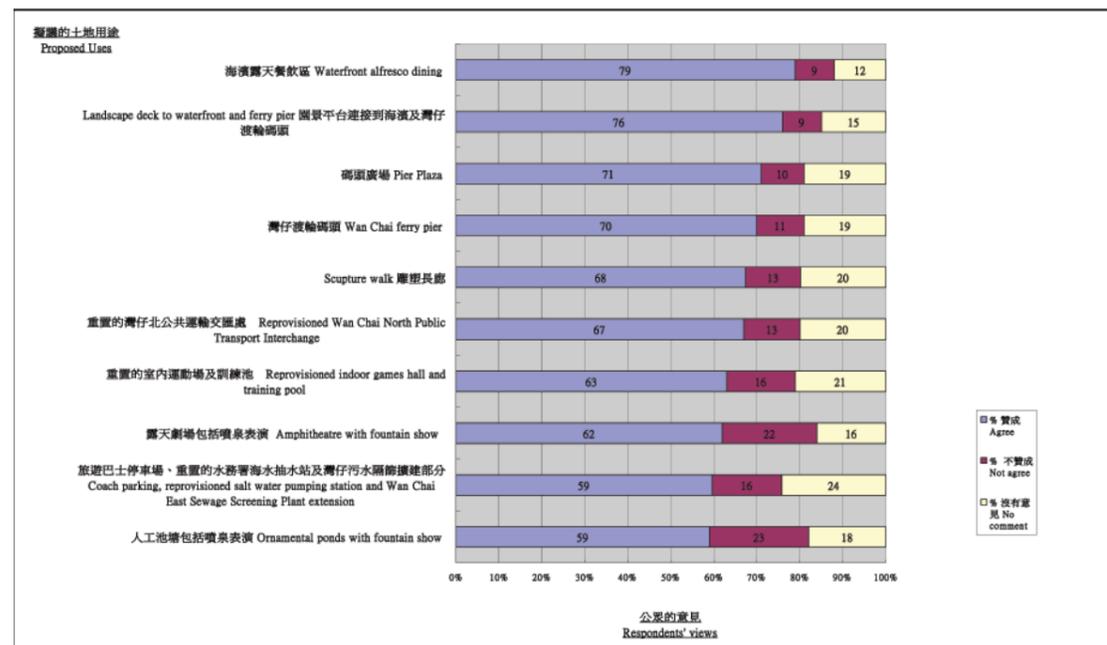
4.2.2. Many respondents further expressed the wish to include more activities nodes and some suggest integrating the performing venues in the area. To reinforce the theme, some proposed to add more outdoor/on-street performance venues, local artist kiosks, outdoor arts workshops, exhibition halls, cultural displays, etc.. They considered that the Government has a role to play to strengthen the concept of arts and culture and to promote local creative industry.

Figure 4.1: Proposed Uses in Arts and Culture Precinct



4.2.3. In order to further reinforce the theme, some respondents suggested to include components of different cultural and historical interest in the area.

Figure 4.2: Proposed Uses in Water Park Precinct



4.3 Water Park Precinct

4.3.1. As shown in Figure 4.2, majority of the respondents agreed with the uses proposed in the Water Park Precinct, in particular waterfront alfresco dining, landscape deck to waterfront and ferry pier, pier piazza and Wan Chai Ferry Pier. The proposed coach parking, re-provisioned salt water pumping station and sewage screening plant extension, and ornamental ponds with fountain attracted about 60% public support.

4.3.2. Many respondents further urged for improvement in water quality of the harbour.

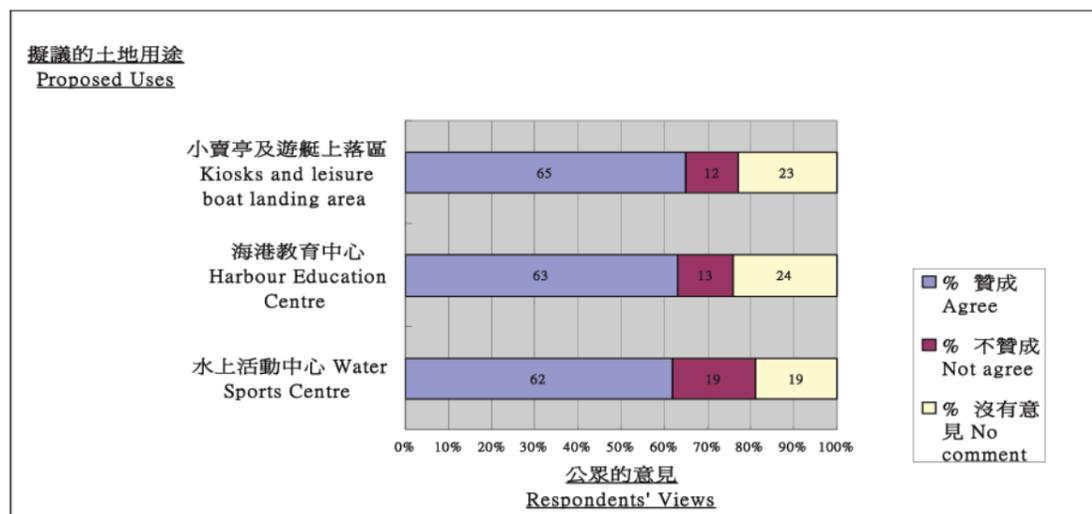
They were also concerned about the degradation of water quality of the harbour and safety issues if a variety of activities are to be added in the area. Many people would like to have more “natural” design, with more greening and less concrete, and more regard to environmental conservation and the “natural” environment of the harbour. There should be adequate sitting out areas for people to enjoy the harbour view.

