

Annex Ia

Forum 1 – Wan Chai (23.5.2005)

5月23日(一)公眾論壇

(晚上 7:00 - 9:30)	出席人士姓名			
	HEC (4)	Public (48)	Government Officers (26)	Consultants (15)
聖雅各福群會 香港灣仔石水渠街 85 號 4 樓 主持小組 (3): 梁剛銳先生(HEC), 黃英琦女士 (灣仔區議會), 林國偉先生 (聖雅各福群會)	陸恭正先生(HEC), 陳偉群博士(HEC), Mr. Paul Zimmerman 司馬文先生(HEC), 劉興達先生(HEC),	吳錦津先生(灣仔區議會), 蕭志雄醫生(灣仔區議會), 李少鶴先生(南區區議會), 張漢芬先生(南區區議會), 麥燕媚女士 (藍塘道榮慧 苑業主立案法團), 李慧瑩博士 (CUHK), 游迪珊女士 (CUHK), 劉志光先生, 盧小姐 (東祥大廈), 岑建先生, Mr. TAM Man-ip, 溫文儀先生(RED A), 劉國霖醫生(香港遊艇會), 黃伯康先生(香港遊艇會), 陳佩文女士(香港遊艇會), 馮穎君女士(香港遊艇會), 葉偉民先生, 凌林楊子女士, 羅少雄先生,	周達明先生(ETWB), 王瑤琪女士(ETWB), 鍾兆文先生(ETWB), 關才貴先生(PlanD), 謝建菁女士(PlanD), 鄧桂英女士(PlanD), 曹萬泰先生(HPLB), 周錦玉小姐(HPLB), 周黃秀玲女士 (HPLB), 李慶華先生(HPLB), 尹萬良先生(HyD), 劉家強先生(TD), 關志偉先生(TD), 黃敦明先生(HAD), 吳偉明先生(HAD), 曾世榮先生(EPD), 徐永華先生(DSD), 馬利德先生(CEDD), 楊鴻熹先生(CEDD),	譚小瑩女士(顧問), 黎倩君小姐(顧問), 黃曦然先生(顧問), 利靖怡小姐(顧問), 黃翠盈小姐(顧問), 何小芳女士(顧問), 陳雪盈小姐(顧問), 羅惠儀博士(顧問), Dr. Sujata S. Govada 高慧德博士(顧問), 盧迪生先生(顧問), 馬紹祥先生(顧問), Mr. Peter Cheek 程亮 先生(顧問), 區嘉曼小姐(顧問), 鄧兆忠先生(顧問), 曾健先生(顧問)

(晚上 7:00 - 9:30)	出席人士姓名			
	HEC (4)	Public (48)	Government Officers (26)	Consultants (15)
		(以下人士沒有預先登記) ANNELOISE CONNELL, 歐陽志誠先生, 陳達義先生, 陳景輝先生, 陳兆泉先生, 陳惠珍小姐, 陳惠忠先生, 陳振光先生, CHOHAN, ARIF YASIN, 鄭其建先生(灣仔區議會), 張偉智先生, 張廣揚先生, 馮請國先生, 何漢威先生, 熊永達先生, JOHN BOWDEN, 項穎先生, 關廣哲先生, 劉德輝先生, 黎廣德先生, 李繼雄先生(灣仔區議會),	林盛國先生(CEDD), 陳本標先生(CEDD), 劉達遠先生(CEDD), 梁國章先生(CEDD), 藍子川先生(CEDD), 李百存先生(CEDD), 候廷勳先生(CEDD),	

(晚上 7:00 - 9:30)	出席人士姓名			
	HEC (4)	Public (48)	Government Officers (26)	Consultants (15)
		ROGER DUNN, 麥耀基先生, MUHAMMAD SHAHID, 麥榮業先生, 嚴雋華先生, VERONICA LUK, 黃德泰先生, S L WONG		

Harbour-front Enhancement Review—
Wan Chai, Causeway Bay and Adjoining Areas
Envisioning Stage

Forum 1
Summary of Discussions and Opinions

Date: 23rd May 2005 (Mon)

Time: 7:15 pm-9:50 pm

Venue: St James' Settlement, Wan Chai

Opening Remarks

Commencement

Ms Betty Ho welcomed the public to engage in the forum and introduced the two parts of the forum, background information sharing, and the discussion on wish, ideas, principles and concepts towards the project.

