PURPOSE

This paper aims to brief Members on the progress of the “Pilot Study on Underground Space Development in Selected Strategic Urban Areas” (the Study), the launch of its three-month Stage Two Public Engagement (PE2) on 22 May 2019 and consult Members on the conceptual scheme of underground space development (USD) beneath Kowloon Park (the Kowloon Park Conceptual Scheme) in the Tsim Sha Tsui (TST) West Strategic Urban Area (SUA).

BACKGROUND

2. USD is one of the viable sources of land supply being pursued by the Government, which can provide solution space for a broad variety of land uses and help address problems encountered in the congested urban environment. In the Report of the Task Force on Land Supply (TFLS) submitted to the Government on 31 December 2018, the TFLS notes the multiple benefits of USD as one of the medium-to-long term options for according priority to studying and implementation, and recommends the Government to continue identifying suitable projects for USD that are cost-effective and fulfil the overall interest of society and proceed with the necessary studies and planning.

3. To exploit the potential of systematic use of underground space resources in a comprehensive manner, the Civil Engineering and Development Department and the Planning Department commissioned the Study in June 2015 to explore the potential for USD in four selected...
SUAs, namely TST West, Causeway Bay, Happy Valley and Admiralty/Wan Chai. The Study aims at evaluating the overall feasibility and identifying key issues of USD in these SUAs, as well as proposing suitable conceptual schemes with potential for future implementation.

4. There are two stages of public engagement (PE) under the Study. The Stage One Public Engagement (PE1) of the Study commenced on 7 November 2016 until 6 February 2017 to solicit public views on the opportunities and key considerations for USD in the four SUAs. During PE1, we delivered a series of briefings and presentations to different advisory and statutory bodies including the relevant District Councils, Town Planning Board and Harbourfront Commission. We also conducted two public planning workshops and three focus group meetings to exchange views with members of the public and various stakeholders, including professional institutes, academics, green groups, policy/research institutes and community and recreational groups. Besides, we set up a Study website at www.urbanunderground.gov.hk and carried out a roving exhibition at various locations from November 2016 to January 2017 to collect public views.

MAJOR PUBLIC VIEWS RECEIVED DURING PE1

5. According to the views/comments received during PE1, the public generally agreed that proper utilisation of underground space and provision of all-weather pedestrian network could alleviate the overcrowded street-level environment and improve the pedestrian connectivity. They also favoured the adoption of a holistic planning

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1 To prepare for conducting PE exercises, we conducted a baseline review at the early stage of the Study in September 2015 to collect the preliminary views of local stakeholders, including relevant District Council members, community groups and local organisations within and adjoining the SUAs, to help identify the major district issues and community needs. The outcomes of the review revealed that the consultees generally supported exploring the possibility of using underground space so as to bring benefits to the public. The outcome also revealed that with a creative and comprehensive spatial strategy, underground space could be made use to enhance connectivity of the areas, improve at-grade urban environment and create space for various uses and facilities for serving the public and in overall terms optimise the use of land in the SUAs.
approach to create underground space for diverse beneficial uses\(^2\) of the community. We have summarised the public views in the PE1 Report and uploaded it onto the Study website at [www.urbanunderground.gov.hk/files/docs/PER1_Eng_final.pdf](http://www.urbanunderground.gov.hk/files/docs/PER1_Eng_final.pdf) for public viewing. A gist of the major public views is given at Enclosure 1.

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**CONCEPTUAL SCHEMES**

6. In light of the public views received during PE1, the Study has proposed some concepts of USD for the four SUAs. Among them, the Study suggests according priority to develop the one underneath Kowloon Park (the Park), having regard to the shortage of surface land in the TST West area to offer solution space for mitigation of the overcrowded pedestrian environment and accommodation of the much needed community facilities in the district. The key design considerations and main features of the Kowloon Park Conceptual Scheme are depicted in the PE2 Digest (Enclosure 2).

7. As to the other SUAs, the Study has examined the potential for USD at Victoria Park\(^3\) and Southorn Playground\(^4\). The Study found that taking forward the proposed USD at Victoria Park would need to take account of, among others, the implementation progress and interfacing issues of the surrounding projects so as to achieve comprehensive spatial integration of underground space networks among the developments in the vicinity for overall synergistic effects and maximum development gain. As regards the proposed USD at Southorn Playground, the Study revealed the necessity to identify suitable

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\(^2\) The uses proposed by the public include community/multi-functional facilities, such as recreational and sports facilities, meeting rooms, space for art and cultural uses, resting areas, car parking facilities and retail/food and beverage facilities.

\(^3\) From planning and engineering feasibility perspectives, a three-level underground space can be developed underneath the existing lawn in Victoria Park to accommodate various community, retail/food and beverages, and transport facilities (including car park) to synergise with the existing land uses in the Park and the district to meet the community needs.

\(^4\) From planning and engineering feasibility perspectives, a two-layered, accessible and vibrant community hub can be developed underneath the Southorn Playground to provide a wide range of leisure and recreational uses to promote healthy living for the local and working population in Wan Chai District.
reprovisioning sites for the affected park / playground facilities, having due regard to the key public concerns with the temporary closure of the playground area and disturbance to its daily operation during USD construction. Therefore, the Study recommends implementing them when suitable opportunities arise in the future.

THE KOWLOON PARK CONCEPTUAL SCHEME

8. The overall planning and design strategy for the Kowloon Park Conceptual Scheme aims at capitalising the “single site, multiple use” model to create a district-wide, multi-functional, all-weather and attractive underground space network in TST West. It adopts a holistic planning approach to synergise with the diversified urban setting and vibrant community in the surrounding areas with a view to enhancing the east-west connectivity between Nathan Road and Canton Road, and north-south connectivity between Haiphong Road and Austin Road, connecting directly to the adjoining Mass Transit Railway (MTR) TST Station and providing for future connection(s) to adjoining/new developments, e.g. West Kowloon Cultural District (WKCD). With reference to popular implementation modes of overseas development of underground public space, apart from provision of community facilities and pedestrian passages, proper introduction of retail/food and beverage elements is preferable to provide a comfortable and attractive underground space environment for the convenient use of members of the public.