4.3.3. Some respondents suggested to include various exhibition, recreation, sport, tourist and small scale ancillary commercial facilities to enhance the suggested theme.

CHAPTER FOUR PUBLIC OPINION ON THE PROPOSED CONCEPT PLAN EXPRESSED IN VIEW COLLECTION FORM

4.4 Water Recreation Precinct

Figure 4.3 : Proposed Uses in Water Recreation Precinct



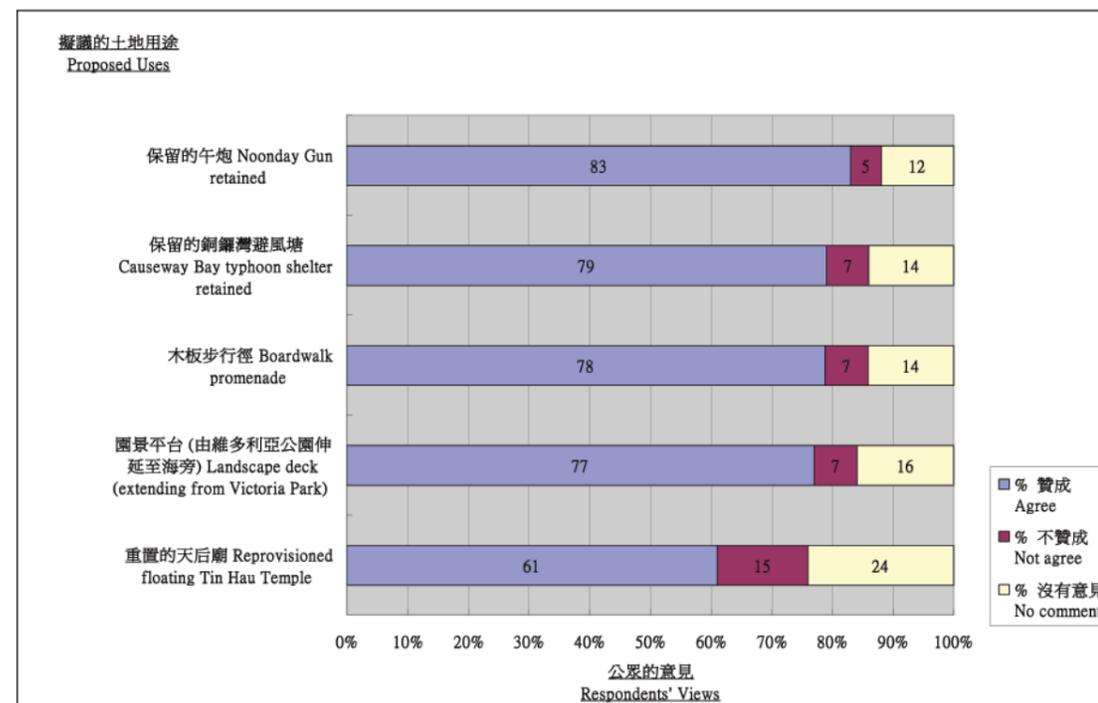
4.4.1. As shown in Figure 4.3, over 60% of people agreed with the proposed uses in Water Recreation Precinct.

4.4.2. Some respondents raised concern on the appropriate scale of development and the implication on the harbour safety involved. Some suggested to include various recreation, sports and tourist facilities. Others proposed to further explore opportunity spaces in the area to enhance pedestrian connection or for public recreation uses.



4.5 Heritage Precinct

Figure 4.4 : Proposed Uses in Heritage Precinct



4.5.1. As shown in Figure 4.4, majority of the respondents supported the proposed uses in the Heritage Precinct. Re-provisioning of the floating Tin Hau Temple “on-shore” had 61% support.

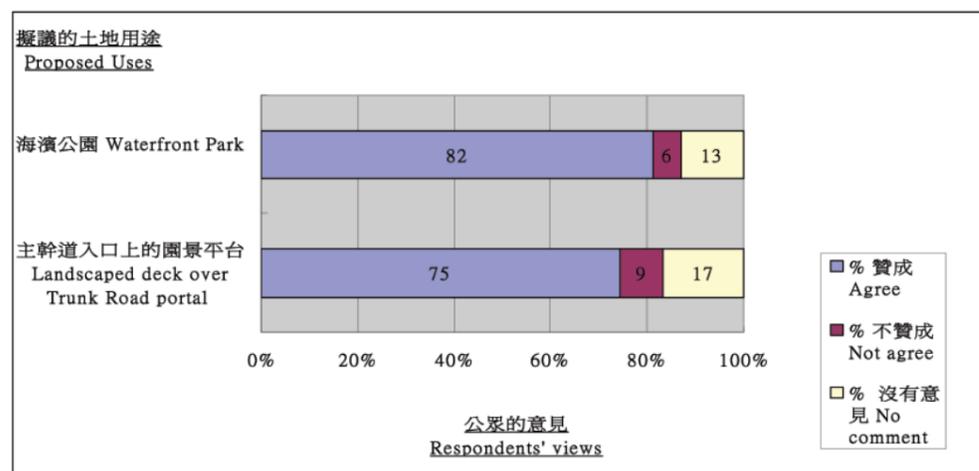
4.5.2. Some respondents suggested that historical elements should be conserved as they are. Others suggested to include exhibition facilities well integrated with small scale ancillary commercial outlets. Importance to have good connection to the older urban area of Hong Kong Island was also highlighted.

