

Your Ref:

Our Ref: GJO/aw/05-066 Direct Fax: 2526 3015 Please use this reference in your reply.

8 July 2005



HEC Sub-Committee on WDII Review c/o Civil Engineering and Development Department 13/F., North Point Government Offices 333 Java Road North Point Hong Kong

44/10 HER

Dear Sirs,

In response to the Harbourfront Enhancement Committee's call for ideas and concepts for the planning of Wan Chai, Causeway Bay and Adjoining Areas, we have commissioned a study to demonstrate a viable solution that allows Victoria Park unfettered access to the waterfront by submerging the Central-Causeway Bay Bypass and redirecting the surrounding road network. We are pleased to enclose a copy of our study for the members' perusal and consideration.

Our vision for the Victoria Park Shoreline is based on the fundamental principles of Value Creation and Sustainable Development, promoting less reclamation, more green space and accessible public waterfront. We hope that the enclosed proposal can help to facilitate public debate on the future of our Harbour.

Yours sincerely, for and on behalf of SWIRE PROPERTIES LIMITED



Encl.

Harbour-Front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas 優化灣仔、銅鑼灣及鄰近地區海濱的研究 Envisioning Stage: Views Collection Form 構想階段: 意見收集表格 Your Views 你的意見 Please refer to the attached letter and enclosure. Please use separate sheets, if necessary. 如有需要,請使用其他紙張。 To facilitate future contacts, please complete the following: 為方便將來聯絡,請填寫以下資料。 English Name 英文姓名: Chinese Name 中文姓名: Organization 所屬機構: Correspondence Address 通訊地址: Fax 傳真: Email 電郵: Tel 電話: Please fax to: 2576 9792 or post to the address on page 32

或郵寄往32頁上的地址

請傳真至: 2576 9792





CONNECTING VICTORIA PARK TO THE HARBOUR



Hong Kong Harbour has always provided the city with a spectacular natural environment to complement its intense urban character. This vibrant interaction between the peaks, harbour and the city has created a signature image known the world over.

The Harbour has long been the focus of the city, including its rapid development over the last few decades as Hong Kong has transformed from a working industrial harbour to a service economy. The current and growing longing to be near the water is jeopardised by the roadways and infrastructure that were deemed necessary for urban growth.



With this proposal, Swire Properties responds to the Government's quest to seek an optimal solution for the harbourfront in Causeway Bay—a design that provides a public waterfront for the people of Hong Kong and a world-class open space that brings Victoria Park to the Harbour, minimizing the impacts of infrastructure, and reflecting our wish to be a true world-class city.

It is hoped that this proposal will encourage the Government to examine the possibilities of looking at the Harbour in a holistic and integrated manner, to meet the many calls for such an approach in recent times.

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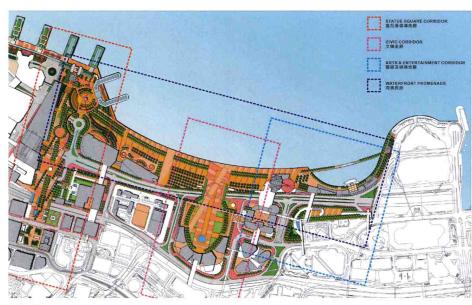


A proposal for the Wanchai-Causeway Shoreline

A BETTER FUTURE FOR HONG KONG



1998: Concept Plan for Central Waterfront Development submitted by Swire Properties. This outlined a proposal for a much-reduced Central reclamation that was focused on a grand waterfront park.



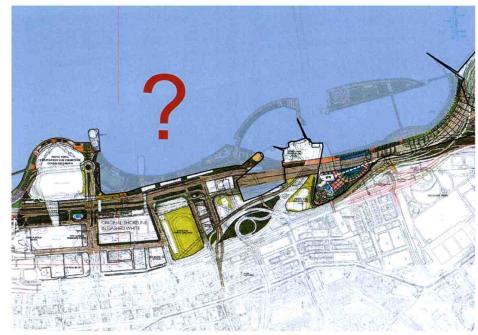
1999: Central District (Extension) OZP revised to reduce reclamation to 23 hectares



2004: Swire Properties submitted its Hong Kong Cultural Harbour proposal, a holistic vision for Hong Kong Harbour that was based on the fundamental principles of long term value creation and sustainable development, promoting less reclamation, more green open spaces and broader public accessibility.



2002: The Government gazetted 26 hectares of reclamation in the Draft Wan Chai North OZP, in an attempt to create public waterfront and away from existing roads.



2004: In a challenge to harbour reclamation in Wanchai, the Court of Final Appeal (CFA) rules that an "overriding public need" must be demonstrated for any further reclamation to be allowed.

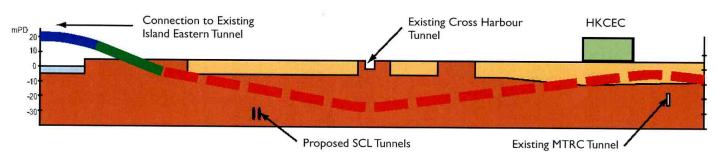


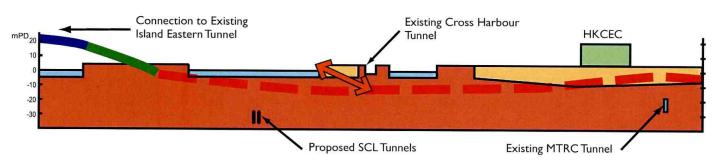
2005: The Harbour-front Enhancement Committee (HEC) published five options for the north shore in its "Wan Chai Development Phase 2 Review - Public Engagement Kit".

Best Case Government Proposal









Of the five options posited by the HEC, the first option (Fig. 1) forms the only option that can create an unobstructed connection from Victoria Park to the waterfront. However, there are still areas for improvement:

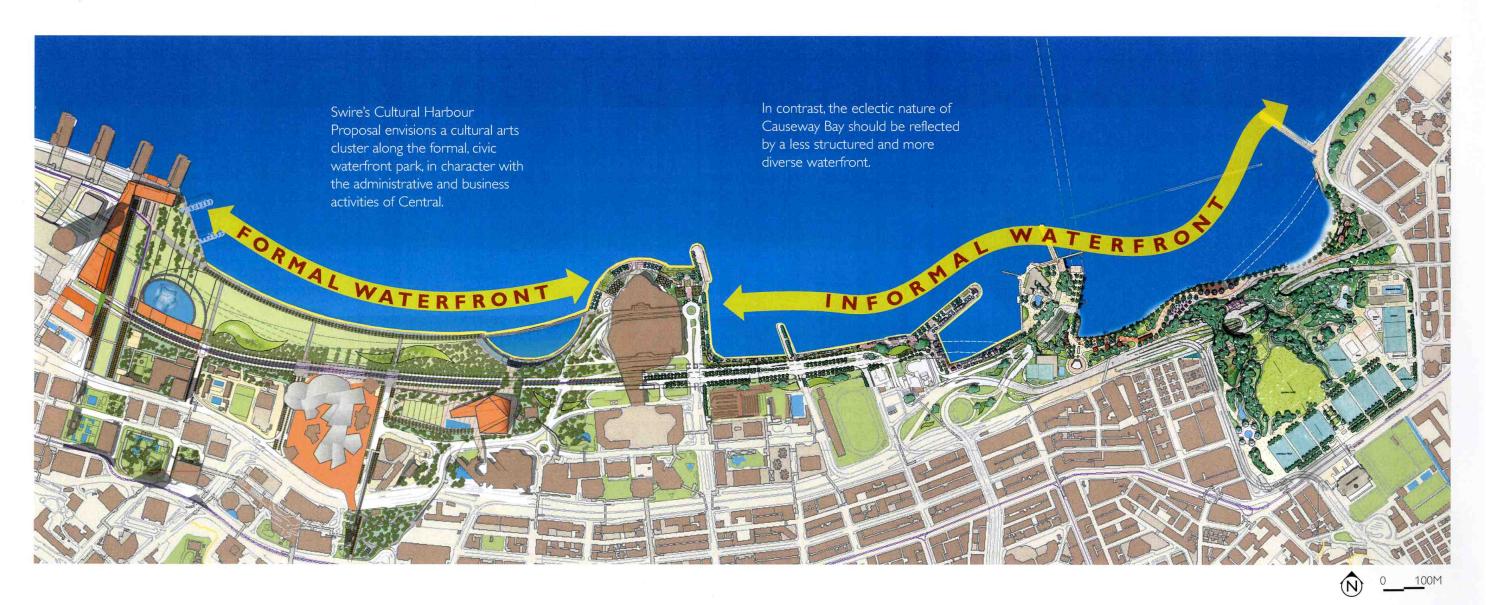
- This tunnel option runs at very deep level under the existing cross-harbour tunnel up/down ramps increasing construction and operating costs
- Connections from bypass to and from Causeway Bay not possible due to deep level of bypass
- Material over buried bypass alignment is indicated as new reclamation over entire length
- No indication that existing flyover from Gloucester Road to Island Eastern Corridor will change
- Connection from Victoria Park to shoreline still compromised by surface roads

The following enhancements are proposed:

- A shallow, less expensive tunnel is achievable if the alignment swings around rather than under the Cross Harbour Tunnel down ramps
- Water is maintained above bypass at Kellett Basin and the eastern portion of Causeway Bay Typhoon Shelter thus avoiding new reclamation in these areas
- Less impact from Tai Hang Road flyovers because they are combined into one structure and tucked closer to development blocks
- Gentler, broader pedestrian connection from Victoria Park.
- Continuous pedestrian waterfront with more variation, as an appropriate response to the formality of the central waterfront, including an "urban" beach
- Connections to and from bypass to Causeway Bay possible due to shallow level of bypass under existing Cross Harbour Tunnel approaches



PRINCIPLES FOR A HARBOUR EDGE FOR THE PEOPLE



Putting People First

To meet the growing public aspirations for greater accessibility to the harbourfront, public areas should be created for maximum benefit for all the community.

A World-Class Park on a World-Class Waterfront

Victoria Park, as the city's premier urban park, should reach out to the waterfront to create a connected, public open space. Together with a proposed grand harbourfront Park in Central, Hong Kong could have a truly quality harbourfront befitting a world-class city.

Minimizing Infrastructure

This proposal recognizes the need for adequate vehicular access and the infrastructure that allows that access. However, such requirements should be treated as an integral part of the plan making process: the impact on the natural and physical environment should be minimized to provide optimum public and pedestrian access and amenity.

A GREEN WATERFRONT FOR CAUSEWAY BAY

With fewer roads and infrastructure on or above the surface, the Causeway Bay waterfront comes alive with a variety of destinations and links to Victoria Park.

The working basin west of the Yacht Club (Kellett Basin) is converted into a restaurant and dining quay, using the existing shoreline formation to provide a promenade for single-storey pavilions.

A continuous promenade for pedestrians is provided from the Hong Kong Convention and Exhibition Centre, across a new pedestrian bridge over the Cross Harbour Tunnel entrance, to a new park at the southwest corner of the Causeway Bay Typhoon Shelter.

With minimal reclamation over the slip roads to the Central-Wanchai Bypass, this corner park hosts a plaza that celebrates the Noonday Gun, and provides a suitable harbour-side entry to a future underground rail station. The Police Officers Club at this junction would need to be modified for the proposed bypass alignment.

A gradual slope leads to a raised, landscaped platform above the roadways, offering unparalleled views into the park and out into the Harbour. At the top are pavilions for public performances, visually linked to the boardwalk below that together form a green amphitheatre facing the Harbour.

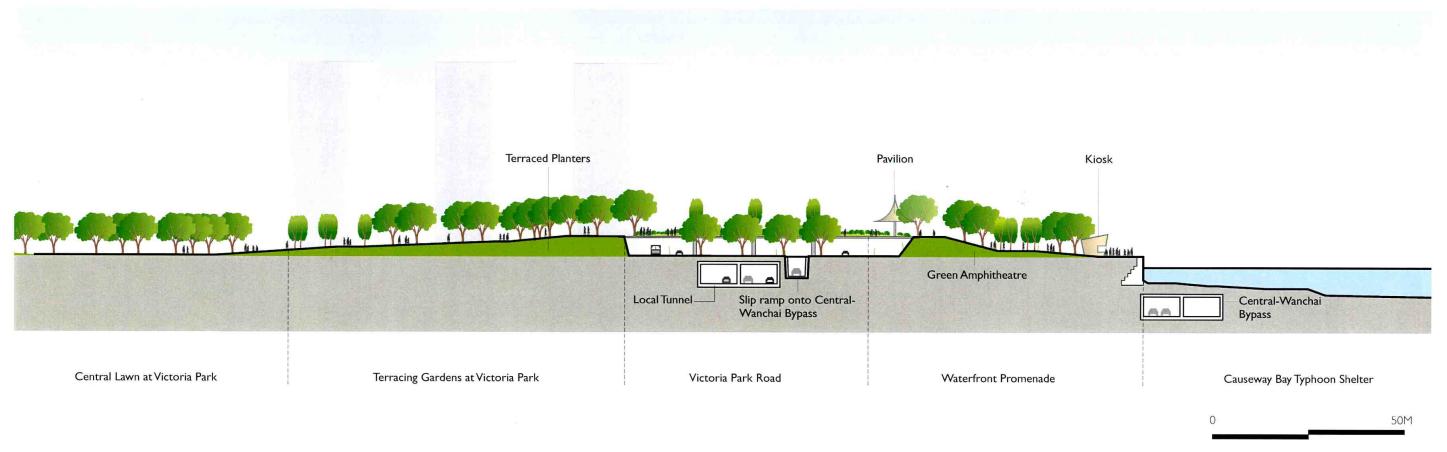
At the southeast corner of the Typhoon Shelter, limited reclamation is necessary above the local connection roads that replace the existing flyover link to the Island Eastern Corridor. Instead of a hard edge this proposal introduces a gradual "urban" beach to enable people to connect with the water.