9. The Conceptual Scheme covers an area of about 32,000 square metres (m²), which is equivalent to approximately 25% of the total area of Kowloon Park (about 130,000 m²). We mindfully recommend excluding areas with ecological and heritage values such as the Bird Lake and the Hong Kong Heritage Discovery Centre, and facilities with heavy usage including the Chinese Garden, the Kowloon Park Swimming Pool and Sports Centre, and the Piazza. We also propose constructing some underground passageways through, where practicable, trenchless excavation to minimise the impact to the park users and ecology of the Park. Taking account of the topography of the Park, spot levels of the pedestrian passageways, land use compatibility and various technical
factors such as fire safety requirements and geotechnical constraints, we propose to enhance the usage of the underground space through forming a multi-level USD of over 50,000 m² in floor area for various uses, including community and recreational facilities, pedestrian passageways, covered public space, car parking facilities, loading/unloading facilities and modest retail/food and beverage facilities.

**Pedestrian Connectivity Enhancement**

10. The topography of Kowloon Park is higher than surrounding public roads. Pedestrians normally use footpaths along the park perimeter at street level to access nearby destination nodes and facilities, resulting in overcrowded street environment and pedestrian-vehicle conflicts on heavily used roads, such as Haiphong Road. Having reviewed the traffic conditions of the road network in the area and explored different options to improve the pedestrian connectivity on surface level, we formulate the proposed USD proposal to provide safe and all-weather underground pedestrian network. This network would provide seamless connections to the footpaths along Austin Road in the north, Haiphong Road in the south, Nathan Road in the east, Kowloon Park Drive in the west, and the adjoining MTR TST Station concourse in the southeast, as well as provisioning for future connections(s) to adjoining/new developments, e.g. WKCD. This pedestrian network would effectively serve pedestrians an alternative option to enjoy better connectivity, and alleviate the existing overcrowded street-level walking environment. Moreover, the vertical integration between USD and the Park can bring convenience to and enhance enjoyment of the park users without compromising the primary function of the Park.

**Space Creation for Various Uses**

11. As revealed from PE1, the public generally favor USD to provide multi-functional floor space for development of community, recreational, retail/food and beverage, car parking and loading/unloading facilities for the convenient uses of the public. Under the Conceptual Scheme (with over 50,000 m² of floor area in total), the all-weather pedestrian network with a total floor area of about 14,000 m² is complemented by a two-level Community Hub of about 6,400 m² at the
central portion of the Park to offer different community facilities, such as a multi-functional community hall and meeting rooms. On the middle three levels of the USD, we propose to provide covered public space of about 2,600 m², offering sitting and exhibition areas for public leisure and recreational facilities for creation of vibrant walking environment and activity space for the locals\(^5\). In addition, on each of these three levels, there are about 5,500 m² to 6,000 m² of floor area alongside the pedestrian passageways for modest retail/food and beverage facilities to facilitate people using the underground space and the Park. The Conceptual Scheme further proposes provisioning of underground car parking facilities beneath the south-western part and loading/unloading facilities in the northern part of the Park (about 17,000 m² in total). According to the preliminary traffic and transport impact assessment, provision of the proposed parking facilities would not adversely affect the traffic condition in the area.

Construction Method

12. As noted from PE1, there were public concerns about whether the proposed USD would affect Old and Valuable Trees (OVTs) and temporary park closure would cause much disruption to public enjoyment. We are cognizant of the importance of preserving the trees in the Park, which are about 1,400 numbers in total, and minimising impact onto park users. In formulating the Conceptual Scheme, our guiding principle is to retain the existing trees as far as practicable, in particular exclusion of all OVTs, densely vegetated areas and trees with heron nesting from the development footprint. In this regard, we manage to contain the number of affected trees to about 300 trees\(^6\) and none of them are OVTs. We will strive to transplant as many affected trees as possible, subject to their health conditions, preservation value and site constraints, and use native plant species for compensatory plantings. We will also adopt a holistic landscape design to foster better growing environment for trees in the Park.

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\(^5\) The ballpark estimate of the floor area for the pedestrian passage network, the Community Hub and covered public space accounts for about 40% of the total floor area to be provided under the Kowloon Park Conceptual Scheme.

\(^6\) The affected trees are mainly exotic species, such as Acacia confusa, Archontophenix alexandrae, Caryota maxima Blume, Lagerstroemia speciosa, Schefflera actinophylla, Ficus benjamina, Peltophorum pterocarpum and Delonix regia.
13. As regards construction of USD, we propose, where practicable, employment of “top-down” construction method to build the foundation of the underground structure and its capping deck at park surface level first, so as to enabling the earliest restoration of the affected park areas for reopening to park users, in parallel with excavation and construction of structure underground. Besides, where site situations permit, we will adopt trenchless excavation and phased development in suitable locations, with temporary provisioning of noise barriers/enclosures and use of modern foundation engineering technique to minimise possible construction nuisance caused to the surrounding environment and park users.

Opportunities for Facelifting Kowloon Park

14. Since its opening in 1970 and redevelopment in 1980s’, the Kowloon Park has been serving the public for almost 50 years. Taking the opportunity for park restoration in conjunction with the USD, we propose upgrading/facelifting the Park with new and contemporary facilities, and strengthening the vertical integration and synergy between the USD and the Park through thematic landscape and architectural designs of the holistic multi-level pedestrian network. We also propose keeping the existing park landscape more or less intact with enlargement in greening areas. In particular, we propose adding a new Great Lawn of about 1,500m² near the existing Maze Garden to address public aspiration, which will potentially become a focus of attention in the dense urban environment. Moreover, to harmonise with the existing park environment, we will consider introducing natural sunlight to the USD, provide greenery and waterfalls at a roof-top garden on the proposed Community Hub, and equip the ancillary surface structures of the USD with greening features. By doing so, we seek to minimise visual impact of the USD.