4.5.3. Like other precincts, the water quality and hygienic conditions are also a concern in the heritage precinct. Strong urge to clean up the CBTS and improve the water quality of the harbour has raised.

CHAPTER FOUR PUBLIC OPINION ON THE PROPOSED CONCEPT PLAN EXPRESSED IN VIEW COLLECTION FORM

4.6 Leisure and Recreation Precinct

Figure 4.5 : Proposed Uses in Leisure and Recreation Precinct



4.6.1. As shown in Figure 4.5, majority of the respondents were in favour of the proposed uses in this precinct.

4.6.2. Some respondents raised concern of the landscape design of the area. Suggestions were given on the style and atmosphere of the proposed park. Other respondents suggested to provide various recreation, sports and cultural facilities. Concerns on the air and noise pollution from the nearby highway were raised.

greening should be provided. Some considered that the pedestrian walkway should exhibit simplicity, with a slight touch of ancient china architectural characteristics. To improve the proposed accessibility of the harbour-front, some of them suggested providing travelators and rest areas at scenic points. There should be facilities for the disabled.

4.7.2. The public would like to have convenient access from the public transport nodal points, business area or common gathering places to the waterfront. There was also the voice of having more at-grade crossings. Many respondents suggested that the new land uses along the waterfront should be well connected with the public transit access points e.g. MTR station and bus stops. Free shuttle bus services could be provided. Some proposed cycle track, water taxis and electric tram. Some respondents also proposed reduction on the number of cars or implementation of electronic road pricing to reduce traffic in order that pedestrian connection to the harbour-front could be enhanced.

4.7 Accessibility

4.7.1. Many respondents supported the proposed improvement to accessibility of the harbour-front. They would like to walk along the waterfront. They generally thought that spacious and covered pedestrian walkway/bridges with good ventilation, adequate lighting and signage/direction signs and



4.8 Other comments

4.8.1. Some respondents would like to extend the waterfront promenade, eastward up to Chai Wan. Some suggested there should be no high rise development along the waterfront so that people could appreciate the harbour view. Other respondents suggested to minimize reclamation at the harbour-front area. The waterfront should be more "natural", and provided with sufficient greening/owers, good quality landscaping and urban design, and had kiosks and street furniture. The harbour-front should be enhanced and it has to go with "fresh air and blue sky" to make it really enjoyable, so that people could walk along the waterfront and enjoy the harbour. Environmental concern about the water quality of the harbour and the social concern over the collective memories of the harbour and sense of place and belonging were raised. Vision to have a green, quiet, environmental

friendly, non-commercial oriented, well ventilated and of Hong Kong character waterfront extending along the whole northern Hong Kong Island harbour-front (i.e. from Kennedy Town to Chai Wan) was taken on the drawing board. Some had concerns on the wall effect of any high rise buildings along the water front affecting the free air flow to inner urban area are raised.

4.8.2. Some respondents suggested that there should be more greening and landscaping, leisure and recreational activities, and arts and cultural spaces along the waterfront. Rickshaw services can be provided. Accessibility and pedestrian connection to the harbour-front were the key.



CHAPTER FIVE WRITTEN SUBMISSIONS

5.1 Introduction

5.1.1. Apart from collecting public opinions through community workshops and view collection forms, the public was encouraged to submit their views or proposals in their own format. A total of 81 written submissions were received through fax, email or post from the public or parties/organizations with various backgrounds. Most suggestions were more general, while others were more specific. There were also some submissions attaching detailed proposals with plans and illustrations.

5.1.2. Many of the improvement suggestions and proposals share similar views expressed in the community workshops and view collection forms. The suggestions and comments raised in the written submissions are briefly summarized in the following section.

5.2 Further Enhancement Suggestions

General Design Concept

5.2.1. Many submissions stressed on enhancing the overall identity of the waterfront by designing more public access points to the waterfront. To further beautify the waterfront as well as promote tourism, some facilities, including cruise terminal, man-made pontoon for fishing were suggested. A continuous waterfront for various kinds of activities, e.g. marathon race was recommended to enhance the vibrancy of the waterfront. There was view to include value added facilities within the area and to showcase the cultural heritage of Wan Chai and Hong Kong along the promenade.

5.2.2. On the other hand, some preferred a simple and comfortable waterfront with more natural green setting, jogging trails, cycle track, fishing areas, pagodas and sitting-out areas. Large-scale facilities, such as dining facilities, museums, restaurants and shopping malls should be located elsewhere, e.g. West Kowloon Cultural District.

