

For discussion on
22 April 2008

Legislative Council Panel on Development

Urban Design Study for the New Central Harbourfront Stage 2 Public Engagement

INTRODUCTION

This paper informs Members of –

- (a) the refined urban design framework and different design concepts for the key sites in the new Central harbourfront proposed in the Urban Design Study for the New Central Harbourfront (the Study);
- (b) the proposed reduction of development intensities for several key sites as proposed in the Study;
- (c) the proposed design concepts at different locations for re-assembling Queen's Pier (QP) and reconstructing the old Star Ferry (SF) Clock Tower; and
- (d) the launch of the Stage 2 Public Engagement of the Study.

URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

2. As requested by the Town Planning Board (TPB), Planning Department has commissioned the Study to refine the existing urban design framework and prepare planning/design briefs for eight key sites (Figure 1) in the new Central harbourfront. The locations and design ideas for the future re-assembly of QP and reconstruction of the old SF Clock Tower are also examined in the Study.

Fig 1

3. The Study area is covered by the approved Central District (Extension) and Central District Outline Zoning Plans (OZPs). (A

background note on the Central harbourfront is at [Annex 1.](#)) The eight key sites included in the Study are as follows:

- (a) Site 1: “Comprehensive Development Area (2)” (“CDA(2)”) site adjoining Central Piers 4 – 6 (1.89 ha)
- (b) Site 2: “Commercial” (“C”) site north of IFC II (0.41 ha)
- (c) Site 3: “CDA” site north of Statue Square (5.23 ha)
- (d) Site 4: “Other Specified Uses (Waterfront Related Commercial and Leisure Uses)” (“OU (WRCLU)”) site north of City Hall (1.7 ha/1.22ha)
- (e) Site 5: “Government, Institution or Community (2)” (“G/IC(2)”) site north of CITIC Tower (1.6 ha)
- (f) Site 6: “OU (WRCLU)” site near Hong Kong Convention and Exhibition Centre (HKCEC) Extension (1.89 ha)
- (g) Site 7: Waterfront Promenade (7.8 ha)
- (h) Site 8: “OU (WRCLU)” site near Central Piers 9 and 10 (0.22 ha)

4. The Stage 1 Public Engagement for the Study was launched in May 2007. Public views were collected up to September 2007. There were general public aspirations for a vibrant harbourfront, lower development intensity in harmony with the harbourfront setting, good connectivity, greening and sustainable design, and respect for cultural heritage. For the re-assembly of QP and reconstruction of the old SF Clock Tower, there were diverse views. Some preferred the original locations. Some supported waterfront locations and reviving the pier function of QP. Other suggestions including no re-assembly or reconstruction have also been received.

5. We are now launching the Stage 2 Public Engagement. The purpose is to seek public views on the refined overall urban design framework, different design concepts for the key sites, and the design concepts in different locations for re-assembling QP and reconstructing the old SF Clock Tower. A copy of the Consultation Digest is at [Annex 2.](#)

REFINED URBAN DESIGN FRAMEWORK

6. Taking into account the public views collected in the Stage 1 Public Engagement and other public submissions received so far (including a community-initiated design competition on the Central harbourfront), a refined urban design framework (Figure 2) has been developed in the Study. This provides a coherent and legible structure of uses, urban form and open space that is appropriate for the unique development context of the new Central harbourfront. It is built upon a waterfront promenade and four principal design corridors: Statue Square Corridor, Civic Corridor, Pierside Corridor and the Arts and Cultural Precinct, each with distinctive character precincts, landmarks, anchoring public spaces, etc.

7. With an overall vision **to create a vibrant, green and accessible new Central harbourfront**, the refined urban design framework plan has incorporated all of the fundamental planning and urban design principles as advocated under the TPB’s Vision Statement for Victoria Harbour, the Harbour Planning Principles and Guidelines of the Harbour-front Enhancement Committee (HEC), the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines and other relevant studies.

DESIGN CONCEPTS FOR THE KEY SITES

8. Alternative design concepts have been developed for the key sites. The design concepts listed below are not exhaustive, and other ideas from the public are welcome. “Mix and match” of the alternative design concepts is possible. Two illustrative master layout plans (MLPs) have been prepared for presentation purpose to reflect how various design concepts for the key sites can be put together. The combinations shown are not exhaustive.

	Design Concept A	Design Concept B
Sites 1 & 2	<ul style="list-style-type: none"> ▪ ‘Hotel + Office’ ▪ Additional Floor for Retail and Dining at Central Piers No. 4 to 6 	<ul style="list-style-type: none"> ▪ ‘Office + Office’ ▪ Additional Floor for Retail and Dining at Central Piers No. 4 to 6
Site 3	<ul style="list-style-type: none"> ▪ Reduced Landscaped Deck. More At-grade Open Space 	<ul style="list-style-type: none"> ▪ Larger Landscaped Deck ▪ Retail and Office

	Design Concept A	Design Concept B
	<ul style="list-style-type: none"> ▪ Retail and Office 	
Site 4	<ul style="list-style-type: none"> ▪ Original Site Area ▪ Include Old Star Ferry Clock Tower ▪ Waterfront-related Commercial and Leisure Uses 	<ul style="list-style-type: none"> ▪ Reduced Site Area (due to Realignment of Road P2 for Re-assembling QP at the Original Location) ▪ Not include Old Star Ferry Clock Tower ▪ Waterfront-related Commercial and Leisure Uses
Site 5	<ul style="list-style-type: none"> ▪ Arts and Culture-related Uses 	<ul style="list-style-type: none"> ▪ Arts and Culture-related Uses
Site 6	<ul style="list-style-type: none"> ▪ Waterfront-related Commercial and Leisure Uses 	<ul style="list-style-type: none"> ▪ Waterfront-related Commercial and Leisure Uses
Site 7	<ul style="list-style-type: none"> ▪ Waterfront Promenade: 'Urban Park' 	<ul style="list-style-type: none"> ▪ Waterfront Promenade: 'Urban Green'
Site 8	<ul style="list-style-type: none"> ▪ Forecourt for the Re-assembled Queen's Pier and Central Piers No. 9 and 10 	<ul style="list-style-type: none"> ▪ Entrance and Viewing Deck for Central Piers No. 9 and 10
Queen's Pier	<ul style="list-style-type: none"> ▪ By the Sea between Central Piers 9 and 10 ▪ Pier function revived 	<ul style="list-style-type: none"> ▪ Original Location ▪ Sitting-out Area
Old Star Ferry Clock Tower	<ul style="list-style-type: none"> ▪ At Site 4 along the Visual Corridor for City Hall and Edinburgh Place 	<ul style="list-style-type: none"> ▪ Close to Original Location

Site 1 (“CDA” site adjoining Central Piers 4 to 6)

9. In view of its prominent location by the Harbour, Site 1 will provide a new landmark on the Central harbourfront alongside the adjacent IFC II. In the Study, two alternative concepts have been proposed, namely the “hotel concept” and the “office concept” with a building height of 18 storeys and 16 storeys respectively. The “hotel concept” is in response to the shortage of hotel development in Central for the business and tourism sectors, taking advantage of the open sea view, proximity to other prestigious hotels and the gateway location near the Central Piers. Hotel development, as opposed to offices, would also contribute more to the vibrancy of the harbourfront in the evening. The “office concept” is to meet the high demand for Grade A offices especially in Central for maintaining the competitiveness of our Central Business District (CBD). A facelift of the existing Central Piers 4 to 6 with the addition of one retail/commercial floor is proposed. The addition of these facilities on top of Piers 4 to 6 would significantly enhance the vibrancy of the waterfront and help meet the transport policy objective in providing more affordable outlying ferry services through some form of commercial activities to cross-subsidize the ferry operation.

10. To meet public aspirations for a reduced building bulk, the Study recommends that the GFA be reduced from 55,740 m² as stipulated in the approved Central District Outline Zoning Plan (OZP) to 34,200 m².

Site 2 (“C” site north of IFC II)

11. The site is constrained by its relatively small footprint and the need to re-provision a bus terminus on the ground level. A 30-storey office building including a three-storey podium with a bus terminus on the ground level and three levels of basement carpark is proposed. The Study also recommends that the GFA be reduced from 61,500 m², according to the approved OZP, to 58,000 m² which includes the GFA for the bus terminus.

Site 3 (“CDA” north of Statue Square)

12. To meet public aspirations for a reduced building bulk and footprint of this large site, the Study recommends that the GFA be reduced from 190,000m² to 157,400m², the building mass be broken up into interconnected smaller blocks and more basement storeys be allowed. The permitted GFA has taken into account the GFA for 150 public car parking spaces for re-provisioning the existing SF Carpark, a green minibus terminus

and a coach and taxi drop-off, and possible GFA concessions. Underground pedestrian connection to the MTR station has been planned.

13. Two concepts are proposed for the site with the major difference in the eastern portion, which is a reduced landscaped deck with more at-grade open space in Concept A and a relatively wider landscaped deck for unimpeded pedestrian movement to the waterfront in Concept B. Four to six office/retail blocks of eight to ten storeys featuring a cascading design, setbacks, voids, sunken plazas, roof gardens, etc., are proposed in the western portion of the site to ensure visual permeability to the harbour.

Site 4 (“OU” Waterfront related Commercial and Leisure Uses site north of City Hall)

14. Two alternative concepts are proposed for Site 4 with one to three storeyed waterfront related commercial and leisure development, for alfresco dining, café and other leisure and tourism uses. In Concept A, the old SF Clock Tower will be reconstructed in Site 4 to provide a visual connection between the city and the harbourfront. In Concept B, with QP proposed to be re-assembled at its original location and realignment of Road P2 as a result, the developable area of the site will be affected. In response to public comments, the development intensity of the site will be reduced from 14,580m² to 7,500m² to allow a wider visual corridor from City Hall to the harbour.

Site 5 (“G/IC(2)” site north of CITIC Tower)

15. Taking into account the proximity to the Hong Kong Academy of Performing Arts (HKAPA), the Hong Kong Arts Centre, and the proposed HKAPA extension and Hong Kong Visual Arts Education Centre, Site 5 is proposed for culture-related facilities. The massing of buildings is broken into three major blocks ranging from 13 to 17 storeys to allow better visual permeability towards the harbour.

Site 6 (“OU” Waterfront related Commercial and Leisure Uses site near HKCEC Extension)

16. The area of Site 6 is significantly reduced as a result of the reduction in reclamation. The total GFA proposed for this site is therefore reduced from the original 24,415m² to 2,900m². To add vibrancy to the harbourfront, small-scale commercial development in the form of a cluster

of small one to three storeyed buildings are proposed for alfresco dining, outdoor seating and outdoor performance. There will be an open theatre and outdoor performance area in the vicinity of the proposed HKAPA Extension and the proposed Hong Kong Visual Arts Education Centre to strengthen the arts and cultural identity of the area. Boardwalks along the harbourfront, public landing steps and a floating market as tourist attraction are also proposed. The major view corridor from the HKAPA to the harbourfront will be preserved.

Site 7 (Waterfront Promenade)

17. Two design concepts have been developed for the waterfront promenade, namely, “Urban Park” and “Urban Green”. The “Urban Park” is designed with a park setting with a greater variety of facilities including featured piazza, event plaza, viewing platform, etc., in addition to other landscape features, flat and undulating lawns, etc. “Urban Green” is designed with a more natural form of landscaping to provide a pleasant and peaceful green area for the public to appreciate the harbour. The latter has taken into account the design concepts of the winning entries of the International Urban Planning and Design Competition for the new Central harbourfront organized by Designing Hong Kong. Under both concepts, the PLA berth would be well integrated with the landscaped promenade setting and will be part of the waterfront promenade and open for public access when it is not in military use. A reserve for an environmentally friendly transport system would also be provided in the waterfront promenade.

Site 8 (“OU” site near Central Piers 9 and 10)

18. Site 8 is a prime waterfront site in front of Central Piers 9 and 10. Under Concept A, QP will be re-assembled between Central Piers 9 and 10 with pier function. The area will become a major nodal point and tourist attraction. Under Concept B, QP will not be re-assembled at the waterfront and Site 8 will be developed with a small structure of one to two storeys as an entrance/viewing deck for Central Piers 9 and 10. Separately, the Home Affairs Bureau is in discussion with the Hong Kong Maritime Museum on the latter’s request to relocate the Museum from Stanley to the nearby Pier 8.

DEVELOPMENT INTENSITIES

19. The Chief Executive in his 2007-08 Policy Address pledged to provide for a quality city and quality life, and to lower development intensity

where justified in addressing the community’s calls for less congested building layouts and a better environment. As gathered from the Stage 1 Public Engagement and other public views on the development of Central, there are strong public aspirations for lower development intensity, less congested massing, and more open space on the new waterfront. There are nevertheless different land use needs on the new Central harbourfront. In particular, as recommended in the Hong Kong 2030 Study, it is important to ensure a steady supply of land for “Super Grade A Offices” in the CBD to sustain the growth of our financial and business services sector and maintain our position as a choice location for corporate headquarters. In order to strike a balance, we propose reducing a total of 86,325 m² GFA, or by 25% of the maximum GFA permissible under the Outline Zoning Plans(OZPs), for five sites.

Site	Original Estimated GFA (m ²) [^] (A)	Current Proposed GFA (m ²) (B)	Difference (m ²) (B -A)
1	92,465 [#]	92,200	-265
2	(117,240 [@])	58,000	(-25,040 [@])
3	190,000 [#]	157,400	-32,600
4	14,580	7,500	-7,080
6	24,415	2,900 [*]	-21,515
Total	321,460[#] (-346,235[@])	260,000	-61,460 (-86,235[@])

[^] Estimated GFA conveyed to the then Legislative Council Panel on Planning, Lands and Works in June 2007, unless otherwise stated.

[#] Public transport facilities were excluded from GFA calculation in the original estimated GFA.

[@] The estimated GFA for Site 1 and Site 2 was 55,740 m² and 61,500 m² respectively according to the approved OZP.

