

灣仔北及北角海濱 城市設計研究

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

第 1 階段公眾參與摘要
Stage Public Engagement Digest

二零一五年六月
June 2015

親近
Embrace

啟動
Activate

連繫
Connect



“New Wan Chai North Point Harbourfront : an urban harbourfront
that re-connects people to the water...”

“灣仔北角新海濱：把人、水之間距離重新拉近的一片都市海濱...”



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1 INTRODUCTION 引言

The Wan Chai North and North Point harbourfront is a valuable stretch of reclaimed land centrally located in the Victoria Harbour, presenting a unique opportunity to 're-connect' people to the waterfront. The reclamation and construction works are set for gradual completion from 2017 onwards. To get prepared for realizing an attractive, connected, vibrant and sustainable new harbourfront for public enjoyment, the Planning Department commissioned the "Urban Design Study for the Wan Chai North and North Point Harbourfront Areas" (the Study) in January 2015, to guide the detailed planning and design for this area.

灣仔北及北角海濱是位處維多利亞港（維港）沿岸中心的一塊寶貴填海用地，標誌着一個難得的機會，將市民與維港之間的距離重新拉近。填海和建造工程預計於二零一七年起陸續完成。為建設一個更具吸引力、更方便暢達、更具活力及可持續發展的新海濱供公眾享用，規劃署於二零一五年一月開展「灣仔北及北角海濱城市設計研究」（本研究），為這片海濱的詳細規劃和設計提供指引。

1

Public engagement under Harbourfront Enhancement Review (HER)

「優化灣仔、銅鑼灣及鄰近地區海濱的研究」（「優化海濱研究」）公眾參與



4

Current Study
本研究



2

Urban Design Framework from WDII Review
「灣仔發展計劃第二期檢討」研究所訂下的城市設計大綱



Wan Chai Development Phase II Study
灣仔發展計劃第二期研究

The Wan Chai Development Phase II Study (WDII), completed in 2002, recommended further reclamation of land along the Wan Chai North and North Point coastline for the construction of the Central-Wan Chai Bypass (CWB). In the light of the Court of Final Appeal's judgment on the reclamation in Victoria Harbour under the "Protection of the Harbour Ordinance" in 2004, the Town Planning Board requested for a review on the WDII proposals to minimize the reclamation. In association with the review, an extensive and in-depth 3-stage public engagement, namely, the "Harbourfront Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas" (HER) was held. The WDII Review was subsequently completed in 2007. Five character precincts were proposed. The land use proposals, with the newly reclaimed area mainly planned for open space, leisure and recreational uses as well as commercial/retail uses in support of the waterfront activities, have been incorporated into the relevant statutory Outline Zoning Plans.

於二零零二年完成的灣仔發展計劃第二期研究，建議在灣仔北及北角的沿岸進一步填海以興建中環灣仔繞道。然而，鑑於終審法院在二零零四年就《保護海港條例》對維港兩岸填海的裁決，城市規劃委員會要求對灣仔發展計劃第二期的提案進行檢討，以尋找一個盡量減少填海的方案。該檢討工作包括了一個分三階段，廣泛而深入的公眾參與活動，名為「優化灣仔、銅鑼灣及鄰近地區海濱的研究」（「優化海濱研究」）。「灣仔發展計劃第二期檢討」研究最終於二零零七年完成，提出了五個主題區。有關的土地用途建議主要是將新填海土地規用作休憩用地、消閒及康樂用途，並配以商業/零售用途，以支持海濱的活動，而這些建議經已全面納入相關的法定分區計劃大綱圖內。



3

Wan Chai North and North Point Outline Zoning Plans
灣仔北和北角分區計劃大綱圖



Overall Context 整體發展背景

Land uses along the Victoria harbourfront have evolved over the years to tie in with the changing circumstances of the harbour and the hinterland. Besides Central as the core business district and Tsim Sha Tsui which functions mainly as a tourism node, the Wan Chai area plays the role of an exhibition and commercial hub. With the proposed new rail lines (Shatin to Central Link (SCL) and North Island Line (NIL)) serving the Wan Chai waterfront, and additional offices and commercial developments in Wan Chai and Admiralty, the new reclaimed land should capture these opportunities and enhance the connectivity with the hinterland, while providing leisure/ recreation activities for public enjoyment. Equally, the water space in the Ex-Public Cargo Working Area, the Causeway Bay Typhoon Shelter and the proposed landing steps, will provide opportunities to re-define the water use as a unique feature of the Victoria Harbour.

