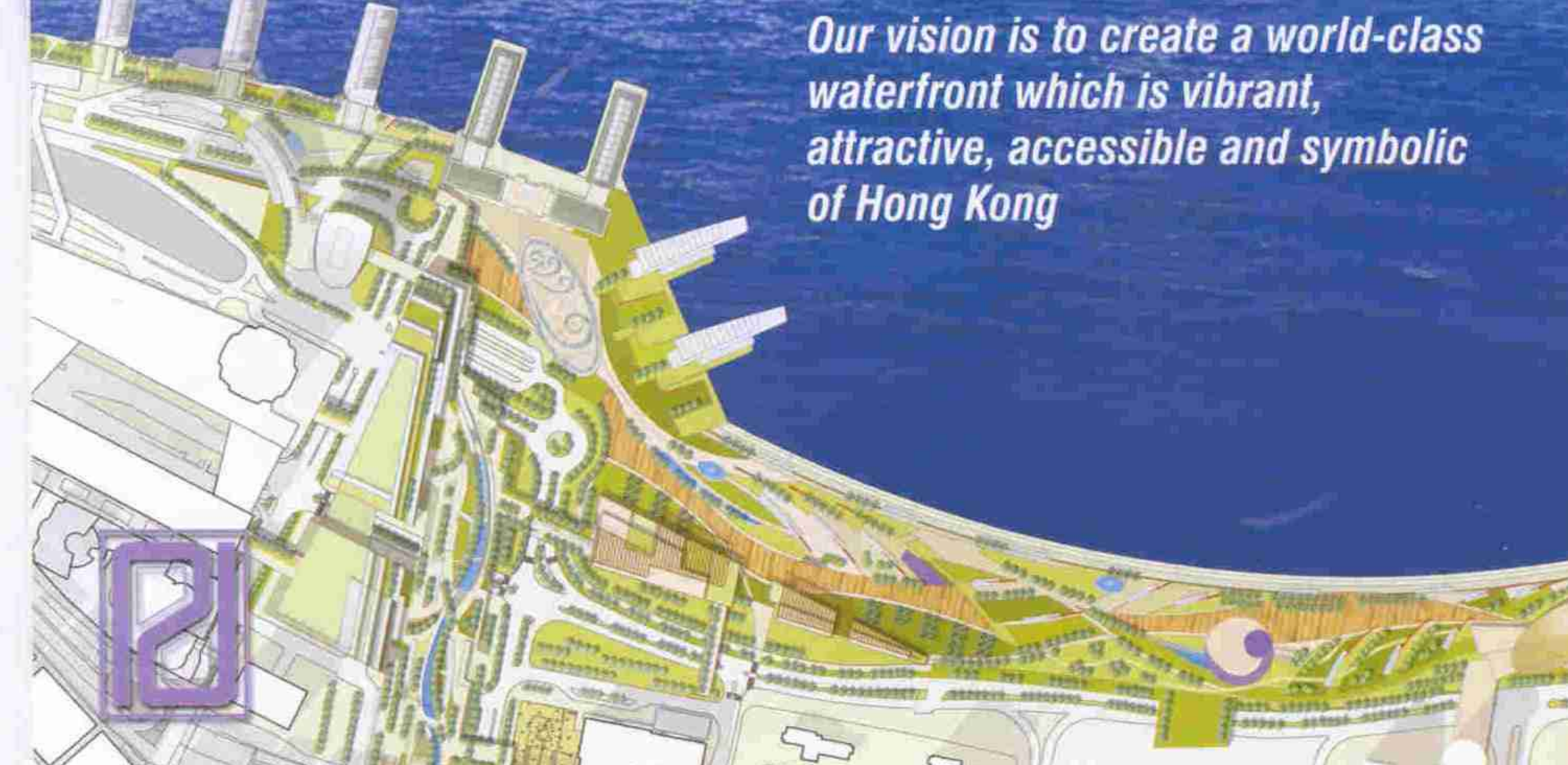
