

Society for Protection of the Harbour

保護海港協會

Panel on Planning, Lands and Works

**Subcommittee to Review the Planning for the
Central Waterfront (including the Tamar Site)**

Meeting on 7th May 2007

Design and Alignment of Road P2

Summary of Submission

1. P2 in its present form of a potentially 6-lane surface highway over 100 ft. wide is needed only because of the proposed massive property developments on the Central Harbourfront.
2. The full details of the 10 property developments are set out in Document “A” in the List of Documents our Society have supplied for the purpose of this Meeting. Document “A” shows that the Government is proposing to develop 10 large pieces of land which will produce a staggering 9,845,410 sq.ft. of Gross Floor Area.
3. It is estimated that these developments will attract an additional 50,000 people to Central.
4. According to the Report submitted by the Transport Department, these developments will attract an additional 7,623 vehicles per hour to Central and traffic will again be saturated by the year 2016.
5. In the court proceedings taken by our Society against the Government (HCAL 102/2003), the Government in its justification for the Central Reclamation (CR III) had misled the court by failing to bring to the court’s attention the massive property developments on land provided by CR III.
6. In Paragraph 27 of the Affirmation of Cheung Tai Yan (Document “D”) made on behalf of the Chief Executive-in-Council, Secretary for Housing, Planning and Lands and Secretary for Environment, Transport and Works, the Government set out the reasons for the reclamation without mentioning the proposed massive property developments on the reclaimed land.
7. In 2005 through a Re-zoning Application, our Society brought the above matters to the attention of the Town Planning Board. The Board by its decision dated 5th August 2005 (Document “E”) therefore directed the Government to conduct further studies and to review the plans for Central. The Government was directed, in particular:-

- (a) To facilitate pedestrian access to the waterfront;
 - (b) To study an environmentally friendly transport system; and
 - (c) To promote visual permeability.
8. The Board made its decision public by a Press Announcement dated 5th August 2005 (Document “F”).
9. However up to the present time, the Government has failed to comply with the Board’s decision and yet has pressed ahead with:-
- (a) The construction works of the Central Reclamation and related infrastructures including P2;
 - (b) Demolition of the Star Ferry; and
 - (c) Currently proceeding to demolish Queen’s Pier.
10. The Government’s disregard of the Board’s directive for almost two years and nevertheless proceeding with the above works is unreasonable, culpable and disrespectful almost to the extent of contempt of the Board, the opinions of Hong Kong people and public interest.
11. It would be illogical and almost dishonest for the Government to conduct the study and review only now after the construction and demolition works are completed and then to say that it is too late to change anything. Even if the result of the review should disapprove of the Government’s plans, there would be no way to undo the damage and to restore Hong Kong’s historic monuments.
12. In the light of the above and in fairness to the people of Hong Kong, the Government should be publicly censured.
13. Hopefully it is still not too late to review whether P2 in its present form is really needed. If the proposed massive property developments are cancelled or substantively reduced, P2 can be planned simply as a local road to provide public access to the harbourfront rather than as an additional formidable barrier similar to the present Connaught Road/Gloucester Road.
14. Reduction of the width of P2 may also mean that Queen’s Pier need not be demolished but can be retained on its present site.

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**List of Documents
in support of the Submission by
The Society for Protection of the Harbour**

- A.** Plan according to Transport Department Submission to the Expert Panel on 3rd September 2005 (Annexure 4.2).
- B.** Extract from “Submission to the Expert Panel” presented by the Transport Department on 3rd September 2005 - Appendix 4.2 showing the Total Gross Floor Area of the Proposed Future Developments at Central Reclamation Area.
- C.** Extract from “Submission to the Expert Panel” presented by the Transport Department on 3rd September 2005 - Appendix 4.4 showing that additional 7,623 vehicle trips in PCU per hour will be generated by the Proposed Future Developments at Central Reclamation Area.
- D.** Extracts of Affirmation of Cheung Tai Yan attesting to the purpose of the Central Reclamation.
- E.** Extract from Minutes of Town Planning Board Meeting dated 5th August 2005.
- F.** Press Release of Town Planning Board dated 5th August 2005.
- G.** Leaflet “The New Central Harbourfront” prepared by the Housing, Planning and Lands Bureau in May 2006.

