

Group Discussion Record Sheet

Group No: 4 (red)

Facilitator: Winnie Law Group Leader: NIL Helper: Simon Lee & Carmen Chan

Group members:

Name	Organization
陳本標	土木工程及拓展署
文志華	中西區發展關注社
Marco LEE	市民
何均培	市民
陳珮文	市民
陳惠玲	市民
HO Hon Wai	保護海港協會
凌恩	茂盛顧問工程公司
李志煊	規劃署
鄭治偉	運輸署
陳慶明	銅鑼灣分區委員會
陳偉群	灣仔居民

(A) Vision for Wan Chai Waterfront

- 4 key visions on harbour-front enhancement agreed among the group members were:
 1. Continuous Waterfront
 2. Environmental Enhancement
 3. Abundant Space & Diversified Functions (Culture, Leisure, Recreation)
 4. Solving traffic congestion

(B) Land-use Theme

- Planning for the harbour-front should consider: the provision of diversified functions and activities; sufficient space for enjoyment and activities; greenery; and comfortibility. Also, it should be accessible so that people can come for fishing and walking. Some members concerned that the area of reclamation should be minimized. And the existing sewage treatment facilities should be redirected. The 2 major planning themes suggested were:
 1. Provision of diversified Functions along the Harbour-front (多元化)
 2. High Accessibility to the Harbour-front

(C) Land-use Components

- Members started with sharing about their ideas of ideal Victoria Harbour. For the harbour-front enhancement, most members expressed the importance of

Group Discussion Record Sheet

- provision of abundant space along the waterfront promenade.
- All members agreed that the harbour-front must be accessible and should provide both vibrant and leisure activities. The harbour-front should provide diversified functions to serve different needs of the people.
- Some members suggested that the existing helipad can be converted to an outdoor venue for cultural performance.
- The Causeway Bay Typhoon Shelter should be retained.
- Members agreed to build the CW bypass since residents on the Hong Kong Island expressed that the traffic congestion is very serious. Some members suggested that building the bypass and the harbour-front enhancement is equally important. However, some members simply said that the bypass issue is too technical for them to make a choice between the various possibilities.
- A member expressed that there are many limitations to the harbour-front enhancement. Therefore, changes should be minimized.

(D) Design Principles

- Greenery should play a significant part in the enhancement.
- The continuity of the waterfront promenade with environmental enhancement is a major concern among members.

(E) Form of Highway Preferred

- Generally, members agreed that there is a need to build the bypass. However, the deep tunnel option is expensive and there is no slip road to Causeway Bay which cannot optimize its function of solving traffic congestion along the northern Hong Kong Island, and cannot meet the needs of the travellers. The flyover option will have a significant negative visual impact to the surrounding environment.
- After the discussion, no consensus was achieved among the members. Members expressed that the several possibilities were too technical for them to understand, not to mention about making a choice between them.

(F) Connectivity

Pedestrian Facilities and Connection

- Providing pedestrian footbridges (preferred) or crossing tunnels between the harbour-front and hinterland to strengthen the connection between Victoria Park and the harbour-front. It was stressed that activities (cultural activities or kiosks) should be encouraged along those connections;
- Providing a footbridge over the entrance of the Cross-harbour Tunnel to form a continuous harbour-front for people;
- Upgrading the pedestrian facilities right at the southern edge of the Causeway Bay Typhoon Shelter;
- Providing floating bridges (at the IEC) to link all the pillars together.

(G) Other Discussion:

- Since the members could not make a consensus on the form of the bypass, they agreed to proceed with the planning and design for the harbour-front enhancement first. They agreed to leave the bypass construction issues with the engineers – the engineers can design the form of the bypass given the bypass can cater for their

Group Discussion Record Sheet

planning ideas at the harbour-front.

- 3 names were suggested for the naming of the planning ideas. In general members tended to prefer the third name:
 1. “Hong Kong Citizen’s Corridor” 「香港市民走廊」;
 2. “People’s Corridor” 「人民走廊」; and
 3. “One Harbour Two Waterfronts” 「一港兩濱」.

Waterfront Promenade

- Providing a continuous waterfront promenade between Wanchai and North Point, with the width more than 10 metres;
- Providing leisure facilities and greenery;
- Enhancing the environment under the Eastern Island Corridor, setting up floating bridges to link all the pillars together;
- Fishing allowed along the waterfront promenade.

Causeway Bay Typhoon Shelter

- Preserving the Causeway Bay Typhoon Shelter - its characters (some members didn’t mind relocating the shelter as long as its characters is preserved);
- Improving the water quality of the typhoon shelter (reclamation at the two corners of the typhoon shelter is acceptable to speed up the water movement/circulation, if there is no better solution to enhance the water quality at the embayment. Members suggested to try dredging the contaminated seabed at the embayment areas first);
- Upgrading the breakwater of the Causeway Bay Typhoon Shelter to part of the waterfront promenade, and providing ferry services at both ends of the breakwater for commuting purpose.

Other Suggested Facilities / Issues along the Harbour-front

- Converting the existing helipad at the harbour-front between Wanchai and Causeway Bay into the outdoor cultural performance venue (especially for musical performance and drama);
- Minimizing the area of reclamation.

(4)

Vision

- 連貫性海濱
- 優化環境
- 多用途(活動) { 文娛康樂 休閒
- 解決交通擠塞
- 足夠空間

(4)

Planning Themes:

- 多元化
- 可達度高

① 釣魚

(4)

② 保留避風塘及特色

③ 直升機坪 \Rightarrow 文化、
表演場地

④ > 10 米闊海濱長廊

⑤ 美化東廊底(浮橋)

⑥ 有海濱特色

⑦ 提供休閒綠化
設施

⑧ 避風塘防波堤⁽⁴⁾
 \hookrightarrow 具特色

⑨ 改善避風塘對落
行人設施情況

⑩ 改善避風塘內
「死水」問題

第四組 香港市民走廊

人民走廊

* 港兩濱 VICTORIA HARBOUR

步行及釣魚

保留遊園地

露天文化表演場地

現時用途將於2005年12月20日到期
CURRENT USE WILL EXPIRE ON 20.12.2005

現用作臨時直升機坪直至永久直升機坪可供使用
CURRENTLY USED AS A TEMPORARY HELIPAD UNTIL A PERMANENT HELIPAD IS PROVIDED

現時用途將於2006年6月30日到期，之後預留作為灣仔發展計劃第二期施工後空地
CURRENT USE WILL EXPIRE ON 30.06.2006, EARMARKED FOR WORKS AREAS OF WII PROJECT AFTERWARDS

現時用途將於2005年12月20日到期
CURRENT USE WILL EXPIRE ON 20.12.2005

現時用途將於2008年08月09日到期
CURRENT USE WILL EXPIRE ON 09.08.2008

地契將於2010年到期
THE LEASE TERM WILL EXPIRE ON 31.12.2010

圖例
LEGEND:

- 有長期租約的土地
LAND WITH LONG TERM LEASE
- 有短期租約的土地
LAND WITH SHORT TERM LEASE
- 已收回的土地
RECLAIMED LAND
- 私人土地 (地契在十年內到期)
PRIVATE LAND (LEASE TO EXPIRE WITHIN 10 YEARS)