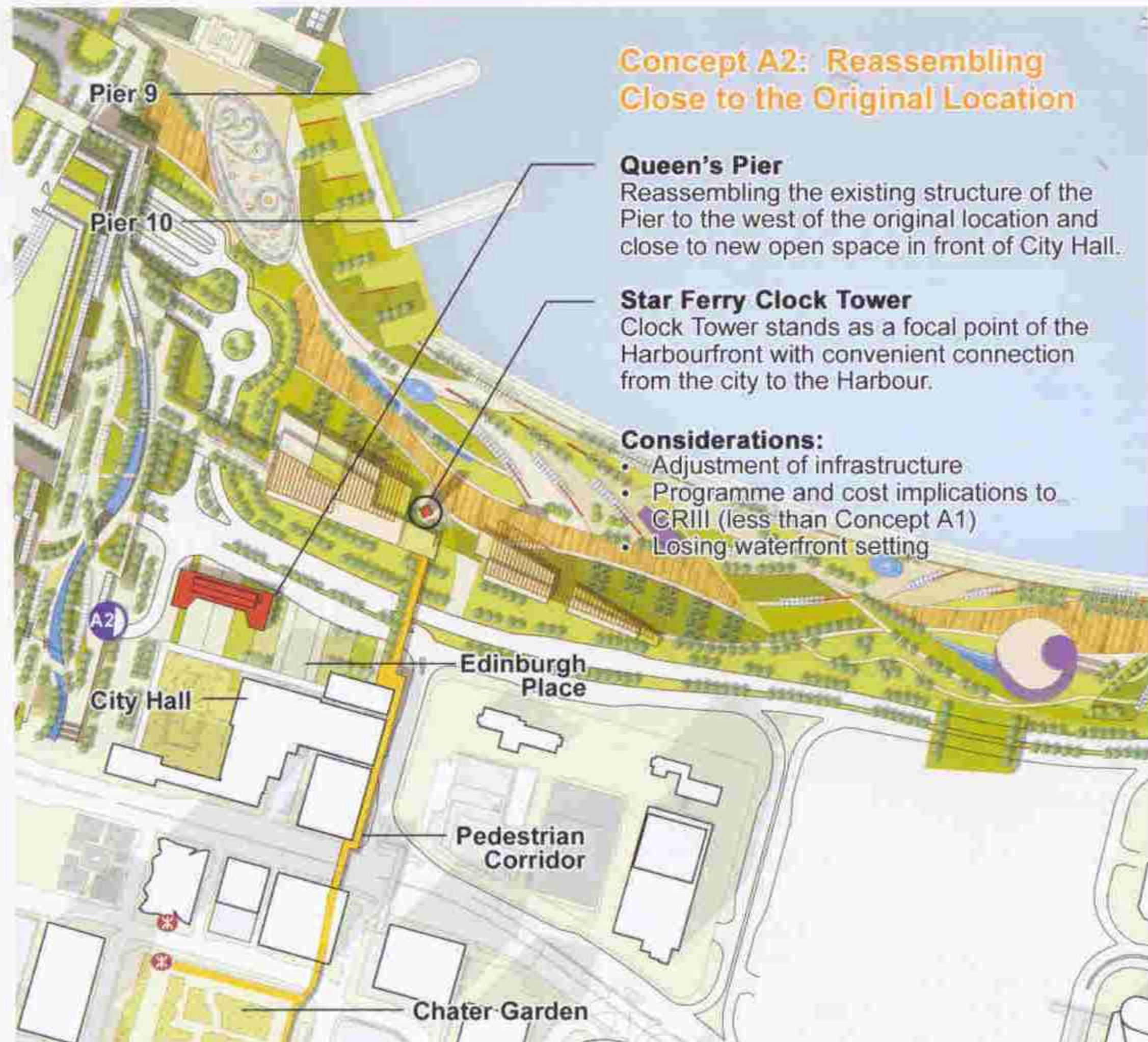


URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT: Stage 1 Public Engagement



Our vision is to create a world-class waterfront which is vibrant, attractive, accessible and symbolic of Hong Kong

Concept A2: Reassembling Close to the Original Location



Queen's Pier
Reassembling the existing structure of the Pier to the west of the original location and close to new open space in front of City Hall.

Star Ferry Clock Tower
Clock Tower stands as a focal point of the Harbourfront with convenient connection from the city to the Harbour.

- Considerations:**
- Adjustment of infrastructure
 - Programme and cost implications to CRILL (less than Concept A1)
 - Losing waterfront setting

Concept B2: Function Approach with Marine Frontage



Queen's Pier
The Pier will be reassembled between Piers 9 & 10 to form part of the piers.

Star Ferry Clock Tower
Clock Tower stands as a focal point of the Harbourfront with convenient connection from the city to the Harbour.

- Considerations:**
- Design review of Piers 9 & 10 to integrate Queen's Pier
 - Distant from City Hall Precinct

Your Views are Welcome

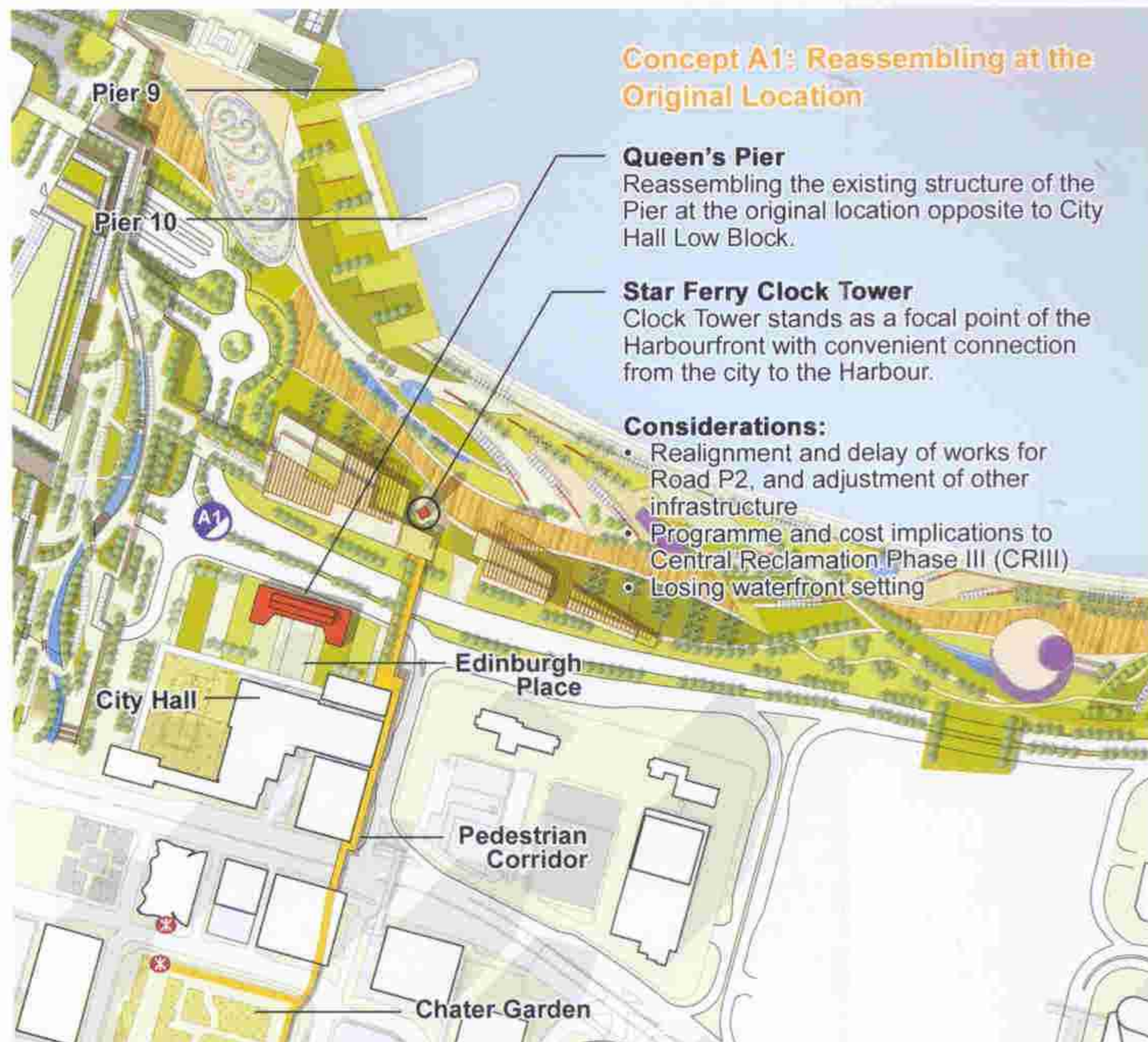
We welcome your views and suggestions. Please send them to us before 30 June 2007:

- By post: Special Duties Section, Planning Department, 15/F North Point Government Offices, 333 Java Road, North Point, Hong Kong (Ref: Urban Design Study for the New Central Harbourfront)
- By fax: 2577 3075
- By email: sdpd@pland.gov.hk
- By participating in the public engagement events

You are welcome to visit Planning Department's website at www.pland.gov.hk for details

Planning Department
May 2007

Concept A1: Reassembling at the Original Location



Queen's Pier
Reassembling the existing structure of the Pier at the original location opposite to City Hall Low Block.

Star Ferry Clock Tower
Clock Tower stands as a focal point of the Harbourfront with convenient connection from the city to the Harbour.

- Considerations:**
- Realignment and delay of works for Road P2, and adjustment of other infrastructure
 - Programme and cost implications to Central Reclamation Phase III (CRIII)
 - Losing waterfront setting

Concept B1: Axial Approach



Queen's Pier
The Pier stands close to the Harbour at the axis extending from City Hall Precinct with convenient pedestrian access. A linear relationship with Clock Tower and City Hall Precinct is created in lieu of the original triangular relationship. Queen's Pier forms part of the waterfront promenade.

Star Ferry Clock Tower
Clock Tower stands between Queen's Pier and City Hall Low Block to form a nodal point and an anchoring space.

- Considerations:**
- Some constraint on waterfront promenade design
 - Distant from City Hall Precinct

View Point



URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

Background

The new Central Harbourfront is covered by the Central District (Extension) and Central District Outline Zoning Plans (OZPs) approved in 2002 and 2003 respectively under the Town Planning Ordinance after extensive public consultation. While affirming the land use framework of the approved OZPs, the Town Planning Board has initiated to refine the existing urban design framework to guide the detailed design for realizing the planning vision.