^{*} GFA is reduced due to reduction of the reclamation extent and site area.

20. Under current practice, the building massing could be significantly increased by GFA concessions including non-accountable GFA, GFA exemption and bonus, etc. In deriving the optimal development intensity for the key sites, the building massing that is desirable to achieve the urban design objectives and the effect of the GFA concessions have been iteratively tested and assessed. Based on the controlled massing approach, the permitted GFA has taken into account GFA concessions for the necessary provision of plant rooms and pipe ducts, amenity and green features, ancillary car parking, as well as hotel back-of-house and other supporting facilities. However, there would not be any GFA “bonus” or exemption for public passage. Also, public car park and public transport interchange (PTI) will be GFA accountable in accordance with current policy.

21. We will stipulate the GFA proposed for the above sites in the lease conditions which would also specify the inclusion of public passage, public car park and PTI for GFA calculation to enforce the above GFA reduction.

RE-ASSEMBLY OF QP AND RECONSTRUCTION OF OLD SF CLOCK TOWER

22. In May 2007, in the context of seeking LegCo approval of a commitment to preserve Queen's Pier, we undertook to examine the location and design for the future re-assembly of the Pier via the New Central Harbourfront Urban Design Study through extensive public engagement activities. A background note on the preservation of Queen's Pier is at Annex 3. One concept that is proposed for public consideration is to re-assemble QP by the harbour, between Central Piers No. 9 and 10, to meet public aspirations for revival of the pier function of QP. By reconstructing the old SF Clock Tower in the western portion of the site to the north City Hall, a linear axial relationship can then be maintained between City Hall, the reconstructed old SF Clock Tower and the re-assembled QP. A Clock Tower Gallery will be built as part of the development of the reconstructed Clock Tower to exhibit salvaged items of the old Clock Tower. The re-assembly works of the Pier will involve reconstruction of seawall caissons and ground stabilization works as well as the refurbishment of Piers No. 9 and 10.

23. Another concept is to re-assemble QP at its original location. The old SF Clock Tower would also be reconstructed close to its original location - reconstruction at the exact original location is not possible due to underground infrastructure. While its relationship with City Hall and Edinburgh Place will be maintained, the re-assembled QP will become a sitting-out area. For aesthetic reasons, a water feature around the re-assembled QP is proposed under this concept, but restoring a large water body in front of the re-assembled Pier is not feasible due to conflict with planned underground infrastructure, e.g., the Airport Railway Extended Overrun Tunnel (AREOT) and drainage culvert. A Clock Tower Gallery will also be built to exhibit the salvaged items. The re-assembly works will involve the realignment of Road P2 northwards. This requires gazetting of the amendment to Road P2 and inevitably considerable delays to the completion of Road P2. Advance works of the AREOT will also be required before the re-assembly.

STAGE 2 PUBLIC ENGAGEMENT

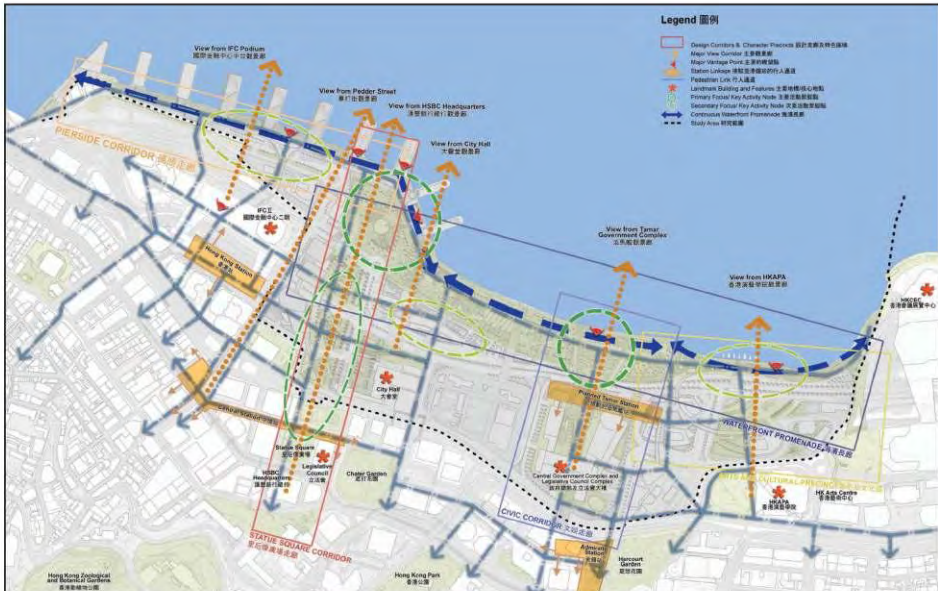
24. The Stage 2 Public Engagement launched on 11 April 2008 will last for about three months. A public exhibition will be held first at the Hong

Kong Heritage Discovery Centre and then at the Queensway Government Offices with physical models, virtual interactive 3D models and other illustrative materials to facilitate public understanding and appreciation of the design proposals. This will be supplemented by five roving exhibitions. The details of the exhibitions are at Annex 4. Focus group workshops and community engagement forum will also be organized, as well as briefings to various public and advisory bodies including the 18 District Councils, the Antiquities Advisory Board and the Harbour-front Enhancement Committee. Public views will be collected through different channels, such as comment cards, interview questionnaires, and telephone interviews. A concluding forum is planned towards the end of the Stage 2 Public Engagement to consolidate public views and to facilitate consensus building before the recommendations and proposals of the Study are finalized for the consideration of the TPB.

ADVICE SOUGHT

25. Members are invited to comment on the proposals for the Stage 2 Public Engagement of the Urban Design Study for the New Central Harbourfront. As indicated at the meeting of the Panel on Home Affairs on 11 April, we also stand ready to discuss further in that Panel heritage issues of specific interest to Members.

Development Bureau
April 2008



本圖實景於2008年3月25日繪製
EXTRACT PLAN PREPARED ON 25.3.2008

中環新海濱城市設計研究
URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT
經优化的城市設計大綱圖
REFINED URBAN DESIGN FRAMEWORK PLAN

SCALE 1 : 6 000 比例尺

規劃署
PLANNING DEPARTMENT

M/SD/08/13

Figure
2

Urban Design Study for the New Central Harbourfront Stage 2 Public Engagement

Background Information on the Central Harbourfront

- The study area (i.e. the new Central harbourfront) is covered by the Central District Outline Zoning Plan (OZP) and Central District (Extension) OZP.
- The Central harbourfront is partly formed by reclaimed land. The major phases of Central reclamation are as follows:
 - (a) Central Reclamation Phase I (CRI): reclamation of about 20 ha from Rumsey Street to Blake Pier to provide land for the extension of the Central Business District and the construction of the Hong Kong Station for the Airport Express/Tung Chung Line. The works completed in 1998.
 - (b) Central Reclamation Phase II (CRII): reclamation of about 5.3 ha in the Tamar Basin to provide land for “Government, Institution or Community” use and public open space in Central. The works were completed in 1997.
 - (c) Central Reclamation Phase III (CRIII): reclamation of about 18 ha (scaled down from 32 ha)* in the Harbour mainly to provide land for essential transport infrastructure including the Central-Wan Chai Bypass, Road P2, Airport Railway Extended Overrun Tunnel, North Island Line, and reprovisioning of the piers and pumping stations. The works was scheduled for completion in end 2009.
- The Central District OZP involves about 20 ha of reclaimed land from CRI. About 2.3 ha of land falling within the study area of the Urban Design Study for the New Central Harbourfront (UDS) is available for new development including “Comprehensive Development Area” and “Commercial” uses.
- The Central District (Extension) OZP involves about 18 ha of reclaimed land from CRIII. Apart from the 18 ha of reclaimed land, about 13 ha of land on the OZP arising from CRII and existing sites occupied by the General Post Office and the Star Ferry Public Carpark, is available for new development including “Comprehensive Development Area”, “Government, Institution or Community”, “Open Space” and road uses.

- * Under the Central District (Extension) OZP, the area of reclamation has been scaled down from 38 ha to 23 ha in 1999. As part of the reclamation will be included under the Wan Chai Development Phase II project, the area of reclamation under CRIII has correspondingly been scaled down from 32 ha to 18 ha.



Urban Design Study for the New Central Harbourfront

Stage 2 Public Engagement : Consultation Digest



規劃署
Planning Department
April 2008

Urban Design Study
城市設計研究 for the



New Central Harbourfront

Stage 2 Public Engagement
第二階段公眾參與

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VII. Public Views Sought

The new Central harbourfront will be the centrepiece of Hong Kong. Our vision is to create a vibrant, green and accessible waterfront in Central matching our target to develop Hong Kong into a quality global metropolis. To realize this vision, we have commissioned an Urban Design Study to refine the urban design framework for the new Central harbourfront and to provide detailed planning and design guidelines. The Study has also benefited from the design principles for the harbourfront promulgated in the existing Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines and the Harbour Planning Principles and Guidelines prepared by the Harbour-front Enhancement Committee.

Public engagement is an indispensable part of the Study. During the Stage 1 Public Engagement undertaken last year, the public has expressed clear aspirations for a vibrant harbourfront, lower development intensity in harmony with the harbourfront setting, good pedestrian connectivity, a lot of green and quality open space, sustainable design, and a respect for heritage. We have refined the urban design framework and have developed different design concepts for key issues to be addressed in this further Stage of the Study for public engagement. These issues include also finding the most preferred location for re-assembling Queen's Pier and reconstructing the old Star Ferry Clock Tower.

We would like to receive your views on these proposals. In this Stage 2 Public Engagement, we are arranging a variety of activities for public participation. These include public exhibitions, focus group workshops, community engagement forum, consultation sessions and briefings for the relevant public and advisory bodies. We also intend to hold a concluding forum towards the end of this public engagement exercise with a view to consolidating ideas and striving for consensus, before finalizing our proposals and recommendations.

Victoria Harbour is a special public asset and natural heritage of Hong Kong people. We value your feedback and views on designing the future of the Central harbourfront.

Mrs Carrie Lam, JP
Secretary for Development
April 2008

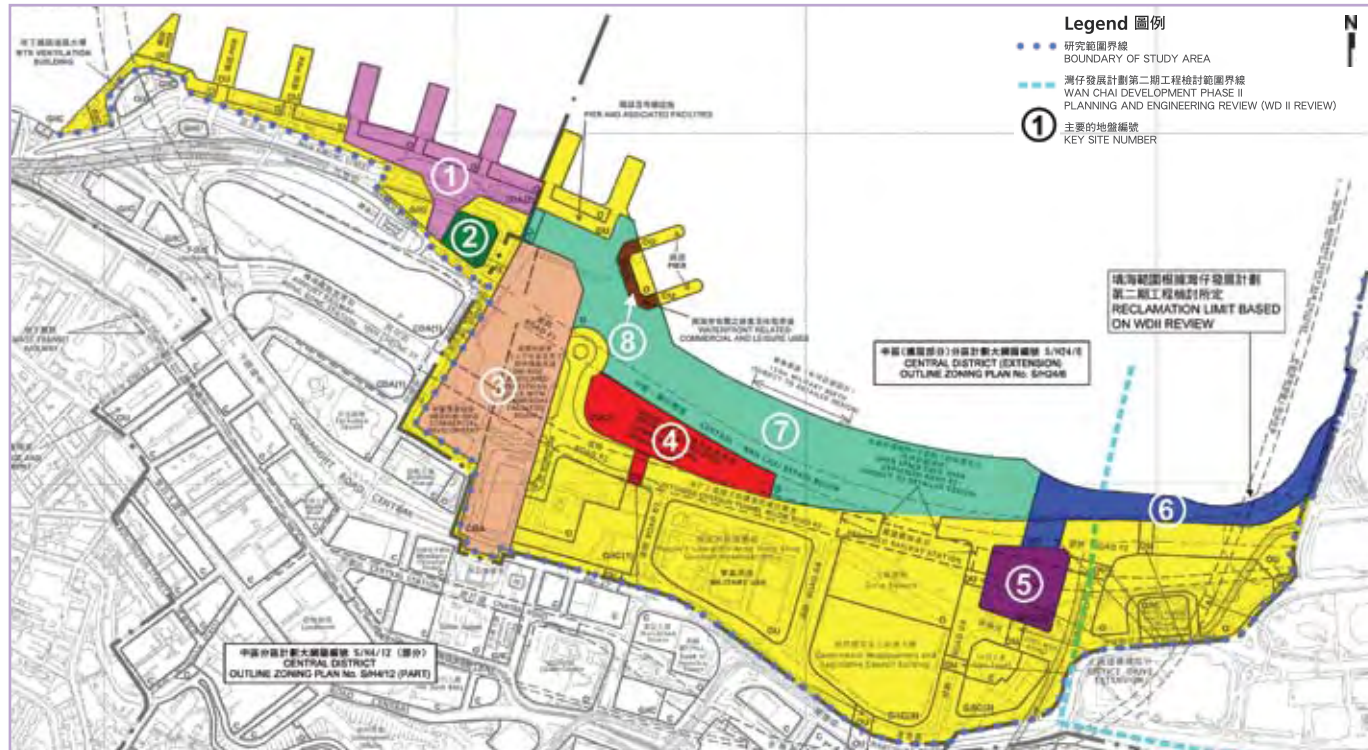
I. Introduction

In late March 2007, the Planning Department commissioned the Urban Design Study for the New Central Harbourfront (the Study) at the request of the Town Planning Board (TPB). The Study aims to refine the existing urban design framework for the new Central harbourfront and to prepare planning/design briefs for the key sites. In the Stage 1 Public Engagement launched in May last year, we have sought public views on the urban design objectives, issues and sustainable design assessment framework; key urban design considerations for the key sites; and possible design ideas for re-assembling Queen's Pier and reconstructing the old Star Ferry Clock Tower. Public views received up to September 2007 and other public submissions have been compiled and analyzed in the Report on Stage 1 Public Engagement (study website: http://www.pland.gov.hk/p_study/prog_s/CRUDS/index_eng.htm).