Reclamation Issue

5.2.3. A number of submissions, mainly in the form of short standard e-mail messages, reiterated the stance against reclamation. On the other hand, some considered that minimum reclamation and even further reclamation to enhance the waterfront design are acceptable.

Traffic Concern

5.2.4. Many submissions supported the construction of the CWB. There were views requesting further consideration of other transport management measures, e.g. raising tolls for the Cross Harbour Tunnel, enhancing ferry services and re-arranging bus routes to Central.

Approach

5.2.5. Many submissions welcomed the public consultation exercise in seeking public's comments on the CWB construction and the Concept Plan.

Arts & Culture Precinct

5.2.6. There was a submission reiterated their view on the need to expand the proposed helipad at the northeastern corner of the Golden Bauhinia Square to 4-pads and attached copies of support to their view from the business sector. On the other hand, there were submissions expressing concerns on the environmental impact associated with the proposed heliport. A submission proposed to locate the helipad to the roof of the new Wan Chai Ferry Pier.



5.2.7. The proposal of street market with outdoor performance area in the Concept Plan was generally supported. There was a suggestion to include a visual arts education centre and a public art boardwalk in order to enhance the public awareness of arts activities and to provide arts and cultural information to the public. There was another suggestion to incorporate an outdoor performance stage for holding international events.

Water Park Precinct

5.2.8. There were supports for the theme of water features. There was a suggestion to showcase educational materials, e.g. Kadoorie Farm's Greywater Model, rather than superficial aesthetic enjoyment. However, some preferred fewer water features and disagreed with the ornamental ponds and laser show. There was a submission proposing a neo-classical building cluster as the central theme.

5.2.9. Another submission pointed out that in order to meet the long-term competitive strategy for the trade fair industry, there is the need to further expand the HKCEC and requested that the opportunity remains open in the relevant OZP.

5.2.10. There was a submission proposing to emphasize the historical memories of Hong Kong and to promote the area as a cultural node with local characteristics. The submission also pointed out the need of more covered area with landscaping and alfresco dining areas to enhance the attractiveness of the area. It was also proposed to provide a landscaped deck above the re-provisioned Public Transport Interchange for café/restaurant and gallery for public.

5.2.11. There was a suggestion of moving the new Wan Chai Ferry Pier westward to align with the proposed landscaped deck from Great Eagle Centre.

Water Recreation Precinct

5.2.12. Many submissions supported the provision of water recreational facilities upon improvement on water quality. An ecological zone was proposed at the former Public Cargo Working Area in one submission.

5.2.13. To enhance the tourism development of the proposed Kai Tak Development and the new Wan Chai waterfront, there was a suggestion to include a cruise berth link between the two areas.

5.2.14. A submission was not in favour of the establishing the water sports centre at this precinct in view of the water quality concerns. A landmark such as the highest fountain in the world is considered more suitable. The proposed water sports centre could be relocated to the site suggested for re-provisioning the Tin Hau Temple.

Heritage Precinct

5.2.15. Many submissions agreed to reinstate the culture of the typhoon shelter by encouraging the sampan dining and enhancing the Noon Day Gun history. Improvement of water quality was a concern and should be achieved. It was also mentioned that the dwelling boats issues have to be addressed in the long-term.

5.2.16. There were mixed views on the suggestion of re-provisioning the floating Tin Hau Temple on-shore. Some supported the re-provisioning proposal while some proposed to retain the Tin Hau Temple as a floating feature within the typhoon shelter with an increased platform and berthing facilities and a submission proposed to integrate the relocated on-shore Tin Hau Temple with museum, restaurant and open space. As for the site suggested for re-provisioning the Tin Hau Temple, there was a submission on developing it with the adjoining Whitfield Road Rest Garden for a comprehensive hotel development with retail, leisure, tourism, arts and cultural facilities.

5.2.17. To enhance the vibrancy of the harbour and public enjoyment via water activities, there was a proposal stressing on preserving heritage while planning new facilities (“Harbour Diversity”), providing dynamic shore and water activities (“Water Vibrancy”) and collecting diverse views invited from community via public forums and District Councils (“Collective Wisdom”) and to include dragon boat race course, pontoon moorings for visiting vessels and water taxis, and development of the existing

breakwater of the Causeway Bay Typhoon Shelter into a shing dock.

5.2.18. There was general support to retain the culture of the Noon Day Gun although there was a proposal to relocate the Noon Day Gun to the tip of the former Public Cargo Working Area.

Leisure and Recreation Precinct

5.2.19. A number of submissions, mainly from local residents of the North Point area, raised concern about the air and noise impact of the eastern tunnel portal and ventilation building. Some suggested to shift the proposed tunnel portal to the typhoon shelter area or further eastward to the ex-North Point Estate, with a suggestion of shifting the ventilation building to the vicinity of the Cross Harbour Tunnel.

5.2.20. Many submissions suggested that facilities enabling more activities, such as tai chi, youth activities, should be provided to enhance the identity of the precinct.

Improved Accessibility

5.2.21. Many suggestions urged for further enhancement of the accessibility to the waterfront at various locations, in particular the connection between the hinterland and the Noon Day Gun.

5.3

Consultants’ Responses to Major Land Use Proposals that could not be Further Pursued

5.3.1. Some of the land use proposals received during the Realization Stage had been raised by the respective project proponents previously and the Consultants considered them not suitable to be further pursued for the following reasons.