Illustrative Concept for the New Central Harbourfront (May 2006) — A Starting Point

HABOURFRONT ARTS & LEISURE PRECINCT

- Landing for small pleasure crafts
- Cafes and outdoor seating by the harbour
- Arts precinct by the harbour

COMMUNITY PRECINCT

- Amphitheatre and outdoor forums
- Landscape deck

HARBOUR PLACE

- Timber deck promenade and outdoor cafes
- Musical fountain and water features
- Outdoor media show and performance stage

HARBOUR PROMENADE & HARBOUR GREEN

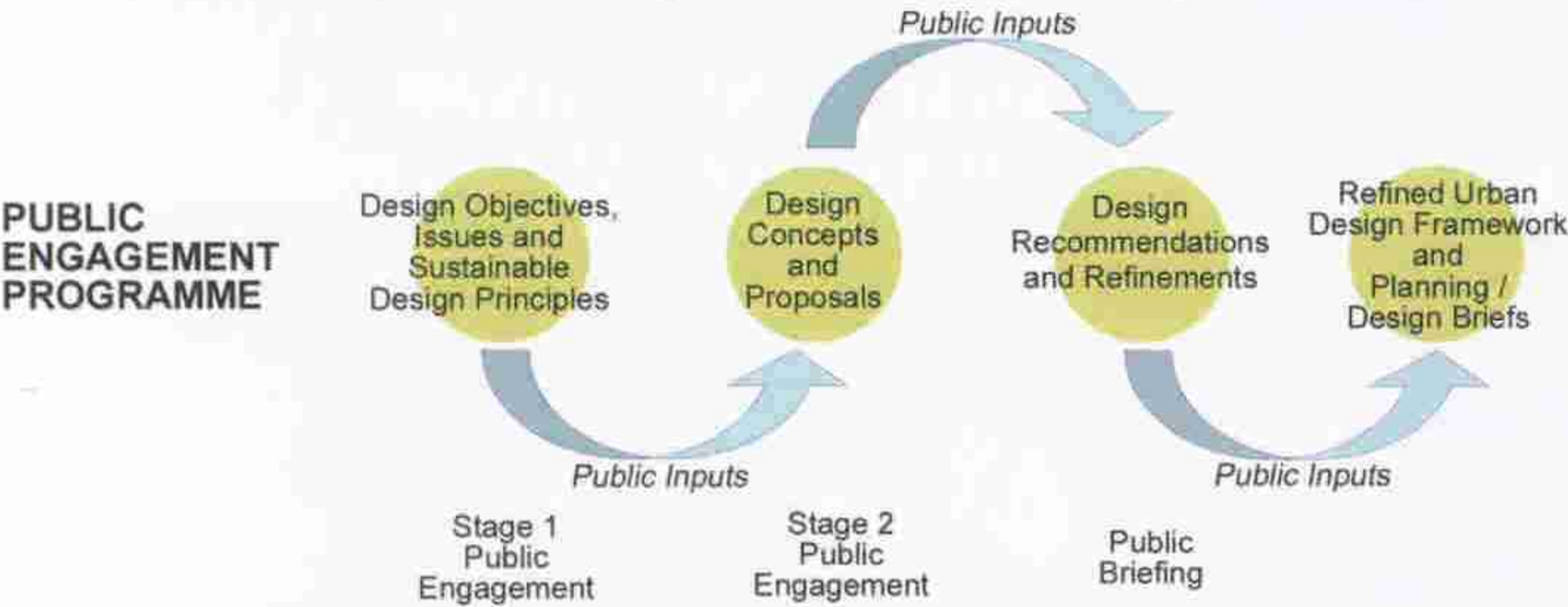
- Undulating lawns
- Tree-lined promenade
- Harbourfront walkway
- Berths for small pleasure crafts

Urban Design Study for the New Central Harbourfront

Planning Department has commissioned in late March 2007 an urban design study to refine the existing urban design framework and to prepare planning/design briefs for key sites in the new Central Harbourfront. These study outputs will guide the preparation of Master Layout Plans and future developments. The study also examines the locations and design ideas for reconstructing the old Star Ferry Clock Tower and reassembling Queen's Pier.

We would integrate community inputs in the study through an open, transparent and collaborative public engagement process. It is our intention that the refined urban design framework for the new Central Harbourfront would be sustainable and be able to meet the community aspirations.

In the Stage 1 public engagement, we aim to invite public views on the urban design objectives, urban design issues and sustainable design principles to provide inputs to the subsequent phases of the study with a view to building community consensus. We also aim to explore with the community the possible locations and design ideas for reconstructing the old Star Ferry Clock Tower and reassembling Queen's Pier.