For the Stage 2 Public Engagement, we have refined the existing urban design framework for the new Central harbourfront and prepared different design concepts for the key sites, taking into account public views collected in the Stage 1 Public Engagement and other public submissions (including the design competition organized by one organization). We have engaged the Harbour-front Enhancement Committee (HEC) Task Group on the Urban Design Study for the New Central Harbourfront in developing the design responses. "Mix and match" of the alternative concepts for the key sites is possible. The design concepts are also not exhaustive, and other ideas from the public are welcome. After receipt of public views and suggestions, we would firm up the design concepts for the key sites to finalize the Master Layout Plans and other study recommendations.

We value your views to help build consensus on the study recommendations.



Study Area and Key Sites

The Key Sites in the Study Area:

- Site 1** Comprehensive Development Area (CDA) site adjoining Central Piers No. 4 to 6
- Site 2** Commercial site north of International Finance Centre (IFC) II
- Site 3** CDA site north of Statue Square
- Site 4** Waterfront Related Commercial and Leisure Uses site north of City Hall
- Site 5** Government, Institution or Community site north of CITIC Tower
- Site 6** Waterfront Related Commercial and Leisure Uses site near HKCEC Extension
- Site 7** Waterfront Promenade
- Site 8** Waterfront Related Commercial and Leisure Uses site near Central Piers No. 9 and 10



Site 1 near Central Piers No. 4 - 6



Site 2 North of IFC II



Site 3 North of Statue Square



Sites 5 & 6 North of CITIC Tower and near HKCEC Extension

II. Public Views Collected in the Stage 1 Public Engagement

According to public views collected in the Stage 1 Public Engagement, there are general public aspirations for:

- a vibrant harbourfront
- lower development intensity in harmony with the harbourfront setting
- good connectivity
- greening and sustainable design
- respect of cultural heritage

For the re-assembly of Queen's Pier and reconstruction of the old Star Ferry Clock Tower, there were diverse views. Some preferred the original locations. Some supported the waterfront locations and reviving the pier function of Queen's Pier. Other suggestions including no re-assembly or reconstruction have also been received.

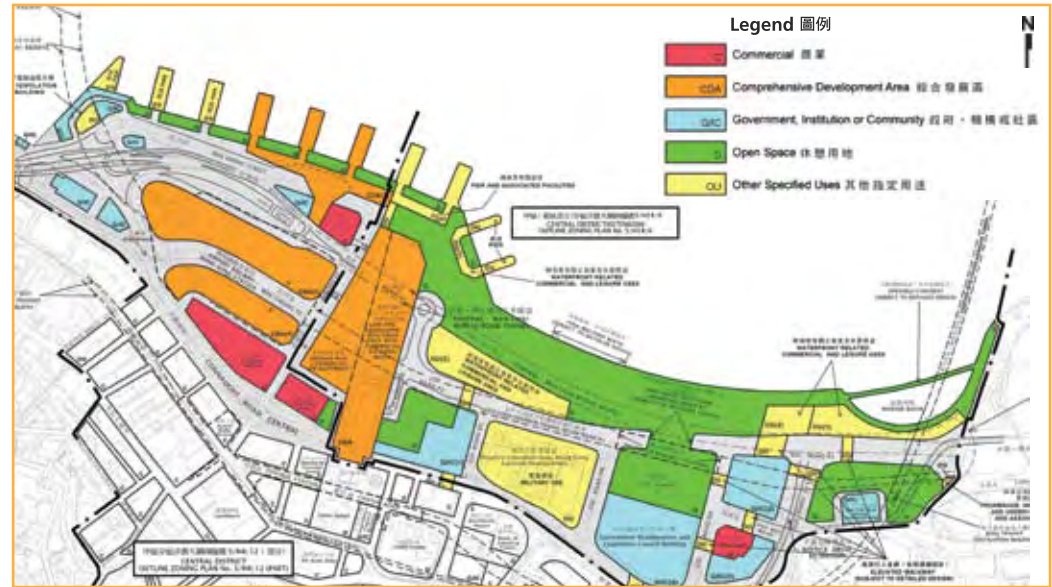


Stage I Public Engagement

III. The Refined Urban Design Framework

A. Responding to Public Aspirations

Based on the public aspirations and views, the TPB's Vision Statement for Victoria Harbour, HEC's Harbour Planning Principles and Guidelines, the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines and findings of other relevant studies, we have refined the existing urban design framework in the two approved Outline Zoning Plans (OZPs) covering the Central harbourfront and developed alternative design concepts for the key sites. Due regard has also been given to the design constraints, in particular the existing and committed developments and infrastructure facilities in the study area.



Approved Central District (Extension) OZP and Central District OZP

Town Planning Board's Vision Statement for Victoria Harbour

To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong – a harbour for the people and a harbour of life.

website: <http://www.info.gov.hk/tpb>

Harbour-front Enhancement Committee's

Harbour Planning Principles

- Preserving Victoria Harbour
- Stakeholder Engagement
- Sustainable Development
- Integrated Planning
- Proactive Harbour Enhancement
- Vibrant Harbour
- Accessible Harbour
- Public Enjoyment

Harbour Planning Guidelines

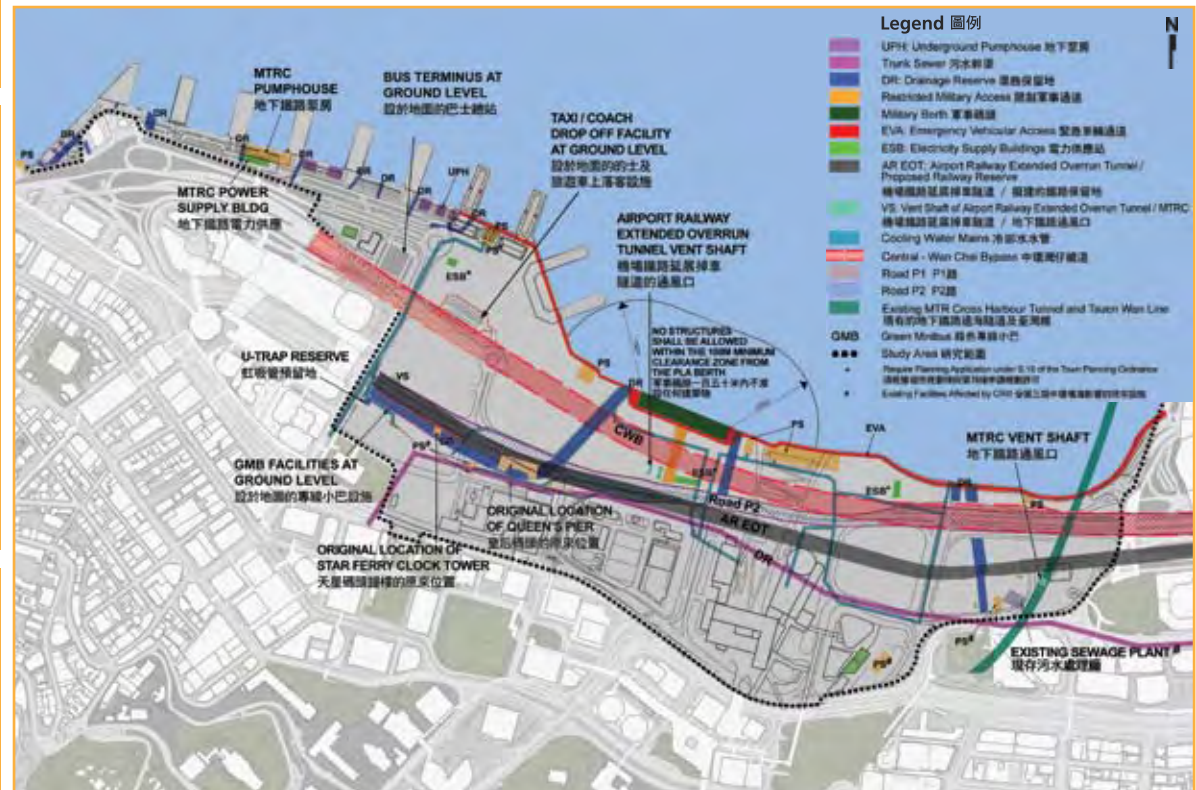
- Public Engagement
- Land Use Planning
- Urban Design
- Landscaping
- Physical Linkage
- Land Formation
- Harbour-front Enhancement
- Sustainable Development
- Temporary Land Uses

website: <http://www.harbourfront.org.hk>

The Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines

The Urban Design Guidelines cover the major general urban design and air ventilation issues to shape a better physical environment.

website: http://www.pland.gov.hk/tech_doc/hkpsg/english/ch11/ch11_text.htm



Design Constraints

B. Overall Urban Design Vision and Objectives

Urban Design Vision

Our urban design vision is **To Create a Vibrant, Green and Accessible New Central Harbourfront** that is symbolic of Hong Kong and that we are all proud of.



The Urban Design Objectives are:

- To project a distinctive identity for the Central Business District (CBD) and the harbourfront
- To create an attractive harbourfront with high quality development in a luxuriant landscape setting
- To create a vibrant harbourfront with a mix of uses and diverse activities
- To improve accessibility to the harbourfront
- To ensure a sustainable design and greening
- To create a harmonious visual and physical relationship with the ridgeline, harbour setting and CBD
- To respect the cultural and historical context of Central



Refined Urban Design Framework

C. The Refined Urban Design Framework

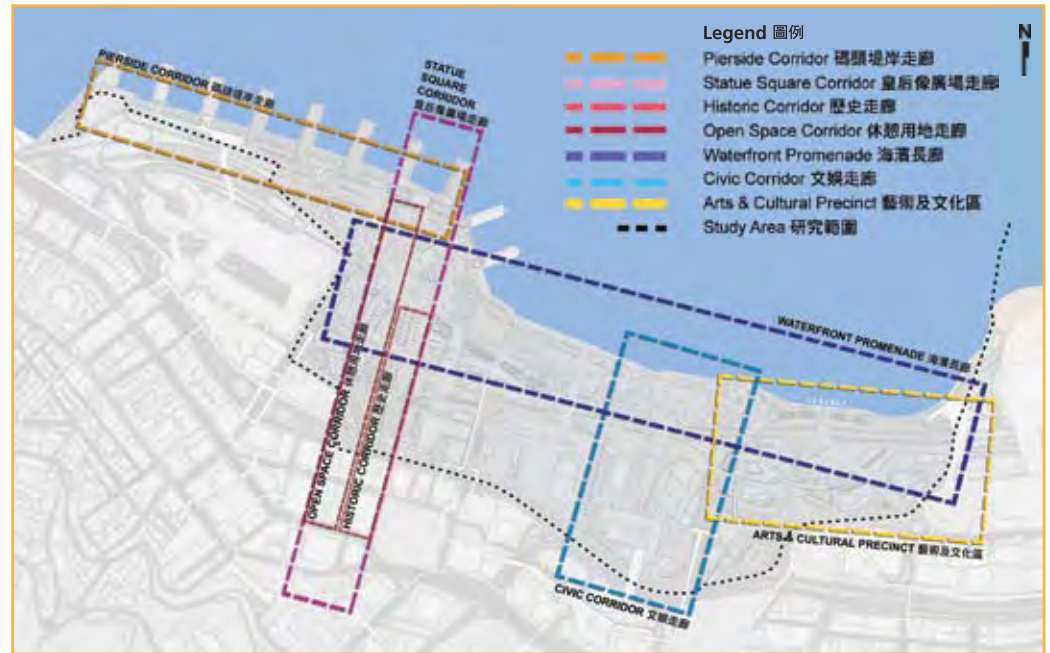
The refined urban design framework provides a coherent and legible structure of uses, building forms, open space and connectivity. It is built upon the waterfront promenade and four principal design corridors to create a sense of place.



Physical Model of Illustrative Master Layout Plan A



Physical Model of Illustrative Master Layout Plan B



Design Corridors and Character Precinct

Waterfront Promenade

The 2 km long waterfront promenade with about 11 ha of harbourside public open space will form a green unifying edge to the harbour. It will be the major east-west pedestrian link along the northern shore of Hong Kong Island. A diversity of uses and activity space ranging from alfresco dining, leisure and entertainment to leisure strolling and harbour appreciation will provide different harbourfront experiences. The waterfront promenade will be extensively landscaped and integrated with various marine facilities including ferry piers, public landing steps and a military berth.



Waterfront Promenade

Principal Design Corridors

Statue Square Corridor

The Statue Square Corridor is a major open space and north-south pedestrian link extending from the core of the CBD to the new Star Ferry Pier. To enhance visual permeability to the harbourfront, low-density developments are aligned along this corridor.

It encompasses an Open Space Corridor and a Historic Corridor. The Open Space Corridor is a linear park extending from Statue Square and spanning across Connaught Road, Road D6, Road P1 and Road P2. It will largely take the form of a landscaped deck to facilitate unimpeded pedestrian access to the harbourfront. The Historic Corridor is flanked by an axis of historic buildings including the old Bank of China Building, the Legislative Council Building, the Cenotaph and the City Hall. Together they showcase a harmonious mix of the cultural past and open space link to the new harbourfront.

Civic Corridor

The Civic Corridor embraces the Tamar Central Government Complex, the new Legislative Council Complex, and a large public open space under the concept of a 'Green Carpet'. It will be a distinctive civic core connecting to the waterfront promenade.

Arts and Cultural Precinct

The Arts and Cultural Precinct will become an arts and cultural destination by the harbour. It is in close proximity to a concentration of existing arts and cultural facilities, the proposed Hong Kong Academy for Performing Arts (HKAPA) Extension and the proposed Hong Kong Visual Arts Education Centre. A significant open space for outdoor performance, public gathering, art display, etc. will become a unifying public space for various arts and cultural venues.

Pierside Corridor

The Pierside Corridor will link up the ten Central Piers. An open public plaza at the new Star Ferry Pier will be the focus of this thriving transport hub. The pier area will be given a facelift. The pedestrian connectivity to the ferry piers will be enhanced.