1. Remarks from Mr. Leung Kong Yui, Chairman, Sub-committee on Wan Chai Development Phase II Review, Harbour-front Enhancement Committee (HEC)
 - It is important to plan our valuable harbour together
 - The HEC does not want to adopt the traditional approach of public consultation, i.e. to introduce different proposals and allow the public to choose, instead to collect ideas since Stage 1, the Envisioning Stage
 - The Public Engagement Kit lists out all constraints and wishes of the project, in order to provoke the general public for further ideas
 - Consultants would later analyze the ideas received from the forum and further bring to the Realization Stage
 - The Envisioning Stage would like to appeal to the public to give opinions through emails, opinion sheets and at the forums
2. Remarks from Ms. Wong Ying Kay Ada, Chairperson of the Wan Chai District Council
 - Appreciate the method of envisioning in public consultation
 - Public demands for genuine public participation
 - It is remarkable to have no framework, proposals or packages to limit the ideas of public
 - Riverfront, shore, seafront are important for consideration in overseas experience for higher accessibility or promenade setting, e.g. the Pearl River Guangzhou section
 - The project should be people-oriented, not road-oriented. The waterfront should be enhanced at the same time to satisfy the traffic demand
3. Remarks from Mr. Lawrence Lam, representative from St James' Settlement
 - Hong Kong lacked participatory consultation in the past due to potential project delay or high administrative costs, etc.
 - It is vital to let the public to own their part in the project and in the harbour

- There is an inborn advantage of Wan Chai for its long development history and cultural heritage; the waterfront development can go in line with these cultural elements
- The harbour should not only be perceived as its physical state, but also a service point for cultural tour
- The full consultation process should have more non-governmental organizations (NGOs), civil society and other players in society for building up the content and essence of the harbour

Briefing Session

1. Iris Tam, Managing Director, City Planning Consultants Limited
 - Emphasize the importance of public engagement throughout the consultation
 - Opinions could be based on the principles and indicators of sustainable development
 - The more land reclaimed, the further distance the harbour-front away from public
 - Roads were built south-north direction, but now east-west direction, e.g. Johnston Road and Gloucester Road to attract more people and activities from elsewhere, the focus no longer stresses on the waterfront
2. Mr. Lau Ka Keung, Transport Department
 - The road network on Hong Kong Island is weak because of sole dependence on Gloucester Road, missing a strategic link in the northern Hong Kong Island to channelize traffic
 - The Transport Department had thought about other alternatives tackling the traffic problems, e.g. the increase of First Registration Tax, the MTR Island West Line expansion, etc., but none of them can have a large positive impact on traffic alleviation now
 - The bypass and electronic road pricing (ERP) are complementary, not mutually exclusive
3. Dr Winnie Law, Center of Urban Planning and Environmental Management, University of Hong Kong
 - Sustainable Development would be the basis for the guiding principles and indicators in the enhancement project
 - Sustainable development means to achieve a balance between economic growth, social amenity and environmental protection

Question and Answer Session

The Chairperson would like all respondents to focus on the community issues towards Wan Chai and how we can shape our harbour-front.

1. Ms Annelise Connell, Clear the Air
 - Need to consider other elements, e.g. Electronic Road Pricing (ERP)
 - Misleading figure that misses out the connection to Aberdeen flyover
 - Good to stay in the same lane from Gloucester Road to Eastern Harbour Tunnel

