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Subcommittee on Harbourfront Planning
 Panel on Development
 Legislative Council
 Legislative Council Building
 8 Jackson Road
 Central, Hong Kong
 (Fax: 2869-6794 / email: asit@legco.gov.hk / sc_dev_hfp@legco.gov.hk)

Submissions on planning for the new Central harbourfront

Honorable Chair and Members,

Thank you for the invitation to make submissions. Without a detailed briefing by the Study Team, it is hard to make definitive comments on the planning and design proposals for the key sites. Below please find our queries after studying the information available.

General – Traffic, transport and infrastructure

1. If this is the last reclamation then what development control mechanisms are put in place to ensure that traffic along the harbourfront will forever be contained, and a sustainable reserve capacity is ensured for our road network?
2. What is the target minimum reserve capacity for junctions in the waterfront road network including the Connaught-Harcourt-Gloucester corridor?
3. Other than the removal of the PTI, has there been any reduction in the amount of land occupied by transport infrastructure? If so, where?
4. Has there been a review of the design and engineering of the transport infrastructure to mitigate the impact on the environment? What changes have been made? If not, why not?
5. Has there been a review of the target service levels for passengers for connectivity and transfer between transport services within Central? If so, what are they? How have these been improved?
6. Is the tram reserve still protected? Will the administration consider a shared space for tram and pedestrians as applied in other cities?
7. How do people communicate between the Hong Kong Exhibition Centre and the Central Ferry Piers and Airport Express Station?
8. Will there be continuous connectivity for cycling along the entire length of the waterfront?
9. When will the tunnel for the airport express over-run and northern island line tunnel be extended?

General – Land and marine planning

10. Why are site boundaries unchanged despite many calls for changes (Site 3, 4, 7, 6)?
11. Between the landing steps next to the HKCEC and Pier 9 and 10, where are landing facilities for water taxis and other forms of marine transport along the waterfront?
12. What is the time line for the next steps?

Site 1 and 2

13. We support the reduction in gross floor area. Why is the recommended GFA appropriate?
14. Will the pier promenade retain its open character? What are the plans for activating the pier promenade?
15. How will the public rights on the 'podium' be ensured? Will these be the same as on the road? If not, how are they different and why?

Site 3

16. Are large decks over roads and subsequent street level 'tunnels' considered unpleasant or attractive for pedestrians? Are the three roads below the HKCEC an appealing environment? What is the quality of the street level environment along P2 and P1 within site 3?
17. How will site 3 be divided into smaller sales sites to ensure a competitive environment?
18. Will the original clock be made to chime again in the original location?

Site 4

19. Why are the courtyard spaces facing the road and not the waterfront?
20. Why is site 4 and site 7 not broken up to create a more vibrant and diverse experience?

Site 5

21. We support a change in use however, what is the rationale for the amount of GFA?

Site 6

22. Why is site 6 not expanded across the inaccessible spaghetti of roads between APA, Grand Hyatt, HKCEC and Site 6?

Site 7

23. See site 4.
24. How will the PLA berth be activated?
25. What is the outline of the parade ground within the waterfront area?
26. What are the details of the dining and restaurant facilities within the park? What area is designated for outdoor seating? Why is 480 sq.m. deemed appropriate?
27. Which areas will be fitted out for outdoor music, performances and events?
28. Why block the view of the harbour with a viewing platform (A11)?
29. Will the green carpet and waterfront event plaza be designed for ceremonies such as National Day, Handover and Opening of the legal year? Where will the Golden Bauhinia be placed? Is the new waterfront a better environment than next to the heliport and provide a better backdrop with the Government offices, harbour, Peak and Central? If not, why not? If so, what services and infrastructure are included to host events efficiently?

Site 8

30. Why spend HK\$190m more on assembly of Queen's Pier between Pier 9 and 10? (The abortive cost for assembly of QP in the original location is HK\$30m (page 28-29 Study Team's response in the Summary Report of the Task Group on Urban Design Study for the New Central Harbourfront of the Harbour-front Enhancement Committee). Assembly of QP at Pier 9/10 is HK\$220m.)
31. We support the re-instatement of Queen's Pier in the original location.

Site – Red Cross

32. What are the detailed plans for this site?

Upon learning more details, we will be pleased to provide you with more in-depth responses.

Kind regards,



Paul Zimmerman
Founding Member, Designing Hong Kong Limited
25/f Caroline Centre, 28 Yun Ping Road, Causeway Bay, Hong Kong
Tel (852) 2923 8688 Paul@designinghongkong.com