Statue Square Corridor



Civic Corridor



Arts and Cultural Precinct



Pierside Corridor

D. Urban Design Emphases

1. Diversity and Vibrancy



Open Space Network Plan

Design corridors and precincts, each with its own character will add diversity and vibrancy to the new Central harbourfront. A mix of commercial, retail, recreational, arts, cultural and tourism uses are proposed in different locations to enhance the vitality of the harbourfront.

The waterfront promenade with a mix of nodal attractions will unify the water edge. It will become the icon of the new Central harbourfront. It will link up with the city core through a network of open space, green corridors and pedestrian links.

Different anchoring public spaces are proposed:

- Civic, Cultural and Memorial: civic square at Tamar, exhibition gallery for the old Star Ferry Clock Tower, the extended Edinburgh Place, public arts installations, etc.
- Leisure and Recreation: ferry plaza, waterfront event plaza, amphitheatre, featured piazza, undulating lawns, flat lawns, etc.
- Commercial and Tourism: waterfront-related leisure, dining and entertainment facilities, etc.

Streetscape enhancement is important for achieving a sense of place. Active street frontages, for instance with retail shops, cafes and small squares, will be provided en route to the harbour and at ground and first floor levels.



Ferry Plaza



Featured Piazza



Outdoor Theatre



Amphitheatre



Waterfront Event Plaza



Waterfront Related Leisure Facility



Exhibition Gallery for Old Star Ferry Clock Tower



Edinburgh Place

Do you have other ideas on enhancing the public spaces and streetscape?

2. Development Intensity in Harmony with the Harbourfront

In response to community aspirations for lowering development intensity, reducing massing and more open spaces at the new harbourfront, the development intensity of five key sites has been reduced. A controlled massing approach is adopted in the Study. The building massing that is desirable to achieve the urban design objectives and the effect of Gross Floor Area (GFA) concessions including non-accountable GFA, GFA exemptions and bonus are iteratively assessed. Based on this approach, there would not be GFA bonus or exemption for public passage, and public car park and public transport interchange would be GFA accountable. Various measures including reduced building massing, smaller building footprints, terraces, setbacks, voids, more basement levels and minimizing car parking provision are proposed to free up more ground space for better visual permeability and air ventilation.



Reduction of Development Intensity of Five Key Sites

Site	Original Estimated GFA (m ²) [^] (A)	Current Proposed GFA (m ²) (B)	Difference (m ²) (B-A)
1	92,465 [#]	92,200	-265
2	(117,240 [@])		34,200
3	190,000 [#]	157,400	-32,600
4	14,580	7,500	-7,080
6	24,415	2,900 [*]	-21,515
Total	321,460[#] (346,235[@])	260,000	-61,460 (-86,235[@])

[^] Estimated GFA conveyed to the then Legislative Council Panel on Planning, Lands and Works in June 2007, unless otherwise stated.

[#] Public transport facilities were excluded from GFA calculation in the original estimated GFA.

[@] The estimated GFA for Site 1 and Site 2 was 55,740 m² and 61,500 m² respectively according to the approved OZP.

^{*} GFA is reduced due to reduction of the reclamation extent and site area.

Do you have other ideas to enhance diversity and vibrancy of the new harbourfront?

3. Respecting the Natural Context and Existing Urban Fabric

Lower development intensity and building massing of appropriate form, height and disposition are proposed to protect the ridgeline, harbour view and waterfront setting. They also allow better visual permeability, harmonious visual and physical integration with the existing urban fabric.

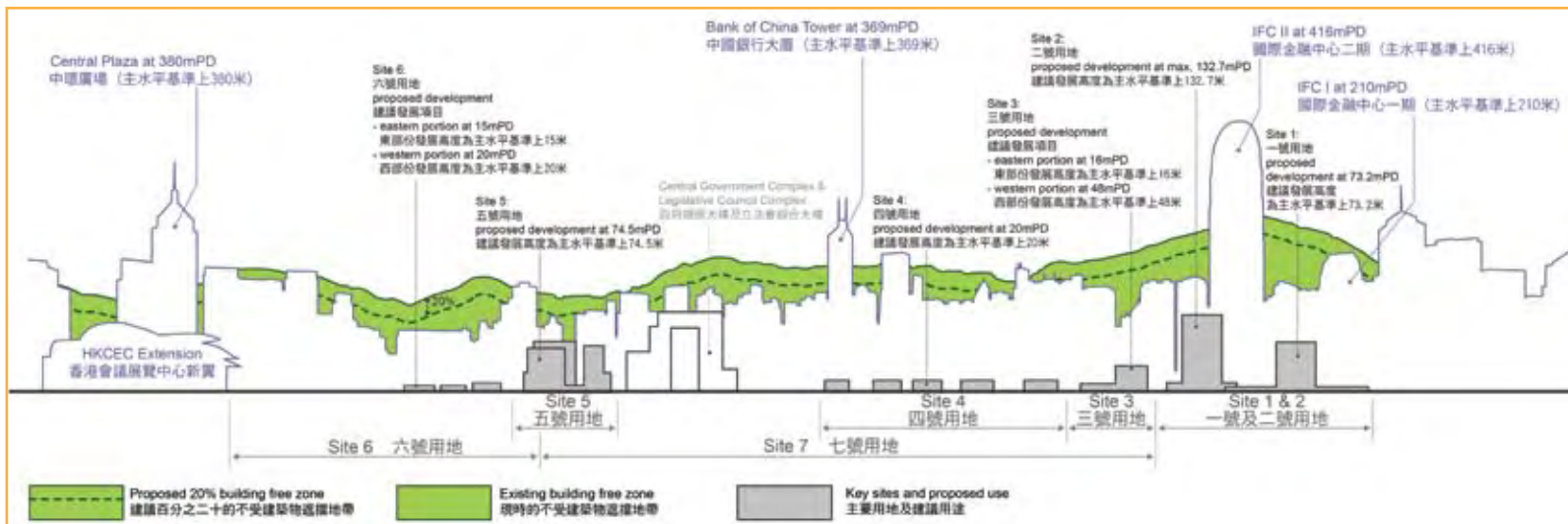
Varying building heights descending towards the harbour and with emphasis on low and medium rise buildings will complement the existing dynamic skyline.



6 major visual corridors are identified:

- VC1:** From IFC Podium to the harbour
- VC2:** Along Pedder Street and Man Cheung Street to the harbour
- VC3:** From HSBC Headquarters and Statue Square to the harbour
- VC4:** From City Hall to the harbour
- VC5:** From Tamar site to the harbour
- VC6:** From the proposed HKAPA Extension to the harbour

These views towards the Victoria Harbour are important. In particular, the view corridors from Statue Square and the Tamar Central Government Complex will provide visual relief to the congested city core and extend the existing open space and greenery to the harbourfront. Various measures are adopted to reinforce the visual corridors including well-defined building edges, streetscape improvements and the use of landscaping and green corridors to assist view directions.



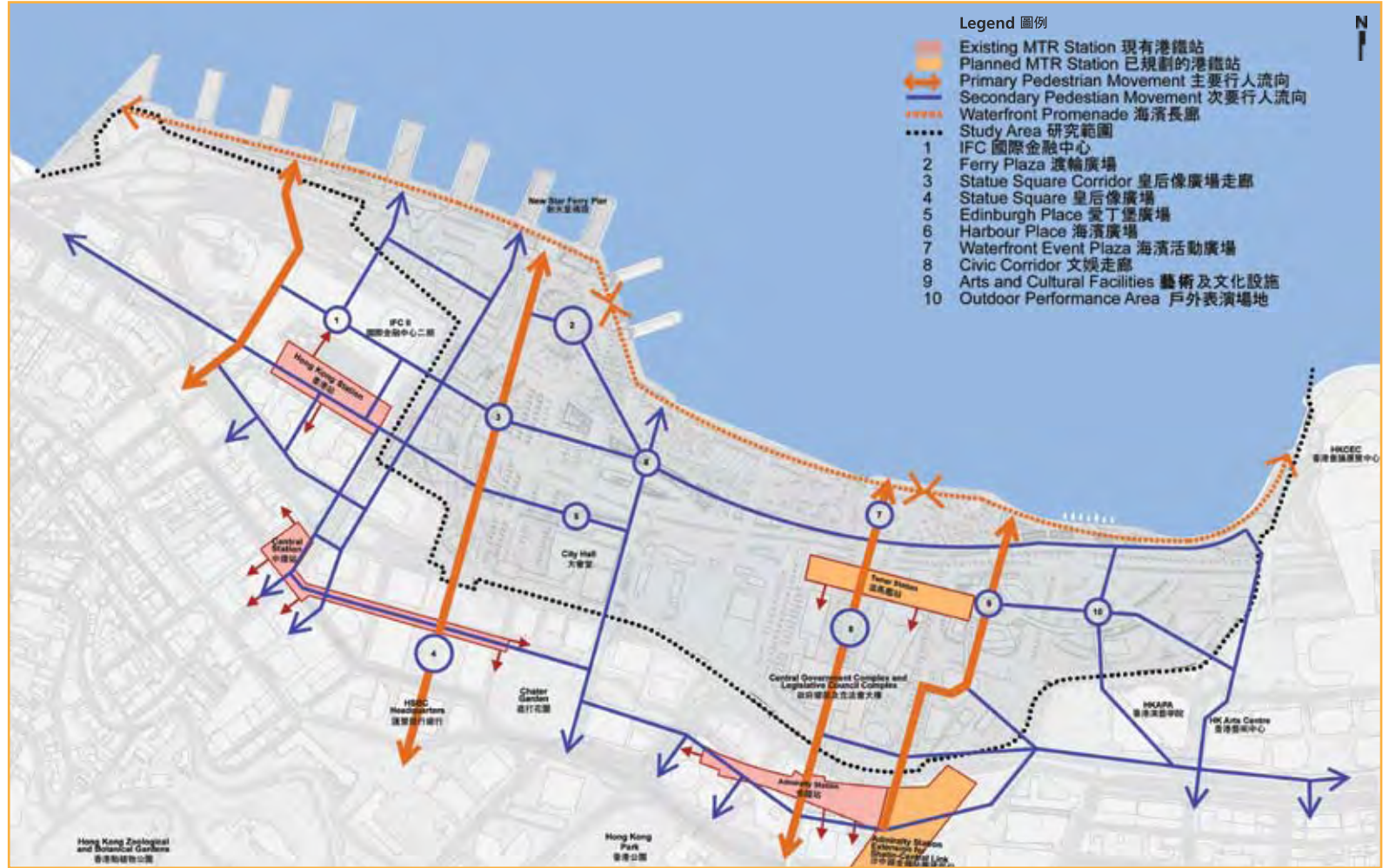
Do the above measures respond to the natural context and existing urban fabric?

Building Height Profile and Ridgeline

4. Ease of Access and Pedestrian Connectivity

The new Central harbourfront is easily accessible by a multi-modal transport system with various public transport modes including buses, green minibuses, taxis, MTR, ferries and other water-borne transport. It is within the walking distance of the existing and planned MTR lines including the Shatin to Central Link and North Island Line.

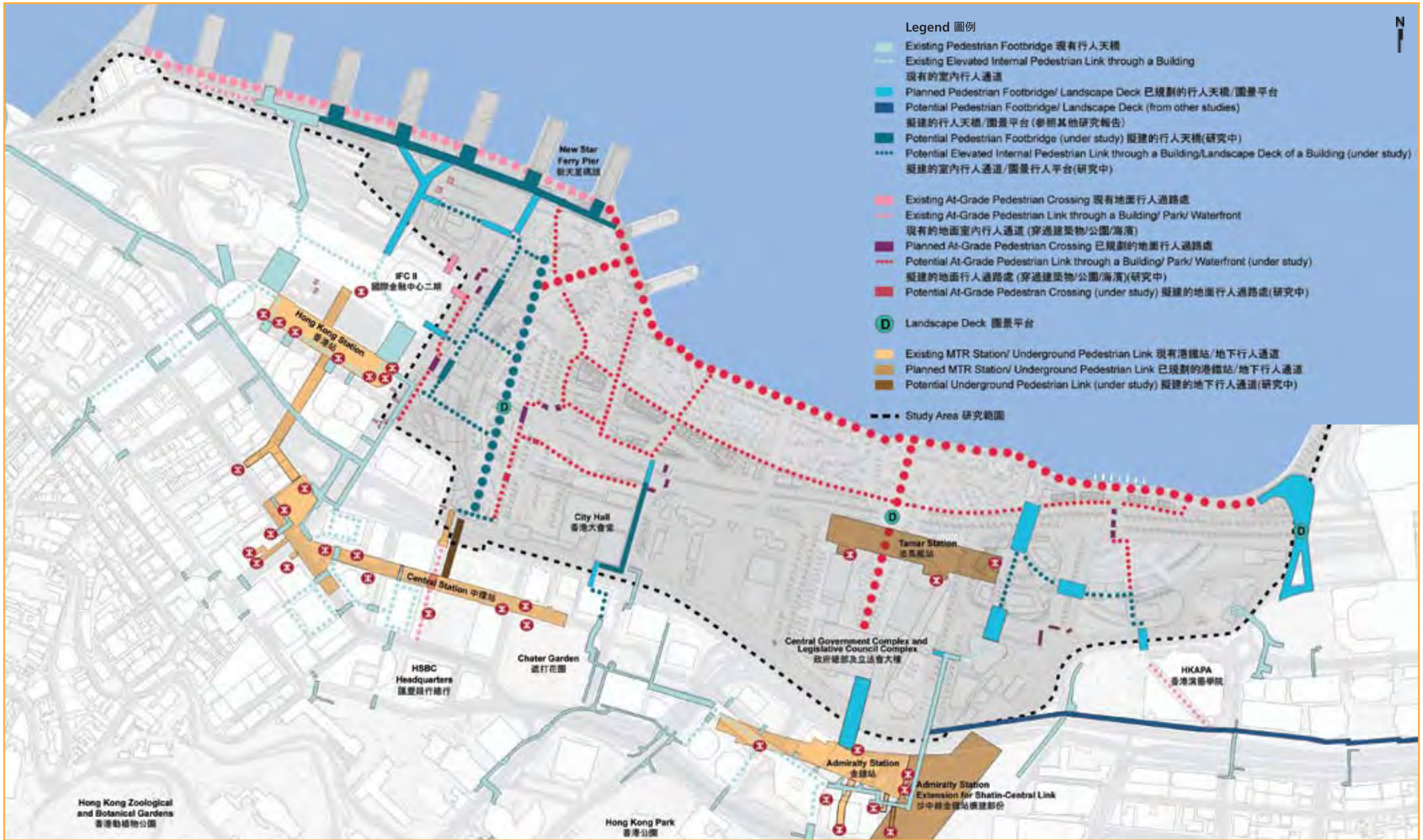
A comprehensive multi-level (underground, at-grade and elevated) pedestrian network will ensure ease of pedestrian access. New at-grade crossings, elevated footbridges, landscaped decks and underground connection are proposed. Underground pedestrian connection with the planned North Island Line will be further examined. A reserve for an environmentally friendly transport system, e.g. trolley bus system, is proposed at the waterfront promenade to enhance east-west connection.