- Not worth to build the Central-Wan Chai bypass (the bypass) for just saving several minutes, especially when compared with MTR travel time
 - Currently too many cars on the road; with ERP, there would be surplus capacity without the bypass
 - Not worth to spend 10 million dollars to earn 5 minutes faster than before
2. Mr. Cheng, Citizen
- Wan Chai is a mixed commercial and residential area, with so many entertainment activities near the residents, e.g. disco or nightclub
 - Suggest to transform the waterfront into a red light zone to reduce noise nuisance at midnight and put those entertainment activities away from residents
 - With the presence of West Kowloon Cultural District as a cultural hub, as well as Tsim Sha Tsui East as a shopping paradise, the Wan Chai waterfront can serve as another entertainment highlight in order to form an "Iron Triangle"
3. A female who works in Wan Chai
- Grand wordings of the project title, yet the focus of the project—reclamation—only shown in 2 pages in the Public Engagement Kit
 - Government needs to further explain on how pressing the needs of future reclamation projects are
4. Mr. Lau, Hong Kong Yacht Club
- Speak neither for any commercial interests nor the expansion of Kellett Island
 - Advocate a vibrant harbour by engaging more marine activities instead of the use of small pieces of land, modernization and the communication between public and the shore
 - Advocate a "seaward" development, oppose to any reclamation projects unless there is overriding need to reclaim some waters
 - Advocate the integration of the sea, the shore and the people
5. A Citizen in Wan Chai
- There are heavy traffic jams because of adoption of minibus in 1967 and the subsequent restricted areas, the estate shuttle bus or coach in 2000 and the road occupation of garbage collection buses in 2005
 - Neither Transport Department, Environmental Protection Department nor Lands Department can tackle this problem
6. Mr. Tam, a Citizen in Wan Chai
- Traffic congestion may be induced by the frequent demonstrations in Central on Sunday
7. Mr. Sze, District Councillor, Wan Chai District Council
- Wan Chai is an old residential area, with narrow roads that can never accommodate the unpredicted high vehicular flow from Eastern District, where a massive population live, and the Central-Western District, where commercial activities aggregate
 - The need of building the bypass is recognized, yet different alignment options can be further discussed

- For vehicles moving east-and-west, south-and-north, and to Harbour-crossing, all of them would pass through Wan Chai, resulting in a heavy traffic burden
 - Pubs or discos cannot be set up in waterfront because of the significant reduction of accessibility
 - Waterfront is near yet left unreachable, people need to embrace the sea, advocate the integration of people, sea and land
8. A Citizen in Wan Chai
- There is a need of constructing the bypass
 - ERP can be renamed as Toll Road, so as to be less offensive
 - There should be one more road other than the ERP road in which drivers can choose not to pay in return for a slower journey
 - Not only discussing enhancement, but also whether to build the bypass and whether to reclaim the sea, or reclaim as little as possible
9. Ms Connell (continued)
- ERP can be renamed as Valued Motoring that allows Government to reduce some taxes and drivers can pay to drive their cars
 - 90% of people using public transport means 90% of people agreed to have ERP
 - In the 2001 Transport Study, there is a factual error that value motoring should be carried out first, rather than waiting for the completion of bypass
 - Most traffic come from the Mid-Levels, ERP makes the rich pay, or simply let them get on mini-bus
10. Mr. Wong, a Citizen in Causeway Bay
- Possess a neutral stance towards the bypass issue
 - Request Transport Department on the number of vehicles travelling east-to-west, west-to-east, and to Harbour-crossing along the Gloucester
 - If there is more traffic flowing to the Harbour-crossing, even the bypass cannot solve the traffic congestion
11. Mr. Wan Man Yee
- If there is no toll for the three tunnels, traffic problems may be eased
 - Suggest to building a double-deck Gloucester Road

Transport Department's Response

- Referring to 11. A double-deck Gloucester Road had been considered, yet the traffic was already saturated and cannot stand further traffic congestion induced by necessary road blockade in the construction phase; it also has technical difficulty. There are contracts with the Eastern and Western tunnel operators for toll, it is impossible to cancel the toll in the foreseeable future
- Referring to 10. There are around 40% traffic flowing east-and-west, while 20-30% would travel to the Harbour-crossing. The long queues generated at the tunnel bottleneck may cause a wrong impression that most traffic is going to cross-harbour tunnel
- Referring to 9. The reduction of First Registration Tax (FRT) is not viable. The role of the bypass not only can alleviate the current traffic of east and west directions, but also keep

stabilizing the strategic road network of Hong Kong. An alternative route is needed for ERP. Actually ERP proposal had submitted to the Legislative Council, but most councilors objected and queried on why the research should be undertaken