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7 The design idea of forming a holistic multi-level pedestrian network to enhance integration between the USD and the Park came from the winning entries of the design ideas competition for the Study held in 2018.
STAGE TWO PUBLIC ENGAGEMENT

15. The PE2, commenced on 22 May 2019, will last for three months. We consulted the Yau Tsim Mong District Council (DC) on 30 May 2019 and the DC members generally welcomed USD and provided comments on the Kowloon Park Conceptual Scheme which included extending the USD footprint to optimise its development potential, reviewing the distribution of proposed uses\(^8\) in the underground space, allowing more connection points with adjoining existing and potential developments for a more holistic underground space network, adding further floor space for community facilities, introducing natural sunlight and air ventilation in USD, taking the opportunity to relocate and improve existing facilities, and involving private sector in enhancing the development and future management of the USD, etc. We will take account of these suggestions in the Study, where appropriate.

16. In the meantime, we are arranging briefing sessions for relevant advisory/statutory bodies/committees on the Conceptual Scheme, focus group meetings with different stakeholder groups (including relevant professional institutes, academic organisations, green groups, policy/research institutes, concern groups and local bodies) to discuss and exchange views on various topics, and interactive outreach activities (e.g. guided tours at Kowloon Park) to serve as a platform for the public to express and exchange views with us. Besides, we are conducting roving exhibition at various locations to facilitate collection of public views, and upload the information of the Study, including the PE2 Digest, onto the Study website (www.urbanunderground.gov.hk) for public viewing.

17. We will thoroughly take account of the public views collected from PE2 in refining and finalising the Kowloon Park Conceptual Scheme under the Study, and consider the way forward on its implementation\(^9\).

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\(^8\) The proposed uses of underground spaces under the proposed Kowloon Park Conceptual Scheme comprise, by floor area, 40% for community facilities, pedestrian passages and covered public space; 30% for parking facilities; and 30% for retail/food and beverage facilities.

\(^9\) Possible implementation mechanisms include government project approach, public-private-partnership approach and private development approach. Pros and cons of different possible implementation approaches are listed out in the PE2 Digest for reference of the public.
ADVICE SOUGHT

18. Members are invited to note the gist of major public views collected in PE1 at Enclosure 1, and offer views on the Kowloon Park Conceptual Scheme as detailed in the PE2 Digest at Enclosure 2.

ATTACHMENTS

Enclosure 1: Gist of Major Public Views Collected in Stage One Public Engagement
Enclosure 2: Stage Two Public Engagement Digest

Development Bureau
Civil Engineering and Development Department
Planning Department
June 2019
# Pilot Study on Underground Space Development in Selected Strategic Urban Areas

## Gist of Major Public Views Collected in Stage One Public Engagement

<table>
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<tr>
<th>Major Comments</th>
<th>Responses</th>
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<tr>
<td><strong>1. Improvement of Pedestrian Connectivity</strong>&lt;br&gt;- Provision of safe and all-weather underground pedestrian connections for diverting some at-grade pedestrian flows of overcrowded streets is supported.&lt;br&gt;- Enhancement of the connectivity between major activity and transportation nodes, such as existing Mass Transit Railway (MTR) stations, through underground pedestrian links is supported.&lt;br&gt;- Priority should be given to the enhancement of existing pedestrian facilities.</td>
<td>The Study will further explore the feasibility of providing additional pedestrian passageways, enhancing the existing connectivity and providing seamless connections with MTR stations and surrounding destinations through USD. Park entrances at the street level will also be enhanced to improve the walking experience.</td>
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<td><strong>2. Implementation Arrangement</strong>&lt;br&gt;- There were concerns on the implementation arrangement of USD, such as funding arrangement, implementation mechanism, management agent and operation details.</td>
<td>The Government will carefully consider all relevant factors before making decision on the implementation mechanism and other details.</td>
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<td><strong>3. Public Enjoyment of Parks</strong>&lt;br&gt;- During construction, the parks may be closed, causing disruption to public enjoyment.&lt;br&gt;- Park space would be reduced for accommodating the necessary ancillary structures, such as entrances, ventilation structures.</td>
<td>Advanced excavation technology and phased development would be explored to minimise possible disruption to the park facilities and the community. The necessary ancillary structures would be carefully planned and designed to blend in with the existing environment, built heritage</td>
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and fire safety provisions.
- Felling of existing trees and plants or loss of green areas should be avoided.

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<td>and landscape characters. While impacts on the existing plants and trees would be minimised, opportunity would be taken to upgrade/facelift the existing parks by adding new and contemporary facilities, providing sensible thematic landscape and architectural designs, as well as to strengthen the integration between the USD and the parks.</td>
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4. **Creation of Space for Various Uses**
- Development of underground space for commercial, community, art & culture, car parking and public transport facility uses to address the local community needs, provide job opportunities and supplement the development at the concerned areas is supported.
- Underground space should be provided with diversified and affordable uses for the convenience and better enjoyment of local residents.
- USD should be planned holistically to avoid provision of facilities/uses duplicating with those already at-grade.
- Developing underground space in densely developed urban areas would aggravate congestion of pedestrian and road traffic.