為配合沿岸及內區的演變，維港的海濱土地用途經歷了多年的發展。中環作為核心商業區、尖沙咀作為旅遊中樞，而灣仔則一直扮演展覽及商業樞紐的角色。隨著多條規劃中的新鐵路（沙田至中環線（沙中線）及北港島線）匯聚於灣仔海濱附近，加上於灣仔和金鐘新增的辦公室和商業發展，新填海用地的發展應抓緊這些機遇，加強與內區的連接，同時提供消閒／康樂活動供公眾享用。同樣地，前公眾貨物裝卸區及銅鑼灣避風塘的水域及擬議的登岸台階，將提供寶貴的機會作「親水互動」，成為維港的獨有特色。

Victoria Harbourfront Context 維多利亞港規劃背景





Legacy of Wan Chai and North Point Shoreline 灣仔及北角海岸線的歷史演變

The Wan Chai and North Point areas had witnessed the long history of Hong Kong's development. The evolution of our shoreline through reclamation over the past centuries, the Causeway Bay Typhoon Shelter with the Floating Tin Hau Temple, the fishing boat communities and floating restaurants, the Noon-Day Gun, the Kellett Island, the Royal Hong Kong Yacht Club, the ex-Public Cargo Working Area as well as the ex-A-King Shipyard site as historic icons to the maritime industries, all tell their own legacy and the unique stories of the local areas.

The original shoreline was located at Queen's Road East. The reclamations which took place in late 1800s and early 1900s created new land to relieve the densely populated inner city and to construct vehicular arterials (i.e. Hennessy Road and Johnston Road). The reclamation in the 1950s and 1980s pushed the shoreline to Gloucester Road and Island Eastern Corridor. The Wan Chai development in the 1990s shaped the shoreline of today. However, functional requirements had long dictated the harbourfront. While traffic flow had been improved, accessibility to the water edge was constrained.

灣仔及北角地區長久以來一直見證着香港發展的歷史。在過去幾個世紀以來海岸線因填海工程的演變、銅鑼灣避風塘及天后廟廟船、水上社區和水上食肆、午炮、奇力島、香港遊艇會、前公眾貨物裝卸區，以及標誌著船舶歷史的前敬記船廠用地等，都有其獨特的傳統和背後獨一無二的故事。

細看海岸線的演化，可見原來的海岸線位於皇后大道東。於十九世紀末及二十世紀初進行的填海工程提供了土地以緩解區內人口過分稠密的問題和興建行車主幹道（即軒尼詩道及莊士敦道）。五十年代及八十年代的填海工程進一步將海岸線推往告士打道及東區走廊，而九十年代灣仔的發展則勾勒出今天海岸線的面貌。然而，過往功能上的需要一直局限了海濱的規劃。道路交通雖有改善，但限制了海濱的暢達性。





Study Objectives 研究目的

The Study aims to examine how the Wan Chai North and North Point harbourfront can be re-defined to promote accessibility, diversity, identity and vibrancy on the land and the water, and to re-connect people to the water edge. As a step forward of the WDII Review, the Study would take on board the latest circumstances to work out a sustainable urban design framework, and formulate comprehensive planning and design briefs to guide the future developments and harbourfront enhancements to make the Wan Chai North and North Point harbourfront areas attractive, accessible, vibrant and sustainable for public's enjoyment. The Study would focus on the urban design aspect to ensure a holistic design of the future development.

本研究的目的是審視如何重新演繹灣仔北及北角海濱，以推動海濱的暢達性、多樣化、特色、以及陸上和水上活力，把人和水的距離重新拉近。作為「灣仔發展計劃第二期檢討」研究的延續，本研究將考慮最新的情況，制定一個可持續發展的城市設計大綱及擬備全面的規劃及設計綱領，作為未來優化海濱的指引，以建設灣仔北及北角海濱地區成為一個更具吸引力、更方便暢達、更具活力及可持續發展的海濱供公眾享用。本研究的焦點將放在城市設計方面，以配合未來的發展。



Study Area 研究範圍

The Study Area mainly comprises newly reclaimed land covering the harbourfront stretching from the area west of the Hong Kong Convention and Exhibition Centre (HKCEC) eastward to the proposed waterfront open space adjacent to the Island Eastern Corridor in North Point, encompassing about 19 ha of land area and about 22 ha of water area. The Study would not be confined to the Study Area boundary. In terms of pedestrian connectivity and traffic improvements, the Study will go beyond to a wider area as delineated by the "Consideration Area".

研究範圍主要涵蓋新的填海土地，由香港會議展覽中心（會展）以西一帶起，向東延伸至北角東區走廊旁邊的一片擬議海旁休憩用地。研究範圍共包括約19公頃的陸地和約22公頃的水體。然而，針對行人連接和交通改善等方面，本研究將不會局限於研究範圍內，而是伸延至更廣闊的「考慮範圍」。

Study Area and Consideration Area
研究範圍及考慮範圍



Study Process 研究流程

The main tasks of the study include formulation of the urban design framework and initial concepts, and preparation of harbourfront enhancement proposals. To ensure timely incorporation of public views, a 2-stage public engagement exercise is integrated into the study process.

