

**For information  
on 28 June 2007**

**LEGISLATIVE COUNCIL  
PANEL ON PLANNING, LANDS AND WORKS**

**SUBCOMMITTEE TO REVIEW THE PLANNING FOR THE  
CENTRAL WATERFRONT (INCLUDING THE TAMAR SITE)**

**Urban Design Study for the New Central Harbourfront**

**Purpose**

This paper is to brief Members on the progress of the Urban Design Study for the New Central Harbourfront (the Study).

**Urban Design Study for the New Central Harbourfront**

2. The new Central Harbourfront is covered by the approved Central District (Extension) Outline Zoning Plan (OZP) and the approved Central District OZP. Upon considering several rezoning applications, the Town Planning Board (TPB) has affirmed the land use planning of the approved OZP and initiated to refine the existing urban design framework to guide the detailed design of the new Central Harbourfront.

3. In response to the TPB's request, Planning Department (PlanD) has commissioned consultants to undertake the Study. On 14 July 2006, the TPB considered and agreed to the study outline. We also briefed this Subcommittee (Information paper (CB(1)2219/05-06(01)) on the study outline on 6 October 2006. The study commenced in late March 2007.

4. The Study aims to refine the existing urban design framework and to prepare design briefs for the key sites in the new Central Harbourfront. The study area covers the harbourfront stretching from the Central Ferry Piers to the west of the Hong Kong Convention and Exhibition Centre as well as the eight key sites (**Attachment A**).

5. The four main tasks of the Study are:

Task 1: identification of the urban design objectives and urban design issues within the study area and the key sites;

Task 2: refinement of the urban design framework;

Task 3: refinement of design concepts of the key sites; and

Task 4: preparation of design briefs and identification of design control mechanisms.

6. The Study has proposed a sustainable design assessment framework to assess the study proposals and to guide relevant stakeholders in the process of building community consensus on the refinement of the urban design framework and the preparation of design briefs. In addition, when preparing the design briefs for the key sites, air ventilation assessments would be undertaken on the proposed building design/disposition under the Study.

7. The public engagement programme under the Study has different stages. The Stage 1 public engagement would focus on issues of general principles, including the urban design objectives, urban design issues, and sustainable design assessment framework for the study area and the key sites. The next stage would focus on formulating proposals for the refined overall urban design framework, design concepts and design briefs for the key sites.

### **Progress of Public Engagement**

8. The Stage 1 public engagement was launched in early May 2007. First of all, we have published a pamphlet (**Attachment B**), set up a webpage and held an exhibition at Star Ferry Pier to provide relevant information and to collect views.

9. We held a Focus Group Workshop on 5 May 2007 to listen to the views of professional and academic institutions, and organized a Community Engagement Forum on 12 May 2007 to obtain views from the general public and concerned stakeholders. About two hundred members of the public participated in the above two activities.

10. We have also listened to the views of the TPB. In addition, we have consulted the Harbour-front Enhancement Committee Sub-committee on Harbour Plan Review and the Central and Western, Wan Chai, and Islands District Councils. We have also distributed the consultation documents to other District Councils covering areas along the Victoria Harbour.

11. We are collating the information and will consult other relevant groups as well as distribute the pamphlets and questionnaires widely to canvass public views.

### **Urban Design Objectives and Issues for the New Central Harbourfront**

12. The groups and individuals invited to participate in the Community Engagement Forum held on 12 May, which is referred to in paragraph 9 above, include the Legislative Council Panel on Planning, Lands and Works, the TPB, the Harbour-front Enhancement Committee, the Antiquities Advisory Board, district councils, professional, academic and concerned groups. We hope to listen to more views on the following topics (paragraphs 13-17).

#### **Urban Design Objectives**

13. Having consolidated the community views previously expressed on the new Central Harbourfront and taking into account the planning context and relevant harbour planning principles and guidelines, the study consultants have proposed the following urban design objectives for the new Central Harbourfront:

- To project a distinctive and high quality image for the Central Business District (CBD) and the new Harbourfront;
- To create an attractive Harbourfront;
- 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, Harbourfront setting and the CBD;
- To respect the cultural and historical context of Central;
- To improve public accessibility to the Harbourfront; and
- To create a sustainable design that contributes to economic vitality, commensurates with traffic, environmental and infrastructural capacity, and preserves local character and cultural and historical context.