The Study will continue reviewing the local needs and provision of community facilities taking into account the findings of demographic analysis with a view to formulating balanced and appropriate uses through priority projects. The proposed underground pedestrian network would serve as an alternative to the existing at-grade footpaths so as to relieve the current overcrowded condition at street level. Preliminary Traffic Impact Assessment will be conducted to ascertain satisfactory road capacity.
第二階段公眾參與摘要
Stage 2 Public Engagement Digest

二零一九年五月
May 2019
“My desired underground space should include arts and cultural elements, for example, galleries, handcraft market and arts & crafts fair. I hope that the proposed underground space would offer a platform for artists and designers to showcase their artworks, and a good place to nurture entrepreneurs as well as start-up design companies.”
土木工程拓展署及規劃署於2015年6月展開「城市地下空間發展：策略性地區先導研究」（下稱「本研究」），探討於四個策略性地區，即尖沙咀西、銅鑼灣、跑馬地及金鐘／灣仔發展地下空間的潛力。本研究旨在評估在上述地區發展地下空間的整體可行性和辨識主要課題，以及擬議合適的優先發展項目，以備將來推行。

本研究包括兩個階段的公眾參與。第一階段公眾參與已於2016年11月7日至2017年2月6日期間進行，主要收集公眾對在策略性地區發展地下空間的機遇和主要考慮因素的意見。此外，亦於2018年2月舉辦了概念設計比賽。

經過了第一階段公眾參與和概念設計比賽，我們擬備了優先項目的概念方案。我們現誠邀您於第二階段公眾參與對概念方案提出寶貴意見。

另外，地下空間發展是土地供應專責小組提出值得優先研究和推行的中長期土地供應選項之一。政府將繼續透過本研究進行這方面的工作。

The Civil Engineering and Development Department and the Planning Department commenced the "Pilot Study on Underground Space Development in Selected Strategic Urban Areas" (the Study) in June 2015. The objective of the Study is to explore the potential for underground space development (USD) in four selected strategic urban areas (SUAs), namely Tsim Sha Tsui West, Causeway Bay, Happy Valley and Admiralty/Wan Chai. The Study aims to evaluate the overall feasibility and identify key issues of USD in these SUAs, as well as propose suitable priority projects for possible future implementation.

We have adopted a two-stage Public Engagement programme as an integral part of the Study. The Stage 1 Public Engagement (PE1) was carried out between 7 November 2016 and 6 February 2017 to collect public views on the opportunities and key considerations for USD in the SUAs. Furthermore, a Design Ideas Competition was organised in February 2018.

After PE1 and the Design Ideas Competition, we developed a conceptual scheme of the priority project. You are cordially invited to express your valuable views on the conceptual scheme in the Stage 2 Public Engagement (PE2).

Besides, USD is one of the medium-to-long term land supply options worthy of priority studies and implementation endorsed by the Task Force on Land Supply. The Government will continue to pursue this area under the Study.
Potential underground spaces examined

Study Commenced

Potential underground space development locations identified

Opportunities and challenges related to underground space development in the four SUAs examined

Stage 1 Public Engagement undertaken

Suitable underground space developments identified

Conceptual schemes prepared

Public views considered

Technical assessments undertaken

To commence Stage 2 Public Engagement

To refine conceptual scheme
Overview and Summary
of Stage 1 Public Engagement

We consulted various relevant statutory and advisory bodies and stakeholder groups including the Town Planning Board, Wan Chai District Council, Yau Tsim Mong District Council, Harbourfront Commission and professional institutes. Two public planning workshops and three focus group meetings were held to exchange views with members of the public and stakeholders. Besides, a roving exhibition at various locations was carried out.

A Study Website (https://www.urbanunderground.gov.hk) has been established for the promulgation of public engagement materials as well as collection of public views. The views received in PE1 and our responses have been compiled in the PE1 Report which is available on the above Website.
Improvement of Pedestrian Connectivity

Major Comments

Stage 1

Public Engagement

- Provision of safe and all-weather underground pedestrian connections for diverting some at-grade pedestrian flows of overcrowded streets is supported.

- Enhancement of the connectivity between major activity and transportation nodes, such as existing Mass Transit Railway (MTR) stations, through underground pedestrian links is supported. Priority should be given to the enhancement of existing pedestrian facilities.

- There were concerns on the implementation arrangement of USD, such as funding arrangement, implementation mechanism, and other details.

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- The Study will further explore the feasibility of providing additional pedestrian passage ways, enhancing the existing connectivity and providing seamless connections with MTR stations and underground pedestrian links. Priority should be given to the enhancement of existing pedestrian facilities.

- The public generally agreed that developing underground space in the dense urban areas with provision of safe and all-weather pedestrian networks could alleviate the overcrowded street environment, enhance pedestrian connectivity as well as create space by means of holistic planning to provide diversified uses for community benefits.

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Creation of Space for Various Uses

Public Enjoyment of Parks

讓公眾享用公園

意見 Comments
- 在建築工程施工期間可能需要關閉公園，影響公眾使用有關設施。
  During construction, the parks may be closed, causing disruption to public enjoyment.
- 建造發展地下空間所需的附屬構築物，例如入口處、通風系統構築物和消防安全設施等，或會減少公園空間。
  Park space would be reduced for accommodating the necessary ancillary structures, such as entrances, ventilation structures and fire safety provisions.
- 應避免移除現有樹木及植物或減少綠化空間。Felling of existing trees and plants or loss of green areas should be avoided.

創造空間作各項用途

Opinions
- 支持創建地下空間作商業、社區、藝術及文化、停車場及公共交通設施用途，以回應社區需求，提供就業機會，並輔助有關地區的發展。
  Development of underground space for commercial, community, art & culture, car parking and public transport facility uses to address the local community needs, provide job opportunities and supplement the development at the concerned areas is supported.
- 地下空間應提供多元化及市民能夠負擔的用途，以方便當區居民享用。
  Underground space should be provided with diversified and affordable uses for the convenience and better enjoyment of local residents.
- 應為地下空間發展進行全面規劃，以避免與地面設施/用途重複。
  USD should be planned holistically to avoid provision of facilities/uses duplicating with those already at-grade.
- 在發展密集的市區發展地下空間，可能會令行人通道和道路交通的擠迫情況惡化。
  Developing underground space in densely developed urban areas would aggravate congestion of pedestrian and road traffic.