Plan According to Transport Department Submission
(Annexure 4.2)

Proposed Future Developments (Square feet/Square metre)

① Comprehensive Development Area 1 (Current bus terminal at the back of existing ferry pier) 395,000 ft ² / 36,463 m ²	④ Government Headquarters (Current Tamar) 3,090,000 ft ² / 285,975 m ²	⑦ Commercial 105,000 ft ² / 10,028 m ²
② Comprehensive Development Area 2 (Current Post Office to future waterfront) 2,000,000 ft ² / 186,875 m ²	⑤ Legislative Council 1,570,000 ft ² / 146,057 m ²	⑧ Red Cross Office 205,000 ft ² / 19,320 m ²
③ Commercial 440,000 ft ² / 40,879 m ²	⑥ Commercial 154,000 ft ² / 14,357 m ²	⑨ Commercial 24,100 ft ² / 2,245 m ²

⑩ Hotels
596,418 ft² / 55,740 m²

KEY

- Area of Harbour to be reclaimed
- Land for new development
- Landmark buildings for reference
- Proposed new bypass road
- Surface Road P2
- Extent of reclamation



**Extract from "Submission to the Expert Panel"
Presented by the Transport Department
on 3rd September 2005**

Appendix 4.2

Proposed Future Developments in Central Reclamation Area

Site Ref.	Intended Land Use	GFA (m ²)	Breakdowns of Land Use (GFA in m ²)
1	Comprehensive Development Area (CDA) fronting Piers Nos. 4, 5 & 6	92,465	Retail (16,315) Office (76,150)
2	CDA	190,875	Retail (106,303) Office (54,733) Commercial Parking (29,839) (850 space)
3	Waterfront related commercial	40,879	Retail (40,879)
4	Government Headquarters	342,975	Office (313,411) Parking (29,564)*
5	Legislative Council	146,087	Office (134,400) Parking (11,687)*
6	Waterfront related commercial	14,387	Retail (14,387)
7	Waterfront related commercial	10,028	Retail (10,028)
8	Red Cross's Office	19,320	Office (16,892) Parking (2,428)*
9	Waterfront related commercial	2,245	Retail (2,245)
10 [#]	Hotels	55,740	

Total Gross Floor Area: 915,001 m² = 9,845,410 sq.ft.

* : Parking spaces in these buildings are for the staff only and not for commercial use and hence, will not generate additional trips.

[#] Item 10 and Total Gross Floor Area are added to the original paper.

**Extract from "Submission to the Expert Panel"
Presented by the Transport Department
on 3rd September 2005**

Appendix 4.4

Trip Generation and Attractions of Developments

Site Ref.	Intended Land Use	AM		PM		TOTAL
		In	Out	In	Out	
1	Comprehensive Development Area (CDA) fronting Piers Nos. 4, 5 & 6	288	204	269	274	1035
2	CDA	641	390	555	611	2197
3	Waterfront related commercial	110	74	102	94	380
4	Government Headquarters	790	514	442	542	2288
5	Legislative Council	310	310	151	151	922
6	Waterfront related commercial	39	26	36	33	134
7	Waterfront related commercial	27	18	25	23	93
8	Red Cross's Office	40	40	20	20	120
9	Waterfront related commercial *	115*	124*	106*	109*	454
						<u>7623</u>

* : Trips from site 9 include trips generated by commercial (retail) and trips to/from "Star Ferry".

(Note : Trips are in PCU per hr.)

Respondents: Cheung Tai Yan: 1st: .10.03

HCAL 102/2003

IN THE HIGH COURT OF THE HONG KONG
SPECIAL ADMINISTRATIVE REGION
COURT OF FIRST INSTANCE
CONSTITUTIONAL AND ADMINISTRATIVE LAW LIST
NO. 102 OF 2003

BETWEEN

SOCIETY FOR PROTECTION OF THE HARBOUR LIMITED Applicant

And

CHIEF EXECUTIVE IN COUNCIL 1st Respondent

SECRETARY FOR HOUSING, PLANNING AND LANDS 2nd Respondent

SECRETARY FOR ENVIRONMENT, TRANSPORT AND
WORKS 3rd Respondent

AFFIRMATION OF CHEUNG TAI YAN

26. On 27 September 2003, the 2nd Respondent announced the Government's decision temporarily to suspend all marine works under CRIII pending the outcome of the Applicant's present application for interim injunctive relief, which is due to be heard by this Honourable Court on 3 October 2003. I shall explain the reasons for the suspension later in this Affirmation.