本研究主要工作包括擬備城市設計大綱和初步概念，以及制定優化海濱建議。為確保公眾人士的意見得以適時納入研究建議之中，本研究的公眾參與會分兩個階段進行。



我們在此！
We Are Here!

PE Stage 1

第一階段公眾參與

收集公眾對城市設計大綱的意見
Gathering public views on Urban Design Framework

PE Stage 2

第二階段公眾參與

尋求公眾對優化海濱建議的意見
Seeking public views on Harbourfront Enhancement Proposals (HEPs)

Stakeholder Interviews and meetings
持份者圓談

Focus Group Meetings
焦點小組會議

On-Site Public Events
當區公眾活動

Resident Workshops
居民工作坊

Design Competition
設計比賽

Focus Group Meetings
焦點小組會議

Public Forum
公眾論壇

2

URBAN DESIGN CONSIDERATIONS 城市設計考慮因素



Surrounding Land Use Context 周邊土地用途

HKCEC and its future extension are the main venue for holding international conferences and exhibitions that drives the growth of the 'Meeting, Incentives, Conventions and Exhibitions' (MICE) sector in Hong Kong. The Golden Bauhinia Square in front of the HKCEC is of celebrative significance and is an important focal point in Wan Chai. The Hong Kong Academy for Performing Arts and the Hong Kong Arts Centre anchor arts and cultural element for this area. Surrounding these focal points are other commercial/ office developments and hotels.

The new Wan Chai Ferry Pier, which has been relocated to facilitate the construction of CWB and SCL, has just commenced operation. To its west are the harbour cruise pontoons and the helipad. A number of sports and recreation uses including the Wan Chai Sports Ground and the Royal Hong Kong Yacht Club have been established there. The Wan Chai Swimming Pool and Harbour Road Sports Centre are being redeveloped nearby to cater for the SCL development.

The Causeway Bay Typhoon Shelter offering sheltered moorings for vessels carries significant historical value while the Victoria Park is our treasured regional park which provides large leisure and recreational grounds for public enjoyment. At the eastern end, North Point is predominantly a residential neighbourhood which forms a critical mass for new community recreational facilities. Oil Street and Watson Road form the generous linkages to the waterfront for North Point. Major land uses are depicted in the adjacent diagram.



作為本港舉辦國際性會議和展覽的主要場地，會展及其未來擴建部分推動着「會議展覽及獎勵旅遊」（簡稱：會議旅遊）業在香港的發展。會展前方的金紫荊廣場具有慶典的意義，是灣仔的重要樞紐地點。香港演藝學院及香港藝術中心則添加區內的藝術和文化元素，附近亦有其他商業及辦公室和酒店發展。

為配合中環灣仔繞道及沙中線的興建，新灣仔碼頭已於較早前搬遷並重新投入運作。觀光船碼頭及直升機升降坪位於新灣仔碼頭以西一帶，附近亦有一些體育和康樂設施，包括灣仔運動場及香港遊艇會，而灣仔游泳池及港灣道體育館現正在附近重建，以配合沙中線的發展。銅鑼灣避風塘的水域能讓船隻繫泊，具有重要的歷史價值，而維多利亞公園

則是我們珍而重之的區域公園，提供了廣闊的消閒及康樂場地供公眾享用。東端的北角主要是一個住宅區，對新社區康樂設施有相當需求。而油街及屈臣道是連接北角與海濱的主要通道。有關的主要土地用途已詳載於附圖。



Surrounding Land Uses
周邊土地用途

Office buildings at Wan Chai
灣仔的商業辦公室大樓



Hong Kong Academy
for Performing Arts
香港演藝學院



Golden Bauhinia Square
金紫荊廣場



New Wan Chai Ferry Pier
新灣仔碼頭



Causeway Bay Typoon shelter
銅鑼灣避風地



Victoria Park
維多利亞公園



Commercial/Residential
clusters in Causeway Bay
銅鑼灣商業及住宅群

Residential clusters in North Point
北角住宅區



Hong Kong Convention &
Exhibition Centre
香港會議展覽中心



Urban Design Issues 城市設計議題

It is also important to note the existing conditions and other technical considerations for the planning and design of the new harbourfront. Key elements including the existing and planned pedestrian connections and various underground utilities are summarized in the "Urban Design Considerations Plan".

In addition, there are several on-going and planned development projects near and within the Study Area, including the CWB, SCL (in particular the future Exhibition Station), and the NIL under the Railway Development Strategy 2014 with new MTR stations at Causeway Bay north and Tamar, that should be given due considerations in formulating the harbourfront enhancement proposals.

