

**Harbour-front Enhancement Review – Wan Chai, Causeway Bay & Adjoining Areas
Envisioning Stage
Charrette: 18 June 2005 (Wan Chai)**

Group Discussion Record Sheet

Group No: 2

Facilitator: Ms. Iris Tam **Group Leader:** 周文生先生 **Helper:** Mr. William Wong

Group members:

Name	Organization
Mr. Eric Ma	Maunsell (Hong Kong) Ltd.
Mr. C. W. KWAN	Transport Department
Mr. Frank Wong	Individual
Ms. Sharon Ho	Environment, Transport and Works Bureau
盧利滿先生	Individual
楊建業先生	分區委員
Mr. Alvin Kwok	Habourfront Enhancement Committee
Ms. Elaine Wong	Individual
劉德輝先生	Engineer
鄭惠貞女士	南區市民
陳子陞先生	南區民生促進會

(A) Vision for Wan Chai Waterfront

- 4 major visions were agreed among group members:
 1. Culture
 2. People's proximity to the waterfront
 3. Water sports and water activities
 4. Greening and Landscaping

(B) Land-use Theme

- A majority of group members agreed that more cultural, arts and recreational activities should be encouraged along the waterfront area. The environment of waterfront area should be close to human scale with minimum development. Bigger pieces of open space were believed to be an attractive performance area. Some suggested to introducing water sports and water activities in the harbour such as dragon boat racing and sailing which will give vital energy to the waterfront area.
- At the end of session 1 the group came up with the following concepts under a broad land-use theme of “**Cultural Waterfront** (文化海旁)”:
 1. Cultural and Arts Performance (文化藝術表演)
 2. “Urban Tree” in Waterfront (海濱綠化帶)
 3. Dinning and Entertainment (餐飲娛樂)
 4. Sports and recreation

(C) Land-use Components

- Cultural-related facilities were one of the major land-use components. Throughout the discussion, members have proposed different kinds of cultural/arts performance venues such as theatres, amphitheatres and outdoor stages. The group has incorporated most of these components onto the concept plan.

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- The group has expressed much concern on the issue of landscaping and greeneries. They believed that it will be very important for people's leisure and amenity in the enhancement area. Some group members proposed a large piece of open space which will only be occupied by green land. Some other members stressed that it was important to allow certain activities in the open space.
- Members proposed to create resting spaces for people to enjoy the spectacular view of the Victoria Harbour. An artificial beach was suggested under the existing Island East Corridor.
- Most of the group members agreed that Cultural Heritage such as Noon-day gun and Causeway Bay Typhoon Shelter should be preserved.
- Outdoor café, bars and restaurants were suggested to make the harbourfront more attractive to tourists.
- A continuous cycling track is proposed along the 3.8 km long waterfront.
- An underground car park is suggested to be built below the existing Wan Chai Sports ground.

(D) Design Principles

- All the group members agreed that the enhancement should be based on a principle of minimum construction. They would like to see more human scale development rather than massive buildings and structures.
- For the same reason, the enhancement area should maximize use of greeneries and open spaces.
- Most of the group members concerned about the issue of reclamation. They did not object to necessary reclamation but the extent should be limited to the least.

(E) Form of Highway Preferred

- Generally, the group agreed that it is necessary to build the highway.
- Deep tunnel was the preferred form of highway for all group members. They believed that it can avoid negative visual impact and minimize reclamation. They also supported the tunnel option as it would bring less environmental problems such as noise and exhausted gas from vehicles.

(F) Connectivity

- Most of the group members were not satisfied with the existing connections to the waterfront area.
- Improvements were suggested by providing more pedestrian connections to the Eastern District. Pedestrianization zone was also proposed.
- Five existing flyovers were considered to be upgraded to enhance the accessibility with the hinterland.

(G) Other Discussion:

- Music fountains were suggested to be placed along the Caseway Bay session of waterfront. Members believed that it could be a landmark to the enhancement area.
- Regarding the deep tunnel, some members suggested to use tempered glass as the enclosure so that the tunnel can be more transparent. The idea was abandoned after discussion as no attractive views could be guaranteed under the sea.

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- During the discussion, members were aware of the drawback of tunnel option. They realized that it would be less efficient if there is no slip road going to the inland area. Some ideas had therefore been raised by providing deeper tunnels and spiral ramps climbing up to connect the hinterlands. However, due to the complexity of technical problems and a limited time in the discussion, no consensus had been built upon this issue.
- Near the public cargo handling area, members proposed to improve the accessibility of the promenade. They would like to link it up with the breakwater in Causeway Bay Typhoon Shelter by an operable bridge. The form of the bridge was inspired by Tower Bridge in London and could be opened up for ships and boats to pass through.
- At the end of discussion, the group decided to use “**優化環境、動靜皆宜**” as the theme of their design concepts.

第二組

願景：文化，親水

綠化，水上活動

土地利用：文化表演場地

噴水池，Café

沙灘(?)，可享用
的綠地

中環灣仔

隧道

繞道：

主量少填海

優化環境
動靜皆宜