Pedestrian Circulation Framework

Do you have other ideas to enhance accessibility and pedestrian connectivity?





Pedestrian Network Plan



Public Transport Plan

5. Respecting Cultural Heritage

Buildings/structures and sites of historic interest or cultural values are respected. The historical context and compatible setting for the heritage assets are maintained.

The Historic Corridor will foster the historical link between the new and old waterfront. Historical sites including Statue Square, Edinburgh Place and City Hall will have a strong visual connection with the harbour. Their vistas to the harbour will be extended to the new water edge.

Queen's Pier will be re-assembled and the old Star Ferry Clock Tower will be reconstructed.



Sites of Cultural Heritage



Central District in 1902



View of Hong Kong from the Harbour in early 20th Century

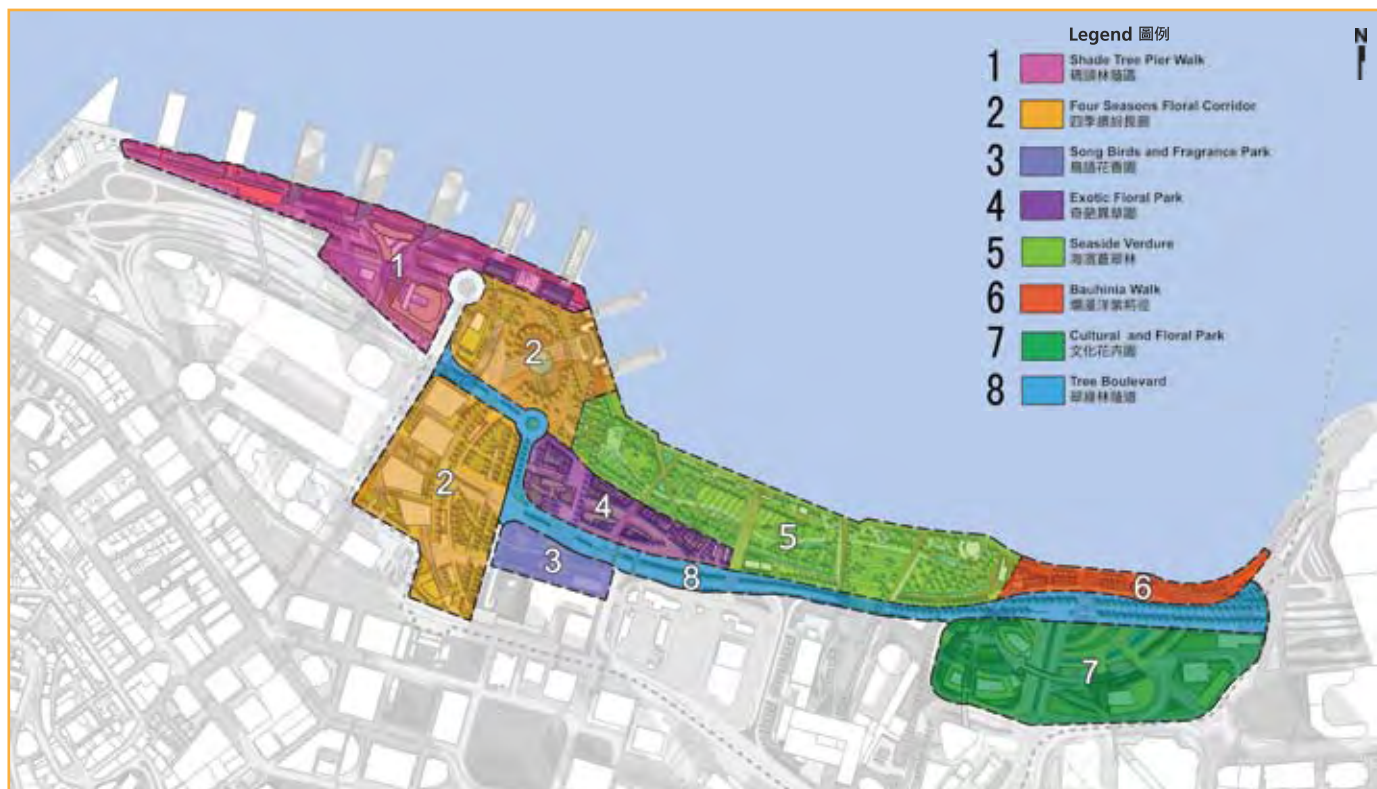


Queen's Pier

6. Promoting Environmentally Friendly Design and Greening

Environmentally friendly design features such as green roofs, green facades, double-layered ventilated facades, solar electricity panels, daylight sensor controls, water features, etc. and a comprehensive greening network are proposed to enhance the environmental quality in terms of air ventilation, microclimate and energy conservation.

According to the air ventilation assessment (AVA) including the wind tunnel test (study website: http://www.pland.gov.hk/p_study/prog_s/CRUDS/index_eng.htm), the refined urban design framework provides unobstructed harbour frontage and large portion of open space which allow wind penetrations. The alternative design concepts for the key sites subject to AVA (i.e. Sites 1 to 4) will have a similar ventilation performance and will not adversely affect the pedestrian level wind environment. The layout of the proposed buildings is a mixture of well-separated building blocks which facilitates wind penetrations for winds from northerly and easterly directions, although design improvements would be desirable for localized stagnation zones in the lee of the proposed buildings and uncomfortable pedestrian level wind conditions in exposed areas under strong prevailing northerly and easterly winds.



Landscape Strategy Plan



Wind Tunnel Test in AVA

Landscape Strategy Zones

1. Shade Tree Pier Walk

Wide canopy trees will provide welcoming shade along thoroughfares and pedestrian areas in this transportation hub.

2. Four Seasons Floral Corridor

Seasonal variations in vegetation colour and texture are concentrated and maximized in this highlighted zone to complement this significant historic and open space corridor to the harbourfront.

3. Song Birds and Fragrance Park

In this relatively secluded compound, scented flowers and herbs will attract song birds and butterflies to the delight of visitors.

4. Exotic Floral Park

Visitors to this zone will be fascinated by exotic plants introduced from different lands around the globe, including broadleaf trees, conifers, ferns, succulents, etc, not to mention aquatic and climbing ornamental species of diverse forms and colours.

5. Seaside Verdure

Plant species of many forms adapted to the seaside microclimate will thrive in profusion at this vantage location, giving this zone a strong maritime character.

6. Bauhinia Walk

Hong Kong's emblematic tree, accompanied by related species, will line this green passage leading towards the Hong Kong Convention and Exhibition Centre. They are sheltered by parallel rows of wind and salt-spray tolerant trees and shrubs on the seaward side serving as a protective belt.

7. Cultural and Floral Park

In this precinct of cultural buildings and open spaces for gatherings and performances, selected plant species can reflect arts and cultural interests, especially when featured in combination with tastefully arranged artifacts to form compositional settings.

8. Tree Boulevard

Stately and wide-canopy trees, in rows following the alignment of the carriageways, will reinforce the sense of movement and direction, while contributing to climatic amelioration during the hot summer months.



Shade Tree Pier Walk



Seaside Verdure



Four Seasons Floral Corridor



Bauhinia Walk



Song Birds and Fragrance Park



Cultural and Floral Park



Exotic Floral Park



Tree Boulevard












Do you have other ideas on achieving sustainable design?

IV. Design Concepts For Key Sites

Alternative design concepts have been developed for the key sites. "Mix and match" of these alternative concepts is possible. The design concepts listed below are not exhaustive, and other ideas from the public are welcome.

The following tables indicate the alternative design concepts and the development parameters of the key sites:

Design Concepts of the Key Sites

Site	Design Concept A	Design Concept B
 Sites 1 and 2	<ul style="list-style-type: none"> • 'Hotel and Office' • Additional Floor for Retail and Dining at Central Piers No. 4 to 6 	<ul style="list-style-type: none"> • 'Office and Office' • Additional Floor for Retail and Dining at Central Piers No. 4 to 6
 Site 3	<ul style="list-style-type: none"> • Reduced Landscaped Deck, More At-grade Open Space • Retail and Office Developments 	<ul style="list-style-type: none"> • Larger Landscaped Deck • Retail and Office Developments
 Site 4	<ul style="list-style-type: none"> • Original Site Area • Include Old Star Ferry Clock Tower • Waterfront-related Commercial and Retail Development 	<ul style="list-style-type: none"> • Reduced Site Area (due to Re-assembled Queen's Pier and Realignment of Road P2) • Not include Old Star Ferry Clock Tower • Waterfront-related Commercial and Retail Development
 Site 5	<ul style="list-style-type: none"> • Arts and Culture-related Uses 	<ul style="list-style-type: none"> • Arts and Culture-related Uses
 Site 6	<ul style="list-style-type: none"> • Waterfront-related Commercial and Leisure Uses 	<ul style="list-style-type: none"> • Waterfront-related Commercial and Leisure Uses
 Site 7	<ul style="list-style-type: none"> • Waterfront Promenade: 'Urban Park' 	<ul style="list-style-type: none"> • Waterfront Promenade: 'Urban Green'
 Site 8	<ul style="list-style-type: none"> • Part of Design for Re-assembled Queen's Pier and Central Piers No. 9 and 10 	<ul style="list-style-type: none"> • Entrance and Viewing Deck for Central Piers No. 9 and 10
 Queen's Pier	<ul style="list-style-type: none"> • By the Sea between Central Piers No. 9 and 10 • Revived Pier Function 	<ul style="list-style-type: none"> • Original Location • Sitting-out Area
 Old Star Ferry Clock Tower	<ul style="list-style-type: none"> • At Site 4 along the visual corridor for City Hall and Edinburgh Place 	<ul style="list-style-type: none"> • Close to Original Location as original location will conflict with drainage culvert and the Airport Railway Extended Overrun Tunnel

Development Parameters of the Key Sites

Site	Site Area (ha.)	Zonings	Development Restrictions set out in OZPs	Original Estimated GFA (m ²)※	Current Proposed GFA (m ²)	Current Proposed Building Height (mPD/storeys)
Site 1	1.89	Comprehensive Development Area (CDA) site adjoining Central Piers No. 4 - 6	Maximum 55,740m ² GFA	92,465 [^] (including 76,150 for office; 16,315 for retail)	92,200	+73.2mPD (16 - 18 storeys) Central Piers No. 4 to 6: +19mPD
Site 2	0.41	Commercial site north of IFC II	Nil (Maximum Plot Ratio 15 or 61,500 m ² GFA under B(PR))	(5,400 for bus terminus not included in GFA calculation)		58,000 (including 48,800 for office; 5,600 for retail, 3,600 for bus terminus)
Site 3	5.23	CDA site north of Statue Square	Maximum building height (BH) of 50mPD and 16mPD for the western and eastern portions respectively	190,000 [^] (including 106,000 for retail; 54,000 for office; 30,000 for parking) (5,400 for mini-bus, taxi and coach facilities not included in GFA calculation)	157,400 (including 103,400/ 104,200 for retail; 44,800/44,000 for office; 3,800 for 150 public car parking spaces; 5,400 for mini-bus, taxi and coach facilities)	western portion: +48mPD (8 – 10 storeys) eastern portion: +12mPD/+16mPD (1 – 2 storeys)
Site 4	1.70 / 1.22 ⊕	Waterfront Related Commercial and Leisure Uses site north of City Hall	Maximum BH of 25mPD	14,580	7,500	+20mPD (1 – 3 storeys)
Site 5	1.16	Government, Institution or Community site north of CITIC Tower	Maximum BH of 80mPD	58,000	58,000	+74.5mPD (13 – 17 storeys)
Site 6	1.89	Waterfront Related Commercial and Leisure Uses site north of CITIC Tower and near HKCEC Extension	Maximum BH of 15mPD and 25mPD	24,415	2,900 [@]	+15mPD and +20mPD (1 – 3 storeys)
Site 7	7.80	Open Space site – Waterfront Promenade along the harbourfront	Nil	Nil	Nil	Nil
Site 8	0.22	Waterfront Related Commercial and Leisure Uses site near Central Piers No. 9 and 10	Maximum BH of 13mPD	Nil	1,200 / 850	+11.24mPD / +8.2mPD

※ Estimated GFA conveyed to the then Legislative Council Panel on Planning, Lands and Works in June 2007.

[^] The total GFA is based on "Revised Traffic Forecast and Traffic Review" undertaken by the then Territory Development Department in 2002.

[@] GFA is reduced due to the reduction of the reclamation extent and site area.

[⊕] Site area is reduced due to the realignment of Road P2.