Wrap Up Session

1. Ms. Iris Tam, Managing Director, City Planning Consultants Limited
 - The opinions received from the five public forums would be integrated and conveyed on the Community Design Charrette dated 18th June 2005 (Sat) for further discussion
2. Mr. Lawrence Lam, representative from St. James' Settlement
 - Two topics of harbour-front enhancement and the traffic congestion are mixed up in the discussion. Since the solutions and focuses are so different, the topics should be separated
 - If focusing on the nine principles of sustainable development merely, the conflicts between these two agendas would be further eliminated
3. Ms Wong Ying Kay Ada, Chairperson, Wan Chai District Council
 - Every group insists to look at the issue comprehensively on both roads and harbour
 - If the Transport Department wants to build the bypass, it should state clearly the overriding need, and consider the impact on the harbour-front
 - A waterfront should be viewed in a holistic approach, not a piecemeal approach
4. Mr. Leung Kong Yui, Chairman, Sub-committee on Wan Chai Development Phase II Review, Harbour-front Enhancement Committee (HEC)
 - In the meeting on 26th May 2005 (Thur), the HEC will announce how the harbour-front areas will be divided for further Victoria harbour planning reviews

--The End--

Harbour-front Enhancement Review – Wan Chai, Causeway Bay & Adjoining Areas
Envisioning Stage
Public Forum: 23 May 2005 (Wan Chai)

Group Discussion Record Sheet

Group No: 1

Facilitator: Sujata S. Govada

Group members:

Name	Organization
1. Situm Kin	None
2. Lau Tak Fai	MCAL
3. Siu Che Hung Paul	Wan Chai DB
4. Paul Zimmerman	The Experience Group/HEC
5. Ernestina Wong	ETWB
6. Terence Tsang	EPD
7. Anthony T. K. Kwan	Planning Department
8. M Y Wan	M Y Wan Associates Ltd./Wheelock Properties Ltd.
9. Alan Lau	Royal Hong Kong Yacht Club
10. Muhammad Shahid	CUPEM, HKU (MSc urban planning student)
11. S.K. Lam	CEDD
12. Arif Yasin Chohan	CUPEM, HKU (MSc urban planning student)
13. Annetise Connell	Clear The Air
14. C.W. Kwan	TD
15. Eddy Cheung	ARUP
16. Roger Dunn	AIA Hong Kong Chapter
17. John Bowden	SOS

(A) Selection of Sustainability Principles (* indicates the 3 most important principles, # newly-added principles)

<i>Sustainability Principles</i>	<i>No. of votes</i>
1. Vibrant and attractive waterfront 創造有朝氣和吸引力的海濱	merged
2. Maximize opportunities for public enjoyment 充份提高公眾享用的機會	merged
3. Accessible harbour-front for all ages, social groups and disabilities 方便所有年齡，社群和傷建人士到達	merged
4. <i>Preserve natural and cultural heritage and identity</i> <i>保護自然及文化遺產和本土特色*</i>	7
5. Enhance visual amenity, landscape and quality of space 優化景觀，綠化和提高用地的質素	merged
6. Enhance social interaction 促進社群交往	merged
7. Ensure land/ marine use and design compatibility between the waterfront and the adjoining areas 確保海濱用地和水上活動的性質和設計均能與相連地	merged

Group Discussion Record Sheet

帶配合	
8. Minimize energy consumption and optimise the use of existing infrastructure 盡量減少能源消耗並善用現有基建	2
9. Improve traffic conditions and pedestrian connectivity 改善交通情況及行人連接通道	reworded
10. Accessible, vibrant and attractive waterfront for all 創造方便到達，有朝氣，和吸引力的海濱*#	13
11. Enhance marine uses 改善水上活動設施 #	4
12. Enhance visual amenity, landscape and compatible design between waterfront and adjoining areas 優化景觀，綠化和使設計均能與相連地帶配合#	5 reworded and merged
13. Improve transport and pedestrian connectivity 改善交通及行人連接*#	10 reworded
14. Improve water quality 改善水質#	6

(B) Other Discussion:

Since participants felt they needed more time to discuss the group first discussed about some issues, wishes and concerns before working with the SD principles.