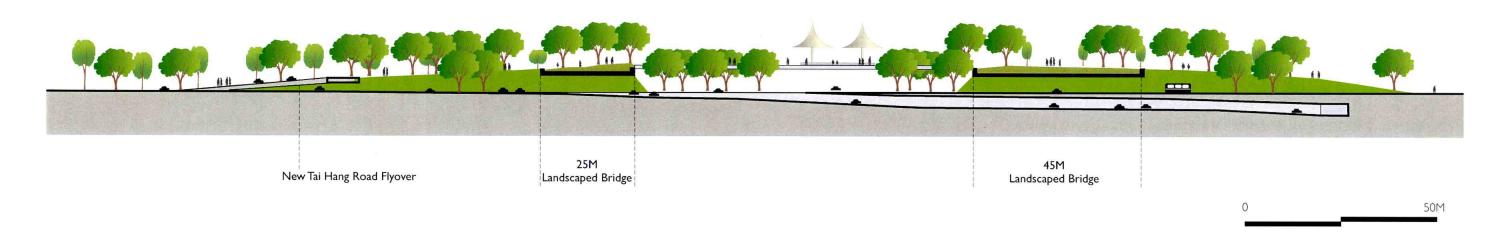
A LANDSCAPE PLATFORM COMPLETES THE SHORELINE PARK



Section 1:Victoria Park from Central Library to the Causeway Bay Typhoon Shelter

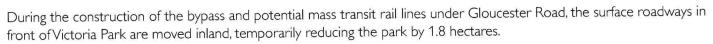


Section 2: Landscaped Bridge over Gloucester Road



HOW TO CREATE MORE PARK





For this Victoria Park section, a total of 1.9 hectares of reclamation is required:

- About 0.9 hectare at the local tunnel on the eastern edge of the Causeway Bay Typhoon Shelter, where the new tunnel is covered by the "urban" beach.
- About 1.0 hectare over the on/off ramps of the bypass at the southwest corner of the Typhoon Shelter

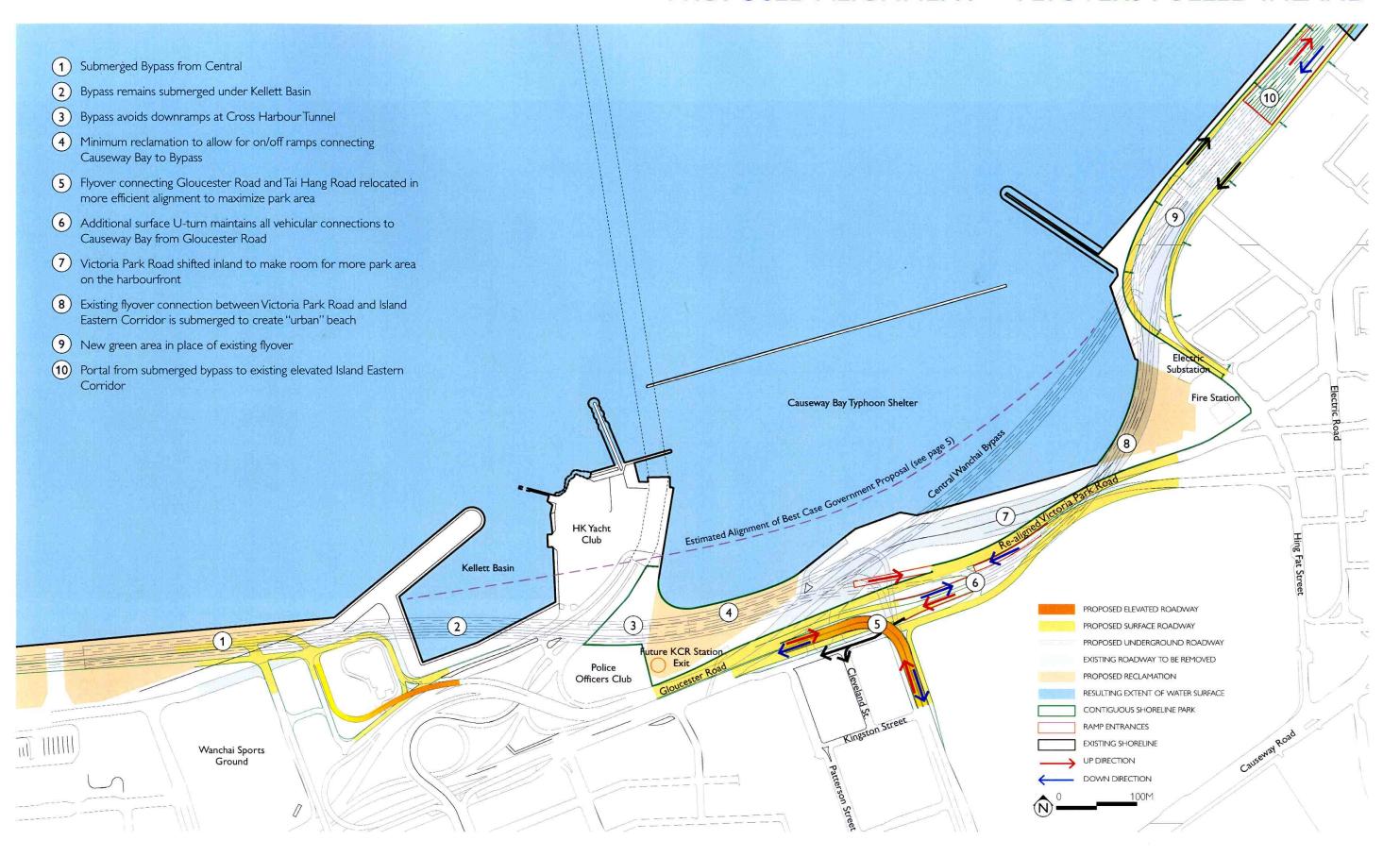
Similar to the government options, additional reclamation will be required near the Hong Kong Convention and Exhibition Centre.



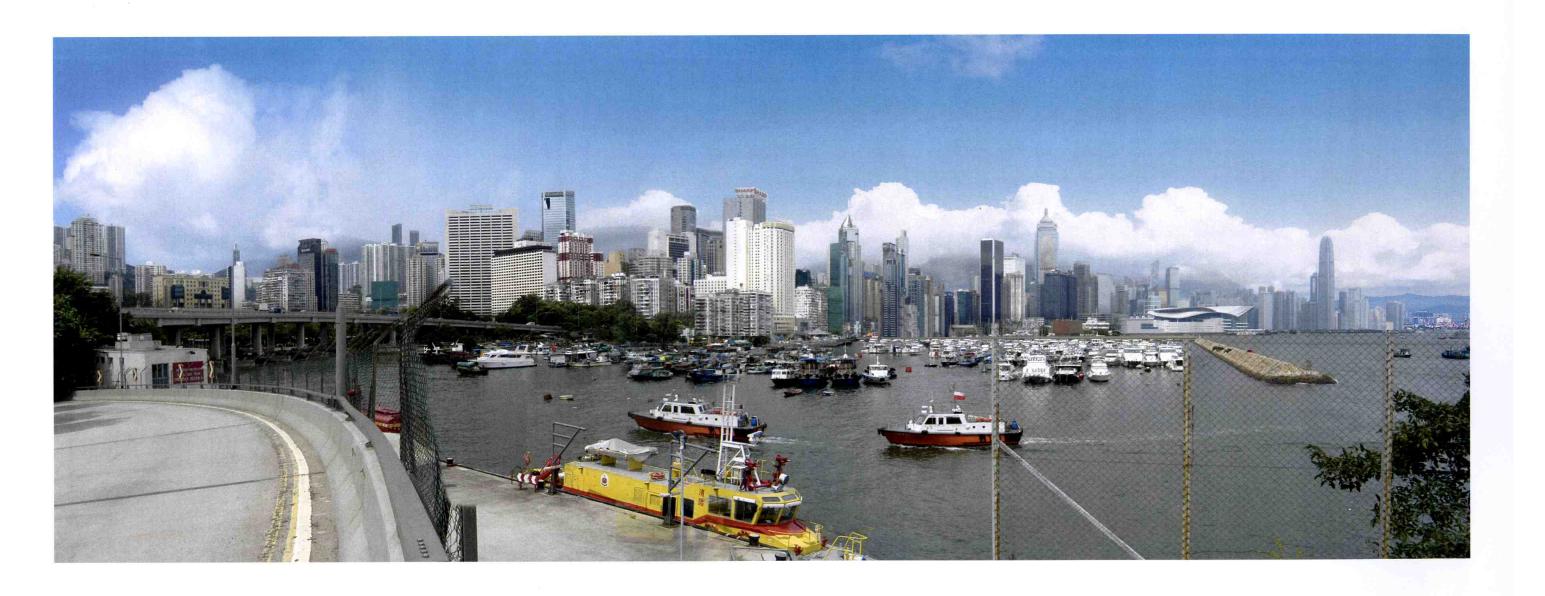
When construction is complete, a majority of the bypass is covered not by solid reclamation, but by water. This proposal results in about 5.5 hectares net increase in park area with 0.7 hectare of landscaped bridges directly connecting Victoria Park to the harbourfront.