Illustrative Concept for the New Central Harbourfront (May 2006)

Urban Design Objectives

Taking into account the planning context and relevant harbour planning principles and guidelines, the urban design objectives for the new Central Harbourfront are:

- To project a distinctive and high quality image for the Central Business District (CBD) and the new harbourfront
- To create an attractive harbourfront with quality public and private developments in a luxuriant landscape setting
- To create a vibrant harbourfront with a mix of uses and diverse activities for public enjoyment
- To create a harmonious visual and physical relationship with the ridgeline, harbour setting and the CBD
- To respect the cultural and historical context of Central
- To improve public accessibility to the harbourfront
- To create a sustainable design that contributes to economic vitality, commensurates with traffic, environmental and infrastructural capacity, and preserves local character and heritage

The development of the new Central Harbourfront will have the following urban design emphases:

- Functional with High Quality
- Diversified with Unity
- Vibrant and Green
- Enjoyable Public Spaces
- Good Accessibility
- Respecting Cultural Heritage
- Conducive to Economic Vitality
- Guiding while providing Design Flexibility

Key Urban Design Issues

The study suggests that the following key urban design issues should be considered:

- To extend the vitality of the city core
- Appropriate built-forms, heights, massing and layout design to respond to the natural context and to integrate with the surrounding areas
- Harbourfront enhancements, nodal attractions and anchoring public spaces to achieve vibrancy and sense of place
- Conservation of the cultural heritage of Central
- A sustainable transport system and comprehensive pedestrian linkages to enhance connectivity to the harbourfront
- Environmental friendly building design, landscape strategy and greening to enhance the environmental quality
- Harmonizing the design of utility buildings and infrastructure with the waterfront setting

Sustainable Design Assessment Framework

A sustainable design assessment framework together with sustainability principles is proposed to guide the process of building community consensus on the refinement of the urban design framework and the preparation of planning/design briefs for the key sites:

Sustainability Principles	Design Components	Sustainability Criteria		
		Social Aspects	Economic Aspects	Environmental Aspects
Diverse Uses and Activities	<ul style="list-style-type: none">Arts, cultural, leisure, recreation, civic and open space uses and economic activities	<ul style="list-style-type: none">Enhancing cultural vibrancy and leisure opportunitiesDiversity of activities serving different sectors of the community	<ul style="list-style-type: none">Creating business and job opportunitiesMeeting economic needs	<ul style="list-style-type: none">Compatible land uses and marine facilitiesHarmonizing utility buildings and infrastructure with harbourfront setting
Responding to the Natural Context and Existing Urban Fabric	<ul style="list-style-type: none">Built-forms, heights, massing and layout design to protect ridgelines, harbour views and waterfront settingPhysical and visual integration with existing urban fabric	<ul style="list-style-type: none">Conserving natural heritage of the cityImproving accessibilityEnhancing legibility of the urban fabric	<ul style="list-style-type: none">Improving image and identity of CBDMaintaining attraction of spectacular skyline and harbour views	<ul style="list-style-type: none">Harmonizing developments with natural settingMaintaining breezeways, view corridors and air ventilation corridors
Promoting Harbourfront Enhancement	<ul style="list-style-type: none">Waterfront promenade, nodal attractions and anchoring spaces	<ul style="list-style-type: none">Public enjoyment and appreciation of the Harbour	<ul style="list-style-type: none">Opportunities for small scale waterfront related business usesEnhancing image and functions of Victoria Harbour	<ul style="list-style-type: none">High quality environment for Hong Kong people, CBD workers and tourists
Respecting Cultural Heritage	<ul style="list-style-type: none">Sites of cultural heritage, value and interest	<ul style="list-style-type: none">Conserving cultural heritage of the harbourfront	<ul style="list-style-type: none">Enhancing identity of the cityBusiness opportunities related to arts, culture and local heritage	<ul style="list-style-type: none">Enhancing the setting for sites of cultural heritage value and interest
Improving Accessibility and Connectivity	<ul style="list-style-type: none">Comprehensive pedestrian network and sustainable transport system	<ul style="list-style-type: none">Ease of movement between hinterland and harbourfrontProvision of different modes of access and choices	<ul style="list-style-type: none">Enhancing functioning of CBD by improved connectivity and ease of access	<ul style="list-style-type: none">Improving connectivity to public transport to reduce vehicular trafficBetter pedestrian environmentMinimizing environmental pollution
Promoting Environmental Friendly Building Design and Greening	<ul style="list-style-type: none">Environmental friendly building design, green features, open spaces and key landscape elements	<ul style="list-style-type: none">Better urban environment in which to live, work and enjoy	<ul style="list-style-type: none">Quality urban environment for the business and financial district	<ul style="list-style-type: none">Improving urban climate, visual amenity and compatibility with natural settingEnhancing openness and greenery



Approved Central District (Extension) OZP and Central District OZP



Study Area and Key Development Sites for the Urban Design Study for the New Central Harbourfront

Star Ferry Clock Tower and Queen's Pier

As part of the study, we have explored alternative concepts on the possible locations and design ideas for reconstructing the old Star Ferry Clock Tower and reassembling Queen's Pier.

Alternative Concepts

There is a number of possible combinations to relate the reconstructed Star Ferry Clock Tower, the reassembled Queen's Pier, the City Hall Precinct and the new Harbourfront. To facilitate discussions, four alternative concepts have been explored based on the following considerations:

- Spatial and Historical Context
- Identity
- Functionality
- Accessibility
- Visual Prominence
- Flexibility for Planning

These alternative concepts are not exhaustive. We welcome ideas from the public.