#### **Key Urban Design Issues**

14. After examining the existing urban design framework, and design opportunities and constraints etc, the following urban design issues are suggested for consideration:

- Extending 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 and historical context 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; and
- Harmonizing the design of utility buildings and infrastructure with the waterfront setting.

15. The study consultants have also proposed a sustainable design assessment framework, including sustainable design principles, relevant design components, and sustainability criteria encompassing social, economic and environmental aspects to assess the study proposals and to guide the process of building community consensus during the study. The proposed sustainable design assessment framework is set out in the pamphlet at **Attachment B**.

#### Reconstructing Star Ferry Clock Tower and Reassembling the Queen's Pier

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

- Spatial context;
- Historical context;
- Identity;
- Functionality;
- Accessibility;
- Visual prominence; and
- Flexibility for planning.

17. The four concepts are detailed in the pamphlet at **Attachment B** and briefly described below. It must be stressed that the four concepts are not exhaustive. Views and other suggestions from the public are welcome.

#### Concept A Series: Queen's Pier with City Hall

Both Concepts A1 and A2 attempt to reassemble the Queen's Pier close to City Hall and Edinburgh Place, thereby maintaining their original

relationship and physical setting. As regards the Star Ferry Clock Tower, Concepts A1 and A2 propose that the Clock Tower will stand as a focal point of the new Harbourfront with convenient pedestrian access.

**Concept A1: Reassembling at the Original Location**

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

**Concept A2: Reassembling Close to the Original Location**

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

**Concept B Series: Queen's Pier by the Harbour**

Both Concepts B1 and B2 attempt to reassemble the Queen's Pier close to the Harbour. For Concept B1, the Clock Tower will stand between the reassembled Queen's Pier and City Hall Low Block to form an anchoring space. For Concept B2, the location of the Clock Tower is the same as that in Concepts A1 and A2.

**Concept B1: Axial Approach**

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

**Concept B2: Functional Approach with Marine Frontage**

The Queen's Pier will be reassembled between Central Ferry Pier Nos. 9 and 10 to form part of the two piers.

