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1. INTRODUCTION

1.1. Study Background

- 1.1.1. Hong Kong is a city with high population density. Many urban areas in Hong Kong are experiencing heavy pedestrian and vehicular flows leading to congested street environments. Further, limited land resources have restricted the scope in the urban areas to resolve congestion problems and satisfy long-term community needs. This imposes challenges for the urban areas to become more liveable places for citizens from all walks of life. Underground space is a hidden land resource which can bring new opportunities to meet some of the community needs as well as to address various issues including traffic, environment, etc.
- 1.1.2. The Civil Engineering and Development Department (CEDD) and Planning Department (PlanD) of the Hong Kong Special Administrative Region Government (the Government) commissioned AECOM Asia Company Limited (AECOM) to undertake the Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Feasibility Study (the Study) in June 2015 to evaluate the opportunities and challenges of underground space development to create space, enhance connectivity and improve the urban environment in four selected Strategic Urban Areas (SUAs), namely Tsim Sha Tsui West, Causeway Bay and Happy Valley, and Admiralty/Wan Chai, and to formulate Underground Master Plans to guide future underground space developments in Hong Kong.
- 1.1.3. A two-stage Public Engagement (PE) programme was developed as an integral part of the Study process. The Policy for Sustainability Lab of the Faculty of Social Sciences of The University of Hong Kong (HKU-PSL), in association with PlanArch Consultants Ltd, has taken up the design and implementation of PE tasks and compilation and analysis of public views received for this Study. The PE was carried out to establish a proactive approach for transparent and open communication with the general public and interested stakeholders.

1.2. Study Programme and Public Engagement

- 1.2.1. The Study was undertaken in three phases:
 - i. Identify potential underground space locations:
 - to examine opportunities and challenges related to underground space development in the four Strategic Urban Areas, and
 - to examine possible uses for the potential underground spaces;
 - ii. Identify suitable underground space development:
 - to undertake technical assessments,
 - to prepare Conceptual Schemes, and
 - to prepare Preliminary Underground Master Plan(s); and
 - iii. Refine Conceptual Schemes and Underground Master Plans.

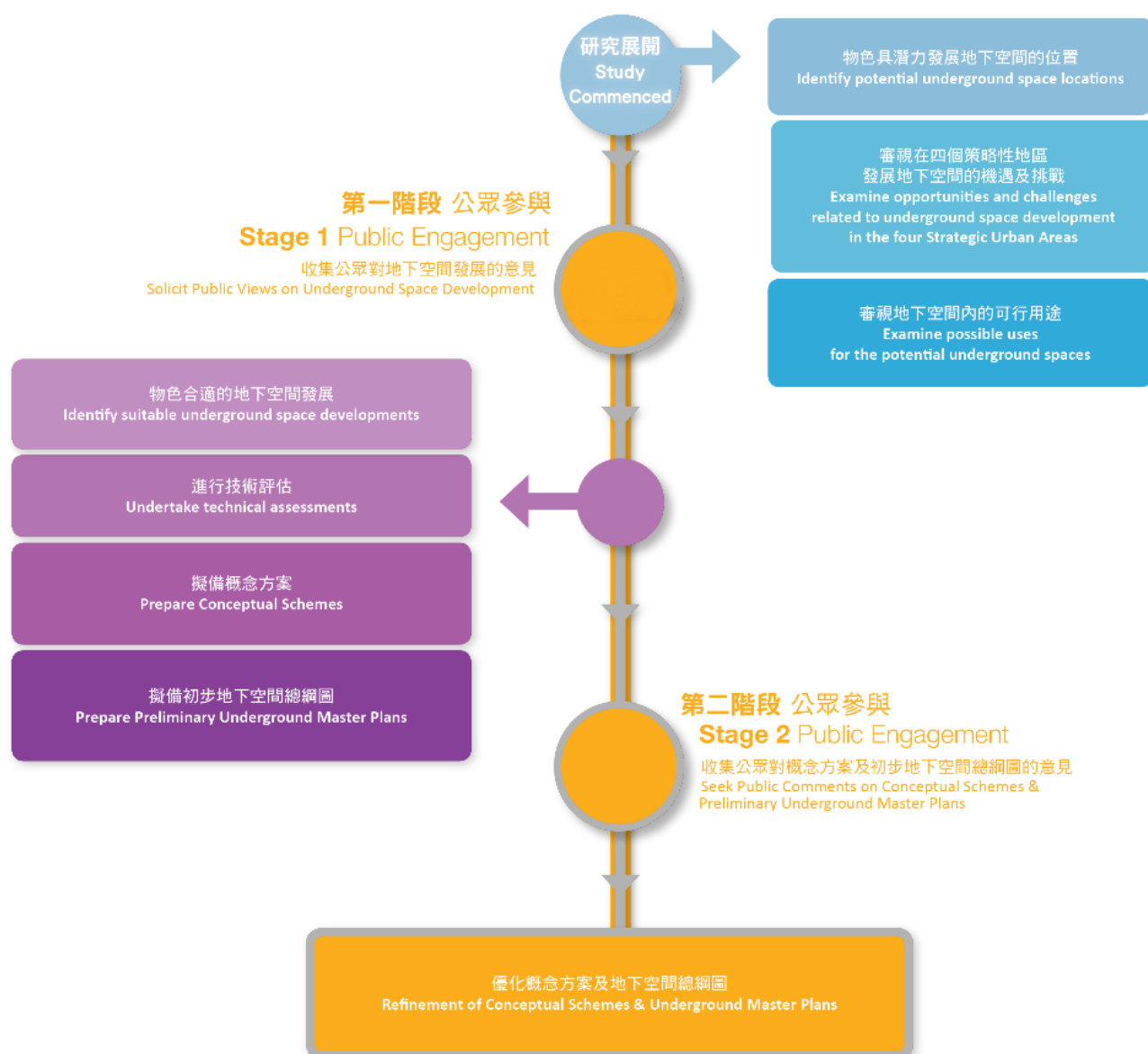


Figure 1 - Public Engagement Process and Study Programme for PE1

1.2.2. As an integral part of the Study, the two-stage PE programme is interwoven into the overall study process as indicated in Figure 1 above. The objectives of the two PE Stages are:

- Stage 1 PE: Soliciting public and the relevant stakeholders' views on the opportunities and key considerations for underground space development, community needs, as well as suitability and possible uses of the potential underground space in the four SUAs; and
- Stage 2 PE: Building consensus to formulate conceptual schemes and preliminary Underground Master Plans of the underground space development for community well-being with a view to early implementation.

1.2.3. In addition to the Study Programme, a series of pre-engagement activities took place in October 2015 for the purpose of understanding some stakeholders' views on their needs and aspirations at the district and community level in the selected SUAs. Stage 1 PE for the Study was then

formally launched in November 2016 and completed in February 2017. Various PE activities were conducted to engage the general public and interested stakeholders throughout the three month PE period. A more detailed list of activities will be provided and discussed in Chapter 2.

1.3. Structure of Report

- 1.3.1. This Report is a consolidation of findings from the Stage 1 PE held during the period between November 2016 and February 2017. Throughout this period, PE events/activities of various formats were carried out to provide a platform for the general public and interested stakeholders to express their views, suggestions and concerns on the Study. The Report is presented in four chapters: Chapter 1 states the background and objectives of the Study and Stage 1 PE programme; Chapter 2 presents the PE activities carried out and their respective methodologies; Chapter 3 summarises the views collected from the public and interested stakeholders at the PE events/activities; and Chapter 4 discusses the way forward of the Study.

2. STAGE 1 PUBLIC ENGAGEMENT EVENTS/ACTIVITIES

2.1. Overview of Stage 1 Public Engagement

- 2.1.1. The key objective of the Stage 1 PE is to gauge the public and stakeholders' views, comments and concerns, in particular the community needs and aspirations, key considerations, suitability, and possible uses of the potential underground development spaces in the SUAs. The PE activities organised for this stage provided opportunities for the community to express their views on underground space development. Government officials from CEDD and PlanD joined all of these PE activities to elaborate and supplement information for the interactive discussions. Through these face-to-face communications the Government officials were able to obtain first-hand information. Moreover, the views and comments of the Government officials and the Study Team were not included as opinions for collation and analysis of the public views.
- 2.1.2. A list of the meetings and/or PE events/activities is summarised in the following Table 1 (the participant list and detailed meeting notes from each meeting/ PE activity are included in Appendices I to VIII):

Date	Meetings/ PE Activities
Pre-Engagement Community Meetings (Para 2.2)	
17 Sep 2015	Admiralty/ Wan Chai Community Meeting
23 Sep 2015	Causeway Bay and Happy Valley Community Meeting
23 Sep 2015	Tsim Sha Tsui West Community Meeting
Advisory and Statutory Bodies Meetings (Para 2.3)	
15 Nov 2016	Wan Chai District Council (Full Council) Meeting
24 Nov 2016	Yau Tsim Mong District Council (Full Council) Meeting
2 Dec 2016	Town Planning Board Meeting
13 Dec 2016	Harbourfront Commission Meeting
Focus Group Meetings (Para 2.4)	
1 Dec 2016	Professionals & Academics
9 Dec 2016	Green Groups and Policy/Research Institutes
16 Dec 2016	Community & Recreational Groups
Public Planning Workshops (Para 2.5)	
8 Jan 2017	Public Planning Workshop (1)
15 Jan 2017	Public Planning Workshop (2)
Other Meetings (Para 2.6)	
24 Jan 2017	Alliance for a Beautiful Hong Kong, Designing Hong Kong, Green Sense, and The Wanchai Commons
8 Jun 2017	The Conservancy Association and Hong Kong Bird Watching Society
Outreach Activities (Para 2.7)	
19 Jan 2017	The Hong Kong Institute of Surveyors
20 Jan 2017	Students in Master of Science (Urban Planning) and Master of Urban Design Programmes, University of Hong Kong

Date	Meetings/ PE Activities
6 Feb 2017	Students of Technological and Higher Education Institute of Hong Kong and members of The Hong Kong Institute of Landscape Architects
9 Mar 2017	The Hong Kong Institution of Engineers - Young Members Committee
Roving Exhibition (Para 2.8)	
7-9 Nov 2016	Hong Kong Heritage Discovery Centre, Kowloon Park, Tsim Sha Tsui
12-15 Nov 2016	Swimming Pool at Victoria Park, Causeway Bay
28-30 Nov 2016	Swimming Pool at Kowloon Park Arcade, Tsim Sha Tsui
1-9 Dec 2016	G/F, North Point Government Offices, North Point
14-20 Dec 2016	Southorn Playground, Wan Chai
4-10 Jan 2017	1/F, Immigration Tower, Wan Chai
12-20 Jan 2017	4/F, City Gallery, Edinburgh Place, Central
21-25 Jan 2017	Leighton Hill Community Hall, Causeway Bay

Table 1 Public Engagement Activities in Stage 1 PE

2.2. Pre-Engagement Community Meetings

- 2.2.1. Pre-engagement events/activities with community members and key stakeholders of the SUAs were conducted prior to the launch of the Stage 1 PE. It served as an important platform to provide a well-structured setting for various community representatives, leaders and stakeholders, including district councillors, representatives of local schools, sports and recreational organisations, kaifong associations, etc., to discuss the opportunities and concerns in association with the underground space development in their local areas and respective communities. The meetings enabled the Study Team to have a better understanding of the local communities and their aspirations on the provision of underground space development at an early stage.
- 2.2.2. In September 2015, three Pre-Engagement Community Meetings were conducted in Eastern, Wan Chai and Yau Tsim Mong Districts which would cover all four SUAs. A total of 24 community representatives, leaders and stakeholders participated in these meetings. (The Eastern District was involved as it covered the eastern part of the Causeway Bay SUA during the 2012-2015 District Council (DC) term. In the 2016-2019 DC term, the entire Causeway Bay SUA is included in the Wan Chai District.)
- 2.2.3. The summary of discussion can be referred to Appendix I.

Admiralty/ Wan Chai Community Meeting

- 2.2.4. Local representatives, including members from the Wan Chai District Council and the Hong Kong Arts Centre joined the Admiralty/Wan Chai Community Meeting on 17 September 2015. Participants agreed that there was a need for additional community facilities, such as open space, leisure, sports, and art exhibition/performance space. It was also stated that the existing urban environment was often congested, e.g. traffic congestion along Gloucester Road and Hennessy Road, and pedestrian congestion along the O'Brien Road Footbridge.
- 2.2.5. Participants were concerned with the hygiene issue of the Luard Road Refuse Collection Point and its potential treatments and handling, and the possibility of developing underground space at the potential redevelopment site of the Wan Chai Government Offices Compound, i.e.

Wanchai Tower, Immigration Tower, and Revenue Tower. Other concerns raised at the meeting also included the technical feasibility, possible nuisance during construction, fire and safety of future underground space development.

Causeway Bay and Happy Valley Community Meeting

- 2.2.6. Local representatives, including members from the Wan Chai District Council, local sports and recreation clubs, Po Leung Kuk, Queen's College, and local (kaifong) associations joined the Causeway Bay and Happy Valley Community Meeting on 23 September 2015. Participants agreed that Victoria Park is an important open space for both the nearby community and the general public. It was also agreed that the Causeway Bay area lacked sports grounds, particularly sports facilities for different ball sports. In terms of other community needs, some possible uses such as gathering space (e.g., for the elderly, different social groups, etc.), children's playgrounds, and space for exhibition of student art works were also suggested. The problem of traffic congestion, particularly near Victoria Park, Causeway Road, Happy Valley, and Wong Nai Chung Road, and illegal roadside parking were raised.
- 2.2.7. Concerns were raised on the potential nuisance to the nearby residents and community during construction period. Other concerns and suggestions given by the participants were largely related to the quality of existing open space and community facilities, such as the incorporation of unwanted facilities at Victoria Park (e.g. Refuse Collection Point at the Park, and storage of crowd control barriers) into the underground space development.

Tsim Sha Tsui West Community Meeting

- 2.2.8. Local representatives, including members from the Yau Tsim Mong District Council, the West Kowloon Cultural District Authority, Kowloon Mosque and Islamic Centre, St. Andrew's Church, Young Men's Christian Association and local schools participated in the Tsim Sha Tsui West Community Meeting on 23 September 2015. Participants agreed that there was a deficit in the provision of community facilities, school performance/ceremonial hall as well as arts and sports facilities. With respect to the traffic issues, pedestrian congestion was observed near the Kowloon Mosque and Islamic Centre. Traffic congestion due to vehicles waiting for parking spaces was also one of the community issues. It was suggested that uses/operations that were currently operating in an enclosed environment (e.g. badminton and table tennis courts) could be relocated underground, thus releasing valuable at-grade space for other uses which were preferred to take place at-grade.
- 2.2.9. In terms of traffic arrangement, participants agreed that there was a need to improve the at-grade vehicular flow, provide additional vehicle parking spaces, as well as enhance congested pedestrian walkways at this SUA.
- 2.2.10. Other suggestions included the necessary mitigation measures for dust and debris during construction, and careful consideration of the locations for air ventilation shafts, if necessary.

2.3. Advisory and Statutory Bodies Meetings

Wan Chai District Council (Full Council) Meeting

- 2.3.1. After commencement of the Stage 1 PE, the Study Team officially met the district council members at the Wan Chai District Council Meeting on 15 November 2016. Members were generally supportive of the Study, while some members raised concerns regarding the

implementation programme and information dissemination of the Study. With regard to the actual implementation of the proposed underground space at Wan Chai, members suggested that better project coordination between various Government departments should be adopted to avoid 'repetitive' construction works occurring at similar times in nearby locations which would cause nuisance to residents of Wan Chai. It was also mentioned that underground space development could be an element in planning for the potential redevelopment of the Wan Chai Government Offices Compound, i.e. Wanchai Tower, Immigration Tower and Revenue Tower.

- 2.3.2. In terms of pedestrian connectivity, members suggested that pedestrian connections between Wan Chai, Causeway Bay, Happy Valley, Tin Hau, and waterfront and/or Tai Hang should be improved, with adequate supporting facilities to achieve quality walking environments for users. Concerns were also raised on the potential increase in pedestrian flow into the Wan Chai area should underground space be implemented in Wan Chai.
- 2.3.3. On the possible uses of underground space development at this SUA, comprehensive planning and review were suggested to address the district needs. Some members expressed the need to provide additional vehicle parking spaces, the potential for revitalisation of the existing air raid tunnels, as well as improvement of the Southorn Playground by relocating the existing Luard Road Refuse Collection Point to the underground level(s).
- 2.3.4. The official minutes can be referred to Appendix II.

Yau Tsim Mong District Council (Full Council) Meeting

- 2.3.5. The Study was introduced to members of the Yau Tsim Mong District Council at the Full Council Meeting on 24 November 2016. Members expressed concerns on fire safety, lighting, implementation mechanism (solely owned by the Government or adopt public-private partnership), construction timeframe and phasing, and mitigation measures for potential nuisance generated during construction of underground space at this SUA.
- 2.3.6. A number of councillors suggested that the provision of community facilities (particularly for ethnic minority groups), recreation space, space for art and cultural uses, open spaces, vehicle parking spaces (particularly for motorcycles) and small shops in the underground spaces to meet the shortfall, and the possibility to revitalise air raid tunnels for educational purposes.
- 2.3.7. Members also suggested that pedestrian connection should be improved between Tsim Sha Tsui, Jordan, and the West Kowloon Cultural District.
- 2.3.8. The official minutes can be referred to Appendix III.

Town Planning Board Meeting

- 2.3.9. The Study was presented at the 1129th Meeting of the Town Planning Board on 2 December 2016. Members were generally supportive of the Study's objectives to improve pedestrian connectivity and create additional space through the development of underground space.
- 2.3.10. Concerns and suggestions raised by members included the interface with planned developments and possible impacts, cost and financial viability, potential occupancy of underground space by street-sleepers, and to explore the extension of underground space in

other congested urban areas, such as Central and Mong Kok. It was also recommended to make reference to both successful and unsuccessful overseas cases.

- 2.3.11. On the potential uses of underground space, members suggested including community uses, such as clinics, libraries, study rooms, museums, performing venues, parking spaces (for vehicles and bicycles), recycling facilities, and shops. Consideration should also be given to the historical and cultural relics that can be found within the selected SUAs.
- 2.3.12. In terms of pedestrian connections, members agreed to the urgency for pedestrian connection improvement, but were concerned with additional pedestrian flow into the SUAs brought by the proposed development, thus making the areas even more congested. With respect to the connection design, it was advised that the proposed connections should be all-weather with natural lighting penetration.
- 2.3.13. The official minutes can be referred to Appendix IV.

Harbourfront Commission Meeting

- 2.3.14. The Study was presented at the 25th Meeting of the Harbourfront Commission on 13 December 2016. Diverse views were received from members in attendance at the meeting. Some members consider the underground spaces an effective way to improve walkability and connectivity, with some members questioned the need for underground space development, as some at-grade issues could be resolved by alternative measures without going underground. A concern was raised regarding the possible degradation of conditions of urban parks after implementation and the potential disruption of public enjoyment during construction.
- 2.3.15. Regarding the potential underground space uses, some members suggested avoiding commercial uses, particularly large scale shopping malls. Specific suggestions included consideration and incorporation of underground space development into the future redevelopment of the Hong Kong Stadium at Happy Valley and the Wan Chai Government Offices Compound, as well as underground connections with existing private developments.
- 2.3.16. In terms of connectivity, a few members agreed that pedestrian experience should be taken into consideration, such as user experience, wayfinding, and all-weather and barrier-free access. A member with reservation on underground space development considered that the issue of connectivity at the Tsim Sha Tsui SUA could be addressed by improving the current accessibility rather than incorporating the concept of underground space development into the connections. Another member was of the view that the provision of underground connections should not be at the expense of improving at-grade pedestrian connectivity.
- 2.3.17. Other concerns that were raised at the meeting included air ventilation and the potential impact on existing trees, particularly Old and Valuable Trees (OVTs), along Park Lane and Nathan Road in the Tsim Sha Tsui West SUA.
- 2.3.18. The official minutes can be referred to Appendix V.

2.4. Focus Group Meetings

- 2.4.1. Three Focus Group Meetings (FGMs) were organised to facilitate interactive discussions with stakeholders with focused interests and concerns that would help identify the key issues of the Study. Stakeholders from think tanks, green groups, professional institutions, tertiary institutions, community organisations, local concern groups and student/youth organisations were invited to the FGMs to share their views and discuss with other participants. Three specific groups of stakeholders with focused interests on the Study were engaged, including Professionals and Academics; Green Groups and Policy/ Research Institutes; and Community and Recreational Groups. A total of 52 representatives from various interested organisations participated in these meetings.

Professionals and Academics

- 2.4.2. The FGM with Professional Institutes and Academics was held on 1 December 2016. Concerns raised at the meeting included temporary closure of facilities, potential nuisances to nearby residents during construction and implementation stage, management and financial model for urban underground space development, and alternative approaches to tackle the congested traffic and pedestrian flows. Other advice included provision of barrier-free access to address the needs of the aging population, retaining at-grade facilities and improving at-grade connections as much as permissible. Specific concerns, particularly for the Tsim Sha Tsui West SUA, included mitigation measures for the migratory bird populations at Kowloon Park and the potential impacts on the business operators at street level.
- 2.4.3. Regarding the potential uses of underground space, participants suggested providing spaces for exhibition, education (library and reading rooms), community, culture and recreation, offices, and greening purposes. Other suggestions included the revitalisation of existing air raid tunnels and provision of transport-related facilities, e.g. Public Transport Interchange and car parks underneath Victoria Park. On the contrary, some participants had reservations on the provision of car parks as they might bring additional traffic into the SUAs, thus making these areas even more congested.
- 2.4.4. On pedestrian connections, participants had different opinions for different SUAs. For the Tsim Sha Tsui West SUA, it was suggested that the East-West connection of the area should be improved. In addition, it was advised that the existing pedestrian connections could be improved to connect Tsim Sha Tsui to its vicinity including Jordan, Austin, and the West Kowloon Cultural District. For the Causeway Bay and Happy Valley SUAs, comments were raised on better connections between Causeway Bay and its vicinity (particularly to Happy Valley). Proposed connections to the existing private developments should be provided. For the Admiralty/ Wan Chai SUA, participants agreed that at-grade connections and footbridges, rather than underground connections should be provided to improve the current connection issues.
- 2.4.5. The summary of discussion can be referred to Appendix VI.

Green Groups and Policy/ Research Institutes

- 2.4.6. The FGM with Green Groups and Policy/ Research Institutes was held on 9 December 2016. General comments and concerns received at this meeting suggested that the design and uses of underground space should cater for the needs of the aging population. Management and design

of underground space were suggested, e.g. incorporation of natural sunlight in the design. Furthermore, it was advised that human activities should be accommodated at the at-grade level as much as possible. For the Tsim Sha Tsui West SUA, it was especially raised that OVTs should be well protected and preserved during construction. In addition, some mentioned that the Causeway Bay SUA could be considered as a priority project.

- 2.4.7. Regarding the possible uses of underground space, participants agreed that community facilities (e.g. public space and community centres), arts and cultural uses, and the revitalisation of existing air raid tunnels should be considered. It was agreed that underground space should be multi-functional rather than being reserved for a single purpose.
- 2.4.8. For potential underground connections, it was advised that these connections should be designed for all-weather conditions. Location-specific comments included connecting the Causeway Bay SUA and North Point, and improving the existing connections (at all levels) at the Admiralty/ Wan Chai SUA.
- 2.4.9. The summary of discussion can be referred to Appendix VI.

Community and Recreational Groups

- 2.4.10. The FGM with Community and Recreational Groups was held on 16 December 2016. Comments and concerns received at the meeting included security and management issues of the proposed underground space development. In addition, suggestions were also raised on the protection and preservation of trees at the proposed underground space development at Kowloon Park and Victoria Park. Participants also raised concerns on possible temporary closure of the Southorn Playground. Supported underground space uses included community facilities and recreational space with ancillary facilities.
- 2.4.11. In terms of connections, participants welcomed the proposed connections at the Tsim Sha Tsui West SUA. For the Causeway Bay SUA, it was suggested further expanding the connection towards Tin Hau and Tai Hang. For the Admiralty/ Wan Chai SUA, participants reminded the Study Team to take the potential redevelopment of the Wan Chai Government Offices Compound into consideration.
- 2.4.12. The summary of discussion can be referred to Appendix VI.

2.5. Public Planning Workshops

- 2.5.1. Public Planning Workshops were organised on 8 and 15 January 2017 at the Duke of Windsor Social Service Building in Wan Chai and Henry G Leong Community Hall in Yau Ma Tei respectively. Both sessions were open to interested public and community members and a user-friendly registration system was provided through internet/email/telephone. E-invitation and promotional posters were sent to relevant organisations and participants of previous engagement activities for the Study to encourage them to join and further publicise the Workshops. The Workshops were conducted in Cantonese with bilingual materials. To facilitate the communication of non-Chinese speaking participants in the workshop, the Study Team provided translation services and an English-speaking group was formed. During the first session of the Public Planning Workshop on 8 January 2017, live-streaming videos of the background presentations were made available to members of the public through the Study's

Facebook Page to allow more interested public who could not attend the Workshop to know more about the discussion at the meeting.

- 2.5.2. A total of 71 participants were present at the two Workshops. Participants at the Workshops included general public, students, members from concern groups, professionals, residents from local communities, green groups' representatives and other stakeholders. They were randomly divided into several discussion groups. Each workshop started with an introduction to the PE exercise, followed by a brief presentation of the preliminary findings and planning concepts to allow participants to be familiarised with the opportunities and key considerations, overseas experience of underground space development and to provide them with essential information on district issues and community needs, and preliminary planning concepts for each SUA for an informed discussion. Moderated by a group facilitator, participants were encouraged to give their comments and express concerns for each SUA in their group. Key issues and preliminary planning concepts, suitability of underground space and possible uses of underground space as well as other suggestions were discussed among groups. Each group was also invited to report the major findings/observations of the group discussion so as to share the discussion key points with other groups. Members of the Study Team also participated in the discussion groups to provide technical information to facilitate discussion amongst the participants, and more importantly, to listen to the participants' views directly through face-to-face communication and exchange ideas/views with them.
- 2.5.3. During the group discussion, some participants raised their concerns regarding the potential traffic impacts to the SUAs due to the development of underground spaces, as many of the SUAs were already congested; therefore careful planning and coordination should take place to implement the proposed underground space development. Provision of more data and statistics were requested to justify the actual needs and priority (in sequence or by stages) for developing underground space. Other comments received included the management of future underground space, such as operation and opening hours and the potential problem of street-sleepers. Some participants were concerned about the closure and disturbance to urban parks and public facilities during construction and operation, while concerns about the potential impacts on existing trees and plants were also raised. Some participants had reservations about the suggested locations for underground space development and requested the Study Team to explore locations besides urban parks and to first exhaust other alternatives to fulfil community needs and meet the urban challenges.
- 2.5.4. Suggestions on uses received from those who were supportive to the underground space development included multi-purpose community uses and public space (family friendly and youth and elderly-oriented), small and thematic shops, along with supporting facilities such as barrier-free access, adequate seating, wayfinding systems, etc. On the provision of car parks in the future development, some were supportive, while some objected to this particular use. It was agreed that underground space should be multi-purpose rather than being reserved for a single use.
- 2.5.5. In terms of connections, the following key SUA-specific comments were received: for the Tsim Sha Tsui West SUA, it was suggested providing better connections between the MTR Station(s) and its vicinity, such as West Kowloon Cultural District; for the Causeway Bay and Happy Valley SUA, it was suggested enhancing connection between the existing MTR Station(s) with the harbourfront and Central Library; for the Admiralty/ Wan Chai SUA, a better connection

between the Wan Chai hinterland and Wan Chai North (including the Hong Kong Convention and Exhibition Centre) was desired. Also, the potential redevelopment of Wan Chai Government Offices Compound should also be taken into consideration.

2.5.6. The summary of discussion can be referred to Appendix VII.

2.6. Other Meetings

Alliance for a Beautiful Hong Kong, Designing Hong Kong, Green Sense, and The Wanchai Commons

2.6.1. As requested by the Alliance for a Beautiful Hong Kong, Designing Hong Kong, Green Sense, and The Wanchai Commons, the Study Team was invited to a joint meeting held on 24 January 2017. The representatives from these concern groups expressed strong objections towards the Study. Reasons given for their objection included the potential permanent impacts to existing urban parks, facilities, trees and plants.

2.6.2. In addition, the attendees were also concerned about the permanent defacement and loss of park space and open space at the affected parks and playground due to the underground space development, as entrance/exit points and ventilation shafts were necessary for such developments.

2.6.3. It was also opined that rather than alleviating the current pedestrian and vehicular congestion at the SUAs, it was more likely that the potential underground space development would attract even more visitors into the SUAs, thus making the SUAs even more congested. It was urged that strong justifications must be provided for any underground space development.

2.6.4. The summary of discussion can be referred to Appendix VIII.

The Conservancy Association and Hong Kong Bird Watching Society

2.6.5. A joint meeting with the Conservancy Association and Hong Kong Bird Watching Society was held on 8 June 2017. These two organisations had submitted comments and expressed concerns on potential impacts on birds and trees/plants during the Stage 1 PE period. The meeting provided an opportunity for the Study Team to follow up with the comments submitted and discuss the approach adopted for the proposed ecological baseline study.

2.6.6. The attendees opined that the existing trees and habitats were important to the birds. The potential construction works should not affect any mature trees in the urban parks, considering the wide spread of brown root rot disease observed in Kowloon Park which renders existing trees to be vulnerable to any alternations in their nearby environment. Experts also shared their observations on bird behaviours and habits to the Study Team. The attendees expressed the need for an overall enhancement of green areas in Kowloon Park in terms of ecological functionality and connectivity in the case of developing underground space.

2.6.7. The summary of discussion can be referred to Appendix VIII.

2.7. Outreach Activities

The Hong Kong Institute of Surveyors

- 2.7.1. A briefing to the Hong Kong Institute of Surveyors (HKIS) was held on 19 Jan 2017. The briefing provided an opportunity for the Study Team to present our planning and vision for this Study and to collect different views and suggestions from surveyors' perspective through discussions covering land matters, constructability, fire safety, financial viability, implementation mechanism and institutional arrangement.

Students in Master of Science (Urban Planning) and Master of Urban Design Programmes, University of Hong Kong

- 2.7.2. A briefing to the Master of Science (Urban Planning) Programme students, University of Hong Kong was held on 20 Jan 2017. The briefing provided an opportunity for the Study Team to present our planning and vision for this Study and understand the students' thoughts on the future planning and development of underground space, including public gains by underground space development, preliminary planning concepts, connectivity and walkability between hinterland and waterfront of the SUAs, legal framework, and potential uses of underground space.

Students of Technological and Higher Education Institute of Hong Kong and members of The Hong Kong Institute of Landscape Architects

- 2.7.3. A briefing to the students of Technological and Higher Education Institute of Hong Kong and members of The Hong Kong Institute of Landscape Architects (HKILA) was held on 6 Feb 2017. HKILA had submitted comments and concerns on potential impacts on trees/plants and the proposed streetscape design during the Stage 1 PE period. The briefing provided an opportunity for the Study Team to present our planning and vision on this Study and also collect different views and suggestions on landscape aspects and others such as urban planning strategy, preliminary planning concepts and opportunity spaces.

The Hong Kong Institution of Engineers - Young Members Committee

- 2.7.4. A discussion forum with the Hong Kong Institution of Engineers - Young Members Committee was held on 9 Mar 2017. The meeting provided an opportunity for the Study Team to present our planning and vision for this Pilot Study and understand the young engineer's thoughts on the future planning and development of underground space. The aspects where the young engineers showed interest covered construction methods and technical assessments associated with underground space development, connectivity, opportunities for extending the existing underground space networks, opportunities for development in other urban areas and new towns and possible uses of underground space.

2.8. Roving Exhibition

- 2.8.1. The main objective of the Roving Exhibition is to allow the public to understand the Study, to seek public views on the idea of utilising underground space developments and their potential uses.
- 2.8.2. During the Stage 1 PE period, a Roving Exhibition touring eight locations, covering various locations within the selected SUAs with high pedestrian flows, was conducted between 7 November 2016 and 25 January 2017 to raise public awareness on the Study. Bilingual panels

were exhibited to present the background of the Study, key considerations, overseas experiences, and the Preliminary Planning Concepts for each SUA. A LEGO model illustrating possible underground uses and video slideshow of successful overseas underground spaces were displayed at the exhibition locations where allowed.

- 2.8.3. Throughout the Exhibition period, members of the Study Team were present to engage the public. The Study leaflet and PE Digest were distributed and public members were encouraged to complete and return a View Collection Form attached in the Digest.

2.9. Web-based Photo Sharing (PhotoVoice)

- 2.9.1. A web-based photo sharing event, “PhotoVoice” was organised between 7 November 2016 and 6 February 2017 with a view to enhancing the public’s sense of ownership towards the Study, as well as providing a platform for the public to express their ideal uses of underground space. The photo sharing activity was open to all members of the public. The themes and requirements for the photo submissions included: (i) envisioned uses of urban underground space, and (ii) local or overseas examples of urban underground space.
- 2.9.2. A total of 24 photo entries from 16 participants was received. The photo submissions showcased different underground space uses from both local and overseas experiences, covering overseas examples from Japan, Taiwan, South Korea, the UK and Russia. Some envisioned underground space uses included sports facilities, libraries, museums, educational uses, and metro stations, etc.
- 2.9.3. Selected photo submissions were uploaded onto the Study Website and Study Facebook page as a way to raise public awareness and to allow participants to have a sense of being a part of the whole planning and engagement process.
- 2.9.4. The photo submission can be referred to Appendix IX.

2.10. Stage 1 Public Engagement Publicity

Study Website and Social Media

- 2.10.1. The Study website (<http://www.urbanunderground.gov.hk>) not only provided a platform to facilitate the public’s understanding on the objectives, opportunities, key considerations and overseas examples of underground space development, but also served as an interactive platform for members of the public to understand the preliminary planning concepts, with maps showing the district baseline condition of each SUA. With constant updates, members of the public could also access the latest information on PE activities, relevant PE materials and useful documents, and the opportunities for participation in the Study. The website also facilitated submission of views through electronic form (same question set as the hardcopy of View Collection Form; details can be referred in para 2.12.1). As of 30 April 2017, the Study website recorded 27,411 hits.
- 2.10.2. To further engage the interested public and stakeholders, particularly the youth, on a social media platform, a Facebook Page (<https://www.facebook.com/urbanundergroundhk/>) was also launched on 7 November 2016 to provide timely updates, information on PE activities and sharing of photo submissions in a web-based photo sharing event “PhotoVoice”. During the

PE period, a total of 60 posts were issued, recording around 1460 “reacts”, including comment, share and like. It was recorded that 615 people are “following” the Page in which 608 people “liked” the Page.

Stage 1 PE Digest

- 2.10.3. Apart from the exhibition panels mentioned in para. 2.8 above, an informative Stage 1 PE Digest was prepared and distributed on 7 November 2016 to tie in with the official launch of Stage 1 PE. Besides providing information on the vision and background of the Study, overseas experiences, key considerations for underground space development, and key issues and preliminary planning concepts for each SUA were documented. A View Collection Form (VCF) with information of the Stage 1 PE activities was also included in the Digest to collect public views. The public were invited to express their views in the form of open-end comments on five aspects for all SUAs or particular SUA(s) of interest to them, including: (i) major community needs in the four SUAs and envisioned uses of urban underground space; (ii) major community needs that could be addressed by underground space development in the SUAs; (iii) vision and expectation for underground space development; (iv) concerns on underground space development in the four SUAs; and (v) other comments on underground space development in the four SUAs.
- 2.10.4. Approximately 3,700 copies of the Stage 1 PE Digest were distributed to participants of the Stage 1 PE meetings and activities, at the Yau Tsim Mong and Wan Chai District Offices, the Civil Engineering and Development Building, and PlanD’s planning enquiry counters at Sha Tin Government Offices and North Point Government Offices.
- 2.10.5. In addition to the Stage 1 PE Digest, a leaflet was produced as a simplified version of the Stage 1 PE Digest and made available to interested members of the public. The leaflet was distributed at various Stage 1 PE meetings and activities including the Roving Exhibition as a way to promulgate the Study.

2.11. Media Coverage

- 2.11.1. The Stage 1 PE attracted media coverage and multi-media programmes as well. A total of 95 articles (including 84 newspapers reports/articles/columns, 10 online media reports/articles/columns and 1 magazine article) were reported during the PE period.
- 2.11.2. Also, a total coverage by nine multi-media programmes (including six news programmes, two radio programmes and one online programme) was found.
- 2.11.3. A publicity list during the PE period is in Appendix X.

2.12. Written Comments Received

- 2.12.1. The public were encouraged to send their comments by post, fax, email or via the electronic comment form at the Study Website. The template of View Collection Form (VCF) can be found in Appendix XI. After filtering out duplicate submissions (same submission method with identical contents by the same party or individual), a total of 3,321 written public opinions were received, of which 3,005 were received before the end of the Stage 1 PE of 6 February 2017 while 316 were received subsequently. Of the 3,321 written comments received, the

following organisations and bodies (by alphabetical order) submitted comments as organisation submissions:

- Alliance for a Beautiful Hong Kong
- Association for Geoconservation, Hong Kong
- Central & Western Concern Group
- Designing Hong Kong
- Green Sense
- Hong Kong Institute of Urban Design
- Hong Kong Professionals and Senior Executives Association
- Hong Kong Waste Management Association
- Hysan Development Company Limited
- Save Our Urban Parks Alliance
- SD Advocates Ltd.
- The Conservancy Association
- The Hong Kong Bird Watching Society
- The Hong Kong Institute of Architects
- The Hong Kong Institution of Engineers
- The Hong Kong Institute of Landscape Architects
- The Hong Kong Institute of Planners
- The Real Estate Developers Association of Hong Kong
- The Y. Elites Association
- Tsim Sha Tsui Residents Concern Group
- Waters Economics

2.12.2. The list of commenters can be referred to Appendix XII. All public comments received can be found at the Study website.

3.1. An Introduction

- 3.1.1. In this chapter, all comments received from the PE activities (including Pre-Engagement Community Meetings, Advisory and Statutory Bodies Meetings, Focus Group Meetings, Public Planning Workshops and other meetings – Appendix I to Appendix VIII refer) together with 3,321 written public comments (of which 1,065 were in the form of a standard letter) submitted by various channels (including Roving Exhibition, emails, post and fax, online View Collection Form, signature petitions organised by an alliance of concern groups - Appendix XII refers) listed in Chapter 2 were analysed. All feedback was coded and categorised for consolidated analysis and reporting. The qualitative analysis approach intends to provide a comprehensive picture of all comments, views and suggestions received.
- 3.1.2. Views were presented under a qualitative framework comprised of five aspects, namely (i) Key Issues and Community Needs; (ii) Preliminary Planning Concepts; (iii) Proposed Uses; (iv) Scale of Development; and (v) Other Comments and Concerns. Some submissions/suggestions received referred to the general views/opinions of development of underground space in Hong Kong, while some made specific comments on particular SUA(s). We categorised the public views received in “Overall Comments” and “Comments for SUAs” and set out the responses to these comments.

3.2. Overall Comments

Key Issues and Community Needs

- 3.2.1. Some commented that the condition of existing pedestrian walkways and/or connections was poor due to pedestrian-vehicle conflicts and lack of barrier-free access with all-weather design. In terms of vehicular traffic, it was commonly mentioned that there was a need for additional provision for vehicle parking, and other transport-related facilities, such as Public Transport Interchanges (PTI). Goods and passenger pickup/drop-off points were also noted by a few.
- 3.2.2. Some other comments expressed that there was a shortage in open space, leisure and recreation uses, art and culture space, and sports facilities, while some disagreed.
- 3.2.3. Further, it was generally agreed that there was a pressing need for activity and meeting places and social service space.

Response

- 3.2.4. Comments on the general traffic condition, pedestrian movement and the provision of PTI are noted. Enhancement of pedestrian connectivity and provision of comfortable walking environment are the main focus of the Study objectives. We will explore the feasibility of providing additional pedestrian linkages and enhancing the existing ones at the next stage of the Study. A preliminary traffic impact assessment will also be conducted at the next stage of the Study to ensure the roads and junctions in the SUAs would be operated with sufficient capacity after the development of the underground space. The impacts on the parking, loading and unloading activities as well as the operation of the public transport facilities will also be assessed to ensure that the services will be adequately maintained in meeting their respective demands.
- 3.2.5. We aim to develop preliminary conceptual schemes for providing more space for community and other uses. At the next stage of the Study, we will identify the local needs and carry out a

stock-taking exercise of the existing GIC facilities for demographic analysis, and to formulate balanced uses for the underground space development.

Preliminary Planning Concepts

- 3.2.6. The Study objective was generally supported by the commenters. They considered that underground space would be able to better utilise space by releasing existing at-grade land resources for other development needs, e.g. housing, passageways for diverting at-grade pedestrian flow and necessary roads for alleviating traffic congestion. The underground space can provide a better and all-weather walking environment and enhance connectivity for pedestrians. The additional underground space can also be used for tourism/commercial activities.
- 3.2.7. While the objective of using underground space development is appreciated, some opposed the potential locations of the identified underground space developments, particularly with regard to those directly at or at the periphery of major urban parks. Some comments suggested the Government should first exhaust other solutions and alternatives (i.e. caverns, pedestrianisation, redevelopment, re-planning of MTR lines, etc.) to address community needs and urban issues before proposing underground development at the selected SUAs. Some other comments suggested that the proposed concepts could not fully address the needs of the community; underground space uses could not replace or serve the same function as the at-grade facilities, in particular open space, parks and greening. The proposed concepts might bring in more visitors, thus making the urban areas even more crowded.

Response

- 3.2.8. The comments are noted and will be explored and addressed in the conceptual schemes of underground space development.
- 3.2.9. The sizeable parks or open space, such as Victoria Park and Kowloon Park, could provide suitable conditions and opportunities for large-scale underground space development for commercial and other uses, while maintaining their current uses as parks on surface land. Underground, at-grade and elevated pedestrian linkages, as well as the associated vertical linkages, will be examined in the Study. Other alternatives such as escalators will also be examined holistically, as well as the suitability of using large parks for development of underground space; these will be examined in next stage of the Study.

Proposed Uses

- 3.2.10. There have been a lot of discussions on the proposed uses in underground space development. Some suggested that the new space should be more affordable and diversified for enjoyment of local residents of Hong Kong to enjoy. Furthermore, it was suggested that the uses should be planned holistically so as to avoid duplicated uses between at-grade and underground facilities/uses.
- 3.2.11. Proposed use facilities including public gathering space with greening, multi-purpose/meeting rooms, elderly activities centres, and youth and children facilities; and public services such as libraries, post offices, study rooms, or learning centres; sports facilities; art and cultural facilities were supported by the public. It was also noted that some suggested retail and food & beverage elements including but not limited to small shops for creative industries or co-working offices, shops for traditional goods, entertainment places, and affordable space for

local start-up companies should be included in the underground space. Some even suggested to use of underground space for data centres, logistic centres and columbaria.

- 3.2.12. There was considerable support for the provision of additional parking space, Public Transport Interchanges, goods loading/unloading areas, passenger pickup/drop-off areas, and car parks for both vehicles and bicycles. For pedestrian-related uses, providing additional pedestrian connectivity was quite frequently mentioned in the public comments, particularly to enhance the pedestrian connection between the waterfront and its hinterland, and between proposed development to major shopping malls or private developments, and major MTR stations. The proposed pedestrian connection should be designed for all-weather conditions and provided with barrier-free access, e.g. traveller, lifts, and/or escalators and safe and pleasant walking environment.
- 3.2.13. Some also suggested to have supporting and/or ancillary facilities including nursing rooms and accessible toilets, adequate seating, wayfinding systems, drinking water fountains, changing rooms, Wi-Fi access, and storage lockers and facilities.

Response

- 3.2.14. The comments on proposed uses are well noted. They will be explored and carefully reviewed in the proposed development proposals, subject to technical feasibility. We will keep an open mind about the possible uses of the underground space developments. At the next stage of the Study, we will examine the appropriate mix of commercial and community uses with due respect to the existing retail uses at street level.
- 3.2.15. The vision for creating underground space is to help resolve local issues in the densely developed urban environments. Improving pedestrian connectivity, enhancing living environments and creating space for various uses are the targets. While there are public concerns on the provision of commercial/retail facilities, there are also supportive views stating that commercial/retail facilities are essential elements in creating a high quality and vibrant underground space. There are public comments indicating the aspiration for not merely a conventional pedestrian subway, but an underground spatial network with a mixture of retail, art and culture and community facilities to enhance the area's attractiveness and walkability.

Scale of Development

- 3.2.16. It was suggested that a more spacious and comfortable scale of underground space would be preferred. As longer-term infrastructure planning, flexibility should be allowed for future development or expansion and interfacing with development/redevelopment projects.

Response

- 3.2.17. The development scale is subject to the technical assessment in terms of engineering feasibility, site constraints, financial arrangements, etc. The relevant assessments are being carried out to determine the proposals needed in order to achieve a viable development.
- 3.2.18. The proposed underground space will balance the potential impacts to the surroundings and the quality of space created, to safeguard the experience of both underground and aboveground space.

Other Comments and Concerns

- 3.2.19. Some members of the public stated that temporary closure of parks might disturb the daily operation of the parks during construction. It was also raised that there might be potential disturbance to the daily lives of local residents and at-grade activities or facilities due to underground space development. Traffic impacts, such as traffic and pedestrian detouring and temporary traffic arrangements affecting the width of roads during construction were also commonly mentioned. As there were many construction works taking place at various locations at the SUAs from time to time, the public were concerned about the noise and air pollution (dust) nuisances during construction.
- 3.2.20. The public were also concerned about the power consumption for air conditioning and lighting, the availability of natural sunlight penetration, and sustainability issues. It was suggested incorporating environmental and smart city elements, such as district cooling or smart grid into the design of underground space. Noise and air pollution nuisances and the treatment of wastes during construction and operation were also of concern. The public were also worried about the potential felling of existing trees and plants at the proposed underground space locations, as well as the impact to the park settings such as loss of park area, vegetation or landscaped areas/facilities during and after the construction by ancillary surface structures including exits and ventilation structures for underground space development.

Response

- 3.2.21. We agree that proper planning is essential for the development of underground space in these SUAs. To minimise any impacts on existing trees, developments and activities at ground level, due care will be taken in planning the areas occupied by built heritage, Old and Valuable Trees, densely vegetated areas and areas of heavy usage in the next stage of the Study. Phased development will also be considered to minimise disruption to the community where suitable.
- 3.2.22. Preliminary Environmental Review will be conducted in this study to assess the environmental impact of the proposed developments on the community and to propose mitigation measures in order to satisfy relevant environmental planning criteria and requirement, during construction and operation phases. In addition, the possible traffic impacts during the construction phase and operation phases will be carefully assessed, with adequate mitigation measures and temporary traffic arrangements proposed if necessary to minimise impacts to the community. The existing waste discharge system would be also reviewed to ensure that the capacity is adequate to cater the additional demands.

3.3. SUA (1) – Tsim Sha Tsui West

Key Issues and Community Needs

- 3.3.1. The public responses are encouraging and most comments received are in support of the initiative to create space to optimise the use of valuable land in the SUA. The public in general considered that additional facilities including meeting places, art and cultural, leisure and recreation, greening and parks, and space for religious institutions, particularly for the Kowloon Masjid and Islamic Centre near Kowloon Park, were needed. However, some expressed that this SUA had sufficient arts and cultural, leisure and recreation, and community space already.
- 3.3.2. Feedback was received from a number of interest groups that illegal roadside parking was serious in the district. Traffic congestion near Ocean Terminal and pedestrian congestion near

Haiphong Road were also pointed out in the public comments received. It was commented that existing pedestrian walkways and/or connections as well as air quality were poor in this SUA.

- 3.3.3. For commercial activities, it was commented that there was a lack of special retail outlets or themed shopping malls and entertainment places. It was considered that underground space development could provide an opportunity for such kinds of facilities. On the other hand, some observed that there was an abundance of empty or unoccupied commercial shops, and further development for commercial uses was unnecessary.

Response

- 3.3.4. While a multi-pronged strategy and a series of land supply initiatives have been adopted to increase land supply in the short, medium and long term, given the limited amount of readily developable land, we have initiated further enhancement of the use of underground space as another source of land supply. We aim to develop preliminary conceptual schemes for providing more space for community and other uses. At the next stage of the Study, we will carry out a stock-taking exercise of the existing G/IC facilities for demographic analysis, and to formulate balanced uses for the underground space development based on the comments received, existing uses at street level and the community needs identified.
- 3.3.5. Enhancement of pedestrian connectivity together with provision of comfortable walking environment are the main focus of the Study objectives. We will explore the feasibility of providing additional pedestrian linkages and enhancing the existing ones at the next stage of the Study. A preliminary traffic impact assessment will also be conducted to ensure the roads and junctions in the SUA would be operated with satisfactory capacity after the development of the underground space. The impacts on the parking, loading and unloading activities as well as the operation of the public transport facilities will also be assessed to ensure that the services would be adequately maintained in meeting their respective demands.
- 3.3.6. With clusters of large scale shopping malls and concentration of different categories of hotels, Tsim Sha Tsui is one of the most popular shopping and tourist areas in Hong Kong. However, some parts of the district now show signs of obsolescence in that the design and uses are no longer commensurate with its status as a key commercial and tourist spot. We will assess the demand for commercial floor space, taking account of a number of completed/planned projects in the district.

Preliminary Planning Concepts

- 3.3.7. There was a general degree of community consensus on the preliminary planning concepts for the underground space development in this SUA on the need for pedestrian connectivity enhancement and space creation. Some supported since they expected that underground space development would be able to better utilise space by releasing at-grade land resources for other uses; divert at-grade pedestrian flow; alleviate traffic congestion and avoid accidents by separating vehicular and pedestrian traffic; and boost additional tourism/commercial activities. Overall, many suggested the principles of the preliminary planning concepts should be able to address the needs of the residents and community of the Tsim Sha Tsui area and to incorporate elements that reflect Hong Kong's unique identity.
- 3.3.8. While the comments received generally agreed with the planning concepts on space creation, some consultees opposed the proposed locations of underground space development, in

particular the space underneath Kowloon Park, and stated that other locations in the SUA should be explored instead. Some considered that the Government should first exhaust other alternatives (i.e. installing lifts or escalators at Park Lane to address the accessibility issue at Kowloon Park) before proposing underground development.

- 3.3.9. Further, some expressed more specific concerns about the development of underground space which might bring in more visitors, thus making the urban areas even more crowded. In considering the proposed art-related elements in the proposed underground space development in this SUA, some considered that the art element was unlikely to be successful. There were also concerns about the connection between this SUA and the West Kowloon Cultural District (WKCD), in which the proposed linkage was in place as a part of the Hong Kong Palace Museum development.