5.3.2. For the proposed helipad, it has to be at ground level to meet operational needs. It will be shared-use by Government and commercial operators. It received 49% support in the view collection forms. There was a submission requesting for expanding the proposed helipad into 4-pads. The Consultants considered that further expanding the helipad will compromise the setting of the Golden Bauhinia Square (“GBS”), a major tourist attraction. The harbour-front enhancement around the HKCEC Extension, including the proposed expansion of the GBS into the Golden Bauhinia Plaza, and the visual and physical access to the waterfront will be adversely affected. The site required for the expansion will also be in conflict with the road layout. Accordingly, it is recommended not to include the expansion proposal in the draft RODP.

5.3.3. The submission on further expanding the HKCEC was not detailed enough. It was considered that more details are necessary and there are several technical issues to be resolved before the proposal could be further considered. These include re-provisioning of affected facilities, impacts on traffic, visual and air ventilation and interface with rail projects under planning.

5.3.4. The proposal of developing the A. King Shipyard site for a comprehensive hotel development is not recommended as such development would not be compatible with the

surrounding environment. The original proposal of allowing the site for re-provisioning the floating Tin Hau Temple on-shore is retained. Should it be eventually decided that the temple should remain in the typhoon shelter, the site will then be developed into an open space for public enjoyment.



CHAPTER SIX PARALLEL DISCUSSIONS

6.1 Introduction

6.1.1. Apart from collecting suggestions and opinions from the stakeholders and the public in workshops, town hall meeting and written submissions, a number of discussions with District Councils (“DC”), TPB and Legislative Council (“LegCo”) were held in parallel. They include the following discussions (Table 6.1) and the main points are summarized in the subsequent sections:



Table 6.1: Parallel Discussions during the Realization Stage

Meeting Date	Discussions
25 August 2006	Town Planning Board
26 September 2006	District Councils
	- Wan Chai District
19 October 2006	- Eastern District
19 October 2006	- Central and Western District
23 October 2006	- South District
28 November 2006	Legislative Councils
	Panel on Planning, Lands and Works

6.2 Town Planning Board

6.2.1. The Concept Plan was presented to the TPB at its meeting on 25 August 2006. TPB supported the overall development proposed and agreed that the opportunity should be grasped to enhance the waterfront whilst addressing the need for the CWB. TPB considered that consideration should continue to be given to strengthening the pedestrian linkages to the harbour-front, especially those to Causeway Bay and the Eastern District. There were also views that harbour-front enhancement proposals should be implemented in parallel with the engineering works and that the environmental problems of the Causeway Bay Typhoon Shelter (“CBTS”) should be addressed.

Website Links:
http://www.info.gov.hk/tpb/bulletin/minutes/m865tpb_e.pdf

6.3 District Councils

6.3.1. Consultations with the four concerned DCs, of the Hong Kong Island on the Concept Plan were held between September and October 2006. There was unanimous support to reserve the new harbour-front for public enjoyment. There was also general support to the Concept Plan and the five character precincts proposed. They considered that the Concept Plan had reflected the public’s aspirations for more public open space and vibrant harbour-front as expressed at the HER Envisioning Stage. Other suggestions included strengthening the pedestrian connections at Causeway Bay, considering at the detailed design stage the provision of more green and passive leisure areas in lieu of the character precincts for the promenade, providing access for the elderly, the disabled and those coming from afar by car, and the early finalization of the implementation and management arrangements of the proposed harbour-front enhancement projects.

6.3.2. Besides supporting the Concept Plan, the Eastern DC pressed for extending the continuous waterfront promenade eastward. It passed a motion urging for extending the CWB North Point tunnel portal and the waterfront promenade to the eastern side of the ex-North Point Estate. However, locating the CWB North Point tunnel portal at the eastern side of the ex-North Point Estate would result in more reclamation and would not satisfy the “overriding public need test” under the PHO laid down by the CFA. Details of the meeting minutes have been uploaded onto the respective websites of District Councils.

Website Links (Chinese Versions Only):
<http://www.districtcouncils.gov.hk/wc/chinese/welcome.htm>
http://www.districtcouncils.gov.hk/east_d/chinese/doc/WDC_5th_minute_061019_c.doc

http://www.districtcouncils.gov.hk/central_d/chinese/Minutes/doc/TTC/5.doc

http://www.districtcouncils.gov.hk/south_d/chinese/doc/PWHC/PWHC2006mins20.pdf

6.4 Legislative Council – Panel on Planning, Lands and Works

6.4.1. A discussion with members of Legislative Council – Panel on Planning, Lands and Works concerning the Concept Plan was held on 28 November 2006. The LegCo members expressed the following views on the Concept Plan as shown below:

- Welcome Concept Plan and the tunnel scheme in general
- Should target to minimize reclamation area
- Should improve water quality
- Some did not prefer fountains at the Water Park Precinct
- Should strengthen north-south linkages to the waterfront
- Introduce short-term improvement measures
- Urge for early implementation of the project

6.4.2. Details of the minutes of the above meeting has been uploaded onto the website of LegCo.

Website Link:
<http://www.legco.gov.hk/yr06-07/english/panels/plw/minutes/pl061128.pdf>

CHAPTER SEVEN CONSENSUS BUILDING TOWN HALL MEETING

7.1 Introduction

7.1.1. The objectives of the Consensus Building Town Hall Meeting were to inform the participants regarding consensus building undertaken during the various public engagement activities of this stage and to consolidate community support for the Concept Plan to proceed to the next stage of the HER.