回應 Responses
- 本研究會探討透過採用先進挖掘技術和分期進行發展，以減少對公園設施和社區造成的潛在影響。所需的附屬構築物將會經過詳細設計和計劃，融入現有環境、文物保護及園景特色，並會盡量減少對現有植物及樹木的影響，同時亦會利用此機遇增添嶄新及現代的設施，並提供切合實際環境且具主題性的園景和建築設計，以提升和保有公園和地下空間發展與公園的融合。
  Advanced excavation technology and phased development would be explored to minimise possible disruption to the park facilities and the community. The necessary ancillary structures would be carefully planned and designed to blend in with the existing environment, built heritage and landscape characters. While impacts on the existing plants and trees would be minimised, opportunity would be taken to upgrade/face lift the existing parks by adding new and contemporary facilities, providing sensitive thematic landscape and architectural designs, as well as to strengthen the integration between the USD and the parks.
- 應為地下空間發展進行全面規劃，以盡量避免與地面設施/用途重複。
  USD should be planned holistically to avoid provision of facilities/uses duplicating with those already at-grade.
- 在發展密集的市區發展地下空間，可能會令行人通道和道路交通的擠迫情況惡化。
  Developing underground space in densely developed urban areas would aggravate congestion of pedestrian and road traffic.

The Study will continue reviewing the local needs and provision of community facilities taking into account the findings of demographic analysis with a view to formulating balanced and appropriate uses through priority projects. The proposed underground pedestrian network would serve as an alternative to the existing at-grade footpaths so as to relieve the current overcrowded condition at street level. Preliminary Traffic Impact Assessment will be conducted to ascertain satisfactory road capacity.
The conceptual scheme of USD at Kowloon Park (Kowloon Park Scheme) is recommended to be accorded priority in view of its significant merits in addressing the imminent local and community needs, including mitigation of the overcrowded pedestrian environment and the provision of additional space for sustainable development of the community. In this connection, we have made reference to two relevant overseas examples, namely Oasis 21 in Japan and Les Halles in France, which have similar site context, project nature and objectives to the Kowloon Park Scheme. Let us see how these cases could inspire us.
Located in the heart of Nagoya’s Sakae district in Japan, Oasis 21 is one of the successful examples of multi-level USD complex. The USD provides multi-level connections and seamless integration with the natural environment. It integrates the lawn area on the ground level with leisure and recreation facilities, shopping mall and transport hubs underground. Under its futuristic glass roof which allows ample sunlight penetration, the multi-purpose complex is home to the Nagoya Highway Bus Terminal at its semi-basement level, with access to both Sakae Subway Station and Sakae-machi Station underneath. The basement level of the complex offers multifarious restaurants, shops and public space which frequently hosts music and art events and connects to the underground street and Sakae Central Park, thus providing a friendly and seamless connection corridor for pedestrians.
Nestled in the city centre of Paris, the capital of France, Les Halles has a total of five levels of underground space, including a railway station at the lowest two levels and three levels of underground plaza above the station, with a sizeable open space on the surface. The station connects various railway lines, serving as a primary point of access in Paris. As the original facilities have run out of capacity due to escalating daily pedestrian flows, large-scale improvement and redevelopment works including facelifts of the open space commenced in 2010.
Located in the heart of the City, the Tsim Sha Tsui West (TSTW) SUA served by the surrounding major transportation hub is a place for commercial, entertainment, art and cultural, tourism and shopping activities, and is geographically similar to Les Halles. We also aim at creating a community facilities-cum-commercial activities underground passageway system in the Kowloon Park Scheme to synergise with the diverse and vibrant street activities in the surroundings, enhance the overall connectivity, as well as integrate with the park to better serve the community. Hence, we recommend not only developing additional underground space for various uses, but also taking this opportunity to refresh the park environment for new facilities to meet the community needs.

What are the aspects that you like most about the two overseas examples? Are they insightful for our Kowloon Park USD proposal? What are the design elements and facilities that you would like to see in the Kowloon Park scheme?
以作为巴黎市中心其中一个重要城市绿地设计原则, 重建后的巴黎大堂地面公共空间设有中央长廊、茂密的植被和新景观特色、儿童游乐区、长椅和滚球场等，令空间更宽敞、更畅通和更绿茵处处。The redeveloped public realm is designed and equipped with a principle to allow Les Halles to remain as one of the major green-lungs in Paris. With a central promenade, densely vegetated areas with new landscape features, children’s play areas, benches, and Pétanque court, etc., the space becomes more spacious, accessible and greener.

多元化的活动空间和土地用途
Diversified Space and Land Uses

作为巴黎市中心的一个重要城市绿地设计原则，重建后的巴黎大堂地面公共空间设有中央长廊、茂密的植被和新景观特色、儿童游乐区、长椅和滚球场等，令空间更宽敞、更畅通和更绿茵处处。The redeveloped public realm is designed and equipped with a principle to allow Les Halles to remain as one of the major green-lungs in Paris. With a central promenade, densely vegetated areas with new landscape features, children’s play areas, benches, and Pétanque court, etc., the space becomes more spacious, accessible and greener.

[Image source: Parisleshalles.fr]

天空与地下的连结
The Canopy (La Canopie) has created a connection between the underground plaza and the at-grade streets of Paris. The iconic atrium marks the entrance to the underground plaza and allows natural light to illuminate the underground space. The overall design gives a sense of freshness, light and space, and a feeling of being outdoors despite the fact that they are three levels below ground.

[Image source: Parisleshalles.fr]

地下空间发展融入社区
Integration of the Underground Space Development with the Community

重建发展设施包括, 600平方米的地下零售空间、2,600平方米的音乐学院、1,400平方米的街舞中心、1,050平方米的图书馆, 以及1,000平方米供听障人士使用的业余文化工作坊。

The development features 70,000m² of underground retail space, a 2,600m² music conservatory, a 1,400m² hip-hop centre, a 1,050m² library and a 1,000m² of amateur cultural workshops space for the hearing-impaired.