Response

- 3.3.10. We agree that underground space development could provide an additional source of usable space in the already built-up area to address local concerns/needs. The Study adopts an integrated planning approach for pedestrian connectivity with regard to land use, urban design, transport, tourism, heritage conservation, environmental and other issues. We aim to develop preliminary conceptual schemes for providing more space for community and other uses. At the next stage of the Study, we will carry out a stock-taking exercise of the existing G/IC facilities for demographic analysis, and formulate balanced uses for the underground space development based on the comments received, existing uses at street level and the community needs identified.
- 3.3.11. The sizeable parks or open spaces, such as Kowloon Park, could provide suitable conditions and opportunities for large scale underground space development for mixed uses, while maintaining the current park uses on surface land. Underground, at-grade and elevated pedestrian linkages as well as the associated vertical connections will be examined in the Study. Other alternatives such as escalators will also be reviewed holistically, and the suitability of using large parks for development of underground space will be examined in the next stage of the Study.
- 3.3.12. The at-grade pedestrian environment in this SUA is generally very congested and uncomfortable. Underground space provides an opportunity for forming direct all-weather and seamless pedestrian connections among different major destination nodes, which could serve as an alternative for the at-grade network. Underground space, when planned in a well-thought-out manner to connect with existing underground activity nodes such as MTR Stations, can create an additional level of space to divert the pedestrian flow through the established underground transport network and help resolve the street level congestion. We will carefully plan the underground space development with due consideration of the comments received.
- 3.3.13. To facilitate the development of the West Kowloon Cultural District, a footbridge has been proposed to link WKCD directly to Kowloon Park across Canton Road, subject to the relocation of the existing Tsim Sha Tsui Fire Station Complex adjoining the Xiqu Centre in Canton Road. Taking into account the opportunity for underground space development in Kowloon Park, the footbridge can serve as an alternative route for pedestrians to access WKCD from MTR Tsim Sha Tsui Station.

Proposed Uses

- 3.3.14. There have been a lot of discussions on the proposed uses in the underground space development. Some suggested that the new space should be more affordable, practical, and diversified for local residents, particularly the youth, to enjoy. It was also suggested that holistic district planning review should be conducted so as to avoid duplicated uses between at-grade and underground facilities/uses.
- 3.3.15. Proposed uses included multi-purpose gathering places, libraries, study rooms, elderly activities centres, youth facilities, and children's playgrounds, post office, sport facilities and art and cultural related facilities. Some also proposed to relocate the refuse collection point on Haiphong Road to the underground space.
- 3.3.16. It was also noted that some suggested retail and food & beverage elements including but not limited to small shops for creative industries or co-working offices and shops for traditional goods, and entertainment places should be included in the underground space. They considered that the proposed uses could consolidate Tsim Sha Tsui as one of the main areas of attraction in Hong Kong.
- 3.3.17. There was considerable support for the provision of additional pedestrian connectivity, particularly at the locations/points including the Avenue of Stars and some major shopping malls. Some called for more emphasis on provisioning of all-weather and barrier-free design with pleasant walking environment in these proposed pedestrian connections. The new underground space should also integrate with public transport facilities, loading and unloading facilities and car/coach parks if technically feasible.

Response

- 3.3.18. We attach much importance to the provision of balanced uses in the proposed underground space for different sectors of the community. We will keep an open mind about the possible uses of the underground space development. At the next stage of the Study, we will examine the appropriate mix of retail and community uses with due respect to the comments received, existing uses at street level and the community needs identified.
- 3.3.19. We agree that the proposed underground space development should improve the urban environment, enhance the traffic and transport facilities as well as facilitate urban connectivity. We will conduct preliminary traffic impact assessment at the next stage of the Study to examine the proposed pedestrian linkages. The impacts on the parking, loading and unloading activities as well as the operation of the public transport facilities will also be assessed to ensure that the services would be adequately maintained in meeting their respective demands.

Scale of Development

- 3.3.20. Comments on the boundaries of the study area under the Study were received. They suggested that the opportunity for underground space development should also be studied at Jordan, Yau Ma Tei, King's Park, and Prince Edward. A bold suggestion of developing underground space under and across the Victoria Harbour was also received.

Response

- 3.3.21. When delineating the boundaries of the study area, considerations were given to a number of factors including development opportunity and constraints such as possible impacts of underground space development on the local road traffic and pedestrian circulation. We consider that the four selected areas with well supported infrastructure are the most appropriate pilot areas to develop underground space.

Other Comments and Concerns

- 3.3.22. Feedback was received from a number of the interest groups that Kowloon Park and King George V Memorial Park formed part of many Hong Kong residents' collective memories, and due consideration should be given if any developments underneath the parks are proposed. There were considerable views on the temporary closure and disturbance to the daily operation of Kowloon Park during the construction stage, in particular the swimming pool, as well as the potential disturbance to the park facilities and users caused by the construction works for the underground space development.
- 3.3.23. There was also majority concern about the potential impact to Kowloon Park's setting by the loss of park areas. All mature trees and Old and Valuable Trees (OVTs) in Kowloon Park should be adequately protected, and excessive pruning and soil compaction should be avoided.

Response

- 3.3.24. We agree that proper planning is essential for the development of underground space in this SUA. To minimise any impacts on existing trees, developments and activities on ground, due care will be taken in planning the areas occupied by built heritage, Old and Valuable Trees, densely vegetated areas and areas of heavy usage in the next stage of the Study. Phased development and innovative construction methods will also be considered to minimise the potential disruption to the community where suitable.
- 3.3.25. The possible impacts during the construction stage would be carefully assessed, with adequate mitigation measures and temporary traffic arrangement proposed to minimise the potential impact to the community.

3.4. SUAs (2) & (3) – Causeway Bay and Happy Valley

Key Issues and Community Needs

- 3.4.1. The public in general considered that facilities including children's playgrounds, activity and meeting places, greening and parks, and sports facilities were needed. However, some stated that there were already sufficient arts and cultural space, leisure and recreation, and community facilities at this SUA.
- 3.4.2. Feedback was received from a number of interested groups that illegal roadside parking was serious in the district. Traffic congestion near Gloucester Road, Hennessy Road, Yee Wo Street, Causeway Road and Wong Nai Chung Road, and pedestrian congestion near Sogo and Times Square, were also pointed out in the public comments received. It was commented that the existing pedestrian walkways and/or connections were poor in this SUA, especially between the waterfront and its hinterland, and between Causeway Bay and Tai Hang. On the contrary, some considered that the existing at-grade and underground pedestrian walkways were adequate at this SUA, and that the Causeway Bay and Tin Hau areas were well linked by public transport. In terms of vehicular traffic, it was mentioned that there was a need for additional goods and passenger pickup/drop-off points, as well as vehicle and coach parking.
- 3.4.3. For commercial activities, some stated that there were already a lot of empty or unoccupied commercial shops, while some pointed out the lack of special retail outlets or themed shopping malls or supermarkets, and underground space development would provide an opportunity for such kind of development.

Response

- 3.4.4. We note the concerns about the proposed uses for the underground space development. We aim to develop preliminary conceptual schemes with a view to providing more space for community and other uses. At the next stage of the Study, we will carry out a stock-taking exercise of the existing G/IC facilities for demographic analysis, and to formulate balanced uses for the underground space development based on the comments received, existing uses at street level and the community needs identified.
- 3.4.5. Enhancement of pedestrian connectivity together with provision of comfortable walking environment are the main focus of the Study objectives. We will explore the feasibility of providing additional pedestrian linkages and enhancing the existing ones at the next stage of the Study. A preliminary traffic impact assessment will also be conducted to ensure the roads and junctions in the SUA would be operated with satisfactory capacity after the development of the underground space. The impacts on the parking, loading and unloading activities as well as the operation of the public transport facilities will also be assessed to ensure that the services would be adequately maintained in meeting their respective demands.

Preliminary Planning Concepts

- 3.4.6. There were considerable but divided views on the preliminary planning concepts for the development of underground space in this SUA. Some showed support, as underground space would provide additional space for the community; improve at-grade pedestrian flow by diverting pedestrian traffic; provide a better all-weather walking environment and enhance pedestrian connectivity; and bring about a better and more convenient living environment for

residents of this SUA. Overall, many suggested the principles of the preliminary planning concepts should be able to address the needs of the local residents and community, and take into consideration the synergy between the underground space development at this SUA and the proposed North Island Line (NIL).

- 3.4.7. On the contrary, some raised concerns about the development of underground space in this SUA, particularly with regard to the location of underground space development directly at or at the periphery of Victoria Park, and other locations in the SUA should be explored instead. Further, there was also a common concern that the development of underground space in Happy Valley might affect the living environment and bring in more visitors, thus making the urban areas even more crowded. With regard to the proposed art-related elements use at this SUA, some considered that the art element is unlikely to be successful.

Response

- 3.4.8. We agree that underground space development could provide an additional source of usable space in the already built-up area to address local concerns/needs. The Study adopts an integrated planning approach for pedestrian planning with regard to land use, urban design, transport, tourism, heritage conservation, environmental and other issues. We aim to develop preliminary conceptual schemes for providing more space for community and other uses. At the next stage of the Study, we will identify the local needs and carry out a stock-taking exercise of the existing G/IC facilities for demographic analysis, and to formulate balanced uses for the underground space development. Further, we will also take into account the proposed NIL in accordance with the Railway Development Strategy 2014, with a view to synergising with for the proposed underground development.
- 3.4.9. Underground space, when planned in a well thought out manner to connect with existing underground activity nodes such as MTR Stations, can create an additional level of space to divert the pedestrian flow through the established underground transport network and help resolve the street level congestion. We will carefully plan the underground space development with due consideration of the comments received.

Proposed Uses

- 3.4.10. There have been a lot of discussions on the proposed uses in the underground space development. Some suggested that the new space should be more affordable, practical, and diversified for local residents to enjoy.
- 3.4.11. Proposed uses included retail space, multi-purpose community facilities, libraries, study rooms, youth facilities, education centres, children's playgrounds, open space and greening, freshwater reservoirs, air raid or emergency refuge, and housing. Some also proposed to relocate the refuse collection point (RCP) on Gloucester Road/Victoria Park Road to the underground space.
- 3.4.12. It was also noted that small shops for creative industries or co-working offices and shops for traditional goods were suggested to be included in the underground space. For other commercial-related uses, such as food & beverage uses, some were open to both conventional restaurants and affordable or specialty food and beverage outlets.
- 3.4.13. There were a lot of discussions on the provision of public transport facilities in this SUA. Some suggested that Public Transport Interchanges, goods loading/unloading areas, passenger

pickup/drop-off areas and car parks for vehicles and bicycles should be included in the underground space. There was also considerable support for the provision of additional pedestrian connectivity, particularly the north-south link across Hennessey Road, connection to the future development at Caroline Hill, between the waterfront area along Wan Chai North to North Point and its hinterland, between major shopping malls or private developments, e.g. Hysan Place and Times Square, between Causeway Bay and Admiralty, between Causeway Bay and Happy Valley, between the proposed development and Causeway Bay and Tin Hau MTR Stations and Central Library/Tai Hang. Some called for more emphasis on barrier-free access with pleasant walking environment in these proposed connections.

Response

- 3.4.14. We attach much importance to the provision of balanced uses in the proposed underground space for different sectors of the community. We will keep an open mind about the possible uses of the underground space development. At the next stage of the Study, we will examine the appropriate mix of retail and community uses with due respect to the comments received, existing uses at street level and the community needs identified.
- 3.4.15. We agree that the proposed underground space should improve the urban environment, enhance the traffic and transport facilities as well as facilitate urban connectivity. We will conduct preliminary traffic impact assessment at the next stage of the Study to examine the proposed pedestrian linkages. The impacts on the parking, loading and unloading activities as well as the operation of the public transport facilities will also be assessed to ensure that the services would be adequately maintained in meeting their respective demands.

Scale of Development

- 3.4.16. With regard to the development scale of underground space, some suggested that a more spacious and comfortable scale should be created as it would better ease any probable psychological effect on users in the underground environment. Some even proposed that the underground space should cover the entire Victoria Park, and the existing football field. Some called for reference to be made to other overseas examples.

Response

- 3.4.17. We agree that a more spacious and comfortable scale is essential for underground space development. However, we consider using the entire Victoria Park for underground space development will inevitably affect the whole community. It is important to minimise any impacts on existing trees, development and activities on ground. We will prepare conceptual schemes for the underground space development for this SUA with due care to the existing environment and comments received.

Other Comments and Concerns

- 3.4.18. Feedback was received from a number of the interest groups that Victoria Park formed part of many Hong Kong residents' collective memories, and due consideration should be given if development underneath the park was proposed. There were considerable views on the temporary closure and the disturbance to the daily operation of Victoria Park during the construction stage, as the Park was an important event and gathering venue, as well as the potential disturbance to the park space caused by the construction works of the underground space development. As the development of Central – Wan Chai Bypass had already caused

some nuisance to the local community, the public were concerned about the potential noise and air pollution during construction.

Response

- 3.4.19. We agree that proper planning is essential for the development of underground space in this SUA. To minimise any impacts on existing trees, developments and activities on ground, due care will be taken in planning the areas occupied by built heritage, Old and Valuable Trees, densely vegetated areas and areas of heavy usage in the next stage of the Study. Phased development and innovative construction methods will also be considered to minimise the potential disruption to the community where suitable.
- 3.4.20. Preliminary Environmental Review will be conducted in this study to assess the environmental impact of the proposed developments on the community and to propose mitigation measures in order to satisfy relevant environmental planning criteria and requirement, during construction and operation phases. In addition, the possible traffic impacts during the construction phase and operation phase will be carefully assessed, with adequate mitigation measures and temporary traffic arrangements proposed if necessary to minimise impacts to the community. The existing waste discharge system would be also reviewed to ensure that the capacity is adequate to cater the additional demands.

3.5. SUA (4) – Admiralty/ Wan Chai

Key Issues and Community Needs

- 3.5.1. Many stated that elderly services or activities centres, children's playgrounds, activity and meeting places, space for art and culture such as libraries, performance venues, or exhibition space, leisure and recreation space, open space and sports facilities were lacking in this SUA.
- 3.5.2. Feedback was received from a number of interest groups that illegal roadside parking was serious along Johnston Road, Ship Street and Star Street. Pedestrian congestion on the footbridge above O'Brien Road was also pointed out in the public comments received. Some commented that existing pedestrian walkways and/or connections were in poor condition, especially between the waterfront and its hinterland due to pedestrian-vehicle conflicts and lack of barrier-free access, while some had different opinions and stated that the existing at-grade and underground pedestrian walkways were adequate at, especially as the development of The Avenue would provide an all-weather underground connection from Lee Tung Street towards Hopewell Centre. In terms of vehicular traffic, it was mentioned that there was a need for additional goods and passenger pickup/drop-off points, vehicle and coach parking.
- 3.5.3. For commercial activities, it was commented that there was a lack of special retail outlets or themed shopping malls or supermarkets at this SUA, and underground space development would provide an opportunity for such kinds of development.

Response

- 3.5.4. We note the concerns on the proposed uses for the underground space development. We aim to develop preliminary conceptual schemes with a view to providing more space for community and other uses. At the next stage of the Study, we will carry out a stock-taking exercise of the existing G/IC facilities for demographic analysis, and formulate balanced uses for the

underground space development based on the comments received, existing uses at street level and the community needs identified.

- 3.5.5. Enhancement of pedestrian connectivity together with provision of comfortable walking environment are the main focus of the Study objectives. We will explore the feasibility of providing additional pedestrian linkages and enhancing the existing ones at the next stage of the Study. A preliminary traffic impact assessment will also be conducted to ensure the roads and junctions in the SUA would be operated with satisfactory capacity after the development of the underground space. The impacts on the parking, loading and unloading activities as well as the operation of the public transport facilities will also be assessed to ensure that the services would be adequately maintained in meeting their respective demands.

Preliminary Planning Concepts

- 3.5.6. There were considerable but divided views on the preliminary planning concepts for the development of underground space in this SUA. Some showed support, as underground space development would be able to better divert at-grade pedestrian flow and bring about a better living environment to the community by relocating unwanted facilities through the planning review. It was also commented that this SUA was small and suitable for priority development. Overall, some suggested the principles of the preliminary planning concepts should be able to incorporate elements that reflect the identity of the Wan Chai area (e.g. development with different times of reclamation) and take into consideration the potential redevelopment plans of the Wan Chai Government Offices Compound. Some supported the development of underground space underneath Southorn Playground, in which the new underground space should be developed as a low-rise sports complex with multiple levels of underground space. The design should be similar to the Thomas Heatherwick's proposed design a few years ago.
- 3.5.7. On the contrary, there was also a common concern about the development of underground space, in that might bring in more visitors, thus making the urban areas even more crowded. The Government should first better utilise existing at-grade land to provide for other development needs instead.

Response

- 3.5.8. We agree that underground space development could provide an additional source of usable space in the already built-up area to address local concerns/needs. The Study adopts an integrated planning approach for pedestrian planning with regard to land use, urban design, transport, tourism, heritage conservation, environmental and other issues. We aim to develop preliminary conceptual schemes for providing more space for community and other uses. At the next stage of the Study, we will identify the local needs and carry out a stock-taking exercise of the existing GIC facilities for demographic analysis, and to formulate balanced uses for the underground space development.
- 3.5.9. We will also make reference to the previous discussion on the revitalisation of Southorn Playground at the next stage of the Study. We will also keep in view the redevelopment of the Wan Chai Government Offices Compound and incorporate this into the Underground Master Plan when appropriate.
- 3.5.10. The at-grade pedestrian environment in this SUA is generally very congested and uncomfortable. Underground space provides an opportunity for forming direct all-weather and

seamless pedestrian connections among different major destination nodes, which could serve as an alternative for the at-grade network. Underground space, when planned in a well thought out manner to connect with existing underground activity nodes such as MTR Stations, can create an additional level of space to divert the pedestrian flow through the established underground transport network and help resolve the street level congestion. We will carefully plan the underground space development with due consideration of the comments received.

Proposed Uses

- 3.5.11. There have been a lot of discussions on the proposed uses of the underground space development. Some suggested that the new space should be more affordable, practical, and diversified for residents of Wan Chai to enjoy. It was also suggested that a holistic district planning review should be conducted so as to help identify the inadequate uses and to avoid duplicated use between at-grade and underground facilities/uses.
- 3.5.12. Proposed uses included multi-purpose community facilities, elderly activities centres, children's playgrounds, libraries or study rooms, air raid or emergency refuge, housing, and storage facilities. Some proposed to relocate the refuse collection point on Luard Road to underground space and to provide a waste management and recycling centre to facilitate a green community in Wan Chai. However, some objected to the relocation of the RCP to underground, as additional surface space was required for air ventilation shafts and vehicular ramps.
- 3.5.13. There were a lot of discussions on the provision of car parks, bicycles parks and cycling trails in this SUA. There was also considerable support for the provision of additional pedestrian connectivity, in particular the linkage between the waterfront/Hong Kong Convention and Exhibition Centre (HKCEC) and its hinterland, towards major shopping malls and private developments, e.g. Hopewell Centre and The Avenue, between this SUA and Causeway Bay and/or Admiralty. Some called for more emphasis on barrier-free access with pleasant walking environment in these proposed connections.

Response

- 3.5.14. We attach much importance to the provision of balanced uses in the proposed underground space for different sectors of the community. We will keep an open mind about the possible uses of the underground space development. At the next stage of the Study, we will examine the appropriate mix of retail and community uses with due respect to the comments received, existing uses at street level and the community needs identified.
- 3.5.15. We agree that the proposed underground space should improve the urban environment, enhance the traffic and transport facilities, as well as facilitate urban connectivity. We will conduct preliminary traffic impact assessment at the next stage of the Study to examine the proposed pedestrian linkages. The impacts on the parking, loading and unloading activities as well as the operation of the public transport facilities will also be assessed to ensure that the services would be adequately maintained in meeting their respective demands.
- 3.5.16. Innovative measures and technologies will be further explored to provide a user friendly and robust system to resolve the current environmental problems caused by the existing Luard Road RCP.

Scale of Development

- 3.5.17. Some proposed that the potential underground space should cover the entire Southorn Playground in order to achieve a viable development.

Response

- 3.5.18. The development scale is subject to the technical assessment in terms of engineering feasibility, site constraints, financial arrangement, etc. Relevant assessments are being carried out to formulate the proposals.
- 3.5.19. The proposed underground space will balance the potential impacts to the surroundings and the quality of space created, to safeguard the experience of both underground and aboveground space.

Other Comments and Concerns

- 3.5.20. Feedback was received from a number of the interested groups that temporary closure of Southorn Playground during construction should be taken into account in formulating any development plan. It was opined that Southorn Playground at this SUA forms part of many Hong Kong residents' collective memories, the community was experiencing ageing population and the usage rate of the playground was rather high. Therefore, due consideration should be taken prior to any works taking place at the open space. It was also noted that some have expressed concerns about the possibility of redeveloping Southorn Playground and Wan Chai Sports Ground at the same time. Other concerns included the potential traffic impacts and the noise and air pollution nuisances during construction.

Response

- 3.5.21. Every effort will be made to ensure that the underground space development proposals will be acceptable to the community at large and their implementation will not cause significant disruption to the community. In this regard, we will conduct further consultation with the stakeholders before details are confirmed.
- 3.5.22. To minimise the disturbance to the Southorn Playground users and public, phased construction and innovative construction methods may be adopted in formulating the conceptual schemes to minimise the works scale and also the closure duration of park facilities. Preliminary Environmental Review will be conducted in this study to assess the environmental impact of the proposed developments on the community and to propose mitigation measures in order to satisfy relevant environmental planning criteria and requirements, during construction and operation phases. The development scale and duration will be studied as part of technical assessment.

3.6. Other Key Issues

Implementation

- 3.6.1. With regard to the financial arrangements for underground space development, the public were concerned about the financial model of the developments. Some suggested that implementation of the underground space developments should adopt the Build-Operate-Transfer (BOT) model, while some supported that the development should be funded by the Government. Other finance-related concerns raised included the construction and maintenance

cost, financial return or compensation arrangements, potential collusion between businesses/private developers and the Government, and the issue of ‘developer hegemony’.

- 3.6.2. A fundamental concern raised about the technical aspects was the feasibility and long-term planning of underground space. On this point, it was suggested that better coordination between different Government departments should take place to settle issues of institutional matters including land use planning (e.g. zoning) and development parameters (e.g. plot ratio and GFA) of underground space. Some also raised concern about the structural stability of the proposed underground space itself, as well as any potential impacts by other underground works to the existing old buildings and heritage structures (e.g. Bowring Street, Kwun Chung Street, Ship Street and Swatow Street). There were also concerns about the locations and number of entrance/exit points and ventilation shafts and their impacts on the community. Some even raised concern about potential impacts of underground space on existing underground uses, such as utilities and MTR. Other construction-related concerns included the construction period/phasing and construction methods (i.e. cut and fill, open cut, or tunnelling).
- 3.6.3. With regard to the management and operation issues, there were mixed views in terms of the management agents of the future underground space, including suggestions of NGOs, private developers, and the Government. Other management and operation issues that were raised included prohibition and regulations (i.e. no smoking, littering or soliciting, crowd control measures, etc.), the aesthetics and design of underground space, hygiene and cleanliness, air quality and ventilation, safety and security (i.e. health, fire, emergency, lighting, etc.), and the potential issue of foreign domestic helpers, hawking, and street-sleepers occupying public open space. Some also suggested allowing for entry of pets.

Response

- 3.6.4. Taking into consideration the nature of the use of underground spaces, financial viability and land ownership pattern, the implementation arrangement, be it public, private or public private partnership, will be carefully examined at the next stage of the Study.
- 3.6.5. We note the concerns about the long term planning of the underground space development and hence we will formulate an Underground Master Plan to facilitate various Government departments to plan well any underground connections in their future developments. We will also conduct technical assessments including drainage impact assessment, sewage impact assessment, water supply and utilities impact assessment, and geotechnical assessment in consultation with the relevant Government departments to make sure there are adequate measures to address any interface issues identified in the Study. Preliminary Environmental Review will be conducted in this study to assess the environmental impact of the proposed developments on the community and to propose mitigation measures in order to satisfy relevant environmental planning criteria and requirements during construction and operation phases. Appropriate maintenance and management measures will be examined and recommended, subject to the implementation mechanisms to be proposed at the next stage of the Study.

Public Engagement

- 3.6.6. On **public engagement**, there were requests for engaging affected communities and interested stakeholders, e.g. MTR Corporation, users of the affected parks, residents of old buildings, and various professionals at an early stage. Some were dissatisfied with the timing of the engagement period, which straddled three major public holidays, such that members of the

public might not have enough time to provide comments due to these holidays. Supporting information, such as pedestrian flow, traffic flow, retail occupancy rate, G/IC provision, etc. of affected areas, should be made available prior to the public engagement period so as to allow for the public's better understanding of the actual needs for underground space.

Response

- 3.6.7. As mentioned in sections 2.2 and 2.6, we have organised various meetings with key stakeholders and various professional bodies to understand the local needs and identify key issues of the Study. We consider public participation and stakeholder contribution in planning, design and implementation of underground space are important in formulating projects and the master plan for underground space development.
- 3.6.8. We note the public comments received on the timing of Stage 1 Public Engagement and will arrange a better time slot in Stage 2 Public Engagement as far as possible.
- 3.6.9. Further, we will seek public comments on conceptual schemes and the preliminary Underground Master Plan in the Stage 2 Public Engagement. Every effort will be made to ensure sufficient information be released for public comment.

- 4.1.1. The Stage 1 Public Engagement (PE) was successfully held between 7 November 2016 and 6 February 2017. The Stage 1 PE activities engaged members of the public and encouraged them to express their concerns and/or suggestions for underground space development at the selected SUAs. The valuable public and stakeholder comments and suggestions gathered from the Stage 1 PE are crucial to the Study, as they will shape the subsequent stages of the Study in identifying suitable underground space development.
- 4.1.2. The next step of the Study is to undertake technical assessments and prepare priority conceptual underground schemes. Preliminary Underground Master Plan(s) (PUMPs) will then be formulated and presented at the Stage 2 PE, which is tentatively scheduled to take place in 2018, to further collect public views for the refinement of conceptual schemes and underground master plans.

Appendix I

Summary of Notes from Pre-Engagement Meetings/Events

Admiralty/ Wan Chai Community Meeting – Summary Notes

Date: 17 September 2015 (Thursday)

Time: 4:00 to 6:00pm

Venue: Leighton Hill Community Hall, 133 Wong Nai Chung Road, Happy Valley

Organization	Name	Post/ Representing Organizations
Participants:		
Admiralty/ Wan Chai Community Representatives	1. Dr TANG King-yung , Anna, BBS, MH	Oi Kwan Constituency Chairman, Funding & Finance Committee Wan Chai District Council
	2. Mr CHENG Ki-kin	Hennessy Constituency Vice Chairman, Food & Environmental Hygiene Committee Wan Chai District Council
	3. Ms LEE Kwun-ye, Kenny	Tai Fat Hau Constituency Chairman, Development, Planning & Transport Committee Wan Chai District Council
	4. Mr LI Yu Ching	Officer, Executive Director's Office Hong Kong Arts Centre
Study Team:		
Civil Engineering and Development Department	1. Mr PUN Wai Keung, JP	Deputy Head of GEO (Planning & Standards)
	2. Mr HO Ying Kit, Tony	Chief GEO Engineer/Planning
	3. Dr K.C. NG, Sam	Cavern Specialist
	4. Mr WONG Chun Fai, Jeffrey	Senior GEO Engineer/Underground Space Development
	5. Mr HO Chiu Shek, Patrick	GEO Engineer/Underground Space Development
Planning Department	6. Mr CHOW Man Hong, Mann	Senior Town Planner/Studies and Research
	7. Ms LAU Kit Ying, Phyllis	Town Planner/Studies and Research
AECOM Asia Company Ltd	8. Mr NG Ho Yin, Fred	Senior Project Manager
	9. Mr SUM Pang Tuen, Barry	Project Manager
	10. Dr CHEUK Chi Yin, Johnny	Project Management Team Coordinator
	11. Dr MAK Hoi Cheung, Eunice	Director, Urban Planning
	12. Ms CHU Wai Chi, Alice	Project Coordinator
Policy for Sustainability Lab,	13. Dr Winnie LAW	Associate Director
	14. Ms Joyce CHOW	Project Manager

Organization	Name	Post/ Representing Organizations
Faculty of Social Sciences, The University of Hong Kong	15. Ms Carol LEE	Senior Project Officer
PlanArch Consultants Ltd.	16. Ms Betty S.F. HO	Director
	17. Ms Hoi Yee Cheung	Town Planner

Part 1: Current Conditions

Open Space

- Lack of pet parks and open space (less than the required 60%).
- Without proper rain/ weather shelters, residents are currently exposed to the elements when using the open space(s).

Street Environment

- The bars and pubs area is a special characteristics of the District, but it is also one of the causes of noise nuisance to the nearby residents.
- The Luard Road Refuse Collection Point causes environmental nuisance.

Traffic and Connectivity

- Traffic congestion problem (along Gloucester Road, roads nearby the Hong Kong Convention and Exhibition Centre (HKCEC), and Hennessey Road).
- Lack of provision of parking spaces and illegal roadside parking is common (along Johnston Road, Ship Street, and Star Street).
- The patronage of shops at the New Wan Chai Ferry Pier is rather low, this is due to the lack of adequate pedestrian linkage to the pier.

Art Space

- At the present, the Hong Kong Arts Centre (HKAC) offers Places of Public Entertainment (PPE) license applications for artists interested in street performances (at No. 2 Harbour Road and Mallory Street); however, due to reasons such as lack of street performance space(s), narrow sidewalks, congested footbridges, etc., the needs of these artists cannot be fulfilled.
- The restrictions and complicated administration procedures (i.e. application forms) for street performances often discourage emerging artists with limited funds from properly applying for such performing licenses.

Others

- In recent years, citizens of Hong Kong have developed a strong sense of their civil rights and interests; many development-related projects require widespread public consultations.
- Circulation of proposed underground space master plans and/or potential impacts should be made to the District Councils' secretariat for consulting the nearby affected residents as early as possible.

- There are many stakeholders within the Wan Chai District who should be reached out to for understanding the community's needs, such as: The Boys' & Girls' Clubs Association of Hong Kong, St. James' Settlement, and the Methodist Church Hong Kong.
- Should any existing land/ facility be required to be closed temporarily due to the construction of new underground facilities, residents consultation should take place to inform the residents of the potential impacts and opportunities.
- Should the Immigration Tower and Revenue Tower be redeveloped in the future, exploration on their underground space uses should be made.

Part 2: Opportunities and Related Concerns for Underground Space Development

Creating Urban Space

- **Leisure and Sports**
 - Reference can be made to the Queen Elizabeth Stadium where there are existing underground sports facilities. Underground sports facilities may include: courts for ball sports or other leisure and sports facilities, dance studios, badminton courts, basketball courts, Tai Chi areas, and studios for Line Dance, etc.
 - Leisure and sports facilities needed at Wan Chai District include: Mini-Soccer Pitch, open space(s), badminton courts, greening, Chinese chess tables, etc.
- **Art Space**
 - Art performance merely requires a flat surface. It does not favour restrictions and does not necessarily have to be outdoors, therefore underground space(s) serves as an adequate performing space. It is hoped that with the proper support of policies, reference can be made to the London Underground's practice of providing free and flexible performing space, so as to allow for an organic development of art/ performing art within the community.
 - As Wan Chai is a District rich in history and culture, it is hoped that Wan Chai can be developed into a local arts hub (whereas the West Kowloon Cultural District (WKCD) is more towards the international scale); such as the echoing of the annual Hong Kong Comics Festival with the Comix Home Base at Mallory Street.
- **Environmental Enhancement**
 - Agree to relocate Refuse Collection Point(s) to underground space(s).

Enhancing Urban Connectivity

- Relocate the bars and pubs to the waterfront (near Fenwick Pier adjacent to the HKCEC or to the New Wan Chai Ferry Pier) with underground connections.
- Should consult nearby residents after the completion of The Avenue and Hopewell Centre II on issues such as connectivity, retail facilities, and other needs of the community.
- Concerns on the homeless taking refuge in the underground space(s) were raised; proper management needed to prevent such occurrences.

Others

- Should minimize nuisance such as noise and traffic during construction, should consider using the trenchless construction method.

- Technical feasibility, such as fire and safety measures, should be conducted before further investigations.
- Should not use underground space(s) for large-scale malls and/or retail outlets.
- District-based consultation should be conducted before the finalization of any underground space(s) development plan(s).
- Many residents of the District possess different professional knowledge, it is hoped that they would be consulted at the future public consultation/ engagement events.
- The vision of the Study and subsequent implementation should be focused on the future gains for the communities rather than on the temporary impacts and nuisance brought about by the construction of underground space(s), i.e. “sacrifice today for a better tomorrow”.

-End-

Causeway Bay and Happy Valley Community Meeting – Summary Notes

Date: 23 September 2015 (Wednesday)

Time: 11:00am to 1:00pm

Venue: Leighton Hill Community Hall, 133 Wong Nai Chung Road, Happy Valley

Organization	Name	Post/ Representing Organizations
Participants:		
Causeway Bay and Happy Valley Community Representatives	1. Dr CHOW Kit-bing, Jennifer, BBS, MH	Victoria Park Constituency Eastern District Council
	2. Mr NG Kam-chun, Stephen, BBS, MH, JP	Happy Valley Constituency Vice Chairman Wan Chai District Council
	3. Ms NG Yuen Ting, Yolanda, MH	Causeway Bay Constituency Chairman, Cultural & Leisure Services Committee Wan Chai District Council
	4. Ms AU Ka Yan	Assistant to District Council Member Office of Yolanda NG, Wan Chai District Councillor
	5. Ms Joyce YUEN	Building Surveyor, Po Leung Kuk
	6. Mr Terry LEUNG	Po Leung Kuk
	7. Ms LI Sui-wah	School Principal, Queen's College
	8. Mr Theo LAU	General Manager Chinese Recreation Club
	9. Mr Tony YIP	Assistant Property Officer Chinese Recreation Club
	10. Mr LEE Man-lung, Joey*	Officer Causeway Bay Kaifong Welfare Advancement Association
	11. Mr Ricky CHAN	Director of Finance Hong Kong Football Club
Study Team:		
Civil Engineering and Development Department	1. Mr PUN Wai Keung, JP	Deputy Head of GEO (Planning & Standards)
	2. Mr HO Ying Kit, Tony	Chief GEO Engineer/Planning
	3. Dr K.C. NG, Sam	Cavern Specialist
	4. Mr WONG Chun Fai, Jeffrey	Senior GEO Engineer/Underground Space Development
	5. Mr HO Chiu Shek, Patrick	GEO Engineer/Underground Space Development
Planning Department	6. Mr CHOW Man Hong, Mann	Senior Town Planner/Studies and Research

Organization	Name	Post/ Representing Organizations
	7. Mr AU Chin Pang	Town Planner/Studies and Research
	8. Ms LAU Kit Ying, Phyllis	Town Planner/Studies and Research
AECOM Asia Company Ltd	9. Mr NG Ho Yin, Fred	Senior Project Manager
	10. Mr SUM Pang Tuen, Barry	Project Manager
	11. Dr CHEUK Chi Yin, Johnny	Project Management Team Coordinator
	12. Dr MAK Hoi Cheung, Eunice	Director, Urban Planning
Policy for Sustainability Lab, Faculty of Social Sciences, The University of Hong Kong	13. Dr Winnie LAW	Associate Director
	14. Ms Joyce CHOW	Project Manager
	15. Ms Carol LEE	Senior Project Officer
PlanArch Consultants Ltd.	16. Ms Betty S.F. HO	Director
	17. Ms Hoi Yee Cheung	Town Planner

*Mr LEE Man-lung, Joey is also a member of the Eastern District Council (Constituency Tin Hau).

Part 1: Current Conditions

Victoria Park

- Unwanted facilities (Refuse Collection Points at the park, storage of crowd control barriers, and rubbish bins, etc.) within the park are incompatible to the park's uses and are nuisances for the local residents.
- The current parking lot does not have parking for Waste Collection Vehicles, nearby roads with lay-bys are required during scheduled rubbish collection times of the day.
- The newly constructed Victoria Park Swimming Pool is up to international standards, but it lacks the provision of a Children's Pool.
- Concerned about the problem of the homeless taking refuge at the park.

Open Space

- Lacking in children's football courts, badminton courts, rollerblading arcades, and other ball sports facilities, etc.
- Lacking in space for bazaars or other hand-crafted goods market, prior trials on such activities were deemed as noise nuisance for nearby residents.

Street Environment

- Should thoroughly consider the effects upon the completion of underground space(s) development – whether or not more people will be drawn into Happy Valley, thus worsening the existing traffic issues (particularly during major events), could consider the provisioning of bicycle trail for alternative transport.

Traffic

- At the present, constant traffic congestion is a major issue near Victoria Park, Causeway Road, Happy Valley, and Wong Nai Chung Road, especially during special public events; improvements to traffic issues are needed.
- Vehicular traffic congestion within the District occurs quite regularly, which affects the air quality.
- There is a lack of coach/bus parking, which leads to overnight roadside parking of big buses; the noises from the engine starting of the buses in the morning pose a nuisance to nearby residents.
- The Happy Valley area was not incorporated into the alignment of the MTR South Island Line, neglecting the needs of the 39,000-population in the area.

Part 2: Opportunities and Related Concerns for Underground Space Development

Creating Urban Space

- Residents nearby Po Leung Kuk hope to see more Centre(s) for the Elderly, so as to provide activity space for retirees to gather.
- Residents also hope to see the provision of small training space/ centre(s) for domestic helpers.
- The Gloucester Road Refuse Collection Point should be relocated underground to allow for an improvement in the aboveground environment.
- Underground space(s) should not be developed into large-scale commercial space or shopping malls, however, small-scale refreshment shops/ kiosks are acceptable.
- Air raid tunnels in Wan Chai can be revitalized into different uses, such as food and beverage outlets, cafes, etc.
- An analysis on whether the existing provision of Government, Institute/ Community (GI/C) land use within the district is adequate; more space should be reserved for GI/C land use for Non-Government Organizations (NGOs).

Leisure and Sports

- Many schools within the District currently use the sports facilities at Victoria Park, it is hoped that more sports facilities could be provisioned in the future underground space(s).
- Improvements to the hard surface sports ground should be considered, more greening, elderly and children's features should be provisioned in the future leisure and sports facilities.

Art Space

- Support to reserve underground space(s) for art uses.
- Street performance involves the Government's Policy on Street Arts Performance, at the present, it is a criminal offense based on the Hawker Regulation, if any form of money (i.e. in the form of small tips to the artists) is involved at any street performance; charitable funds can be established to assist such artists for funding their street performances.
- Consider to reserve underground space(s) for the displaying of student art work.

Enhancing Urban Connectivity

- Nuisance from noise and traffic, and the possible shortage of community facilities during construction should be minimized.

- Wong Nai Chung Road is currently the only vehicular route in and out of Happy Valley, however there are no MTR exits nearby the Happy Valley area; the Study should explore the possibility of constructing an environmental-friendly (rail) linkage or Automatic Train Operation, to link up Happy Valley and Times Square.
- Vehicular Traffic
 - Consider to develop underground vehicle parking at Victoria Park or near the Victoria Harbour.
 - Provisioning of underground large vehicle parking/ vehicle parking to ease the problem of illegal roadside parking at ground level.
 - Develop underground vehicular detours to moderate aboveground vehicular traffic and to improve air quality at ground level.
 - To ease the problem of aboveground vehicular traffic congestion, consider to relocate the designated bus lane along King's Road to underground level.
- Pedestrian Environment
 - In order to provide an improved pedestrian environment, should reassess the feasibilities on past Studies and proposals on improving pedestrian linkages (i.e. underground passage linking Causeway Bay and Happy Valley).
 - Consider to install travellators at lengthy sections of underground pedestrian linkages.
 - Future underground pedestrian linkages should link up with existing linkages (i.e. to different MTR stations).
 - Consider to relocate existing bus/ public light bus terminus (to underground space(s), but crucial routes, i.e., buses to community service centres/ hospitals can be retained) in order to free up valuable ground level space in order to improve the ground level pedestrian environment.
 - A proposal to improve the pedestrian environment at Causeway Bay was mentioned in the 2008-09 Policy Address, however it was not realized (Para. 107: “we will consider constructing additional pedestrian subways in Causeway Bay linking the MTR station with Victoria Park as well as the busy streets in the heart of Causeway Bay and its junction with Happy Valley”).

Others

- It is hoped that despite the possible changes in office for government officials, plans promised to the public could be kept.
- When developing underground space(s), overseas references should be made, particularly on underground linkages, and reserve the aboveground land for uses such as community leisure facilities.
- Existing utilities that are kept underground (i.e. power cables, water mains, etc.) takes up a considerable amount of space already, which may cause possible obstruction during construction of the future underground space(s).
- Construction for the MTR Shatin to Central Link (SCL) and the Wanchai Development Phase II (WDII) are currently taking place nearby the Causeway Bay waterfront; this has already caused nuisance and environmental issues around that area. It is hoped that such nuisance and impacts can be minimized during the future development of underground space(s), and that construction time can be shorter.

- Ventilation shafts are necessary for any underground developments – the location of these shafts should be carefully selected, so as to avoid negative impacts for existing residents and businesses.
- Consider to relocate existing water mains and power cables to lower levels of the future underground space(s) with easy access for future maintenance, so as to avoid road obstructions (current practice) from maintenance in the future.
- Concerns that the further development of the community would bring in extra pedestrian flow into the District, which might worsen the current traffic congestion problems.

-End-

Tsim Sha Tsui West Community Meeting – Summary Notes

Date: 23 September 2015 (Wednesday)

Time: 3:30 to 5:30pm

Venue: The Hong Kong Heritage Discovery Centre (inside the Kowloon Park)

Organization	Name	Post/ Representing Organizations
Participants:		
Tsim Sha Tsui West Community Representatives	1. Mr HUNG Chiu Wah, Derek	Tsim Sha Tsui West Constituency Vice Chairman, Community Building Committee Yau Tsim Mong District Council
	2. Mr LEUNG Hang Fai	Assistant to District Council Member Office of Derek HUNG, Yau Tsim Mong District Councillor
	3. Mr Derek SUN	Head (Planning and Development) West Kowloon Cultural District Authority
	4. Dr CHAN Man-wai	Executive Director, Project Delivery West Kowloon Cultural District Authority
	5. Ms TSO Siu Yin	School Principal, Canton Road Government Primary School
	6. Ms HSU Siu Ha, Rita	Liaison Officer, Home Affairs Department, Yau Tsim Mong District Office
	7. Mr Ali SHAH	Manager Kowloon Mosque and Islamic Centre
	8. Ms Juliana WONG	Executive Director, St Andrew's Church
	9. Mr YU Tak Wing, Peter	Director of Facilities YMCA of Hong Kong
Study Team:		
Civil Engineering and Development Department	1. Mr PUN Wai Keung, JP	Deputy Head of GEO (Planning & Standards)
	2. Mr HO Ying Kit, Tony	Chief GEO Engineer/Planning
	3. Dr K.C. NG, Sam	Cavern Specialist
	4. Mr WONG Chun Fai, Jeffrey	Senior GEO Engineer/Underground Space Development
	5. Mr HO Chiu Shek, Patrick	GEO Engineer/Underground Space Development
Planning Department	6. Mr CHOW Man Hong, Mann	Senior Town Planner/Studies and Research
	7. Ms LAU Kit Ying, Phyllis	Town Planner/Studies and Research

Organization	Name	Post/ Representing Organizations
AECOM Asia Company Ltd	8. Mr NG Ho Yin, Fred	Senior Project Manager
	9. Mr SUM Pang Tuen, Barry	Project Manager
	10. Dr CHEUK Chi Yin, Johnny	Project Management Team Coordinator
	11. Dr MAK Hoi Cheung, Eunice	Director, Urban Planning
	12. Ms CHU Wai Chi, Alice	Project Coordinator
Policy for Sustainability Lab, Faculty of Social Sciences, The University of Hong Kong	13. Dr Winnie LAW	Associate Director
	14. Ms Joyce CHOW	Project Manager
	15. Ms Carol LEE	Senior Project Officer
PlanArch Consultants Ltd.	16. Ms Betty S.F. HO	Director
	17. Ms Hoi Yee Cheung	Town Planner

Part 1: Current Conditions

Leisure and Cultural Facilities

- There is a lack of space for art and sports for the students of Canton Road Government Primary (CRGPS) School. At the present, the school hires badminton courts at Kowloon Park for badminton classes. However, as these facilities are also open for public use, there are issues of public safety and risks that the students might endure while using these facilities. When the school cannot secure the hiring of these facilities, students would have to use the nearby public open space for practice.
- There is a lack of venues suitable for hosting school performances/ graduation ceremonies within the District. Graduation ceremony of the CRGPS had to be held at the Tsuen Wan Town Hall, incurring high transport costs for hiring of coach buses.
- As new residential developments along Austin Road are near completion and new residents have moved into the area, there is a deficit in the provision of community facilities within the area.

Street Environment

- At the present, most pedestrians and traffic are concentrated near the Middle Road area, causing a longer waiting time for both pedestrian and vehicles.
- There are more than 10,000 visitors to the Kowloon Mosque and Islamic Centre (the Mosque) on special worship occasion. The pedestrian walkway right outside of the Mosque's main entrance is often crowded due to limited space and clutter caused by bus stops and advertisement stands.
- Pedestrian passages within the Tsim Sha Tsui area are often congested.
- Tsim Sha Tsui has been developed into a tourist attraction. Since there is a lack of community facilities, it does not attract local residents into the District, particularly youths.

Traffic and Connectivity

- The vehicular traffic outside of CRGPS is very busy, and is lacking a passenger pick-up/ drop-off point. Should the school require the need for a pick-up/ drop-off time stop, special application to the Transport Department (TD) is required.
- One of the major causes of traffic congestion within the District is because of vehicles queuing along vehicular roads for parking spaces.
- The pedestrian route from CRGPS to Kowloon Park is very dangerous; students are required to walk past quite a number of pedestrian crossings and narrow paths, or walk through the arcades of private residential developments in order to get to Kowloon Park.

Part 2: Opportunities and Related Concerns for Underground Space Development

Creating Urban Space

- As people are accustomed to activities at ground level, it is suggested that public space(s) and pedestrian environment should be improved on ground level at the Tsim Sha Tsui West area. However, should some activities be required to relocate to underground space(s), a nice and comfortable environment is recommended to be provided.
- A well-defined development model/structure for underground space(s) should be established before prioritizing the proposed underground space(s) developments.
- Although commercial uses are inevitable, it is hoped that underground space(s) will not be developed into large scale shopping malls.

- **Art Space**

- Suggest to relocate the Hong Kong Cultural Centre, Hong Kong Museum of Art, and the Hong Kong Space Museum underground, and re-plan the harbourfront at that area.
- Reserve space for artists/vendors to sell handmade art pieces or to exhibit art work at underground pedestrian networks, and connect with relevant Museums underground.
- Street performances would increase the attractiveness of underground space(s); these underground (art) space(s) should be allowed to develop organically.

- **Leisure and Sports**

- For use for different indoor ball sport venues (i.e. badminton, table tennis, tennis courts, etc.) and small performing venues.
- Should relocate some existing uses at Kowloon Park, i.e. table tennis courts, squash courts, and other facilities into underground space(s), so as to release more aboveground space(s).

- **Community Facilities**

- Provisioning of children and community services facilities and space.
- Consider to reserve space for the possible expansion of the Mosque.
- Consider to reserve underground space(s) for community facilities/uses.

- Commercial Use
 - Provisioning of affordable hotels and youth hostels, so as to help mitigate the inadequacy of hotel rooms.

Enhancing Urban Connectivity

- Provisioning of underground pedestrian network between West Kowloon Cultural District (WKCD) and the Austin Road area in order to improve pedestrian accessibility and connectivity.
- Make use of underground space(s) as connections/bypass for traffic in and out of the Tsim Sha Tsui area, so as to alleviate the traffic congestion problem in the central Tsim Sha Tsui area.
- When developing underground space(s), attention should be paid to resolve the frequent traffic congestion at Canton Road/ Ocean Terminal.
- Concerns that the further development of the community would bring in extra pedestrian flow into the District, which might worsen the current traffic congestion problems.

• Traffic Enhancement

- Improve traffic issues through underground space(s) development, and to provide more car park for private vehicles and coach uses (i.e. near the Mosque), to resolve their shortages.
- Consider to share certain portions of (future) underground facilities and resources for pick-up/ drop-off points near CRGPS and Kowloon Park.
- Improve the underground pedestrian space.
- Hope to provide more clear directional signage for pedestrians.

Others

- The WKCD is currently studying and initiating pilot schemes for street performances for the promotion of art developments. The results of these studies can be shared with the current study team.
- There are many different potential uses for underground space(s); however, the Leisure and Cultural Services Department should be consulted in advance, so as to understand their concerns and the limitations of underground space(s), such as possible technical difficulties in operating underground facilities.
- St. Andrew's Church, Kowloon near Nathan Road has just completed an underground expansion for additional space.

• Statutory Procedures

- Should investigate different statutory procedures regarding underground space(s) development, such as planning procedures, land use zoning, and gross floor areas (GFA), etc.
- Due to the high construction cost for developing underground space(s), it is suggested to incorporate some incentives for developers, such as GFA exemption.

• Mitigation Measures for Underground Space Development

- During construction, large amounts of dust and various debris may be produced from excavation; special arrangements and the transporting of such materials away from the site must be planned ahead.

Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Feasibility Study
Stage 1 Public Engagement Report
Appendix I – Summary of Notes from Pre-Engagement Meetings/Events

- The construction works of developing underground space(s) will likely cause noise nuisance and structural safety concerns to the nearby community; relevant mitigation measures should be considered (i.e. installing air conditioning for schools nearby construction sites).
- Avoid installing air ventilation shafts near schools.

-End-

Appendix II

Summary Notes from Wan Chai District Council Meeting

(Translation)

Minutes of the 7th Meeting of the 5th Wan Chai District Council
Hong Kong Special Administrative Region

Date: 15 November 2016 (Tuesday)

Time: 2:30 p.m.