Initial Discussion

- One participant said that we should accept facts, accept TD version and need for CWB, would not like the challenge to go on forever, although not everyone agreed with this viewpoint
- Some members thought that they need more numbers, insufficient data from TD for example they show CWB as a single line it is going to be much more with slip roads and a high level connection to Aberdeen Tunnel and Happy Valley therefore discussion cannot be in detail, need for a separate transport forum
- Some participants thought that TD should genuinely consider ERP and show figures if ERP is implemented on its own, no need to wait for a long time, there will be no need for CWB if other transport measures are implemented
- Wan Chai North no pedestrian activity– lack of access to harbourfront, north south links missing, opportunity to upgrade and enhance the harbourfront with a continuous, vibrant promenade

Group Discussion Record Sheet

- One participant said that encouraging more roads and vehicular traffic is environmentally undesirable and really not sustainable development, defeats the whole purpose of sustainable development we need to look for other ways of solving the transport problem, others tend to concur with this idea
- Some participants felt transport issues and harbour enhancement issues should be separated we need a sustainable transport approach and decide whether we are going with CWB or not and then decide what type of an alignment and the discuss resulting reclamation and then talk about the harbourfront enhancement, participants were reminded that they will have this opportunity in the charrettes
- Some participants felt since ERP was not looked into and implemented going for CWB is illegal and therefore any reclamation but were quickly reminded to go to work on the SD principles and will have other opportunities to raise these issues again

Sustainable Development Principles

- An almost unanimous opinion that SD principles 1,2,3 and 6 should be consolidated as one “ An accessible, vibrant, attractive harbourfront for all” and this is the most important principle according to participants
- SD principle 9 was reworded as “ Improve Transport conditions and pedestrian connectivity” this will also considered very important
- SD principle 4 was also reworded as “ Conserve natural and cultural heritage and identity” since they felt preserve was like preserving the dead!
- In order to have a vibrant attractive water front participants felt it was very important that the water quality should be improved and that it should be a principle on its own otherwise with stinking water like it is now no one will go to the harbourfront to enjoy even if there is a beautiful promenade. Some participants reminded that this was already an indicator but it was felt that as a principle its importance will be known. SD principle 4 which is a new one is “Improved water quality” although later some felt they should have included air quality as well
- Again it was felt that there should be adequate marine uses along the waterfront to make the harbourfront vibrant and attractive so SD principle 5 is a new one on “Enhanced marine uses”

Group Discussion Record Sheet

- SD principle 5 and 7 were combined together minus marine uses since they felt they went together if it is only land use to form SD principle 6 “Enhance visual amenity, landscape and compatible design between waterfront and adjoining areas”
- SD principle 8 was left alone although as SD principle 7 although they were not sure as some felt reducing road footprint was a sustainable way to go and should be included within this principle but needed more time on this one. There was talk of decking over Gloucester Road for example although not everyone agreed
- During voting participants chose their SD principles 1, 2 , their SD principle 4 and 3 were close third position.

Group presentation

Although the group presenter made an effort to present the principles he tended to add in a lot of his own thoughts when it came to comments about leaving TD alone to do what it wants as long as they get a vibrant, accessible harbourfront. Therefore needed to be supplemented by clarifications by the second presenter especially on transport issues, not counting TD officials present in the group majority felt that they needed more numbers and data and good look at all options sustainable transport options before jumping into the need for CWB, in other words exhausting all options thoroughly first and majority do not feel that TD is doing that at the moment.

Group Discussion Record Sheet

Group No: 2

Facilitator: Derek Sun

Group members:

Name	Organization
Stanley	Maunsell
SL Wong	
陸恭正	保護海港協會
LT Ma	CEDD
陳偉群	灣仔居民
Veronica Luk	SEE Network
KK Lam	Transport Department
Thomas Chow	ETWB
Christine Tse	Planning Department
Angus Ho	Green Student Council
SC Chan	
Vincent Wong	星街居民
吳錦津	灣仔區議會

(A) Selection of Sustainability Principles (* indicates the 3 most important principles, # newly-added principles)

<i>Sustainability Principles</i>	<i>No. of Votes</i>
1. Vibrant and attractive waterfront 創造有朝氣和吸引力的海濱*	10
2. Maximize opportunities for public enjoyment 充分提高公眾享用的機會	0
3. Accessible harbour-front for all ages, social groups and disabilities 方便所有年齡、社群和傷健人士到達	1
4. Preserve natural and cultural heritage and identity 保存自然及文化遺產和本土特色*	7
5. Enhance visual amenity, landscape and quality of space 優化景觀、綠化和提高用地的質素	3
6. Enhance social interaction 促進社群交往	0
7. Ensure land/marine use and design compatibility between the waterfront and the adjoining areas 確保海濱用地和水上活動的性質和設計均能與相連地帶結合	4
8. Minimize energy consumption and optimize the use of existing infrastructure 盡量減少能源消耗並善用現有基建	0
9. Improve traffic conditions and pedestrian connectivity	9