[Image source: Parisleshalles.fr]

更多空间和更可接近的步行环境
More Space and More Accessible Walking Environment

重建后巴黎大堂对周边地区更加开放，为市民缔造更畅通和舒适愉快的步行环境。此外，巴黎大堂提供更多的文化设施、商店和通往地下铁路车站的出入口。重建后的地下空间及公共休憩空间令整个地区更舒适，方便公众享用。

After redevelopment, Les Halles is now more open to the street level, easier to access, and more pleasant to walk in. Additional cultural facilities, shops and entrances to the underground space, and public open space make the whole quarter a more pleasant place for public enjoyment.

[Image source: Parisleshalles.fr]
The cases of Oasis 21 and Les Halles exemplify the importance of providing vibrant space for various uses in USD without undermining the right of the public to enjoy the nature on ground surface. Kowloon Park is located in the densely populated area of the city centre and adjoining MTR Tam Sui Tau Station. Its strategic location offers an opportunity for developing an underground space to enhance pedestrian connectivity and create space in order to improve the overall environment of the community.

Opportunities for facelifting Kowloon Park – We are committed to preserving and improving our park facilities with a view to ensuring public enjoyment of quality outdoor living space in exploring the USD opportunities beneath the park.

A well-connected solution space underneath Kowloon Park facilitates the development of a direct, all-weather and barrier-free underground pedestrian network to alleviate the street-level congestion problems. Besides, additional underground space for various uses can be created to address the district needs. Our vision is to create an interconnected, vibrant and diversified underground space network and an attractive public realm which synchronises with the surface use of Kowloon Park.
**Key Considerations in Designing the Kowloon Park Underground Space**

**Retention of Existing Trees**

Preservation of existing trees is of paramount importance. The USD boundary has been modified to exclude OVTs and densely vegetated areas. The proposed conceptual scheme has retained the existing trees as far as practicable.

**Usage Pattern of Existing Park Facilities**

Responding to public concerns raised during the PE1, a survey on park usage has been carried out in Kowloon Park to determine the usage patterns of existing users. The survey results indicate that the highest usage during the summer is by indoor and outdoor swimming pools and Chinese Garden, while users in other seasons mainly use the indoor Swimming Pool and Chinese Garden. To minimize potential disturbance to park users, these facilities are excluded from the proposed development footprint.

**Opportunities for Facelifting Kowloon Park**

Integration of surface ancillary structures of USD with the park environment will contribute to the park's greenery. New walking paths will be provided to enhance park connectivity.

**Community Hub**

A new garden will be established on the community hub, including a garden on the community hub and new and contemporary facilities.

**Floral Garden**

A new floral garden will be established with children's playground and open-air cafés.

**Gardens**

Gardens and community lawns will be provided, including a central lawn, multi-purpose community lawn, and flower garden.
Opportunities for Facelifting Kowloon Park

- Greening of surface ancillary structures

Floral Garden
- A new garden with children's playground and cafe

Great Lawn
- Multi-purpose community lawn

Community Hub
- Greening of surface ancillary structures

Underpass
- Provide a direct underpass between Kowloon Park and Haiphong Road Children's Playground

Note: Renderings are for illustration purpose only.
**Underground Space Uses and Connections**

Connect the underground space network with the MTR Tsim Sha Tsui Station to relieve the overcrowded environment along Haiphong Road.

- **Underground Carpark:** Provides an underground carpark to ease high demand for car parking spaces in the area.
- **Sustainable Green Park:** Re-establishing a Sustainable Green Park through holistic planning of green spaces and provision of eco-corridors in the park through integration of existing and planned green resources.
- **Green Corridors:** Enhances accessibility and improves walkability by providing interconnected underground pedestrian passages to improve overall pedestrian connectivity and walkability in the area. This all-weather pedestrian network complements existing pedestrian facilities to connect to major destination nodes in Tsim Sha Tsui.
- **Community Facilities:** Provides community facilities and covered public space for enjoyment by people of all ages so as to serve community needs and meet public aspirations.

**Key Features**

- **Creating Additional Space for Diverse Uses:** Creates additional space for community facilities and promotes mixed-use development.
- **Connecting Port Facilities:** Enhances connectivity to port facilities with additional space for loading/unloading facilities.
- **Enhancing Accessibility and Improving Walkability:** Provides interconnected underground pedestrian passages to improve overall pedestrian connectivity and walkability in the area.
- **Creating More Space for Community Use:** Provides additional space for community facilities and public spaces.

**Implementation Considerations**

According to the comments received in the PE1, the public generally agreed to further improve the pedestrian connectivity across the park. It was recognized that the conceptual scheme provides a comprehensive underground pedestrian network with community facilities and multi-level pedestrian pathways and bridges for improving the existing street-level pedestrian networks to enhance the connectivity of different areas within the Tsim Sha Tsui area. The preliminary technical assessments suggested that this scheme is technically feasible.
設計九龍公園地下空間的主要考慮因素
Key Considerations in Designing the Kowloon Park Underground Space

保留古樹名木
Preserving OVTs
保留現有樹木尤其重要。園內的古樹名木和林木茂密的地區已剔出發展範圍之外。此外，擬議的概念方案亦盡量保留現有樹木。
Preservation of existing trees is of paramount importance. The USD boundary has been modified to exclude OVTs and densely vegetated areas. The proposed conceptual scheme has retained the existing trees as far as practicable.