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

Present

Chairperson

Mr Stephen NG, BBS, MH, JP

Vice-Chairperson

Dr CHOW Kit-bing, Jennifer, BBS, MH

Members

Ms NG Yuen-ting, Yolanda, MH

Mr LEE Man-lung, Joey

Ms LEE Kwun-yee, Kenny, MH

Ms LEE Pik-yee, Peggy

Mr LAM Wai-man, Wind, Anson

Mr WONG Wang-tai, Ivan, MH

Miss YEUNG Suet-ying, Clarisse

Mr CHENG Ki-kin

Dr TANG King-yung, Anna, BBS, MH

The Hon TSE Wai-chun, Paul, JP

Ms CHUNG Ka-man, Jacqueline

Representatives of Core Government Departments

Mr CHAN Ting-chu, Rick, JP	District Officer (Wan Chai), Home Affairs Department
Miss WONG Wing-yee, Amy	Assistant District Officer (Wan Chai), Home Affairs Department
Ms CHAN Siu-ping, Daphne	Senior Liaison Officer (Community Affairs), Home Affairs Department
Mr KAN Kai-yan	District Commander (Wan Chai), Hong Kong Police Force
Mr CHAN Kit-fung	Police Community Relation Officer (Wan Chai District), Hong Kong Police Force
Ms CHAN Hang-yee	Acting Sub-Unit Commander (Operations Support) (North Point Division), Hong Kong Police Force
Miss YIP Hau-yu, Hannah	District Social Welfare Officer (Eastern/Wan Chai), Social Welfare Department
Mr KWOK Kin-man, Alex	Senior Estate Surveyor/Land Control and Lease Enforcement (District Lands Office/Hong Kong East, West and South), Lands Department
Mr LUK Chi-kwong	Chief Leisure Manager (Hong Kong East), Leisure and Cultural Services Department
Miss LEE Pui-ling, Becky	District Leisure Manager (Wan Chai), Leisure and Cultural Services Department
Mr LAU Chi-keung	District Environmental Hygiene Superintendent (Wan Chai), Food and Environmental Hygiene Department
Mr HO Kwan-hang, Albert	Chief Transport Officer/Hong Kong, Transport Department

Representatives of Other Government Departments and Organisations

Miss TSE Siu-wa, Janice, JP	Director of Home Affairs
Mr HO Ying-kit, Tony	Chief Geotechnical Engineer/Planning, Civil Engineering and Development Department

Mr WONG Chun-fai, Jeffrey	Senior Geotechnical Engineer/Underground Space Development, Civil Engineering and Development Department	
Ms KUN Ka-yin, April	Chief Town Planner/Studies and Research, Planning Department	for agenda item 3
Mr CHOW Man-hong, Mann	Senior Town Planner/Studies and Research 3, Planning Department	
Mr Fred NG	Senior Project Manager, AECOM Asia Co. Ltd.	
Dr Johnny CHEUK	Deputy Project Manager, AECOM Asia Co. Ltd.	
Dr Eunice MAK	Planning Team Leader, AECOM Asia Co. Ltd.	
Ms LEE Hoi-lun, Leonie	Assistant Secretary (Heritage Conservation)3, Development Bureau	for agenda item 4
Mr LO Wai-kin, William	Engineer (Heritage Conservation), Development Bureau	
Ms YEUNG Lok-kei, Kiki	Engineer/Wan Chai 2, Transport Department	
The Rev Canon Peter Douglas KOON	Provincial Secretary General, Hong Kong Sheng Kung Hui	
Mr Kelvin NG	Assistant to Provincial Secretary General, Hong Kong Sheng Kung Hui	
Ms YEUNG Po-fung	Headmistress, Sheng Kung Hui Kindergarten	
Mr Kim CHIN	Director, CKM Asia Limited	
Ms Annie YIP	Traffic Engineer, CKM Asia Limited	
Mr Joe TANG	Senior Associate, Philip Liao & Partners Limited	
Mr AU YEUNG Wai-man, Desmond	Liaison Officer i/c (Committees), Wan Chai District Office	for agenda item 12(i)
Ms Una LAU	Public Affairs Director, Ocean Park	for agenda item 12(ii)
Ms Cathy WONG	Senior Public Affairs Officer, Ocean Park	
<u>Absent with Apologies</u> Mr LAM Chi-keung	Chief Engineer/Hong Kong (2), Civil Engineering and Development Department	

Secretary

Ms WU Lai-shan, Alexandra

Senior Executive Officer (District Council)/
Wan Chai, Home Affairs Department

Discussion Items

Item 3: Pilot Study on Underground Space Development in Selected Strategic Urban Areas - Stage 1 Public Engagement
(WCDC Paper No. 90/2016)

Action

23. The Chairperson welcomed Mr Tony HO, Chief Geotechnical Engineer/Planning and Mr Jeffrey WONG, Senior Geotechnical Engineer/Underground Space Development of the Civil Engineering and Development Department (CEDD); Ms April KUN, Chief Town Planner/Studies and Research and Mr Mann CHOW, Senior Town Planner/Studies and Research 3 of the Planning Department (PlanD); and Mr Fred NG, Senior Project Manager, Dr Johnny CHEUK, Deputy Project Manager as well as Dr Eunice MAK, Planning Team Leader of AECOM Asia Co. Ltd. (AECOM) to the meeting.

24. The Chairperson invited Mr Tony HO of CEDD to briefly introduce the paper.

25. Mr Tony HO told the meeting that the “Pilot Study on Underground Space Development in Selected Strategic Urban Areas” (the Study) had commenced in June 2015. The Study aimed to examine the overall situation of the areas, and to explore how district issues could be addressed by utilising underground space, in particular how to enhance the connectivity of the areas with the surroundings and increase the usable space for a better living environment. The research team had already completed a baseline study, which shed light on the existing conditions and needs of the four areas, as well as the opportunities for and constraints to underground space development. The research team had also formulated preliminary planning concepts after making reference to the experience of other cities. The Stage One Public Engagement (PE1) had commenced on 7 November 2016. The research team had drawn up some preliminary proposals for consultation with the public, including District Councils (DCs) and relevant stakeholders. Mr Tony HO then invited the representatives of the consultant to brief Members on the relevant ideas.

26. Dr Johnny CHEUK, with the aid of a PowerPoint presentation, briefed Members on the objectives of the Study, vision and opportunities,

local and overseas experiences as well as the scope of the Study. He introduced the preliminary planning concepts, key issues and the areas with potential for developing underground space and pedestrian linkages in the three Strategic Urban Areas (SUAs) situated in Wan Chai District, namely, Causeway Bay, Happy Valley and Admiralty/Wan Chai. He also introduced the various activities of PE1 which was currently underway. Those activities were organised for seeking public views, based on which the next step and Stage Two Public Engagement would be taken forward.

27. Mr Tony HO added that the development needs and constraints of the entire district identified in the baseline study had been taken into account in formulating the proposed preliminary planning concepts. For instance, having regard to the usage of the six football pitches in Victoria Park, it was initially proposed to only consider the potential underground space under the central lawn of Victoria Park. Mr Tony HO further said that development of the underground space under Southorn Playground might lead to closure of the entire venue for a few years, which would affect the residents and users of the playground. The research team would fully consider the views of various stakeholders, including WCDC.

28. The Chairperson thanked Mr Tony HO for the supplementary information, and asked Members to raise enquiries or comments.

29. Ms Yolanda NG raised the following comments:

- (i) She was pleased to note the consultation paper. Having served as a district councillor for three terms, she had noted new proposals submitted in each of the previous terms, including a non-continuous underground subway, development of underground space under Victoria Park and widening of Causeway Bay MTR Station. However, consultation on each proposal was conducted separately every time without reaching any conclusions. When WCDC

was consulted on the concept of underground space development in its last term, it had requested the Government to take into consideration the various planning proposals made in the past for Causeway Bay and Wan Chai. While she noted the Government's efforts in this respect as shown in this consultation document, she hoped that the Study could address the district problems as well. The paper clearly set out the existing at-grade problems, and it was suggested enhancing the connectivity between the waterfront areas and the hinterland, as well as between the existing facilities and carriageways, etc. There were no easy solutions to these problems. Another even more important issue was to provide a pleasant walking experience.

- (ii) Development of underpasses was quite an innovative idea in Hong Kong. But in a bustling commercial, residential and tourist district like Causeway Bay, it was questionable whether members of the public driving to the vicinity of Times Square would be willing to park their vehicles farther away at Victoria Park and then walk to Times Square. Another question was whether more people would be attracted to drive to the district following the provision of an accessible pedestrian walkway coupled with a large car park. She had expressed her views in response to the consultation earlier in a radio programme. There were two key issues. One was whether the existing problems could be alleviated; and the other was to ensure no additional vehicles would be attracted to the district due to the provision of new facilities, as the traffic in the vicinity of Causeway Bay and Wan Chai was in fact saturated. She hoped that relevant data could be provided for reference.
- (iii) She had suggested in the last term that the consultation should be conducted in a more diversified way. Apart from

exhibition panels, the Internet also played an important role. However, it was not easy to make the public browse a website nowadays. She enquired if the Government could take the initiative to launch some innovative publicity by means of social media. For instance, reference could be made to the creation of “Big Waster” by the Environment Bureau and the creation of “Litter Bug” by FEHD. As the local community was comprised of various groups of people including OCs, youngsters, the elderly, women and shop operators, it was hoped that a comprehensive consultation exercise targeting different groups of the community could be conducted.

30. Ms Peggy LEE raised the following comments and enquiries:

- (i) With heavy traffic and pedestrian flows and narrow roads, Wan Chai District was well known for having vehicle-pedestrian conflicts. She was more concerned about the feasibility of underground space development under the Southorn Playground, as the construction of a pedestrian subway between the MTR Station and its exit to Lee Tung Street under the development project of Wan Chai Station Lee Tung Street Subway had already occupied some underground space. The local residents had been plagued by the development project which required the closure of the basketball court and gave rise to other issues involving walkways, carriageways, tram tracks, bus stops, etc. In fact, WCDC had conducted a similar consultation long time ago, but it seemed that the development was considered unlikely to be feasible due to the presence of numerous underground utilities under the Southorn Playground in Wan Chai and the piles of the MTR station and nearby buildings. It was the aspiration of many residents that new space for communal use or other uses could be provided. If the proposal failed to

realise once again, the local residents would be disappointed. If the Government put forward a proposal for consultation without making an in-depth study beforehand, residents would press Members to explain why the proposal was yet to be put into practice. As Ms Yolanda NG had just said, the construction of an underground pedestrian subway in Causeway Bay had been discussed for years. She hoped that similar situation would not be seen again.

- (ii) She hoped that proper coordination would be established among government departments. If excavation works were required, government departments should consider the works together, instead of carrying out excavation works repeatedly years after years. Besides, the children's playground of the Southorn Playground had been suspended for use for several years due to the MTR's subway project currently in progress. WCDC might soon discuss with MTR Corporation (MTRC) the details of facilities to be provided in the new children's playground. If underground space development under the playground was found to be feasible in the future, rendering it necessary for the facilities to be demolished and reprovisioned later, it would be a waste of public money. Therefore, she hoped that proper coordination work would be made by the Government in carrying out similar works. Carrying out each project separately would cause serious disturbance to residents.

31. The Chairperson said that since he joined WCDC in 1991, two major consultation exercises had been conducted on the development of underground space under Southorn Playground. The first one was conducted more than a decade ago on the plan made by a French car park company to construct more than 700 underground car parking spaces. The number of parking spaces in Wan Chai District was indeed substantially insufficient and there was not even a single parking space for

trucks. But the plan was not pursued eventually. The second consultation was conducted about a decade ago. It was about the construction of an elevated basketball court. The proposal was later found unlikely to be feasible, and was therefore shelved. He considered that the consultation on underground space development this time offered a good opportunity for discussion of the issue, and hoped that Members would express their views on how to make good use of the downtown area of Wan Chai District.

32. Mr Joey LEE supported the project in principle, and concurred with the views raised by the two Members just now. If the development project was to be taken forward, he hoped that proper coordination among all relevant departments would be established, in particular in areas of crowd control, ancillary transport facilities and excavation works, in order to reduce disturbance caused to local residents. He believed that residents would in general accept the development project since land was scarce in Hong Kong, and the shortage was particularly acute on Hong Kong Island.

33. Mr Ivan WONG opined that the pilot study was good if it aimed to alleviate the heavy at-grade vehicular and pedestrian flows in districts such as Causeway Bay, Wan Chai and Happy Valley in the future, or to enable the public to better enjoy above-ground activities. However, if the pilot study simply aimed to make good use of the resources in Hong Kong and construct a few more underground shopping centres, more people would be attracted to these districts, indirectly aggravating the crowdedness problem. Such effect would go against the purpose of this paper. The Study was certainly worth considering if it could lead to a gradual or phased reduction in the number of vehicles on the roads, enabling the public to enjoy walking on the street level. WCDC had earlier discussed the construction of a pedestrian subway connecting Causeway Bay and Happy Valley, but a long time had passed and the plan had yet to be put into practice. If the future underground space development would take years to complete, and the works would be

divided into many stages, due consideration should be given as great nuisance to residents was expected during the construction period. It was therefore imperative to identify the ultimate goal of the project before putting the project into implementation; otherwise, many unforeseeable problems might arise in the early stage.

34. Ms Jacqueline CHUNG said it was challenging to serve in WCDC, as Members' memory was always put to the test. She recalled that Mr Tony HO and Mr Jeffrey WONG had attended the meeting of Development, Planning and Transport Committee (DPTC) on 11 February 2014 for discussion of the same agenda item "Pilot Study on Underground Space Development in Selected Strategic Urban Areas". Members' comments were recorded in the minutes of the meeting. As some Members had just mentioned, the departments concerned had adopted some information from the past while some other information seemed to be never heard of. She felt very perplexed since an old issue was being presented as a new one. According to paper no. 9/2014 submitted by the relevant departments in 2014, the Study, which cost \$60 million, would commence in 2014 and was expected to be completed in early 2017. But now WCDC was informed that PE1 was being conducted for discussing the four locations again. It was said that WCDC's views would be sought, but actually WCDC had expressed a lot of views on the matter. In 2004, TD suggested building an underground city. In 2010 and 2011, a consultation on the feasibility study on a pedestrian subway system in Causeway Bay was conducted. In 2014, WCDC was consulted again. Now in 2016, it was said that the Study would continue in 2017. In fact, WCDC had been consulted on the Study many times, and Members were worried that the project would be shelved suddenly. Relevant departments might then keep submitting papers to WCDC for discussion, putting Members' memory to the test. Long-serving Members would know that the departments concerned were dealing with the same old issue whereas new Members would treat it as a new one. Such handling would keep wasting WCDC's time. Given the large traffic and pedestrian flows in Wan Chai and Causeway Bay, WCDC welcomed the development of

underground space, and had raised lots of comments on the issue. She suggested the departments concerned refer to the minutes of meetings of 11 February 2014 and 10 June 2014 for records of Members' concerns, and requested them to make good preparation before attending a DC meeting by reading the related minutes of meetings again in order not to waste WCDC's time.

35. Dr Anna TANG said that as the Chairperson, Mr Stephen NG, had just mentioned, many parties had been eyeing the underground space under the Southorn Playground, and had come up with a lot of ideas. The earliest idea, which was raised by the Urban Council in 1992, was about constructing an underground refuse collection point there. However, perhaps due to technical constraints, the project was eventually put on hold amidst concerns that refuse collection vehicles might be unable to enter the underground space. Now, if there happened to be an opportunity for re-planning the old Wan Chai District, consideration could be given to relocating the existing Luard Road Refuse Collection Point. This would be a very good selling point since residents in Wan Chai District did not want a refuse collection point in their backyard. Development of underground space was a good idea if unwelcome facilities could be moved underground and better use of space could be achieved, thus improving the surrounding environment and enhancing the people's living standard.

36. Dr Jennifer CHOW raised the following comments:

- (i) The primary consideration of this project was whether underground space development would bring any improvement to the public such as improving local facilities, traffic congestion or air quality. She continued that many road repair works were carried out one after another, resulting in never-ending works in the whole carriageway. WCDC had repeatedly suggested creating a database of underground utilities to save carrying out repeated excavation

works for locating them. If underground space development could tackle such problems, it would bring significant benefits to the public. She had seen in previous visits to some new cities that all pipelines were laid underground. She hoped that the departments concerned would introduce visionary ideas into this project.

- (ii) Serious traffic congestion in Causeway Bay had led to a large number of vehicles staying on the roads. Besides, insufficient number of car parks had resulted in illegal parking. The provision of additional car parking facilities to relieve traffic would be welcomed by the public.
- (iii) Both Victoria Park and Southorn Playground were situated in Wan Chai District. Various development projects were underway in Wan Chai District, including constructing harbourfront facilities, the Shatin to Central Link and railway transportation. She hoped that strategic planning would be made, so that the concept of underground city could be considered in a comprehensive manner such as considering the proportion of commercial facilities to public facilities between Southorn and Causeway Bay. She opined that the public would welcome the suggestion of relocating obnoxious and incompatible facilities to underground space. For example, refuse collection points were essential facilities, but residents would not want a refuse collection point in their backyard. She believed that the public would support the project if strategic planning would be made and consideration would be given to relocating the incompatible facilities in Wan Chai District to the additional underground space.

37. The Chairperson raised the following comments:

- (i) Located at the centre of the northern part of Hong Kong

Island, Wan Chai District served as a hub for travelling east to west or south to north. Wan Chai District was also an early developed district. Given its narrow roads built long time ago and the large number of buildings in the district, it was no easy task to find spaces for development. He opined that it was now a bit late to explore ways for alleviating the problem of insufficient space, but it was better late than never. He considered that the district seriously lacked north-south connections as mentioned in the paper. Besides, there would be a very beautiful harbourfront area in Wan Chai in the future, but it would be separated by a number of highways and roads. It would be very difficult to attract members of the public to the waterfront area if it was not easily accessible. He enquired if consideration could be given to the proposals to construct underground passageways and underground car parks. If the public could drive to the waterfront area where car parking facilities were available, it would be convenient for them to enjoy the beautiful harbourfront.

- (ii) WCDC had discussed the construction of a pedestrian subway connecting Causeway Bay and Happy Valley several times. Such proposal was even mentioned in a Policy Address announced by Mr Donald TSANG. However, the idea had never been put into practice so far. Traffic issue was the greatest concern of the residents in Happy Valley, as Wong Nai Chung Road was the main access to Happy Valley. In case there were demonstrations and processions or traffic accidents in the Cross-Harbour Tunnel, the traffic of the whole Happy Valley would be paralysed, causing great inconvenience to the local residents. There was a turning point in 2003 when MTRC put forward three proposals to construct South Island Line, two of which included providing a station in Happy Valley, either to Admiralty via Happy

to Wan Chai via Happy Valley. However, another proposal was adopted under which trains would take a direct route to Admiralty without any stop at Happy Valley. He opined that MTRC should not be profit-focused only without paying regard to residents' needs. District problems had been increasing since they were left unresolved. The study on underground space development provided a very good opportunity to address the traffic issue of Happy Valley. The stormwater storage tank under Happy Valley Racecourse had effectively served its purpose recently. Happy Valley was unaffected even when Black Rainstorm Warning Signal was in force or in times of heavy rainstorms. He therefore hoped that the departments concerned could seize this opportunity to address the traffic problem of Happy Valley for the benefit of the public. In fact, construction of a massive underground railway was not required, but consideration could be given to constructing under the tram terminus at Happy Valley a concourse connecting to Causeway Bay MTR Station by means of fully automatic operation trains. In this way, the traffic congestion problem of Happy Valley could be addressed without taking up too much space or costing a huge sum. According to the advice of an experienced practitioner of the industry, such project would cost about \$800 million to \$1 billion, as the trains needed not to be very long and the tunnels would not occupy too much space. There was another option for consideration. After redevelopment, the site at which the former headquarters of the Electrical and Mechanical Services Department were situated would be turned into a transport interchange. The departments concerned might consider constructing a pedestrian subway connecting Happy Valley and the transport interchange, which would be in close proximity to the nearby MTR station. This might be an opportunity to address the issue.

- (iii) He asked the departments concerned if they had considered utilising the sizeable underground space under Victoria Park to implement a park-and-ride scheme. Roads in Wan Chai were narrow but there were heavy vehicular and pedestrian flows. A recent accident in which some pedestrians were knocked down by a taxi outside SOGO department store showed that vehicle-pedestrian conflict was a serious traffic issue in the district. If more people were encouraged to make use of the park-and-ride arrangement and go to the heart of Causeway Bay directly on foot, a lot of pollution and traffic problems could be relieved.
- (iv) A lot of air raid shelters were found in Wan Chai District. He opined that putting these air raid shelters to good use could be considered a good way to address the problem of insufficient facilities through utilising the existing space resources. The construction of an exhibition venue might also be possible.

38. Mr Tony HO responded that the consultation conducted in 2014 as mentioned by Members was one of the essential statutory procedures before seeking funding support from the Finance Committee of the Legislative Council. The Study commenced in June 2015. The research team carried out a baseline study in the past year to explore opportunities for underground space development having regard to the needs of the local community. In developing the preliminary planning concepts of underground space development, the research team had also taken into account the views raised by WCDC during the consultation in 2014. Some of the views had been incorporated into the preliminary planning concepts. Mr Tony HO continued that the use of underground space was not a brand-new idea in Hong Kong. However, the development of underground space in Hong Kong was mainly achieved through individual projects which lacked holistic planning and integration.

There were many successful examples of underground space development in overseas countries. Take the underground city in Montreal, Canada and the underground shopping streets in Tokyo, Japan as examples. These underground space developments not only created additional space, but also addressed the issue of pedestrian connectivity. If the development of underground space focused only on creating new space, it would only result in higher pedestrian flow without improving the congestion in urban areas. The research team concurred with Members' views on the importance of holistic planning. Reference had been made to the various successful examples of underground space development. The present scale of the underground city in Montreal, Canada was the result of developments since the 1960s. There had been some new examples in recent years which had combined the development of underground space with urban planning, such as the Tenjin underground shopping mall in Fukuoka. Though the construction of underground streets or an underground pedestrian network in the urban areas of Hong Kong might be subject to a large number of constraints, the research team would make its best endeavour to make holistic planning for underground space development in the urban areas, with a view to yielding a synergy effect with surface development. Mr Tony HO invited the consultant team to respond to the comments raised by individual Members.

39. Dr Johnny CHEUK responded to Members' comments as follows:

- (i) Regarding Ms Yolanda NG's comments on the possibility of creating additional pedestrian and vehicular flows after the development of underground space, the next step of the Study was to carry out a technical assessment, including assessment of the impacts on traffic and pedestrian flow. Prior to the commencement of works, the departments concerned would also conduct a detailed traffic impact assessment. Apart from setting up a dedicated website, an online photo sharing activity had been organised to encourage the public to share any notable examples or ideas on the use of underground

space via Facebook. The research team hoped that more consultation channels would be opened up by making use of electronic platforms.

- (ii) As regards the concerns raised by Ms Peggy LEE, the research team acknowledged that there might be impacts on the users of Southorn Playground and the traffic during the works period. Therefore, technical impact assessments targeting various aspects would be carried out in the next step, and the assessment results would be taken into account in formulating the Underground Master Plans (UMPs).
- (iii) Regarding Mr Ivan WONG's viewpoints, the research team opined that the Study was demand-driven which not only focused on underground space development, but also aimed to tackle district issues.
- (iv) As regards Dr Anna TANG's comments on relocating the refuse collection point, the research team also hoped that the nuisance caused by the Luard Road Refuse Collection Point to the neighbourhood could be mitigated by exploring the opportunities for underground space development.
- (v) The research team would consider the feasibility of the suggestion raised by Dr Jennifer CHOW on the shared use of pipelines among various public utilities. As for traffic congestion problem, the research team would conduct a traffic impact assessment on the proposals to develop underground space in the next step.
- (vi) The Study would formulate UMPs covering a wider area to provide guidelines for underground space development in the future.

40. Mr Fred NG provided supplementary information as follows:

- (i) The aim of the Study was not to consider a particular project, but to make holistic planning for underground space development, so as to facilitate comprehensive consideration and hence enable underground space development to be taken forward in a more comprehensive and effective manner.
- (ii) The research team was formulating UMPs covering a wider area to provide guidelines for underground space development in the future. After completing UMPs, underground space development could focus on aspects including the technical issues and specific needs of a particular district.
- (iii) The research team preliminarily considered that the key issue of the district was pedestrian congestion, which could not be fully resolved even the major trunk roads were moved underground. Hence, the Study focused on improving pedestrian connectivity. According to overseas experience, integrated development of underground space could provide pedestrians with a pleasant walking experience.
- (iv) Underground space could also accommodate an appropriate number of loading/unloading bays, pick-up/drop-off points and car parking spaces, in order to tackle some of the traffic issues of the district. In exploring the nature and scale of underground space development, the research team would propose a suitable number of pick-up/drop-off points and car parking spaces, so as to avoid attracting excessive vehicles to the underground space.
- (v) The research team was conscious of the difficulties in developing underground space, especially the development of

underground space under Southorn Playground. The process was by no means easy, and inconvenience would be caused to the district. It was therefore necessary to carry out a comprehensive study and properly address the technical issues in order to mitigate the impacts during the works period. It was hoped that the public would understand that underground space development could bring substantial benefits to the community upon completion of the works.

41. In response to Members' enquiries on how north-south connections could connect the hinterland and the waterfront areas, Ms April KUN said that PlanD was conducting the Urban Design Study for the Wan Chai North Area (Urban Design Study). The consultant commissioned to undertake the Urban Design Study was the same consultant of the Study. Both studies would explore how to connect the hinterland and the waterfront area. A pedestrian network system was comprised of underground, above-ground and footbridge connectivity. During the consultation on the Urban Design Study, many members of the public said that they were used to travelling to and from destinations at the street level and via footbridges. The research team would comprehensively consider the connectivity of the entire pedestrian system, in order to advise on how to develop the underground space. Ms April KUN added that the Study was a pilot study, and the research team would recommend suitable proposals to develop underground space and feasible implementation plans in the next step.

42. Noting the discussions on north-south connection for underground passageways, Mr CHENG Ki-kin recalled that the Government had planned in the earlier years to relocate the three government buildings in Wan Chai to free up the land for the development of a commercial centre. He enquired if this plan was included into the Study this time. If yes, he believed that underground space development would have a higher chance of success. Besides, he hoped that the Government would take this opportunity to consider identifying new sites for relocating the

aforementioned unwelcome facilities, such as the Methadone Clinic.

43. Ms Jacqueline CHUNG said that the responses given just now could be regarded as normal responses if they were made by the representatives of AECOM. However, the responses were from the departments concerned, which made her believe that the departments concerned sought views from WCDC in 2014 for the sake of obtaining funding. After consultation, the plan was put on hold without an explanation. Now the same team came again and told the meeting that the consultation had commenced in 2016. She enquired if the departments concerned had collated the views collected after consulting WCDC and obtaining funding in 2014. In fact, problems relating to land title and underground utilities in respect of Southorn Playground had long existed, which were mentioned by Members in 2014 and just now. The departments concerned had been discussing the same piece of land from 2014 to 2016, but no solution was proposed. If the departments concerned had started a consultation in 2015 after seeking views from WCDC, it would have noted the problems. She originally thought that the departments concerned came here today to talk about the solutions and explain the feasibility. But it turned out that they were here to seek views again. Since 2014-2016 were within the same term of Government and a Chief Executive Election would be held next year, she could not see any vision for this project. She requested the departments concerned not to deceive WCDC repeatedly.

44. Mr Anson LAM expressed that having listened to the responses given by the departments concerned and the consultant for so long, he thought he was being taken on a space tour. They just kept giving Members a runaround. As told by Ms Jacqueline CHUNG, Members of WCDC had raised their comments in 2014, and the discussions had been recorded in the minutes of meetings. However, the departments concerned had turned a deaf ear to the opinions collected, or even when they accepted the comments, they either took no action or did the wrong thing. The project under discussion was very important, but the

departments concerned had attached little importance to WDC's views. He considered that the funding of \$60 million earmarked for the Study was a huge sum. The leaflet produced for the strategic pilot study was nicely designed, but impressive packaging alone did not help. The responses given by PlanD, CEDD and AECOM were all bureaucratic. No detailed explanation was given to Members. He queried if they tried to ignore Members' enquiries or did not care to answer them. He hoped that the departments concerned and the consultant could answer Members' enquiries seriously instead of giving perfunctory answers.

45. Dr Jennifer CHOW said that the enquiries she raised just now were unanswered, which were about how to regulate the proportion of the area for commercial uses to the area for the provision of government facilities. Currently, the planning of above-ground space was overseen by TPB, which had control over the proportion and uses. She enquired whether the planning standards of TPB would apply to the development of underground space.

46. Miss Clarisse YEUNG said that her enquiries were similar to those made by Dr Jennifer CHOW, which were also about the planning standards of underground space. She noticed that most of the examples cited by the departments were shopping centres. Since there was no lack of shopping centres or shoppers in Wan Chai District, construction of additional shopping centres would only result in higher pedestrian flow. The question was how to establish pedestrian connections to better cater for the point-to-point travelling needs of the local residents instead of shoppers. Moreover, WDC had discussed several times the construction of a barrier-free underground access connecting Tin Hau MTR Station to the street level. As indicated on page 30 of the paper, there would be a passageway connecting the car park of Victoria Park and Tin Hau MTR Station. Such proposed road, if constructed, might help divert the pedestrian flow during holidays. She enquired if consideration could be given to extending the passageway to Tai Hang or Tin Hau for the convenience of tourists not coming solely for shopping. She said that

a large number of tourists pulling suitcases could be seen in the vicinity of Caroline Hill Road, which was situated within her constituency area. Since the local residents and the tourists had their own needs, serious conflicts might arise. The situation might worsen if there would be another shopping centre in the underground space. In designing underground passageways, it was worth considering making them close to residential buildings as far as possible, in order to offer another option to the residents.

47. In response to the enquiries on the proportion of the proposed land uses, Ms April KUN reiterated that the Study focused on improving pedestrian connectivity with a view to relieving at-grade congested environment. With the additional floor space created, diversified facilities could be provided to enhance the walking experience. The research team would propose the proportion and locations of different land uses in the next step. Ms April KUN added that underground space development was governed by the existing Town Planning Ordinance. Any development, including underground space development, should comply with the uses always permitted as stipulated in the Outline Zoning Plan, or should obtain prior permission from TPB.

48. Dr Johnny CHEUK responded as follows:

- (i) Regarding the barrier-free access connecting Tin Hau MTR Station and Victoria Park as mentioned by Miss Clarisse YEUNG, the consultant proposed to construct a barrier-free pedestrian subway connecting Causeway Bay MTR Station and Tin Hau MTR Station. The proposed pedestrian subway would run across Victoria Park and a lift might be provided for travelling to the street level. The research team would work closely with MTRC to discuss the above proposal.
- (ii) In the study on constructing a pedestrian subway in

Causeway Bay conducted by HyD in 2011, it was proposed the initial alignment of the subway was from Victoria Park to Happy Valley, running across Great George Street, Kai Chiu Road and Matheson Street. The Study had preliminarily confirmed the need for such pedestrian subway, and the research team was considering how to optimise some parts of the alignment from the perspective of the whole district.

- (iii) Regarding the enquiries raised by Mr CHENG Ki-kin, a concrete proposal had yet to be made in respect of the three government buildings situated in Wan Chai North. The research team would make reference to the relevant information in formulating UMPs in the future, in order to put forward suitable underground space development proposals. As regards the suggestion of relocating incompatible facilities to underground space, the research team kept an open mind on the suggestion as no concrete conceptual underground space development scheme (conceptual scheme) was made at the current stage.
- (iv) Examples of overseas underground space development did not only illustrate developments for commercial uses. The underground Gl. Hellerup Gymnasium in Copenhagen was an example. The research team would explore the feasibility of various uses with a view to meeting the district needs. PE1 currently underway aimed at gauging public comments on underground space development for consideration in the next step when the conceptual schemes were being prepared.

49. The Chairperson thanked Dr Johnny CHEUK for his responses, and invited Dr Eunice MAK to give a response.

50. Dr Eunice MAK said that the research team would consider the Chairperson's suggestions, including enhancing ancillary transport

facilities and feeder services in Happy Valley, introducing fully automatic operation trains, and providing park-and-ride facilities. However, she pointed out that development of underground space in urban areas was often subject to various road constraints, including the presence of underground utilities. In preparing the conceptual schemes in the next step, the research team would conduct different technical assessments to study the feasibility of the suggestions. As for the problem of vehicle-pedestrian conflicts, which was particularly rampant in Causeway Bay, the research team hoped that such problem could be alleviated by making holistic planning for the three levels, namely footbridge, street level and underground space and studying the connectivity of the entire pedestrian network.

51. Miss Clarisse YEUNG opined that it was neither reasonable nor acceptable for the consultant to say that planning had yet to be made for the uses of underground space, but the preliminary concepts were to improve pedestrian connectivity and create space. Despite being told by Members about the district needs, the consultant could not give a reason for pursuing this project. In that case, she queried how Members could be convinced. In fact, the provision of an additional road would not necessarily result in the public using the new road. At present, there were already a large number of tourists coming to the district for shopping. If additional facilities for commercial uses were provided, the pedestrian flow would keep increasing. She could not understand why consideration was given to pedestrian flow. In fact, responding to the district needs was of paramount importance. At planning level, it was not appropriate to work on the planning issue only after construction. A responsible practice was to thoroughly study the district issues before any construction took place, and to revise the design in the light of the problems identified. Besides, she acknowledged the considerable efforts made in preparing the consultation paper. However, the contents were highly complicated, especially for the general public. They might not be patient enough to digest the substantial amount of information. It was therefore hoped that the departments concerned could provide a simplified

version and upload it to their websites later.

52. DO raised the following comments:

- (i) One of the key issues of the project was to establish point-to-point linkages and to divert some of the at-grade pedestrian flow to the underground space. He said that besides overseas experience, notable local examples were also available for reference. For instance, he travelled every day from East Tsim Sha Tsui Station to Tsim Sha Tsui Station via travelators in the underground access, which took only eight minutes. It would definitely take him more than eight minutes if he chose to walk on the street level where he had to cross roads with traffic lights, and this would also increase the burden on the street level. Another example was the spacious passageways in which travelators were provided between Central Station and Hong Kong Station, which were also very popular among the public. He suggested the consultant team highlight these point-to-point connections. For example, consideration could be given to enabling the public to travel from Wan Chai to the proposed Exhibition Station via travelators in the underground access. This would also enable the public to have a pleasant walking experience. The consultant team could also explore the feasibility of connecting Wan Chai Station with Causeway Bay Station or Admiralty Station. At present, Admiralty Station was connected to Three Pacific Place. He enquired if consideration could be given to extending the connection further to Wan Chai Station, such as connecting to the underground space under Southorn Playground.
- (ii) As regards underground space development under Victoria Park, he enquired whether construction of an underground passageway to connect Tin Hau Station with Causeway Bay

Station could be considered. With such passageway, pedestrians would need not to walk on the street level or take the MTR to travel between the two stations, and this would help relieve the already overcrowded MTR train compartments.

- (iii) He opined that if the consultant team could highlight these point-to-point connections as far as possible and the pleasant walking experience to be provided for pedestrians, as well as citing some of the aforementioned thoughtful examples, it would help the public to have a better understanding of the project. There were two drawbacks in citing Copenhagen or Tokyo as an example. Firstly, the public might not have been to Copenhagen and had limited knowledge about it. Secondly, some members of the public might think that the development of underground space would lead to the opening of more shopping malls as the case of Tokyo. Then shoppers would flock to the district, leading to even more crowded roads. He suggested using a simple approach to explain the issue to make it easier for the public to understand and accept the project.

53. Dr Jennifer CHOW strongly supported the construction of an underground pedestrian subway to connect Tin Hau Station with Causeway Bay Station and the installation of a lift to connect to the street level. However, it was no easy task to construct such subway due to the presence of a nullah and underground utilities. She therefore enquired how an in-depth study would be conducted. Besides, it was a difficult task to construct a subway to connect Tin Hau Station and Causeway Bay Station given their distance and the fact that the lift had to be installed near Tin Hau Station. Hence, she enquired at what locations the Victoria Park could be used for such purpose.

54. In conclusion, Mr Tony HO agreed with the comments of Miss

Clarisse YEUNG regarding planning and district needs. At this stage, the research team would identify the district needs and seek views from the public on the proposed strategic areas for underground space development through consultation with various stakeholders including DCs. Moreover, the research team thanked Members' for their comments and encouragement. The development of underground space was indeed a complicated issue involving many technical details. The team had tried its best to make the consultation paper simple and concise. A simple brochure had also been prepared to assist the public in understanding the opportunities and key considerations of underground space development through various channels. Moreover, the research team would consider the advice given by DO on how to enhance the presentation skills in order to make it easier for the public to understand the objectives of the Study. As for the point-to-point connections, the research team would take into account the suggestions in this respect in preparing the conceptual schemes in the next step.

55. The Chairperson thanked the departments and the consultant team for briefing Members on the project. In fact, Members were greatly concerned about the use of underground space, and were pleased to learn that the departments concerned would consider the issue in a comprehensive manner and make district needs the top priority. Broad directions should be considered such as using fully automatic operation trains to connect Happy Valley to MTR stations, providing car parking facilities, introducing a park-and-ride scheme or providing connections to the waterfront. These development directions would be beneficial to the development of the whole Wan Chai District. The Chairperson hoped that the team would thoroughly consider various issues after seeking views from WCDC.

(Ms Yolanda NG left the meeting at 4:30 p.m.)

Appendix III

Summary Notes from Yau Tsim Mong District Council Meeting

**Minutes of the 7th Meeting of
Yau Tsim Mong District Council (2016-2019)**

Date : 24 November 2016 (Thursday)
 Time : 2:30 p.m.
 Venue : Yau Tsim Mong District Council Conference Room
 4/F., Mong Kok Government Offices
 30 Luen Wan Street
 Mong Kok, Kowloon

Present:

Chairman

Mr IP Ngo-tung, Chris

Vice-chairman

Ms WONG Shu-ming, MH

District Council Members

Mr CHAN Siu-tong, MH, JP	Mr HUI Tak-leung	Ms TANG Ming-sum, Michelle
Mr CHOI Siu-fung, Benjamin	Mr HUNG Chiu-wah, Derek	The Honourable TO Kun-sun, James
Mr CHONG Wing-charn, Francis, MH	Mr JO Chun-wah, Craig	Mr WONG Kin-san
Mr CHOW Chun-fai, BBS, JP	Ms KWAN Sau-ling	Mr YEUNG Tsz-hei, Benny, MH
Mr CHUNG Chak-fai	Mr LAM Kin-man	Mr YU Tak-po, Andy
Mr CHUNG Kong-mo, BBS, JP	Mr LAU Pak-kei	

Representatives of the Government

Mrs ARON Laura Liang, JP	District Officer (Yau Tsim Mong)	Home Affairs Department
Mr HO Chung-yin, Terrence	Assistant District Officer (1) (Yau Tsim Mong)	Home Affairs Department
Miss CHUNG Ka-wing, Rainy	Assistant District Officer (2) (Yau Tsim Mong)	Home Affairs Department
Mr CHEUNG Kwok-leung, Eric	District Environmental Hygiene Superintendent (Mong Kok)	Food and Environmental Hygiene Department
Mr CHEUNG Wai-man	Chief Health Inspector 1 (Yau Tsim)	Food and Environmental Hygiene Department
Mr Mark FOSTER	District Commander (Mong Kok)	Hong Kong Police Force
Mr KWOK Pak-chung	District Commander (Yau Tsim)	Hong Kong Police Force
Mr CHOY Chik-sang, Mario	Chief Transport Officer (Kowloon)	Transport Department

Mr HSU Ka-man	District Leisure Manager (Yau Tsim Mong)	Leisure and Cultural Services Department
Mr POON Hiu-tung, Felix	Senior Engineer/3 (Kowloon)	Civil Engineering and Development Department
Mrs CHENG IP Sau-fong, Susanna	Senior Housing Manager (Kowloon West and Sai Kung 1)	Housing Department

In Attendance:

Mr Tony HO	Chief Geotechnical Engineer/Planning, Geotechnical Engineering Office	Civil Engineering and Development Department
Mr Jeffrey WONG	Senior Geotechnical Engineer/Underground Space Development, Geotechnical Engineering Office	Civil Engineering and Development Department
Ms April KUN	Chief Town Planner/Studies and Research	Planning Department
Mr Mann CHOW	Senior Town Planner/Studies and Research 3	Planning Department
Mr Fred NG	Senior Project Manager	AECOM Asia Company Ltd.
Dr Johnny CHEUK	Deputy Project Manager	AECOM Asia Company Ltd.
Dr Eunice MAK	Planning Team Leader	AECOM Asia Company Ltd.

Secretary

Ms CHUNG Siu-lan, Joanne	Senior Executive Officer (District Council), Yau Tsim Mong District Office	Home Affairs Department
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**Item 12: Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Stage 1 Public Engagement
(YTMDC Paper No. 126/2016)**

101. The Chairman welcomed:

- i. Mr Tony HO, Chief Geotechnical Engineer/Planning, Geotechnical Engineering Office, and Mr Jeffrey WONG, Senior Geotechnical Engineer/Underground Space Development, Geotechnical Engineering Office of the CEDD;
- ii. Ms April KUN, Chief Town Planner/Studies and Research, and Mr Mann CHOW, Senior Town Planner/Studies and Research 3 of the Planning Department (“PlanD”); and

- iii. Mr Fred NG, Senior Project Manager, Dr Johnny CHEUK, Deputy Project Manager, and Dr Eunice MAK, Planning Team Leader of AECOM Asia Company Ltd (“AECOM”).

- 102. Mr Tony HO and Dr Johnny CHEUK briefed Councillors on the plan, including the purpose; vision and opportunities; local and overseas experiences; scope of study; major topics, potential underground development spaces and pedestrian linkage areas in the Tsim Sha Tsui West Strategic Urban Area; and major considerations in underground space development.
- 103. Ms KWAN Sau-ling raised enquiries and views as follows: (i) whether the underground space would be managed by a private company. If so, she was afraid that the rent would not be low; and (ii) she hoped that the government would reserve underground space for provision of facilities in short supply in the district, e.g. community halls, carparks, parking spaces for motor cycles and conference rooms, so as to meet the needs of the community.

(Mr HUI Tak-leung left the meeting at 5:45 p.m.)

- 104. Mr Craig JO raised his views as follows:
 - i. Considering that the district lacked carpark parking spaces, and illegal parking on the road was serious, he supported the construction of carparks in the underground space; and
 - ii. the government should provide recreational space for the public and tourists in the underground space.
- 105. Ms WONG Shu-ming raised enquiries and views as follows: (i) She asked whether the underground space would adopt a “public-private” management approach, or solely owned by the government; and (ii) streets managed by the government often encountered illegal hawking and street-sleeping problems. If the underground space was to be solely owned by the government, what the government would do to ensure proper management of the space.
- 106. Mr Derek HUNG raised his views as follows: (i) He adopted a positive view towards space development. The concept of connecting pedestrian facilities by using the underground space to link up nearby MTR stations would benefit the public; (iii) after the ground investigation, the CEDD should conduct detailed planning for the usable area in the underground space; (iv) introduction of commercial facilities would bring vitality to the underground space and share the ongoing maintenance costs; and (v) he suggested community facilities, recreational space, carparks and shops be provided in the underground space.
- 107. Mr WONG Kin-san raised his views as follows: (i) Provision of shopping facilities in the underground space was not necessary as there were already a lot of shops in the district; (ii) he suggested the government provide facilities which were in short supply in the district, e.g. sports amenities, swimming pools, community halls, conference rooms, performance venues for the public, bars, as well as all-purpose resting spots with free wi-fi facilities.

108. Mr CHUNG Kong-mo raised his enquiries and views as follows: (i) He agreed that the underground space would bring benefits to the community as it could link up pedestrian facilities and improve congestion in Jordan and Tsim Sha Tsui; (ii) he agreed that the underground space should include commercial facilities. He suggested provision of small shops, adjustable multi-purpose rooms, small exhibition halls, as well as areas for street performance and display of cultural and arts in the underground space; (iii) the government could draw reference from Taipei underground malls in land use planning; and (iv) he would like to know how the government would send away the excavated rock and soil.
109. Mr Andy YU raised enquiries and views as follows: (i) Apart from shops, there should be community amenities, e.g. basketball courts and swimming pools; and (ii) whether there would be enough space to evacuate the public and tourists in case of fire.
110. Mr CHAN Siu-tong agreed to the direction of development of underground space. He suggested:
- i. The underground space be separated into zones for various public uses, including a zone for young entrepreneurs, a zone for local culture, a zone for EM cultures, and a zone for innovation and technology; and
 - ii. since commercial activities would contribute to space management, he suggested that the underground space be managed in a public-private manner to avoid prolonged occupation in public places, as well as disturbance brought to the residents by street sleepers and street performers.
111. The Hon James TO was of the view that the underground space should be spacious and well-illuminated. It should also attach importance to vitality for development, and provide diversified experiences in order to maintain attractiveness.
112. Mr Tony HO responded as follows:
- i. It was hoped that the study on underground space development would address the needs of the relevant areas, solve street congestion problems, improve connection between pedestrian facilities, and seize the opportunity for space creation.
 - ii. As regards uses of the space, the study team would consider Councillors' views. Feasibility of diversified development would be explored during use planning of the underground spaces, so as to cater for different aspirations of the community.
 - iii. The study team would draw reference from successful cases in other cities. Moreover, sufficient public spaces would be provided, and natural light and cultural elements would be introduced for the public.
 - iv. The study team understood the importance of a massive space and diversified design when it came to attracting visitors.

- v. The study team kept an open mind towards the management and operation of the underground spaces, and it would consider different options in the coming phase.

113. Dr Johnny CHEUK responded as follows:

- i. They would study the feasibility of integrated development of the underground spaces in order to cater for different purposes, including provision of commercial and community facilities to meet the needs of the public, easing pedestrian flow on the streets and linking up landmarks in the respective districts.
- ii. As for the design, the underground spaces would integrate with the surrounding areas as far as possible, and it would take in natural light.
- iii. Owing to fire safety concerns, the underground spaces would not be engaged for congregation of large crowds as far as possible. The study team would conduct detailed technical assessments on the proposed purposes in the next phase.
- iv. The study team would consider the possibility of removing construction waste arising from the work by means of marine transport, so as to avoid causing any impact on the road traffic.
- v. Technically speaking, construction of underground car parks was possible, but the number of parking spaces was subject to further study in order to avoid imposing further burden on the nearby street traffic.
- vi. Regarding management of the underground spaces, there was no final decision yet. The study team would consider different options. Having considered the design and the ratio of different uses, etc., it would make recommendations on the management and operation mode.

114. Mr Fred NG responded as follows:

- i. The study team would consider the uses of the underground spaces from different aspects.
- ii. To avoid affecting the interior design of the Kowloon Park, suggestions of areas for potential underground development did not include existing built heritage and valuable trees.
- iii. The study team understood that in order to attract visitors, the underground spaces must be spacious and do not feel like a confined place.
- iv. Since part of the Kowloon Park was located at high level, the design concept provided for a passage connecting the hill and the underground space to introduce natural light.

- v. It was hoped that people heading for the underground space would take public transport. The study team would fully consider the suggested construction of car parks.
 - vi. Work details would be adjusted during the preparation works in the light of the street traffic conditions and situations in the relevant districts, on condition that the impact on trunk roads would be minimised.
115. Mr CHOW Chun-fai said, considering the limited land resources in the Yau Tsim Mong (“YTM”) District, underground space development was worth supporting as it was forward-looking. He asked when the government would commence the work project.
116. Mr CHUNG Kong-mo suggested the government make use of the air raid precaution tunnel under the Kowloon Park for education on local history.
117. Mr Tony HO responded as follows:
- i. The air raid precaution tunnel under the Kowloon Park is very small, with a height of less than two metres and a width of merely 2.5 metres. The government would have to arrange for regular maintenance to monitor its stability, hence, usability of the tunnel was limited. Moreover, the cost to renovate the air raid precaution tunnel would be very high. However, the study team would examine the feasibility of linking the underground space to a small part of the air raid precaution tunnel, and to explore measures to do so in the next phase in order to effectively utilise the tunnel to introduce to the public the history of Hong Kong.
 - ii. The time needed for underground space development depended on various factors, and therefore the government could not provide any commencement date of the project at this moment. In the present stage, they would first find out the needs of the relevant areas, as well as the possible use of the underground spaces for further consideration.
118. The Chairman thanked the representatives for joining the discussion on this item.

Appendix IV

Summary Notes from Town Planning Board Meeting

**Minutes of 1129th Meeting of the
Town Planning Board held on 2.12.2016**

Present

Permanent Secretary for Development
(Planning and Lands)

Mr Michael W.L. Wong

Professor K.C. Chau

Dr Wilton W.T. Fok

Mr Sunny L.K. Ho

Ms Janice W.M. Lai

Mr Patrick H.T. Lau

Ms Christina M. Lee

Mr H.F. Leung

Mr Stephen H.B. Yau

Dr F.C. Chan

Mr David Y.T. Lui

Mr Peter K.T. Yuen

Mr Philip S.L. Kan

Dr Lawrence W.C. Poon

Mr K.K. Cheung

Mr Wilson Y.W. Fung

Mr Thomas O.S. Ho

Mr Alex T.H. Lai

Dr Lawrence K.C. Li

Mr Stephen L.H. Liu

Miss Winnie W.M. Ng

Ms Sandy H.Y. Wong

Mr Franklin Yu

Deputy Director of Environmental Protection
Mr C.W. Tse

Director of Lands
Ms Bernadette H.H. Linn

Chief Engineer (Works), Home Affairs Department

Chairman

Mr Martin W.C. Kwan

Principal Assistant Secretary (Transport 3), Transport and Housing Bureau

Mr Andy S.H. Lam

Director of Planning

Mr Raymond K.W. Lee

Deputy Director of Planning/District Secretary

Ms Jacinta K.C. Woo

Secretary

Absent with Apologies

Professor S.C. Wong

Mr H.W. Cheung

Mr Lincoln L.H. Huang

Mr Ivan C.S. Fu

Mr Dominic K.K. Lam

Dr Frankie W.C. Yeung

Dr C.H. Hau

Professor T.S. Liu

In Attendance

Assistant Director of Planning/Board

Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board

Ms Sally S.Y. Fong

Senior Town Planner/Town Planning Board

Mr Stephen K.S. Lee

Agenda Item 6

[Open Meeting]

Pilot Study on Underground Space Development in the Selected Strategic Urban Areas - Stage One
Public Engagement

(TPB Paper No. 10216)

[The item was conducted in Cantonese.]

70. The Secretary reported that AECOM Asia Co. Ltd. (AECOM) and the University of Hong Kong (HKU) were the consultants of the Pilot Study on Underground Space Development in the Selected Strategic Urban Areas (the Study). The following Members had declared interests on the item:

Mr Ivan C.S. Fu

Ms Janice W.M. Lai

having current business dealings with AECOM

- | | |
|---------------------|---|
| Dr C.H. Hau | - having current business dealings with AECOM and wife being leader of the public engagement of the Study representing HKU |
| Mr Patrick H.T. Lau | - having current business dealings with AECOM |
| Mr Thomas O.S. Ho | - having past business dealings with AECOM |
| Mr Dominic K.K. Lam | - having past business dealings with AECOM |
| Mr Franklin Yu | - having past business dealings with AECOM |
| Professor S.C. Wong | - being the Chair Professor and Head of Department of Civil Engineering of the University of Hong Kong where AECOM had business dealings with some colleagues and had sponsored some activities of the Department |
| Mr K.K. Cheung | - co-owning with spouse a flat at Leighton Hill |

71. Members noted that Mr Ivan C.S. Fu, Dr C.H. Hau, Mr Dominic K.K. Lam and Professor S.C. Wong had tendered apologies for not being able to attend the meeting. As the item was a briefing to Members as part of the Public Engagement (PE) exercise, Members agreed that the other Members who had declared interests on the item should be allowed to stay in the meeting and participate in the discussion.