PROPOSED ALIGNMENT— FLYOVERS PULLED INLAND



CAUSEWAY BAY WATERFRONT TODAY



A NEW SHORELINE FOR HONG KONG



Swire Properties advocates the implementation of the Harbour Planning Principles—to put people first and create a world-class harbourfront. The vision for Victoria Park Shoreline is to further encourage the formulation of an integrated approach to planning around the harbour, to realize the goals for long term value creation and

sustainable development. It is with these principles in mind that Swire has prepared this proposal in support of the Government and the Harbour-front Enhancement Committee's call for ideas and response to the planning of Wan Chai, Causeway Bay and Adjoining Areas.

This proposal has identified a viable solution for the harbourfront in Causeway Bay with:

- A largely submerged bypass;
- Reduced elevated roads;
- A pedestrian-friendly public waterfront;
- Additional quality green open spaces created.

MASTERPLANNING CONSULTANT:

TRANSPORT CONSULTANT:





Scott Wilson Ltd 偉信顧問集團有限公司



8 July 2005

HEC Subcommittee on WDII Review c/o Civil Engineering and Development Department 13/F, North Point Government Offices 333 Java Road, North Point Hong Kong



Dear HEC Subcommittee on WDII Review,

YY/10 HER

The Royal Hong Kong Yacht Club (RHKYC) values the concerted efforts of the HEC Subcommittee on the WDII Review to engage the public in the Harbour-front Enhancement Review – Wan Chai, Causeway Bay & Adjoining Areas (HER). The study has certainly set a fine model for the public consultation developments in Hong Kong .

We have eagerly taken this opportunity to participate in the charrettes and contribute our ideas to realise the mutual vision of a vibrant world-class Victoria Harbour and harbour-front. Allow me to stress that the RHKYC has no intention to expand its site on Kellett Island, nor does it derive commercial interest from the Wanchai Development Phase II (WDII) project.

In response to the HEC's invitation for public views, the RHKYC has brainstormed with and solicited ideas from various stakeholders over the past few months. including HER Collaborators such as the Wan Chai and Eastern District Councils, NGOs, sports associations and RHKYC members. Please find attached our submission article in which we have consolidated the ideas for the consideration of the Subcommittee.

Please do not hesitate to contact me should the HEC have any questions or suggestions. We wish the Subcommittee further success in its work over the Realisation and Detailed Planning Stages.

Harbour-Front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas 優化灣仔、銅鑼灣及鄰近地區海濱的研究 **Envisioning Stage: Views Collection Form** 構想階段: 意見收集表格 Your Views 你的意見 Please see attached: Cover letter, Fubrission Booklet and three drawing boards of AD size. Please use separate sheets, if necessary. 如有需要,請使用其他紙張。 To facilitate future contacts, please complete the following: 為方便將來聯絡,請填寫以下資料。 English Name 英文姓名: Chinese Name 中文姓名: Organization 所屬機構: Correspondence Address 通訊地址: Tel 電話: Fax 傳真: Email 電郵: Please fax to: 2576 9792 or post to the address on page 32 請傳真至: 2576 9792 或郵寄往32頁上的地址



























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Preserving the Vibrancy and Diversity of Victoria Harbour



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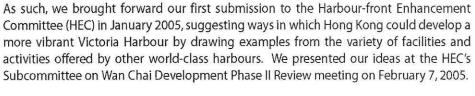
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Visuals by: ARQUITECTONICA 550 Brickell Avenue, Suite 200 Miami, FL33131, USA Tel +1 (305) 372.1812 Fax +1 (305) 372.1175 www.arqintl.com

Introduction



The evolving of Victoria Harbour, a major public asset holds great promise for Hong Kong as a world-class city. Its development will be a milestone and ultimately, a test of the city's maturity and understanding of its people's needs and a symbol of its leading position in the region. If the public voice in Hong Kong has found new energy, it is because initiatives such as the Envisioning Stage of the Harbour-front Enhancement Review (HER) have made inspiring headway. The Royal Hong Kong Yacht Club (RHKYC) is grateful to be engaged in the study to help identify challenges and visions for the enhancement of Victoria Harbour.

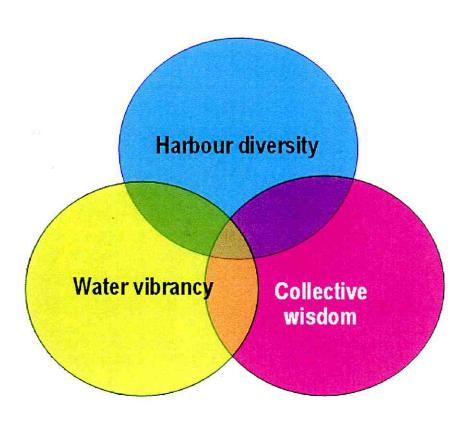




During the meeting, many members expressed their appreciation for the ideas and participation of the RHKYC in the HER. However, some attendees had reservations over the feasibility of the underground alignment for the Central-Wan Chai Bypass (CWB) which was implied in the submission paper. We hope to clarify that the RHKYC is open to whatever alignment serves the Overriding Public Need and befits the public's interest. The alignment in our first submission was posited only to indicate the possibility of a tunnel option for the CWB. From this point, we approached our main objective to brainstorm ideas for enhancing the vibrancy of Victoria Harbour. While we had no other alignment options to refer to in our January submission, the HEC has now provided a Deep Tunnel alignment in the HER Public Engagement Kit, and the RHKYC would be keen to offer its ideas for the consideration of all based on this alignment.



Our Vision for a World-Class Victoria Harbour



Drawing from our experience and history at the waterfront, we believe that there are three essential elements for developing a world-class harbour:

Harbour diversity:

The harbour should be equipped with modernized facilities while also preserving the cultural heritage of the community. A diversity of activities should be available for all with the presence of various "pockets of interests", i.e., different clusters of attractions to serve the community's range of interests.

Water Vibrancy:

Activities should not only be available on the shoreline but also within the harbour itself. Victoria Harbour is a valuable natural, social and economic asset of Hong Kong and should be fully utilized in a sustainable manner for public enjoyment.