7.1.2. The Town Hall Meeting started off with welcoming remarks and a briefing session by the specialist consultants on the public engagement activities and inputs received during the Realization Stage. This was followed by a response to the public views on the technical feasibility and PHO implications.

7.1.3. The floor discussion was followed by group discussion to allow for further in depth discussion on the Concept Plan and/or the consultants' responses, at the end of which each group reported their views and major areas of consensus reached. Nearly all the participants agreed to support the Concept Plan and proceed to the Detailed Planning Stage with improvements based on views expressed during the Realization Stage.

7.1.4. A profile showing the cross section of participants is presented in section 7.2. Overview of the responses to views and suggestions to the Concept Plan by WDII consultants is presented in section 7.3, main points of floor and group discussions are presented in section 7.4 followed by the major areas of consensus reached in section 7.5.

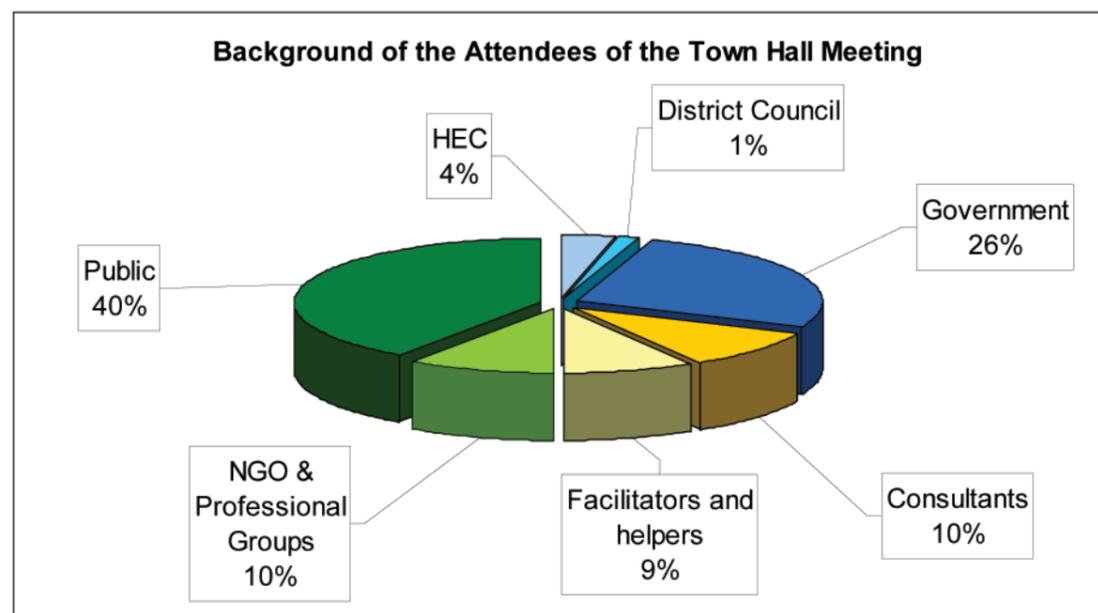
7.2 Cross Section of Participants

7.2.1. The Consensus Building Town Hall Meeting was well attended by participants, most of whom also attended the Community Workshops and the Harbour Walk sessions. The participants were of different backgrounds (Figure 7.1). With a total of 82 attendees who participated in the Consensus Building Town Hall Meeting, the largest group was represented by the public.



Figure 7.1 Background of the Attendees of the Consensus Building Town Hall Meeting

HEC	District Council	Government	Consultants	Facilitators & helpers	NGO & professional Groups [#]	Public	Total
3	1	22	8	7	8	33	82



[#] NGO and professional groups includes the Association of Engineering Professionals in Society, Save Our Shorelines, Clear The Air, Hong Kong Institute of Architects and Society for the Prevention of Cruelty to Animals.

7.3 Responses to Views and Suggestions on Concept Plan

7.3.1. A presentation by the WDII consultant on responses to the public views and suggestions, highlighting the technical feasibility and PHO implications, was conducted. Some of the main points are presented in Table 7.1 below:



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Table 7.1 Reponses to Views and Suggestions on Concept Plan