A. Pierside Corridor (Sites 1 and 2)

Meeting Public Aspirations:

- To give a facelift to the existing ferry piers and adjoining waterfront pierside
- To enhance accessibility and connectivity to the ferry piers
- To ensure visual connection to the harbour through control of development intensity and building massing



Location Plan



Aerial View of Concept A



Aerial View of Concept B

Key Design Features:

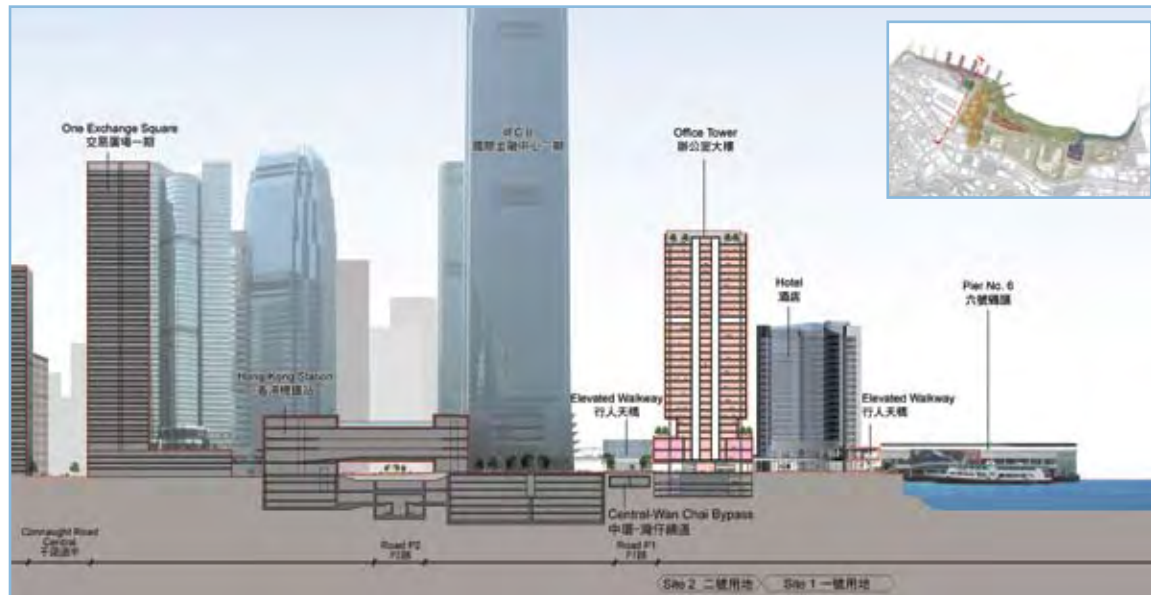
- Additional floor on Central Piers No. 4 to 6 for alfresco dining, retail and other waterfront-related uses
- A Pier Walk with boardwalks and seatings along the harbourfront
- An elevated walkway system to enhance pedestrian connectivity to the pierside
- To the north of IFC II, office/hotel developments with two alternative concepts:

Concept A: 'Hotel and Office'

- An 18-storey hotel to respond to the demand for hotel development in Central and to add vitality to the waterfront
- A 30-storey office tower with a bus terminus on the ground level to meet the high demand for Grade A offices in Central

Concept B: 'Office and Office'

- Two office buildings of 16 and 30 storeys (the latter including a bus terminus on the ground level) to meet the high demand for Grade A offices in Central



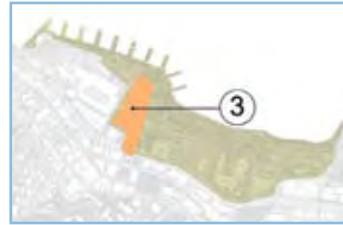
North South Section (Concept A)

Do you have other ideas to enhance the vibrancy of the pierside?

B. Statue Square Corridor (Site 3)

Meeting Public Aspirations:

- To reduce building footprint, building bulk and development intensity
- To enhance visual connectivity and accessibility to the harbour
- To enhance vibrancy through diverse activities and a mix of uses



Location Plan

Key Design Features:

- A ferry plaza to signify the gateway to the Central harbourfront
- Development intensity reduced and building massing broken up into interconnected smaller blocks
- A green minibus terminus and a coach and taxi drop-off on the ground level, public car parking spaces for reprovisioning Star Ferry Carpark, ancillary car park and retail facilities at basements and planned underground pedestrian connection to the MTR Central Station
- To the west, 4 to 6 office/retail blocks of 8 to 10 storeys featuring cascading design, setbacks, voids, sunken plazas, roof gardens, etc.
- To the east, a low-rise landscaped deck and at-grade landscaped pedestrian areas with two alternative concepts:

Concept A: Reduced Landscaped Deck

- A series of public open space at ground level
- Extension of Statue Square to the waterfront
- Pedestrian movement through at-grade pedestrian crossings, elevated walkways and subway
- Visual corridor from Des Voeux Road Central to the waterfront
- Building interaction at street level

Concept B: Larger Landscaped Deck

- Public open space primarily on landscaped deck
- Continuous open space extended from Statue Square to the waterfront
- Unimpeded pedestrian movement to the waterfront separated from vehicular traffic
- Visual corridor maintained from the landscaped deck
- Building interaction at both street and deck levels

What do you think of the proposed building massing along the Statue Square Corridor?

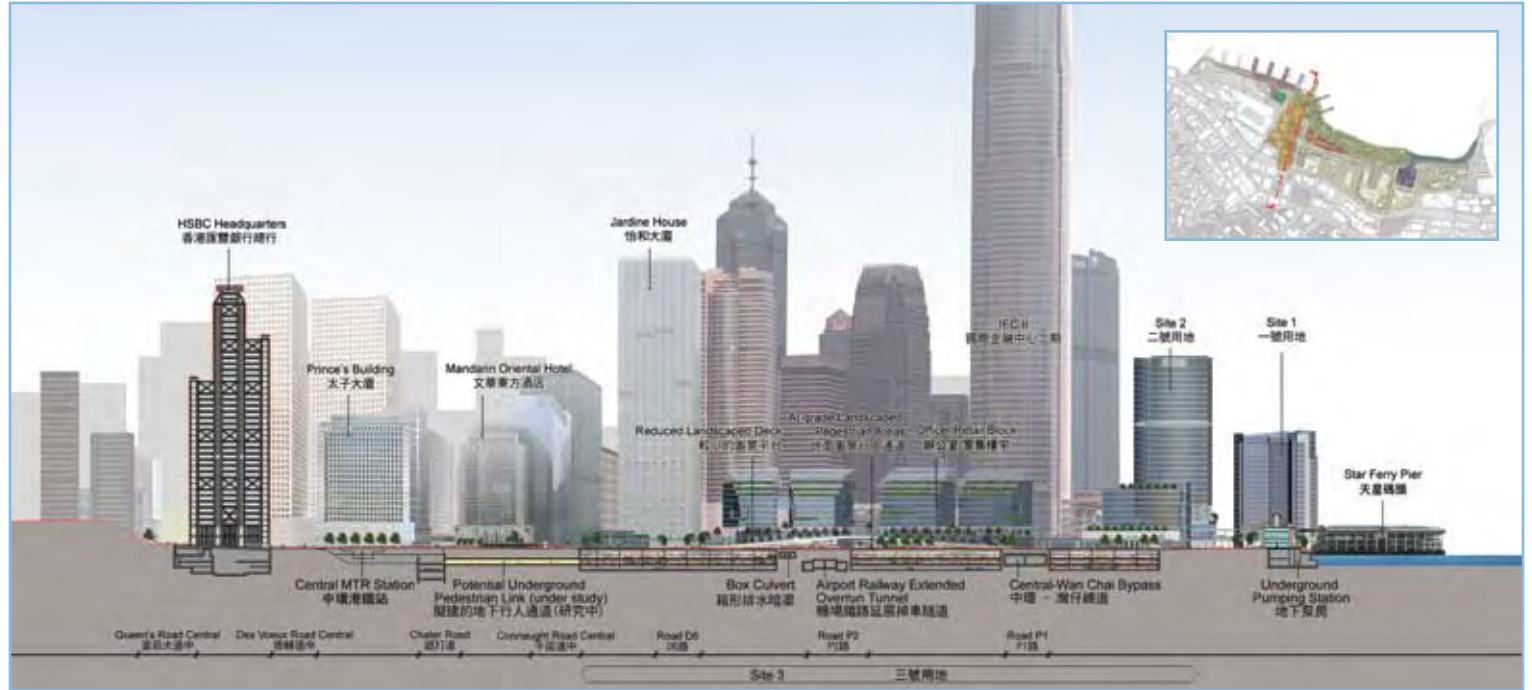
Which design do you prefer, Reduced Landscaped Deck or Larger Landscaped Deck? Or other suggestions?



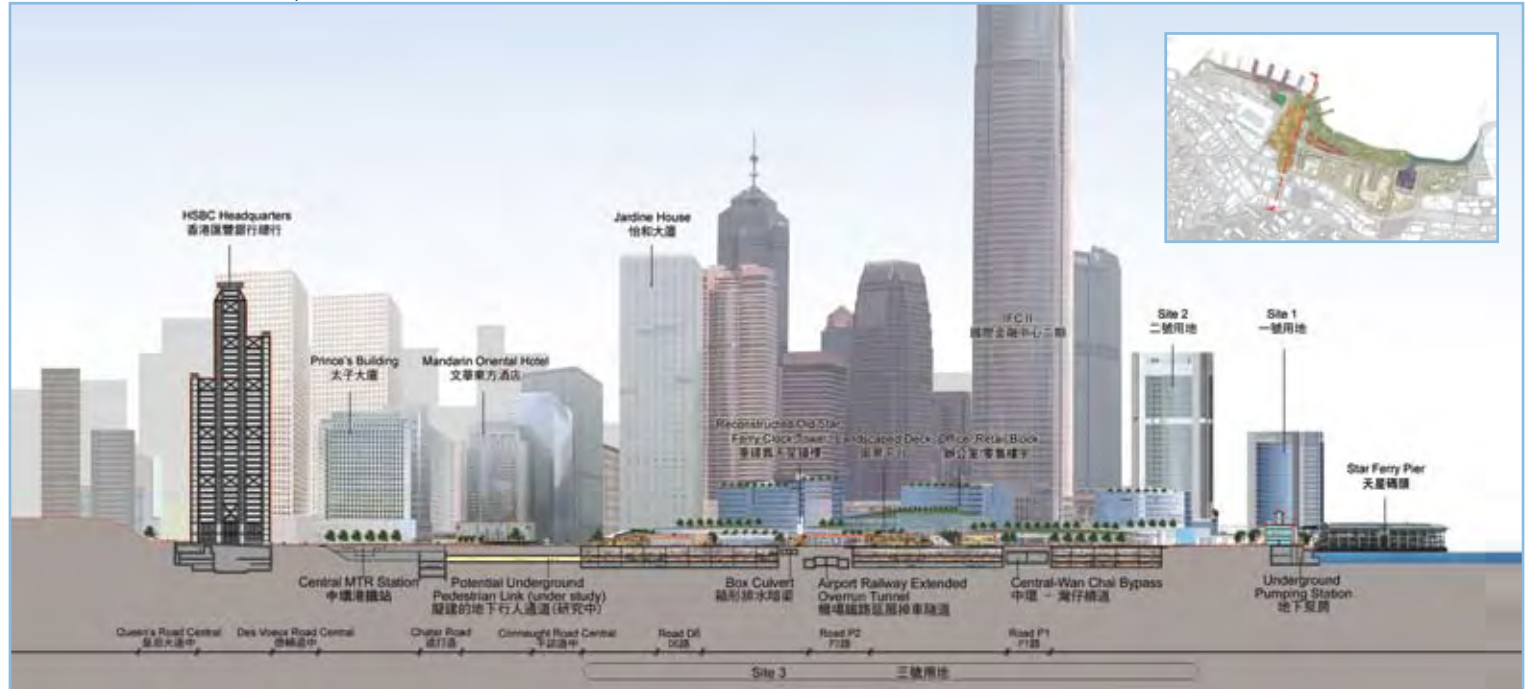
Aerial View of Concept A



Aerial View of Concept B



North South Section (Concept A)

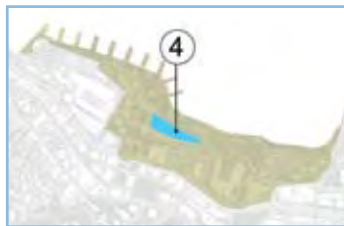


North South Section (Concept B)

C. Site North of City Hall (Site 4)

Meeting Public Aspirations:

- To enhance vibrancy of the waterfront
- To provide smaller building footprints and building massing
- To enhance visual connectivity of City Hall to the harbour



Location Plan



Aerial View of Concept A



Aerial View of Concept B

Key Design Features:

- 1 to 3-storey waterfront-related commercial and leisure development named "Harbour Place" for alfresco dining, café and other leisure and tourism uses to enrich the harbourfront experience
- Small and separated blocks with a wide view corridor from City Hall to the harbour
- Two alternative concepts:

Concept A:

- Old Star Ferry Clock Tower together with a Clock Tower Gallery included in the site
- Smaller and more separated blocks

Concept B:

- Old Star Ferry Clock Tower not included in the site
- Fewer but larger blocks on reduced site area due to realigned Road P2 to accommodate the re-assembled Queen's Pier at the original location



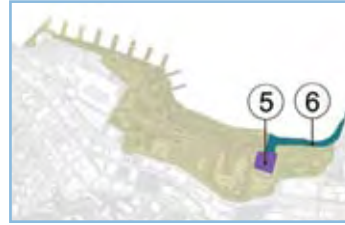
Do you have other suggestions on Site 4 for enhancing vibrancy?

D. Arts and Cultural Precinct (Sites 5 and 6)

Site North of CITIC Tower (Site 5)

Meeting Public Aspirations:

- To provide continuous pedestrian linkage and visual permeability to the new harbourfront
- To harmonize the design with the Tamar development and the harbourfront
- To provide for arts, cultural, leisure and civic uses



Location Plan

Key Design Features:

- A wide landscaped deck, footbridges and at-grade crossings connecting the site, CITIC Tower and other adjoining developments with the new harbourfront
- Three separate blocks of 13 to 17 storeys forming a GIC cluster primarily for arts and cultural facilities to harmonize with the Tamar development and the waterfront

Can the above design elements enhance the pedestrian linkage and visual permeability to the new harbourfront?