Looking into the existing conditions of the area, we have identified a number of key issues that have to be addressed:

規劃和設計新海濱時亦須了解現有情況和其他技術考慮因素。其中較重要的包括現有和規劃中的行人連接及各種地下公用設施。“城市設計考慮圖”概述了這些技術考慮因素和限制。

此外，研究範圍內和附近有若干項現正進行或已規劃的發展項目，包括中環灣仔繞道、沙中線（特別是未來的會展站），以及「鐵路發展策略2014」所擬議的北港島線，連同兩個分別位於銅鑼灣北和添馬艦的新港鐵站等。我們在制定具體優化海濱建議時，會充分考慮這些項目。

根據當區的現有情況，本研究提出了須處理的主要議題：

A Character of the Waterfront 海濱的特色

There is lack of character, identity, attractions and human activities along the existing harbourfront.

現時的海濱沿岸欠缺特色、個性、景點和活動。



B Connectivity 行人連接

Connectivity between the hinterland and the harbourfront is segregated by major vehicular roads (i.e. Gloucester Road, Canal Road Flyover, Victoria Park Road, Island Eastern Corridor etc.). In some areas, grade-separated connections and detour are required.

內區與海濱之間的行人連接被主要的行車道路（即告士打道、堅拿道天橋、維園道、東區走廊等）分隔。某些地點須依賴天橋/隧道或繞路來連接海濱。





C Continuity of Waterfront 海濱沿岸的連貫性

The continuity and cohesiveness along the harbourfront are hindered by bottlenecks and narrow passageways, e.g. areas near Royal Hong Kong Yacht Club, Noon Day Gun, and Whitfield Road Rest Garden as well as the narrow passageway along the Causeway Bay Typhoon Shelter.

海濱沿岸缺乏連貫性和凝聚力，原因是該處有樽頸地帶和狹窄的行人通道，如於香港遊艇會、午炮、威非路道休憩花園附近的地方以及沿銅鑼灣避風塘邊狹窄的行人通道。

D User Friendly Design 方便使用者的海濱設計

Narrow footpaths, high seawalls, fences along the water edge, and other structures hinder public access to the waterfront.

基於狹窄的行人路、高海堤、沿岸的圍欄和其他構築物阻礙等因素，行人難以到達海濱。



E Water Quality 水質情況

The water quality fit for water contact is an issue yet to be ascertained. This poses uncertainty to promote water-related activities and recreational uses, as well as water transport.

水質是否適宜供市民「親水」仍有待探討。這對推動與水有關的活動和康樂用途及水路運輸構成某程度的不確定。

F Parking and Loading/Unloading Facilities 泊車及上落客設施

Proper traffic management is required to deal with the coach parking and drop-off/pick-up issues to support the Golden Bauhinia Square as a major tourist spot in Hong Kong. Besides, parking and loading/unloading issues are observed at various locations within the Study Area, e.g. Expo Drive East, Harbour Road, Oil Street, Watson Road, etc.

金紫荊廣場的旅遊車泊位及上落客區須有適當的交通管制以支持它作為香港主要的旅遊景點。此外，多個地點也有泊車位及上落客的相關問題，如博覽道東、港灣道、油街及屈臣道等。



Other Considerations 其他考慮因素

They include MTR railway tunnels and protection zones, underground utilities including underground pipelines, drainage reserves, underground cooling water systems etc., existing landscape and trees, cultural heritage, possible increase in marine traffic due to new water activities/ water transport and other environmental and technical considerations.