CONCEPT A SERIES: Queen's Pier with City Hall

Concept A1: Reassembling at the Original Location

Concept A2: Reassembling Close to the Original Location

Both Concept A1 and Concept A2 attempt to reassemble Queen's Pier in close proximity with City Hall and Edinburgh Place, maintaining their original relationship and physical setting.

Concepts A1 & A2:

- Queen's Pier close to City Hall and Edinburgh Place but distant from the Harbourfront
- Queen's Pier will not function as a pier
- Good accessibility from the city
- Clock Tower creates a visual linkage between the Harbour and the city
- Clock Tower integrates with the design of Site 4 to form a nodal point and an anchoring space
- The retained clock faces, chimes and mechanical parts of old Clock Tower will be reassembled in the reconstructed Star Ferry Clock Tower
- A gallery may be built adjacent to Clock Tower to exhibit salvaged items of old Star Ferry Pier

Concept A1:

- Queen's Pier is reassembled at the original position

Concept A2:

- Echoing Memorial Garden of City Hall, the Pier together with new open space provides opportunities for public enjoyment

CONCEPT B SERIES: Queen's Pier by the Harbour

Concept B1: Axial Approach

Concept B2: Function Approach with Marine Frontage

Both Concept B1 and Concept B2 attempt to reassemble Queen's Pier in close proximity to the Harbour.

Concepts B1 & B2:

- Queen's Pier is close to the Harbour and designed with water features
- Clock Tower integrates with Site 4 to act as a Harbourfront landmark
- Good accessibility from the city
- Queen's Pier is close to Public Transport Interchange, MTR and ferry services
- A landscaped plaza in front of Queen's Pier
- Open space around Clock Tower to create orientation and a sense of place
- The retained clock faces, chimes and mechanical parts of old Clock Tower will be reassembled in the reconstructed Clock Tower
- A gallery may be built adjacent to Clock Tower to exhibit salvaged items of old Star Ferry Pier

Concept B1:

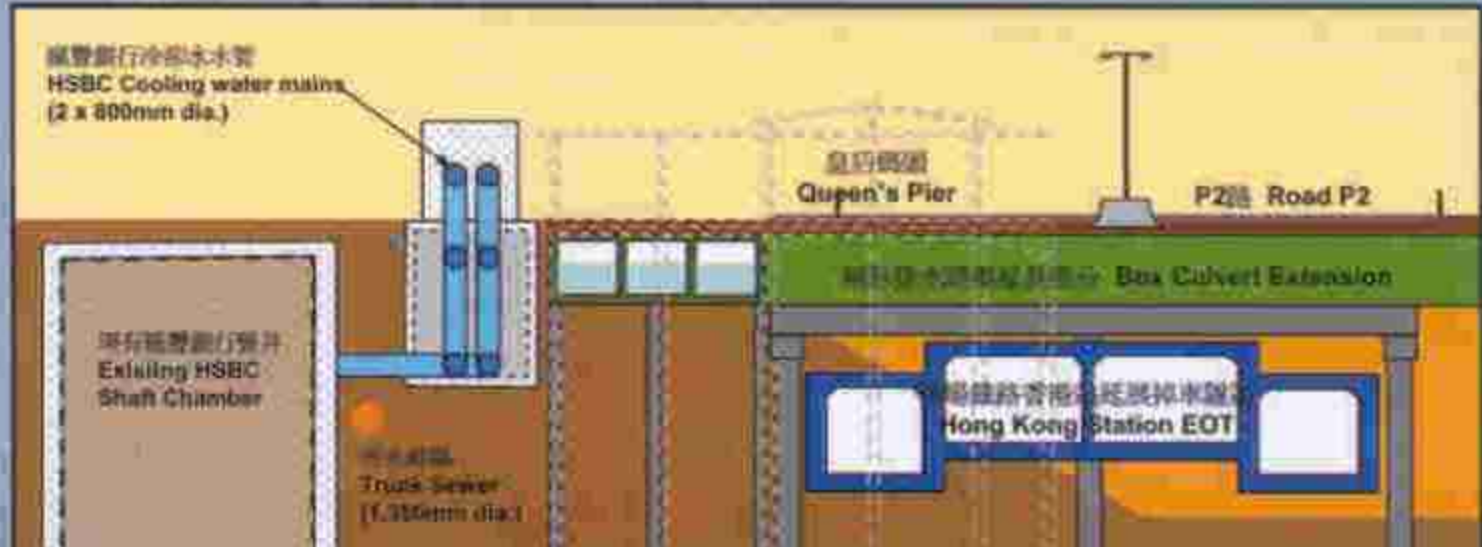
- City Hall, Clock Tower and Queen's Pier stand on an axis with clear visual connection

Concept B2:

- Clock Tower creates a visual linkage between the Harbour and the city
- Queen's Pier forming part of Piers 9 and 10 can be turned into a pier entrance lobby with café, small gallery for Queen's Pier history etc