Collective Wisdom:

The development of the harbour can only be achieved through the proactive participation of different stakeholder groups and holistic planning, in order that the interests of each can be addressed and balanced.

As an active member of the Wan Chai and Causeway Bay community and frequent user of the Victoria Harbour, RHKYC is whole-heartedly in support of the vision and purposes of the HER. At the suggestion of the Secretariat of HEC's Subcommittee on Wan Chai Development Phase II Review, we are happy to further communicate with the Subcommittee on our ideas for harbour-front enhancement. However, we would like to clarify that the RHKYC has no intention whatsoever to expand its site on Kellett Island, nor does it derive any commercial interest from the WDII project. Rather, we come forward as a voice in the community discussion, concerned with rectifying the real challenges in a harbour with a history and culture that must be preserved, and which should carry Hong Kong's social and aesthetic identity as a world-class city.







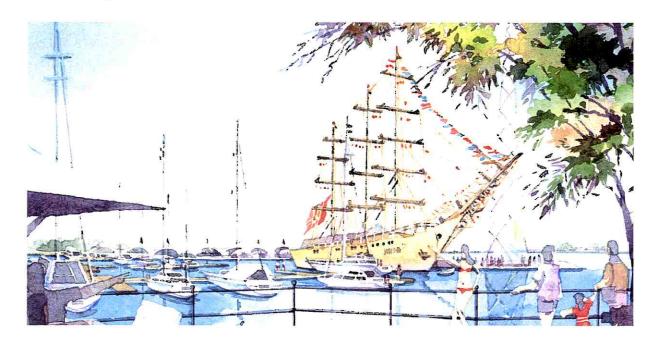
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Unique Role in Promoting Sports Activities

Moved by this vision, RHKYC has reached out to various stakeholder groups to galvanise community spirit for developing a vibrant harbour with diverse activities for all. Having initiated and been in close contact with various sports associations, some of our collaborative efforts are listed below:

- We are in full support of the cross-harbour swimming competition in November 2005, which will be held in Victoria Harbour for the first time in 30 years. The competition, with over 1,000 competitors expected, will have its finishing line at the RHKYC.
- Engaging with the Hong Kong Dragon Boat Association, we have discussed the feasibility of holding dragon boat races in the Wan Chai water area, should the water quality of Wan Chai be improved. Thus far, we have received their enthusiastic support. Additionally, the Club has worked with the Dragon Boat Association and the Stanley Residents Association for over 10 years in providing equipment and staff for the practical operation of starting, finishing and ensuring safety and rescue services during the Stanley Dragon Boat Championship. In 2005, we had the largest event ever, with 166 international teams and over 4,000 participants.
- Hong Kong's annual canoeing marathon, with its starting line at the RHKYC, is a collaborative effort between the Hong Kong Canoe Union and the RHKYC. We hope to continue the excellent standard of this tradition.
- RHKYC has also held meetings with the Hong Kong Mandarin Sport Fishing Club, Hong Kong Canoe Union and Hong Kong China Rowing Association to discuss long-term local water sports development.
- The Club is a major contributor and organiser in the upcoming Harbour Day in November 2005 which coincides with our Round the Island Race. We form a vital link between government departments and NGOs on the water.

5



Engaging Stakeholders in Enhancing Harbour Vibrancy



In response to HEC's call for proactive participation in the HER, RHKYC has come up with a number of ideas for developing the Victoria Harbour-front, as indicated in the map. These reflect the RHKYC's role as an established sports group in Hong Kong, and as an active member of the Wan Chai and Causeway Bay District. Concerned about the cut-off between Hong Kong people and its waterfront, our vision promotes a thriving water sports culture in Hong Kong, and a diversity of recreational, leisure and dining facilities for the greatest benefit of the community.

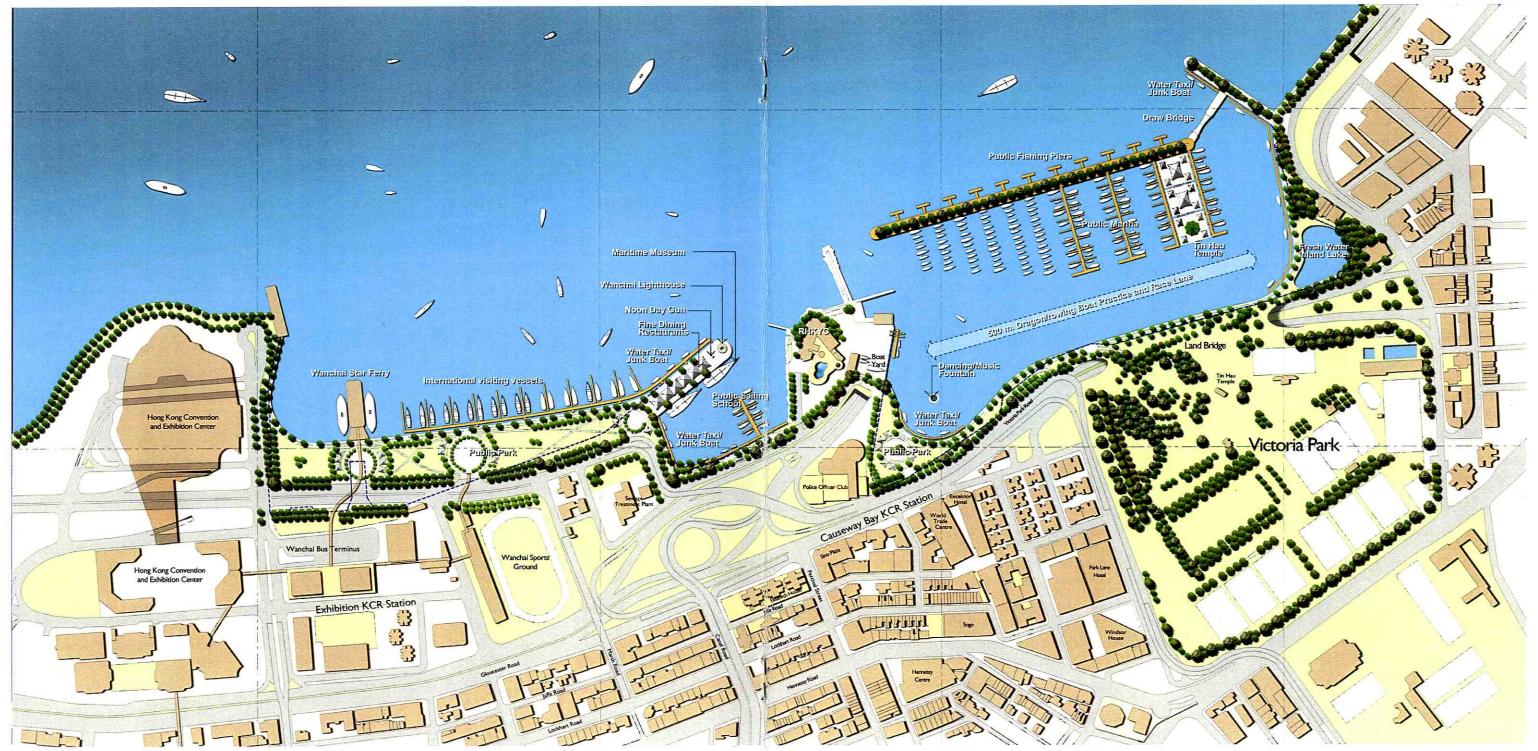
The current vista by contrast, is a disappointing one patched with unused, and in some cases, misused land as cargo handling areas, warehouses, docks and abandoned piers. We envisage an accessible waterfront for the public and it is our view that the government should re-develop these land areas for greater connectivity along the harbour-front. The imminent changes at Victoria Harbour will ask for major decisions – some will necessitate transformation and some will require the preservation of those elements that bear Hong Kong's historical identity as a harbour city.