Aerial View of Sites 5 and 6

Site near HKCEC Extension (Site 6)

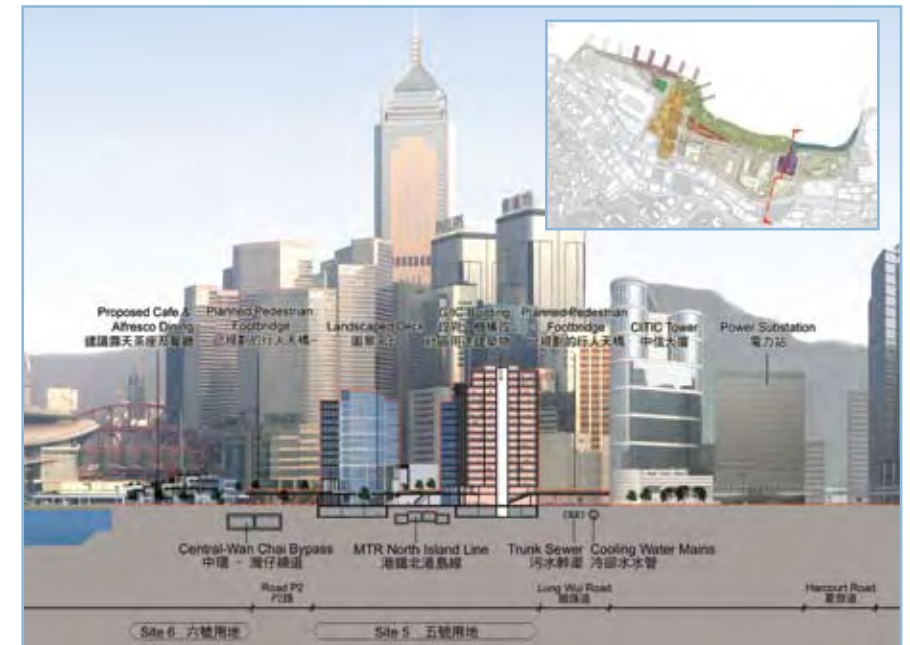
Meeting Public Aspirations:

- To provide leisure and entertainment facilities complementary to the adjacent arts and cultural facilities
- To improve pedestrian accessibility from Wan Chai to the new Central harbourfront
- To control the building massing to maintain visual connection from the city core to the harbour

Key Design Features:

- A Bayside Walk along the harbourfront with boardwalks, public landing steps and a floating market as tourist attractions
- Small-scale commercial and leisure uses in the form of a cluster of 1 to 3 storeyed blocks named "Marine Place" near the harbourfront for alfresco dining, outdoor seating and outdoor performance
- Open theatre and outdoor performance area in the vicinity of the proposed HKAPA Extension and proposed Hong Kong Visual Arts Education Centre to strengthen the arts and cultural identity

Can the above design elements help strengthen the cultural character of the site?



North South Section

E. The Waterfront Promenade (Site 7)

Meeting Public Aspirations:

- To provide a diversity of attractions to create an all-time and all-season waterfront
- To provide extensive greenery
- To integrate the PLA berth with the waterfront promenade and allow for public access
- To provide a continuous waterfront promenade
- To provide for environmentally friendly transport



Location Plan



Promenade Concept Plan

Key Design Features:

- 3 walking zones with different characters:
 - Pier Walk: a leisure walking and circulation zone around the Central Piers
 - Harbour Walk: a vibrant place for the public to enjoy and gather for festive events
 - Bayside Walk: a bayside walking zone with dining and leisure facilities in support of adjacent arts and cultural uses
- A reserve for an environmentally friendly transport system with stops at nodal attractions along the waterfront promenade
- The PLA berth be part of the waterfront promenade and open for public access when it is not in military use
- Extensive harbourside public open space in a luxuriant landscape setting with two alternative concepts:

Concept A: Urban Park

- A park setting with a greater variety of nodal attractions including ferry plaza, featured piazza, waterfront event plaza, viewing platform, etc., in addition to flat and undulating lawns and other landscape features
- More activity spaces

Concept B: Urban Green

- A more natural form of landscaping to provide a peaceful green area for appreciation of the harbour and a city oasis as an icon of the harbourfront (as put forward in the design competition for the new Central harbourfront organized by one organization and other public suggestions)
- More greenery and more passive recreation use

Which design do you prefer, Urban Park or Urban Green?
Or other suggestions?





Aerial View of Concept A: Urban Park



Aerial View of Concept B: Urban Green

F. Site Near Central Piers No. 9 and 10 (Site 8)

Meeting Public Aspirations:

- To integrate the design with the waterfront promenade

Key Design Features:

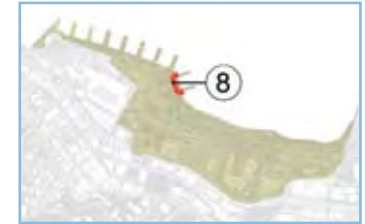
- Two alternative concepts:

Concept A:

- Site 8 will become part of the design for the re-assembled Queen's Pier at the waterfront. The pier function of Queen's Pier can be revived.

Concept B:

- Queen's Pier will not be re-assembled at the waterfront and Site 8 will be developed with a small structure of 1 to 2 storeys as an entrance and viewing deck for Central Piers No. 9 and 10 supported by small-scale food and beverage facilities.



Location Plan



Aerial View of Concept A



Aerial View of Concept B

G. Re-assembling Queen's Pier and Reconstructing the Old Star Ferry Clock Tower

Two alternative design concepts:

Concept A: Queen's Pier by the Harbour

Meeting Public Aspirations:

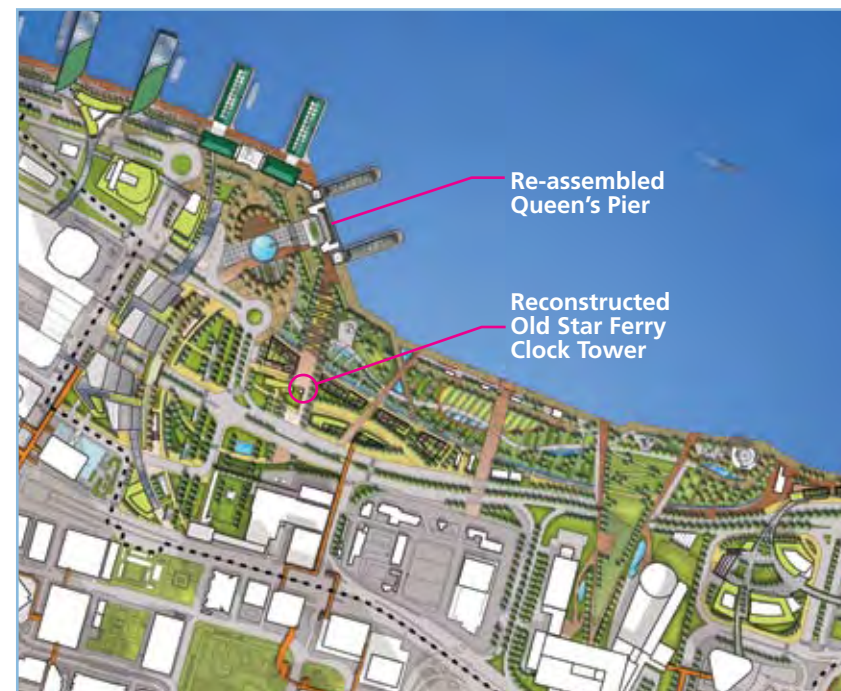
- To re-assemble Queen's Pier at the harbourfront
- To revive the pier function of Queen's Pier
- During the Stage 1 Public Engagement, Concept B1 (re-assembling Queen's Pier by the Harbour with City Hall, the old Star Ferry Clock Tower and the re-assembled Queen's Pier maintaining an axial relationship) was the most preferred concept. The public also requested for reviving the pier function of Queen's Pier. We have responded to the public aspirations by enriching the "Queen's Pier by the Harbour" concept with reviving the pier function and providing clear visual connection with City Hall and the old Star Ferry Clock Tower.

Key Design Features:

- Queen's Pier will be re-assembled between Central Piers No. 9 and 10 with revived pier function.
- The design of Central Piers No. 9 and 10 will be integrated with that of the re-assembled Queen's Pier.
- The old Star Ferry Clock Tower will be reconstructed on the western portion of Site 4 and a Clock Tower Gallery will be included as part of the development to exhibit its salvaged items.
- The reconstructed old Star Ferry Clock Tower will stand as a focal point with a linear axial relationship with City Hall and the re-assembled Queen's Pier.

Considerations:

- Queen's Pier is re-assembled with the original harbour setting.
- The role of Queen's Pier as a public pier is maintained.
- Queen's Pier is given a new lease of life.
- Public use of the pier for waterfront activities can be revived.
- The re-assembly works will involve the reconstruction of seawall caissons and ground stabilization works as well as the refurbishment of Central Piers No. 9 and 10.
- The estimated re-assembly and associated costs are about HK\$220 million.
- The construction works to re-assemble Queen's Pier are estimated to be completed in late 2012. *(Assuming the re-assembly location would be determined by end 2008.)*
- Road P2 will be completed in late 2009 as scheduled.
- The reconstructed old Star Ferry Clock Tower will become the focal point at the new harbourfront and maintain visual connection with the harbour.



Queen's Pier by the Harbour

Concept B: Queen's Pier at the Original Location

Meeting Public Aspirations:

- To re-assemble Queen's Pier at its original location
- To reconstruct the old Star Ferry Clock Tower close to its original location (reconstruction at the original location is not possible due to underground infrastructure)
- To maintain its relationship with City Hall and Edinburgh Place

Key Design Features:

- Queen's Pier will be re-assembled at its original location as a sitting-out area for public enjoyment.
- A water feature around the re-assembled Queen's Pier is proposed (restoring a large water body is not feasible due to conflict with planned underground infrastructure).
- The old Star Ferry Clock Tower will be reconstructed close to its original location at Site 3 together with a Clock Tower Gallery to exhibit salvaged items.
- Voids and sunken plazas are planned on the landscaped deck to increase the visibility of the Clock Tower.

Considerations:

- Queen's Pier will maintain its original location.
- It will lose the original harbour setting and pier function.
- The relationship with City Hall and Edinburgh Place is maintained.
- The re-assembly works will involve the realignment of Road P2 northwards. The realignment requires gazetting the amendment to Road P2. Advance works of the Airport Railway Extended Overrun Tunnel are also required before the re-assembly.
- The estimated re-assembly and associated costs are about HK\$200 million.
- The advance works of the Airport Railway Extended Overrun Tunnel are estimated to be completed in late 2012. The construction works of the re-assembled Queen's Pier are estimated to be completed in late 2013. *(Assuming the re-assembly location would be determined by end 2008.)*
- There will be delay of the completion of Road P2.
- The old Star Ferry Clock Tower will be constructed close to its original location.



Queen's Pier at the Original Location

Which design do you prefer, Queen's Pier by the Harbour or Queen's Pier at the Original Location? Or other suggestions?

V. Illustrative Master Layout Plans

Two illustrative Master Layout Plans (MLPs) are shown for presentation purpose to reflect how various design concepts for the key sites can possibly be put together. The combinations are not exhaustive.



Featured Piazza



Water Fountain



Waterfront Event Plaza



Undulating Lawn



At Grade Landscaped Open Space



Boardwalk



Water Feature



Urban Mount



Outdoor Theatre



Waterfront Related Commercial & Leisure Use

Illustrative Master Layout Plan A - Aerial Photo





VI. A Balanced and Sustainable Approach

A preliminary sustainability assessment has been carried out for the proposed refined urban design framework, which is based on the sustainable design assessment principles derived from the Stage 1 Public Engagement of the Study:

- Diverse uses and activities
- Respecting the natural context and existing urban fabric
- Promoting harbourfront enhancement
- Respecting cultural heritage
- Ease of pedestrian access to harbourfront
- Promoting environmentally friendly building design and greening

These principles are consistent with the harbour planning principles and guidelines of the TPB and HEC.

The preliminary sustainability assessment (study website: http://www.pland.gov.hk/p_study/prog_s/CRUDS/index_eng.htm) indicates that the refined urban design framework would bring a range of benefits particularly in the economic, social and mobility aspects, such as generating more employment opportunities, accommodating leisure, cultural and government facilities, creating a significant landscaped area and quality waterfront at the heart of the city, cultivating a sense of place, meeting the need for essential strategic transport infrastructure, and facilitating ease of movement. While the proposals would have less desirable implications on the environmental and natural resources aspects compared to the status quo, such implications would be kept to the minimum with the incorporation of environmental mitigation measures as recommended in the approved Environmental Impact Assessment. Further sustainability assessment will be conducted after the Stage 2 Public Engagement in drawing up the recommendations, taking into account comments received in the public engagement.

Overall Assessment Against the Sustainable Design Assessment Framework

Sustainable Design Assessment Principles	Overall Assessment
Diverse Uses and Activities	<ul style="list-style-type: none"> • A mix of uses comprising commercial, retail, recreational, arts, cultural and tourism uses ensures diversity.
Respecting the Natural Context and Existing Urban Fabric	<ul style="list-style-type: none"> • Lower development intensity and building massing of appropriate form, height and disposition ensure the protection of ridgeline, harbour view and waterfront setting. • View corridors are provided to enhance visual permeability and visual integration with the existing urban fabric.
Promoting Harbourfront Enhancement	<ul style="list-style-type: none"> • A continuous waterfront promenade is designed to encompass a mix of nodal attractions for different sectors of the community. • Anchoring public spaces include comprehensive open space design and streetscape enhancements.
Respecting Cultural Heritage	<ul style="list-style-type: none"> • Buildings / structures and sites of historic interest or cultural values are maintained and further enhanced. • Queen's Pier will be re-assembled and the old Star Ferry Clock Tower will be reconstructed.
Ease of Pedestrian Access to Harbourfront	<ul style="list-style-type: none"> • Various public transport modes and a comprehensive multi-level pedestrian network ensure ease of access and connectivity between the harbourfront and city core.
Promoting Environmentally Friendly Building Design and Greening	<ul style="list-style-type: none"> • Environmentally friendly and energy-efficient features are adopted in building design. • Extensive greening in different forms and scales is ensured.