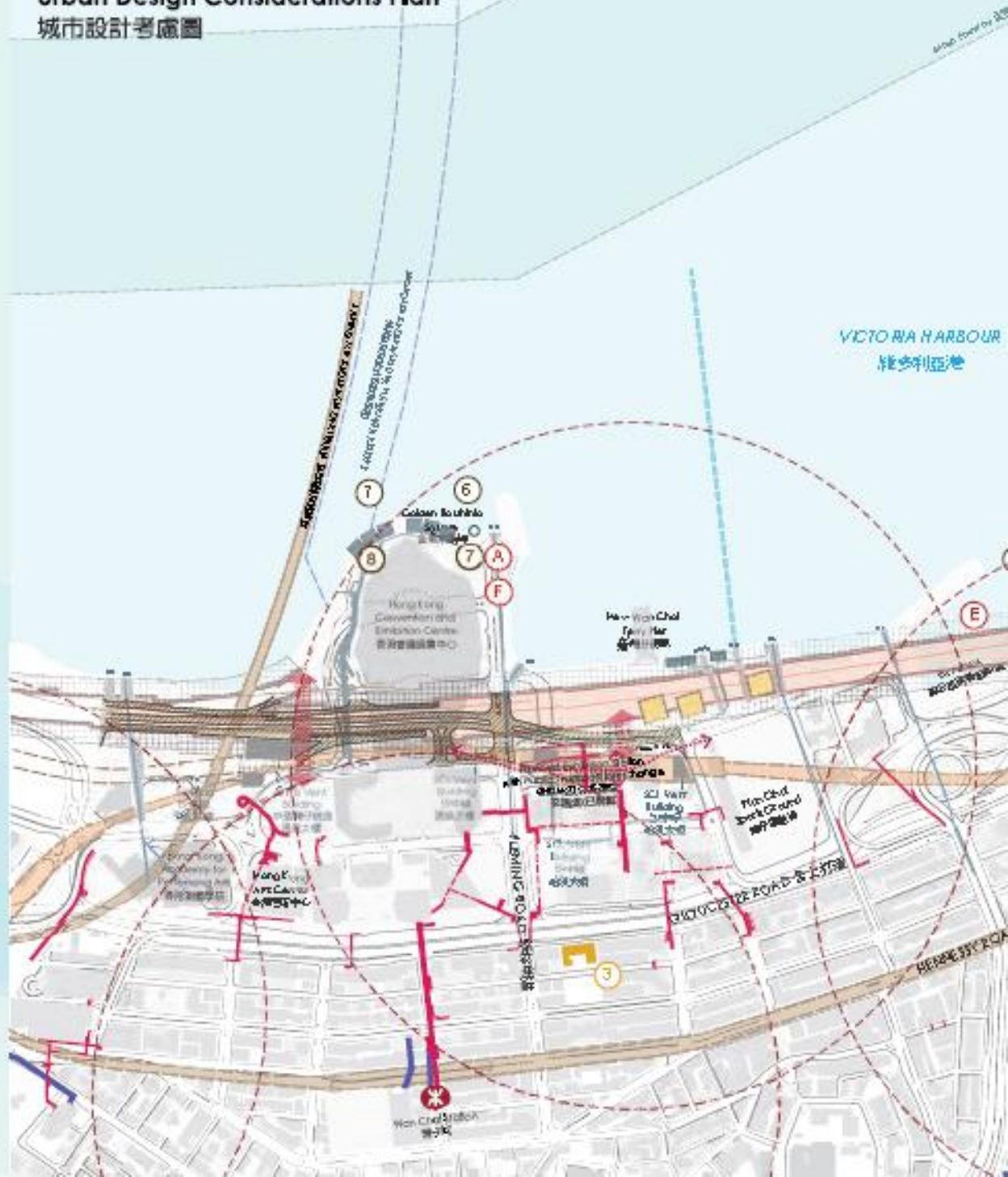
其他考慮因素包括港鐵鐵路隧道及鐵路保護範圍、地下設施如地下排水管道、渠務專用範圍、地下冷卻水系統等、現有景觀及樹木、文化遺產、因應擬議的新水上活動/水上交通而造成的額外海上交通流量以及環境和其他技術考慮因素。



Urban Design Considerations Plan 城市設計考慮圖

Legend:
圖例:

-  Road P2
P2 道路
-  Existing MTR Railway Reserve
現有港鐵鐵路專用範圍
-  Planned MTR Railway Reserve for SCL
已規劃的港鐵沙中線鐵路專用範圍
-  MTR Stations
港鐵站
-  Proposed North Island Line
(Preliminary Conceptual Scheme under
Railway Development Strategy 2014)
擬議中港鐵北港島線 (「鐵路發展策略2014」初步概念方案)
-  MTR 500m Catchment Area
港鐵500米服務範圍
-  Central - Wan Chai Bypass
Tunnel/Island Eastern Corridor
中環灣仔繞道隧道/東區走廊
-  Central - Wan Chai Bypass
Tunnel 5m Protection Zone
中環灣仔繞道 5米 隧道保護範圍
-  Central - Wan Chai Bypass
Tunnel 20m Influence Zone
中環灣仔繞道 20米 隧道影響範圍
-  Major Existing Elevated Walkways/Decks
現有的主要架空行人道/平台
-  Major Existing Elevated Connections
Through Buildings
現有的主要穿越建築物的架空連接
-  Major Existing Pedestrian Subway
現有的主要行人隧道
-  Planned Elevated Walkways/Decks
擬議/規劃中的架空行人道/平台
-  Proposed Connections Under "CDA" site
擬議連接至「綜合發展區」用地的行人連接
-  Drainage Reserve Areas
渠務專用範圍
-  Cooling Water Pumping Stations
冷卻水抽水站
-  Cooling Water Pipelines
冷卻水管道





Specific Issues:
特定議題

-  A Lack of Character
海濱沿線缺乏特色
-  B Segregated Connectivity
行人連接分割
-  C Lack of Continuity of Waterfront
海濱缺乏連貫性
-  D User Unfriendly Design
海濱設計欠缺對行人/用家的考慮
-  E Water Quality to be Ascertained
水質特設有待確定
-  F Parking and Loading/ Unloading Issues
泊車位及上落貨的問題

3

VISION AND DESIGN PRINCIPLES 願景及設計原則

Public Aspirations
公眾期望

Harbour Planning Principles
海港規劃原則

Considerations & Opportunities
考慮與機遇

Vision 願景

“New Wan Chai North Point Harbourfront : an urban harbourfront that re-connects people to the water...”