72. The following government representatives and consultants of the Study were invited to the meeting:

Planning Department (PlanD)

- | | |
|-------------------|--|
| Ms April K.Y. Kun | - Chief Town Planner/ Studies and Research (CTP/SR) |
| Mr Mann M.H. Chow | - Senior Town Planner/ Studies and Research (STP/SR) |

Civil Engineering and Development Department (CEDD)

- | | |
|----------------------|---|
| Mr W.K. Pun | - Deputy Head of Geotechnical Engineering Office (Planning & Standards) (DH(P&S)) |
| Mr Tony Y.K. Ho | - Chief Geotechnical Engineer/Planning (CGE/P) |
| Mr Jeffrey C.F. Wong | - Senior Geotechnical Engineer/Underground Space Development (SGE/USD) |

AECOM

- | | |
|-----------------|--------------------------|
| Mr Fred Ng | - Senior Project Manager |
| Dr Johnny Cheuk | - Deputy Project Manager |
| Dr Eunice Mak | - Planning Team Leader |
| Ms Ebby Leung | - Project Planner |

HKU

- | | |
|---------------|--------------------------|
| Ms Joyce Chow | - Project Manager |
| Ms Carol Lee | - Senior Project Officer |

73. The Chairman extended a welcome and invited the study team to brief Members on the Paper.

74. Ms April K.Y. Kun, CTP/SR, PlanD said that the Study was commissioned by PlanD and CEDD in June 2015 to explore the potential for underground space development in the four Strategic Urban

Areas (SUAs), namely Tsim Sha Tsui West, Causeway Bay, Happy Valley and Admiralty/Wan Chai SUAs. The Study aimed to evaluate the overall merits and identify key issues of underground space development in those areas, formulate Underground Master Plans covering a wider area and draw up suitable underground space development proposals for possible future development. Stage 1 PE of the Study had been launched.

75. With the aid of a PowerPoint presentation, Dr Eunice Mak briefed Members on the study objectives, visions and opportunities of underground space development, local and overseas experience, the planning and development concepts for the SUAs, the key considerations for underground space development and the study process as detailed in the Paper and the Stage 1 PE Digest. The following main points were highlighted:

Study Objectives

- a. The Study was to evaluate the overall merits and identify key issues of underground space development in the four SUAs, to formulate Underground Master Plans covering a wider area and draw up suitable underground space development proposals.

Visions and opportunities

- b. The Study aimed to create a coherent, connected, high quality and vibrant network of underground space with a view to improving pedestrian connectivity, creating space in prime urban core locations, enhancing the living environment and improving local traffic conditions to promote social development in the four SUAs with densely developed urban environment.

Issues in SUAs and proposed underground space uses

- c. The key issues found in the SUAs were congested pedestrian and traffic environment, inadequate space for community facilities to serve an increasing population and insufficient pedestrian connections between areas such as Causeway Bay and Happy Valley, Wan Chai hinterland and Wan Chai North, and Nathan Road and Canton Road in Tsim Sha Tsui West,
- d. The potential underground space would provide opportunities to provide underground pedestrian connections and to accommodate commercial, cultural, and community facilities, and car parks.
- e. In developing underground space, measures would be taken to minimise disturbance to existing facilities, such as the soccer pitches in the Victoria Park and Southorn Playground. Mature trees would also be preserved as far as possible.

Constraints

- f. The key issues to be addressed in the next stage of the Study included geotechnical, structural, and infrastructural constraints, interface with existing underground uses including basements, MTR stations and tunnels, fire safety and financial viability including construction, operation and maintenance costs and revenue, land ownership and town planning issues, implementation arrangement, impact on aboveground facilities/activities, and traffic and social impacts during construction stage.

Stage 1 PE

- g. The PE1 was launched on 7 November 2016 for three months. Briefings, focus group meetings, public planning workshops and roving exhibitions were on-going or would be carried out. A webpage had also been established for the promulgation of engagement materials and collection of public comments. So far more than 300 questionnaires had been collected.
- h. Taking into account the public comments received, conceptual underground space development schemes and Preliminary Underground Master Plans would be formulated.

76. The Chairman then invited questions and comments from Members.

77. Members raised the following questions and comments:

Scope of the Study

- a. The objectives to improve pedestrian connectivity and create more space through underground space development were supported.
- b. Developing underground spaces in the new development areas (NDA) might also be considered as it might be more cost-effective to integrate underground development space in the design of the newly developed area.

Use, design and floor area

- c. Underground spaces were suitable for community uses, such as clinics, libraries, community centres, study rooms, museums and shops.
- d. The Study might make reference to the overseas experience of making use of open courtyard concept to allow penetration of natural sunlight into the underground space.
- e. Unlike the underground space in Tokyo, Copenhagen, etc., which were well used for shops or community facilities, the existing pedestrian walkway connecting Tsim Sha Tsui to Tsim Sha Tsui East, equipped with advertisement signboards and travelators, did not offer a pleasant walking environment.
- f. A rough estimation of floor areas for commercial and community facilities to be accommodated in the underground space should be provided for reference.

Management

- g. Some subways in Hong Kong, such as the one in Happy Valley, were not well managed and were often occupied by street-sleepers. Proper management of the underground spaces should be examined in the Study.

Construction

- h. Use of prefabricated parts might be considered to enable a shorter construction period, thereby reducing the impacts at construction stage.

78. In response to Members' questions and comments, Mr W.K. Pun, DH(P&S), CEDD, said that another territory-wide study on underground space development was near completion. Its findings would provide further reference on this topic. He shared the views that management of the underground space was very important and NDAs would offer opportunities for underground development and said that suitable guidelines would be prepared.

79. Mr Tony Y.K. Ho, CGE/P, CEDD supplemented that the Study aimed at promoting pedestrian connectivity and increasing usable space. If underground space was used for retail and community facilities without addressing the pedestrian flow issue in the congested urban area, the new facilities would simply draw more pedestrians to the area and aggravate the existing problems. Hence, the issues of pedestrian connectivity and accessibility would need to be addressed for providing additional space for community/commercial facilities to promote vibrancy in the SUAs. The call for various uses of underground space including community and commercial facilities, which had also been reflected in the consultation sessions with various district councils, was fully noted. The Study would further examine the compatibility of such uses in underground space. Besides, drawing from overseas experience, certain people-oriented underground space design, such as the use of skylights and allowing penetration of natural light, would be considered to enhance pedestrians' walking environment. To promote vibrancy, suitable elements (e.g. retail, cultural facilities, etc.) might be provided in underground spaces where appropriate. The future underground spaces would be designed both for leisure walking and fast connection between major destinations such as public transportation nodes and workplaces.

80. Members raised the following further questions and comments:

Scope of the Study

- a. There were many successful overseas examples, say in Japan and Taiwan, which integrated underground passages with commercial uses. However, there were also unsuccessful examples in Mainland China where air raid tunnels were turned into underground shopping streets. In studying overseas experience, both the successful and unsuccessful ones should be considered.
- b. Other than the four SUAs, two other equally congested areas, namely Central and Mongkok, were also potential areas for underground space development. Similarly, the area between Hopewell Centre and Spring Garden Lane in Wan Chai was very congested. Consideration might be given to extending the study area to cover Johnston Road to Queen's Road East.
- c. As two of the four SUAs, namely Admiralty/Wan Chai and Causeway Bay/Happy Valley were very close to one another, consideration might be given to linking up the two areas for better connectivity.
- d. Taking a drastic step further, pedestrian connection across the Victoria Harbour linking up the four SUAs might be explored.

Interface with other studies/proposals

- e. Whether there was interface between this Study and the study on “Long-term Strategy for Cavern Development - Cavern Master Plan” being undertaken by CEDD.
- f. Noting that it had been discussed back in 2008 in Wan Chai District Council (WCDC) to provide a pedestrian link between Causeway Bay and Happy Valley, whether the Study would have any interface with the proposal.

[Dr Wilton W.T. Fok arrived to join the meeting at this point.]

Public engagement (PE)

- g. As the underground space development might take decades to complete, it was desirable to involve the younger generations, who would be the actual future users of the underground space, in the PE exercise. The study team should take into account the expectations of youngsters in their recommendations.

Use and design

- h. There were a lot of historical and cultural relics in the SUAs. Opportunities should be taken to accommodate those historical and cultural elements in the underground space to make it more attractive.
- i. As there were insufficient venues for performance, the feasibility of accommodating performance venues underground in the study areas could be considered.
- j. Apart from relocating the Luard Road Refuse Collection Point underground, the feasibility of accommodating other recycling facilities in underground space could be considered.
- k. In Europe, underground space had been used for cycle-parking and recycling facilities. The underground space under study would take years to be realized, use of the underground space should adequately take into account the possible change of life style of the future generations.
- l. The underground pedestrian passage between Tsim Sha Tsui to Tsim Sha Tsui East was a good example to illustrate the provision of an all-weather, efficient and effective pedestrian passageway.
- m. Underground car parking facilities, in particular the automated parking system, was considered appropriate as it was less demanding in terms of provision of lighting and air conditioning.
- n. Underground space developments could be seen as an opportunity to provide additional space for commercial and community uses and relieve the existing congestion problems, such as those in the area between the Sogo department store and Times Square in Causeway Bay.

- o. In providing underground space, beside functional consideration to enhance pedestrian connectivity, good underground space design, such as that found in Les Halles, Paris, providing users with a very pleasant experience was also important. The open-courtyard concept and sunken plaza design, which enhanced air flow and sunlight penetration, as illustrated by the diagram on pages 6 to 7 of the Stage 1 PE Digest, should be further explored.

Possible impacts

- p. While provision of underground space would enhance connectivity between Causeway Bay and Tin Hau and between Causeway Bay and Happy Valley, it might attract more people to reside in those areas, thus creating pressure on the community facilities and aggravating the existing traffic problems. Whether the proposal was sustainable in the areas should be further studied.
- q. Enhancing connectivity would increase pedestrian flow. Proper management measures and adequate aboveground supporting transportation facilities should be provided to cope with the increase in pedestrian flow.
- r. As the proposal might take decades to complete, interim traffic and management measures should be devised during the construction stage.

Cost and financial viability

- s. Financial viability was an area that needed to be assessed critically. Making reference to the basement development in West Kowloon Cultural District, construction of underground development could be very expensive. The study team should estimate at an early stage the construction cost and assess its financial viability before taking forward any underground space development schemes.
- t. The study team should also assess the carbon footprint arising from the construction of the underground space and analyse the economic and environmental benefits/cost arising from the proposed underground space development.
- u. Institutional matters such as land ownership and resumption matters should be addressed if private land was involved. Further, underground space development underneath any private development might affect their current and redevelopment value. This should be duly taken into account in determining the locations of the underground space developments.

[Mr Stephen H.B. Yau left the meeting at this point.]

Planning and implementation

- v. Whether statutory plans had to be prepared/amended for the proposed uses in underground space.
- w. Noting that the construction of the underground connection near the Kowloon Peninsula Hotel and New World Centre had encountered certain difficulties, whether reference could be

drawn from the lesson learned from that case for future planning and implementation of underground space developments.

81. In response to the question on the need to prepare/amend OZPs for underground space developments, the Secretary said that some OZPs had already incorporated control on underground space, such as that for underground refuse transfer station in the draft Kennedy Town & Mount Davis OZP. Depending on the nature of the proposed underground space development, relevant OZPs and their Notes could be suitably amended to reflect the planning intention.
82. In response to Members' question and comments, Mr W.K. Pun, DH(P&S), CEDD, Ms April K.Y. Kun, CTP/SR, PlanD, Mr Tony Y.K. Ho, CGE/P, CEDD and Mr Fred Ng, SPM, AECOM made the following points:

Scope of the Study

- a. The key objectives of the territory-wide study on underground space development was to explore the potential of developing underground space in the urban centres and new towns of Hong Kong. One of the observations was that not all developed areas were suitable for underground space development because of the site settings. Taking Central and Mong Kok as examples, there were already well developed pedestrian footbridge systems in the areas.
- b. An Underground Master Plan for a wider area covering the four SUAs would be explored in the next stage of the Study. One of the objectives was to work out an optimal and integrated mode of aboveground and underground pedestrian walkway system.

Interface with other studies/proposals

- c. The need for enhanced underground passage connecting Victoria Park to Wong Nai Chung Road had been established, as revealed by Highways Department (HyD)'s study of pedestrian subway system connecting Victoria Park to Wong Nai Chung Road as discussed in the relevant District Council. The Study would not override this proposal but would make suitable refinements from a broader district perspective to further improve the connectivity of the proposed system.
- d. The mode of cavern development was generally in horizontal manner into hillside in the urban fringe whilst underground space development was in broad terms vertical basement-type development in the urban areas. Both cavern and underground developments were considered as a viable source of long-term land supply.

PE

- e. The Study had considered various measures to engage different age groups, such as establishing a 'PhotoVoice' which is an online photo sharing platform targeted particularly for the younger generation to collect their views and expectations on underground space development in Hong Kong.

Use and design

- f. In comparison with individual projects, in the Study, covering a large area, it could be relatively easy to identify suitable sites for underground space development.
- g. The success of underground space design hinged on the ability to minimize the sense of enclosure to the users. Factors such as effectiveness of natural light penetration, amount of usable space available and connectivity with public transport facilities would be duly considered in formulating conceptual schemes in the next stage of the Study.
- h. As regards the type of facilities that could be accommodated in the underground space, the public was being consulted during the Stage 1 PE and the study team would consolidate the views received.
- i. Learning from the experiences, it was desirable to have forward and holistic planning for those surface and underground space developments in an integrated manner. Suitable guidelines would be explored separately

Construction, cost and impacts

- j. One of the objectives of developing underground space was to provide alternative pedestrian connectivity to divert pedestrian flows and create space for various uses to address community needs. Taking Causeway Bay as an example, if underground space could create interesting activity nodes, it would help divert some existing activities/uses from the core area of Causeway Bay. Underground space could also provide opportunity for additional car parks to address the shortfall in the area.
- k. Various technical assessments including the cost of construction, design, impacts on traffic, environmental impact, landownership, management and planning requirements of suitable conceptual schemes in the four SUAs would be studied in the next stage. Public views on the conceptual schemes and Preliminary Underground Master Plans would be consulted in the Stage 2 PE.
- l. For the construction of the underground connection near the Kowloon Peninsula Hotel and New World Centre, the major hurdles encountered included the alignment of the West Rail Line running below Salisbury Road.

83. The Chairman concluded the discussion and asked the study team to take into account the comments/views of the Members in further developing the concept/proposals. He thanked the study team for attending the meeting to brief Members on the Study and answer/respond to Members' questions and comments. They left the meeting at this point.

[The meeting was adjourned for a short break of 5 minutes.]

[Ms Janice W.M. Lai, Ms Christina M. Lee and Mr Thomas O.S. Ho left the meeting during the break.]

Appendix V

Summary Notes from Harbourfront Commission Meeting

**25th Meeting of Harbourfront Commission
held at 3:00 pm on 13 December 2016 at the Conference Room
on Upper Ground Floor, Hong Kong Heritage Discovery Centre,
Kowloon Park, Haiphong Road, Tsim Sha Tsui, Kowloon, Hong Kong**

Minutes of Meeting

Present

Mr Nicholas BROOKE

Mr Paul CHAN

Prof Becky LOO

Mr SO Kwok-yin

Mrs Karen BARRETTO

Mr Freddie HAI

Mr Evans IU

Dr Peter Cookson SMITH

Sr Emily LI

Mr Ivan HO

Mr Shuki LEUNG

Mr Paul ZIMMERMAN

Mr Hans Joachim ISLER

Mr KAN Chak-fun

Ms Vivian LEE

Mr Alan LO

Mr Vincent NG

Mr NGAN Man-yu

Mr Thomas CHAN

Ms Emily MO

Mr Wilson PANG

Mr LAM Sai-hung

Mr Raymond FAN

Mr CHEUK Fan-lun

Mr Raymond LEE

Miss Christine AU

Chair

Secretary for Development, Vice Chair

Representing Chartered Institute of Logistics and
Transport in Hong Kong

Representing Conservancy Association

Representing Friends of the Earth

Representing Hong Kong Institute of Architects

Representing Hong Kong Institute of Landscape
Architects

Representing Hong Kong Institute of Planners

Representing Hong Kong Institute of Surveyors

Representing Hong Kong Institute of Urban Design

Representing Real Estate Developers Association of
Hong Kong

Representing Society for Protection of the Harbour

Deputy Secretary (Planning and Lands)1,
Development Bureau (DEVB)

Assistant Commissioner for Tourism, Tourism
Commission (TC)

Assistant Commissioner/Urban, Transport
Department (TD)

Director of Civil Engineering and Development

Deputy Director of Leisure & Cultural Services
(Leisure Services), Leisure and Cultural Services
Department (LCSD)

Assistant Director/Planning & Services, Marine
Department

Director of Planning

Secretary

In Attendance

Ms Fannie KONG
Mr Francis CHAU
Mr Tim FUNG

Press Secretary to Secretary for Development
Principal Assistant Secretary (Works)2, DEVB
Assistant Secretary (Infrastructure Coordination)
4, DEVB

Mr Larry CHU
Ms Jenny WONG
Miss Emily SOM
Mrs Doris FOK
Mr LEUNG Kong-yui

Assistant Secretary (Harbour)1, DEVB
Assistant Secretary (Harbour) Special Duties, DEVB
Assistant Secretary (Harbour) 2, DEVB
Assistant Director (Leisure Services)1, LCSD
Chair, Task Force on Water-land Interface

Absent with Apologies

Mrs Margaret BROOKE
Mr Raymond CHAN
Mr CHAN Ka-kui
Mr Walter CHAN
Ms Kelly CHAN

Representing Business Environment Council
Representing Hong Kong Institution of Engineers

For Agenda Item 5

Mr PUN Wai-keung

Deputy Head of Geotechnical Engineering Office
(Planning & Standards), CEDD

Mr Tony HO
Ms April KUN
Mr Fred NG
Dr Johnny CHEUK
Dr Eunice MAK

Chief Geotechnical Engineer/Planning, CEDD
Chief Town Planner/ Studies and Research, PlanD
Senior Project Manager, AECOM
Deputy Project Manager, AECOM
Planning Team Leader, AECOM

Item 5 Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Stage One Public Engagement (Paper No. HC/14/2016)

- 5.1. **The Chair** welcomed representatives of CEDD, PlanD and AECOM to the meeting.
- 5.2. **Dr Johnny CHEUK** took Members through the paper with the aid of a PowerPoint.
- 5.3. **The Chair** was concerned about the potential disruptions such underground space developments would bring about to public enjoyment of Kowloon Park and Victoria Park during the development phase. He added that a key element of underground space development was to improve connectivity and suggested that attractions be provided to make the underground space interesting and development rationale be elaborated on to gain public support.
- 5.4. **Mr Freddie HAI** commented that he did not object in principle to carry out a study but would like to ask for more justifications to develop underground space in busy centres. Citing Tsim Sha Tsui as an example, he opined that Tsim Sha Tsui was already busy with retail activities everywhere; it would be nice to give the public an alternative in different character. The public had been enjoying very pleasant and tranquil walking experience

passing through Kowloon Park to other destinations in the district. It was important to allow people to have a choice. Instead of providing more retail via the proposed underground pedestrian network, he believed if improvement was to be sought, adding more access points to Park Lane to improve accessibility from Nathan Road to Kowloon Park would be sufficient for enhancing pedestrian connectivity in the area. He opined that the underground shopping street concept was totally unnecessary and could not support the proposal.

- 5.5. On the proposed development in Causeway Bay, **Mr Ivan HO** commented that the existing at-grade pedestrian connections in the area were efficient and the walking experience through Victoria Park was pleasant. Developing the space underneath the Park, which might cause disruptions to public enjoyment, would not be desirable.
- 5.6. **Dr Peter Cookson SMITH** echoed that an enjoyable walking experience would be the most important consideration. He commented underground space development was an effective way to improve urban walkability, particularly through connections with Mass Transit Railway (MTR) station concourses. Apart from improving connectivity, the project team should also activate the underground space by adding specific uses such as commercial and recreational elements. Based on overseas experience, he considered that it was technically feasible to develop underground space without causing much disturbance to the public open space above.
- 5.7. **Mr LEUNG Kong-yui** said that it was acceptable to develop underground space to address land shortage in key urban areas. While it was pleasant to walk through Kowloon Park, its above-ground topography has indeed restricted pedestrian movement in particular for the physically challenged. He opined that developing a user-friendly underground pedestrian network would bring convenience to the ageing population in Hong Kong.
- 5.8. **Prof Becky LOO** made the following comments on the proposed development in Tsim Sha Tsui:
- a. Underground space development should not be carried out at the expense of the at-grade pedestrian connectivity.
 - b. Underground space should not be dominated by commercial uses.
 - c. Good air ventilation and adequate exits must be provided at the underground space having regard to the weather characteristics of Hong Kong.
 - d. The project team should report details to the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing when ready.
- 5.9. **Mr Paul ZIMMERMAN** commented that the focus of the project team should be on comprehensive district plans to improve the existing pedestrian networks and address the district problems identified. This should include above-ground and at-grade options in addition to underground space solutions with clear cost/ benefit analyses for each. For example, rather than developing underground space, whether providing escalators at

entrances to Kowloon Park and covered walkways might be sufficient to overcome the topographical constraint on district connectivity in Tsim Sha Tsui. In Wan Chai, extending the current elevated walkway network might be more effective to alleviate congestion along different routes, combined with tunnel connections between the MTR station and the redevelopment of Government offices. In Causeway Bay and Happy Valley, the district problems should take into account the future EMSD site and Hong Kong Stadium redevelopment plans. Connection between Tin Hau MTR Station and Victoria Park could be resolved with a short underground tunnel. Rather than stand-alone tunnels, inviting private owners to connect their properties underground such as originally envisaged near Sogo could be more effective. He suggested the project team to take a broader perspective and look into different options (i.e. not just underground) to address the district problems thoroughly and efficiently.

- 5.10. **Mrs Karen BARRETTO** echoed Prof Becky LOO and added that air ventilation would be a major consideration in the development of underground space, in particular for space that would be used for car parks, sewage treatment facilities and water pumping stations. She also commented that good signage systems would be essential for way-finding in underground space.
- 5.11. **Mr Ken SO** said that the development should take good care of the trees and he preferred at-grade pedestrian connections. He suggested that it would be more effective to divert the congested traffic to underground rather than bringing pedestrians to the underground level.
- 5.12. **Dr Johnny CHEUK** made the following responses:
- a. All of the proposed underground space development in the four strategic areas were close to MTR stations. Pedestrians travelling on the MTR could gain access to the underground pedestrian network and reached their destinations conveniently.
 - b. Underground connections would only serve as an additional option while pedestrians could still choose to use at-grade walkways.
 - c. After carrying out a pedestrian survey in Tsim Sha Tsui, the project team understood better the purposes of commuters in the area. The proposed underground connections would become an alternative option for pedestrians and should be welcomed by commuters working in the areas.
 - d. After conducting several focus group meetings and consulting the relevant District Councils, it was observed that underground space developments providing additional pedestrian passageways and supporting facilities were supported by many stakeholders to address the congested at-grade environment and improve the walking experience for pedestrians, particularly during hot and rainy days.
 - e. Many overseas examples showcased that underground space development offered opportunities for better park designs by integrating the underground space with the at-grade park facilities to enhance public enjoyment.

- f. The project team would consider Members' suggestions including encouraging private owners to connect the underground space in their developments in formulating underground master plans for the strategic urban areas.

- 5.13. **Mr Shuki LEUNG** added that connecting the proposed underground space developments to existing and planned MTR stations could help improve the congested aboveground pedestrian environment and facilitate better crowd control/ management. This would offer an additional choice of a more friendly walking environment for pedestrians while causing a limited amount of disruption to public open spaces and facilities. On these grounds, he supported the proposal.
- 5.14. **The Chair** thanked the project team for briefing Members on the study and asked them to take on board Members' comments.

Appendix VI

Summary Notes from Focus Group Meetings

Focus Group Meeting (Professional Institutes and Academics) – Summary Notes

Date: 1 December 2016 (Thursday)

Time: 3pm – 6pm

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

Group A

Organization	Name	Post/ Representing Organizations
Participants:		
Professional Institutes and Academics	1. Ms Kira BROWNLEE	The Hong Kong Institute of Planners
	2. Mr Paul ZIMMERMAN	The Hong Kong Institute of Planners
	3. Mr Oren TATCHER	Hong Kong Institute of Urban Design
	4. Ms Gigi MOK	Young Surveyors Group, The Hong Kong Institute of Surveyors
	5. Sr Victor NG	The Hong Kong Institute of Surveyors
	6. Ms Idi MK CHAN	The Hong Kong Institute of Surveyors
	7. Professor Man Wai CHAN	The Hong Kong Polytechnic University
	8. Dr Jack CHENG	Hong Kong University of Science and Technology
	9. Dr Fiona KWOK	Department of Civil Engineering, The University of Hong Kong
	10. Ir Professor Quentin YUE	Department of Civil Engineering, The University of Hong Kong
	11. Ir Chi Sing LAM	Environmental Division, The Hong Kong Institution of Engineers
	12. Mr Mark WALLACE	Hong Kong Institution of Engineers
	13. Ir Shui Sun KONG	Civil Division, Hong Kong Institution of Engineers
	14. Mr Samson PUNG	Young Members Committee, Hong Kong Institution of Engineers
	15. Mr Anthony IU	Institution of Civil Engineers
Study Team:		
Civil Engineering and Development Department, HKSARG	1. Mr PUN Wai Keung, JP	Deputy Head of the Geotechnical Engineering Office (Planning & Standards)
	2. Mr Jeffrey WONG Chun Fai	Senior Geotechnical Engineer/ Underground Space Development
Planning Department, HKSARG	3. Ms April KUN Ka Yin	Chief Town Planner/Studies and Research
AECOM Asia Company Ltd	4. Mr Fred NG Ho Yin	Senior Project Manager
	5. Mr Robert KWOK	Engineer, Geotechnical

Organization	Name	Post/ Representing Organizations
	6. Dr Eunice MAK Hoi Cheung	Director, Urban Planning
PlanArch Consultants Ltd	7. Ms Betty S.F. HO	Director (Facilitator)
	8. Ms Hoi Yee CHEUNG	Town Planner (Note-taker)
	9. Mr Peter WU	Town Planner (Note-taker)

Part 1: Discussion on Strategic Urban Area (1): Tsim Sha Tsui West

1.1.Key issues

- On-street loading/unloading activities were causing congestion in Tsim Sha Tsui.
- Connectivity was an issue but participants were in doubt whether the topography of Kowloon Park was accountable for it. Liaison with LCSD to install elevators was suggested.
- The baseline analysis on the needs in Tsim Sha Tsui West and the inventory of the required facilities were not provided in the Public Engagement Digest. It was an important piece of information to identify the problems in the area and formulate solutions.
Some participants disagreed with the idea of using underground passageways. The Study Team should examine ways to bring more social and economic benefits to the community.
- The need for proposed underground space at an open space like Kowloon Park was questioned. Justifications would be required as the construction of proposed underground space would cause disruption of the park.
- It was doubted if Tsim Sha Tsui needed additional commercial spaces. Enhancement of connectivity should be the main issue in the proposed underground space.

1.2.Preliminary planning concepts

1.2.1. Proposed Uses

- Suggested vehicular access go underground to alleviate current traffic congestion in Canton Road and Kowloon Park Road, while allowing people to enter the park from ground level.
- Relocation of the Refuse Collection Point in Haiphong Road to less crowded area was suggested.
- Some suggested not to provide additional car parking, while some suggested a portion of the underground area could be used to provide adequate parking spaces for introducing “Park and Walk” service.
- Some considered creating new attraction spots instead of merely creating subways.
- Some suggested to identify the actual community needs before defining the purpose/use of potential underground spaces.
- Some suggested to designate space for exhibition/education on the landscape and ecology.
- The history of Kowloon Park as the former Whitfield Barracks could be showcased by preserving and displaying air-raid tunnels. The disused air-raid tunnels could be transformed into a historical/tourism spot.
- Recreational facilities for youth should be provided.
- Overall, the underground space development in Tsim Sha Tsui should have a designated theme such as historical. Reference could be made to the “Dome of Light” in Taiwan which had a theme of art, architectural and market.

1.2.2. Proposed Connections

- It was suggested that connections between the Jordan and Tsim Sha Tsui MTR Stations, West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the West Kowloon Cultural District should be provided.
- MTRC should be consulted, as users would visit the area if the underground spaces at Kowloon Park were connected with the MTR stations.
- Additional subways should be built alongside the existing pedestrian network to improve pedestrian circulation.
- It was agreed that underground space development would improve the connectivity from Nathan Road to Canton Road.
- It was suggested to increase the number of East-West connections through the underground space of the Park to cope with the elderly's need.

1.2.3. Proposed Locations and Scale of Development

- The participants were concerned about the proposed underground space's impacts on the Park above.

1.2.4. Key Considerations

- The proposed new development area would draw more people into the currently congested area.
- The new development might pose impact on the birds residing within the area and their habitat.
- Business at street level would be affected by the proposed underground space development and hence incentives might be considered to compensate their business lost.
- Concerns on fire safety and crowd control management at Tsim Sha Tsui MTR Station should be addressed.

1.2.5. Temporary Closure / Temporary Reprovisioning of Facilities

- Construction should be carried out in phases over a longer period of time to minimise the impacts.

1.3. Other Concerns for this SUA

- It was suggested that the Study Area should stretch from Middle Road/Sheraton Hotel towards the harbour instead of sacrificing the Park for new development.

Part 2: Discussion on Strategic Urban Areas (2 & 3): Causeway Bay and Happy Valley

2.1. Key issues

- There were plenty of loading/unloading spaces available in the area.
- It was suggested that vehicles accesses should be provided at underground level while returning at-grade surface land for people.

2.2. Preliminary planning concepts:

2.2.1. Proposed Uses

- Overall strategy should be formulated before developing concepts and purposes for the proposed uses.
- While some agreed that car parking spaces should be provided at the Victoria Park, most objected, noting that there are plenty of public transport options in Causeway Bay, and additional parking is likely to cause more traffic.
- Placing vehicular access underground while people stay at-grade was desirable; nonetheless, traffic/social/economic impacts should be addressed.

2.2.2. Proposed Connections

- Consideration should be given to creation of the main underground trunk so that the private developments in the vicinity could connect to it.
- More connections between private developments were desired. Reference could be made to Montreal's development.
- The intention of diversion of pedestrian flow between Causeway Bay and Tin Hau was not identified in the Study as one of the problems in the area, and as such was seen as unnecessary, since comfortable at-grade connection through the Park was available.
- Connectivity between Causeway Bay and Tin Hau MTR Stations and Victoria Park can be improved, as many large events were held at the Victoria Park throughout the year, but such connections can be at the edge of the Park and do not require a continuous underground connection.
- North-South connectivity across Hennessey Road and between Causeway Bay and Happy Valley should be improved.

2.2.3. Proposed Locations and Scale of Development

- Underground linkages should connect to the right locations, such as places of attraction.
- The proposed underground car park could improve the traffic congestion problem in the inner area of Causeway Bay if the car park was located near the Eastern Corridor. Vehicles could drive direct to the car park immediately exiting from the Eastern Corridor and there was no need to drive through the inner area of Causeway Bay.
- The intensity of the proposed underground development at this area was unclear.

2.2.4. Key Considerations

- Construction in deep underground should be adopted to avoid any impacts on the mature trees.
- Considering the significant disruption to Victoria Park for many years, and possible permanent negative impact on its public utility, sufficient explanation on the need to develop this area should be given.
- There was concern on how a pedestrian subway would be linked with the ground level.

2.2.5. Temporary Closure / Temporary Reprovisioning of Facilities

- Construction should be carried out in phases to minimise any impact to residents.

2.3. Other Concerns for this SUA

- Relocation of the Craigengower Cricket Club should be considered to free up valuable space.
- Study Area should include Hong Kong Stadium to improve its connectivity.

- Demolition of the Stormwater Storage Tank beneath Happy Valley Recreation Ground was suggested as it was excessive.

Part 3: Discussion on Strategic Urban Area (3): Admiralty/ Wan Chai

3.1.Key issues

- Footbridge between Wan Chai MTR Station and the Hong Kong Convention and Exhibition Centre (HKCEC) was highly congested especially during exhibition periods in HKCEC.
- Some baseline information was not provided in the Public Engagement Digest, including pedestrian flow near Wu Chung House and Hopewell Centre and redevelopment plan of Wan Chai government buildings.
- Nuisance caused by waste disposal within the district should be addressed.

3.2.Preliminary planning concepts:

3.2.1. Proposed Uses

- A theme should be developed for the proposed underground space to attract users.

3.2.2. Proposed Connections

- Central Wan Chai already enjoys fairly good pedestrian connectivity at street level, and Wan Chai North has a rather well developed elevated walkway system; the main problem is north-south movement across Harcourt Road.
- Secondary North-South connection, parallel to the existing footbridge, along Luard Road on the ground level, connecting via a footbridge to the elevated walkway system in Wan Chai North, was preferred to an underground tunnel.

3.2.3. Proposed Locations and Scale of Development

- Underground space could be considered if the Wan Chai Government Offices were redeveloped.

3.2.4. Key Considerations

- A master plan and strategy should be formulated to deal with land leases issues or land premium.

3.2.5. Temporary Closure / Temporary Reprovisioning of Facilities

- Should consult the users of the Southorn Playground.
- Construction should be carried out in phases over a longer period of time to minimise the impacts.

3.3.Other Concerns for this SUA

- The Study Area should cover Wan Chai North and Wan Chai South.
- The Study should also investigate East-West connection in the inland area.

[Post-meeting note: Mr Paul Zimmerman has submitted a written response following the meeting – No.C1157 of the Written Comments List refers]

Focus Group Meeting (Professional Institutes and Academics) – Summary Notes

Date: 1 December 2016 (Thursday)

Time: 3pm – 6pm

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

Group B

Organization	Name	Post/ Representing Organizations
Participants:		
Professional Institutes and Academics	1. Ms Winnie WONG	The Hong Kong Institute of Architects
	2. Mr Paul CHAN	The Hong Kong Institution of Engineers - Civil Division
	3. Mr Derek KWOK Chi Lok	The Hong Kong Institution of Engineers
	4. Mr Paul Y.K. CHAN	The Hong Kong Institute of Landscape Architects
	5. Ms Alison IP	The Hong Kong Institute of Planners
	6. Mr Tsz Ming KONG	Young Planners Group, The Hong Kong Institute of Planners
	7. Mr Joe TAM	
	8. Sr Edgar LEE	The Hong Kong Institute of Surveyors
	9. Mr Benjamin LAU	Hong Kong Institute of Urban Design
	10. Mr P.Y. TAM	
	11. Mr K.P. CHEUNG	Department of Architecture, The University of Hong Kong
	12. Ms Keyin LI	
	13. Professor Bo-sin TANG	Department of Urban Planning and Design, The University of Hong Kong
	14. Professor Limin ZHANG	Department of Civil and Environmental Engineering, The Hong Kong University of Science and Technology
	15. Mr Jericho LAU	The Hong Kong Polytechnic University

Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Feasibility Study
Stage 1 Public Engagement Report
Appendix VI - Summary Notes from Focus Group Meetings

Organization	Name	Post/ Representing Organizations
	16. Dr Andy WONG Kam Din	Department of Building and Real Estate, The Hong Kong Polytechnic University
	17. Mr Man Kit CHUNG	China Business Centre, The Hong Kong Polytechnic University
	18. Sr Ir Dr Dennis WU	Faculty of Science and Technology, Technological and Higher Education Institute of Hong Kong
	19. Mr Gens NIU	Yuen Hong Shipping, Co.
Study Team:		
Civil Engineering and Development Department, HKSARG	1. Mr Tony HO Ying Kit	Chief Geotechnical Engineer/ Planning
Planning Department, HKSARG	2. Mr Mann CHOW Man Hong	Senior Town Planner/Studies and Research
AECOM Asia Company Ltd	3. Dr Johnny CHEUK Chi Yin	Deputy Project Manager
	4. Mr Derek CHIU Sin Ming	Engineer, Geotechnical
	5. Ms Ebby LEUNG	Associate Director, Urban Planning
Policy for Sustainability Lab, Faculty of Social Sciences, The University of Hong Kong	6. Dr Winnie LAW	Associate Director (Facilitator)
	7. Ms Joyce CHOW	Project Manager (Note-taker)
	8. Ms Carol LEE	Senior Project Officer (Note-taker)
	9. Mr Darwin LEUNG	Senior Project Officer (Note-taker)

Part 1: Discussion on Strategic Urban Area (1): Tsim Sha Tsui West

1.1.Key issues

- Community needs were the main drives for underground space development, hence thorough community research for their needs should be conducted.
- The selected areas were very crowded with congested vehicular and pedestrian flow at street level. Should underground space be developed, both above ground and underground spaces should be planned and designed together.
- Roadside parking and double parking were observed at the Tsim Sha Tsui area. Underground car park might improve the situation.

1.2.Preliminary planning concepts:

1.2.1. Proposed Uses

- Reconnection/connection between different uses, such as the Kowloon Cricket Club and Queen Elizabeth Hospital.
- In response to the demand for community facilities, meeting/gathering space or a community hall at the underground space beneath the park was recommended for the Yau Tsim Mong District.
- The underground space could be used for office space, whereas the surface land for other uses such as recreation and/or community.

1.2.2. Proposed Connections

- A participant suggested the use of automated people mover systems between the following points:
 - Tsim Sha Tsui area and Austin MTR Station;
 - Jordan MTR Station and Austin MTR Station;
 - West Kowloon Cultural District and Hong Kong Cultural Centre; and
 - future Central Kowloon Route Portal at Yau Ma Tei and the Kowloon harbourfront.
- Exploration of an under-harbour link between Tsim Sha Tsui and Central was also suggested, in which various modes of transport may be considered (i.e. pedestrian, bicycle, electric vehicles, etc.).

1.2.3. Proposed Locations and Scale of Development

- It was advised that the Study Area should not be limited to the set boundary, but also cover some areas such as King's Park and Yau Ma Tei, so as to reconnect the dense urban areas with the surrounding old districts.
- Relocation of the existing Star Ferry Bus Terminus to the underground space at Kowloon Park was suggested to vacate the area for other uses.

1.2.4. Key Considerations

- Vertical greening could be considered as a remedial measure.
- Underground space development should enhance the at-grade urban fabric and pedestrian environment. These could be achieved by redirecting vehicular traffic to underground space, to release valuable at-grade space for pedestrians.

- It was advised that any future underground traffic (vehicular or pedestrian) should be carefully planned to avoid attracting even more traffic or creating additional pressure to the congested areas.
- It was suggested that some underground areas or connections may be developed as a land reserve or back-up space for future development.
- Financial difficulties were expected; different financing models, including Public Private Partnership and Build Operate & Transfer were both considered feasible and acceptable.
- Technical feasibility and cost-effectiveness of any underground development should be thoroughly examined. The cost should be well justified.
- Sea water cooling system could be considered to reduce consumption of energy.

1.2.5. Temporary Closure / Temporary Reprovisioning of Facilities

- Temporary reprovision of park facilities was required during construction period.

1.3. Other Concerns for this SUA

- An example of underground development by refurbishing air-raid tunnels into an underground shopping mall in Wuhan, Mainland China by Renhe Commercial Holdings Co Ltd. was raised for the Study Team's reference.

Part 2: Discussion on Strategic Urban Areas (2 & 3): Causeway Bay and Happy Valley

2.1. Key issues

- The aim of the Study was unclear.
- Occupation of large area of the road by roadside/illegal parking and loading/unloading activities infringed the enjoyment of the public.
- Given the efficient public transport systems in Hong Kong, need for underground car parking spaces was doubted.
- Improvement of pedestrian environment at this SUA was suggested, such as at Yee Wo Street and Lockhart Road (near the Public Light Bus Terminus).
- As Cross-Harbour Tunnel would expire in 2022, a possible location for a new tunnel/portal between the Tsim Sha Tsui area and Victoria Park was suggested. Also, a second tunnel between Aberdeen and Victoria Park via Happy Valley was suggested.

3.3. Preliminary planning concepts:

3.3.1. Proposed Uses

- The proposed underground spaces should be mixed use.
- The programme and uses for underground space development should be carefully planned and complement at-grade activities.
- Leisure use such as reading space, passive uses such as art galleries, park/open space, recreation space, and cultural uses were proposed.

3.3.2. Proposed Connections

- Some suggested connections between the following points included:
 - Causeway Bay and Happy Valley/Hong Kong Stadium (for better crowd control);
 - Victoria Park and Patterson Street;
 - Victoria Park and the Central Library; and

- Victoria Park and the Harbourfront.
- At-grade pedestrian connections were preferred.
- Improvement of connectivity through footbridges should also be explored.

3.3.3. Proposed Locations and Scale of Development

- Different uses for proposed underground space development should be explored. Potential development sites should not be ruled out at current juncture even if construction of which was technically difficult.
- It was queried that why basketball/ football courts were not considered for underground space development.

3.3.4. Key Considerations

- The vision for these 2 SUAs should enhance connectivity and walking experience.
- Improving walking experience may foster commercial activities.
- Pedestrianisation was suggested to improve some congested roads in the area.
- It was queried whether the proposed plans and land uses were driven by market needs or by other grounds. Strong justification with supporting statistics was necessary to validate that the proposed development was based on supply and demand.
- In general, it was more preferable to have different activities/uses at-grade rather than underground, particularly for elderly people.
- The future design of the underground space should allow penetration of natural sunlight or provide exposed/open area as far as possible.

3.3.5. Temporary Closure / Temporary Reprovisioning of Facilities

- N/A.

3.4. Other Concerns for this SUA

- Concern was raised that provision of more convenience for vehicles (i.e. roads and parking) would attract even more vehicles to the area and further worsen the traffic congestion at this area. It was also emphasised that city development should be designed for people.
- Good signage system should be put in place to avoid disorientation in underground space.

Part 3: Discussion on Strategic Urban Area (3): Admiralty/ Wan Chai

3.1. Key issues

- The proposed redevelopment of the three government buildings at Wan Chai North (Revenue Tower, Wanchai Tower, and Immigration Tower) was queried and it was expressed that it could be a potential area for underground space development.
- The potential of expansion of Wan Chai MTR Station was queried, particularly the concourse area.
- It was queried whether the Luard Road Refuse Collection Point would be relocated or it would be improved in situ.

3.2. Preliminary planning concepts:

3.2.1. Proposed Uses

- Rehousing utilities such as electrical substation into underground was suggested so to release valuable at-grade space.
- Indoor uses or activities were suggested to be placed underground. Round-the-clock uses (i.e. different uses for day time and night time) could also be considered.

3.2.2. Proposed Connections

- Connection between Pacific Place 3 to the Wan Chai area along Johnston Road was suggested (along Queen's Road East).
- Other suggested *non-underground* connections included:
 - *Footbridge* from Pacific Place to Wan Chai MTR Station.
 - *Footbridge* from Hong Kong Convention and Exhibition Centre to Wan Chai.
 - *Footbridge* between Wan Chai, future Exhibition, and Admiralty MTR Stations.
- In view of the potential enhancement of pedestrian flow brought by the completion of the Shatin to Central Link, it was suggested that the demand for the N-S connection should be carefully examined.

3.2.3. Proposed Locations and Scale of Development

- Underground space development had the potential to form part of Comprehensive Development Area Zones or redevelopment projects led by Urban Renewal Authority private developers in the future.
- It was agreed that Southorn Playground was dilapidated and had redevelopment need; hence underground space development at the site was considered a good idea.
- Other suggested locations for consideration included:
 - Wan Chai Playground;
 - Public Space adjacent to Wah Yan College; and
 - Fenwick Pier.
- The proposed underground space development at the Wan Chai SUA was less extensive than the other SUAs.

3.2.4. Key Considerations

- The underground space development should respond to the changing demographics (i.e. aging population) such as providing barrier-free access.
- Cost implications such as land premium or rental costs were queried.
- Thematic approach should be adopted to different parts of the underground space for easy identification.
- Suggested to make reference to the “Electric Road Pricing Pilot Scheme in Central and its Adjacent Areas”, in which “park-and-ride” facilities were suggested to be placed in the peripheral/adjacent areas of Central (i.e. Admiralty and Wan Chai).

3.3. Other Concerns for this SUA

- An example of underground development by refurbishing air-raid tunnels into an underground shopping mall in Wuhan, Mainland China by Renhe Commercial Holdings Co Ltd was raised for the Study Team's reference.

Focus Group Meeting (Green Groups and Policy/Research Institutes) – Summary Notes

Date: 9 December 2016 (Friday)

Time: 2pm – 5pm

Venue: Function Room, AC2, Level 4, Administrative Building, Hong Kong Cultural Centre,
 10 Salisbury Road, Tsim Sha Tsui, Kowloon, Hong Kong

Organization	Name	Post/ Representing Organizations
Participants:		
Green Groups and Policy/Research Institutes	16. Mr CHEUNG King Kui	Bauhinia Foundation Research Centre
	17. Ms Agnes CHING	
	18. Mr Wendell CHAN	Friends of the Earth (HK)
	19. Mr Thomas CHOI	Greeners Action
	20. Mr Franklin LAM, BBS	HKGolden50
	21. Ms LIANG Pui Wa, Chris	Hong Kong Archaeological Society
	22. Mr Kenneth CHAN	Hong Kong Public Space Initiative
	23. Mr William TSANG	Our Hong Kong Foundation
	24. Dr Angie NG	The Conservancy Association
	25. Mr Roy NG	
	26. Mr Willis LAU	The Conservancy Association Centre for Heritage
Study Team:		
Civil Engineering and Development Department, HKSARG	1. Mr PUN Wai Keung, JP	Deputy Head of the Geotechnical Engineering Office (Planning & Standards)
	2. Mr CHUNG Wai Keung, Philip	Chief Geotechnical Engineer/ Geotechnical Projects
	3. Mr HO Ying Kit, Tony	Chief Geotechnical Engineer / Planning
	4. Mr WONG Chun Fai, Jeffrey	Senior Geotechnical Engineer/ Underground Space Development
	5. Mr HO Chiu Shek, Patrick	Geotechnical Engineer/ Underground Space Development 1
	6. Mr YEUNG Tin Lun	Geotechnical Engineer/ Underground Space Development 2
Planning Department, HKSARG	7. Ms April KUN Ka Yin	Chief Town Planner/Studies and Research
	8. Mr CHOW Man Hong, Mann	Senior Town Planner/Studies and Research 3
	9. Mr CHAN Kwun Hang, Coway	Town Planner/Studies and Research 1
	10. Mr AU Chin Pang	Town Planner/Studies and Research 7
	11. Miss LEE Si Wai, Sheren	Town Planning Graduate/Studies and Research 3

Organization	Name	Post/ Representing Organizations
AECOM Asia Company Ltd	12. Mr NG Ho Yin, Fred	Senior Project Manager
	13. Dr Eunice MAK Hoi Cheung	Director, Urban Planning
	14. Dr CHEUK Chi Yin, Johnny	Deputy Project Manager
	15. Mr David MAK	Project Engineer
	16. Mr Ivan CHAI	Graduate Engineer, Geotechnical
	17. Mr Oscar LAI	Vocational Trainee
Policy for Sustainability Lab, Faculty of Social Sciences, The University of Hong Kong	18. Dr Winnie LAW	Associate Director (Facilitator)
	19. Ms Joyce CHOW	Project Manager (Note-taker)
	20. Ms Carol LEE	Senior Project Officer (Note-taker)
PlanArch Consultants Ltd	21. Ms Betty S.F. HO	Director
	22. Ms Elizabeth NG	Assistant Town Planner

Part 1: Discussion on Strategic Urban Area (1): Tsim Sha Tsui West

3.4.Key issues

- The main function of Kowloon Park was for leisure purposes.
- This SUA might not be a good location for developing underground space.
- The Study team was reminded that it was important to look into the demographics and supply/demand of community facilities prior to any proposals of possible uses of underground spaces. It was important to understand the target users and types of facilities based on the longer term community needs, i.e. 20 or 30 years onwards.

3.5.Preliminary planning concepts:

3.5.1. Proposed Uses

- Uses for open space: tutoring/reading space, space for group activities, community halls, and uses which facilitate active ageing were suggested.
- Art and culture for youth were possible themes for the underground space at this SUA. Performance venues for youngsters were also suggested.
- Underground subways were not desirable; different programmes, activities and uses should be incorporated into the connection of underground space.
- More public space should be provided in the proposed underground spaces. A variety of activities and functions was also important to make the space attractive and interesting.

3.5.2. Proposed Connections

- There was concern that the proposed connections would attract even more visitors to the area.

- Rather than diverting pedestrians underground, the Study should consider the concept of the West Kowloon Cultural District, where proposed vehicular road was located underground to free up valuable at-grade space for people to enjoy and use the open space.

3.5.3. Key Considerations

- Community needs and potential benefits/improvements to the community should be the main drives.
- Design of the underground space should address the need of ageing population in Hong Kong. It was considered that activity space for elderly/elderly volunteers could encourage active ageing, which would help lift the burden borne by the younger generation.
- There was concern whether the construction would pose potential impacts to the Old and Valuable Trees/existing vegetated area.
- As Kowloon Park was considered as an active ecosystem with existing habitats, concerns on the potential ecological impacts were raised.
- Revitalisation/reinforcement of the existing air-raid tunnel system for cultural use was suggested so that visitors would learn about its history.
- On the archeological aspect, there might be archeological relics at the original coastline of the Kowloon peninsula/Kowloon Park which was built/filled over during the reclamation/development over the years. Although the exact locations of these relics were uncertain, due care should be taken during planning and implementation stage.
- The use of underground/all-weather facilities for pedestrian connections was generally supported as it would promote and facilitate the trend of “active aging” by encouraging elderly persons to get around easily. However, consideration must be taken into account for different walking pace/speed for different age groups.
- “3-D” approach in provision/reprovisioning of open space at Kowloon Park should be considered; natural lighting and vertical greening should be introduced.

3.6. Other Concerns for this SUA

- Public participation through various means (e.g. Design Competitions) during planning and design stage was recommended as far as possible.
- The Study should take an opportunity to explore ways to review the current management of public space.
- There was concern whether the proposed underground development would only benefit private developers.

Part 2: Discussion on Strategic Urban Areas (2 & 3): Causeway Bay and Happy Valley

3.5. Key issues

- The main functions of Victoria Park were for sports and civic uses.
- Any form of development which would increase land supply was supported.
- Any development which connected to the existing underground network was “sunk cost”. Hence, new underground connections to the existing development or passageways would be able to improve the area and were therefore supported.
- Existing at-grade connections should be improved to make the space more vibrant and boost the usage.

- The Study team was reminded that it was important to look into the demographics and supply/demand of community facilities prior to any proposals of possible uses of underground spaces. It was important to understand the target users and types of facilities based on the longer term community needs, i.e. 20 or 30 years onwards.