**Next Steps**

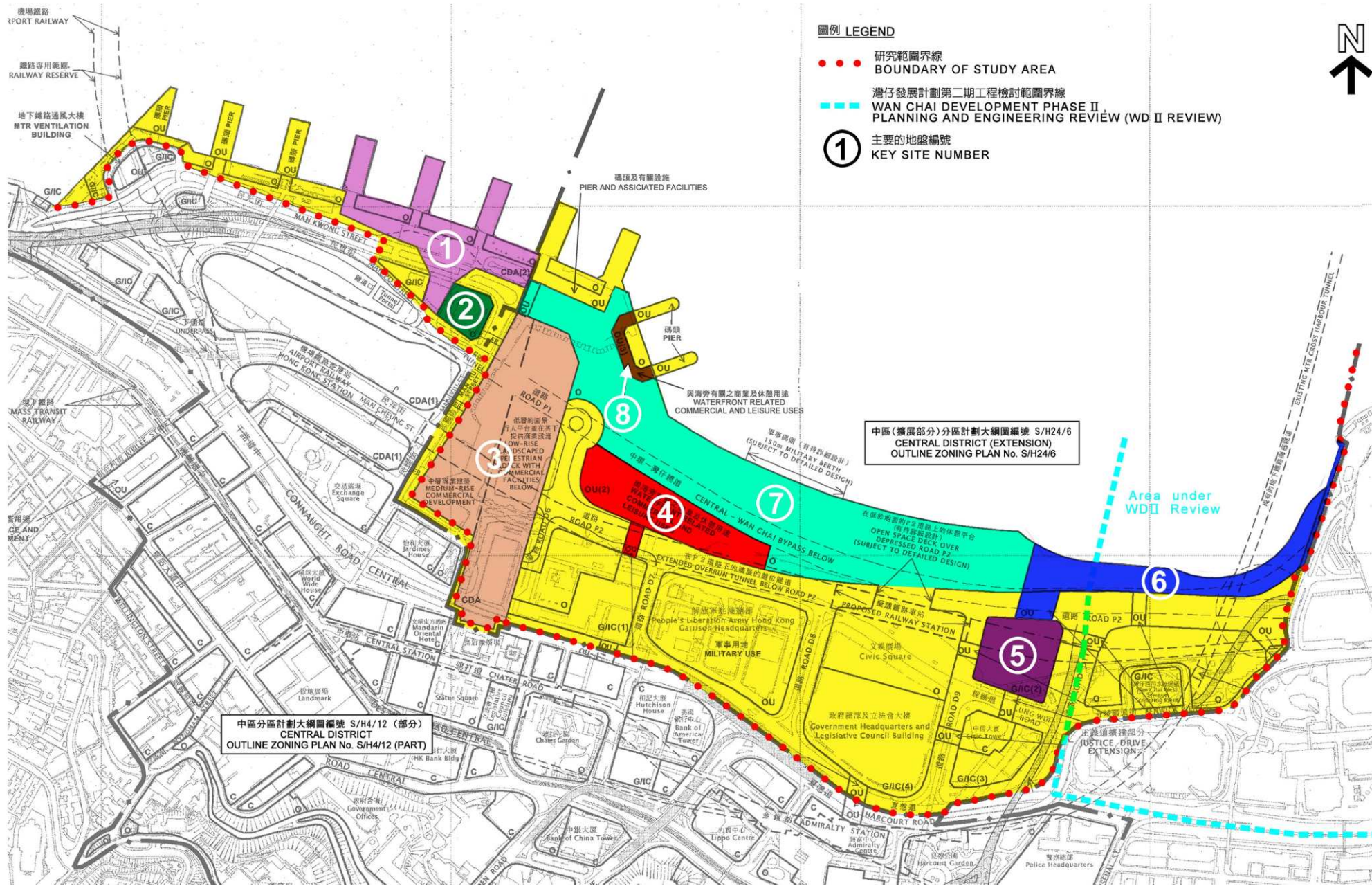
18. Public views and suggestions received would help our study consultants to formulate proposals for the refined urban design framework, the design concepts and design briefs for the key sites, and the locations and design ideas for reconstructing the Star Ferry Clock Tower and reassembling the Queen's Pier in the next stage of the Study. The public would be engaged in the next stage of public engagement.

**Attachments**

- |              |   |
|--------------|---|
| Attachment A | Study Area and Key Development Sites<br>Urban Design Study for the New Central Harbourfront           |
| Attachment B | Pamphlet for Stage 1 Public Engagement for the Urban<br>Design Study for the New Central Harbourfront |

**Housing, Planning and Lands Bureau  
Planning Department  
June 2007**





本摘要圖於2007年5月31日擬備，所根據的資料為：  
於2003年2月18日核准的分區計劃大綱圖編號S/H4/12，  
於2002年12月17日核准的分區計劃大綱圖編號S/H24/6，  
以及於2007年3月30日擬議的灣仔北發展大綱草圖編號D/H25/D  
EXTRACT PLAN PREPARED ON 31.5.2007 BASED ON  
OUTLINE ZONING PLANS No. S/H4/12 APPROVED ON 18.2.2003,  
S/H24/6 APPROVED ON 17.12.2002 AND  
WAN CHAI NORTH RODP No. D/H25/D PROPOSED ON 30.3.2007

中環新海濱城市設計研究：研究範圍及主要發展用地  
STUDY AREA AND KEY DEVELOPMENT SITES  
URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