“灣仔北角新海濱：把人、水之間距離重新拉近的一片都市海濱...”

Given the planning, historical, cultural, socio-economic background and physical context of the Wan Chai and North Point areas and with reference to the public's aspirations expressed in the previous studies, we have developed the following vision and principles to guide the planning and design of our new harbourfront:

因應灣仔及北角地區的規劃、歷史、文化、社會經濟背景及實際情況，並參考公眾人士在過往相關研究所提出的意見後，我們制定了以下的願景和原則，作為規劃及設計我們新海濱的指引：

Harbour Planning Principles and Guidelines 海港規劃原則及指引

In recognition of the Victoria Harbour as a special asset and part of the natural heritage of Hong Kong, the Town Planning Board has endorsed the “Vision and Goals for Victoria Harbour : To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong – a harbour for the people and a harbour of life”. A set of Harbour Planning Principles and Harbour Planning Guidelines have also been formulated by the Harbourfront Commission (the then Harbourfront Enhancement Committee). The “Protection of the Harbour Ordinance” is also relevant in formulating the planning proposals for the harbourfront areas. These principles and guidelines would be observed during the course of the Study.

維港是香港的特別資產，亦是本港珍貴的天然資源之一，城市規劃委員會因此擬定了「維多利亞港—理想和目標：令維多利亞港成為富吸引力、朝氣蓬勃、交通暢達及象徵香港的海港—港人之港，活力之港」。海濱事務委員會（前稱共建維港委員會）亦頒布了海港規劃原則及海港規劃指引。在制定海濱地區規劃建議時，《保護海港條例》亦是一個重要考慮。在研究過程中，我們會仔細參考這些原則及指引。



Design Principles 設計原則

1



To enhance physical connectivity between the hinterland and waterfront, and to ensure that the waterfront/ public space is continuous and enjoyable

加強內區與海濱之間的連接，並確保提供連貫而舒適的海濱及公共空間供公眾享用

2



To create and design a high quality pedestrian environment

建設及設計優質的行人環境

3



To create a more distinct identity, character and stronger sense of place for the harbourfront

建設一個個性獨特、別具特色和地區感更強的海濱

4



To respect the local character and heritage to re-connect people to the unique history of the area

彰顯地區文化特色及傳統，把市民和當地獨特歷史重新連繫

5



To promote design that will contribute to vitality and be commensurate with traffic, environmental and infrastructure capacity, and preserve local character and heritage

海濱的設計應能加強海濱的活力，同時配合交通、環境及基礎設施的承載力，並保留地區特色及傳統

To enhance vibrancy along the harbourfront through diverse activities, programmes and facilities for public enjoyment

透過舉辦多姿多采的節目活動和設施供公眾享用以加強海濱的活力

6



To introduce appropriate use of water space including water recreation activities and new marine uses to embrace the waterfront, and to strengthen the interface between people and water

引進合適的水體用途包括水上康樂活動和新的海事用途，以拉近市民與海濱之間的距離及增強人與水之間的互動

7



To introduce appropriate, attractive and functional greening and landscape features

引進合適的、有吸引力且富功能性的綠化及園景美化元素

8



To introduce green and sustainable design elements

引入綠化及可持續發展的設計元素

9



4

URBAN DESIGN FRAMEWORK 城市設計大綱

Character Precincts

主題區

An Urban Design Framework is proposed to provide a long term vision for the planning and design of the Wan Chai North and North Point waterfront. The 5 Character Precincts from the WDI Review are further interpreted and translated into the following precincts under the current framework:

建議的城市設計大綱為灣仔北及北角海濱的規劃和設計提供了一個長遠的願景。這個城市設計大綱將灣仔發展計劃第二期檢討提議的五個主題區重新詮釋，並轉化成下列的主題區：

Celebration Precinct

To emphasize the celebrative significance of the Golden Bauhinia Square as a symbolic attraction and popular spot for tourists and locals, taking advantage of the existing HKCEC and its extension, as well as the nearby cultural facilities including Hong Kong Academy of Performing Arts and Hong Kong Arts Centre.

慶典主題區

凸顯金紫荊廣場作為一個具象徵意義的景點和遊客及市民參觀的熱點，同時善用現有會展中心及其擴展部分以及附近的香港演藝學院和香港藝術中心等藝術和文化設施的優勢。

Pierside Precinct

To position as the heart of Wan Chai waterfront, this area will play a significant role as an active, vibrant, attractive public waterfront space, as well as an activity venue with components such as commercial and/or food and beverages outlets, promenade, and multi-functional spaces. This precinct will become a major tourist attraction and activity node for locals.