CRIII

27. The proposed reclamation under CRIII is designed to provide land for essential transport infrastructure including the Central-Wanchai Bypass ("Bypass") and Road P2 network, and to re-provision existing waterfront facilities (including cooling water pumping stations which provide cooling water for buildings in Central, the Star Ferry Pier and Queen's Pier). The land available will provide an opportunity for a waterfront promenade to be constructed for public enjoyment.


28. Construction for CRIII has just started. The Contractor commenced marine site investigation on 24 May 2003 at the Initial Reclamation Area West ("IRAW") zone initially. Further marine site investigation later continued in other zones including the Initial Reclamation Area East ("IRAE"), Final Reclamation Area East ("FRAE") and Final Reclamation Area West ("IRAW"), and investigation work for the Eastern Seawall was in progress, but stopped on 28 September 2003. The Contractor started the dredging work on 29 July 2003 at the IRAW zone initially, and has so far been working in that area only. Rockfilling works to the dredged trench in IRAW commenced on 13 September 2003. Marine piling works for the construction of Pier 8 and Public Pier West at IRAW were started on 16 September 2003. All these

**Extract from Minutes of Town Planning Board Meeting
Dated 5th August 2005**

66. The Chairperson said that Members generally saw the merits of preparing planning/design briefs for the "CDA" and "OU(WRCLU)" sites to ensure that the future developments would blend in with the waterfront setting, facilitate pedestrian access to the waterfront, and promote visual permeability of the developments. The existing urban design framework for the reclamation area should be refined to meet public aspiration. The refined urban design framework and the planning/design briefs to be prepared should also take into account the Board's Vision Statement for Victoria Harbour and the Harbour Planning Vision, Mission and Principles of the HEC. The Secretary said that the refined urban design framework for the area and the planning/design briefs for specific sites would be submitted to the Board for consideration in due course.

67. Noting some Members' concerns on the possible impacts of Road P2 on the new waterfront, the Chairperson said that the PlanD should relay Members' views to the TD, requesting it to ensure that the design of the road would be compatible with the overall urban design of the area while allowing maximum pedestrian accessibility to the harbour-front. To facilitate more efficient and convenient east-west connection along the waterfront, an environmentally friendly transport system on the promenade should be further studied. The Secretary said that the issue of pedestrian movements could also be taken up in the revision of the urban design framework and in the preparation of the planning/design briefs.

Press Release

 Email this article | Government Homepage

TPB rejected requests for amendments to Central and Wan Chai plans

After very thorough consideration, the Town Planning Board (the Board) today (August 5) decided not to agree to the rezoning requests submitted by the Society for Protection of the Harbour Limited (SPH), Save our Shorelines (SOS) and Clear the Air (CA) to amend the Central District (Extension) and Wan Chai North Outline Zoning Plans (OZPs).

"On CA's rezoning request, the Board noted the Court's view that determination of policy concerning how best to resolve transport difficulties is a matter for the Chief Executive in Council. It therefore considered that whether Electronic Road Pricing (ERP) is a practicable alternative to building the Central-Wan Chai Bypass (CWB) is a transport policy which lies outside its purview. The Board also noted that the use of ERP would not be effective without an alternative route," a spokesman of the Board said.

"SOS has proposed to reduce the reclamation by using immersed tube tunnel (ITT) construction for the CWB. After hearing of the views from concerned parties, the Board accepted the advice of the Civil Engineering and Development Department and its consultants that the ITT option was not feasible in this location," the spokesman said.

"SPH has also proposed to reduce the reclamation extent on both Central Reclamation Phase III (CRIII) and part of Wan Chai Development Phase II (WDII) shown on the Central District (Extension) OZP. The Board noted that the Government had considered a very detailed review on CRIII, which reaffirmed that the extent of CRIII met the 'overriding public need' test laid down by the Court of Final Appeal and the reclamation extent was the absolute minimum."

"The extent of reclamation within WDII is being reviewed by the Government. It is premature to consider whether to amend that part of the OZP before completion of the review around mid 2006. The Board will look into the matter upon availability of the findings," the spokesman added.

Nevertheless, the Board saw some merits in SPH's proposals for harbourfront planning. It agreed to request the Government to prepare/refine planning/design briefs for this important waterfront, in particular the groundscraper and the waterfront related commercial and leisure uses sites, to ensure that the future developments would blend in with the waterfront setting, facilitate pedestrian access to the waterfront, and promote visual permeability of the developments.