米 METER 100 0 100 200 300 400 METER 米

規劃署  
PLANNING DEPARTMENT



M/SD/07/59

附件  
Attachment  
A





Concept A1: View of Queen's Pier from Road P2



Concept A2: View of Queen's Pier and Clock Tower from west of City Hall



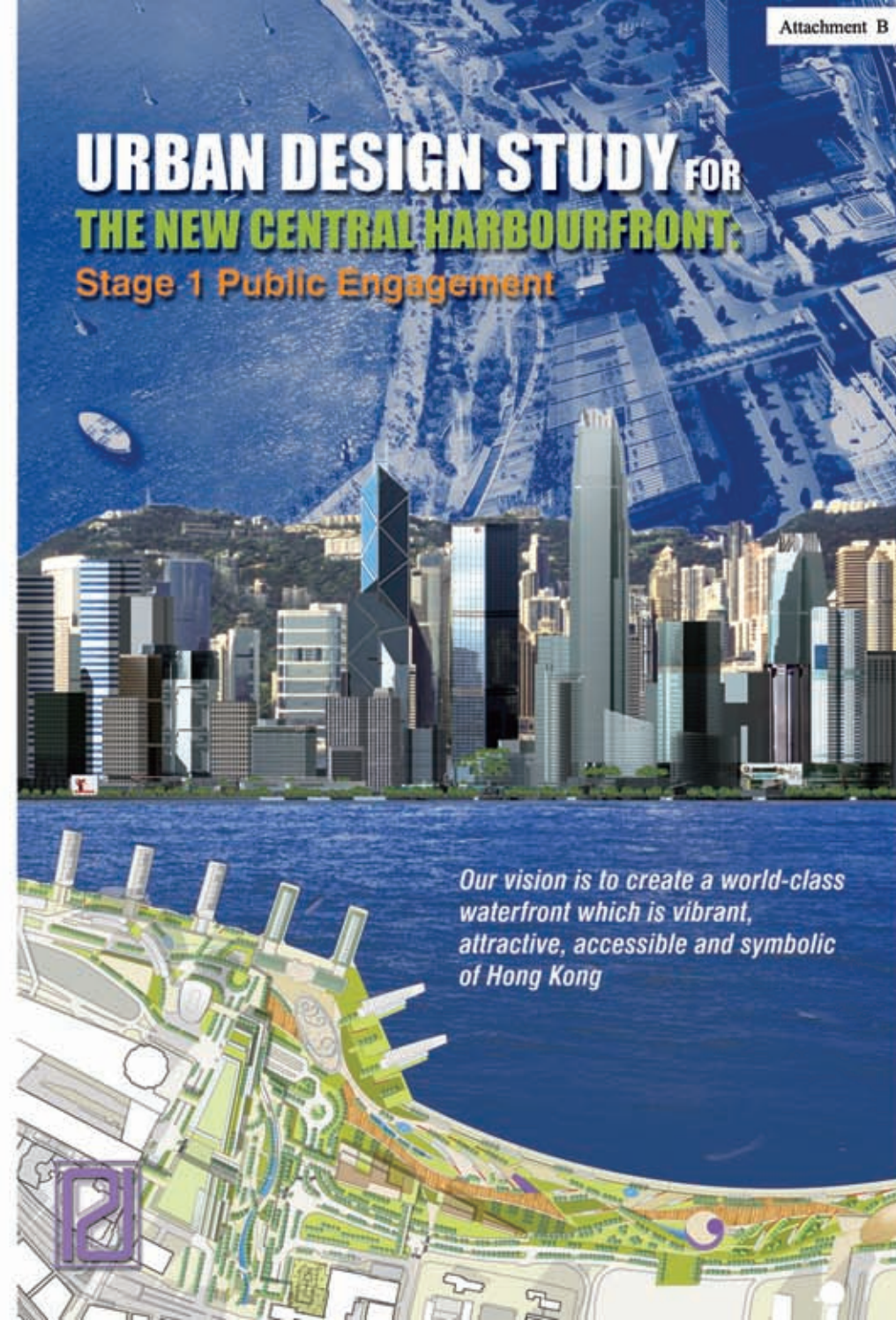
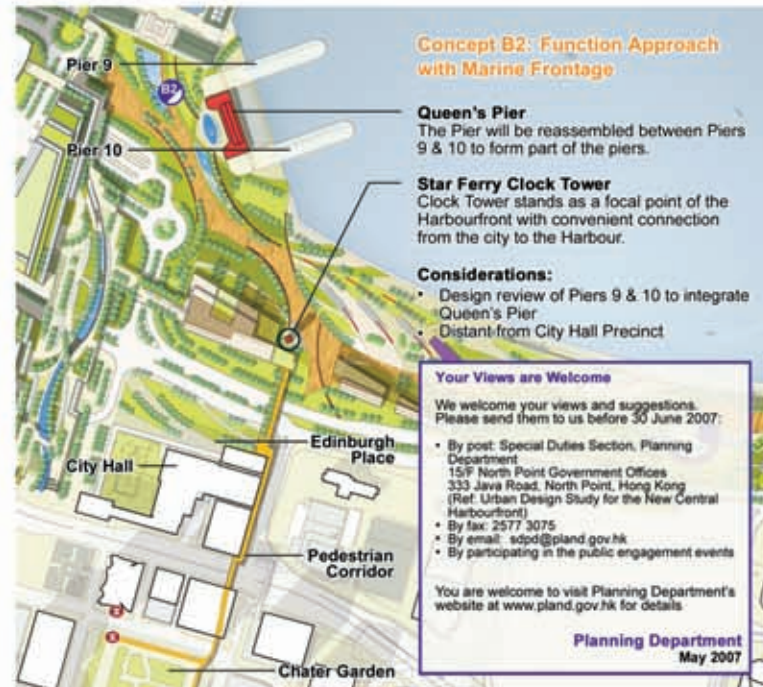
Concept B1: View from Edinburgh Place with Queen's Pier and Clock Tower along an axis