現時公園設施的使用模式
Usage Pattern of Existing Park Facilities
為公園使用者回應第一階段公眾參與期間收集所得的公眾意見,我們進行了有關九龍公園使用量的調查,了解現有公園設施的使用模式,從而評估擬議地下空間發展在施工和營運期間對九龍公園及其使用者的潛在影響。據調查所得,夏季最多遊人使用的公園設施是室內及室外游泳池和中國花園,而其他季節遊人則主要使用室內游泳池和中國花園。為減少對公園使用者的潛在干擾,這些公園設施將不被納入擬議發展範圍內。
In order to address the public concerns raised during the PE1, a survey on park usage has been carried out in Kowloon Park. We investigated the usage pattern of existing park facilities and assessed the impact of the proposed underground development on the park and its users. The survey revealed that, during summer, the most popular facilities are indoor and outdoor swimming pools and the Chinese Garden, whereas during other seasons, the indoor swimming pool and Chinese Garden are mainly used. To minimize the potential disturbance to park users, these facilities are excluded from the proposed development footprint.

將地面建築物與地下空間發展的場地緊密結合
Integrate surface ancillary structures of USD with the park environment
為公園環境中融入地下空間發展的地面附屬建築物
增加園林小徑
Provide new walking paths
為公園使用者回應第一階段公眾參與期間收集所得的公眾意見,我們進行了有關九龍公園使用量的調查,了解現有公園設施的使用模式,從而評估擬議地下空間發展在施工和營運期間對九龍公園及其使用者的潛在影響。據調查所得,夏季最多遊人使用的公園設施是室內及室外游泳池和中國花園,而其他季節遊人則主要使用室內游泳池和中國花園。為減少對公園使用者的潛在干擾,這些公園設施將不被納入擬議發展範圍內。
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Preserving the Bird Lake

We recognize the importance of maintaining the Greater Flamingo and the habitat created within and in the vicinity of the Bird Lake. Hence, we recommend constructing an underground pedestrian passageway instead of any substantial underground space development to avoid any threat to the Bird Lake. With this innovative cutting method to create the underground passageway, instead of using conventional open-cut excavation, the Bird Lake would not be affected.

Alleviating the Existing Overcrowded Haiphong Road Through Connecting Underground Space to the adjacent MTR Station

Based on our preliminary technical assessments, pedestrians heavily rely on Haiphong Road for east-west movement between Nathan Road and Canton Road. This results in a relatively poor at-grade walking environment along Haiphong Road with severe pedestrian-vehicle conflicts. By connecting to the MTR Tsim Sha Tsui Station, the proposed USD will provide an alternative east-west walkway with a view to directing the pedestrian flow.
Minimising the Impacts to Kowloon Park

To minimise possible disruption to Kowloon Park, “top-down” construction technology is suggested. Under the top-down approach, the foundation of the underground space structure will be built first, followed by construction of the top structures, so as to allow early commencement of reinstatement works for the affected surface and resume part of the park activities. Compared to conventional “bottom-up” construction, the disruption to the park could be lessened by using the “top-down” approach. Besides, trenchless method and precast development hal might be adopted where applicable, with a view to minimising the disturbance to above-ground activities.

Furthermore, the area occupied by built heritage would be excluded from the USD.
城市中的綠洲
An Oasis in the midst of the City

巴黎大堂位於法國首都巴黎市中心,共建五層地下空間,包括最底兩層是地下鐵路車站設施,車站上面是三層的地下廣場,而地面則建有面積寬廣的休憩用地。這個車站匯合多條鐵路線,是巴黎的重要運輸樞紐。由於行人流量日益上升,以致原有設施的容量不敷應用,因此當地於2010年在該處進行大規模的改善和重建工程,當中包括改建休憩用地。

巴黎大堂
Le nouveau coeur de Paris

Nestled in the city centre of Paris, the capital of France, Les Halles has a total of five levels of underground space, including a railway station at the lowest two levels and three levels of underground plaza above the station, with a sizeable open space on the surface. The station connects various railway lines, serving as a primary point of access in Paris. As the original facilities have run out of capacity due to escalating daily pedestrian flows, large-scale improvement and redevelopment works including facelifting the open space commenced in 2010.

擬議地下空間發展概覽
Summary of Proposed Underground Space Development

九龍公園的範圍建議作地下空間發展
The proposed underground space at Kowloon Park will provide extra of

約

$25\%$

的社區設施用地及室內公共空間,面積與約1.5個九龍公園戶外泳池相若

total floor area for community facilities and covered public space, similar as

約

$9,000\text{m}^2$

以及約

$14,000\text{m}^2$

的室內行人通道
covered pedestrian passages

地下空間建議用途分布 (%)
Distribution of Proposed Uses in Underground Space (%)

約

$40\%$

社區設施
Community Facilities

約

$30\%$

泊車設施
Parking Facilities

約

$30\%$

零售及餐飲設施
Retail/Food and Beverage Facilities

整體建造及公園受影響時間 *
Overall Construction Time & Park Affected Period*

改善地下連接，更加暢通易達
Improving Underground Connections and Enhancing Accessibility

##leshallesparis
Proposed Kowloon Park Nathan Road Entrance/Exit

Proposed Kowloon Park Austin Road Entrance/Exit

Existing Kowloon Park Nathan Road Entrance/Exit

Existing Kowloon Park Austin Road Entrance/Exit

Existing Haiphong Road Children's Playground Entrance/Exit

Proposed Haiphong Road Entrance/Exit

Renderings are for illustration purpose only
Proposed Great Lawn

Proposed Garden on the Community Hub

Existing Children’s Playground and Fountain

Existing Maze Garden

Existing Colour Garden

Proposed Floral Garden

Proposed Floral Garden

Renderings are for illustration purposes only.
公眾構想活動
Public Envisioning Activity

於2018年2月，本研究舉辦了概念設計比賽。該比賽開放予大專院校學生及本港專業團體的青年會員參加，旨在鼓勵青年
人為城市地下空間發展的概念性規劃及設計提供意見和想法，共同創造連貫、互通、高質素和充滿活力的地下空間網絡。
我們很高興收到年青一代的創新概念及設計。在未來的詳細設計階段，我們會參考其中得獎作品的相關設計元素。