Group Discussion Record Sheet

改善交通情況及行人連接通道*	
10. Increase the flexibility of planning and allow the next generation to have their opportunities of planning 增加規劃靈活性，讓下一代有規劃的機會#	2

(B) Other Discussion:

- Traffic problems are the major culprit of the Wan Chai and Causeway Bay area.
- Land of Wan Chai are largely dissected by major roads running along east-west directions, e.g. Gloucester Road, Hennessy Road.
- The fragmentation of land makes accessibility to the waterfront very poor.
- Severe air pollution emitted from vehicles and trapped in the dense and high-rise buildings intensifies the problem.
- Only if the vehicular and pedestrian traffic problems are to be solved, the harbour-front can be planned even better.
- Additional pedestrianized linkage, together with the provision of a cycling network, can be added to increase the vibrancy.
- Footbridges should be chosen instead of tunnels when bridging connections to the waterfront.
- One group member queried on whether "Ensure land/marine use and design compatibility between the waterfront and the adjoining areas" and "Improve traffic conditions and pedestrian connectivity" should be regarded as the sustainability principles as they are rather instruments than goals.
- After all, traffic problems should be the prerequisite before discussing about waterfront enhancement or beautification.

Group Discussion Record Sheet

Group No: 3

Facilitator: Iris Tam/Carmen Chan

Group members:

Name	Organization
Chan Tat Yee, Terence	灣仔街坊
熊永達	可持續發展公民議會
鍾兆文	環境運輸及工務局
黎廣德	想創維港
陳惠忠	個人
Queenie	個人
Stella Mak	個人
Horace Hong	個人
關廣哲	黃泥涌分區
陳佩文	香港遊艇會
馮請國	-
Roger Chan	-

(A) Selection of Sustainability Principles (* indicates the 3 most important principles, # newly-added principles)

<i>Sustainability Principles</i>	<i>No. of votes</i>
1. <i>Vibrant and attractive waterfront</i> 創造有朝氣和吸引力的海濱 *	6
2. Maximize opportunities for public enjoyment 充份提高公眾享用的機會	1
3. Accessible harbour-front for all ages, social groups and disabilities 方便所有年齡，社群和傷建人士到達	0
4. <i>Preserve natural and cultural heritage and identity</i> 保護自然及文化遺產和本土特色 *	8
5. <i>Enhance visual amenity, landscape and quality of space</i> 優化景觀，綠化和提高用地的質素 *	8
6. Enhance social interaction 促進社群交往	0
7. Ensure land/ marine use and design compatibility between the waterfront and the adjoining areas 確保海濱用地和水上活動的性質和設計均能與相連地帶配合	5
8. Minimize energy consumption and optimise the use of existing infrastructure 盡量減少能源消耗並善用現有基建	0

Group Discussion Record Sheet

9. Improve traffic conditions and pedestrian connectivity 改善交通情況及行人連接通道	5
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(B) Other Discussion:

- There is a need to solve traffic congestion problem. Tunnel instead of roads/flyovers should be used, as there ought be no reclamation if possible or to its minimum. However, according to a speaker, there will be a lot of technical problems if the tunnel is too long.
- Are there any solutions other than focusing on developing traffic network on Gloucester Road north?
- Inaccessible to Wan Chai waterfront promenade - the existence of Gloucester Road breaks up north-south connection between Wan Chai hinterland and the waterfront. Further road development network should not separate pedestrian/transportation and waterfront connectivity.
- Wan Chai Typhoon Shelter used to be full of characteristics, for instance, there were a lot of boat squatters, night life, singing etc however, all of these features have disappeared due to reclamation at Victoria Harbour. There is a need to preserve these specialities and to provide more attracting and popular activities to lead people to the waterfront.
- People used to go fishing in Wan Chai ferry pier before reclamation. However, because of the lacking of staircase of the existing ferry pier, people can no longer fish there.
- In the 60s, ferry was one of the major transportations; however, the development of Gloucester Road is the downfall of ferry business; including the closed down of vehicle ferry services.
- Existing open spaces/parks should be accessible with good air quality, for instance, the open space under the bridges of Gloucester Road near the Cross Harbour Tunnel, the space is inaccessible for people and in addition air pollution is a major concern. Further to this, should make better use of the existing facilities, e.g. the open space outside of Elizabeth House which has been used for tree planting.