If these decisions are to offer the most benefit to each and every member of Hong Kong, it will be important to acquire the collective wisdom of the community by engaging different stakeholder groups. In line with this principle, the RHKYC has proactively shared our ideas with various sporting associations, including the Hong Kong Mandarin Sport Fishing Club, Hong Kong Canoe Union, Hong Kong Dragon Boat Association, Hong Kong Sailing Federation, the Rowing Club of the University of Hong Kong and Hong Kong, China Rowing Association. Our fellow counterparts have contributed enthusiastically by verifying the feasibility of our suggestions for sports activities, and suggesting improvements on our ideas.

Our efforts also extend to engaging the Wan Chai District Council and Eastern District Council, Collaborators for the HER, on our ideas and suggestions for the Victoria Harbour-front. Many members from both District Councils agreed that the tunnel option for the CWB would bring the greatest benefits to the community and to the public enjoyment of the Harbour and waterfront.

Dream or Reality?

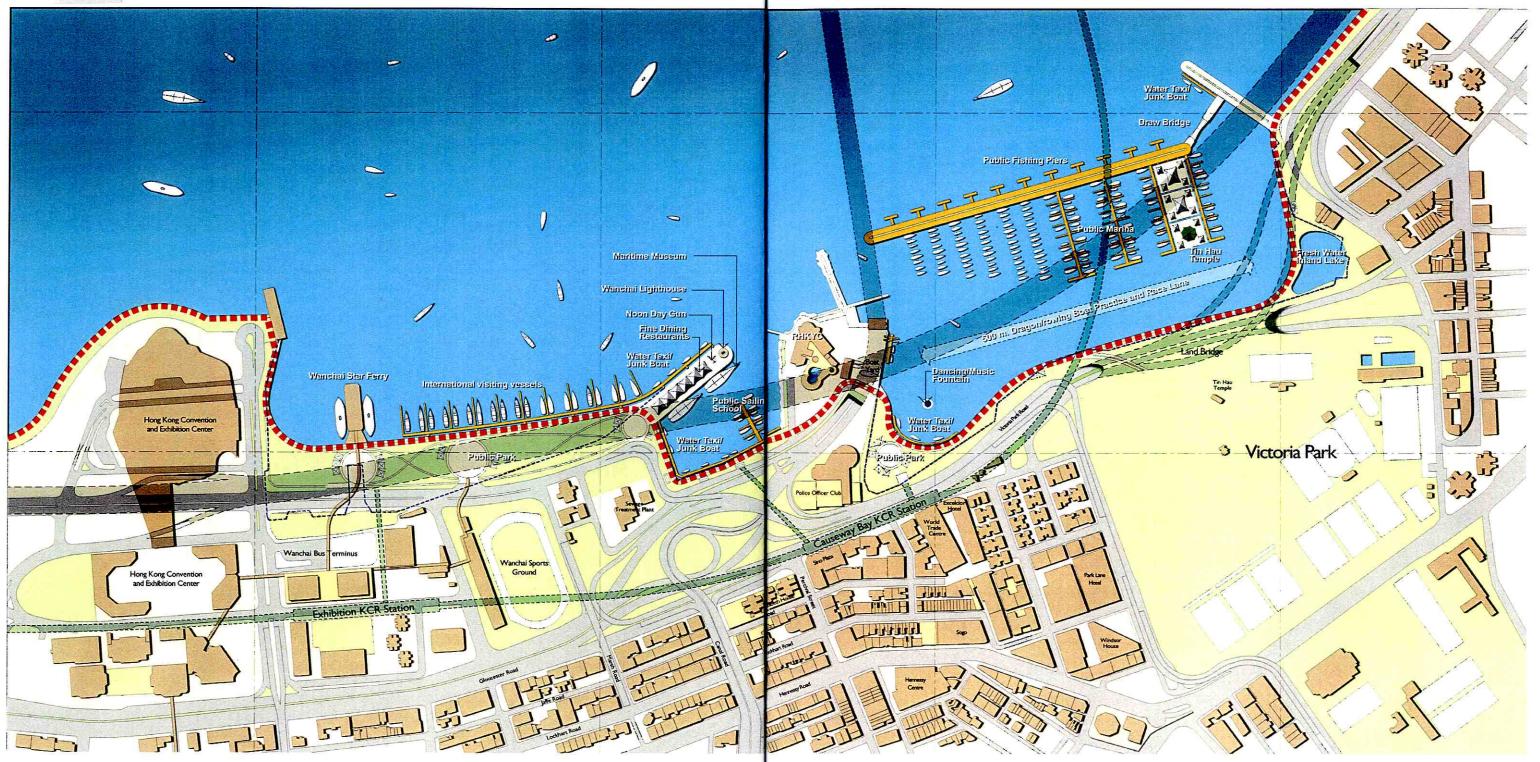
The following ideas were particularly welcomed by various members (Please refer to the map for the features):



WAN CHAI WATERFRONT MASTERPLAN

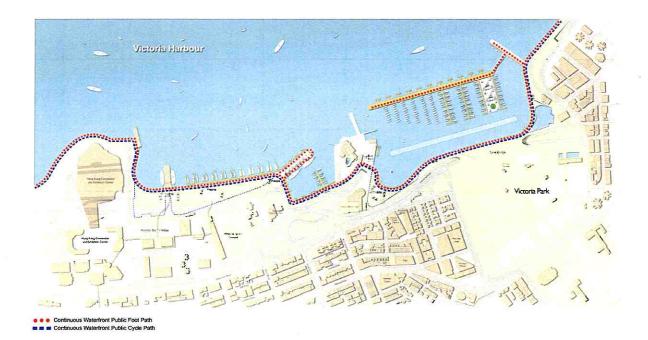
A Continuous Promenade

For greater connectivity, a cycling path (indicated with a red dotted line on the map) could be built along the waterfront stretching from the Convention and Exhibition Centre to Victoria Park, or possibly further. An eco-tram system could also be constructed for visitors to commute along the waterfront and among different "pockets of interests".



MASTER PLAN WITH DEEP TUNNEL ALIGNMENT

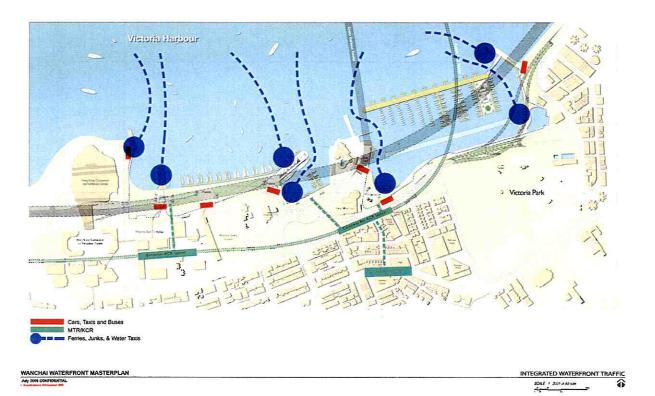
Fishing docks along the existing typhoon shelter breakwater and floating platforms under the Island Eastern Corridor could be built to provide a proper place for enthusiasts of this local activity. A suspension bridge could be built connecting the breakwater at the typhoon shelter and the one extended from the inland lake for egrets.