In February 2018, a Design Ideas Competition for the Study was organised. The Competition was open to tertiary students and young members of professional institutes in Hong Kong, with a view to encouraging youth participation in the conceptual planning and design of potential urban underground space development, and to creating a coherent, connected, high quality and vibrant network of underground space. We are delighted to receive innovative ideas and designs from the young generation. The relevant design elements of the winning entries would be used as reference in the future detailed design stage.
可行實施機制便覽
An Overview of the Possible Implementation Mechanisms

<table>
<thead>
<tr>
<th></th>
<th>土地的擁有權</th>
<th>發展風險</th>
<th>項目的控制權</th>
</tr>
</thead>
<tbody>
<tr>
<td>政府工程項目 Government Project</td>
<td>由政府擁有 Owned by the Government</td>
<td>政府承擔發展成本和風險 Development cost and risk are borne by the Government</td>
<td>政府可完全控制 The Government has full control</td>
</tr>
<tr>
<td>公私營界別合作 Public-Private-Partnership (PPP)</td>
<td>政府可保留土地的擁有權 The Government can maintain land ownership</td>
<td>政府和私營機構分擔發展成本和風險 Development cost and risk are shared by the Government and the private party</td>
<td>政府通過公私營界別合作的合約 The Government controls the requirements through PPP agreement</td>
</tr>
<tr>
<td>私人發展項目 Private Development</td>
<td>由私營機構擁有 Owned by the private party</td>
<td>私營機構承擔發展成本和風險 Development cost and risk are borne by the private party</td>
<td>政府可通過土地契約加服務契約設定對項目所需要的規管，但未能對項目作完全控制 Full project control cannot be exercised but the Government can regulate the necessary requirements through land lease and service deed when needed</td>
</tr>
</tbody>
</table>

譯釋Remark:
1. 視乎所採用的公私營合作模式
   Depending on the adopted PPP model
再想一想
Further Thoughts

您的意見對我們下一步的工作和研究十分重要；在第二階段公眾參與中，我們特別想知道您對下列事項的意見：
Your views will be vital for the tasks and studies in our next steps. In the PE2, we are particularly interested in knowing your views on the following:

建议用途
Proposed Uses
您期望九龍公園擬議的地下空間會提供哪些用途或設施？
What kind of uses/facilities would you expect in the proposed underground space at Kowloon Park?

施工计划
Construction Programme
您比較希望以同期還是分期發展的方式建造九龍公園的地下空間？
Do you prefer developing underground space at Kowloon Park in a single phase approach or a phased approach?

行人连接
Pedestrian Connections
您對於九龍公園擬議的地下行人連接網絡有什麼意見？
What are your views on the proposed underground pedestrian network at Kowloon Park?

地下泊車空間
Underground Car Parking Space
您對於九龍公園擬議的地下停車場有什麼意見？
What are your views on the proposed underground carpark at Kowloon Park?

其他意见
Other Comments
您有其他意見和建議嗎？
Do you have other comments and suggestions?
維多利亞公園
Victoria Park

維多利亞公園（下稱「維園」）是銅鑼灣最大及最主要的公園休憩用地，提供文化、體育及康樂設施。我們的初步研究結果顯示，於維園發展地下空間能夠提供額外的社區及交通設施以滿足區內需求，亦可提供額外的空間作零售及餐飲用途，增加銅鑼灣作為本港主要零售據點的吸引力。然而，我們必須考慮與周邊項目的配合及整體協同效應，小心處理項目的推行方案。經過審慎考慮區內的整體規劃後，我們建議現階段暫不推行維園的地下空間發展。然而，當將來鄰近發展落實推行時，我們將重新檢視在維園發展地下空間的機遇，藉此實現全面的空間整合。

Victoria Park is the largest and the most prominent public open space in Causeway Bay. The park provides cultural, sports and recreational facilities. While our initial findings revealed that the development of underground space underneath Victoria Park could provide additional community and transport facilities to meet district demands and also retail and food & beverage uses to enhance the attractiveness of Causeway Bay as a key retail hub in Hong Kong, the implementation should be carefully worked out taking into account the interface and synergistic effects with the surrounding projects. After taking serious consideration on the holistic planning of the area, the USD underneath Victoria Park is not recommended to be taken forward at this juncture. Nevertheless, the opportunity for developing underground space underneath Victoria Park will be revisited when the future adjoining developments proceed for achieving spatial integration in a comprehensive manner.
現時修頓遊樂場是灣仔主要的體育及康樂活動要點，為市民提供足球和籃球設施及休憩處，其使用量非常高。雖然於修頓遊樂場發展地下空間能提供額外的社區休憩及康樂設施以滿足當區需求，但團隊從第一階段公眾參與所收集的意見中了解，公眾十分關注工程期間須臨時關閉遊樂場以及對遊樂場日常運作造成影響等議題。故此，我們建議較長遠而言，當物色到合適的地點用作工程期間重置臨時受影響的體育及康樂設施後，才再重新考慮推展此方案。我們建議現階段暫不考慮此發展方案。

At present, Southorn Playground is a major sports and recreational focal point in Wan Chai, providing facilities for football and basketball activities as well as sitting-out areas, and its usage is extremely high. While the development of underground space underneath Southorn Playground could provide additional community facilities for leisure and recreational uses to meet district demands, public concerns on closure of the playground area and disturbance to its daily operation during construction stage were received in PE1. It is suggested revisiting the proposal in the longer term when an alternative site becomes available for the temporary re-provisioning of the sports and recreational facilities during the construction period. We recommend that the development scheme would not be considered at this stage.
You are welcome to give your views, comments and suggestions to us by email, fax, post or via online view collection form on or before 21 August 2019.
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.