Group Discussion Record Sheet

- There are insufficient amount of land; therefore Government offices located on non-government land in Wan Chai should be relocated so that people can enjoy the view. Further to this, there should be protection of the ridgeline for visual permeability.
- Develop more open spaces for children, as there are insufficient open spaces located at older developed districts.
- The land use of waterfront promenade should be the major issue before solving traffic problem.
- Strongly object the development of “red light zone” in Wan Chai as this will damage Hong Kong’s image.
- Restrict shuttle buses/tour buses parking spaces and also large collecting bins from construction site to a designated area since they will bring about pollution problem and adverse visual impact.
- Pollution problem: water pollution in Victoria Harbour is severe mainly due to the illegal sewage discharging contaminated oil from car repairing business.

Group Discussion Record Sheet

Group No: 4

Facilitator: Winnie Law

Group members:

Name	Organization
凌楊林子	灣仔半山分區委員會
尹萬良	路政署
譚文業	民建聯
嚴雋華	HKU Space
馮穎君	銅鑼灣區居民
劉志光	灣仔區工作
陳學輝	St James
陳本標	CEDD
林國偉	聖雅各福群會
徐永華	DSD
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(A) Selection of Sustainability Principles (* indicates the 3 most important principles, # newly-added principles)

<i>Sustainability Principles</i>	<i>No. of votes</i>
1. <i>Vibrant and attractive waterfront</i> 創造有朝氣和吸引力的海濱*	5
2. <i>Maximize opportunities for public enjoyment</i> 充份提高公眾享用的機會*	9
3. <i>Accessible harbour-front for all ages, social groups and disabilities</i> 方便所有年齡，社群和傷健人士到達*	4
4. Preserve natural and cultural heritage and identity 保護自然及文化遺產和本土特色	2
5. Enhance visual amenity, landscape and quality of space 優化景觀，綠化和提高用地的質素	3
6. Enhance social interaction 促進社群交往*	1
7. Ensure land/ marine use and design compatibility between the waterfront and the adjoining areas 確保海濱用地和水上活動的性質和設計均能與相連地帶配合	1
8. Minimize energy consumption and optimise the use of existing infrastructure	0

Group Discussion Record Sheet

盡量減少能源消耗並善用現有基建	
9. Improve traffic conditions and pedestrian connectivity 改善交通情況及行人連接通道*	4
10. Minimal Reclamation 盡量減少填海#	4

(B) Other Discussion:

- Currently, the harbourfront area is lacking of some gathering spots (聚腳地) – it is often very crowded especially when special events/celebrations (such as the Lunar New Year Day 2's fireworks) take place. Citizens also need to walk for a long distance to get to the waterfront. Therefore, easy access and provision of some convenient gathering spaces are very important.
- Space should be provided at the harourfront for social gatherings and organising activities (the existing 貨物起卸區 is an opportunity).
- Pedestrian access to the waterfront is needed.
- Able to walk along the waterfront.
- Access should be “user-friendly”- flyover bridge, lifts, etc. should be in place for elderly and disable persons.
- The “continuity” (連貫的) of the promenade is crucial.
- Provision of some outdoor cafés and restaurants would enable people to spend their leisure time relaxing at the harbourfront.
- Some of the nine principles overlapped. In fact, they can be divided into three categories: (1) Appearance and design (觀感) – principles 1,5 and 7; (2) Access – principles 2, 9, 3 and 6; and (3) Means and guidelines to be followed – principles 4 and 8. In addition, the principle of “Minimise Reclamation” should be added and it would belong to the third categories.
- It is suggested to add “連貫的” to principle one.
- All nine principles are good but how will the government achieve them?
- What is the relationship between the nine principles and the bypass and reclamation?