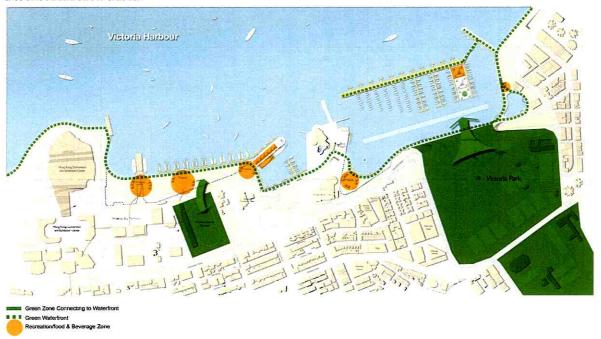
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WATERFRONT PEDESTRIAN PATH

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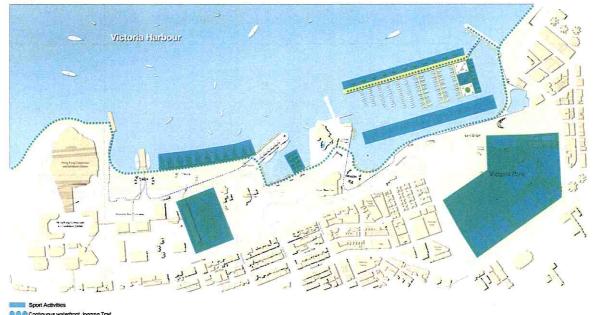
The recreational facilities would bring not only enjoyment for the public, but also generate significant economic benefits for Hong Kong. The harbour-front could become a hot spot for tourism with local food pavilions, bars and shops, which would boost the local economy of the Wan Chai and Causeway Bay districts. Local landmarks, such as a musical fountain, could also be added to complement existing ones such as the Noon Day Gun to form a tourist attraction cluster.



ANCHAI WATERFRONT MASTERPLAN
y 2996 COMPODITIAL

GREENS PACE AND RECREATION

The cultural and historical character of Hong Kong could be distinguished with the establishment of a permanent dragon boat race course at the typhoon shelter area. The 550 metre-long, 100 metre-wide race course can accommodate up to ten dragon boat lanes at one time, sufficient to bring the traditional annual competitions back to the Victoria Harbour.



WANCHAI WATERFRONT MASTERPLAN

SPORT ACTIVI

By no means exhaustive, these concepts proposed by RHKYC serve only to show what an integrated plan could do for a more prestigious Victoria Harbour. In addition to engaging stakeholder groups, we have also participated in the public forums and community charrettes of various districts and discussed with local communities on how the harbour can be further enhanced. Our engagement with the vast majority of these groups has found keen support and more importantly, has opened up exciting paths for alternative possibilities and community collaboration. Our experiences at the forums and charrettes have been extremely productive. These events have ascertained our belief that through extensive and rigorous discussion, through the consideration of different interests and needs, the community will eventually derive consensus for a creative and holistic harbour-front development plan for long-term and sustainable benefits to Hong Kong.

Conclusion

Our recent engagement with sporting associations and community groups has suggested that a tunnel option for the Central Wanchai Bypass would open up substantial opportunities for enhancing harbour vibrancy, and allow direct access by the public to the harbour-front. Nevertheless, in terms of communicating as an integrated society, we have much further to go. Should the results of the HEC's public consultation project ultimately acknowledge a missing road link in the current infrastructure, i.e., the Central Wan Chai Bypass needed to relieve traffic congestion on the northern shore of Hong Kong Island, the RHKYC would hope to assist the public objective on this basis and offer ideas for developing the harbour-front. We are confident that the HEC's consultation efforts will indeed reveal the best way to harmonise the economic, environmental and social needs of the Hong Kong community. We would be more than happy to continue to share our thoughts with the HEC and other stakeholders, contribute our ideas to the Study and engage in lively discussions within our society – ultimately, to develop a vibrant harbour for all.

Hong Kong community. We would be more than happy to titinue to share our thoughts with the HEC and other scholders, contribute our ideas to the Study and engage in ly discussions within our society – ultimately, to develop a rant harbour for all.

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VICTORIA HARBOUR

<pre>Planning > at 09/07/2005 12:25</pre>
To: bpchan@cedd.gov.hk
cc:
bcc:
Subject: Harbourfront Enhancement Review - Wanchai, Causeway Bay and Adj.Area
Dear Mr. Chan, On behalf of SHKP I wish to submit the following points for your consideration:- 1. In the light of the CFA decision any new reclamation in this area must be the absolute minimum necessary for very specific public purposes, namely to ensure:- (i) there is a vibrant, attractive and continuous pedestrian waterfront, and (ii) there is adequate pedestrian accessibility to this waterfront from the hinterland for all age groups, social groups and disabilities. 2. With regard to traffic issues we agree there is a pressing need to identify solutions to this existing problem. Again to be in line with the CFA decision it must be shown that all other alternatives have been tried and tested before any further reclamations for the construction of new roads can be justified so we support the idea of increasing the use of the Western Harbour Tunnel by unitary tunnel pricing together with implementing a more comprehensive ERP strategy. If, ultimately, a further road is proven to be needed it should be in the form a tunnel as shown in figure 1 on pages 25 and 26 of your Public Engagement Kit, in order to avoid undesirable visual and environmental impacts. We look forward to participating in the next stage of work on this important project, Regards,

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From: Sent: Saturday, July 09, 2005 1:59 PM

To: 'bpchan@cedd.gov.hk'

Subject: 回應 《優化灣仔、銅鑼灣及鄰近地區海濱的研究》

共建維港委員會

灣仔發展計劃第二期檢討小組委員會主席

梁光銳先生:

維多利亞港兩岸的發展一直受社會人士的關注,而絕大多數的市民均反對繼續填海工程,故此本人對於政府向公眾諮詢有關「優化」海濱的構思本應十分支持。可惜, 貴委員會提出並向公眾諮詢的《優化灣仔及鄰近地區海濱的研究〔構思階段〕公眾參與小錦囊》(下稱:小錦囊),過程中出現很多問題,加上與「東南九龍發展計劃」的諮詢比較,使本人甚爲懷疑是次的諮詢,政府及 貴委員會是否真心收集民意或是另有其他的意圖。有關的理據如下:

- 1 缺乏宣傳
 - 1.1 政府於5月19日發出新聞稿,宣傳有關的「公眾論壇」及「社區工作坊」,然而,5月23 日已經是第一次「公眾論壇」,公眾人事未必可以安排時間出席。
 - 1.2 本人亦未察覺 貴委員會對整個「小錦囊」的諮詢,有具規模或長時間的宣傳(如:報章雜誌廣告、電台及電視宣傳)。此外,無論政府或共建維港委員會的網頁,均不見有廣泛的編幅,介紹整個諮詢計劃。
- 2 「公眾論壇」及「社區工作坊」討論的重點
 - 2.1 「公眾論壇」開始的時候,運輸署代表再用了超過15分鐘時間講解現時的交通問題,以証明興建「中環灣仔繞道」的需要性及迫切性。參與的官員亦願意,即時回應參加者有關交通的提問(如:電子道路收費的可行性)。但對於參加者提及一些現時海濱問題或意見(如:油街一帶沒有扶手),政府相關部門沒有派出代表作出任何回應,從而使本人懷疑整個諮詢計劃的重點在那裏?
 - 2.2 「社區工作坊」時,運輸署的代表除了花上長時間介紹交通問題外,亦製作了立體的模型介紹5個興建「中環灣仔繞道」的方案。此外,「社區工作坊」亦十分著重興建中環灣仔繞道路工程,用了很多關於建橋起路的專業字眼,對普通市民來說,實在不易了解及明白。如果政府真的想做公眾諮詢,想市民討論優化海港的話,政府毋需花大部分時間討論工程上的種種困難。
 - 2.3 此外, 貴委員會的問卷調查亦極不科學,引致出來的結果可能有偏差,幸好,孫明陽局長已承諾再次進行調查,以了解市民對相關問題的意見。
- 3 零填海
 - 3.1 東南九龍發展計劃檢討小組委員會,表明「以不填海爲起點」去研究整個規劃計劃,可惜「小錦囊」內從沒發現 貴委員會有意套用此原則。此外,「工作坊」內討論的5個興建中環灣仔繞道的方案中,每個均需要不同程度的填海。相反,政府從未接立法會的要求,研究並提交零填海的方案興建中環灣仔繞道。

總結而言,本人認爲是次「小錦囊」根本並非真正諮詢市民對「優化」海濱的意見,相反是借助公眾意見, 製造「凌架性的需要」從而爲未來的填海及興建道路的計劃大開綠燈。

本人再次對 貴委員會提出以下要求:

- 1) 必需持守「零填海」的原則,研究灣仔及鄰近地區海濱的發展;
- 2) 立即進行一切可行的工程(如:前貨物裝卸區、油街一帶沒有扶

手),改善現時海濱環境。

如有任何查詢,歡迎致電 與本人助理 聯絡。

COPY OF 想悠美夏皇 想為經港意見書



Q1. 交通問題

- 要解決墨車問題。應先縣解塞車原因,現分析如下二八。多墨車向朱與經濟因素有相互關係,但過去五年,查港只有過鑑問題。而運輸署卻未能做好交通管理措施、防範未燃,做成塞車主因。
- b)近年運輸署只着重港島東區及南區,新界新區如天水園, 將軍澳,東涌等新區的交通服務, 增加不少新的巴土 纸及等绿小巴至中区及銅鑼湾. 在上下班時間,因排隊上落客而造成嚴重擔塞.
- C)自從上環至西環沿海 帐级 放用後, 仓以往上 選及 堅尼地 城塞 車 問題得 以解決, 原本在 區 为 缓慢 行 駛 的 車 輛 , 直接 駛 至 中 環, 加 上 西 隧 收 婁 太 貴, 未 能 有 效 分 流 過 海 車 輛 , 做 忒 塞 車 另 一 原因。
- 引填连路高時應該是長遠考處方案。

 而政府部警告名停止工程.上環至金錢會

 開 45分鐘,意即就算工程如期展開,
 市民都須要忍受幾年的塞車。其實政府倡議的沒好幾道, 將會令与中環塞 車問題 移至湾仔,情的好像之前留城之上艰至西環沿海快级上椽,到時港仔塞車情形會更加嚴重.继而市民被迎接是徐下的杂路.

 所以短期應為措施是運輸署全力推行巨內交通管理措施,並鼓勵市民多用鐵路, 而政府可用填海的黄用反收購西隧, 三管剪下,収支毕見整成效。

良速 東 乾 , 港 島 是 須 要 一條 由 中 環 在 面 北 角 的 隧 道 , 避 克 渔 入 湾 仔 及 釘 羅 湾 的 車 斬 倒 塞 回 接 連 的 新 鄉、 造 成 今 天 告 士 打 道 的 恐 像 认 为 处 府 設 計 連 接 港 仔 繞 逐 至 北 角 一段 的 東 区 走 廊 伸 延 架 空 路 段, 都 鲁 大 般 錐 困 及 麵 雖 湾 困 景, 也 段 减 了 避 困 基 , 产 实 空 最 污 彩, 設 計 落 後 及 過 晴。

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Q2·海濱高廊及其也公共設施。

反對填海 九興建新的海 淺 包廊,原因是现有的由中環下星碼頭至 會展 一段, 無論 假日或 工餘的時間都 甚为市民 站 答使用,只有一些外地偏土在假日時 聚集, 究其原因有一;

- (一) 由香港堡向大龍及由大龍堡向香港是不同的, 市民共选客级餐集中在失沙。园堡向香港及 欣赏港岛的景色, 反之遊人畜登上山顶, 欣赏维港两岸组成的景色, 国各由港岛海建 空间九龍只见到岸遇的天厦, 看不到 九龍的山脊, 聚色转角黄色。
- (三) 注水水的海滚气廊, 配没有本身路段特美, 又远離金鐘一带的民娘尚某后, 所以失乱吸引力, 故此, 再花錢建造一條更伸出填海巨的海淺长廊, 實是不切實際而又浪費的建設!

至注抽水站等心共設施、可透過改建成地底抽水毡、式速往上環海今天橋底的空地鱼新興建、了應佔用珍贵的土地資源。

Q3、支持制定法定之海岸级; 若要再填海,可交由 立法智选過修改法例後才可用填海, 做法直接, 架構簡草。

最後我認為只須把现有海邊區域重新美化及建養便足夠,加上改造沿海連路成為半沉降進路後所提供的大量地面面積,大大增加了行人區或廣場所需的用地。
两配合補放性填海得來的土地,維港沿岸將煥然一新(見附圖),所帶出的優定可問介如下:一

- ①挽求失落中屯已失去的本地文化及歷史景點,例如設文化區該市民可自由唱歌 跳舞而不被 執注 部門門門 此,又可讓以前虎豹引墅 寫生及劃油畫的技術 再跟 維港, 另外某化避鼠塘, 重建 昔日獨有的避風塘 歌 氫 及 飲 食 風味、保存有歷史故事的 皇后 碼頭 及傳統 訪 港 軍 艦 水兵上岸 的分 坪 街 码 頭。
- ②真正提供有利本土經濟後限的環境及地方。
- ③補放性填海可提供更多私人多與發展的展館用地,透過與公營限館良性競争、全展覽事業更上一層樓。
- 图新建艇岸直升模坪可解决官民争用模值問題,亦減少 哚音及升降安全等問題。
- ⑤特主SKY TRAIN,把海遇及传统高菜及海验证建接起来, 有助旅遊及商菜活動餐展,亦可成為代表香港新一代 有特主的観光文面工具。
- ① 不填海可至海岸線有足釣住置裝設海中噴泉,配台燈光, 令海旁更有特色。
- ①遊艇會侧的觀光船上落處可帶旺 富展至海堤一带, 特包岸邊 CAFE 及小自信 可爬建而生, 加上接連銅鑼沒 等傳統 遊客区, 商業遠景實子可軽视,
- ③何世界展示先進的規劃概念,建設海底横贯中跟至北角,随道及環保的半沉降連路,真正从人為本。並指成紀錄片、每近保大的施工是程及嬌人的成果, 给国際性順視 類道播放, 有助免费宣傳香港!!!