3.6.Preliminary planning concepts:

3.6.1. Proposed Uses

- Though it would be more financially viable, underground space with a single use (i.e. commercial use only) should be avoided.
- It was queried whether the final product of the Study would simply be an extension of commercial and retail uses to Victoria Park.

3.6.2. Proposed Connections

- A connection (no matter whether in the form of underground or at-grade) from Causeway Bay to North Point along the harbourfront was suggested.

3.6.3. Proposed Locations and Scale of Development

- In order to make it financially viable, the size and scale of the future underground developments with different uses including commercial use must be large enough. However, land value and land ownership issues might arise with greater and more extensive underground development.
- It was queried whether it was possible to develop underground space near the area presently occupied by private sports clubs near Happy Valley. Since it was large in size and with low density, it would generate fewer nuisances for the residents during construction.

3.6.4. Key Considerations

- The proposed underground space development, if bringing positive changes to the Hong Kong society, was acceptable in principle. However, further investigation of different issues was necessary before implementation.
- Consideration of energy consumption for maintaining underground space was raised.
- Due consideration should be made when developing underground space near the area which was susceptible to flooding.
- It was queried why Victoria Park was the proposed location for underground space development for this SUA.

3.7.Other Concerns for this SUA

- Public participation through various means (e.g. Design Competitions) during planning and design stage was recommended as far as possible.
- The Study should take an opportunity to explore ways to review the current management of public space.

Part 3: Discussion on Strategic Urban Area (3): Admiralty/ Wan Chai

5.1.Key issues

- Despite the numbers of open spaces in Wan Chai, they were tiny and fragmented (e.g. open space in Queen’s Road East and Swatow Street); the existing larger public open space was located at the harbourfront.
- There was no community centre in the district.
- The older parts of Wan Chai district were accommodating “locally unwanted land use” such as the Violet Peel Methadone Clinic and were over-crowded.
- The future land uses at the three government buildings (Revenue Tower, Wan Chai Tower, and Immigration Tower) at Wan Chai North were still uncertain.
- The Study team was reminded that to determine possible future uses for each SUA, it was important to look into the demographics and supply/demand for community facilities. It was important to understand the target users and types of facilities based on the longer term community needs, i.e. 20 or 30 years onwards.

5.2.Preliminary planning concepts:

5.2.1. Proposed Uses

- Public space and community centres, etc. were proposed.

5.2.2. Proposed Connections

- The Study should further explore how to improve the existing connections, rather than to develop more space for other uses.

5.2.3. Proposed Locations and Scale of Development

- The location of Southorn Playground was good to provide more community facilities for residents of the old Wan Chai district; suggested uses included community hall, tech mall and sports ground. However, the available space at Southorn Playground was too small for any realistic use to take place.
- The scale of developments at this SUA was limited. It was advised that if the cost-effectiveness of the proposed underground development is not favourable, it was considered that it should not proceed.
- The residential area, streetscapes and communities in Wan Chai were attractive to most visitors since they reflected the style of “old Hong Kong”. Hence, a museum of Wan Chai’s history was proposed at the proposed underground space at Southorn Playground.

5.2.4. Key Considerations

- The information in the Public Engagement Digest should include more details (i.e. the coverage of land ownership) for reference.

5.3.Other Concerns for this SUA

- Public participation through various means (e.g. Design Competitions) during planning and design stage was recommended as far as possible.
- The Study should take an opportunity to explore ways to review the current management of public space.

Focus Group Meeting (Community and Recreational Groups) – Summary Notes

Date: 16 December 2016 (Friday)

Time: 1pm – 4:30pm

Venue: Function Room, AC2, Level 4, Administrative Building, Hong Kong Cultural Centre,
 10 Salisbury Road, Tsim Sha Tsui, Kowloon, Hong Kong

Organization	Name	Post/ Representing Organizations
Participants:		
Community Groups	27. Mr Ali SHAH	The Incorporated Trustees of the Islamic Community Fund of Hong Kong
	28. Mr M W MOHIDEEN	The Incorporated Trustees of the Islamic Community Fund of Hong Kong
	29. Mr WU Chuen Chi, Nicholas	Tsim Sha Tsui District Kaifong Welfare Association
	30. Mr Pakkin LEUNG	The Wanchai Commons
Recreational Groups	31. Mr S. K. WONG	Hong Kong Sports Institute
	32. Mr Sarinder DILLON	Indian Recreation Club
	33. Mr H. S. SARAU	Indian Recreation Club
Study Team:		
Civil Engineering and Development Department, HKSARG	34. Mr HO Ying Kit, Tony	Chief Geotechnical Engineer/Planning
	35. Mr WONG Chun Fai, Jeffrey	Senior Geotechnical Engineer/ Underground Space Development
	36. Mr HO Chiu Shek, Patrick	Geotechnical Engineer/ Underground Space Development 1
	37. Mr YEUNG Tin Lun	Geotechnical Engineer/ Underground Space Development 2
Planning Department, HKSARG	38. Ms KUN Ka Yin, April	Chief Town Planner/Studies and Research
	39. Mr Chow Man Hong, Mann	Senior Town Planner/Studies and Research 3
	40. Mr CHAN Kwun Hang, Coway	Town Planner/Studies and Research 1
	41. Mr AU Chin Pang	Town Planner/Studies and Research 7
	42. Miss LEE Si Wai, Sheren	Town Planning Graduate/Studies and Research 3
AECOM Asia Company Ltd	43. Mr NG Ho Yin, Fred	Senior Project Manager
	44. Dr CHEUK Chi Yin, Johnny	Deputy Project Manager
	45. Ms Ebby LEUNG	Associate Director, Urban Planning
	46. Mr David MAK	Project Engineer
	47. Mr Ivan CHAI	Graduate Engineer, Geotechnical
	48. Mr Oscar LAI	Vocational Trainee

Organization	Name	Post/ Representing Organizations
Sustainability Lab, The University of Hong Kong	49. Dr Winnie LAW	Associate Director
	50. Ms Joyce CHOW	Project Manager
	51. Ms Carol LEE	Senior Project Officer
PlanArch Consultants Ltd	52. Ms Betty S.F. HO	Director (Facilitator)
	53. Miss Elizabeth NG	Assistant Town Planner (Note-taker)

Part 1: Discussion on Strategic Urban Area (1): Tsim Sha Tsui West

5.4.Key issues

- Inadequate community space to serve the residents and community groups in the area.
- Existing car parking spaces were far away, causing inconvenience to visitors of Kowloon Park, and Kowloon Mosque and Islamic Centre (Kowloon Mosque hereafter).
- Inadequate capacity of the Kowloon Mosque (design capacity of about 2,000 people, with daily visitors of up to 3,500 to 4,000 on busy days) causing jamming/overflowing of visitors to the pedestrian footpath on Nathan Road outside the Mosque.
- Kowloon Mosque requires expansion to accommodate religious activities. It was expressed that while expansion to the immediate underground of the Mosque was considered impossible due to MTR tracks passing right under the Mosque, expansion appeared to be only possible westward. If expansion was possible for the Mosque, the development should be planned carefully and early.

5.5.Preliminary planning concepts

5.5.1. Proposed Uses

- Underground space development was generally supported.
- Suggested providing adequate car parking spaces and lay-bys for lorries, coaches and private vehicles underneath Kowloon Park, possibly near the Kowloon Mosque.
- Expansion of the existing Kowloon Mosque to the immediate west of the building into the Kowloon park, either above ground or underground, for the use of the Mosque and for car parking spaces.
- It was opined that other community/religious groups also demanded community halls and places for gatherings and religious/cultural purposes. Community halls in the Tsim Sha Tsui area had high occupancy rates and the rentals were high. More space/facilities for community/religious activities would be welcomed either above ground or underground.
- It was opined that sport facilities might not be required to be accommodated in underground space as the weather in Hong Kong was not extreme compared with other overseas countries.
- As Tsim Sha Tsui mainly served as a tourist and shopping hub, the future underground space could be used for related activities.

- Underground space development would provide an opportunity to meet the demand for community space and recreational space in the area. Underground space could also accommodate nuisance-generating activities, such as skateboarding which caused noise and nuisance to nearby residents and users at night time.

5.5.2. Proposed Connections

- Supported to provide additional/alternative underground passageways to alleviate at-grade congestion in the vicinity.

5.5.3. Key Considerations

- Preservation of mature/significant trees in and around Kowloon Park.
- In view of the underutilisation of retail spaces along the “shopping corridor” underneath Mody Road, it was urged that a genuine need for more underground commercial space and the readiness of the Hong Kong population for underground space development should be ensured before implementing the programme for proper use of public resources.
- A balanced mix of commercial and non-commercial uses would be more desirable.
- The ratio of underground commercial space should be carefully considered to avoid a plethora of unrented retail space or under-used space which would affect the ambience of the space.
- Security concerns were raised, such as possibility of homeless people sleeping in the underground space during night time.

5.5.4. Temporary Closure / Temporary Reprovisioning of Facilities

- It was opined that inconvenience and nuisance during the construction period would be acceptable if a desirable outcome could be achieved.

5.6. Other Concerns for this SUA

- N/A

Part 2: Discussion on Strategic Urban Areas (2 & 3): Causeway Bay and Happy Valley

3.8. Key issues

- Multi-purpose meeting rooms could be provided in the underground spaces as there were inadequate meeting venues for owners corporations.

Preliminary planning concepts:

3.8.1. Proposed Uses

- Proposed to provide more community space and venues for meetings of owners’ corporations.
- Proposed to provide a transport interchange, carparks and shop spaces underneath Victoria Park.

- Suggested to relocate incompatible facilities to underground and reuse the site either for pedestrian walkways or public spaces.
- The needs of the stakeholders, particularly the nearby neighbourhood/residents, should be taken into account.

3.8.2. Proposed Connections

- Supported to connect the Causeway Bay and Tin Hau MTR Stations underneath Victoria Park as a start. Further connections from Tin Hau MTR Station to Tai Hang were also suggested. It was opined that benefits of the project would be well received by the public if convenient passageway was provided.
- The underground space development should be further expanded and connected to other potential redevelopment sites nearby such as the former headquarters of the Electrical and Mechanical Services Department (EMSD) at Caroline Hill at a later stage.

3.8.3. Proposed Locations and Scale of Development

- It was expressed that the scale of the underground space should be large enough for the space to be more cost-effective, usable and able to attract people to visit the place.

3.8.4. Key Considerations

- Different strategies would be required for alleviation of pedestrian or vehicular traffic.
- It was opined that the objective to divert pedestrian flow would require a holistic approach.
- The pressing need for community space was emphasised.
- Referencing overseas experience such as the Taiwan underground streets, Government, Community and Institution (GIC) services could be placed on the immediate first floor underground space for easy access of the elderly or those with lower mobility.
- Victoria Park is a rare leisure area in the territory with extensive tree shades and it was urged to minimise impact on existing trees.

3.8.5. Temporary Closure / Temporary Reprovisioning of Facilities

- Showed concern on the potential adverse impacts during the construction period. Development in phases was preferred.
- Potential disturbance during the construction period of the project was acknowledged, but would nonetheless be welcome if the project would benefit the community of Hong Kong.

3.9. Other Concerns for this SUA

- The Muslim Cemetery and the Catholic Cemetery near Stubbs Road had poor connectivity. While it was understood that the locations were far away from the current Study Areas, consideration should be given to identify possible measures to improve the connectivity of these two cemeteries.

Part 3: Discussion on Strategic Urban Area (3): Admiralty/ Wan Chai

7.1.Key issues

- The O'Brien Road pedestrian footbridge was often very crowded.
- Lack of community space and spaces for meetings in the area.

7.2.Preliminary planning concepts:

7.2.1. Proposed Uses

- While supporting provision of more recreational space and ancillary facilities (such as changing rooms) underground, it was preferred to have the sporting facilities on street level to allow visual participation of the passers-by.
- Made reference to the 2005 proposal for improvement of the Southorn Playground advocated by the Wan Chai District Council for 3-dimensional space utilisation, which included concepts of lifting up the basketball courts and creating of more community space.

7.2.2. Proposed Connections

- Proposed incorporation of community space in the lease in the future land sale of the existing Wan Chai Government buildings to allow better connection and more holistic comprehensive development in the future.

7.2.3. Proposed Locations and Scale of Development

- Proposed increasing the provision of community space, especially those that could be used after general office hours.

7.2.4. Key Considerations

- The programme should only be implemented if there was a genuine need, not because of low technical difficulty in implementation.
- The importance of a holistic and comprehensive redevelopment approach for the Southorn Centre for better utilisation of the valuable ground level space was emphasised.
- It was enquired what form of management of the future underground space would take, whether it would be managed by the Government, private sector, District Council or in the form of public-private-partnership. The space would require innovative and comprehensive development providing a balanced mix of uses; a balance should be struck between financial viability and creation of space with unique character.
- Hong Kong might not have comparable incentives to Taiwan and Japan to provide underground refuge for natural hazards. Underground space development in Hong Kong would require a different set of incentives to justify the investment.

7.2.5. Temporary Closure / Temporary Reprovisioning of Facilities

- Temporary disruption/suspension of the use of the sports ground and related facilities for more community space would be tolerable.
- Requested for careful consideration of implementation strategy, including phasing plan, if any. Recent construction works for the tunnel linkage to the MTR Station carried out in phases with arrangements for temporary suspension of part of the basketball courts might cause a prolonged period of disruption, but would allow use of the sporting facilities meanwhile.

7.3. Other Concerns for this SUA

- Existing Refuse Collection Point was conveniently located and objected to plans to relocate it to other places in the district which would only displace the nuisance elsewhere, unless it was to be relocated underground.
- Refuse Collection Point should be improved both in terms of functionality and amenity. Proposed provision of community recycling at the Refuse Collection Point.
- Any plans for underground space beneath the Wan Chai Sports Ground should avoid adversely affecting the use of the sports ground.

Part 4: Other Concerns/Comments on the Study

- Overall strategy should go beyond provision of linkages connecting different areas, but also to add value to the space/uses above ground.
- It was enquired whether there was a priority among the development proposals, and whether there would be any planned underground space underneath any existing buildings.

Appendix VII

Summary Notes from Public Planning Workshops

城市地下空間發展：策略性地區先導研究
**Pilot Study on Underground Space Development in
Selected Strategic Urban Areas**

公眾規劃工作坊
Public Planning Workshop

意見紀錄
Workshop Transcripts

日期 **Date** : 8/1/2017 (星期日 **Sunday**)
地點 **Venue** : 香港灣仔軒尼詩道 15 號溫莎公爵社會服務大廈一樓大禮堂
Auditorium, 1/F, Duke of Windsor Social Service Building
15 Hennessy Road, Wan Chai, Hong Kong
時間 **Time** : 15:00-18:30

小組 Group No.: **1**
協論員 Facilitator: 周韻芝女士 Ms Joyce Chow
技術顧問 Technical Advisor: 吳浩然先生 Mr Fred Ng

參加者 Participants:

	姓名 Name	團體 Organization
1	AU, Michael	香港建築師學會 The Hong Kong Institute of Architects
2	CHEUNG, Wendy	公眾人士 Public
3	CHOI, S. Y.	Asia Consulting
4	KAN, Elsie	公眾人士 Public
5	KOK, Sam	公眾人士 Public
6	KWOK, Jessie	公眾人士 Public
7	KWOK, Jonathan	公眾人士 Public
8	WONG, Janice	公眾人士 Public
9	YEUNG, Carmen	公眾人士 Public

小組討論 (第一組)

Group Discussion (Group 1)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認同尖沙咀不少街道（例如柯士甸道和廣東道）均很擠塞。
- 有參加者認為尖沙咀作為文化及旅遊購物地區需要更多可讓市民停留的空間。

初步規劃概念 Preliminary planning concepts

- 有參加者認為香港市區新增土地不足，適宜發展地下空間作不同用途。
- 參加者普遍認同發展地下空間可以提供地下行人連接解決現有內區擠塞街道人車爭路問題，有參加者認同東西方向的地下行人連接是重要的，但有參加者指出在九龍公園地底發展南北方向行人連接的誘因不足，估計興建後使用率可能不高。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者指此區的地下空間可連接西九龍文化區，因此主題和用途應著力於文化和藝術方面，建議提供小餐館、書店、藝術館、區域性圖書館及市民表演的場地等，營造文化氛圍。
- 有參加者認為地下空間用途不應單一化。由於發展地下空間成本高昂，財政上必須小心考慮。若只提供文化用途等設施，財政上未必可行，因此必須有完善配套包商業元素。
- 有參加者認為此區已經有很多以遊客為主要對象的零售商場，不必在擬議的地下空間提供這些類近的商鋪。參加者希望地下空間可提供多些與文化有關的小店和攤位。
- 有參加者希望此區的地下空間可讓人們漫步，欣賞文化和悠閒地聊天。

建議發展規模 Proposed scale of development

- 有參加者認為區內地下空間需要分階段逐步發展。
- 有參加者指四個策略性地區可能也要分次序發展。

其他關注 Other concerns

- 有參加者關注發展地下空間會否影響公園內現有的古樹。
- 有參加者指發展地下空間必須把地面和地下空間視為綜合的結構來作整體規劃（可參考香港海防博物館），不可以只顧單一發展地下空間。
- 有參加者認為不同政府部門在發展地下空間時必須溝通協調。
- 有參加者指發展地下空間的工程可能會與附近私人地產有衝突。

其他建議 Other suggestions

- 有參加者認為可考慮利用港威大廈地庫連接通往不同方向。
- 有參加者認為地下通道應避免要行人上上落落，並應提供無阻通道例如升降機等設施。
- 有參加者建議於地下空間提供政府無線上網、電訊和充電設施，作為智慧城市的配套。
- 有參加者希望能在地下提供更多公共空間，並加入環保概念，例如可以利用人流動力產電，使用提供環保的供水設施和洗手間、種植植物提供新鮮空氣及使用環保的通風及中央空調系統、並注意設計以防止散播傳染病，從而製造一個舒適的空間讓人安心步行。
- 有參加者建議透過放寬地契條款，提高發展商發展地下空間的誘因，另外有參加者建議地下空間可以連接相鄰產業現有的地下空間。
- 有參加者認為地下空間可以公私營合作的模式建造及管理。

策略性地區 (二及三) 銅鑼灣及跑馬地 Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認為區內與海濱的連繫不足。
- 有參加者認為跑馬地與其他的連接不暢順。

初步規劃概念 Preliminary planning concepts

- 有參加者認為可考慮在地下空間提供更多泊車位，以舒緩地面違例泊車的情況；但也有參加者擔心地下空間用作泊車會增加地面車流，認為珍貴的地下空間應要使所有人受惠。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者指區內的擬議地下空間可考慮提供一些休閒設施可讓市民坐下來休息。
- 有參加者認為地下空間的擬議用途可更具彈性，如在不同時間開放予不同類型的租用戶使用。
- 有參加者認為可在擬議地下空間提供更多康樂設施及多用途的場地給社企或其他機構租用。
- 因應現有上落貨不足問題，有參加者建議在擬議地下空間提供上落貨專區給地面的商舖，因為地面已經不夠位置。

建議發展規模 Proposed scale of development

- 有參加者建議考慮開放跑馬地蓄水池的通道予公眾使用，但亦有參加者認為跑馬地居民會反對，擔心破壞區內的寧靜和舒適。
- 有參加者認為在初步規劃概念中建議的地下行人連接似乎集中於連接港鐵銅鑼灣站及其南面的位置，建議考慮加設北向連接通往海旁，並移植樹木避免砍拔。
- 有參加者認為在四個策略性地區發展地下空間可能要分優次。

其他關注 Other concerns

- 有參加者指維多利亞公園的草地是銅鑼灣唯一開放予公眾使用的草地。該片草地在平日亦有很多人使用，尤其很多家長會帶孩子去草地玩耍。若發展地下空間的工程需要暫時封閉草地，建議不要一次性封閉整片草地，必須分階段進行，並可在封閉期間讓公眾改為使用銅鑼灣運動場。
- 有參加者擔心發展地下空間會導致區內租金上漲，趕絕當地原有的小店。
- 有參加者關注在初步規劃概念中建議的地下行人連接（例如記利佐治街的東西連接）會否與現時的地下設施有衝突，擔心地下有太多公共設施管道，令發展地下空間在技術上不可行。
- 有參加者指發展地下空間必須把地面和地下空間視為綜合的結構來作整體規劃（可參考香港海防博物館），不可以單一只顧發展地下空間。
- 有參加者認為不同政府部門在發展地下空間時必須溝通協調。

其他建議 Other suggestions

- 有參加者認為若工程需要封閉某些範圍，範圍內各種設施均要保留一部分供市民繼續使用。
- 有參加者指地下空間亦應提供無阻通道例如升降機等設施。
- 有參加者建議於地下空間提供政府無線上網、電訊和充電設施，作為智慧城市的配套。
- 有參加者希望能在地下提供更多公共空間，並加入環保概念，例如可以利用人流動力產電、使用環保的供水設施和洗手間、種植植物提供新鮮空氣及使用環保的通風及中央空調系統、並注意設計以防止散播傳染病，從而製造一個舒適的空間讓人安心步行。

策略性地區 (四) 金鐘 / 灣仔 Strategic Urban Area (4) Admiralty / Wan Chai

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者指港鐵金鐘站與港鐵灣仔站之間的東西行人連接不理想(有些地方有高速公路阻隔，而且陽光太猛烈)，缺乏良好的行人環境，步行的經驗不太好。建議提供金鐘至灣仔的地下連接，例如由港鐵灣仔站連接到太古廣場第三期甚至中環。

初步規劃概念 Preliminary planning concepts

- 有參加者認為可考慮把盧押道垃圾收集站重置在地下空間，以方便地面的使用者（可參考科學園的例子）；但也有參加者反對把垃圾站重置在地底，因為該處的地下空間太小，重置上會有技術困難，難以符合消防要求。
- 有參加者建議把修頓遊樂場的一部分地面升高並劃作綜合發展區，提供室內空間，讓垃圾收集站留在地面（如麥花臣球場）；但也有參加者擔心這項改動帶來的高度改變會破壞視覺上的連貫性。
- 有參加者認為應就發展地下空間對修頓遊樂場造成的影響，多徵詢場地使用者的意見。

地下空間的用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者認為區內社區設施不足。地下空間應用作政府、機構或社區用途，提供社區設施（如社區會堂和地下體育中心等），讓市民使用。
- 有參加者認為區內鄰近海旁適合興建地下空間作表演和展覽場地（例如畫廊），展現本地文化。
- 有參加者認為若把修頓球場擬議地下空間用作電腦城，可能會令人覺得僅從商業利益著眼，公眾未必容易接受。

建議發展規模 Proposed scale of development

- 有參加者建議利用重建灣仔三座政府大樓的契機，發展地下空間。
- 有參加者認為在四個策略性地區發展地下空間可能要分優次序。

其他關注 Other concerns

- 有參加者指如果工程涉及封閉地面上的設施，應先徵詢受影響居民和相關設施使用者，而不要只諮詢區議會的意見。
- 有參加者認為可分階段發展區內的地下空間。
- 有參加者建議發展地下空間所需的通風設備可採用集中式的設計，以一大座通風塔取替多個小型通風設施，但應注重通風塔的美觀性。
- 有參加者指發展地下空間必須把地面和地下空間視為綜合的結構來作整體規劃（可參考香港海防博物館），不可以只顧發展地下空間。
- 有參加者認為不同政府部門在發展地下空間時必須溝通協調。
- 有參加者建議地下空間亦應提供無阻通道例如升降機等設施。

其他建議 Other suggestions

- 有參加者建議於地下空間提供政府 wifi、電訊和充電設施，作為智慧城市的配套。
- 有參加者希望能在地下提供更多公共空間，並加入環保概念，例如可以利用人流動力產電、使用環保的供水設施和洗手間、種植植物提供新鮮空氣及使用環保的通風及中央空調系統、並注意設計以防止散播傳染病，從而製造一個舒適的空間讓人安心步行。

小組 **Group No.:** 2
協論員 **Facilitator:** 張凱怡女士 **Ms Hoiyee Cheung**
技術顧問 **Technical Advisor:** 麥志偉先生 **Mr David Mak**

參加者 Participants:

	姓名 Name	團體 Organization
1	CHIU, Edwin	時代廣場管理有限公司 Times Square Ltd.
2	CHUI, Sophie	Sensational Communications Ltd.
3	HO, Joseph	Build King Group
4	KWOK, Victoria	公眾人士 Public
5	LAU, John	公眾人士 Public

小組討論 (第二組) Group Discussion (Group 2)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認同有關的主要課題，尤其是嚴重的人車爭路情況。

初步規劃概念 Preliminary planning concepts

- 有參加者指若建造地下空間，應先考慮其功能，例如是否以行人通道為主或者加入其他設施。
- 有參加者反對只為提供商業用途而開發地下空間，認為地下空間應以持份者、居民、工作的人士及旅客等相關人士的需要為依歸，提供合適的設施。同時，地下空間的用途可作多元化發展。
- 有參加者指研究團隊需要向公眾提供已完成的基線研究以作參考，才可了解當區持份者的需要。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者認為地下空間的擬議用途和設計除了需要回應當區需要外，亦要配合區內特色。
- 有參加者認為地下空間與地面之間應有暢順、緊密和清晰的連接，方便旅客到達目的地，避免迷路。
- 有參加者建議發展九龍公園的地下空間時可以提供配合公園發展的康樂設施，與公園產生協同效應，或者考慮作展覽用途。
- 有參加者建議興建地下單車徑連接尖沙咀及油麻地，方便市民。
- 有參加者認為地下空間除了利用地下作行人通道，也可以考慮作停車場或行車道用途，改善地面交通擠塞情況。

建議發展規模 Proposed scale of development

- 有參加者認為需要考慮發展地下空間的成本及營運開支才可決定相關的發展規模。若造價太昂貴，發展地下空間未必是最可取的方法。

其他關注 Other concerns

- 有參加者提及，發展地下空間時需要留意會否與現時位於地底的公共設施及鐵路管道有衝突。
- 有參加者認為地下空間的用途不可以過分商業化，應配合當區持份者、居民及旅客的需要。
- 有參加者認為地下空間的用途需要有吸引力，市民才會使用。
- 有參加者認為地下空間的用途需要考慮尖沙咀西現時及將來的整體規劃，以及與周邊

及其他地區發展的關係，藉此估算人流，評估發展地下空間的需要。

其他建議 Other suggestions

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策略性地區 (二及三) 銅鑼灣及跑馬地 Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者同意有關的主要課題，認為銅鑼灣/跑馬地經常因賽馬日或其他大型活動而改道，以及人車爭路的情況很嚴重，發展地下空間可以便利市民，並且疏導地面行人。

初步規劃概念 Preliminary planning concepts

- 有參加者同意建造地下行人通道由銅鑼灣連接天后及跑馬地，但工程應分段進行以減低對周邊環境及持份者的影響，例如先建造銅鑼灣至天后一段，之後再興建銅鑼灣至跑馬地一段。如地下行人通道較長，可以利用無人駕駛列車或其他設施例如「自動行人通道」(Travelator) 作輔助。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者建議在地下空間增加泊車位來解決世貿中心/時代廣場一帶缺乏泊車位的問題，但亦有參加者擔心增加泊車位會鼓勵更多人駕車到達銅鑼灣，使路面交通更擠塞。
- 有參加者認為現時銅鑼灣已有很多商場，若發展地下空間作商業用途可能會與現時地面商業用途構成競爭。
- 有參加者認為地下空間的擬議用途可以與地面用途互相配合，例如地下美食街。
- 有參加者指香港中央圖書館地點景觀良好，建議把圖書館搬到地下空間，騰出空間作更合適的社區用途，但亦有參加者認為香港中央圖書館是香港的文化地標，不宜搬遷。

建議發展規模 Proposed scale of development

- 有參加者認為需要考慮發展地下空間的目的及開發成本和營運開支才可決定相關的發展規模。

其他關注 Other concerns

- 有參加者認為需要為地下街抽風系統進行定期維修和保養，確保地下街的空氣質素和抽風系統的運作。
- 有參加者建議地下空間的設計可以引入陽光，有較開揚的設計。
- 有參加者指，無論作任何的地下空間用途都需要考慮施工及實施時對交通的影響，不可以加劇交通擠塞的問題。
- 有參加者指項目需確保地下空間的空氣質素良好，以及用途與地面設施的配合。
- 有參加者認為發展地下空間時應符合環保/綠色建築的要求。

其他建議 Other suggestions

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策略性地區 (四) 金鐘 / 灣仔 Strategic Urban Area (4) Admiralty / Wan Chai

主要課題及初步規劃概念 Key issues & preliminary planning concepts

- 有參加者同意研究提出的主要課題及初步規劃概念，但有參加者指柯布連道行人天橋擁擠的原因是大量人流使用該天橋前往政府大樓及灣仔會議展覽中心，若日後政府大樓搬遷，便沒有需要增設盧押道地下行人通道。故此需要了解政府大樓的未來規劃才可以確定有關需要。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者認為不應在修頓遊樂場擬議的地下空間建造另外一個電腦零售中心，而應配合修頓遊樂場作為區內重要運動場地的背景，提供適合的體育設施，解決區內體育設施不足問題。除了利用地下空間，亦可以在修頓遊樂場地面向上發展，但視乎對用途需求及成本。若作多層發展，可以利用部分樓層做停車場，鼓勵駕車人士於此泊車及轉乘附近公共交通工具到達九龍及其他地區，以減低紅磡過海隧道的交通壓力。
- 有參加者建議的體育設施可以包括羽毛球場，或其他推廣中的體育項目。

建議發展規模 Proposed scale of development

- 有參加者建議先規劃相關的體育設施，並對發展的成本作出估算，再決定修頓遊樂場地下或地面發展的規模。

其他關注 Other concerns

- 有參加者認為灣仔街道繁忙，進行工程時需要留意及減低對周邊交通以及工程噪音對附近辦公室的影響。
- 有參加者建議在發展修頓遊樂場地下空間前，可以利用現時入境事務大樓附近的空地重置修頓遊樂場設施。
- 有參加者建議應就修頓遊樂場的未來用途諮詢體育團體。
- 有參加者建議除了利用地下空間，亦可以在地面向上發展，但要視乎需求及造價。

其他建議 Other suggestions

- 有參加者認為可以考慮把各策略性地區建議的地下行人通道連接至港鐵站，但需要考慮以下因素：
 - 地下行人通道主要用作方便市民，但其他附屬用途亦可以配合使用；
 - 現時有些港鐵行人通道位於收費區內(例如往時代廣場的港鐵出口)，對行人造成不便。倘若將來發展地底行人通道接駁至港鐵亦需要留意，建議有關通道一定要在閘內範圍；
 - 傷健人士在現時港鐵的通道需要等候很久才能得到協助。若擬議的地下空間與港鐵路連接，便需要提供良好的設計，方便適合不同年齡及需要的人士。例如於地下行人通道提供休息和水機地方，以及提供更方便的無障礙設施等，或容許攜帶寵物；
 - 要注意地下行人通道的管理及治安問題，若夜間人流少，，需要考慮地下行人

Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Feasibility Study
Stage 1 Public Engagement Report
Appendix VII - Summary Notes from Public Planning Workshops

通道的開放時間。

小組 **Group No.:** **3**
協論員 **Facilitator:** 梁子謙先生 **Mr Darwin Leung**
技術顧問 **Technical Advisor:** 許嘉霖女士 **Ms Carol Hui**

參加者 Participants:

	姓名 Name	團體 Organization
1	CHOI, Kelly	公眾人士 Public
2	GUO, Keira	公眾人士 Public
3	LAM, Adrian	公眾人士 Public
4	WONG, Alan	公眾人士 Public
5	Wong, Timmy	公眾人士 Public

小組討論 (第三組) Group Discussion (Group 3)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者指出發展地下空間必須強調地面與地下空間的配合，同時要關注街景規劃。
- 有參加者認為擬議地下通道必須連接現有的港鐵站。
- 有參加者指發展地下空間的大前提是要為社區增值。

初步規劃概念 Preliminary planning concepts

- 有參加者指九龍公園是區內主要的綠化空間，其本質不能受地下空間發展工程影響。
- 有參加者建議掌握舊樓重建契機，善用舊樓地下空間，並連接附近的地下行人網絡。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者指尖沙咀西購物商場林立，消費活動頻繁，故建議在九龍公園地下空間引入商業以外的元素，包括康樂及文娛設施，如圖書館、以本地藝術文化為主題的展覽空間，或以低租金出租工作室予本地藝術工作者。
- 有參加者建議在地下行人通道預留公共空間作展覽及街頭表演，而九龍公園北面的地下空間則可提供康樂設施，如籃球場、壁球場等。

建議發展規模 Proposed scale of development

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其他關注 Other concerns

- 有參加者提出由於尖沙咀西是主要遊客區，故此應諮詢香港旅遊發展局。
- 有參加者建議在施工期間，如有任何重置設施或交通改道的安排，需提供清晰指示。
- 有參加者擔心新增的康樂、文娛設施也有可能帶來額外人流，反而令區內人車爭路情況惡化。

其他建議 Other suggestions

- 有參加者建議利用誘導式設計 (passive design)，例如天然採光，使地下空間融入地面環境。

策略性地區 (二及三) 銅鑼灣及跑馬地 Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者指銅鑼灣主要購物區的人流擠擁，舉行年宵市場等節慶活動時的情況更加嚴重，故此有需要發展大型地下空間以疏導人流。但有參加者質疑開拓地下空間的成本效益，建議應提供實質的人流及車流數據，供市民參考。

初步規劃概念 Preliminary planning concepts

- 有參加者建議要先改善地面連接，尤其要加強內區與海濱的連繫。
- 有參加者指發展地下空間的大前提是要為社區增值。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者指銅鑼灣缺乏泊車設施，建議於維園中央草地下的地下空間增設私家車停車場，但也有參加者指這反而會增加車流，令區內的擠塞情況加劇。
- 有參加者建議盡量減少商業零售元素，提供具彈性的公共空間，以疏導遊行活動或大型活動的人流；或提供臨時表演場地，如參考沙田中央公園設有帳篷的劇場空間。

建議發展規模 Proposed scale of development

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其他關注 Other concerns

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策略性地區 (四) 金鐘 / 灣仔 Strategic Urban Area (4) Admiralty / Wan Chai

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者指發展地下空間的費用高昂，又質疑修頓遊樂場的發展規模，建議把原址重建為商廈更合乎成本效益。

初步規劃概念 Preliminary planning concepts

- 有參加者建議將修頓遊樂場遷至地下空間，而地面可進行綠化或提供休憩用地供市民享用。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 為配合灣仔會議展覽中心的活動，有參加者建議在修頓遊樂場的擬議地下空間提供展覽業的配套設施。
- 有參加者建議在修頓遊樂場的擬議地下空間提供康樂設施 (如健身室、室內籃球場、室內壁球場)。
- 有參加者建議在修頓遊樂場的擬議地下空間提供電腦科技等設施，以配合灣仔電腦城的定位。

建議發展規模 Proposed scale of development

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其他關注 Other concerns

- 有參加者詢問能否把盧押道垃圾收集站遷至後街或其他地點。
- 有參加者擔心把盧押道垃圾收集站遷至地下空間可能會衍生其他環境污染問題。

其他建議 Other suggestions

- 有參加者指可考慮於旺角區發展地下空間。
- 有參加者建議發展地下空間要盡量加入環保、自然採光等元素。
- 有參加者建議可考慮與私營機構合作發展地下空間，但要作長遠規劃善用公共資源。

小組 **Group No.:** **4**
協論員 **Facilitator:** 勞綺霞女士 **Ms Regina Lo**
技術顧問 **Technical Advisor:** 趙善銘先生 **Mr Derek Chiu**

參加者 Participants:

	姓名 Name	團體 Organization
1	CHAU, Cheryl	公眾人士 Public
2	CHENG, Aileen	公眾人士 Public
3	CHUI, Kelvin	公眾人士 Public
4	CHUN, Sylvia	公眾人士 Public
5	FOK, Ivy	公眾人士 Public
6	HO, Angela	公眾人士 Public
7	KWOK, Robert	公眾人士 Public
8	TAM, Martin	公眾人士 Public

小組討論 (第四組) Group Discussion (Group 4)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認同尖沙咀西缺乏社區設施。

初步規劃概念 Preliminary planning concepts

- 有參加者指出地下空間應作混合用途，同時可配合不同時間作不同的用途，但要有機制分配給不同團體 / 機構使用。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者認為擬議地下空間的用途可與地面上的主要用途有所分別。
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- 有參加者建議地下空間可作聚會場地，如開放式廚房作親子活動。

建議發展規模 Proposed scale of development

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其他關注 Other concerns

- 有參加者建議地下空間可由私人發展商營運以達至收支平衡。
- 有參加者關注工程對公園的影響，工程完成後有必要重置及優化原有設施。

其他建議 Other suggestions

- 有參加者建議地下行人道應跨越廣東道連接海旁。

策略性地區 (二及三) 銅鑼灣及跑馬地 Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認為現時往海濱的行人道路被主要行車幹道阻隔，希望透過地下行人通道可加強連接。
- 有參加者建議地下行人通道伸展至中央圖書館，因其處於銅鑼灣與天后中間，現時不能連接港鐵站。

初步規劃概念 Preliminary planning concepts

- 有參加者建議可參考台北沿馬路走線設計的地下街。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者建議可利用地下空間發展加設由天后至跑馬地的緩跑徑，緩跑徑可由地面伸延至地下。
- 有參加者建議可作小型旅館發展，但需附合現時法例的規定。
- 由於地面行車路經常有貨車上落貨，引致道路擠塞，有參加者建議將行車路設於地底，行人路則在地面。

建議發展規模 Proposed scale of development

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其他關注 Other concerns

- 有參加者關注地下空間的保安問題，建議應限制其開放時間。

其他建議 Other suggestions

- 有參加者建議跑馬地可作地下空間發展，因為新建空間可服務附近居民及工作人士。

策略性地區 (四) 金鐘 / 灣仔 Strategic Urban Area (4) Admiralty / Wan Chai

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者同意應改善現時擠迫的柯布連道天橋。

初步規劃概念 Preliminary planning concepts

- 有參加者建議擬議地下空間應加入灣仔本地元素，如特色小食。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者建議擬議地下空間應重新引入原有服務居民的設施，如灣仔的小型工業，印刷廠等。
- 有參加者認為修頓遊樂場的擬議地下空間可靈活設計，如把修頓遊樂場升高，可增加空間成為社區聚腳點，如公眾劇院、表演地方等。
- 有參加者期望減低工程對修頓遊樂場的影響。
- 有參加者建議擬議地下空間可作公共空間，供社區人士使用。

建議發展規模 Proposed scale of development

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其他關注 Other concerns

- 有參加者關注項目對「囍滙」附近居民的影響。

其他建議 Other suggestions

- 有參加者認為，連接港鐵灣仔站與海濱的路程較長，此段路程應加強連接。

小組 Group No.: 5
協論員 Facilitator: 李嘉皓女士 Ms Carol Lee
技術顧問 Technical Advisor: 麥凱薈博士 Dr Eunice Mak

參加者 Participants:

	姓名 Name	團體 Organization
1	KAN, Alvin	香港建築師學會 The Hong Kong Institute of Architects/ 香港城市設計學會 Hong Kong Institute of Urban Design
2	Emily	公眾人士 Public
3	LE BON, Larry	L.A. Enterprises
4	LO, Wing Fung	公眾人士 Public
5	PAYNE , Richard	公眾人士 Public
6	SUN, Pik Yu	公眾人士 Public
7	WOODHOUSE, Fiona	香港愛護動物協會 The Society for the Prevention of Cruelty to Animals (Hong Kong)

小組討論 (第五組) Group Discussion (Group 5)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- It was suggested that at-grade level should be reserved for pedestrians, whereas vehicular traffic should be redirected to underground to free up at-grade road space, in particular Canton Road.
- The existing pedestrian connection through Kowloon Park was acceptable.
- The conditions of the existing underground pedestrian connections were either too “empty” or too commercialized in certain sections; a better balance between “under-developed” vs “over-commercialized” pedestrian connections in the future was considered necessary.
- Participants raised that the current wayfinding signage (both at-grade and underground) were unclear and improvement was necessary.

初步規劃概念 Preliminary planning concepts

- Participants suggested using travellators to connect the West Kowloon Cultural District to Tsim Sha Tsui hinterland.
- It was suggested that certain utilities such as electric substations which were currently taking up valuable at-grade space could be relocated to underground space, so as to free up more at-grade space for other more pleasant uses.

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- It was suggested that community facilities and study rooms were some possible uses at the proposed underground space.
- Besides serving the purpose of connections, different activity nodes should also be provided.
- It was suggested that the existing air raid tunnels could be revitalized for tourist attraction.
- Participants commented that the potential underground space(s) should not be used for luxury commercial/retail facilities.

建議發展規模 Proposed scale of development

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其他關注 Other concerns

- There was concern that the proposed underground parking might attract more cars entering the area, which in turn would aggravate congestion in Tsim Sha Tsui.
- In view of the extensiveness of the underground space, concerns were raised on safety-related issues such as crowd control and fire safety/emergency exits.
- There was concern that the locations of ventilation shafts would affect the integrity of Kowloon Park.

其他建議 Other suggestions

- It was suggested to improve the current underground wayfinding systems.
- It was suggested to install barrier-free accesses in future entrance/exit points of underground spaces/ pedestrian connections.
- Pet-friendly environment in the proposed underground space was suggested.

策略性地區 (二及三) 銅鑼灣及跑馬地 Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- It was suggested that an underground Public Transport Interchange (PTI) should be reserved underneath Victoria Park with a view to improving the at-grade environment.

初步規劃概念 Preliminary planning concepts

- The proposed connection between Causeway Bay and Tin Hau MTR Stations was agreed. It was also proposed to extend such connection to link up the Central Library.
- It was suggested to develop underground space underneath the existing tennis courts 1 to 12 and the Tennis Centre Court and the existing soccer pitches 4 to 6.

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- Community facilities such as sports stadiums/recreation uses, and small-scale supporting food and beverages outlets were proposed.
- Library extension/ satellite library were also suggested to echo the Central Library opposite to Victoria Park.

建議發展規模 Proposed scale of development

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其他關注 Other concerns

- Temporary closure of park was a major concern to regular park users, particularly the Central Lawn users:
 - A temporary closure of 3 years was considered too long – a temporarily re-provisioned lawn space must be provided before the construction works.
- There was concern about the traffic impact to the area during the construction stage.
- Furthermore, concerns on the air quality and/or pollution from underground traffic were also raised.
- Concerns on the location and/or visual impact of the ventilation shafts and entrance/exit points of underground space were also raised.

其他建議 Other suggestions

- Adequate soil depth should be reserved along the proposed underground pedestrian linkage between the Causeway Bay and Tin Hau MTR stations as mature trees were currently found

along the proposed underground walkway alignment.

- Pet-friendly underground activity space/connections in the future were suggested.

策略性地區 (四) 金鐘 / 灣仔 **Strategic Urban Area (4) Admiralty / Wan Chai**

主要課題及初步規劃概念 **Key issues & preliminary planning concepts**

主要課題 Key issues

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初步規劃概念 Preliminary planning concepts

- The preliminary planning concept should focus on the enhancement of North-South pedestrian connectivity.
- The proposed underground connection underneath Luard Road to waterfront was supported as it would create a seamless underground connection from Hopewell Centre to waterfront area.
- The connection between Wan Chai and Wan Chai North/ the Harbourfront should be well-linked in the same level (avoid discontinued connections and/or different levels at connections).

地下空間的建議用途 **Proposed uses for underground space**

主題及用途 Theme and proposed uses

- Potential underground space uses for Southorn Playground should tie in with its at-grade use for sports or recreational uses.
- The underground space was considered as an opportunity for youth entrepreneurs to start their new business.
- Other proposed uses included study rooms and/or student library.

建議發展規模 Proposed scale of development

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其他關注 **Other concerns**

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其他建議 **Other suggestions**

- The proposed underground pedestrian passageways should form a holistic network system connecting a larger region instead of serving a small area.
- Both vertical and horizontal greening should be provided in the underground space.

