

Group Discussion Record Sheet

Group No: 6

Facilitator: Derek Sun

Group Leader: NIL

Helper: Pearl Hui

Group members:

Name	Organization
劉國霖	香港遊艇會
施文聘	業主立案法團聯會
譚文業先生	民建聯
何啓明	渠務署
杜錦標	運輸署
陳捷貴	共建維港委員會
曾善明	保護海港協會
區嘉曼	茂盛(亞洲)工程顧問有限公司
馬桂怡	市民
黃文彬	市民
羅一鳴	市民
Calvin Law	市民

(A) Vision for Wan Chai Waterfront

- the following visions were agreed among the group members:
 - a continuous waterfront promenade linking Island West to East
 - create a vibrant and attractive waterfront that is accessible for all
 - improve traffic conditions
 - ensure land and marine use compatibility between the waterfront and the adjoining areas
 - enhance identity by conserving natural and cultural heritage
 - enhance environmental quality along the waterfront
 - enhance visual amenity, landscape and quality of space

(B) Land-use Theme

- Theme - “全面美化香港島北部海岸線” (comprehensive beautification of the northern shoreline)
- as not much land is offered for beautification/enhancement along the waterfront at the moment, members agreed that some reclamation should be allowed to provide land but should be minimised
- to develop a world-class waterfront but embraced with that distinguish Hong Kong's character
- the whole of the waterfront should become a landmark of Hong Kong

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(C) Land-use Components

- a continuous promenade linking Island West to East
- cycle path along the waterfront promenade
- a giant “green” canopy spanning over Victoria Park extending towards the waterfront
- dolphins beneath the Island East Corridor can be enhanced for leisure activities (e.g. fishing)
- marine uses like yachting , boating, floating restaurants (e.g. 避風塘)
- outdoor alfresco dining, cafes, restaurants, coffee shops,
- open space

(D) Design Principles

- easily accessible
- vibrant
- the whole of the waterfront along the northern shore as a landmark for Hong Kong
- sustainable development

(E) Form of Highway Preferred

- majority agreed that the bypass is needed to solve the congestion problem
- the bypass should be in the form of a shallow tunnel linking Admiralty to Causeway Bay and in the form of a deep tunnel between Causeway Bay and North Point

(F) Connectivity

- pedestrian connections between the waterfront area and the hinterland is important
- slip roads should be provided to provided connection between the tunnels and Causeway Bay.

(G)Other Discussion:

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