Ends/Friday, August 5, 2005

NNNN

Illustrative Concept for a Vibrant and Green Harbourfront

There are three urban design emphases:

Creating Vibrancy and Diversity

- a Harbourplace for waterfront-related leisure, entertainment and commercial uses with alfresco dining areas, outdoor media shows and performance venues
- a Harbourfront Arts and Leisure Precinct with galleries, outdoor art display and performance, alfresco dining and outdoor seating by a basin
- a Community Precinct extending from Tamar and comprising outdoor forums, amphitheatre and open spaces
- Harbour Promenade and Harbour Green encompassing harbourside walkways and undulating lawns as a sanctuary in the city

Creating Enjoyable Public Spaces

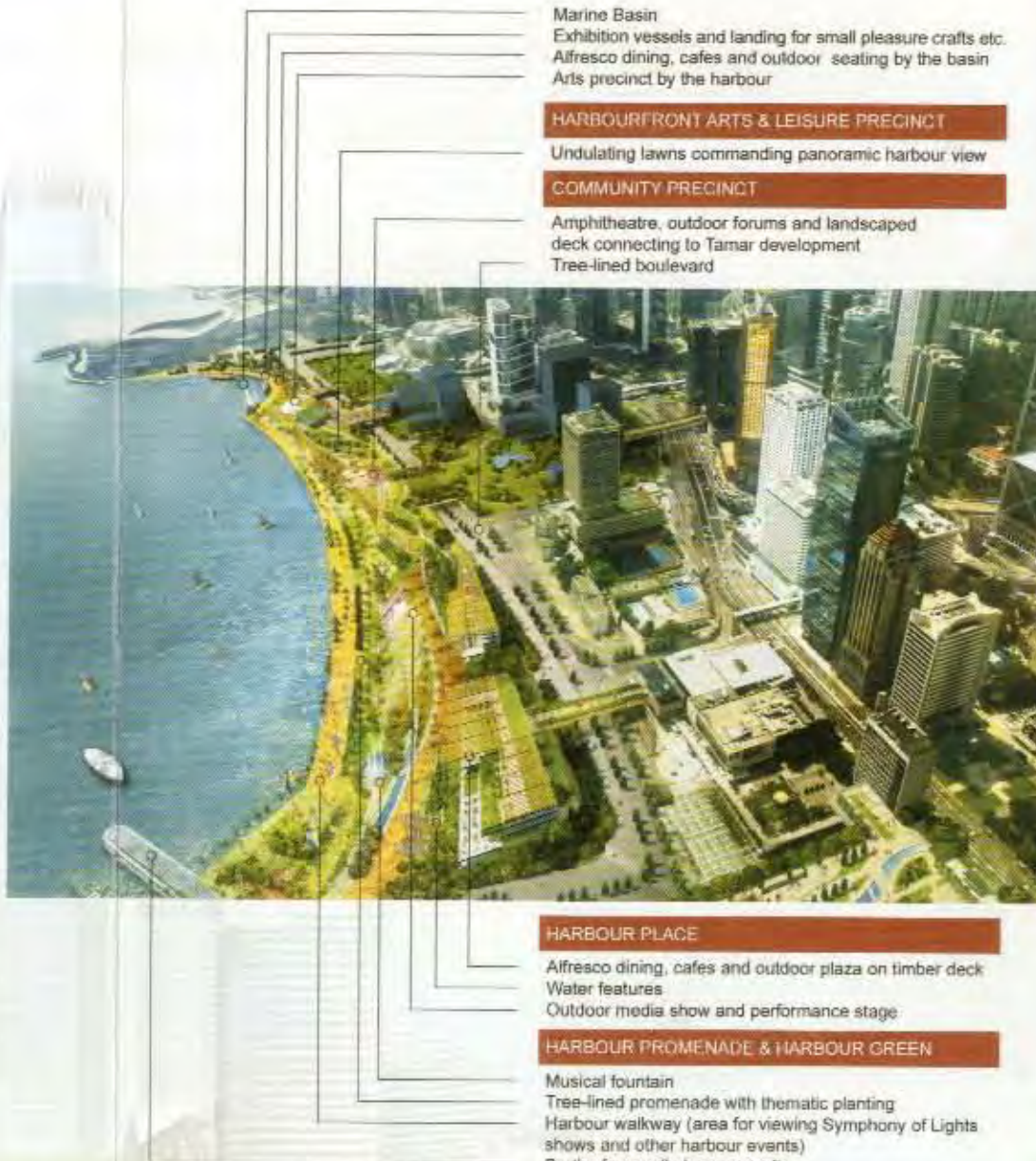
- about 11 ha of harbourside public open spaces, including a 1.4 km long waterfront promenade with varying widths ranging from 30m to 120m
- a variety of activity spaces providing different harbourfront experiences

Creating a Green Edge to our Harbour and Central Business District

- a green unifying harbour edge extending from Central to Wanchai and connecting to the parks inland through open space and pedestrian links
- tree-lined boulevards and walkways as well as extensive landscaping
- view corridors and permeable building designs to enhance visual access to the Harbour.