小組 **Group No.:** 6
協論員 **Facilitator:** 吳宗翰先生 **Mr Peter Wu**
技術顧問 **Technical Advisor:** 梁善姮女士 **Ms Ebby Leung**

參加者 Participants:

	姓名 Name	團體 Organization
1	AU, Lai Chong	Delta Asia
2	CHING, Stephen	新鴻基地產發展有限公司 Sun Hung Kai Properties
3	FUNG, Jethro	公眾人士 Public
4	LAM, Tommy	公眾人士 Public
5	LEE, Crystal	公眾人士 Public
6	LEUNG, Pakkin	灣仔廣義 The Wanchai Commons
7	TSANG, Frankie	公眾人士 Public

小組討論 (第六組) Group Discussion (Group 6)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者同意有關的主要課題及初步規劃概念，認同需要增強南北及東西的行人連接性及需要引導人流往西九文化區及海濱方向。

初步規劃概念 Preliminary planning concepts

- 有參加者認同需要增強南北及東西的行人連接性。
- 有參加者認為行人希望選擇在地面上行走多於地底，希望能增加地面上沿途的綠化及公共空間。
- 除了著重如何把地面及地下空間連結，有參加者認為亦應注重如何吸引行人使用地下空間。
- 有參加者希望釐清研究目標是紓緩人流或是增加人流到該區。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者認為地下空間不能側重商業用途，應該以多元化為主。
- 有參加者認為如地下空間有商業元素，需要優先並以特惠租金租予小商戶。
- 除商業用途以外，有參加者建議在地下空間多提供公共和休憩空間讓更多的市民享用。

建議發展規模 Proposed scale of development

- 有參加者認為地下空間需與港鐵站連接，並建議把研究範圍及地下空間連接到尖東一帶的商廈。

其他關注 Other concerns

- 有參加者建議地下空間要注重天然採光。
- 有參加者認為在不同業權管理下的地下空間可能會給予使用者不協調的行人體驗，效果並不理想。認為應該統一設計或主題，優化行人體驗。

其他建議 Other suggestions

- 有參加者建議把地下空間研究範圍延伸至彌敦道以東及穿過港鐵尖沙咀站（例如：The One）以優化彌敦道兩旁之間的連接性。
- 有參加者認為現時連接北京道及九龍公園徑接的行人道路並不理想（需經過行人隧道及路面通道），對殘障人士及長者構成不便，建議優化該段連接。

策略性地區 (二及三) 銅鑼灣及跑馬地 Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認同有關主要課題，認為在維園有大型活動時，擠迫情況尤其嚴重。
- 有參加者建議銅鑼灣及天后與大坑及中央圖書館一帶的连接也應改善。

初步規劃概念 Preliminary planning concepts

- 有參加者建議藉此研究推行全民步行計劃，增加更多的行人連接。
- 有參加者認為研究範圍不夠清晰。
- 有參加者認為在摘要中建議的地下行車道(從告士打道入維園的地下空間)，有可能使該區域道路擠塞問題更為嚴重。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者希望在地下空間增加政府機構、公共服務、社區設施及可作開會用途的多用途空間，建議政府投入適當資源作建設和運營成本。
- 有參加者反對在地下空間興建停車場，避免屆時將發出錯誤訊息認為政府希望更多車輛進入該地區。
- 有參加者同意在地底作公共交通交匯處以及上落貨區域，以騰出地面車道作行人用途並疏導地面交通擠塞狀況。
- 有參加者建議地下空間多建造電動車充電處。
- 有參加者建議維園地下空間建造室內滑雪場及其他全港性的康樂或社區設施。
- 有參加者建議伸延地下行人通道連接至中央圖書館。
- 有參加者支持興建地下行人通道連接銅鑼灣和大球場或馬場，但亦有參加者指出受制於街道的闊度，建議的地下行人通道可能不大寬闊，效果可能並不理想及導致使用率偏低。

建議發展規模 Proposed scale of development

- 有參加者建議研究範圍應擴展至大坑，因該地區的连接一直存在問題。

其他關注 Other concerns

- 有參加者認為需要仔細考慮興建地下空間的誘因。
- 有參加者關注財務安排，政府資助及自負盈虧的安排。
- 有參加者認為港鐵天后站需提供無障礙出入口。
- 有參加者指，如維園地下興建只有購物街的地下城，再加上未來的北港島線（銅鑼灣北站）的開通，將導致更多人流到銅鑼灣區。若不能改善預見的擁擠情況，建議不如保持原狀，以免情況更惡劣。

其他建議 Other suggestions

- 有參加者認為現行法例（包括《建築物條例》及《消防條例》）規定，地下空間不允許作辦公室用途，令地下空間發展有太多限制建議修改有關條例。

策略性地區 (四) 金鐘 / 灣仔 Strategic Urban Area (4) Admiralty / Wan Chai

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認同主要課題及初步規劃概念，但認為地面和地下空間應作全面及統一的整體規劃，避免零碎的規劃。
- 有參加者建議提升內區與海傍及會展的連接性。
- 有參加者認為盧押道垃圾收集站的位置確實是與周邊環境不協調，但此垃圾收集站也有其必要性，相信遷移到別處的可能性不大。

初步規劃概念 Preliminary planning concepts

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地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者指出地下空間的擬議用途不應只著重商業用途，亦應增加康樂設施、公共空間、社區設施、政府機構如郵政局（便利街坊的服務為主）及社區議會設施（如作居民開會之用）。假如地下空間用作增加體育場館設施用途，則希望增加羽毛球、壁球、籃球等球場。
- 有參加者不贊成重置垃圾收集站至其他地方，因為該區需要此服務。
- 有參加者贊同把現有看台及垃圾收集站整合為一，以減少垃圾收集站對附近環境的影響，並優化附近的行人通道。

建議發展規模 Proposed scale of development

- 有參加者建議連接由皇后大道中經港鐵灣仔站至海濱的地下行人通道。
- 有參加者指地下空間的發展應該具有灣仔特色，例如運動主題，但強烈反對作電腦廣場主題。

其他關注 Other concerns

- 有參加者認為現有的修頓遊樂場地地面觀眾席看台座椅區是一種集體回憶，並為當區人士提供觀看球賽、聊天、聚集、休息及等候的空間。
- 有參加者希望重建後能保留看台部份，但同意不需要百分之百保留看台原貌但必須提供看台座椅的設施。

其他建議 Other suggestions

- 有參加者建議參考西班牙巴塞隆拿的吸管式收集垃圾方式以減輕對附近社區的負面影響。

Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Feasibility Study
Stage 1 Public Engagement Report
Appendix VII - Summary Notes from Public Planning Workshops

- 有參加者詢問有關於柯布連道天橋下建隧道的可能性。
- 有參加者贊成分階段進行各項工程以盡量保留現有設施供使用者之用。

城市地下空間發展：策略性地區先導研究
**Pilot Study on Underground Space Development in
Selected Strategic Urban Areas**

公眾規劃工作坊
Public Planning Workshop

意見紀錄
Workshop Transcripts

日期 Date : 15/1/2017 (星期日 Sunday)
地點 Venue : 九龍油麻地眾坊街 60 號梁顯利油麻地社區服務中心
Henry G Leong Community Hall, Yau Ma Tei
60 Public Square Street, Yau Ma Tei, Kowloon
時間 Time : 14:30-17:30

小組 **Group No.:** **1**
協論員 **Facilitator:** 周韻芝女士 **Ms Joyce Chow**
技術顧問 **Technical Advisor:** 吳浩然先生 **Mr Fred Ng**

參加者 Participants:

	姓名 Name	團體 Organization
1	LAM	公眾人士 Public
2	LAM, Sai Ho	公眾人士 Public
3	LAW, Katty	中西區關注組 Central and Western Concern Group
4	LEUNG Yi Ching, Claudia	公眾人士 Public
5	LO, Wing Fung	公眾人士 Public
6	TAM, Magdalene	公眾人士 Public

小組討論 (第一組) Group Discussion (Group 1)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- ---

初步規劃概念 Preliminary planning concepts

- 有參加者認為可透過發展地下空間解決地面上的擠塞問題及優化東西南北行人連接，但亦有參加者認為應先善用現有地面行人連接，並探討有沒有其他更合適的選址可以代替在九龍公園開發地下空間。
- 有參加者指，發展九龍公園地下空間的工程會牽涉長期（數以年計）封閉部份公園用地或設施，導致市民無法享用。有參加者對此表示非常關注，認為香港的公園數量已不足，縱使是短暫封閉亦不可接受。九龍公園是珍貴的綠化地帶，是重要的市肺及公共空間，應該盡量予以保護，以回應市民享受綠化空間的願望。政府應交代發展九龍公園地下空間的充分理據，不可輕易犧牲九龍公園來回應其他社區需要。
- 有參加者認為初步規劃概念偏重地下空間的橫向連接，應該注意加強地下與地面的垂直連接，方便市民來往九龍公園地面設施及地下空間。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者不反對地下空間有商店，但認為除了商店以外，應有其他用途。而地下空間亦應避免大型連鎖店舖，希望店舖有社區特色。
- 有參加者建議地下空間的用途可包括食肆、圖書館、小型表演場地和排練場地。
- 有參加者認為不應開發九龍公園的地下空間用作表演場地，並指出西九龍文化區原本也規劃了大面積的表演場地。
- 有參加者擔心地下食肆會破壞九龍公園的寧靜和環境。

建議發展規模 Proposed scale of development

- 有參加者促請政府衡量發展九龍公園地下空間的利弊得失，向市民提供有關代價的資料及數據（例如所涉及的開支和公園受影響的時間等）。建議研究團隊探討可否善用九龍公園內現有的地面通道作為解決方案。

其他關注 Other concerns

- 有參加者表示可以接受部份公園用地或設施暫時封閉。
- 有參加者認為地下空間的營運模式最好由政府作主導，並以公眾利益為重，不希望由私人機構或大財團操控，以免小商戶利益受損。
- 有參加者指若工程需要封閉某些範圍，應盡量分階段封閉，並重置受影響的重要設施，以便市民能繼續使用。

- 有參加者認為應顧及開發地下空間對現有公園內的植物及古蹟的影響，並須留意消防安全。
- 有參加者希望政府向公眾交代更多有關這個工程項目的必要性，並解釋為何先選這四個策略性地區。
- 有參加者期待在下階段的公眾參與提供具體的選項、用途和細節以供討論，並回應消防安全等問題。

其他建議 Other suggestions

- 有參加者指現時九龍公園西面（沿廣東道）的行人出入口設施不足（例如出入口指示不清晰），應予改善。
- 有參加者建議考慮讓地下空間注重天然採光。
- 有參加者憂慮地下空間的深度，會傷及樹木的根部。同時亦建議工程完成後補種合適的樹木。
- 有參加者認為地下空間應有一套清晰和充足的標示，方便旅客到達目的地，避免迷路。
- 有參加者認為這個研究項目應該做更多宣傳工夫。

策略性地區 (二及三) 銅鑼灣及跑馬地 Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- ---

初步規劃概念 Preliminary planning concepts

- 有參加者指，發展維多利亞公園地下空間的工程會牽涉長期（數以年計）封閉部份公園用地或設施，導致市民無法享用。有參加者對此表示非常關注，認為香港的公園數量已不足，縱使是短暫封閉亦不可接受。維多利亞公園是珍貴的綠化地帶，是重要的市肺及公共空間，應該盡量予以保護，以回應市民享受綠化空間的願望。政府應交代發展維多利亞公園地下空間的充分理據，不可輕易犧牲維多利亞公園來回應其他社區需要。
- 有參加者大致上支持摘要上的初步規劃概念，但選址等細節須詳細考慮。
- 有參加者認為現時維多利亞公園地面足以作為港鐵銅鑼灣站和天后站之間的連接。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者認為地下空間除了商店以外，應有其他用途。而地下空間亦應避免大型連鎖店舖，希望店舖有社區特色。
- 有參加者提議地下空間的用途可包括溜冰場、博物館和展覽場地。
- 有參加者建議可在地下空間運用自然採光設計，例如興建半玻璃天幕的設計。

建議發展規模 Proposed scale of development

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其他關注 Other concerns

- 有參加者認為若工程需要封閉部份公園用地或設施，應盡量分階段封閉，並重置受影響的重要設施，以便市民能繼續使用。
- 有參加者認為應顧及開發地下空間對公園內植物和古蹟的影響，並須留意消防安全。
- 有參加者希望政府向公眾交代更多有關這個工程項目的必要性，並解釋為何先選這四個策略性地區。
- 有參加者期待在下階段的公眾參與提供具體的選項、用途和細節以供討論，並回應消防安全等問題。

其他建議 Other suggestions

- 有參加者詢問可否利用在銅鑼灣紀律人員體育及康樂會提供必要的社區設施。
- 有參加者建議在地下空間運用自然採光設計。
- 有參加者憂慮地下空間的深度，會傷及樹木的根部。同時亦建議工程完成後補種合適的樹木。
- 有參加者認為地下空間應有一套清晰和充足的標示，方便旅客到達目的地，避免迷路。
- 有參加者認為這個研究項目應該做更多宣傳工夫。

策略性地區 (四) 金鐘 / 灣仔 Strategic Urban Area (4) Admiralty / Wan Chai

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- ---

初步規劃概念 Preliminary planning concepts

- 有參加者指修頓遊樂場是灣仔區內很重要的公眾設施，封閉球場會對使用者造成影響。
- 有參加者認為如果工程涉及封閉地面上的設施，應先徵詢受影響居民和相關設施使用者的意見。
- 有參加者贊成可以把修頓遊樂場設計成半露天球場，把部分設施升高，但亦有參加者認為需要更多資料才能作出評價，並擔心會遮擋附近古蹟「和昌大押」。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者提議地下空間的用途可包括運動及健身場地，因為這些是現時灣仔區內缺乏的設施。
- 有參加者建議地下空間也可以用作電腦城。
- 有參加者指周末有很多外傭會使用修頓遊樂場，球場封閉期間會對她們構成影響。可藉發展地下空間的機會提供一些空間給外傭。

建議發展規模 Proposed scale of development

- 有參加者質疑是否必須提供地下行人連接往會展。

其他關注 Other concerns

- 有參加者認為若工程需要封閉部份公園用地或設施，應盡量分階段封閉，並重置受影響的重要設施，以便市民能繼續使用。
- 有參加者認為應顧及開發地下空間對公園內植物和古蹟的影響，並須留意消防安全。
- 有參加者希望政府向公眾交代更多資料有關這個工程項目的必要性，並解釋為何先選這四個策略性地區。
- 有參加者期待在下階段的公眾參與提供具體的選項、用途和細節以供討論，並回應消防安全等問題。

其他建議 Other suggestions

- 有參加者建議在地下空間運用自然採光設計。
- 有參加者憂慮地下空間的深度，會免傷及樹木的根部。同時亦建議工程完成後補種合適的樹木。
- 有參加者認為地下空間應有一套清晰和充足的標示，方便旅客到達目的地，避免迷路。
- 有參加者認為這個研究項目應該加強宣傳。

小組 **Group No.:** **2**
 協論員 **Facilitator:** 鄭沛勤先生 **Mr Kan Cheng**
 技術顧問 **Technical Advisor:** 麥志偉先生 **Mr David Mak**

參加者 Participants:

	姓名 Name	團體 Organization
1	CHAN, Cyril	公眾人士 Public
2	CHAN, Daniel	公眾人士 Public
3	HUNG, Brandon	公眾人士 Public
4	KONG, Annie	公眾人士 Public
5	TAM, Raymond	公眾人士 Public
6	WONG, Canon	公眾人士 Public
7	WONG, John	H & J Associate
8	WONG, Romulus	公眾人士 Public

小組討論 (第二組) Group Discussion (Group 2)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認同有關的主要課題，並支持在九龍公園增設地下空間，認為該處地理位置好，有條件加強尖沙咀西一帶的行人連接，以及增加多元化的特別是社區設施，以吸引不同的人使用該地下空間。
- 有參加者指尖沙咀西一帶現時的東西方向連接既不方便，亦十分擠塞，通往西九文化區及高鐵總站的連接亦不足夠。同時亦有很多人熟悉現時在北京道一帶的行人隧道系統，令該區的地面行人環境十分繁忙。

初步規劃概念 Preliminary planning concepts

- 有參加者認同在九龍公園增設地下空間，而該地下空間不應只作為通道，應增加多元化的設施以滿足社區的不同需要。
- 有參加者指現時不少行人隧道 (例如北京道一帶的行人隧道系統) 十分狹窄，用途單一，並不能吸引市民使用，建議將來的地下空間一定要有足夠的闊度，用途也一定要多元化。
- 有參加者提醒設計須同時顧及不同年齡的人士。
- 為吸引更多使用地下空間，有參加者認為一定要有清晰的標示，方便不熟悉該區的市民和遊客使用。
- 有參加者支持以地下空間增建東西及南北向的行人連接。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者認為地下空間不能只用作有商業用途，應該同時有文化、藝術及社區用途；既可以吸引不同的人士使用地下空間，亦可以爭取鄰近不同持分者的支持。
- 有參加者建議可參考台北的地下街安排，考慮提供有不同類型的商店，既有連鎖店也有傳統或具地區特色的小商店。
- 有參加者指在附近的戲院不方便老人家或者使用輪椅人士使用，在地下空間應增設迷你戲院，以服務當區逐漸老化的人口。
- 有參加者建議在地下空間內須提供讓市民可以停下來使用的用途，包括餐廳及咖啡店等。
- 有參加者建議將附近不受歡迎的地面設施搬到地下空間，以騰出寶貴的地面作其他用途，如果擬議的地下空間不足夠的話，則可以多建幾層地庫。

建議發展規模 Proposed scale of development

- 有參加者認為地下空間需有足夠的規模，空間不可窄窄長長，因為如果地下空間只是

作為通道，不可能吸引市民使用。

- 有參加者建議地下空間有足夠的規模，最好在個别人流多的地方提供有幾層高樓底的廣場，或者採用自然光，以減少地下空間的壓迫感。
- 有參加者認為長遠應該加大發展規模連接至西九文化區、高鐵站及港鐵佐敦站，並須增加電動行人道。

其他關注 Other concerns

- 有參加者擔心落實地下空間在時有可能遇到財務上的阻力。建議政府可在地下空間加入不同的用途以加強項目在經濟上的回報。亦有參加者認為該地下空間可以增加不同的設施及用途，長遠對社區有利，所以值得投資。
- 有參加者建議在興建地下空間時，一定要減少對行人和車輛的影響。建議可參考港鐵擴建九龍公園出口的安排。

其他建議 Other suggestions

- 有參加者認為管理方式一定要靈活，而管理不一定只以商業原則運作，但政府在管理架構內要有一定的控制權。
- 有參加者認為地下空間內不論是商業、文化藝術或是社區用途，都不一定要交由政府管理。有參加者建議可參考金鐘廊及奧海城等地方的管理模式，並考慮採用政府和私人合作模式。
- 有參加者建議可考慮讓私人機構管理商業用途，以及讓非政府機構管理社區及文化用途。

策略性地區 (二及三) 銅鑼灣及跑馬地 Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認同銅鑼灣現時的行人環境十分擠塞，銅鑼灣與跑馬地的連接亦十分差。
- 有參加者對此地下空間有保留，因為維園本身有良好的地面連接，沒有增加地下通道的需要。加上維園的綠化空間很多，擔心地下空間會破壞環境。
- 有參加者原則上支持此興建地下空間，但擔心該空間沒有合適的土地用途，最後未能取得公眾的支持。

初步規劃概念 Preliminary planning concepts

- 有參加者認為維園是香港很重要的中央公園，如果一定要興建地下空間的話，其用途一定要符合維園作為一家大小享用的休閒主題，才值得興建。
- 有參加者認為如果興建地下空間是為了增設地下街商店的話，就不符合一家大小享用的主題，所以根本沒有需要。
- 有參加者認為如果興建地下空間只是為了增加通道的話，就沒有需要。相反應鼓勵市民行走維園地面的綠化空間。
- 有參加者認為可考慮在維園的地下空間增設停車場。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者不希望地下空間增設購物或其他商業用途，因為銅鑼灣本身已有不同的商業用途。
- 有參加者指在維園附近有不少民居，增加商業用途將會與周邊的住宅用途不兼容。
- 有參加者建議在維園西北面的地方增設地下空間作停車場，並考慮在中環灣仔繞道增設支路出入該停車場，以免影響周邊已經十分擠塞的交通。但亦有參加者擔心增加停車場會加劇附近的交通擠塞。
- 有參加者認為用途一定要符合維園的作為一家大小享用的主題，才會支持增設地下空間。
- 有參加者認為如果一定要興建地下空間的話，將來一定要維持現時的草地用途，亦要保留現時的空曠氛圍。另外，在施工時亦必須顧及和維持現時草地的用途。

建議發展規模 Proposed scale of development

- 有參加者指現時港鐵銅鑼灣站在記利佐治街附近已經十分擠塞，擔心如果增設地下空間，該港鐵站出入口根本不能承受增加的人流。

其他關注 Other concerns

- 對比在九龍公園興建地下空間，有參加者認為在維園興建地下空間沒有太大的需要，可考慮的用途也比較有限，亦較難迎合社區的需求。
- 有參加者指，如果在跑馬地增加地下空間，可以達致分流作用，整體上改善銅鑼灣現時的行人環境。

其他建議 Other suggestions

- 有參加者認為草地本身有其現時的用途，例如作為遊行的集合點，所以應考慮在維園其他地方興建地下空間。
- 有參加者建議在維園北面興建比維園道及東區走廊道路水平高的小山丘，並提供面向維港的餐廳，供市民欣賞維港的景色。

策略性地區 (四) 金鐘 / 灣仔 Strategic Urban Area (4) Admiralty / Wan Chai

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認同現時區內的南北向行人通道太擠塞，來往內陸及海濱的行人連接亦不足夠。
- 有參加者認為在灣仔區的公園及綠化地帶不多，應把握機會增加綠化。
- 有參加者認為盧押道垃圾收集站是地區的必要設施，即使將收集站搬到地下空間或其他地方，當區仍然會有垃圾的問題。當局應加強管理及清潔，而不是將收集站搬到其他地方。

初步規劃概念 Preliminary planning concepts

- 有參加者支持要分流柯布連道行人天橋的壓力，建議將來應增加行人通道以連接會展站及灣仔站，既可加強灣仔的南北連接，亦可方便市民轉乘港鐵。
- 有參加者支持在修頓遊樂場增設地下空間，以提供不同的用途，條件是用途必須與灣仔地區的特色配合。
- 有參加者認為即使將盧押道垃圾收集站搬到地下空間，附近的商店或民居也許仍會在開放時間以外在收集站附近棄置垃圾；如果將收集站搬到其他不方便的地方的話，他們或會將垃圾棄置在區內其他地方，因此重置盧押道垃圾收集站未必可以減輕對鄰近社區的滋擾。當局應加強管理及清潔，而不是將收集站搬到其他地方。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者認為用途必須與灣仔地區的特色配合，因為該地下空間不大，如果用作一般商店用途的話相信不會有太大的吸引力。
- 有參加者建議將地下空間用作售賣高科技電子產品或有關的服務行業，以配合香港會議展覽中心的用途。
- 有參加者建議將地下空間用作文化藝術用途，配合相鄰的文化藝術設施（包括香港演藝學院及香港藝術中心），推廣區內文化藝術發展。
- 有參加者指區內欠缺公園及綠化地帶，建議將現時的遊樂場用途搬到地下空間，然後在地面用作綠化用途，或用作社區耕種用途。
- 有參加者建議在重置盧押道垃圾收集站時增加社區回收的設置，將整個地方用作推廣綠化生活及資源共享的用途。

建議發展規模 Proposed scale of development

- 有參加者認為如果地下空間的規模太細的話，將難以吸引人流。

其他關注 Other concerns

- 有參加者認為雖然修頓遊樂場地地面現有的觀眾席看台座椅區是當區的集體回憶，但是否保留看台應視乎與日後的用途是否配合。
- 有參加者認為由於修頓遊樂場不是有太多綠化空間，建議的地下空間發展應比較容易落實。由於規模比較細，財政上的壓力也可能比較小。

其他建議 Other suggestions

- 有參加者認為不一定要向地下發展，建議在修頓遊樂場興建幾層多用途康樂及運動空間。

小組 **Group No.:** **3**
 協論員 **Facilitator:** 梁子謙先生 **Mr Darwin Leung**
 技術顧問 **Technical Advisor:** 朱慧芝女士 **Ms Alice Chu**

參加者 Participants:

	姓名 Name	團體 Organization
1	KU, Felix	公眾人士 Public
2	SHUM, Lawrence	公眾人士 Public
3	LEUNG, Pakkin	灣仔廣義 The Wanchai Commons
4	WONG, Chi Man	公眾人士 Public
5	黃志良	新秀工場
6	劉光傑	公眾人士（退休社工） Public (Retired Social Worker)

小組討論 (第三組) Group Discussion (Group 3)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認同有需要加強尖沙咀東西向的行人連接性，但有參加者指發展大型地下空間的建設工程耗資巨大，質疑有關項目未必合乎成本效益。
- 有參加者認為發展地下空間要先照顧區內人士的需要，強調不希望發展為「名店坊」。

初步規劃概念 Preliminary planning concepts

- 有參加者指發展地下空間不應只著眼於個別項目的界線範圍，而要有長遠規劃和考慮項目之間的協同效應及整體效益。
- 有參加者建議打通地下發展空間，貫穿整個尖沙咀區的地下行人網絡及連接港鐵站。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者提及台灣忠孝東路地下街兩旁均設有商舖，建議可於擬建地下行人走廊引入適量而且包含高檔次及平民化消費的商業元素。
- 有參加者建議在九龍公園下方的大型地下發展空間設置車輛上落客區。
- 有參加者指不贊成在地下發展空間設置停車場，以免增加車流引致交通擠塞，長遠應禁止私家車進入繁忙區域，並鼓勵乘搭公共交通工具。
- 有參加者指不應將住宅或辦公室放置於地下空間。
- 有參加者建議於地下發展空間提供社區會堂及長者／青少年中心，以紓緩區內社區設施不足的情況。
- 有參加者建議修復防空洞的空間，開放予公眾人士參觀，可考慮舉辦歷史文化遊活動，或引入適量的商業元素。
- 有參加者建議參考台灣的經驗，於地下發展空間提供多元化公營服務，如換領證件服務等政府設施。
- 有參加者建議地下空間應盡量採用自然採光設計。

建議發展規模 Proposed scale of development

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其他關注 Other concerns

- 有參加者認為應全數保留九龍公園的樹木群及綠化設施(包括古樹和一些有潛力成為古樹的樹木)。
- 有參加者就泥頭的處理包括其運輸和棄置方法表達關注。

- 有參加者質疑根據《城市規劃條例》，如地面劃為休憩用地，其地下空間可否作其他土地用途；建議有關條例應與時並進，要提供彈性作分層管理。
- 有參加者指不需要進一步加強尖沙咀作為商業及旅遊中心的功能，否則只會加劇區內交通擠塞的問題。

其他建議 Other suggestions

- 有參加者建議應盡早就地下發展空間的規劃諮詢港鐵公司。
- 有參加者建議把海防道劃為行人專用區，並進行詳細的交通影響評估。

策略性地區 (二及三) 銅鑼灣及跑馬地 Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

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初步規劃概念 Preliminary planning concepts

- 有參加者質疑興建地下行人走廊連接港鐵銅鑼灣站及天后站的必要性。
- 有參加者指地下空間提供額外有蓋行人通道，方便市民在炎夏或下雨天來往不同地點。
- 有參加者指出研究應帶出重步行體驗，指出如天氣情況許可的話(如秋天)，會傾向選擇在地面行走而非地下空間。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者認為不應在地下發展空間設公共停車場，以免加劇交通擠塞情況。
- 有參加者建議於地下發展空間設公共運輸交匯處，例如可考慮將街上小巴站遷至地底以騰出地面空間，藉此提供上落客貨區或改劃為行人專用區。
- 有參加者建議在維園地下空間提供室內運動場、社區會堂、圖書館等社區設施。同時有參加者提出「設施交換」方案，建議將部份康樂/社區設施遷至地下空間後，便可騰出地面空間(如伊利沙伯體育館的地段)作其他土地用途(如綠化或休憩空間)為區內居民服務。

建議發展規模 Proposed scale of development

- 有參加者指可考慮發展維園其中三個足球場的地下空間(只發展鄰近興發街的三個足球場可避開現有的港鐵荃灣線)，並分階段進行工程以減少對中央草坪及足球場等設施的影響。此外，建議可引入適量商業元素，以支持地下空間發展。
- 有參加者建議將維園的地下空間連接到中央圖書館。
- 有參加者建議加強區內天橋系統和地下行人網絡的整體規劃，全面提升區內行人暢達性。

其他關注 Other concerns

- 有參加者指如因工程而須暫封維園中央草地是可以理解人接受。但參加者普遍認為應盡量保留維園地面的樹木群。

其他建議 Other suggestions

- 有參加者建議地下空間採用自然採光設計。
- 有參加者建議作長遠策略性規劃，在全港各區物色合適的選址舉辦工展會等大型節慶活動，以紓緩銅鑼灣擠迫的情況。

策略性地區 (四) 金鐘 / 灣仔 Strategic Urban Area (4) Admiralty / Wan Chai

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者認為連接灣仔北的柯布連道行人天橋已接近飽和。
- 有參加者指灣仔區嚴重缺乏公共空間。

初步規劃概念 Preliminary planning concepts

- 有參加者指修頓遊樂場地下空間規模較小，可作為此研究的試點項目。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者指灣仔區缺乏兒童遊樂場及長者設施(如座椅)，建議在修頓遊樂場地下空間提供有關的社區設施。
- 有參加者建議將修頓遊樂場的籃球場等康體設施重置地底，從而釋放地面空間作綠化。有參加者對此建議有保留，認為在地面上的戶外空間進行球類運動，可提供視覺享受，讓觀眾置身其中，增加投入感。
- 有參加者認為沒有必要在修頓遊樂場地下空間興建高科技中心。有參加者指地下空間應具有多功能性，可加入適量的商業元素，但不贊成「主題化」發展。
- 有參加者認為修頓遊樂場地下空間可提供表演場地進行街頭表演、唱歌樂器演奏等。

建議發展規模 Proposed scale of development

- 有參加者指修頓遊樂場地下空間規模較小，建議擴大地下行人連接網絡，例如：(1)加強港鐵灣仔站與至茂蘿街動漫基地；(2)沿盧押道提供地下行人通道，長遠可將修頓遊樂場地下空間連接到稅務大樓及灣仔政府大樓搬遷後的地下空間。此外，地下行人通道必須為輪椅使用者提供無障礙設施。

其他關注 Other concerns

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其他建議 Other suggestions

- 有參加者建議利用修頓遊樂場看台的空間重置盧押道垃圾收集站，另有參加者建議有

關部門處理垃圾站附近路面不平的情況，以及檢討垃圾站的開放時間。

- 有參加者建議作長遠規劃，於不同地區發展地下空間(如旺角花墟、楓樹街遊樂場、麥花臣遊樂場等)。
- 有參加者指發展地下空間，首先要在地政及消防等方面作出配合，並要更新有關條例。

小組 **Group No.:** **4**
協論員 **Facilitator:** 勞綺霞女士 **Ms Regina Lo**
技術顧問 **Technical Advisor:** 趙善銘先生 **Mr Derek Chiu**

參加者 Participants:

	姓名 Name	團體 Organization
1	Albert	公眾人士 Public
2	CHAN, Robin	公眾人士 Public
3	CHAN, S.K.	公眾人士 Public
4	TAI, Joyce	公眾人士 Public
5	TANG, Jason	公眾人士 Public
6	YANG, Katie	公眾人士 Public

小組討論 (第四組) Group Discussion (Group 4)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

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初步規劃概念 Preliminary planning concepts

- 有參加者質疑應先改善地面連接才考慮興建地下行人連接系統。
- 有參加者同意現時海防道行人路十分擠迫，可以考慮發展地下空間疏導地面人流。至於提供無障礙的行人連接系統連接至未來的西九文化區及高鐵西九龍總站，參加者則認為作用不大，因兩者太遠。如要到西九文化區，市民會選擇乘坐公共交通工具。
- 有參加者指，如要建・造行人連接系統連接至未來的西九文化區及高鐵西九龍總站，提議加設電動行人輸送帶及提供出入口接駁港鐵站及商場。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者提議地下空間的用途可包括零售、行人隧道和休閒設施；希望包含有不同特色／種類的店舖。
- 有參加者歡迎開放部份防空洞作參觀用途。
- 有參加者提出現時只有海港城可以上落客，加上交通十分擠塞，建議設地下上落客地方。不過亦有參加者擔心這樣會增加／鼓勵駕車。
- 有參加者認為現時遊客量下降，地舖也有不少結業，不需要增加地下商舖。
- 有參加者建議把社區中心移往地下空間，騰出更多地面空間。

建議發展規模 Proposed scale of development

- 有參加者認為地下空間的營運模式最好是由政府主導，並以公眾利益為重，不希望由私人機構或大財團操控，以免小商戶負擔不起。
- 有參加者希望工程可以分階段進行。
- 有參加者認為若工程需要封閉部份公園用地或設施，應盡量分階段封閉，並重置受影響的重要設施，以便市民能繼續使用。

其他關注 Other concerns

- 有參加者關注地下空間發展的安全和空氣質素問題。
- 有參加者認為要仔細考慮移除樹木的影響。

其他建議 Other suggestions

- 有參加者希望可以增加綠色空間，享受自然光。

策略性地區 (二及三) 銅鑼灣及跑馬地 Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- 有參加者同意應有一條更有效連接銅鑼灣及跑馬地的地下行人連接系統。
- 有參加者認為連接維園已經有一條地面行人路，優化現時行人路(如告士打道和記利佐治街)便足夠，不用發展地下行人連接至港鐵天后站。

初步規劃概念 Preliminary planning concepts

- 有參加者想了解政府如何支持此項目。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者希望商舖以小商戶為主。
- 有參加者建議地下空間應以低租金作青少年表演的場地，不過亦有參加者擔心人流問題和失去街頭風味。街頭演出是隨心交流，無需規劃。
- 有參加者表示需要考慮設置適當設施吸引人流。

建議發展規模 Proposed scale of development

- 有參加者表示，地下空間的營運模式最好是由政府主導，並以公眾利益為重，不希望由私人機構或大財團操控，以免小商戶負擔不起。
- 有參加者希望工程可以分階段進行。

其他關注 Other concerns

- 有參加者非常滿意維園的現況，建議不要作任何改動，尤其是足球場。
- 有參加者關注未來地下運動設施是否免費給市民享用。

其他建議 Other suggestions

- 有參加者建議天后站加建電梯上地面。

策略性地區 (四) 金鐘 / 灣仔 Strategic Urban Area (4) Admiralty / Wan Chai

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

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初步規劃概念 Preliminary planning concepts

- 有參加者想了解政府有否研究修頓遊樂場的使用情況。
- 有參加者同意連接港鐵灣仔站及告士打道以北／會展站／海傍可以方便市民及疏導柯布連道行人天橋人流。
- 有參加者不認為地下空間需要發展為美食街／電腦城，重複已有設施沒有意思，建議

作新嘗試。

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- 有參加者提議地下空間的用途可包括垃圾站／迷你倉／住宅。
- 有參加者建議把政府辦公室移往地下空間，騰出更多地面空間作住宅用途。

建議發展規模 Proposed scale of development

- 有參加者希望工程可以分階段進行。

其他關注 Other concerns

- 有參加者對保留修頓遊樂場沒有太大意見。如果清拆修頓遊樂場，不明白看台是否有保留的需要。不過有參加者提出清拆看台便沒有地方給人聚腳。
- 有參加者認為如果升高修頓遊樂場，感覺不太開放，也有安全問題需要考慮。

其他建議 Other suggestions

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Pilot Study on Underground Space Development in Selected Strategic Urban Areas – Feasibility Study
Stage 1 Public Engagement Report
Appendix VII - Summary Notes from Public Planning Workshops

小組 Group No.: 5
協論員 Facilitator: 李嘉皓女士 Ms Carol Lee
技術顧問 Technical Advisor: 梁善姮女士 Ms Ebby Leung

參加者 Participants:

	姓名 Name	團體 Organization
1	KWAN, Michelle	公眾人士 Public
2	MULVIHILL, Mary	尖沙咀居民關注組 TST Residents Concern Group
3	TANG, Kenneth	公眾人士 Public
4	TANG, Sandi	公眾人士 Public

小組討論 (第五組) Group Discussion (Group 5)

策略性地區 (一) 尖沙咀西 Strategic Urban Area (1) Tsim Sha Tsui West

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- It was considered that the existing pedestrian connection system was good and efficient; however, there was still room for improving the existing underground pedestrian subways and pedestrians' walking experience.

初步規劃概念 Preliminary planning concepts

- It was considered that underground space was more suitable for development in new development areas since it could be planned and designed at its early stage. Whereas it would be more difficult to develop underground space at urban areas where there were more restraints and would create nuisance to the nearby residents.

地下空間的建議用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- It was stated that additional commercial uses should not be provided in the proposed underground space.

建議發展規模 Proposed scale of development

- Some participants agreed that more GIC facilities should be provided but not at the cost of reducing at-grade GIC or open space.

其他關注 Other concerns

- There was concern that the proposed underground space would cause additional pedestrian/visitor flow into the area.
- Should the underground space development be implemented, the following concerns were raised:
 - The potential loss of park space for the necessary ventilation shafts, entrance/exit points, and emergency access for the underground developments.
 - The future/post-construction configuration of Kowloon Park.
 - The temporary/re-provision of park facilities during construction (i.e., Swimming Pool).
 - The potential impacts on the bird lake at Kowloon Park during construction stage.

其他建議 Other suggestions

- A circular bus route (around the Tsim Sha Tsui area, connecting Chatham Road, Salisbury Road, Canton Road and Austin Road) was suggested to enhance the connectivity of the Tsim Sha Tsui area.

- The Kowloon Mosque and Islamic Centre¹ and domestic helpers' groups should be consulted as they were major user groups of Kowloon Park.

策略性地區 (二及三) 銅鑼灣及跑馬地 **Strategic Urban Areas (2 & 3) Causeway Bay and Happy Valley**

主要課題及初步規劃概念 **Key issues & preliminary planning concepts**

主要課題 Key issues

- The following issues were raised for this SUA:
 - The lack of barrier-free access at Tin Hau MTR Station.
 - The need for improving the pedestrian experience and connection between the waterfront and hinterland for both underground and at-grade connections, private and public.

初步規劃概念 Preliminary planning concepts

- Some participants agreed with the proposed underground pedestrian connections, as long as the design could achieve a more pleasant pedestrian experience.

地下空間的用途 **Proposed uses for underground space**

主題及用途 Theme and proposed uses

- Some suggested underground uses including connections (with space for art and/or exhibition along the way similar to the mural art at Sai Ying Pun MTR Station), community facilities, casual gathering space, dance studios, community art space, small Food & Beverage outlets (e.g. cafés), etc.
- It was suggested that underground space should be purpose-designed with different interactive activities for a more interesting user experience; avoid repeating the current designs of the underground pedestrian connections at Times Square and East Tsim Sha Tsui.

建議發展規模 Proposed scale of development

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其他關注 **Other concerns**

- Some participants expressed that the view that future/possible underground connections should be more attractive and interesting (e.g. higher ceiling would create a more welcoming environment).
- It was advised to avoid development at the potential underground space development at the Central Lawn of Victoria Park, as it was a popular space for many park users, particularly children and/or families.
- Participant(s) advised that no excavations and/or developments should take place at Victoria Park and other urban parks, even just temporarily.

¹ Representatives from the Kowloon Mosque and Islamic Centre (The Incorporated Trustees of the Islamic Community Fund of Hong Kong) were previously consulted at the Focus Group Meeting (Community and Recreation Groups) on 16 December 2016 (Friday).

- It was also advised that no park space should be taken away for the potential underground space developments on site.

其他建議 Other suggestions

- It was advised that more discussions with different Government Departments and/or relevant parties (e.g. the Leisure and Cultural Services Department and Mass Transit Railway Corporation) should take place for better planning and coordination prior to implementation.
- Regarding the potential underground space development at Victoria Park, participant(s) suggested that development of underground space underneath Victoria Park should link up with the development of North Island Line.

策略性地區 (四) 金鐘 / 灣仔 Strategic Urban Area (4) Admiralty / Wan Chai

主要課題及初步規劃概念 Key issues & preliminary planning concepts

主要課題 Key issues

- Participant(s) raised that underground connection towards the Waterfront was essential for this SUA.
- It was noted that excessive bus stops along Hennessy Road (at the north of Southorn Playground) usually caused traffic congestion at Hennessy Road. Some participants suggested that the number of bus stops should be reduced in order to (1) alleviate the vehicular congestion on the roads, as well as to (2) reduce the congestion on the pedestrian walkway due to commuters queuing up for buses.
- The issue of the hygiene of the Southorn Centre Public Toilet was raised, and also the hygiene and management of the Luard Road Refuse Collection Point should be improved.

初步規劃概念 Preliminary planning concepts

- Participants raised reservations on the necessity of the proposed underground space development underneath Southorn Playground. However, participants agreed to the proposed underground connection from Wan Chai MTR Station to northern Wan Chai via Luard Road.
- Regarding the proposed “improvement to the Luard Road Refuse Collection Point”, it was suggested that rather than a “designing” or “planning” issue, it was more of a “management” issue.

地下空間的用途 Proposed uses for underground space

主題及用途 Theme and proposed uses

- It was noted that the space should be used for GIC, open space, community, and social gather space, etc.
- It was also noted that there should be none or minimal commercial use involved in the subject underground space at Southorn Playground.

建議發展規模 Proposed scale of development

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其他關注 Other concerns

- It was noted that the children's playground at Southorn Playground had been temporarily closed for the construction of underground passageway connecting the Wan Chai MTR Station to The Avenue. Concerns were raised on whether a similar situation might take place should the potential underground space development be implemented in the future.

其他建議 Other suggestions

- The need for careful planning and coordination with other parties during the planning stage, prior to the commencement of any construction/development works at Southorn Playground was raised. In addition, it was also agreed that there was a need to re-provision facilities affected by any works being carried out on site prior to the commencement of construction works.
- Participants suggested to introduce an at-grade pedestrian crossing at the junction near Johnston Road and Spring Garden Lane which was considered as a more direct way for pedestrians/visitors to get to their destinations.

Appendix VIII

Summary Notes from Invited Meetings and Briefing Sessions

**Meeting with Alliance for a Beautiful Hong Kong,
Designing Hong Kong, Green Sense, and The Wanchai Commons**

Date: 24 January 2017 (Tuesday)

Time: 5:30pm – 7:30pm

Venue: Room 2301, 23/F, Cable TV Tower, 9 Hoi Shing Road, Tsuen Wan

Participant List:

Organization	Name	Post/ Representing Organizations
Alliance for a Beautiful Hong Kong	1. Ms Melanie MOORE	---
Designing Hong Kong	2. Mr Paul ZIMMERMAN	Chief Executive Officer
	3. Ms Kitty TANG	Project Officer
Green Sense	4. Mr Roy TAM	Chief Executive
	5. Mr Mark MAK	---
The Wanchai Commons	6. Mr Pakkin LEUNG	---
Civil Engineering and Development Department	7. Mr Jeffrey WONG Chun Fai	Senior Geotechnical Engineer/ Underground Space Development
	8. Mr Patrick HO Chiu Shek	Geotechnical Engineer/Underground Space Development 1
Planning Department	9. Mr Mann CHOW Man Hong	Senior Town Planner/Studies and Research 3
	10. Mr Coway CHAN Kwun Hang	Town Planner/Studies and Research 1
	11. Mr AU Chin Pang	Town Planner/Studies and Research 7
	12. Miss Sheren LEE Si Wai	Town Planning Graduate/Studies and Research 3
AECOM Asia Company Ltd	13. Dr Johnny CHEUK	Deputy Project Manager
	14. Mr Clifford CHOW	Associate Director, Transportation
	15. Dr Eunice MAK	Director, Urban Planning
	16. Ms Ebby LEUNG	Associate Director, Urban Planning
Faculty of Social Sciences, The University of Hong Kong	17. Ms Joyce CHOW	Project Manager (Note-taker)
	18. Ms Carol LEE	Senior Project Officer (Note-taker)
PlanArch Consultants Ltd	19. Ms Betty S.F. HO	Director (Facilitator)

General Comments & Concerns:

- Concerned and strongly disagreed to possible impact to the existing facilities provided in the urban parks as a result of the implementation of underground space development at the proposed locations.
- The development of underground space was only considered acceptable if it took place outside the park or open space area. Strong justifications must be provided for any underground space development.
- Concerned and strongly disagree to any possible disturbance to the nearby Old and Valuable Trees and their root systems.
- Concerned and strongly disagree to the installation of ventilation shafts and locations of exit points of the proposed underground space which would cause permanent alteration to the configuration of the open spaces (i.e. Kowloon Park, Victoria Park, and Southorn Playground).
- It was advised that the public should be consulted if any park facilities would be affected and/or any greenery space would be taken up with other uses. As in the case of Harcourt Road Garden, which had been temporarily closed during construction of MTR lines, and it turned out part of the park space was occupied by ventilation shafts, causing permanent changes to the park configuration.
- Suggested decentralisation of further urban development away from the current urban cores as they have almost reached their limit.
- Suggested considering alternative options such as at-grade and elevated solutions to resolve those identified district issues instead of using the underground concept underneath the urban parks.
- If underground space was a dire necessity and was developed outside urban parks, the following considerations should be taken into account:
 - Limiting the development scale to one level below ground.
 - Connecting private properties/buildings with the proposed underground network.
 - Minimising any impacts on the environment (e.g. air and noise pollution) and traffic.
- Suspected that the proposed underground space would attract more traffic/visitors to the SUAs rather than alleviating congestion.
- Chain stores and malls should be avoided in the proposed underground space.
- Underground space development should be considered as a kind of public infrastructure. Financial viability should not be the key consideration of the development of underground space.
- Concerned about debris handling during construction (e.g. the quantity of construction wastes and how they would be treated). Such information should be clearly presented to the public.

Strategic Urban Area (1) – Tsim Sha Tsui West:

- There were many concurrent construction works underway which had caused cumulative impacts. Underground space development should be avoided in the areas, particularly in Kowloon Park.
- Provision of escalators alone would solve the existing accessibility issue of the Park. Underground space development was unnecessary.
- Counter-proposed creating underground pedestrian subways that connected with the existing underground pedestrian networks. Supported by the example of Hong Kong Park and Pacific Place; the park became easily accessible with the introduction of escalators from Pacific Place/ Admiralty Station.

Strategic Urban Area (2 & 3) – Causeway Bay and Happy Valley:

- The northern edge of Victoria Park had already been compromised for the routing of Wan Chai Central Bypass; concerned and strongly disagree to sacrifice park space for other uses.
- Suggested any underground space/connections planning in this SUA should be planned after finalising the location of the future North Island Line station at Causeway Bay.
- Opined that the proposed location of underground development at Victoria Park's Central Lawn had political implications.
- Considered that the proposed connection from Causeway Bay MTR Station to Tin Hau MTR Station was not necessary.
- Bus interchange/ PTI at Hennessy Road was suggested to ease traffic congestion at the area.
- Doubted the necessity and the practicality of the proposed underground pedestrian connection between Causeway Bay and Happy Valley as the existing connection between two places, by both subway and at-grade sidewalks, is fine and is able to accommodate the load. It is hence not necessary to divert flow of people to underground walkways. In addition, canopies extended from buildings along the road were sufficient to offer an all-weather pedestrian linkage.

Strategic Urban Area (4) – Admiralty/ Wan Chai:

- Temporary closure of the Southorn Playground would be unacceptable to nearby residents if solely commercial development with chain stores were provided in the proposed underground space.
- Development potential of this SUA was questioned.
- Southorn Playground is an important urban open space. Justifications are needed if the project proponent is to gain support from nearby residents. For example, underground spaces in Tokyo and Taipei were not designed as shopping streets but as refuge space in case of emergency and/or disasters.
- The improvement/relocation of the Luard Road Refuse Collection Point was supported, whereas relocating Violet Peel Methadone Clinic to underground was considered undesirable.
- Participants appreciated the existing footbridge network between Wan Chai and Wan Chai North/the Harbourfront. Improvement of the conditions of the footbridges, extension of the network, and/or addition of exit points to the footbridges rather than creating a new underground connection were raised.

Meeting with the Conservancy Association and Hong Kong Bird Watching Society

Date: 8 June 2017 (Thursday)

Time: 10:00am - 12:00nn

Venue: 9/F, Conference Room, AECOM, Tower 2, Grand Central Plaza,
 138 Shatin Rural Committee Road, Shatin, N.T.

Organization	Name	Post
Participants		
The Conservancy Association	Mr Ken SO	Chief Executive
	Dr Angie NG	Conservation Manager
Hong Kong Bird Watching Society	Mr YU Yat Tung	Research Manager
	Ms WOO Ming Chuan	Conservation Officer
Study Team		
Civil Engineering and Development Department	Mr Tony HO	Chief Geotechnical Engineer/ Planning
	Mr Jeffrey WONG	Senior Geotechnical Engineer/ Underground Space Development
Planning Department	Mr Mann CHOW	Senior Town Planner/ Studies and Research
	Ms Sheren LEE	Town Planning Graduate/ Studies and Research
AECOM Asia Company Ltd	Dr Johnny CHEUK	Deputy Project Manager
	Ms Gigi LAM	Technical Director, Environment
	Ms Alice CHU	Project Coordinator
PlanArch Consultants Ltd	Ms Betty HO	Director
Policy for Sustainability Lab, Faculty of Social Sciences, The University of Hong Kong	Dr Winnie LAW	Associate Director
	Ms Joyce CHOW	Project Manager
	Ms Carol LEE	Senior Project Officer

On Connectivity and Traffic Arrangement:

- It was advised that the government should consider exhausting all above-ground solutions such as provision of covered footpath or relocation of the cross-border coach terminus before using underground space development to resolve problems relating to connectivity.
- Possibility of diverting vehicular traffic rather than pedestrians to the underground was discussed.

On Existing Vegetation:

- Almost 80% to 90% of the Old and Valuable Trees (OVTs) in Yau Tsim Mong District were located within or in the vicinity of Kowloon Park.
- The existing trees in Kowloon Park are mature due to the long history of the site from the former barracks to Kowloon in its existing form; however, it was advised that the renovation work of the Park in the 1980's might have damaged their root systems.
- Invasive plant disease - Brown Root Rot (褐根病) was found widespread in Kowloon Park and along Nathan Road where close to the Park, which has caused the health conditions of the trees to decline. There was concern that disturbance of the top soil by construction works may aggravate the health status of the trees and spread the disease to other unaffected areas.

- It was commented that the epidemic of Brown Root Rot might be caused by the cross-contamination between healthy and infected trees (including OVTs) through the shared use of gardening tools or other human activities. It was advised that appropriate guidelines/ practices of tree care management should be reviewed.
- It was also suggested that a succession plan for OVTs should be devised. Due consideration of species to be planted should be made, such as native vs non-native species and their characteristics.
- As simplified guidelines, some advice on precautionary measures for existing mature trees and OVTs were suggested:
 - To preserve a minimum one metre deep soil plots for urban road side trees, deeper for more old growth, mature trees.
 - To preserve a protection zone of 1.5x to 2x the dripline of tree crown for mature trees and/or OVTs.
 - To note that some root systems of existing mature and/or OVTs have been covered by concrete since the development of Kowloon Park in the 1980s.

On Existing Captive Animals/ Wildlife:

- It was noted avifauna had close association with trees; hence, the health and condition of trees or disturbance of trees by construction works may adversely affect the birds.
- Some birds were observed to be flying between the Hong Kong Observatory Headquarters and Kowloon Park. Tree protection and enhancement measures should be provided along the flight path of the birds.
- The existing man-made water bodies within the Park, particularly the Bird Lake, cultivated a complex ecosystem which attracted wild birds. A reprovisioned site should be provided before construction at the existing Bird Lake to facilitate the future underground space development. However, it was commented that time was needed to attract avifauna and establish ecology in the new area. In particular, it was advised that the black-crowned night heron (*Nycticorax nycticorax*) requires a water habitat.
- The following wildlife hotspots in the Park have been identified:
 - The Bird Lake was a popular hotspot for wild birds in the surroundings due to regular feeding of the captive birds.
 - The Swimming Pool Piazza area was a favourable spot for the Alexandrian parrot (*Psittacula eupatria*).
 - The lawn area towards the southern part of Kowloon Park was a popular feeding spot for wild birds. It was suggested that should the Park be reconfigured in the future, proper design of a relatively undisturbed habitat for wild birds should be considered.
 - Fewer waterborne birds were observed at the Chinese Garden and the Castle of Unity which could be due to the frequent cleansing of the water bodies in the Chinese Garden and the densely vegetated mature trees.
- It was suggested that construction should be avoided during migration and breeding seasons to minimise impact to the birds.
- Round-the-year avifauna survey was desirable to provide comprehensive statistics for the next stage of the Study.

Other Comments and Suggestions:

- The approximate Gross Floor Area and potential uses for the underground space were asked.
- Ownership and financial arrangement (i.e. public–private partnership or build-operate-transfer) as well as the construction phase for the potential underground space development were discussed.
- Reprovisioning of habitats and/or ecosystems in advance of the construction work in phases was queried.
- It was suggested that enrichment of habitats and/or vegetated areas should be achieved. Also, architectural features of the Park as a remembrance of the existing park design could be adopted in the future design of the Park, should the proposed underground space development take place.