渡輪碼頭畔主題區

定位為灣仔海濱的心臟地帶，將發展為富活力動感及具吸引力的海濱用地兼活動場地，當中包含商業、飲食設施、海濱長廊及多功能空間。此主題區將成為一個吸引遊客及本地市民享用的主要旅遊景點和活動地方。

New Water Recreation Precinct

To maximize the water recreation potential, this precinct will provide for a water sport and/or activity node for the public. The sheltered water space of the Ex-Public Cargo Working Area provides particular opportunities for water recreational uses. These uses and the existing Royal Hong Kong Yacht Club will be complementary.

新水上康樂主題區

把握在公眾貨物裝卸區不受風浪衝擊的水域空間所提供的機會，將該處發展為水上運動及/或活動中心，以充分發揮此區在發展水上康樂設施方面的潛力。這些活動將與現時香港遊艇會互相配合。

Revitalized Typhoon Shelter Precinct

To preserve and enhance the historical elements and vibrancy of the Causeway Bay Typhoon Shelter, the Noon Day Gun, the Floating Tin Hau Temple and the Breakwater itself.

活力避風塘主題區

保存及提升此主題區的歷史文化特色，包括鐘羅灣避風塘、午炮、天后廟廟船以及防波堤。

East Coast Park Precinct






To provide a new, spacious and convenient community park at the waterfront with recreational and/or leisure programmes and spaces for various passive and active activities.

東岸公園主題區

在海濱提供一個嶄新而且寬敞便捷的社區公園，作不同消閒節目，以及提供空間作動態和靜態的活動。

Urban Design Framework Plan 城市設計大綱圖

LEGEND 圖例

-  Proposed Elevated Pedestrian Connections
擬議架空行人連接
-  Proposed Iconic Pedestrian Connections
擬議具地標特色的行人連接
-  Possible Continuous Waterfront Linkages
可能的連續海濱連接
-  Existing/Possible Major North-South Pedestrian Connections
現有/可能的主要南北向行人連接
-  Secondary Pedestrian Connections
次要行人連接
-  Tertiary Pedestrian Connections
輔助行人連接
-  Major East-West Vehicular Connections
主要東西向連接
-  Major Landmark Buildings
現有地標建築
-  Possible Water Linkages
可能的水上交通連接
-  Major View Corridors towards Waterfront
通往海濱的主要景觀廊
-  Existing Major Open Space
現有主要休憩用地
-  New Parkland
新公園綠地
-  New Water-related Area + Typhoon Shelter
新「親水互動」用地+避風塘
-  Promenade Area
海濱長廊用地
-  Proposed Waterfront Commercial Blocks
擬議海濱商業設施
-  Landscaped Deck over Tunnel Portal
隧道口上的景觀平台
-  Existing/Committed Major Landmark Elements
現有/未來主要地標元素
-  Potential Points of Interest
海濱地標元素
-  Existing/Proposed Landing Steps
現有/擬議的登岸台階





Connecting People to the Waterfront 重新拉近人與水之間的距離



Extending Connectivity to Golden Bauhinia Square and New Wan Chai Ferry Pier



擴展連接金紫荊廣場及新灣仔碼頭的连接通道

Improve pedestrian linkage to the HKCEC area and Golden Bauhinia Square via the pedestrian passageway to and from the future Exhibition Station. Further extend the planned landscaped deck from the future Exhibition Station so as to provide sheltered connection to the Pierside Precinct and the new ferry pier. Also, the connection from the Wan Chai hinterland to the new activity node west of HKCEC at the waterfront will be strengthened.

透過來往會展站的行人設施，改善會展及金紫荊廣場之間的連繫。另外，透過已規劃的景觀平台，提供有遮擋的行人通道連接至波輔塞圍畔主題區及新灣仔碼頭。另外，灣仔內區及會展以西海濱之間的行人連接亦會加強。



Establishing Iconic & Themed Connections



Strengthen the connectivity from the hinterland to the New Water Recreation Precinct by an iconic and thematically designed connection as a visual landmark. Besides, possible linkage to the East Coast Park and Causeway Bay Typhoon Shelter from Victoria Park will be explored.

透過具標誌性及主題特色的行人連接，加強內區及新水上康樂主題區之間的連接性。此行人連接亦會成為區內具視覺特色的地標。此外，本研究亦會探討由維多利亞公園連接銅鑼灣避風塘海濱及東岸公園主題區的可行通道。



Fostering Continuity, Walkability & Vibrancy



Explore the possibility for providing pedestrian connection to foster a continuous and walkable waterfront all along the Causeway Bay Typhoon Shelter to the East Coast Park at North Point.

探討連接銅鑼灣避風塘海濱至北角東岸公園主題區之間的行人連接通道以達致一個連貫暢達的海濱。



Better Use of Breakwater



Explore the possibilities for creative public access and better usage of the Breakwater (e.g. draw bridge connection).

探討提供創新公眾通道方案，讓公眾能安全地進出及更好地使用防波堤的可能性（例如以吊橋連接）。



Reflecting the Legacy of the Harbourfront



Reflect the legacy of the Wan Chai and North Point harbourfront and heritage by exploring possibility for water transport, exhibition centre etc., and build in appropriate urban design elements to recapture the Wan Chai's old history.