Linking the Statue Square to the New Star Ferry Piers are a low-rise garden deck and an at-grade landscaped walkway. The garden deck would have two cascading levels of retail space over one level of basement retail. The underground, at-grade and elevated pedestrian linkages provide choices and different pedestrian experiences. To the west is a low-rise office/commercial building. It would be unique with cascading design, and extensive setbacks to provide garden decks, terraces and roof gardens. This development would be the most distinctive amidst the high-rise towers in Central and in harmony with the waterfront open space setting.

Immediate to the north of IFC II are a proposed office development (with a much lower building height) over a public transport interchange, and a medium-rise hotel/commercial development overlooking the ferry piers. The design would integrate with the waterfront setting and the pedestrian network around the ferry piers.



THE NEW CENTRAL HARBOURFRONT

Our Vision for the new Central Harbourfront is to create a world-class waterfront which is vibrant, attractive, accessible and symbolic of Hong Kong.



Marine Basin

Undulating Lawn

Amphitheatre and Outdoor Forums



Outdoor Media Show and Performance Stage

Harbour Walkway

Alfresco Dining, Cafes & Outdoor Plaza on Timber Deck

Next Step

Planning Department will undertake an Urban Design Study to further refine the existing urban design framework and to prepare planning/design briefs for the key sites at the Central Harbourfront to guide future developments. The community will be fully engaged in the study process.

Housing, Planning and Lands Bureau
Planning Department
May 2006

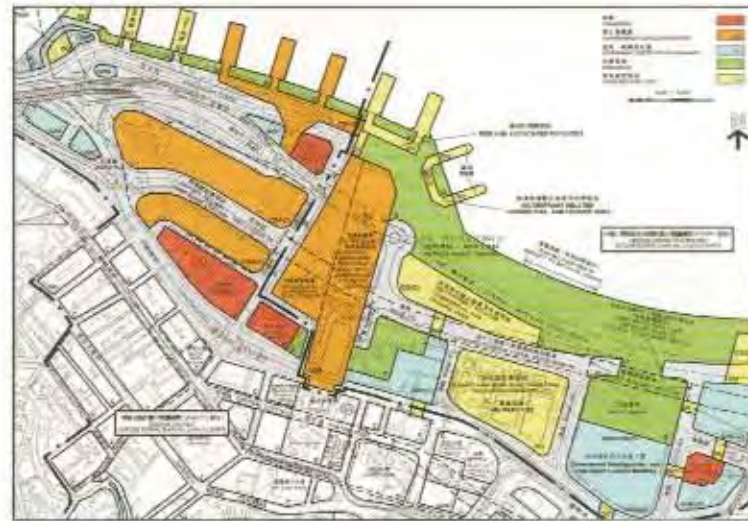
Printed by the Government Logistics Department



Planning and Urban Design Framework

The new Central Harbourfront is covered by the Central District (Extension) and Central District Outline Zoning Plans (OZPs), which were approved in 2002 and 2003 under the Town Planning Ordinance after extensive public consultation. They meet the community aspirations for extensive public open space and vibrant land uses by the Harbour, while maintaining the competitive edge of our Central Business District.