Plan of planned infrastructure at the original location of Queen's Pier



Cross Section of planned infrastructure at the original location of Queen's Pier



Clock Tower and Queen's Pier



Illustrative Concept for the New Central Harbourfront (May 2006)

Urban Design Study for the New Central Harbourfront

Stage 1 Public Engagement - View Collection Form

Part I: Urban Design Objectives, Issues, Sustainability Principles and Criteria

Please provide your views on the following

(√)

A. Urban Design Objectives for the New Central Harbourfront

		Very Important	Important	Less Important	Not Important	No Comment
a)	To project a distinctive and high quality image for the Central Business District (CBD) and the new harbourfront	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	To create an attractive harbourfront with quality public and private developments in a luxuriant landscape setting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	To create a vibrant harbourfront with a mix of uses and diverse activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	To create a harmonious visual and physical relationship with the ridgeline, harbour setting and the CBD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	To respect the cultural and historical context of Central	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f)	To improve public accessibility to the harbourfront	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g)	To create a sustainable design that contributes to economic vitality, commensurates with traffic, environmental and infrastructural capacity, and preserves local character and heritage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other suggestions on urban design objectives:

B. Urban Design Issues for the New Central Harbourfront

a)	To extend the vitality of the city core	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Appropriate built-forms, heights, massing and layout design to respond to the natural context and to integrate with the surrounding areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Harbourfront enhancements, nodal attractions and anchoring public spaces to achieve vibrancy and sense of place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Conservation of the cultural heritage of Central	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	A sustainable transport system and comprehensive pedestrian linkages to enhance connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f)	Environmental friendly building design, landscape strategy and greening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g)	Harmonizing the design of utility buildings and infrastructure with the waterfront setting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other suggestions on urban design issues:

C. What are the important urban design considerations for the key sites in the Study?

- a) Site1:
Comprehensive Development Area at Central Piers No.4-6 ('CDA') _____
- b) Site2:
Commercial site adjacent to IFCII ('C') _____
- c) Site3:
CDA with landscape pedestrian deck and commercial facilities ('CDA') _____
- d) Site4:
Waterfront Related Commercial and Leisure Uses site ('OU') _____
- e) Site5:
Site to the north of CITIC Tower ('G/IC') _____
- f) Site6:
Waterfront Related Commercial and Leisure Uses site ('OU') _____
- g) Site7:
Promenade along waterfront of CRIII ('O') _____
- h) Site8:
Waterfront Related Commercial and Leisure Uses site ('OU') _____

Other suggestions on design considerations:

D. Sustainability Principles

- a) Diverse Uses and Activities
- b) Responding to the Natural Context and Existing Urban Fabric
- c) Promoting Harbourfront Enhancement
- d) Respecting Cultural Heritage
- e) Improving Accessibility and Connectivity
- f) Promoting Environmental Friendly Building Design and Greening

Very Important	Important	Less Important	Not Important	No Comment
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other suggestions on sustainability principles:

E. Sustainability Criteria

a) Social Aspects

- 1. Enhancing cultural vibrancy and leisure opportunities
- 2. Diversity of activities serving different sectors of the community
- 3. Conserving natural heritage of the city
- 4. Improving accessibility
- 5. Enhancing legibility of the urban fabric
- 6. Public enjoyment and appreciation of the Harbour
- 7. Conserving cultural heritage of the harbourfront
- 8. Ease of movement between hinterland and harbourfront
- 9. Provision of different modes of access and choices
- 10. Better urban environment in which to live, work and enjoy

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b) Environmental Aspects

- 1. Compatible land uses and marine facilities
- 2. Harmonizing utility buildings and infrastructure with harbourfront setting
- 3. Harmonizing developments with natural setting
- 4. Maintaining breezeways, view corridors and air ventilation corridors
- 5. High quality environment for Hong Kong people, CBD workers and tourists
- 6. Enhancing the setting for sites of cultural heritage value and interest
- 7. Improving connectivity to public transport to reduce vehicular traffic
- 8. Better pedestrian environment
- 9. Minimizing environmental pollution
- 10. Improving urban climate, visual amenity and compatibility with natural setting
- 11. Enhancing openness and greenery

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

c) Economic Aspects

- 1. Creating business and job opportunities
- 2. Meeting economic needs
- 3. Improving image and identity of CBD
- 4. Maintaining attraction of spectacular skyline and harbour views
- 5. Opportunities for small scale waterfront related business uses
- 6. Enhancing image and functions of Victoria Harbour
- 7. Enhancing identity of the city
- 8. Business opportunities related to arts, culture and local heritage
- 9. Enhancing functioning of CBD by improved connectivity and ease of access
- 10. Quality urban environment for the business and financial district

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other suggestions on sustainability criteria:

Part II- Alternative Concepts for Reconstructing Old Star Ferry Clock Tower and Reassembling Queen's Pier

A. With reference to the proposed alternative concepts, please indicate whether they perform well against the following considerations by using a tick (✓).