Public Suggestions	Responses
Arts and Culture Precinct <ul style="list-style-type: none"> - Alternative uses other than for HKAPA Extension 	<ul style="list-style-type: none"> - Alternative uses should be in line with the character of the precinct - Could be open to bid by all eligible institutions - Not affecting land use in Concept Plan
Water Park Precinct <ul style="list-style-type: none"> - Smoothing off sharp corners at HKCEC East and rather have a curved shoreline than the straight seawall - Less water features on Wan Chai waterfront, more effort to be put into Water Park design to make it more interesting - Open roof of Wan Chai ferry pier for public use and viewing - Incorporating a "river" in the promenade at Wan Chai (also related to "touch the water" idea) - Land formation / waterfront design at Wan Chai waterfront that will create more land/water interaction (ie will allow the public to "touch the sea (harbour)") - Boat moorings along the Wan Chai shoreline for visiting yachts 	<ul style="list-style-type: none"> - PHO implication - Detailed design to create slightly curved seawall copeline above high water mark might be considered - Detailed design issue - will attempt to strike a proper balance - Will be considered for incorporation - Detailed design - will attempt to strike a balance - Possible annotation to show short section of seawall steps at eastern end of Wan Chai shoreline (i.e. away from the ferry pier) - Annotate/show on plan
Water Recreation Precinct <ul style="list-style-type: none"> - Providing more land area in the PCWA basin for land facilities to support the water sports centre 	<ul style="list-style-type: none"> - PHO implication - Possible optimization of shore for water sports in detailed design process
Heritage Precinct <ul style="list-style-type: none"> - Widen promenade around the south-west corner of the CBTS - Smoothing off sharp corners in CBTS - Fishing platforms on CBTS breakwater and access via swingbridge or sampans - Retain floating Tin Hau Temple in CBTS as tourist attraction and use sampan service for access 	<ul style="list-style-type: none"> - PHO implication - To review the locations of landing steps for widening of the promenade - PHO implication - PHO implication for swingbridge - Possible extension of the crest of breakwater within high water mark for leisure use - Possible provision of sampan pick-up - Possible to remain in-situ - Not affecting the Concept Plan

Public Suggestions	Responses
Heritage Precinct <ul style="list-style-type: none"> - Floating restaurants in CBTS (associated with the need to improve water quality in typhoon shelter) - Use A King Shipyard site as commercial/hotel development 	<ul style="list-style-type: none"> - Need to consider appropriate licensing and regulatory measures - Not affecting the Concept Plan - The limited available space would be better utilized for public purpose - Scale of development not in line with HEC's Harbour Planning Principles and the surrounding environment.
Leisure and Recreation Precinct <ul style="list-style-type: none"> - Review the location of Tunnel Ventilation Building - Review the location of Tunnel Portal, suggest moving further towards Quarry Bay - Extend promenade eastwards (towards Quarry Bay) 	<ul style="list-style-type: none"> - Public's suggestion might affect residents in Causeway Bay and RHKYC - Feasibility of separating the Exhausted Air Tower further away (say to the tip of eastern breakwater) being considered - PHO implication (more reclamation) - Loss of connecting slip road at Causeway Bay - Harbour-front enhancement initiatives of a possible boardwalk under IEC being actively pursued as a separate item
Pedestrian Connectivity <ul style="list-style-type: none"> - Transport east-west along the promenade (e.g. tram) - Provide for access for the elderly (coming from afar) - More pedestrian connections to waterfront at Causeway Bay, in particular from World Trade Centre area 	<ul style="list-style-type: none"> - PHO implication - Consideration of "special people mover" which is better than a tram on land take and flexibility of mover - Laybys may be added - PHO implication - Consideration might be given to a long term solution in conjunction with the planning of other infrastructures
Pedestrian Connectivity <ul style="list-style-type: none"> - More street level pedestrian connections and street level activities with landscape treatment (rather than podium level connections) - More direct connections from the waterfront back into the hinterland, including across Gloucester Road 	<ul style="list-style-type: none"> - Could highlight some more pavement landscaping treatments along some of the existing streets. Suggest these should be pursued separately (outside the WDII project) - There are already footbridges across Gloucester Road linking to the Wan Chai North area. Possible consideration of enhancement of signage and streets signs - Not affecting land use in Concept Plan

CHAPTER SEVEN

CONSENSUS BUILDING TOWN HALL MEETING

7.4 Main Points of Floor and Group Discussions

Floor Discussion

7.4.1. During the floor discussion, one participant asked about the process of preparing the Concept Plan, whether it represented the best option, and the degree of participation by the District Councils and parties opposing reclamation in the engagement exercise. In response, it was pointed out that the Trunk Road scheme that formed the basis of the Concept Plan had been confirmed through the Envisioning Stage as the best scheme in conformity with the PHO and the harbour-front enhancement proposals were mainly reflecting the views of the public collected during the Envisioning Stage of HER. The relevant District Councils, as well as various conservation and harbour protection groups, were invited to participate and they had participated in the public engagement exercise, including taking up roles as collaborators of the HER.

7.4.2. Other participants expressed their appreciation of the Concept Plan and the thorough public participation process in its development.



7.4.3. A participant stressed on the importance of water activities for a vibrant harbour-front and enhancing in this respect at the typhoon shelter, including for example organizing dragon boat racing there.

7.4.4. The issue of extent of reclamation was also raised. On the one hand, there were calls for only 'essential' reclamation rather than 'minimum' reclamation, and one participant suggested to further reduce the extent of reclamation at some areas for the sake of creating a more interesting shoreline. On the other hand, there was the view that 'value added' additional reclamation for implementing some public proposals on enhancing environmental quality, pedestrian accessibility, vibrancy or attractiveness of the harbour-front should be further considered. In response, the consultants repeated that extent of reclamation proposed was the minimum for building the Trunk Road and the Concept Plan presented the essential extent of reclamation, in conformity with the PHO. As for the proposed value-added reclamation or "non-essential" additional reclamation for the purpose of a more interesting shoreline, the consultants were of the view that it would not comply with the PHO and could not be accepted at this stage as it has yet to be established as an "overriding public need".