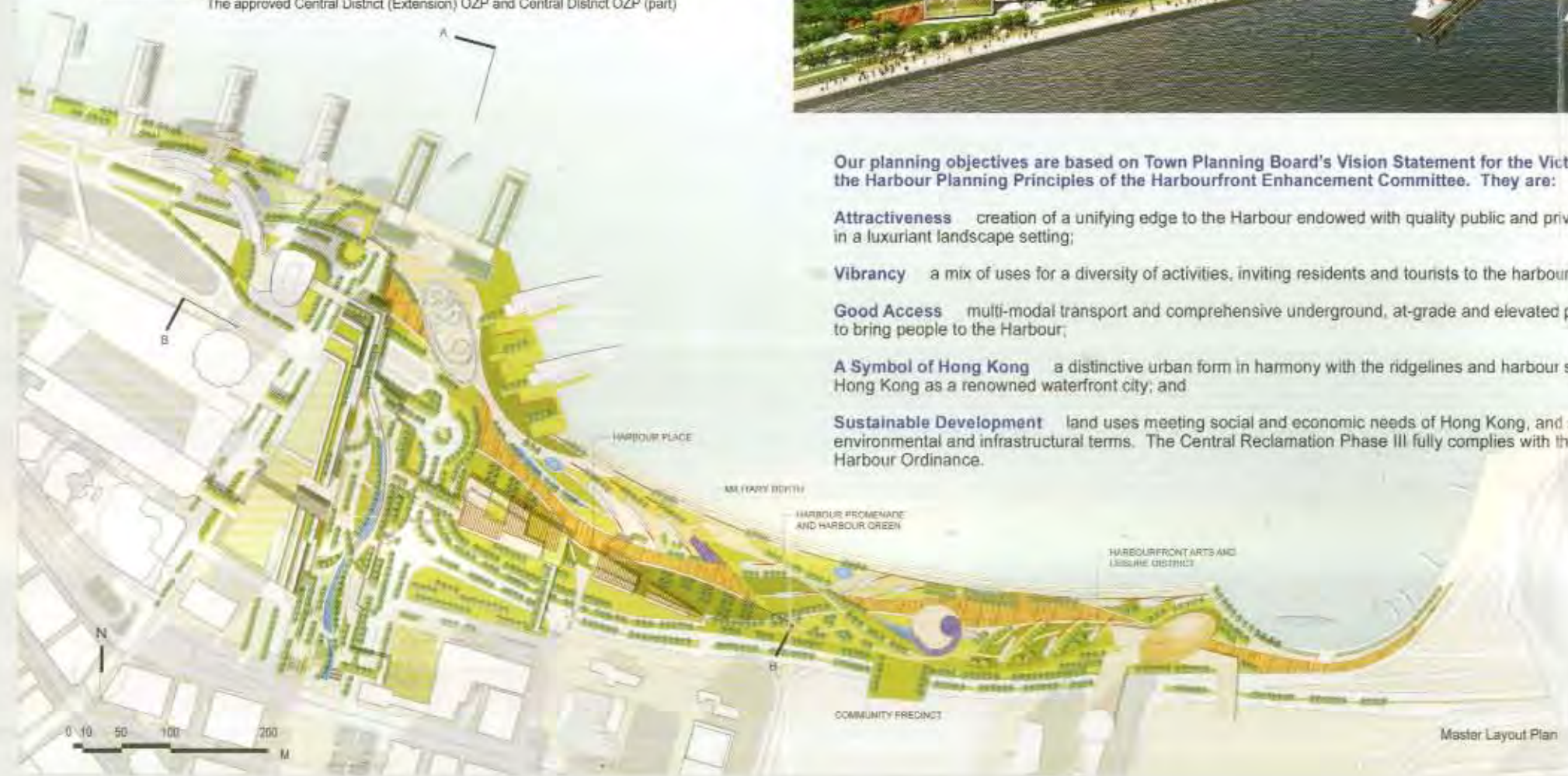
The OZPs provide a land use framework for realizing the visions for the Victoria Harbour and creating a world-class waterfront that we can all be proud of.



The approved Central District (Extension) OZP and Central District OZP (part)



G



Master Layout Plan

Our planning objectives are based on Town Planning Board's Vision Statement for the Victoria Harbour and the Harbour Planning Principles of the Harbourfront Enhancement Committee. They are:

Attractiveness creation of a unifying edge to the Harbour endowed with quality public and private developments in a luxuriant landscape setting;

Vibrancy a mix of uses for a diversity of activities, inviting residents and tourists to the harbourfront;

Good Access multi-modal transport and comprehensive underground, at-grade and elevated pedestrian linkages to bring people to the Harbour;

A Symbol of Hong Kong a distinctive urban form in harmony with the ridgelines and harbour setting, reinforcing Hong Kong as a renowned waterfront city; and

Sustainable Development land uses meeting social and economic needs of Hong Kong, and sustainable in traffic, environmental and infrastructural terms. The Central Reclamation Phase III fully complies with the Protection of the Harbour Ordinance.



Section AA' through CDA Site from Statue Square to New Star Ferry Piers



Section BB' through CDA Sites from IFC II to the harbourfront.