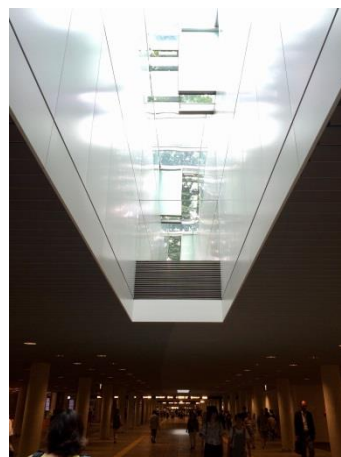
Appendix IX

PhotoVoice Entries



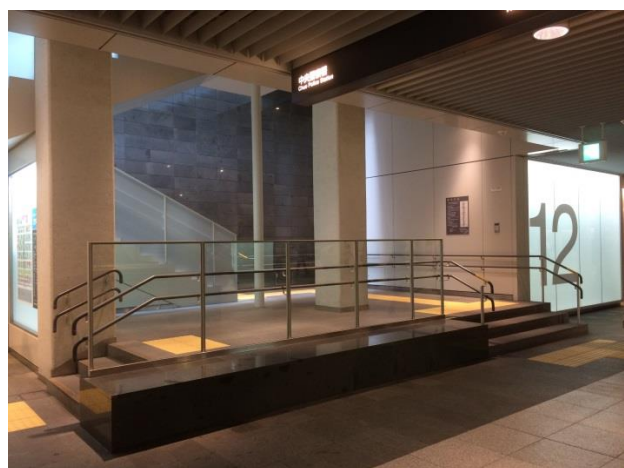
Entry No. 1

Title: 日本九州天神地下街



Entry No. 2

Title: 北海道札幌地下歩道空間



Entry No. 3

Title: 北海道札幌地下歩道空間



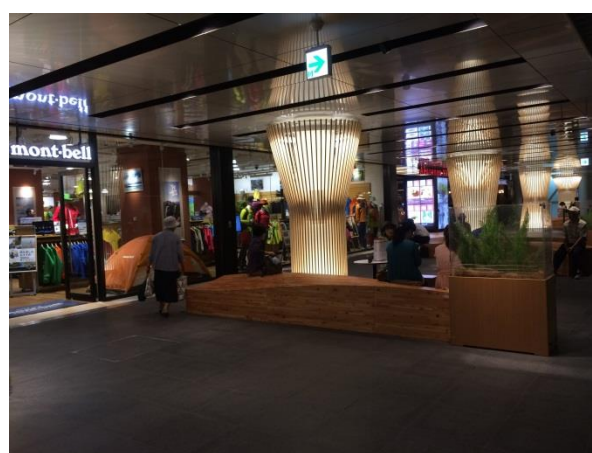
Entry No. 4

Title: 北海道札幌地下歩道空間



Entry No. 5

Title: 北海道札幌地下歩道空間



Entry No. 6

Title: 北海道札幌地下歩道空間



Entry No. 7

Title: 台灣高雄美麗島捷運站



Entry No. 8

Title: 忙裡歎蕉



Entry No. 9

Title: 最後一天的油麻地終站



Entry No. 10

Title: The Natural History Museum, London



Entry No. 11

Title: 首爾梨花女子大學-地下空間美化校園



Entry No. 12

Title: British Museum



Entry No. 13

Title: 俄羅斯聖彼得堡的地下鐵路



Entry No. 14

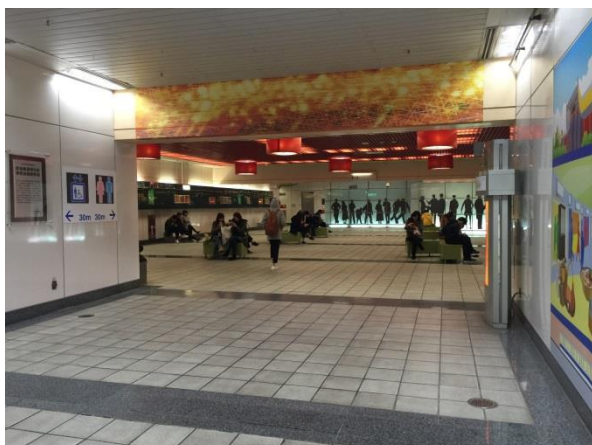
Title: 俄羅斯聖彼得堡的地下鐵路



Entry No. 15



Entry No. 16



Entry No. 17

Title: 食街及有休息區



Entry No. 18

Title: 食街及有休息區



Entry No. 19
 Title: 台北東區地下街圖書館



Entry No. 20
 Title: 引入自然光



Entry No. 21
 Title: 地下球場



Entry No. 22
 Title: 福岡天神地下街



Entry No. 23
 Title: Underground library of CUHK



Entry No. 24
 Title: Underground library of CUHK

Appendix X

List of Media Coverage

No.	Date	Media Type	Media	Title
1	2016-11-07	Online Media	HK 01	城市地下空間發展研究 九龍公園地底建商場 維園挖空擴建三層
2	2016-11-08	Newspaper	Apple Daily	參考東京台北 連接尖東至西九 九龍公園 研設 4 層地下街
3	2016-11-08	Newspaper	Hong Kong Economic Journal	繁華鬧市路踏遍 地下建城徵意見
4	2016-11-08	Newspaper	Ta Kung Pao	首階段諮詢提供零售飲食休閒設施 港九四核心區拓展地下城
5	2016-11-08	Newspaper	Sing Tao Daily	維園擬建三層地下城 九龍公園掘行人網絡 規劃署研地下空間 首階段諮詢開始
6	2016-11-08	Newspaper	Oriental Daily	港九市中心 擬發展地下空間
7	2016-11-08	Newspaper	Hong Kong Economic Times	九龍公園地底 研建 4 層地庫
8	2016-11-08	Newspaper	Sing Tao Daily	私人業權礙發展 釋放地下空間
9	2016-11-08	Newspaper	Ming Pao Daily News	三大公園地底 倡挖多層空間
10	2016-11-13	Online Media	HK 01	陳茂波網誌：發展地下空間 借鏡外地經驗
11	2016-11-14	Newspaper	Headline Daily	陳茂波：借鏡法國東京 九龍公園研建地下城
12	2016-11-14	Newspaper	The Standard	All-weather' walk under park eyed
13	2016-11-14	Newspaper	Sing Tao Daily	陳茂波：闢地下空間紓行人擠逼
14	2016-11-14	Newspaper	Ming Pao Daily News	九龍公園地下空間 陳茂波稱「有條件」
15	2016-11-14	Newspaper	Hong Kong Commercial Daily	九龍公園有條件發展地下城 陳茂波：連接尖東西九增環境活力
16	2016-11-14	Newspaper	Wen Wei Po	九龍公園研拓地下空間紓人流
17	2016-11-14	Newspaper	Hong Kong Economic Times	陳茂波：發展地下空間 初步構思
18	2016-11-14	Newspaper	Hong Kong Economic Journal	九龍公園地下城有眉目
19	2016-11-14	Newspaper	Sky Post	陳茂波：九龍公園擬建地下空間
20	2016-11-16	Newspaper	Ta Kung Pao	地下空間發展優先解決行人問題
21	2016-11-16	Newspaper	South China Morning Post	Industry expected to benefit from malls

No.	Date	Media Type	Media	Title
22	2016-11-16	Newspaper	South China Morning Post	Boost access to Hong Kong's Happy Valley with underground train line, says district council chairman
23	2016-11-18	Newspaper	Hong Kong Economic Journal	潛藏空間
24	2016-11-21	Newspaper	South China Morning Post	It's time for HK to go underground
25	2016-11-22	Newspaper	South China Morning Post	Underground spaces would be viable here
26	2016-11-25	Newspaper	Apple Daily	憂財團包攬地下城 區議員倡提供社區公共空間
27	2016-12-07	Newspaper	Hong Kong Economic Times	政府倡建 3 地下城 增商業樓面
28	2016-12-07	Newspaper	Hong Kong Economic Times	項目鄰近旅遊區 利長遠營運
29	2016-12-07	Newspaper	Sky Post	拓地下空間 考慮經濟效益
30	2016-12-09	Newspaper	Headline Daily	地下荒地第二春 活化 防空洞變酒窖
31	2016-12-12	Newspaper	Hong Kong Economic Journal	公園建地下城 珍貴大樹恐折壽
32	2016-12-12	Newspaper	Wen Wei Po	九龍公園研建地下城可行
33	2016-12-19	Newspaper	Sing Pao	土力工程處處長談地下空間發展 賣地條款設限可除障礙
34	2016-12-20	Online Media	Engineer Assembly	「城市地下空間發展」
35	2016-12-23	Newspaper	The Standard	Dig this! Lego display goes underground
36	2016-12-23	Newspaper	Ming Pao Daily News	陳劍青：誰的城市：地下空間的壟斷與共享
37	2016-12-25	Newspaper	Apple Daily	「雙線地下街」規模似福岡
38	2016-12-25	Newspaper	Apple Daily	九龍公園擬建地下城 設商舖運動場 陽光引入下層
39	2016-12-25	Newspaper	Ta Kung Pao	四區擬發展地下空間 85%意見支持 九龍公園研建超級地下街
40	2016-12-25	Newspaper	Sing Tao Daily	日本地下街成功可借鑑
41	2016-12-25	Newspaper	Ming Pao Daily News	維園地下空間擬重康樂 九龍公園傾向商業
42	2016-12-25	Newspaper	Ming Pao Daily News	選址不涉收地參考外國經驗

No.	Date	Media Type	Media	Title
43	2016-12-25	Newspaper	Sing Tao Daily	九龍公園維園修頓 研建地下城可賣斷 駁通港鐵站 疏導人車流
44	2016-12-25	Newspaper	Headline Daily	政府研建地下城 改善擠塞
45	2016-12-25	Newspaper	Ta Kung Pao	已發展地區挖地下空間有難度
46	2016-12-25	Newspaper	Sing Tao Daily	暗鑽影響地面少 明挖效率最高
47	2016-12-25	Newspaper	Sing Tao Daily	避業權爭拗 盡用政府地
48	2016-12-25	Newspaper	Ta Kung Pao	三區構思起地下停車場反應兩極
49	2016-12-26	Newspaper	Wen Wei Po	85%人挺「尖銅灣」建地下街
50	2016-12-29	Newspaper	Hong Kong Economic Times	建屋以外 土地還大有需求
51	2016-12-29	Newspaper	Sing Tao Daily	天橋地底齊發展 擴容增商機
52	2016-12-30	Newspaper	South China Morning Post	Underground spaces good for city's economy
53	2017-01-13	Newspaper	Hong Kong Economic Journal	如何利用地下城才具效益
54	2017-01-23	Newspaper	am730	避免 塞車根源
55	2017-01-24	Newspaper	Apple Daily	利字當頭：地底城的真正問題
56	2017-01-31	Online Media	HK 01	團體反對公園發展地下空間 憂損市民享用休憩地
57	2017-01-31	Multi-Media	Metro Radio	多個環保團體反對當局研究在多個公園發展地下空間
58	2017-01-31	Multi-Media	i-Cable News	政府研究於市區公園發展地下空間
59	2017-01-31	Multi-Media	TVB News	團體請願反對市區公園範圍發展地下空間
60	2017-02-01	Newspaper	The Standard	Alliance fights to save parks
61	2017-02-01	Newspaper	South China Morning Post	Greens rally against underground plans
62	2017-02-01	Newspaper	Sing Tao Daily	今日香港 發展公園地下空間 多個團體反對建議
63	2017-02-01	Newspaper	Sing Tao Daily	團體反對發展公園地下城
64	2017-02-01	Newspaper	Apple Daily	團體籲一人一信反公園建地下城

No.	Date	Media Type	Media	Title
65	2017-02-01	Newspaper	Headline Daily	地面插針不入 轉向地下覓天地
66	2017-02-01	Newspaper	Sing Pao	環團反對開掘 3 公園地下空間
67	2017-02-01	Newspaper	Metro Daily	公園建地下空間 環團憂破壞休憩處
68	2017-02-01	Newspaper	Oriental Daily News	團體倡一人一信 反建地下城
69	2017-02-01	Newspaper	Headline Daily	三公園研闢地下空間 環團反對
70	2017-02-01	Online Media	Hong Kong Free Press	Activists campaign against gov't plan to develop underground spaces below urban parks
71	2017-02-02	Newspaper	Wen Wei Po	地下街明年初完成總綱圖 公眾諮詢意見 1800 份 工程師倡分段施工
72	2017-02-02	Newspaper	Wen Wei Po	區議員籲商業社區共享
73	2017-02-02	Newspaper	Wen Wei Po	撐增特色空間 憂阻塞失原貌
74	2017-02-02	Newspaper	Wen Wei Po	姚思榮倡推特色小店
75	2017-02-02	Multi-Media	RTHK Radio 3	Backchat - Underground Space Development
76	2017-02-03	Online Media	HK 01	政府擬於維園、九龍公園建地下城 民間憂破壞自然、淪商業項目
77	2017-02-04	Newspaper	Hong Kong Commercial Daily	阻地下街發展沒道理
78	2017-02-05	Newspaper	South China Morning Post	OPINION - Hong Kong should not rush into developing underground space to ease congestion
79	2017-02-06	Online Media	Stand News	維園挖三層地下城 全港有幾多人知情？
80	2017-02-07	Newspaper	Hong Kong Economic Journal	地下商場規劃得不償失
81	2017-02-08	Online Media	Think Hong Kong (思考香港)	韓成科：阻建地下城沒有道理 保育不能走火入魔
82	2017-02-10	Newspaper	Sing Tao Daily	Alliance fights to save parks
83	2017-02-10	Newspaper	China Daily Hong Kong Edition	Underground space development sounds promising
84	2017-02-11	Newspaper	Sing Tao Daily	公園建地底空間 得不償失？
85	2017-02-14	Online Media	HK 01	公園建地下街諮詢陷於膠著 為何政府民間討論「九唔搭八」？

No.	Date	Media Type	Media	Title
86	2017-02-14	Opinion	South China Morning Post	Hong Kong needs to ensure any underground urban development isn't another hell on Earth
87	2017-02-15	Opinion	South China Morning Post	Underground spaces would be good for city
88	2017-02-15	Newspaper	KowLoonPost	公園九龍擬建四層地下街
89	2017-02-16	Online Media	HK 01	維園擬建地下城 公眾諮詢陷膠著 三大難題窒礙官民共識
90	2017-02-17	Magazine	U Magazine	小巨肺
91	2017-02-18	Multi-Media	RTHK 31	The Pulse - underground development in 3 major parks
92	2017-02-21	Newspaper	Hong Kong Economic Journal	發展地下空間 你我都有 SAY
93	2017-02-21	Newspaper	Sing Tao Daily	
94	2017-02-21	Multi-Media	on.cc 東網	東網電視搜查線：三大公園建地下城 團體組聯盟唔撐
95	2017-02-21	Multi-Media	TVB Weblink	TVB Weblink - 時事多面睇 - 地下空間
96	2017-02-22	Newspaper	Oriental Daily News	開發公園地下空間 反響不絕
97	2017-02-22	Opinion	Ming Pao Weekly	一切往地下發展
98	2017-02-27	Opinion	South China Morning Post	Sensible use of underground space matters
99	2017-03-07	Newspaper	Hong Kong Economic Journal	發展城市地下空間 須考慮地面局限
100	2017-03-09	Newspaper	South China Morning Post	Not underestimating the difficulties in developing underground spaces in Hong Kong
101	2017-03-14	Multi-Media	on.cc 東網	疑似添馬艦沉海底延公布 土署死撐報告初步
102	2017-03-25	Opinion	South China Morning Post	Destroying urban parks to create underground spaces is not holistic planning
103	2017-03-30	Multi-Media	Civic Exchange	Walk With... Kowloon Park Fans
104	2017-04-05	Opinion	China Daily Hong Kong Edition	Rules for underground development plan need fleshing out

Appendix XI

View Collection Form Template

「城市地下空間發展：策略性地區先導研究」－第一階段公眾參與 意見收集表

“Pilot Study on Underground Space Development in Selected Strategic Urban Areas” – Stage 1 Public Engagement Views Collection Form

1. 你認為在四個策略性地區內有什麼重要的社區需要？

What are the major community needs to be addressed in the four strategic urban areas?

2. 你同意在策略性地區可以透過發展地下空間來解決社區需要嗎？

Do you agree the major community needs could be addressed by underground space development in the strategic urban areas?

3. 你對地下空間發展有甚麼願景和期望？

What are your vision and expectation of underground space development?

4. 你對在四個策略性地區發展地下空間有甚麼關注？

What are your concerns on underground space development in the four strategic urban areas?

5. 你對四個策略性地區的地下空間發展還有其他意見嗎？

Do you have other comments on underground space development in the four strategic urban areas?

	團體 / 機構 (如適用)
姓名 Name	Organisation (if applicable)
電話 Telephone	電郵地址 Email address

請在 2017 年 2 月 6 日或之前遞交你的意見。

Please send us your views on or before 6 February 2017.

郵寄 Post 九龍何文田公主道 101 號土木工程拓展署大樓 11 樓
11/F, Civil Engineering and Development Building,
101 Princess Margaret Road, Homantin, Kowloon

傳真 Fax 2714 0247

電郵 Email undergroundspace@cedd.gov.hk

聲明：凡在「城市地下空間發展：策略性地區先導研究」過程中向土木工程拓展署或規劃署提供意見和建議的個人或團體，將被視作同意土木工程拓展署或規劃署可將部分或全部的內容（包括個人姓名及團體名稱，但電話及電郵地址則會保密）公布。如你不同意這個安排，請於提供意見和建議時作出聲明。

Disclaimer: A person or an organisation providing any comments and suggestions to the Civil Engineering and Development Department or the Planning Department on the “Pilot Study on Underground Space Development in Selected Strategic Urban Areas” shall be deemed to have given consent to the Civil Engineering and Development Department or the Planning Department to partially or wholly publish the comments and suggestions (including the names of the individuals and organisations, but the telephone number and email address will be kept confidential). If you do not agree to this arrangement, please state so when providing comments and suggestions.

電子意見收集表

e-Views Collection Form



Appendix XII

List of Commenters

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A1	Gan Voon Kait
A2	Mo Wong
A3	Ramjith Gamage
A4	Nalin S. Peiris
A5	Chan
A6	DiDi
A7	Gigi
A8	沈鋒
A9	Andrew
A10	Chan Wai Sum
A11	Yuen Wai Man
A12	Doris Lau
A13	She Siu
A14	Po
A15	Sophie Ho
A16	Choy Dai On
A17	Lee Wun Yi
A18	何蓮
A19	Mr. Lau
A20	Winkie
A21	Chan
A22	Chan Man Na
A23	John Ting
A24	蔡
A25	Ms. Chu
A26	Cat
A27	Andrew Chan
A28	朱生明
A29	姓名不詳 Anonymous
A30	袁潤蓮
A31	馮小姐
A32	Aing
A33	吳生
A34	歐小姐
A35	May Chan
A36	Wing
A37	何云英
A38	Jojo Hung
A39	楊小姐
A40	Irene Lam
A41	Ling Ling
A42	姓名不詳 Anonymous
A43	吳小姐
A44	伍卓成
A45	T ISHOLA

No.	姓名 Name
A46	Mieng
A47	王先生
A48	Ray Lai
A49	Mr. Lam
A50	李林興
A51	Ray Tam
A52	Wong Kwan Chun
A53	W. Y. Tse
A54	Ada Chan
A55	Joanna Chan
A56	Ada Chan
A57	鐘志文
A58	Ben Cheung
A59	胡桂芬
A60	Nancy Chan
A61	蔣宗英
A62	H Fung
A63	Gordon Chan
A64	Jolley
A65	Chau Long Hei
A66	Ringo Chan
A67	張睿徑
A68	Rebecca
A69	陶先生
A70	黃太
A71	黃嘉慧
A72	Leo
A73	Lau Yuen Ling
A74	Amy
A75	David Wong
A76	Tony Yan
A77	Dhimant
A78	Tony Lung
A79	Billy Cheung
A80	莊金東
A81	余少娜
A82	王淑美
A83	姓名不詳 Anonymous
A84	Wong
A85	Cary
A86	Jacob Lee
A87	卓麗珍
A88	Eline Wong
A89	劉樣
A90	鐘善恒

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A91	林進口
A92	莊建輝
A93	陳文才
A94	姓名不詳 Anonymous
A95	Noven
A96	姓名不詳 Anonymous
A97	許麗珍
A98	Dhltu
A99	林金城
A100	Helen Ng
A101	Chan
A102	Ms. Yan
A103	Li Chi Ho
A104	Tsang Mao Yan
A105	Sin Tak Kun
A106	陳
A107	Jay Chan
A108	Ar Dum
A109	部亞培
A110	Caina Wong
A111	Simon Rogerson + Carrie Fu
A112	劉芳
A113	郭新學
A114	Ms 黃
A115	高興
A116	Raymond
A117	R Wu
A118	陳
A119	Lau Oi Lin
A120	Jacky Leung
A121	Ken Wong
A122	Wong
A123	K Leung
A124	Mr. Wong
A125	Maggie Leung
A126	Jane Lau
A127	Sam Wong
A128	Annie Ng
A129	Paula Lau
A130	Lau Siu Chun
A131	Chole
A132	Calvin Ho
A133	Wan C. P.
A134	Marian Mak
A135	Hidy

No.	姓名 Name
A136	K T Chan
A137	Kam
A138	Tam S. S.
A139	Lisa Lee
A140	Ms 韓
A141	Chan
A142	Gary
A143	G
A144	姓名不詳 Anonymous
A145	Kwong To
A146	Ho
A147	Yu Kin Fung
A148	E. Anne Seliaert
A149	姓名不詳 Anonymous
A150	梁小姐
A151	Quntin Cheng
A152	李桂祥
A153	Ms. Liu
A154	Mark Wallace
A155	K K Chu
A156	Constance Hui
A157	Alex Yim
A158	Wong Kwok Wah
A159	莊金杯
A160	Arthur Chiu
A161	Viann Wong
A162	Cheung
A163	Shirley
A164	Dr. William Ho
A165	Debby Tsang
A166	S K Wong
A167	Tommy Lam
A168	Keira Guo
A169	Choi
A170	Lam
A171	Elaine Chan
A172	David Cheung
A173	Chan Wai Sum
A174	Annie Wong
A175	Lewis Ng
A176	Miss Wong
A177	Amy
A178	Kwok
A179	PGKW
A180	T. Yu

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A181	陳先生
A182	陳小姐
A183	施
A184	姓名不詳 Anonymous
A185	陳光
A186	Lo Wai King
A187	張淑英
A188	Thomas To
A189	陳偉明
A190	To Ko Nang, Ivan
A191	郭玖妹
A192	Candy Boor
A193	Sally
A194	Y. S. Lau
A195	Anita Ng
A196	許小姐
A197	Miriam Leis
A198	Gilbert Leung
A199	Edmond Chan
A200	Ng Ka Ming
A201	Hing Fan
A202	李先生
A203	Candice Tang
A204	張惠曉
A205	鄧小姐
A206	Edwin Hung
A207	Wun Janny
A208	Sara Yue
A209	陳玉和
A210	關德存
A211	黃小姐
A212	鐘小姐
A213	cf
A214	馬麗
A215	姓名不詳 Anonymous
A216	Sinder Lam
A217	Chu
A218	Vicky Pang
A219	Lam Siu Yee
A220	莫先生
A221	Mr. Lau
A222	許先生
A223	Mr. Chan
A224	陳生
A225	Khan Israr

No.	姓名 Name
A226	Mr. Tse
A227	李嘉麗
A228	Chan Pang
A229	C. W. Tang
A230	Chow Tim Hung
A231	May Chak
A232	Tom Chung
A233	Annie Fong
A234	Ms. Chak
A235	Frances Leung
A236	Fanny
A237	陳琬珊
A238	鄧
A239	Amy Wong
A240	Lee Ka Fai
A241	劉
A242	岑偉富
A243	James Tong
A244	Chan
A245	王小姐
A246	Sarah Ho
A247	Winnie Lee
A248	Liu
A249	李先生
A250	Dan Moss
A251	鄭生
A252	Matt
A253	Yip
A254	Jenny Lam
A255	Yen
A256	Hui Shuk Yi
A257	Gary Chow
A258	Emil Adamec
A259	Poon P. M. T
A260	Ricky Chun
A261	Khan
A262	Agnes Chan
A263	Wong Yip Ping
A264	Johnny Chan
A265	Commenter wants to remain anonymous 意見人不願公開個人資料
A266	Kim Chow
A267	C. K. Man
A268	Ms. Lee
A269	金

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A270	蔡嬌娥
A271	張如仙
A272	YC
A273	Masi QK Alley
A274	Khan
A275	Khan
A276	陳小姐
A277	林小姐
A278	Fahim
A279	HY
A280	Teresa Lee
A281	Ms. Chan
A282	Maggie Li
A283	羅美華
A284	歐陽帶群
A285	Chung Pik Lin
A286	Ouyang Chiu
A287	Wu
A288	Erica Wong
A289	Peter Wong
A290	Lee Siu Mui
A291	鍾婉雯
A292	Y.T. So
A293	Ng Wai
A294	Victor
A295	黃小姐
A296	Ku
A297	Tam Chung On
A298	Chan Wai Sum
A299	Cheung
A300	Yuen Oi Lin
A301	Leung Hin Lun
A302	Chan Yuen Ling
A303	Lam Ka Chun
A304	Peter Chan
A305	姓名不詳 Anonymous
A306	Tang
A307	Mr. Tse
A308	蔡駿蔚
A309	劉先生
A310	Francis Lee
A311	Y.M. Wong
A312	Winki Chan
A313	Fahim
A314	C.K. Wong

No.	姓名 Name
A315	Lee Wing Chu
A316	陳家豪
A317	辛小姐
A318	Katie Leung
A319	Joyce
A320	Sam
A321	Fan
A322	尚利沅
A323	Yin
A324	Janny Lee
A325	F.C. Lee
A326	Sammi Lee
A327	吳小姐
A328	Ben Chow
A329	May Lam
A330	Charlie Chan
A331	June Lau
A332	Alan Lau
A333	陳風珍
A334	李女士
A335	Eric Ho
A336	趙航
A337	Stephen Lau
A338	Amy
A339	Chan
A340	Fatima Wong
A341	文奕娥
A342	Simon
A343	Iris Ip
A344	J. Cheung
A345	Peter Chan
A346	鐘
A347	Wong Siu Ying
A348	沈澤文
A349	Chan Mei Chu
A350	姓名不詳 Anonymous
A351	林小姐
A352	A. Chang
A353	J. Ko
A354	黎根林
A355	姓名不詳 Anonymous
A356	Kenneth Ly
A357	Grace Chung
A358	姓名不詳 Anonymous
A359	鐘浩正

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A360	Thio
A361	林美玲
A362	Stephine Yeung
A363	Clara Wong
A364	Loing
A365	M.K. Lee
A366	Sarah Lai
A367	魏力
A368	Tang
A369	Peter So
A370	MK Ho
A371	Chui Chan Kit
A372	Helen
A373	Allison Ng
A374	Fung
A375	Lee
A376	Ada
A377	姓名不詳 Anonymous
A378	Ray Chu
A379	Mo Wai Lun
A380	Wong Wa
A381	Chik Chiu Ming
A382	Lorna
A383	Abdul R Sandhu
A384	Chan
A385	Leung
A386	張先生
A387	王小姐
A388	Jenny Chan
A389	Ms. Choi
A390	鄧仲愛
A391	YK Ng
A392	Yung Yuen Han
A393	張凱偉
A394	Lee Kung Kiu
A395	施銘燊
A396	許瑞芬
A397	Wendy Wong
A398	Ms. Man
A399	Ken Ng
A400	李宗群
A401	Yip Yee Man
A402	Ms. Man
A403	Chan
A404	Mr. Fung

No.	姓名 Name
A405	Alice Sum
A406	Connie
A407	MY Chow
A408	Janet
A409	Candy Fung
A410	Lau
A411	Yip
A412	Yuen Matthew
A413	關
A414	Fung Caroline
A415	M. Ilyas
A416	M. Chiu
A417	K.Y. Chan
A418	Vivian
A419	Yo Yo
A420	Yip Hay Wan
A421	Che Po
A422	Amy Wong
A423	Lo
A424	Lam Ko Chai
A425	Vidyan
A426	姓名不詳 Anonymous
A427	Colleen Yeung
A428	Andy Lam
A429	Adams Mok
A430	Iris Lam
A431	O Chi Wang
A432	偉克成
A433	Ivy Yip
A434	姓名不詳 Anonymous
A435	胡永基
A436	Chau Lai Man
A437	Tommy Chan
A438	王少紅
A439	姓名不詳 Anonymous
A440	劉
A441	Chan Shuk Ping
A442	李珍
A443	Ms. Lai
A444	程小姐
A445	楊淑芬
A446	Chan Chi
A447	F W Leung
A448	Cole
A449	Lillian Yam

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A450	Lee Ki Na
A451	劉長弟
A452	董惠珊
A453	Ray Tsui
A454	黃文穎
A455	雷
A456	郭小姐
A457	Charlie
A458	Ming
A459	姓名不詳 Anonymous
A460	Au
A461	May Lee
A462	Commenter wants to remain anonymous 意見人不願公開個人資料
A463	黃文浩
A464	Candy Li
A465	Ronnie Mak
A466	Peter Pun
A467	Lee Suet M
A468	廖美芳
A469	Li Haniel
A470	張義
A471	L.W. Yau
A472	Hung
A473	Ms. Leung
A474	Ida Lee
A475	Cheng Tak Mui
A476	Hoark
A477	朱美美
A478	黃
A479	楊健生
A480	Joanne
A481	馬樂波
A482	區稀汶
A483	Candy Wu
A484	Sally
A485	姓名不詳 Anonymous
A486	Jenny Wong
A487	CY Leung
A488	駱
A489	鍾偉文
A490	V. Luk
A491	姓名不詳 Anonymous
A492	姓名不詳 Anonymous
A493	Tony

No.	姓名 Name
A494	Joyce Au Yeung
A495	丁太
A496	Y L Cheung
A497	Shan
A498	C.N. Ip
A499	Martin
A500	Ms. Lam
A501	Karen Ho
A502	C.M. Lam
A503	Yip Pui Sze
A504	Mr. Yuen
A505	鄧小姐
A506	Ruby Ng
A507	Au Yeung
A508	Cheung Henry
A509	K.K. Wong
A510	B Lai
A511	Amy
A512	Ko
A513	Sam
A514	Alvin Lai
A515	Mrs Tsang
A516	姓名不詳 Anonymous
A517	姓名不詳 Anonymous
A518	Tracy
A519	May Wong
A520	Ms. Chau
A521	Do Chan
A522	F.W. Lau
A523	Chan 先生
A524	黃月容
A525	吳小姐
A526	張先生
A527	Thomas Kong
A528	Karen
A529	Chan Mei Yan Amy
A530	Cheng
A531	Kitty Lee
A532	Liu Chi Kin
A533	Samson Sung
A534	Stephanie Chan
A535	William Lau
A536	林鳳琦
A537	閔小姐
A538	梁志偉

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A539	許先生
A540	姓名不詳 Anonymous
A541	Pearl Lui
A542	Poak
A543	姓名不詳 Anonymous
A544	Mr. Chan
A545	H.L. Chan
A546	King
A547	Ms. Wan
A548	何女士
A549	李嘉歡
A550	郭先生
A551	李佩珊
A552	Joanne
A553	莊垂情
A554	賴超年
A555	T.A.
A556	Mui Yan Ho
A557	黃小姐
A558	姓名不詳 Anonymous
A559	張玉玲
A560	Tong Cheuk Wing
A561	陳淑賢
A562	Chan Wai Ping
A563	李小姐
A564	羅玉琮
A565	何文永
A566	Wong Man Lit
A567	Miccla
A568	Mr. 林
A569	吳小姐
A570	李先生
A571	C S Cheung
A572	James Lee
A573	C Y Lam
A574	Candy Ho
A575	潘玉珍
A576	Irene Yu
A577	陳文娜
A578	Will
A579	葉洪輝
A580	Wong K. L.
A581	Yiu Man Chang
A582	W.K. Yip
A583	Eric Poon

No.	姓名 Name
A584	Ngai Eric
A585	Li
A586	黃碧儀
A587	Kan Lee
A588	Jackie
A589	黃美愛
A590	吳小姐
A591	吳小姐
A592	Regine
A593	Gary Wong
A594	Carmen
A595	董小姐
A596	Muller Lee
A597	陳全
A598	周小姐
A599	Sindy Lee
A600	Paul Wong
A601	盧冠光
A602	宋先生
A603	Tsui Mei Wan
A604	Chan C K
A605	John Kung
A606	吳國良
A607	Tai Mei Fan
A608	姓名不詳 Anonymous
A609	梁超倫
A610	譚仕輝
A611	W Leung
A612	姓名不詳 Anonymous
A613	Wong King Fai
A614	F Chan
A615	張瑞屏
A616	K M
A617	Ms. Kan
A618	Elsa Li
A619	姓名不詳 Anonymous
A620	Liu Chun Leong
A621	Agnes
A622	ccb
A623	田小姐
A624	Yip
A625	Y.C. Lai
A626	姓名不詳 Anonymous
A627	Michael
A628	Loree

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A629	Alpha Hui
A630	Aalor Hui
A631	李
A632	Mary Leung
A633	Wong Yik Wing
A634	陳雪晴
A635	姓名不詳 Anonymous
A636	Gyl Shiu
A637	Delia Leung
A638	Tang Po Shun
A639	鄧莉蓮
A640	鄧莉美
A641	姓名不詳 Anonymous
A642	黃建立
A643	林仲宣
A644	姚紅英
A645	陳志堅
A646	K.F. Wong
A647	李美美
A648	關國偉
A649	K C Lam
A650	Li Chi Yeung
A651	Mo Lai Wu
A652	Calvin Choy
A653	姓名不詳 Anonymous
A654	姓名不詳 Anonymous
A655	Ernest Lee
A656	黃曉虹
A657	See Sun Keung
A658	姓名不詳 Anonymous
A659	M C Lo
A660	May Wong
A661	Mun Ku Fin
A662	楊少群
A663	Yam Mei Wan
A664	Li Chun Kit
A665	Vivi
A666	John Chan
A667	Cally Kong
A668	Tom Chat
A669	Chan
A670	Eva Chung
A671	姓名不詳 Anonymous
A672	姓名不詳 Anonymous
A673	Annie

No.	姓名 Name
A674	Sze
A675	Anita Lau
A676	同
A677	Hayden
A678	Wendy Tsang
A679	姓名不詳 Anonymous
A680	Michael
A681	譚偉倫
A682	關明葉
A683	Chan Hong Ling
A684	C.H. Wong
A685	姓名不詳 Anonymous
A686	陳北雄
A687	Wu Sze Wing
A688	C W Cheng
A689	姓名不詳 Anonymous
A690	Edmond Way
A691	Anthony
A692	梁卓榮
A693	Ken Leung
A694	林銘雄
A695	Chan
A696	Ada Chan
A697	Chan Kelvin
A698	W Ng
A699	Louisa Chu
A700	姓名不詳 Anonymous
A701	Fa
A702	Cindy
A703	陳大于
A704	李
A705	Wong Siu Yuk
A706	Leung
A707	Wantanebe
A708	Ms Katy Chow
A709	廖小姐
A710	Lo Sarah
A711	Ms. T.C. Lam
A712	Wong Wing Yan
A713	Michelle
A714	Wilson SW
A715	Adam Fung
A716	Lee Yuk Ying
A717	姓名不詳 Anonymous
A718	Chan Yuk Lan

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A719	梁潔玲
A720	郭惠儀
A721	梁先生
A722	Wong Leng Po
A723	鄭玉屏
A724	陳玉蓮
A725	吳小姐
A726	李先生
A727	王太
A728	倫小姐
A729	Barbara Wan
A730	李小姐
A731	K.C. Ng
A732	Maxwilliam Wong
A733	歐陽先生
A734	黃小姐
A735	盧先生
A736	陳先生
A737	姓名不詳 Anonymous
A738	Lai Ka Ha
A739	Tai Kwok Ching
A740	Tong Yuk Yiu
A741	盧明遠
A742	陳小姐
A743	郭先生
A744	Ms. Lo
A745	Mr. So
A746	孫小姐
A747	Mr. Po
A748	戴小姐
A749	Alan Lau
A750	王惠玲
A751	陳先生
A752	Lai S. Y.
A753	黃先生
A754	張小姐
A755	S Lo
A756	陳先生
A757	陳先生
A758	Rose
A759	Joseph Leung
A760	Harjit Singh
A761	姓名不詳 Anonymous
A762	Kitty
A763	Ip Ko Tak

No.	姓名 Name
A764	Anita Wong
A765	Katherine Chan
A766	Mo Wing Kit
A767	Ching Ka Yin
A768	C.L. Lam
A769	Chan Sau Mui Paul
A770	姓名不詳 Anonymous
A771	Chan
A772	Leung Wing Keung
A773	明仔
A774	Pang Tong
A775	楊小姐
A776	紀小姐
A777	唐小姐
A778	馬先生
A779	Noel
A780	Edward Ip
A781	陳先生
A782	馮先生
A783	Ben
A784	Annie Lee
A785	Feng Jia
A786	譚德生先生
A787	Or Wai Tat
A788	Cherry Chau
A789	Eric Yuen
A790	K.S. Liu
A791	蕭淑貞
A792	Candy
A793	袁小姐
A794	江先生
A795	陳小姐
A796	盧兆麒
A797	William Hu
A798	Mr. Sit
A799	夏小姐
A800	張滿好
A801	Raymond Choi
A802	張小姐
A803	姓名不詳 Anonymous
A804	Tsoi Yuet Oi
A805	Chung Yuet Ho
A806	Wan Ransome
A807	Dawn Kam
A808	Celine

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A809	姓名不詳 Anonymous
A810	Daniel Yeung
A811	Kam Wah Kim
A812	梁洗明
A813	何志光
A814	Bo Bo
A815	Angela Lee
A816	Mr. Lam
A817	李麗玲
A818	Lee Ka Yi
A819	Kwok Man Yin
A820	黎麗娟
A821	梁小姐
A822	黃彩紅
A823	黃炳源
A824	姓名不詳 Anonymous
A825	黃先生
A826	Mr. Lau
A827	Sam Mok
A828	Ben Cheung
A829	Winnie Tsang
A830	Wong Chu Cheung
A831	Chan Pui Nor
A832	Mr. Tsoi
A833	Carmen Law
A834	Ms. Tsui
A835	譚佩雯
A836	Sayaka Li
A837	Rebecca
A838	Lucy Mak
A839	Ms. Tam
A840	梁小姐
A841	Sak Kai-sheung
A842	Grace Sin
A843	Chan Siu Kuen
A844	Chan C.K.
A845	Catherine
A846	Carrie Lam
A847	Cheng
A848	Tang Shui Tung
A849	Catherine Lai
A850	Anna Ng
A851	陳家興
A852	林美萍
A853	Ms. Shiu

No.	姓名 Name
A854	Bonnie Nam
A855	姓名不詳 Anonymous
A856	Alan Lam
A857	Jeffrey Lee
A858	WT Chan
A859	姓名不詳 Anonymous
A860	C B Mak
A861	Day Ho
A862	陳先生
A863	林丁培
A864	莊振民
A865	洪麗珍
A866	Li Min Chan
A867	Kee Yuen Kwan
A868	李正剛
A869	林素清
A870	莊素珍
A871	梁文永
A872	莫玉羣
A873	Lun
A874	嚴木嘉
A875	Steve
A876	Kelvin Chan
A877	Karen Yam
A878	Amy Wong
A879	姓名不詳 Anonymous
A880	Winnie Lam
A881	John Chan
A882	姓名不詳 Anonymous
A883	Or Mun Sum
A884	張少英
A885	Hilld
A886	Chan Yuk Koai
A887	P. Wong
A888	Michael Chan
A889	Alan
A890	Lam
A891	Wilson Tong
A892	Joe Cheng
A893	Kong
A894	楊詠斯
A895	Lam
A896	Ha Oi Kei
A897	周翠雲
A898	姓名不詳 Anonymous

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A899	Pui Yee
A900	M Tang
A901	Judy Au Yeung
A902	朱生
A903	Firn Liu
A904	Miss Mo
A905	Ivan Yip
A906	Tang Wei Jie
A907	Chan Wai Hang
A908	Lau
A909	Miss Lee
A910	Mok Wai Chi
A911	MD Leung
A912	Annie
A913	林瑞華
A914	Chu Cheuk Wah
A915	Ms. Chan
A916	Mr. Cheuk
A917	Shirley
A918	吳淑芳
A919	Tsang Siu Man
A920	余存至
A921	Chan Yuk Tong
A922	C.W. Mok
A923	Albert Lin
A924	姓名不詳 Anonymous
A925	Justin
A926	馮華德
A927	Shek Chi Hung
A928	Chan Ka Tung
A929	Deanna
A930	Eric Mak
A931	Ip Pak Sing
A932	Rex
A933	Horman Cheng
A934	Sylvia
A935	Chan Wai Yin
A936	李小玲
A937	鄭嘉
A938	李生
A939	Gary
A940	Tang Kam Fai
A941	張先生
A942	Simon Tong
A943	楊嘉瑩

No.	姓名 Name
A944	Terry
A945	H.K. Yick
A946	Joanne
A947	Law Jessica
A948	A Lo
A949	Pong
A950	陳海冰
A951	Karen Wong
A952	Tong Winnie
A953	羅
A954	C Amy Au
A955	陳小姐
A956	Chelsea
A957	Chiu Pui Wah
A958	William Lao
A959	Kylie Yeung
A960	朱林深
A961	Cindy
A962	K W Ho
A963	Wing
A964	姓名不詳 Anonymous
A965	姓名不詳 Anonymous
A966	葉先生
A967	Jason Chan
A968	Eric Chan
A969	鄧德培
A970	Chan Kelvin
A971	李清池
A972	B Chan
A973	Frankie
A974	Marco Lo
A975	Ken Chan
A976	Sharon
A977	K.K. Wong
A978	Carol Wong
A979	Hilda Wan
A980	R R Mak
A981	梁景富
A982	Mrs. Yim
A983	Khan Mohamgh Harrow
A984	Ho Shiu Bik
A985	朱
A986	李小雲
A987	Queenie Chow
A988	Ms. Lee

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A989	Thomas Lo
A990	Chan Kwan Yee
A991	Wong
A992	Anita Wong
A993	Eddie Leung
A994	Frankie
A995	鄭小姐
A996	Ruby
A997	K. Leung
A998	李姑娘
A999	Lee Wing Chung
A1000	黃小姐
A1001	Lee Nga Sheung
A1002	Keith Leung
A1003	馮
A1004	Rachel Lee
A1005	姓名不詳 Anonymous
A1006	姓名不詳 Anonymous
A1007	Chan
A1008	K W Tsang
A1009	姓名不詳 Anonymous
A1010	Jane Lee
A1011	Vera Choi
A1012	張麗芳
A1013	Leung Yee Mei
A1014	石志權
A1015	林
A1016	So Kwok Wing
A1017	Zee Lam
A1018	Vivian Leung
A1019	郭小姐
A1020	Will
A1021	Ivan
A1022	R. Mak
A1023	Alice Hung
A1024	觀
A1025	Elsa
A1026	Fu Bik Sheung
A1027	Lai
A1028	葉先生
A1029	黃小姐
A1030	高小姐
A1031	Mr. Tang
A1032	朱小姐
A1033	劉小姐

No.	姓名 Name
A1034	關龍華先生
A1035	陳先生
A1036	盧先生
A1037	黃燕華
A1038	殷布珍
A1039	Ma Sau Chi
A1040	林惠珍
A1041	鄧
A1042	姓名不詳 Anonymous
A1043	Raymond Lam
A1044	陳文珍
A1045	姓名不詳 Anonymous
A1046	黃文穎
A1047	Ms. Law
A1048	W H Cheng
A1049	姓名不詳 Anonymous
A1050	Chu Sze Har
A1051	Judy
A1052	John
A1053	Lee Ah Tat
A1054	K.W. Chan
A1055	Tony
A1056	Nicole
A1057	Ryan
A1058	Fiona Yeung
A1059	Ms. Wong
A1060	姓名不詳 Anonymous
A1061	Celine Lai
A1062	Wong Sui Fung
A1063	Janet Yuen
A1064	劉先生
A1065	Fung Lai Yee
A1066	Happy Chan
A1067	李先生
A1068	劉小姐
A1069	黃卓倫
A1070	黃兆文
A1071	陳先生
A1072	黃小姐
A1073	姓名不詳 Anonymous
A1074	黃太
A1075	Yeung Suk Fong
A1076	黃彩霞
A1077	劉小姐
A1078	Choi Yuen Wa Cecile

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A1079	姓名不詳 Anonymous
A1080	何
A1081	莊先生
A1082	Chung Chun Yee
A1083	李民
A1084	K K
A1085	Chan Wing Keung
A1086	P Cheng
A1087	Ms. Cheung
A1088	Candy Chan
A1089	姓名不詳 Anonymous
A1090	Cherry Kwok
A1091	Paul
A1092	蔡桂心
A1093	Chu Po Shan
A1094	Chan Chi Yuk
A1095	Jason Lee
A1096	Carl Chan
A1097	Brenda
A1098	Peggy Chan
A1099	Natalie
A1100	Wilson But
A1101	Y.M. Cheung
A1102	陳先生
A1103	Shum Ka Lok
A1104	Cheng Yi Mi
A1105	Ip Pai Sing
A1106	Ho Kin Ching
A1107	Annie Mak
A1108	Sandy
A1109	Luk
A1110	Wan Tai Yip
A1111	麥小姐
A1112	萬小姐
A1113	黎先生
A1114	陳先生
A1115	馮傑藍
A1116	周志明
A1117	梁小姐
A1118	K.C. Pang
A1119	P. Hung
A1120	高先生
A1121	黎先生
A1122	Ms. Wan
A1123	姓名不詳 Anonymous

No.	姓名 Name
A1124	Wan N. K.
A1125	T. Kong
A1126	Chan Kwok Wai
A1127	Louie
A1128	Mr. Kuk
A1129	John Leung Pui Keung
A1130	Raymond Lai
A1131	朱先生
A1132	劉小姐
A1133	Ms. Ng
A1134	Wanda
A1135	Wong Wai Yin
A1136	Wong Chi Hung
A1137	Chan Tsz Kwai
A1138	Chan Kelvin
A1139	Tam
A1140	Chan Chi Ming
A1141	Choi Ka Wai
A1142	Edward To
A1143	Ronald Lau
A1144	Gloria Chu
A1145	李太
A1146	李小姐
A1147	張樹深
A1148	Tse Ting Ting
A1149	Sam
A1150	陳生
A1151	Tommy Tsui
A1152	Lo Sum Yuen Angela
A1153	Howard Tang
A1154	Joyce Lee
A1155	Carlson
A1156	鄧小姐
A1157	李小姐
A1158	周先生
A1159	吳先生
A1160	Benny
A1161	姓名不詳 Anonymous
A1162	Ms. Tsang
A1163	Ling Chu
A1164	Liu Pui Yin
A1165	Jenny
A1166	陳康
A1167	Juanita Chan
A1168	Henry Lam

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A1169	Isabella To
A1170	Amy Lau
A1171	Mr. Alex Yim
A1172	黃先生
A1173	Juanita
A1174	Chan Hon Chur
A1175	Cheng Yick Sze
A1176	姓名不詳 Anonymous
A1177	Cyrus Chow
A1178	Felix Ng
A1179	Steven Chan
A1180	Howard
A1181	李文秋
A1182	李小鳳
A1183	Ken Mui
A1184	John Chan
A1185	吳
A1186	Goran Karlie
A1187	何嘉傑
A1188	梁
A1189	Andy
A1190	姓名不詳 Anonymous
A1191	傅小姐
A1192	Lam Chi Kai
A1193	林先生
A1194	謝
A1195	Wong
A1196	Chan Yuk Sun
A1197	Mr. Wong
A1198	李富
A1199	YK Li
A1200	梁志偉
A1201	姓名不詳 Anonymous
A1202	Mak
A1203	Hung Chi Wai
A1204	Connie
A1205	Yuen Man Wa
A1206	Chu Yuen Kwan
A1207	袁淑華
A1208	Zoe Wong
A1209	姓名不詳 Anonymous
A1210	Mandy Yip
A1211	Yuen
A1212	Ann
A1213	袁秀華

No.	姓名 Name
A1214	Ng Tze Yan
A1215	Mak Yee Man
A1216	Yvonne Leung
A1217	Amy Wong
A1218	Kenneth Tse
A1219	Ms. Yeung
A1220	Joe
A1221	Susan
A1222	Li Man Yi
A1223	張翠兒
A1224	H. Cheng
A1225	Joe Tang
A1226	Janet Kam
A1227	Boris
A1228	Wayco Fung
A1229	Christina
A1230	陳玉棠
A1231	黃笑鴻
A1232	陳林
A1233	姓名不詳 Anonymous
A1234	Ko Fung Yee
A1235	Eddy Ho
A1236	Lawrence Leung
A1237	洪小姐
A1238	Ms. Ho
A1239	曾俊超
A1240	Koo Wai Kong
A1241	王灝
A1242	Ricky
A1243	Law L K
A1244	Alan Lau
A1245	S.H. Ching
A1246	Tin Chi Korh
A1247	區彩玲
A1248	林清源
A1249	莊永順
A1250	Louie
A1251	Alex Chung
A1252	Ms. Wong
A1253	姓名不詳 Anonymous
A1254	張志成
A1255	Chung
A1256	May Kwan
A1257	劉美麗
A1258	Chhi Chauhh

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A1259	Chan Kam Chu
A1260	Tam Hoi Yin
A1261	K.H. Chau
A1262	Felix
A1263	Joanna Siu
A1264	Miss Chan
A1265	姓名不詳 Anonymous
A1266	Karman
A1267	Ann Chan
A1268	Mark May Liu
A1269	Fatima Wong
A1270	Phyllis Chow
A1271	陳
A1272	Y. P. Chan
A1273	Philip Ip
A1274	姓名不詳 Anonymous
A1275	Mr. Lee
A1276	Josephine Wong
A1277	Nick
A1278	Jason Mak
A1279	Sophia
A1280	Simon
A1281	Wong Mei Mei
A1282	Chan Kwok Wai
A1283	Yulie
A1284	莫詩韻
A1285	M.L. Leung
A1286	黃碧玲
A1287	L. Lam
A1288	梁少程
A1289	Tam Elaine
A1290	D. Chan
A1291	Tong M K
A1292	Poon Ching Yi
A1293	劉桂珍
A1294	Ral Bal
A1295	Chanlin
A1296	林惠儀
A1297	Fung Wai Yiu
A1298	劉少珍
A1299	A Wong
A1300	王先生
A1301	Adams
A1302	Eliz
A1303	Wallace Yu

No.	姓名 Name
A1304	Craig Lau
A1305	Ng Pui Shan
A1306	王曉惠
A1307	梁銀愛
A1308	Paco Chow
A1309	Lau
A1310	姓名不詳 Anonymous
A1311	Chu Ku Ling
A1312	W L Ho
A1313	Ip Wing Hong
A1314	Shirley
A1315	王化
A1316	鄧小姐
A1317	李國瑞
A1318	蔡小姐
A1319	Ada
A1320	Anne Wong
A1321	Velma Lee
A1322	Hing Wing Lee
A1323	李潔文
A1324	卓麗玲
A1325	趙小姐
A1326	歐先生
A1327	陳富永
A1328	Wilson Pang
A1329	蕭小姐
A1330	林淑英
A1331	關小姐
A1332	Luk Wai Wah
A1333	梁小姐
A1334	袁敏華
A1335	S C Tsang
A1336	Irene
A1337	陳小姐
A1338	陳先生
A1339	譚先生
A1340	江小姐
A1341	顧小姐
A1342	Ms. Chan
A1343	Jayden Chen
A1344	Judy
A1345	黃家軒
A1346	周先生
A1347	Tak Siu Kwok
A1348	張光荃

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A1349	伍少玲
A1350	Ng Wing Pui
A1351	陳小姐
A1352	陳慧玲
A1353	李
A1354	黃小姐
A1355	Alan
A1356	陳先生
A1357	Fu Sun Ming
A1358	吳先生
A1359	林小雪
A1360	陳先生
A1361	李小姐
A1362	梁小姐
A1363	姓名不詳 Anonymous
A1364	Brenda
A1365	Chow D
A1366	Samuel
A1367	梁
A1368	Alex Lam
A1369	Amy
A1370	Lam H
A1371	Alice Lee
A1372	Ricky Chan
A1373	Kenneth Fan
A1374	Nancy Chan
A1375	Helen
A1376	Carmen
A1377	Elaine
A1378	Yu Wing Way
A1379	B. Lui
A1380	Cheng Lai Yin
A1381	姓名不詳 Anonymous
A1382	Chan Ka Keung
A1383	Annie Tse
A1384	Gary Wong
A1385	Alan Fung
A1386	Ms. Li
A1387	黎志來
A1388	郭耀星
A1389	張
A1390	Ms. Wong
A1391	Peggy Chan
A1392	Winsa Chan
A1393	Ms. Kong

No.	姓名 Name
A1394	林生
A1395	劉先生
A1396	陳
A1397	日先生
A1398	張德昌
A1399	陳慧儀
A1400	Henry Yeung
A1401	Yim Kam Chuen
A1402	Ho Ho
A1403	Cheung Kwong Way
A1404	C N Leung
A1405	Stella Ng
A1406	曾太太
A1407	Mr. Ho
A1408	陳女士
A1409	洪成
A1410	姓名不詳 Anonymous
A1411	姜小姐
A1412	黃
A1413	張金祥
A1414	劉小姐
A1415	何善榴
A1416	李立權
A1417	Isaac Au
A1418	張展華
A1419	陳振洪
A1420	Ho Chor Yuk
A1421	黃楚華
A1422	Chou Ka Wai
A1423	Chan So Ha
A1424	陳伯
A1425	Gordon Wong
A1426	Li Yat Wah
A1427	Sam Lau
A1428	Samson Chan
A1429	井中中
A1430	Lee
A1431	Chan
A1432	姓名不詳 Anonymous
A1433	姓名不詳 Anonymous
A1434	C.L. Lee
A1435	譚景棠
A1436	Maggie
A1437	Tom
A1438	曾偉明

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A1439	陳女士
A1440	Willie
A1441	Cheung Yik Cheung
A1442	Chris Hang
A1443	彭志明
A1444	劉
A1445	劉先生
A1446	胡先生
A1447	Tang
A1448	馮女士
A1449	郭先生
A1450	施先生
A1451	Agnes Cheung
A1452	陳先生
A1453	Ms. Tse
A1454	Lee Wing Chung
A1455	Jenny Yau
A1456	余維儀
A1457	張
A1458	May Wong
A1459	王先生
A1460	楊開
A1461	Mr. Chung
A1462	Ho
A1463	Tai
A1464	李榮家
A1465	楊超明
A1466	伍仁
A1467	鄧蔚明
A1468	Tang Han Yin
A1469	R. Wong
A1470	張偉傑
A1471	Cheng
A1472	Co Co Wong
A1473	鄧
A1474	劉正權
A1475	曾小姐
A1476	Lee
A1477	Philip Lau
A1478	Ms. Fung
A1479	林小姐
A1480	Carol
A1481	Peter
A1482	張先生
A1483	戴先生