7.4.5. The North Point residents representative expressed concern about environmental impacts from the eastern tunnel portal and ventilation building. In response, Government noted that the location of the tunnel portal was selected with due consideration to minimize reclamation, as required under PHO, and shifting the tunnel portal further eastward will involve more reclamation, which is against the PHO and therefore could not be accepted. The requirements under the Environmental Impact Assessment Ordinance would be observed. The ventilation arrangement was being reviewed and the local residents would be further consulted.



Group Discussions

7.4.6. For the group discussions, participants were divided into four groups and discussed in more depth the Concept Plan and related issues and concerns.

7.4.7. Most of the participants agreed that the Concept Plan was an improvement from previous plans. Suggestions made on further enhancement could be taken up in the detailed planning and detailed design stages.

7.4.8. Apart from topics covered at the floor discussion other key issues raised by the groups are highlighted below.

7.4.9. One participant considered that the Trunk Road would actually encourage more road traffic and as a result more air and noise pollution. Measures such as ERP, equalizing tunnel tolls, etc, should be implemented instead, to reduce traffic congestion. The consultants explained that the Trunk Road tunnel would actually take traffic off the existing ground level roads and therefore improve environmental conditions. Furthermore, the Expert Panel had already given detailed consideration to aspects such as traffic management measures and confirmed the need for the Trunk Road. Traffic management measures would also be implemented in conjunction with the Trunk Road.



7.4.10. There was the question why the Concept Plan did not include a commercial helipad in the area. The consultants responded that the helipad that was proposed at the end of Expo Drive East was intended for shared Government and commercial use.

7.4.11. Water quality and odour in the typhoon shelter was another concern raised by some group members. Reclamation to fill in the corners of the typhoon shelter and extending the drainage discharge to outside the breakwater were suggested as ways to overcome this issue. In response, the consultants noted that the additional reclamation that would be required in either case would not comply with the PHO. Instead, addressing the source of the pollution as well as routine maintenance at the typhoon shelter might be the way forward to be considered.

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7.4.12. There was a suggestion to plant more trees and vegetation to further enhance the environment. More landscaping and sitting out facilities such as benches for public use should be provided along the waterfront promenade. The consultants noted that a high quality landscaped promenade was proposed, and landscaping details would be developed in the detailed design of the promenade, in line with the principles presented in the Concept Plan.

7.4.13. Accessibility from the hinterland to the waterfront was a major point of discussion. Pedestrian linkages should be provided in the form of ground level links where possible. Ease of access for the elderly providing ways to attract residents from the hinterland to the waterfront was raised. The consultants noted that all practically possible pedestrian connections had been investigated, and further connections would have PHO implications or have to rely on other infrastructure development subject to study such as new railway development. Thus, further enhancement in this respect could only be pursued separately. A number of at-grade connections were included in the plan and drop-off laybys at the waterfront provided for the elderly.

7.4.14. A number of participants pointed out that the Concept Plan was the outcome of the lengthy public engagement during the Envisioning Stage and urged for early implementation of the Concept Plan. They agreed that the risk of further legal

challenges that will cause further delays to the implementation of the Trunk Road and harbour-front enhancement should be avoided. The current plan was noted as requiring the least reclamation, which is the major issue of contention. Alternatives that require additional reclamation should not be pursued at this stage.

7.5 Proceeding to the Detailed Planning Stage

7.5.1. After further discussion on the various issues that had been raised in the group discussions, participants agreed to indicate their preferences for proceeding with the project by show of hands. Almost all participants (40 out of 42 of the participants from the public, i.e. excluding HEC members, Government, consultants, facilitators and helpers) agreed to support the Concept Plan in principle and to proceed to the Detailed Planning Stage on the basis of the Concept Plan.

7.5.2. The specialist consultants and the HEC Sub-committee Chairman suggested that the Concept Plan can be taken forward to the Detailed Planning Stage, where some refinements could be incorporated in the detailed planning to address the various issues, concerns and suggestions made by the public throughout the Realization Stage.



CHAPTER EIGHT WAY FORWARD



8.1.1. With the public views and consensus collected and developed in the Realization Stage of HER, the RODP, which will set out the detailed land use proposal, will be prepared based on the Concept Plan and the views and suggestions collected during the Realization Stage. The RODP will be the basis for the amendments to the relevant OZPs, which would be submitted to the TPB for consideration in accordance with the process under the Town Planning Ordinance (“TPO”).

8.1.2. The public engagement for harbour-front enhancement will proceed to the Detailed Planning Stage. The main objective of this stage of engagement is to ensure that the RODP and amendments to relevant OZPs would reflect the consensus reached or majority public views expressed at the Realization Stage. The HEC Sub-committee on WDII Review has an important role to play at this stage. .

8.1.3. The amendments to the relevant OZPs will be undertaken in accordance with the provision of the TPO. The statutory process will be open and transparent and would further involve the public. The Sub-committee will assist in promoting public awareness of the RODP by disseminating relevant information on the HEC website and to the collaborators.

This report is prepared by:

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