Considerations	A1*	A2*	B1*	B2*
Spatial Context				
Historical Context				
Identity				
Functionality				
Accessibility				
Visual Prominence				
Flexibility for Planning				

*Notes

Alternative Concepts:

A1-Reassembling of Queen's Pier at the original location and with Clock Tower close-by.

A2-Reassembling of Queen's Pier close to original location and with Clock Tower close-by.

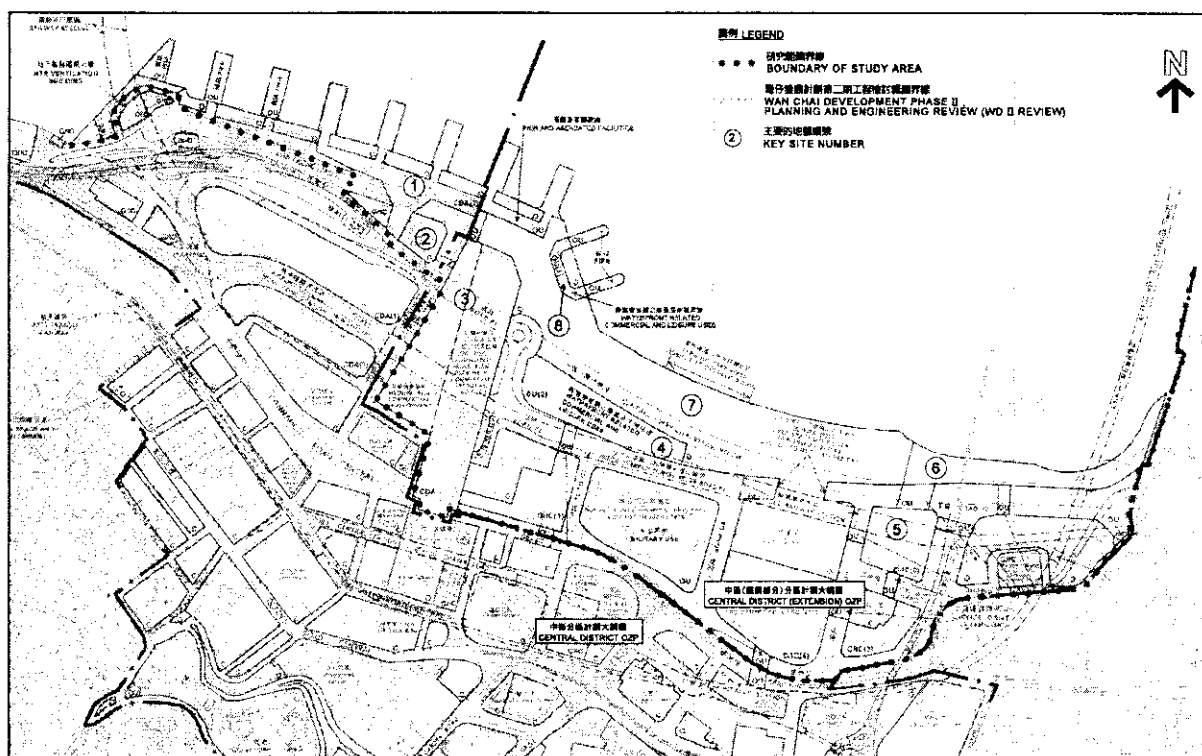
B1-City Hall, Clock Tower and Queen's Pier stand on an axis with clear visual connection.

B2-Queen's Pier placed between Pier 9 and 10 and Clock Tower formed a visual link between the Harbour and the City.

B. Please provide your views on the following

		(✓)			
	Very Important	Important	Less Important	Not Important	No Comment
1. The reassembled Queen's Pier should be at the original location.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. The reassembled Queen's Pier should be close to City Hall.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. The reassembled Queen's Pier should be close to the Harbour.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. The pier function should be resumed for the reassembled Queen's Pier.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. The reconstructed Clock Tower should be at the original location.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. The reconstructed Clock Tower should be integrated into the new harbourfront.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. The reconstructed Clock Tower should relate to City Hall and the reassembled Queen's Pier.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. The retained clock faces, chimes and mechanical parts of the Old Clock Tower should be reassembled in the new Clock Tower.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. A gallery should be built adjacent to Clock Tower to exhibit salvaged items of old Star Ferry Pier.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Other comments on the locations of Queen's Pier and Clock Tower:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any Other Comments:



Study Area

Name English: Chinese:	Institution/Firm	Telephone No/ E-mail
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Disclaimer:

A person or an organization providing any comments and views to the Urban Design Study for the New Central Harbourfront shall be deemed to have given consent to the Planning Department to use or publish (including posting onto an appropriate website) the whole or any part of the comments and views (with the exception of personal data) at its full discretion without the need to seek any agreement from that person or organization. Otherwise, please state so when providing the comments and views.

Please return the completed form by 30 June 2007 to:

- By post: Special Duties Section, Planning Department, 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
- By fax: 25773075
- By email: sdpd@pland.gov.hk