No.	姓名 Name
A1484	陳佩華
A1485	Anita Wong
A1486	陳小姐
A1487	H.S. Lee
A1488	Ms. Chiu
A1489	曾超奇
A1490	姓名不詳 Anonymous
A1491	Esther Chuk
A1492	姓名不詳 Anonymous
A1493	李小姐
A1494	John
A1495	Eliza Wang
A1496	Ms. Siu
A1497	招小姐
A1498	鄭歡光
A1499	李榮家
A1500	陳大生
A1501	Ms. Chan
A1502	Leung Wai Ming
A1503	Mr. Wong
A1504	M. Chen
A1505	Ms. Sin
A1506	T. Yung
A1507	Salina Chan
A1508	Ching
A1509	Anita Leung
A1510	郭先生
A1511	P Cheung
A1512	Cindy Choy
A1513	Tony Tso
A1514	Y.C. Ho
A1515	溫艷蘭
A1516	藍燕芳
A1517	Shirley Lo
A1518	Kam Hon Wah
A1519	Olivia
A1520	Kate Ma
A1521	Mok Yee Ling
A1522	Chan Chi Sing
A1523	鄧小姐
A1524	Sammy
A1525	Philip Sun
A1526	Leung Lok Tung
A1527	Annie Ho
A1528	Ms. Ho

第一階段公眾參與書面意見一覽表 (意見收集表格)

Stage 1 Public Engagement Written Comments List (View Collection Forms)

No.	姓名 Name
A1529	M Chan
A1530	陳蕙娣
A1531	Yeung Ka Wa
A1532	姓名不詳 Anonymous
A1533	S W Yip
A1534	Alivn
A1535	Ms. Wong
A1536	周艷芳
A1537	Tong Chan Hey
A1538	林元冬
A1539	姓名不詳 Anonymous
A1540	其先生
A1541	Ms. Chan
A1542	姓名不詳 Anonymous
A1543	Jerome Teo
A1544	Janice Ho
A1545	Lily Lau
A1546	Ho Nga Sum
A1547	Cyril
A1548	Ivan
A1549	Au Wing Yee
A1550	Kelvin Collado
A1551	Ophelia Wong
A1552	Annie Kong
A1553	Zeng Song
A1554	Hugo Ng
A1555	Wong Lok Ting
A1556	姓名不詳 Anonymous
A1557	Tang Yau Man
A1558	Yeung Wing Yee
A1559	Keith Wu
A1560	Aileen Cheng
A1561	Natalie
A1562	江美娟
A1563	Chan Pak Chau
A1564	Leo Chung
A1565	Ivy Fok
A1566	姓名不詳 Anonymous
A1567	Ms. Tam
A1568	王先生
A1569	陳小姐
A1570	黃玉珍
A1571	W Leung
A1572	黃景禧
A1573	L. Pang

No.	姓名 Name
A1574	李錦秀
A1575	方太
A1576	胡海之
A1577	姓名不詳 Anonymous
A1578	Lisa Chan
A1579	姓名不詳 Anonymous

第一階段公眾參與書面意見一覽表 (郵寄及傳真)

Stage 1 Public Engagement Written Comments List (Post and Fax)

No.	姓名 Name
B1	Fanny IU
B2	Tso Siu Yin
B3	一名中四學生
B4	香港人
B5	登龍街 陳先生
B6	銅鑼灣本土市民
B7	香港市民
B8	周生
B9	李太
B10	陳伯
B11	市民 吳先生
B12	市民 陳先生
B13	李太
B14	發昌樓 謝小姐
B15	Alfred Ho
B16	官涌街市民 陳先生
B17	發昌樓 住戶
B18	朱太
B19	Terry Wong
B20	市民 謝志祥
B21	關注尖沙咀發展市民
B22	尖沙咀小市民
B23	Johnston Yup
B24	Rachel Leung
B25	Citizen
B26	Jan Leung
B27	黃小姐
B28	Fan Ming
B29	April Ning
B30	Tom Yu
B31	A very angry Hongkonger
B32	TY King
B33	Yanny Chu
B34	Ben Jun
B35	Issac So
B36	Christy Cheung
B37	Ray Wong
B38	Lau Siu Man
B39	Lun Tam
B40	Kenny Dai
B41	尖沙咀居民
B42	陳生
B43	Jess Sze
B44	An angry citizen
B45	Ben Tsang

No.	姓名 Name
B46	Amy
B47	Tom Chen
B48	Citizens from Causeway Bay
B49	a Group of Hong Kong people
B50	一名香港市民
B51	Billy
B52	市民黎生
B53	Bob Lam
B54	Dave
B55	TST residents
B56	Ray from Tak Hing Building
B57	a citizen who strongly oppose to this project
B58	John Chiu
B59	MT Kan
B60	Ada Mo
B61	Li Man Him
B62	Anderson Wai
B63	Ada Chong
B64	Fanny Yu
B65	Mary So
B66	Hong Kong citizen
B67	a F.1 student
B68	Vincent Lau
B69	Henry Chou
B70	Mic Lau
B71	Bill
B72	Daisy Chen
B73	Vivian Chan
B74	市民 David
B75	徐先生
B76	Mr Chan
B77	Local residents in Tsim Sha Tsui
B78	Paterson Street resident
B79	Sky Poon
B80	Mr. Li
B81	L
B82	Priscilla Wu
B83	Peter Chan
B84	Kenneth Ng
B85	Frank Cheng
B86	Chris
B87	Jimmy Tang
B88	李市民
B89	Mimi

第一階段公眾參與書面意見一覽表 (郵寄及傳真)

Stage 1 Public Engagement Written Comments List (Post and Fax)

No.	姓名 Name
B90	小市民
B91	銅鑼灣居民 李小姐
B92	Betty Law
B93	市民田先生
B94	張琪
B95	吳女士
B96	熱心人榆先生
B97	市民 邱小姐
B98	市民 丘先生
B99	蘇小姐
B100	陳小姐
B101	Grand Austin 居民
B102	柯士甸住戶
B103	尖沙咀區居民 王先生
B104	胡生
B105	Matthew Wong
B106	市民 潘先生
B107	Sunny Fung
B108	a Kowloon people
B109	Ivy Tang
B110	馬先生
B111	一名教師
B112	方小姐
B113	Racheal Leung
B114	一名香港市民
B115	一名街坊
B116	Kam Tim Yu
B117	Esther Cho
B118	Cherry Hung
B119	羅先生
B120	陳小姐
B121	居民 吳太
B122	Kuen Chiu
B123	Yuko
B124	柯士甸居民
B125	Timmy Law
B126	市民尚先生
B127	妍
B128	Kelvin
B129	一名百德新街小市民
B130	唐姑娘
B131	愛港市民
B132	珊
B133	銅鑼灣居民 程先生
B134	文先生

No.	姓名 Name
B135	Tim Yan
B136	市民 David Pang
B137	J.H. Mu
B138	香港小市民鄭生
B139	小市民 金先生
B140	趙伯
B141	Christy Chan
B142	Lily Lee
B143	Gillian Poon
B144	熱心的香港市民
B145	黃先生
B146	一名維園阿伯
B147	Ben Chau
B148	Cheun
B149	Chen
B150	Karson Yeung
B151	Charle Wu
B152	市民 張先生
B153	小市民
B154	蔣女士
B155	Charlotte Wen
B156	陳生
B157	Chou's family
B158	Kathy Liu
B159	Kate Sum
B160	The Austin 住戶
B161	Fed
B162	Uncle Sam
B163	Winnie Wong
B164	A citizen who cares the city
B165	Carrie Lam
B166	Citizen Ken
B167	Kenneth Pang
B168	J. Dave
B169	Frenchman from Causeway Bay
B170	Matt Lau
B171	Pete Kwan
B172	Frank Liu
B173	David Wong
B174	Him
B175	Billy Chong
B176	TST resident
B177	市民
B178	葉小姐
B179	居民 Alan

第一階段公眾參與書面意見一覽表 (郵寄及傳真)

Stage 1 Public Engagement Written Comments List (Post and Fax)

No.	姓名 Name
B180	一名禮頓山居民
B181	Yan Chung
B182	Jacky Lee
B183	Christy Lau
B184	市民
B185	Y.K. Chan
B186	Ivy Yan
B187	市民 陳先生
B188	Rita Fung
B189	Mandy Ng
B190	黃大伯
B191	胡小姐
B192	Chris Tse
B193	Bruce Lui
B194	Louis Kan
B195	Miss Wan
B196	卓小姐
B197	市民 張女士
B198	Grand Austin 居民 朱先生
B199	市民 亮哥
B200	Pan Chan
B201	Suki Cheng
B202	Rex Wong
B203	Leo Chou
B204	Sam
B205	Mrs. Chau
B206	Lam Chi Chung
B207	李先生
B208	Uncle Ben
B209	Raj
B210	Tim
B211	愛國愛港小市民
B212	Jackson Lee
B213	Miss Wong
B214	黃太太
B215	Luk
B216	李市民
B217	Ivan
B218	朱小姐
B219	Ski
B220	李生
B221	陳小姐
B222	Cobby Wong
B223	鄧生
B224	Veronica Tse

No.	姓名 Name
B225	市民陳先生
B226	香港市民
B227	Paul Cheung
B228	市民 陳小姐
B229	Alfred Yim
B230	一名香港市民
B231	居民 陳小姐
B232	一名住在佐敦的居民
B233	陳先生
B234	陳生
B235	官涌街街坊
B236	一名市民
B237	銅鑼灣居民陳先生
B238	市民張先生
B239	胡小姐
B240	香港市民 馮先生
B241	市民
B242	中學生 Benson Chui
B243	關心香港的市民
B244	一班銅鑼灣街坊
B245	李女士
B246	黃埔花園居民 鄭太
B247	黃小姐
B248	一名通識科教師
B249	伍先生
B250	市民 周先生
B251	市民 歐小姐
B252	譚先生
B253	李小姐
B254	居民 吳太
B255	市民 張小姐
B256	劉女士
B257	華廈大廈住戶 Francis
B258	納稅人
B259	袁先生
B260	關注銅鑼灣社區發展的居民
B261	市民 區先生
B262	佐敦居民
B263	市民 馬先生
B264	Alex Wang
B265	Rita Lee
B266	劉先生
B267	居民 鄧小姐
B268	市民 吳生
B269	Ken

第一階段公眾參與書面意見一覽表 (郵寄及傳真)

Stage 1 Public Engagement Written Comments List (Post and Fax)

No.	姓名 Name
B270	讀書人
B271	關先生
B272	關注社區保育的香港市民
B273	柯士甸居民
B274	一班佐敦市民
B275	市民
B276	楊家
B277	文先生
B278	John
B279	市民 陳先生
B280	Alex Yeung
B281	許生
B282	銅鑼灣居民
B283	香港市民 李先生
B284	市民 李女士
B285	一名父親
B286	市民李先生
B287	市民 錢先生
B288	一位建築系學生
B289	Rose Ma
B290	May Lai
B291	市民 周志雄
B292	萬先生
B293	霍生
B294	香港市民 蔡先生
B295	一名小市民
B296	鄭先生
B297	市民 陳先生
B298	市民楊生
B299	大學生 Raymond
B300	香港小市民
B301	周穆標
B302	關小姐
B303	李太太

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C1	KT Chan
C2	張東?
C3	Bosco Law
C4	何民傑
C5	謝文穎
C6	Mr Leung
C7	Lee Siu Long
C8	LCF
C9	Katy Lai
C10	區生
C11	Lam Chi Kan
C12	姓名不詳 Anonymous
C13	Lai
C14	Marcus Ho
C15	Simon Rogerson
C16	Peter Ha
C17	John Wong
C18	Wendy Chueng
C19	Rebecca Lo
C20	Esther Siu
C21	Kitty Lee
C22	Megan
C23	S L Yung
C24	Mr. Ng
C25	Chris Chong
C26	Ho Chun Tai
C27	Tung Yee Thong
C28	Betty On
C29	JBC
C30	陳凱文
C31	Mary Lau
C32	Jason Yim
C33	James Chan
C34	SD Advocates Ltd
C35	Waters Economics
C36	Hysan Development Co Ltd
C37	Ng Guan Nan
C38	Chan Shek Kwong
C39	黎潤芬
C40	黎慧德
C41	黃妍萍
C42	Derick Lau
C43	CK Cheung
C44	張嘉莉
C45	Anson Wa

No.	姓名 Name
C46	Wai shan Lau
C47	Tse Yue
C48	Katty Law
C49	Lam Yuk Wo
C50	Cindy Cheung
C51	Lesley Lee
C52	L Ho
C53	Samson Chan
C54	David Fu
C55	Chimmy Chan
C56	Hin Yan Leung
C57	Dennis Fung
C58	Sam Yip
C59	Leo Mak
C60	Sing Chan
C61	Sophie C
C62	陳家洛 Chan Ka Lok
C63	Wai Man Kwan
C64	Hing Shing Chung
C65	Cecil Mak
C66	Eretta Milet
C67	梁嘉麗
C68	Ingrid Tsui
C69	Paul Mak
C70	Joefi Tsui
C71	Vanessa Poon
C72	Po Wah Chung
C73	Hans Chan
C74	Kef Claire
C75	Martin Brinkley
C76	Siu Fung Tong
C77	Loy Ho
C78	Cally Yu
C79	黎婉薇
C80	姓名不詳 Anonymous
C81	Ng Ching
C82	Jessica Chong
C83	Anthony Kwok
C84	Ching Yee Wong
C85	Jean Djean
C86	Chung Tat Ng
C87	Cherry Lee
C88	Yat Ching Wong
C89	Sze Wing Ip
C90	Nick Toungh

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C91	Anita Tsang
C92	Vicky Chan
C93	Mabel Yau
C94	Cheung Joejoe
C95	Sally Tam
C96	Don Mak
C97	Jan Lai
C98	Cheuk Yiu Yeung
C99	Henry Mo
C100	Wai Ying Lau
C101	Dennis Wong
C102	吳子豪
C103	Cherry Wong
C104	Stephen Stephen Au
C105	Ng Yee Ho
C106	Lulu Ngie
C107	Amy Liu
C108	Yau Shing Leung
C109	Tom Tong
C110	Ming Chuen Lai
C111	姓名不詳 Anonymous
C112	Ka Hei Tong
C113	Ngan Chung Lee
C114	Andy Yim
C115	Stephanie Cheng
C116	Wong Wai Kwong
C117	Ken Ho
C118	Flykid Yik
C119	香港土生土長的一個市民
C120	Endy Ng
C121	Jackie Kwok
C122	Ginny Wong
C123	曾琬璋
C124	Lesley Lee
C125	譚寶蓮
C126	Kathy Lam
C127	Ka Ki Ma
C128	黃百亨
C129	So Siu Fai
C130	Andre Chan
C131	香港土生土長的一個市民
C132	Lucia Kwok
C133	N L Chan
C134	Kellogg Ngai
C135	Dawn Zhao

No.	姓名 Name
C136	Tse Yuk Ling
C137	Ngo Yan Wong
C138	周豪
C139	Merry Fung
C140	Alan Taylor
C141	Silvana Cominelli
C142	Alex Alex Hofford
C143	Kit Yee Kitty Tom
C144	Tom Raggett
C145	Calvin Leung
C146	Dominic Scott
C147	Yau Chun Wang
C148	Edward T.H. Wan
C149	Angela Spaxman
C150	Elise Phillipson
C151	Steev Saunders
C152	Chun Fung Lee
C153	ET Leung
C154	Marion Dechy
C155	Eric Eric Collins
C156	Fanny Wong
C157	Alex Beattie
C158	Alfred Kwok
C159	Owen Wong
C160	黃芷賢
C161	Madeline Gorman
C162	Yumi Ng
C163	Phillip Forsyth
C164	Dennis Lau
C165	Leung Wo
C166	Catherine Chan
C167	Anna Yeung
C168	殷嘉玲
C169	Dr George Tseng
C170	姓名不詳 Anonymous
C171	John Moore
C172	Wa Hing Yeung
C173	姓名不詳 Anonymous
C174	Sarah Tian
C175	Peter Lee
C176	Carsten Schael
C177	Ka Yi Cheng
C178	Simon Martin
C179	Luke Samtani
C180	Wai Yan Ma

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C181	Manisha Gary Sajnani
C182	Daniel Cheung
C183	Sinyan Chow
C184	Timothy
C185	Jonathan Sharp
C186	Betty Fu
C187	Sara Wong
C188	Adrian Kam
C189	Nelson Ng
C190	Bik Chan
C191	Robbie Wu
C192	黃秀川
C193	Lam Lam
C194	Wing Yan Chan
C195	Peter Basmajian
C196	Winnie Wan
C197	Esther Chin
C198	Jacqueline Lee
C199	Mohit Nanwani
C200	黃成基
C201	姓名不詳 Anonymous
C202	Gladys Li
C203	N W Law
C204	Vivian Tam
C205	Liz KF
C206	Antony Wood
C207	Sebastian Lembke
C208	Will Tsun
C209	Chris Drake
C210	Jo Chui
C211	Ron Yuen
C212	Sushan Chan
C213	Grace
C214	陸智健
C215	Turkey Ho
C216	Kenji Wong
C217	Mavis Mak
C218	姓名不詳 Anonymous
C219	Catherine Hui
C220	Hans Wer
C221	Janet
C222	KL Ng
C223	Meike Behrmann
C224	鮑潔雅
C225	Jason Cheung

No.	姓名 Name
C226	Dalqvisy Sophie
C227	Jane Yip
C228	Nicole Lai
C229	Diana Fu
C230	Deb Choong
C231	Caroline Sia
C232	Kitty Chan
C233	Elsie Cheung
C234	Nir Poleg
C235	Jade Man
C236	Saurav Das
C237	劉潤枚
C238	Kay L
C239	David Vivier
C240	Wong WH
C241	Yiu Kwong Chan
C242	Chun Yu Poon
C243	Ho Wai Tomaz Wong
C244	S Khan
C245	Chowwaikwok Chowwaikwok
C246	Jacqueline Wing
C247	Harrison Lo
C248	Erica Chui
C249	Li Man Yi
C250	Kwok Kin Pong
C251	Helen Norton
C252	Kelvin Wang
C253	Lesley Davies
C254	Mia Rasborn
C255	Myo Aye Tun
C256	Stella Yung
C257	Anthony Lui
C258	Y Hui
C259	Steven Chau
C260	Y.S. Kwok
C261	余家豪
C262	Chiu Mei Chan
C263	Ching Yin Wong
C264	Lo Kin Man
C265	Rachel Wong
C266	Winnie Wong
C267	Afa Pang
C268	Windy Lee
C269	Man Ho Tang
C270	Mabel Tsui

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C271	Kit Ko
C272	Lai Suk Ming
C273	Birdy Lee
C274	Ling Ling Ling
C275	Chun Wai Lai
C276	Teresa Leung
C277	Adrian Tsing
C278	Leung Mui
C279	Myra Tam
C280	Yat Koon Mok
C281	Chi Kit Mak
C282	Sui Wa Wong
C283	Edward King
C284	Joe Spitzer
C285	Lindsay Robertson
C286	Manyat Fu
C287	Naomi Molson
C288	Kwan Yau
C289	Sophie Robins
C290	Ernest Wong
C291	Grace Ko
C292	Annie Chau
C293	Grace Lam
C294	Roger Emmerton
C295	Delphine Maisl
C296	KS Wong
C297	Carmen Chung
C298	Agnes Oen
C299	Mawgan Batt
C300	Jessica Yeung
C301	David Yau
C302	Joanne Ng
C303	Judith Norton
C304	K.Y. Ng
C305	Lai Wan Chan
C306	Sinn Ka Man
C307	Ryan Tse
C308	Mi Lo
C309	Sandy Chan
C310	Graham Uden
C311	Elodie Coscas
C312	P N
C313	Hasna Ramchandani
C314	Jo Farrell
C315	Emma Jullien Prat

No.	姓名 Name
C316	Wong Kwun Chi
C317	Bethan Dunnet
C318	Vikesh Harjani
C319	WM Chan
C320	Wong Alan SC
C321	許永良
C322	Jan Tam
C323	Edmond Chui
C324	Mark Fromm
C325	曾麗芬
C326	Catherine Cormack
C327	Gary Cheung
C328	Jeff Mein Smith
C329	Josephine Lai
C330	Kk Ho
C331	Sean Barry
C332	Debby Lai
C333	何寶雯 左治強
C334	CK Cheung
C335	Joanna Ko
C336	Aruna Chainani
C337	Ho Ming Kwok
C338	Chun Kit Tsang
C339	Peter Wood
C340	Erik Vermeulen
C341	JoJo Shek
C342	Chee Man Ng
C343	Wai Leung Cheng
C344	盧栢強
C345	Ka Kit Ho
C346	劉玉芬
C347	Jim Chan
C348	Sharon Ng
C349	Sandy Lui
C350	S Li
C351	Wilda Fong
C352	Johnny Ng
C353	Clara Hui
C354	Sally Mok
C355	Carol Ho
C356	Sau Wai Wong
C357	Francis Liu
C358	Martin Turner
C359	Raymond Yap
C360	Karen Wong

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C361	陳比利
C362	The Hong Kong Institute of Urban Design
C363	Eva Yuen
C364	Jade Chan
C365	Chan Oi Yee
C366	鄭俊鴻
C367	Steev Saunders
C368	Frank Cheng
C369	Lam
C370	Suet Ying Lee
C371	George Mak
C372	Yu Takpo
C373	Laura Ryan
C374	Michelle Li
C375	Ho Wong
C376	Loretta Chang
C377	Olya Korzh
C378	George Harrison
C379	Ben Mok
C380	Guy Nowell
C381	Shek-yuen Lee
C382	Elizabeth Gower
C383	Johnny Siu
C384	Cecilie Gamst Berg
C385	Ingrid Chow
C386	Wilma Kleger
C387	Jimmy Li
C388	凌佩詩
C389	陳先生
C390	Mary
C391	黃生
C392	陳小姐
C393	Leo Mak
C394	Ivan Chan
C395	UT Guo
C396	文太
C397	周先生
C398	書記
C399	凱
C400	Helene Truong
C401	陳庭佳
C402	Tim
C403	David
C404	Henry
C405	Jade

No.	姓名 Name
C406	Clarkson
C407	黃女士
C408	Mr Chan
C409	Jacky Wong
C410	Yanni Yuen
C411	Betty
C412	朴生
C413	黃大仙
C414	陳小姐
C415	張神
C416	朱小姐
C417	Mr Woo
C418	Lee Ka Wing
C419	Cheung
C420	李同學
C421	John
C422	嵩文
C423	張希
C424	小市民
C425	黃伯
C426	Wai Kuen Lee
C427	Jenny Mak
C428	Wai Yin Chui
C429	Samantha Leigh
C430	E Choy
C431	Ching Man Wong
C432	Irene Linden
C433	April Challis
C434	Kim Grierson
C435	Ying-Yu Wang
C436	Moon Leung
C437	David Wong
C438	Evelyn Osborne
C439	蘇伙義
C440	Xavier Chan
C441	Melanie Moore
C442	Tsk Shing Wong
C443	You Kwong Chan
C444	Kelly Kelly Chan
C445	Chan Chi Kin
C446	Eaton Wong
C447	Jass Wang
C448	Eliz Wan
C449	LM Lai
C450	Fan Kai Shin

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C451	Andrew Chan
C452	Tsui Hoi Ting
C453	Bethan Clark
C454	Alliance for a Beautiful Hong Kong
C455	Sin Yu Lam
C456	Tsang Tammi
C457	Nicol Chan
C458	Alex Lam
C459	Wing Hong Cheng
C460	Vega Wong
C461	Sf. Johann
C462	剛果黑鬼
C463	Ho Kiu Yeung
C464	Doris Chiu
C465	Jay 煩膠
C466	Lut Yu Lam
C467	姓名不詳 Anonymous
C468	身體好車頭佬
C469	Agnes Tam
C470	Gun 叔 Tree
C471	Gavin Scott Coates
C472	陳柒輝
C473	Evelyn Moore
C474	Genevieve Moore
C475	Had Jjass
C476	Hoi Man Catherine Cheung
C477	YK Ng
C478	Kathryn Davies
C479	Fc Fcfc
C480	Chris Wu
C481	John Chan
C482	Joanne Choi
C483	James Porteous
C484	1000
C485	Ieong Kin Pong
C486	Evee Liu
C487	陳太
C488	TT Lam
C489	Wong Ho
C490	習先生
C491	Fiona Chan
C492	黃大
C493	Terry Chow
C494	反對地下空間!
C495	陳先生

No.	姓名 Name
C496	陽明
C497	勇
C498	Yun Pui Chiu
C499	Eliza Au
C500	Ho Shing Kwok
C501	F Liu
C502	CY Leung
C503	Cho Chung Ng
C504	Chi Ming Leung
C505	Ka Lam Ng
C506	Wing Nga Tam
C507	Ka Hei Chow
C508	小小 梁
C509	Brian Leung
C510	Chun Yiu Chau
C511	Andy Wong
C512	Shu Wing Lam
C513	Beatrice Wan
C514	Lawrence Chan
C515	Ann Wong
C516	Joe Wai Dominic Savio Sung
C517	吳浩賢
C518	洪生
C519	Terry
C520	Jen Lam
C521	Oscar
C522	CY Lai
C523	麥小姐
C524	王姓
C525	Ray Leung
C526	市民
C527	Lee John
C528	河生
C529	呀銀
C530	真香港人
C531	Mei Yan Tsang
C532	小市民
C533	吳生
C534	Alex
C535	香港市民
C536	陳市民
C537	Tom
C538	Suk Fan Fanny Leung
C539	黎生
C540	Laws

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C541	Chui Lee
C542	李女士
C543	彭小姐
C544	嶺東
C545	呀威
C546	Peter To
C547	Paula Kong
C548	Jennifer Fung
C549	Peggy Shum
C550	黃先生
C551	Kelvin Kwan
C552	Olivia Yiu
C553	Fanny Ching
C554	Kwokhei Ip
C555	Raymond Ip
C556	呀楠
C557	Tony Ying
C558	Leung Yuk Ying
C559	奮強
C560	蔡先生
C561	葉家輝
C562	賴先生
C563	Rachel Pang
C564	Clive Randall
C565	Chris Wong
C566	Marcel Ng
C567	Suki Tsang
C568	伍曼琪
C569	周先生
C570	Yuki
C571	Jennifer Wong
C572	霍先生
C573	Sharon Mok
C574	Kimhang Maria Leung
C575	Eddie Li
C576	梁先生
C577	豹哥
C578	Kim Chan
C579	白先生
C580	詹小姐
C581	Carol Lau
C582	Matc Abecassis
C583	Helex Chan
C584	Patrick Chow
C585	Charles Lee

No.	姓名 Name
C586	Chin Wong
C587	Amy Yu
C588	Mientje Torey
C589	Chin Hei Wong
C590	Man Yi Ida Yeung
C591	Kitman Cheng
C592	Kate Ho
C593	Cyan Wing Sze Wong
C594	Vivian Cheung
C595	Cliff Wong
C596	Janice Li
C597	Rita Hong
C598	Ben Tong
C599	Wai Yin Tang
C600	Yuk Ying Tsoi
C601	Janice Li
C602	Alan Leung
C603	Erica Lee
C604	Wu Yin Hung
C605	Steven Chau
C606	Jacky Tam
C607	Suet Wai So
C608	Mie Joeng Hioe
C609	Rita Kwok
C610	Tom Cheung
C611	Candice Keung
C612	Sherman Kwok
C613	Robert Law
C614	Joe Yan
C615	Snorlax Chui
C616	陳耀光
C617	Wai Sum Chiu
C618	Wing Lan Szeto
C619	Clara Ng
C620	Emily Tam
C621	Tsz Ki Vicky Kwok
C622	Austin Yeung
C623	鄭伯
C624	Thomas Chiang
C625	陳先生
C626	陳小姐
C627	李女士
C628	Man Chiu Kok
C629	王婆婆
C630	楊叔

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C631	鄧生
C632	關注社區發展的一班街坊
C633	Dave
C634	Vicky Lau
C635	Tracie Chan
C636	Yue Carmen
C637	Ada Wong
C638	Eric Yeung
C639	Ben Lin
C640	陳先生
C641	陳太太
C642	Chun Yin Tang
C643	蘇
C644	Anderw Lo
C645	Aster Chan
C646	陳仲文
C647	SF Chung
C648	麥先生
C649	麥小姐
C650	麥太太
C651	黃先生
C652	Natalie Mak
C653	麥老先生
C654	Eva Chan Sunflower
C655	Tammy Lau
C656	Cheuk Wing Li
C657	Tammy Kay
C658	KiuChor Ho
C659	Daisy Lee
C660	Ngai Hung Chu
C661	Sharon Ng
C662	Hans Chan
C663	Hubert So
C664	MeiG Chan
C665	劉先生
C666	Kon Chi Wong
C667	Elly Eng
C668	梁嘉恩
C669	Elly
C670	Leung Ka Yan
C671	David CK Yip
C672	Chi Kin Cham
C673	Suki Luk
C674	Sandy Leung
C675	Christina Lau

No.	姓名 Name
C676	Ng Man
C677	Kristine Chan
C678	Frances Chan
C679	Kim Wah Chan
C680	Hoi Ching Foo
C681	Siuling Poon
C682	May Cheung
C683	Kelly Lau
C684	Wai Yi Tsang
C685	Philip Wu
C686	Siu Andy
C687	Chan Cxxxx Wxx
C688	Aslan Cheng
C689	Lucy Leung
C690	Tai Man Lai
C691	陳嘉桑
C692	Po Wai Ling
C693	Fung Yin Lo
C694	Shu Hang Ng
C695	Fiona Cheung
C696	Evelyn Mui
C697	Hau Yan Chan
C698	Wendy Lau
C699	Stephen Bolton
C700	CK Yu
C701	Margaret Parkinson
C702	Angela Tang
C703	Ka Man Chong
C704	鄺俊宇 Roy Kwong
C705	Teng Yuen Ching
C706	Dr. Peter K.S. Pun.
C707	Fung Lin Lo
C708	Cindy Li
C709	Li Ln
C710	Chi Kwan Lau
C711	Yik Ming Tsang
C712	Venus Cheng
C713	Winnie Law
C714	Hon. Kit Hui
C715	Grace Lam
C716	Kwan Yip Leung
C717	林嘉明
C718	Pam Tam
C719	Fung Wing Sze
C720	Margie Chan

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Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C721	Ka Yung Lee
C722	Nicole Ip
C723	Clancy Leung
C724	Yan Chi Au
C725	Manman Chan
C726	Evelyn Fu
C727	Muhammad Ali
C728	John Fisher
C729	Amanda Clymer
C730	Yu ken Wong
C731	Robert Hart
C732	Kimberly Thompson
C733	Paul Fung
C734	Akemi
C735	Walter
C736	S. Smith
C737	Matthew Griffin
C738	Lillian Lai
C739	Collins
C740	Anne Lee
C741	Jason
C742	Teresa Ma
C743	Karen Siu
C744	Man Wai Ng
C745	Evelyn Tse
C746	Shek-kan Cheung
C747	Ashley Ho
C748	Candice Chu
C749	Mark Blick
C750	Andy Li
C751	Monica Chui
C752	Bryan Yu
C753	Priscilla Yao
C754	Maria Sun
C755	Jaime Tsang
C756	Joseph Lui
C757	Chan family
C758	Causeway Bay Residents
C759	Rose Lo
C760	葉偉文
C761	Kristy Yeung
C762	Alison Wong
C763	Richard Dai
C764	Suzanna Tang
C765	George Cheng

No.	姓名 Name
C766	Jonathan Hui
C767	Wing Chi Yeung
C768	Norman
C769	Jason Chiu
C770	Stella So
C771	Peterhenry Choi
C772	Alex Loo
C773	Steven Chou
C774	C Fung
C775	Yuet Ling Fan
C776	Tak Shing Wong
C777	Elissa Whittington
C778	Joshua Nan
C779	Cecilia Lee
C780	Shing Kay Wong
C781	綾裏石
C782	Manfei Ng
C783	Liu Sin Kun
C784	Vincent Lau
C785	Ngachi Li
C786	Fung Har Chan
C787	Amy Poon
C788	Wai Chung Cheung
C789	Thomad Sa
C790	Karen Chuck
C791	Pui Ying Tam
C792	Edmond Yu
C793	Stella Li
C794	Jeff Tung
C795	Nok ting chang
C796	Ahava winsome
C797	Emily Wong
C798	R Pang
C799	Delphine Yau
C800	Ching-Kiu Chan
C801	江建呂
C802	李俊偉
C803	Pat To Yan
C804	William Wong
C805	Nicki Lunstone
C806	Rita Yuen
C807	Jane Steer
C808	Tsim Sha Tsui Residents Concern Group
C809	Chris Wong
C810	Lydia Ho

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C811	Sidney Cheung
C812	Sham Po Sing
C813	陳建榮
C814	Lai Fan Lee
C815	Pat NG
C816	Cho Ying Ng
C817	Sze Lok To
C818	Sin Man
C819	Daniel Ho
C820	Y Pong
C821	嚴卓衡
C822	Michael Mo
C823	Bonnie Lock
C824	Peter Chan
C825	Siu Yuen Shan
C826	蕭雲
C827	Tony Chik
C828	Maris Chan
C829	KT Cheng
C830	Lok Shan Leung
C831	Meg Chan
C832	Maggie Leung
C833	西環飛躍動力 葉錦龍
C834	Leung Lok Shan
C835	Haze Ng
C836	Winnie Chan
C837	Karen Ng
C838	Kwok ting Leung
C839	Damara Lomdaridze
C840	Helena Sze
C841	The Conservancy Association
C842	Miss Lam
C843	Roger Emmerton
C844	梁真浩
C845	黃依伶
C846	Cathy Lee
C847	Skip HK
C848	Natalue Lin
C849	SW TAI
C850	Kiwi Cheng
C851	Dorothy Cheung
C852	Simon Ng
C853	Ambrose Poon
C854	Ka Wai Cheung
C855	Kay Leung

No.	姓名 Name
C856	Hin Pik Yu
C857	April Chan
C858	Terry Seto
C859	CY Tang
C860	Raphael Mak
C861	Grace Ko
C862	Tsz Yu Lai
C863	SK Lin
C864	Wilson Li
C865	Victor Sit
C866	Krs Lee
C867	Karen Chan
C868	Vivien Lau
C869	Jane Yeung
C870	Yi Ting Lai
C871	Wong King Wa
C872	Justin Wan
C873	Sau shan Chiu
C874	Leo Lam
C875	Daniel Wong
C876	胡興之
C877	Hing Ming Yip
C878	李兆富
C879	黎廣德
C880	Zach Ho
C881	Tsui Miu Kwan
C882	Waiyan Fung
C883	Law Man Wing
C884	Johnson Ykl
C885	Suet Yi Cheng
C886	Barbara Tsui
C887	Wai Hung Antony Vento Leung
C888	林傳芃
C889	Chung Wai Wong
C890	Brian Bo
C891	nga chung Lee
C892	Lai Ming Chuen, Jan
C893	黎名川
C894	Howard Tse
C895	K Chan
C896	Wai-chung Au
C897	Gillian Man
C898	Polly Ma
C899	Rebecca Chui
C900	香港市民 四道牆以外

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Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C901	Veronica Tang
C902	馬逢國
C903	Sally Tam
C904	香港專業及資深行政人員協會
C905	Maggie Yuen
C906	Fung Tsz Yan
C907	Leung Wai Ki Keith
C908	Ip Fu Keung David
C909	Ka po Cheung
C910	K Cheung
C911	David Ip
C912	葉美容
C913	Rita Shek
C914	Liza Wong
C915	The Hong Kong Institution of Engineers
C916	Yee Tak Chan
C917	Ka Po Ma
C918	Gabrielle Ho
C919	M Choi
C920	Edmond Tse
C921	Kwai Chun Leung
C922	Sau Kit Wong
C923	Annie Leung
C924	Joe Wong
C925	Kam Kuen Wan
C926	Sui Chan
C927	Cheuk Yan Chan
C928	Kwun kit Chan
C929	JIM Tang
C930	Chloe Lai
C931	Kwei Leung
C932	Fanny Yip
C933	Felix Wonhg
C934	Wai Lam Leung
C935	Yvonne Kwok
C936	Sara Wong
C937	Tina Ng
C938	Yvonne Kwok
C939	V Au
C940	Eric von Schwein
C941	Irene Wong
C942	Amy Lee
C943	Helen Chan
C944	Jerry Ho
C945	Shing Fo Lau

No.	姓名 Name
C946	Douglas Ho
C947	Mrs. Koo
C948	Gar Yin Tsang
C949	Tsam Yi Choi
C950	Riyo Chan
C951	Esther Yan
C952	Albert Ng
C953	Stan Shea
C954	Chan Siu Ming
C955	Cindy Tsang
C956	張靜瑜
C957	Ching Yu Annisa Cheung
C958	Spencer
C959	Angie Leung
C960	Phoebe Ho
C961	Ivan Lau
C962	Bear Pang
C963	Bonnie Sin
C964	Sam
C965	Josephine Tsui
C966	The Hong Kong Bird Watching Society
C967	Wing Cheung Ma
C968	Freda Lam
C969	A Disappointed HK Citizen
C970	Pui Chi Wong
C971	Rai Pak
C972	李俊亮
C973	King Sze Hui
C974	Benjamin Tan
C975	Chan Cheuk Yan
C976	Terri Lee
C977	M K
C978	Chan Ching Yee
C979	Kin Tat Tang
C980	Hau Yi Ho
C981	Shau Yin LI
C982	Bonnie Lam
C983	Zoe Ng
C984	Eva NG
C985	Central & Western Concern Group
C986	Bonnie Fong
C987	Austin Cheng
C988	Ka Ming Grant Yip
C989	Green Sense
C990	Jackie Cheung

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Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C991	林松茂
C992	Erica Lee
C993	Jennifer Yue
C994	Dana Fukazawa
C995	Wa Mui Chan
C996	梁振英
C997	V Heywood
C998	Vera Lee
C999	Yuen Shun Tsang
C1000	Iris Fok
C1001	May Lee
C1002	Una So
C1003	Hannah Strange
C1004	任寶儀
C1005	Po Yee Yum
C1006	Chun Him Tang
C1007	Kin Yee Tang
C1008	Daniel Chan
C1009	Micky Cheng
C1010	Yung Agnes
C1011	Hong Kong Waste Management Association
C1012	Teresa Lo
C1013	Monica Pang
C1014	Simon Yau
C1015	Katie Szeto
C1016	Josh Fok
C1017	Estelle Lam
C1018	劉彥昭
C1019	Carmen Wong
C1020	譚樂基
C1021	Yik Mo Wong
C1022	市民 朱女士
C1023	Leung Man Yan
C1024	張知行
C1025	Emily Arisa
C1026	Paul Fung
C1027	Heidi Tang
C1028	ankie au yeung
C1029	Lam Wai Ho Louis
C1030	Kiko Cheng
C1031	Derek Leung
C1032	Rico Yeung
C1033	Sin Yi Chan
C1034	Poon Hei Man

No.	姓名 Name
C1035	Ankie Au Yeung
C1036	Johnny Ma
C1037	Karen Lee
C1038	Andy Lun
C1039	Karen Lee
C1040	Ho Ming Lam
C1041	Ruby Kwan
C1042	MM Chan
C1043	Sammy Cheung
C1044	Amy Tam
C1045	Peter Lau
C1046	楊雪盈
C1047	Leung Keith
C1048	蔡嘉宏
C1049	May Ng
C1050	Johnny Siu
C1051	Wing Hui
C1052	Catherine Lau
C1053	Candy Kan
C1054	John Yau
C1055	K.C. Ng
C1056	Florence Pang
C1057	Edric Young
C1058	Ray Kuo
C1059	Lik Hang Chu
C1060	Angel Lo
C1061	Vivia. Lam
C1062	Cathy Lung
C1063	Arthur Hui
C1064	Lai Sim Fong Zoe
C1065	Ka Man Lam
C1066	Susanna Ng
C1067	Carrie Wong
C1068	Fanky Chan
C1069	Save Our Urban Parks Alliance
C1070	May Ling Kwok
C1071	洪麗芳
C1072	Li Becky
C1073	Pauline Leung
C1074	Helen Chung
C1075	Mag Mak
C1076	Esther Chan
C1077	Catherine
C1078	Mak Chi Lun
C1079	Dorothy Kwok

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Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C1080	Sheri Shai
C1081	Sally Tam
C1082	Wu Mo Cheong Amos
C1083	Dickson Chan
C1084	Lawrence Cheung
C1085	Yim Ting Leung
C1086	Yeuk Ming Choy
C1087	Carina Kong
C1088	Joseph Wang
C1089	Kate Kaur
C1090	Nga Lai Lai
C1091	Cheung Charlton
C1092	Wendy Tsang
C1093	Stanley
C1094	T Li
C1095	Cheung Ying Sau
C1096	M.Y. Law
C1097	Sheldon Ip
C1098	Yuen Ho Philip Wong
C1099	Mary Mulvihill
C1100	William Wong
C1101	Kum Hei Ching
C1102	崔定邦 Timothy Chui Ting Pong
C1103	Shuk Kwan Hui
C1104	Daniel Wan
C1105	Quincy Cheung
C1106	Ricky Tsang
C1107	Jody Ai
C1108	Yentl Yeung
C1109	Allen Wong
C1110	Li Wing
C1111	Johnny Ng
C1112	Tina Ng
C1113	洪國熹
C1114	Kelly Tang
C1115	Wan Chee Kit
C1116	Gloria Ho
C1117	M.Y. Law
C1118	William Kong
C1119	Mui Hon Chung
C1120	Mio Seto
C1121	Queenie Choi
C1122	Johnny Ng
C1123	Patrick Yan
C1124	Fabio Yuen

No.	姓名 Name
C1125	Jeffery Yim
C1126	KW Siu
C1127	戴毅龍
C1128	Karen Wong
C1129	LW Chow
C1130	Mable Fung
C1131	J Wong
C1132	May Cheng
C1133	Yan
C1134	Fuba
C1135	Nelson Wong
C1136	Lan Fong Tang
C1137	黎文浩
C1138	Anthony Kwok
C1139	Li Ming
C1140	Edna Chan
C1141	Association for Geoconservation, Hong Kong
C1142	徐悦怡
C1143	Leo Wong
C1144	Ngan Chiu Liu
C1145	Fion Ng
C1146	BunBun
C1147	Siu Wa Wong
C1148	Wai Fun Lam
C1149	Damian Chan
C1150	Man Ling Lee
C1151	Sue Leung
C1152	Becky Wan
C1153	Yiu Keung Kwok
C1154	Cynthia Cheung
C1155	YK Kwok
C1156	Sun Kong
C1157	Designing Hong Kong
C1158	李惠珠
C1159	Anna Lee
C1160	Kevin Cheung
C1161	Wong Kitty
C1162	Dick Ho
C1163	Hon Tat Chung
C1164	香港菁英會 The Y. Elites Association
C1165	羅文翰
C1166	Hiu Ying Chan
C1167	Agnes Tam
C1168	林芷筠

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C1169	Goretti Cheung
C1170	Ivy Ho
C1171	Sunny Lal
C1172	Inez Wu
C1173	葉沛渝
C1174	Phoebe So
C1175	Wahyu Saputro
C1176	Ho Maggie
C1177	Norma Hoi Lam Wong
C1178	Lok Yee Hui
C1179	Tabia Lui
C1180	Cindy Chong
C1181	Annie Yum
C1182	Connie Connie Poon
C1183	Kim Kwok
C1184	Lam Vonnie
C1185	Wong Wan Sze
C1186	Susana Wati
C1187	Kiki Wong
C1188	Wijiati Supari
C1189	Ocuz Wina
C1190	Brian Cheng
C1191	Elaine
C1192	Dasmi Saman
C1193	Luluh Respati
C1194	Siti Koriah
C1195	Chi Yan Hung
C1196	Felix Cheng
C1197	Chris Fung
C1198	Kelsy B
C1199	Contrinx's Thox
C1200	Yanie Ko
C1201	Salbiyah Salbiyah
C1202	Annisa Khairany
C1203	Yani Serdadu
C1204	Yanie Ko
C1205	Yoo Naa
C1206	Ariny Ariany
C1207	Vern Gracia
C1208	Su Santi
C1209	Anita Ratnasari
C1210	Savina Viena
C1211	Sari Puji Susanti
C1212	Bulan Bbintang
C1213	Kevin Nunu

No.	姓名 Name
C1214	Pipih Jamil
C1215	Wong Man Ying
C1216	Isaac Chan
C1217	梁競遠
C1218	Iris Shum
C1219	King Lun Fong
C1220	Yee Man Pun
C1221	Alex Kwok
C1222	Lokman Chan
C1223	Tommy Leung
C1224	Mutiara Senja
C1225	Wing Sze Hui
C1226	Miranda Yip
C1227	Ming Tseung
C1228	Joanna Eades
C1229	Purnama Jingga
C1230	Celia Chow
C1231	Tri Astuti
C1232	Susanti Susanti
C1233	Tati Juniati
C1234	William Chow
C1235	Anira Jasmine
C1236	Samira Pradhan
C1237	Aldo Saputro
C1238	Suparmini Not Knowing
C1239	Nurie Amaya
C1240	Innoy Elly
C1241	Dinda Asih
C1242	Yau Shing Leung
C1243	Vera Lui
C1244	Daniel Wan
C1245	Henry Ho
C1246	Gerald Tung
C1247	Peter Lam
C1248	Kitty Wu
C1249	Gayt Tang
C1250	Lilis Indianti
C1251	Ivy Shen
C1252	Ling Fung Ng
C1253	Sooyin Yam
C1254	Gloria Leung
C1255	Mike Fong
C1256	Wing Yee So
C1257	Ka Man Lau
C1258	David Chan

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C1259	Yu Sing Lam
C1260	David Fu
C1261	Michael Lai
C1262	Mei Wa Law
C1263	A Law
C1264	Kwok Kit Yu
C1265	Iman Cheng
C1266	Janet Lam
C1267	S Tang
C1268	Yuen Yan Lai
C1269	Carrie Lo
C1270	Kwonun Cheung Ching
C1271	Alfons Poon
C1272	Miranda Leong
C1273	Melanie Molenaar
C1274	Rui Ming Feng
C1275	Tak Fu Lau
C1276	Mike Fong
C1277	Zoe Lam
C1278	Juliet Kuk
C1279	Lai Ling Yip
C1280	Joe Wong
C1281	Suk Ching Ho
C1282	黎可兒
C1283	Yvonne Tsang
C1284	Uncle Eric
C1285	Cecil Mak
C1286	區俊丞
C1287	Lam Sngelina
C1288	湯惠芸
C1289	Hoi Yee Lee
C1290	A. Antippas
C1291	Jessie Shum
C1292	Joyce Kong
C1293	鍾麗珊
C1294	Gioia Sloane
C1295	Venus Ho
C1296	Lalita Cho
C1297	Ada Leung
C1298	Artemis Antippas
C1299	Jac Leung
C1300	Marsa Chan
C1301	Meiji Yau
C1302	Yuli Yulianti
C1303	Hin Kwong Kwan

No.	姓名 Name
C1304	Joe Leaf
C1305	Henry Tso
C1306	Tommy Ysn
C1307	CW Yau
C1308	P.W. Lee
C1309	Po Sang Cheong
C1310	Chibwing Wu
C1311	Carmen Lau
C1312	Sim Wong
C1313	Ira Naura
C1314	Lucia Kwok
C1315	S.T. Wong
C1316	Barry Chu
C1317	Lilian Lo
C1318	Johnny Wong
C1319	Anna Ilham Titik Ilhamiyah
C1320	Neil Taylor
C1321	Alan Wong
C1322	Stella Cheung
C1323	Red Chan
C1324	Maggie Lee
C1325	C Y Chu
C1326	Chun Tak Chan
C1327	Paul Paul Rigby
C1328	Kin Chung Cheng
C1329	Tsz Kit Sin
C1330	Yun Kuen Mak
C1331	周歡求
C1332	Pak Kin Lau
C1333	YùùMe Désu
C1334	Steven Lam
C1335	Kit Joel Chen
C1336	Ho Yan Leung
C1337	Sri Sundari
C1338	Stephany Chan
C1339	Fitri Ana
C1340	陳小萍
C1341	孔婉珊
C1342	Siu Lam Lee
C1343	Benny Yip
C1344	Chik Ying Man
C1345	Edward Lee
C1346	Ophelia Wong
C1347	Marcus Ho
C1348	Pat Yeung

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C1349	Ann Ho
C1350	Mary Tam
C1351	Lok Yan Lee
C1352	Kwok Yiu Lo
C1353	谷文昭
C1354	Chris Lee
C1355	Pui Shan Lau
C1356	Ann Lee
C1357	Daren Ng
C1358	Janice Cheung
C1359	Philip Yim
C1360	潘國偉
C1361	Lisa Wood
C1362	Sing Chiu Fung
C1363	Chi Keung Lee
C1364	Ken Ma
C1365	Vidhy Dwika Andriane
C1366	Wayne Mak
C1367	Vicky Chan
C1368	Wing Wong
C1369	Tsz Chung Chan
C1370	Chi Ching Lau
C1371	Chun Sun
C1372	張知行
C1373	趙美鳳
C1374	David Yau
C1375	Colin Chan
C1376	Iris Lam
C1377	Joanne Tsang
C1378	Maggie Ho
C1379	Siu Fai So
C1380	張書德
C1381	Hing Wah Kwan
C1382	Phoebe So
C1383	Ky H
C1384	JoJo Shek
C1385	林同學
C1386	K P Cheung
C1387	Christy Chan
C1388	Geert Sinjan
C1389	梁嘉麗
C1390	Hiu Ying Yuen
C1391	Ho Yi Kwok
C1392	Kelvin Hong
C1393	Andy Chan

No.	姓名 Name
C1394	K.H. Chui
C1395	David Li
C1396	Richard Roscoe
C1397	Yuk Kuen Choi
C1398	Graham Parkes
C1399	Peter Basmajian
C1400	The Hong Kong Institute of Landscape Architects
C1401	Alan Wong
C1402	Chi Yuen
C1403	一市民
C1404	容偉業
C1405	Y Y
C1406	Cliff Chan
C1407	M Presley
C1408	Allen Cheng
C1409	黃偉璇
C1410	張先生
C1411	吉川
C1412	二三郎
C1413	反對發展地下空間大聯盟
C1414	Tim Yeung
C1415	Ada Yiu
C1416	Maloy Luakian
C1417	Winnie Cheng
C1418	Heather Robinson
C1419	Rick Wong Smits
C1420	The Hong Kong Institute of Architects
C1421	CP Lee
C1422	Alan Taylor
C1423	Fabian Pedrazzini
C1424	吳思螢
C1425	The Hong Kong Institute of Planners
C1426	Emma Lichten
C1427	Rainsford David John
C1428	Po Yi Tai
C1429	Anchor Tse
C1430	Cleo Wong
C1431	Marie Rasborn
C1432	F Santander
C1433	Jayne Wright
C1434	Stanley Graywolf
C1435	Jenny Lethbridge
C1436	Christa Koch
C1437	Alicia Maetzener

第一階段公眾參與書面意見一覽表 (電郵)

Stage 1 Public Engagement Written Comments List (Emails)

No.	姓名 Name
C1438	Yvonne Kwok