Concept B2: View of Queen's Pier reassembled between Piers 9 and 10, new plaza in front and Clock Tower



Clock Tower as the focal point of new harbourfront and pedestrian corridor





# 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

### HARBOURFRONT 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 luxurious 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 skyline, 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	Economic Aspects	Environmental Aspects
Diverse Uses and Activities	Arts, cultural, leisure, recreation, civic and open space uses and economic activities	Enhancing cultural vibrancy and leisure opportunities Diversity of activities serving different sectors of the community	Creating business and job opportunities Meeting economic needs	Compatible land uses and marine facilities Harmonizing utility buildings and infrastructure with harbourfront setting
Responding to the Natural Context and Existing Urban Fabric	Built-forms, heights, massing and layout design to protect ridgelines, harbour views and waterfront setting Physical and visual integration with existing urban fabric	Conserving natural heritage of the city Improving accessibility Enhancing legibility of the urban fabric	Improving image and identity of CBD Maintaining attraction of spectacular skyline and harbour views	Harmonizing developments with natural setting Maintaining breezeways, view corridors and air ventilation corridors
Promoting Harbourfront Enhancement	Waterfront promenade, nodal attractions and anchoring spaces	Public enjoyment and appreciation of the Harbour	Opportunities for small scale waterfront related business uses Enhancing image and functions of Victoria Harbour	High quality environment for Hong Kong people, CBD workers and tourists
Respecting Cultural Heritage	Sites of cultural heritage, value and interest	Conserving cultural heritage of the harbourfront	Enhancing identity of the city Business opportunities related to arts, culture and local heritage	Enhancing the setting for sites of cultural heritage value and interest
Improving Accessibility and Connectivity	Comprehensive pedestrian network and sustainable transport system	Ease of movement between hinterland and harbourfront Provision of different modes of access and choices	Enhancing functioning of CBD by improved connectivity and ease of access	Improving connectivity to public transport to reduce vehicular traffic Better pedestrian environment Minimizing environmental pollution
Promoting Environmental Friendly Building Design and Greening	Environmental friendly building design, green features, open spaces and key landscape elements	Better urban environment in which to live, work and enjoy	Quality urban environment for the business and financial district	Improving urban climate, visual amenity and compatibility with natural setting Enhancing 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)