探討水上交通、展覽中心等概念的可能性，以彰顯灣仔及北角海濱演變的歷史，以及注入一些城市設計元素，讓市民重新體驗灣仔的歷史。

Creating a Sense of Place 營造地區感



Celebrating the Golden Bauhinia Square

金紫荊廣場的慶典主題

Re-organize the spatial arrangement of the Golden Bauhinia Square, and possibly to articulate the proposed landscaped deck to visually re-connect the sculpture and flagpole as landmark to the pedestrians and views from the Wan Chai hinterland.

重整金紫荊廣場的空間布局，並考慮將擬議的景觀平台與金紫荊廣場的雕塑和旗桿等標誌性建築於視覺上重新連接。



Creating a East Coast Park at North Point

於北角建立東岸公園

Re-connect the North Point community to the East Coast Park with waterfront leisure activities (i.e. jogging paths, children playgrounds etc.) and consider connection to the Victoria Park.

將東岸公園的海濱休閒活動（例如緩步徑、兒童遊樂場等）與北角社區重新連接，並考慮與維多利亞公園接合。

Activating the Water Edge & Embracing the Water 堤岸活化和親水互動

7



Strengthening Interface with the Water

加強與水的互動和拉近與水之間的距離

Introduce unique and appropriate use of water space at the ex-Public Cargo Working Area and the Causeway Bay Typhoon Shelter (e.g. water recreation activities, possible barge pool/ floating sports facilities etc.). Also, reinforce a water-themed design and elements (e.g. stepped down water edge, viewing decks and/or boardwalks) to bring people closer to the water.

於銅鑼灣避風塘及前公眾貨物裝卸區的水域引進獨特和合適的用途（例如水上康樂活動、浮動泳池、浮動體育設施等），並加入以水為主題的設計和元素（例如：下水台階、觀景台及木板走道），拉近人與水之間的距離。



Creating a Coherent, Iconic & Celebrative Waterfront

創造一個連貫和富標誌性的海濱

Create a coherent and iconic waterfront with distinctive characters for a variety of activities and vibrant, unique, and flexible uses and/or programmes (e.g., outdoor performances and activities, festive areas, multi-purpose activity spaces, kiosks, alfresco dining, and cafés, etc.).

建設一個連貫、具標誌性和別具特色的海濱休憩用地，提供各種充滿活力、獨特和具彈性的用途及/或節目（如戶外表演和活動空間、節慶地區、多用途活動空間、小賣亭、戶外飲食場所和咖啡店等）。



5 YOUR VIEWS 您的意見

We invite you to share your views and/or ideas on creating a diversified Wan Chai North and North Point harbourfront! Your ideas are valuable towards achieving the goal and objectives of the Study.

我們誠邀您提出寶貴的意見和想法，與我們共同創造一個充滿活力的灣仔北及北角海濱！您的意見和想法對實現本研究的目的和目標非常重要。

We welcome any ideas and comments for making a vibrant harbourfront for public enjoyment!

我們歡迎任何想法和意見，讓我們一同創造一個充滿活力的海濱，供公眾享用！

Please send us your written comments or suggestions by post, fax, email, or via electronic comment form on the Study webpage on or before **15 August 2015**.

歡迎在**2015年8月15日**或之前透過郵遞、傳真、電郵或研究網頁上的電子意見表提交您的書面意見或建議。

01

On Vision:

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

願景：

您對新海濱的整體設計願景有什麼看法？

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02 | On the Five Character Precincts:

What is your view on the overall planning design themes and characters of the new harbourfront?

特色主題區：

對新海濱的整體規劃設計的主題有什麼看法？

04 | On Design Elements:

What kind of design elements should be provided at the harbourfront?

設計元素：

您認為新海濱應有哪些設計元素？

03 |

On Accessibility and Connectivity:

How would you like to get to the new harbourfront? Any suggestions for improving the existing arrangements?

暢達性與連接性：

您希望透過什麼方式到達新海濱？

對改善現時的接駁安排有什麼看法？

05 | On Attractions and Vibrancy:

How would you like to use the new harbourfront? What sort of activities would you be interested in?

景點和活力：

您希望怎樣使用新海濱的地方？

您對什麼類型的活動感興趣？

... an urban harbourfront that re-connects people to the water... "

... 水之間距離重新拉近的一片都市海濱..."

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有關本研究的詳情，請瀏覽本研究的網頁

<http://wcnpuds.hk>



A person or an organization providing comments and suggestions in the process of "Urban Design Study for the Wan Chai North and North Point Harbourfront Areas" shall be deemed to have given consent to the Planning Department to wholly or partially publish the comments and suggestions (including names of the individuals and organizations, but the telephone number and email address will be kept confidential). If you do not agree to this arrangement, please state so when providing comments and suggestions.

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