VII. Public Views Sought

Your views are very important for shaping **a vibrant, green and accessible Central harbourfront**.

We sincerely invite you to provide views on the refined urban design framework and alternative design concepts for the key sites.

We welcome your views and suggestions. Please fill in the comment cards or send your comments to us by 10 July 2008.

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

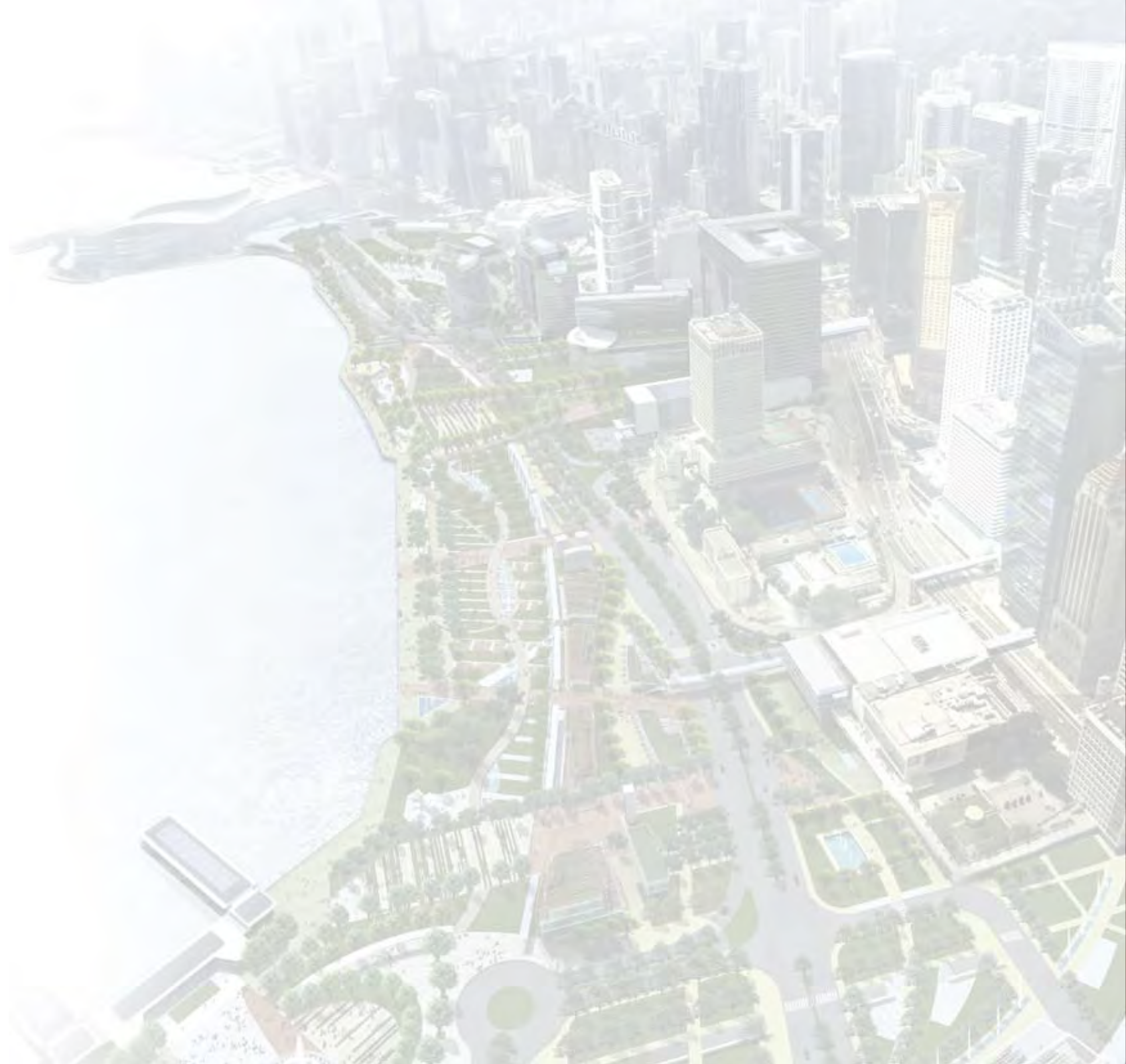
Completed comment cards can also be deposited in the collection boxes at the exhibition venues.

For more information on the Study and the public engagement activities, you are welcome to visit Planning Department's website at www.pland.gov.hk.

Join us to design the future Central Harbourfront

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 part of the comments and views (with the exception of personal data). Otherwise, please state so when providing comments and views.





Urban Design Study
城市設計研究 for the

新海濱
中環

New Central Harbourfront

Stage 2 Public Engagement
第二階段公眾參與

Urban Design Study for the New Central Harbourfront
Stage 2 Public Engagement
Background Information on Queen's Pier

Central Reclamation Phase III (CRIII)

- CRIII is needed to provide land for essential transport infrastructure including the Central-Wan Chai Bypass (CWB) and Road P2 network, the Airport Railway Extended Overrun Tunnel (AR EOT) and the North Hong Kong Island Line (NIL). It will also provide land for a vibrant waterfront promenade for public enjoyment. Existing waterfront facilities including, inter alia, Queen's Pier are affected by the reclamation.
- The planned infrastructural works which directly affect Queen's Pier include the AR EOT, the extension of an existing drainage box culvert at Man Yiu Street and Road P2. The difficulties in relation to the modification of these works to avoid removing Queen's Pier as explained by the Administration during discussions in 2007 are set out below :
 - (a) The existing overrun tunnel of the Airport Railway to the east of the Hong Kong Station is about 80 m long. This will have to be extended by a total of 500 m for the full operation of the Airport Railway comprising the Airport Express Line and the Tung Chung Line (TCL). About 40 m of the extension is required to enhance safety and has to be completed under the CRIII contract as soon as practicable. The remaining 460 m of the extension is required for turn back of trains in order to enable shorter headways and hence higher capacities to meet future demand. The EOT is also required for the future North Hong Kong Island Line (NIL), which is an extension of the TCL along the north shore of Hong Kong Island to run from Hong Kong Station through onto the eastern half of the existing Island Line at Fortress Hill.
 - (b) The alignment of the NIL is controlled by a number of existing facilities. It has to join the existing AR EOT to the west and to run along the water channel of the Hong Kong Convention and Exhibition Centre (HKCEC) at the east, where some foundation piles of HKCEC were specifically designed and located for this purpose.

The alignment of the concerned section is also constrained by the existing overrun tunnel of Hong Kong Station, the provision of

cross-overs for the turn back of trains and the need to connect a future station at Tamar. It is not possible to shift the alignment of NIL to avoid the footprint of Queen's Pier.

- (c) The existing stormwater drainage box culvert located at the waterfront of Man Yiu Street is the main strategic stormwater discharge route for Central. It has a catchment area of 73 hectares covering the core business areas of Central as well as the Peak area. Due to the reclamation under CRIII, the stormwater drainage culvert has to be extended to the new waterfront to continue its operation. As the level of the culvert clashes with that of the EOT mentioned in (a) above, the culvert cannot be extended northwards along Man Yiu Street and has to run eastwards along the southern side of the EOT. Moreover, the extent of realigning the culvert to the south is constrained by the presence of General Post Office and Hongkong Land's cooling water mains to the west of Edinburgh Place and Hong Kong Bank's cooling water mains and a 1350 mm diameter trunk sewer outside Queen's Pier. The extension of the culvert will therefore run into conflict with Queen's Pier. Apart from the horizontal alignment, the culvert at the concerned section is very shallow with the top level at about +3.0m PD and will thus conflict with the ground beams as well as the piled foundation of the Queen's Pier.
- (d) Road P2 is part of the road network to be provided in the CRIII area. Its purpose is to alleviate traffic congestion in the Central Reclamation Phase I (CRI) Area where the International Finance Centre I & II, the Four Seasons Hotel, Hong Kong Station of the Airport Railway and the ferry piers are located. Completion of Road P2 will provide great relief to the very congested junctions of Man Yiu Street / Harbour View Street and Connaught Place / Connaught Road Central.

With Queen's Pier at the original location, Road P2 would have to be realigned. This will require amendments to the approved road scheme which will need to be gazetted under the Roads (Works, Use and Compensation) Ordinance and to go through the relevant statutory procedures. The proposal to construct a temporary road to buy time for the said gazettal and statutory procedures is not reasonably practical as such a temporary road will also need to be gazetted and go through the same statutory procedures. The time needed for consultation, gazetting and subsequent handling of the

objections received will take at least one year. It will result in considerable delay to the completion date of the road as well as major cost implication to the CRIII contract. Such a delay also goes against the aim to complete Road P2 as early as possible in order to alleviate the severe traffic congestion in Central.

- (e) The implementation schedule for the various works under the CRIII contract is very tight. The initial phase of the reclamation works and the relocation of most of the affected waterfront facilities have been completed. The remaining reclamation works and the construction of the infrastructure above could no longer proceed without first relocating Queen's Pier. Altering any part of the project involving major and fundamental changes would have great programme implication to the CRIII project as well as huge financial implication, the quantum of which would depend on the extent of the delay.

Preservation of Queen's Pier

- Between January to April 2007, the Government fully deliberated on proposals for the preservation of Queen's Pier put forward by various parties.
- The proposals included:
 - (a) in-situ preservation by shifting the alignment of the planned infrastructures which would be in conflict with Queen's Pier;
 - (b) filling the void underneath the Pier by sand/grouting, constructing the underground Extended Overrun Tunnel (EOT) and drainage culvert by the underpinning and tunneling method, and constructing a temporary road to buy time for completing the statutory procedures for the amendment scheme of Road P2 so as to preserve the Pier in-situ;
 - (c) in-situ reinstatement by rolling the superstructure (roof and columns) away for construction of the underground infrastructure and rolling it back upon completion of the construction, and shifting Road P2 away from Queen's Pier; and

- (d) preserving the above-ground structure of the Pier as far as practicable for re-assembly in close proximity to its original location or at other appropriate location.
- In evaluating the different options for preserving Queen's Pier, the prime consideration was whether the options would be technically feasible. After several rounds of debates/discussions, the four professional bodies have eliminated the feasibility of proposals (a) and (b). Proposal (c) was not pursued given its high project risk and significant additional time and costs. Proposal (d) was considered to be feasible and had minimum impact on project delay and least additional cost.
 - After careful deliberation and taking into consideration the submissions on the preservation of Queen's Pier by the various concern groups and further research on the heritage value of the Pier undertaken by the Antiquities and Monuments Office (AMO), the Antiquities Advisory Board (AAB) at its meeting on 9.5.2007 accorded Grade I historical building status to Queen's Pier. The grading system is an administrative mechanism to assess the heritage value of historical buildings and a Grade I historical building is a "building of outstanding merit, which every effort should be made to preserve if possible".
 - Section 3 of the Antiquities and Monuments Ordinance (Cap. 53) (the Ordinance) provided that if the Secretary of Home Affairs (now the Secretary for Development), in his capacity as the Antiquities Authority, considered any building to be of public interest by reason of its historical, archaeological or palaeontological significance, he might, after consultation with the AAB and with the approval of the Chief Executive, by notice in the Gazette, declare such a building a monument.
 - The then Secretary for Home Affairs, as the Antiquities Authority, having thoroughly considered all relevant factors and information, decided on 23 May 2007 that Queen's Pier did not possess the requisite historical, archaeological or palaeontological significance for it to be declared a monument under the Antiquities and Monuments Ordinance.
 - The preservation option along proposal (d) above, taking account of the technical and other relevant considerations, represents the best possible effort to preserve the Pier. The Government obtained approval of funding for implementing this proposal from the Finance Committee of the Legislative Council on 15.6.2007. The funding covers the costs of storing the retainable parts of the above-ground structures of Queen's Pier, transportation and storage of the preserved parts at a temporary location,

and strengthening of the preserved parts and re-assembly of the Pier in future.

- The works related to the preservation of the Pier were largely completed in end 2007. The preserved parts have been stored in Lantau. The location and design for re-assembling Queen's Pier are being examined in the captioned Study.

Judicial Review on the Antiquities Authority's decision not to declare Queen's Pier a monument

- Ms Ho Loy and Mr Chu Hoi-dick (members of Local Action) filed a judicial review on 30 July 2007 on the Antiquities Authority's decision not to declare Queen's Pier a monument.
- The Court of First Instance heard the application on 7 August 2007 and handed down a judgment on 10 August 2007 dismissing the application. The judgment contained clear references that, in coming to his decision, the Antiquities Authority had duly taken into account all relevant factors, including the respective roles of the Antiquities Advisory Board, the Antiquities and Monuments Office and the Antiquities Authority. The Antiquities Authority had also given solid and concrete reasons for coming to his decision in papers submitted to the Legislative Council. In short, the Judge had upheld the procedural and substantive legality of the Antiquities Authority's decision. The Judge also upheld that it was right and proper that the Antiquities Authority should adopt a high threshold in the declaration of a monument in line with how the discretion had been exercised in the past.

Public Exhibitions

Period: 12.4.2008 to 25.5.2008

Hong Kong Heritage Discovery Centre, Kowloon Park, Tsim Sha Tsui, Kowloon

Period: 27.5.2008 to 10.7.2008

D/F, High Block, Queensway Government Offices, Admiralty, Hong Kong

Roving Exhibitions

Period: 15.4.2008 to 19.4.2008

HSBC Main Building, Ground Plaza, 1 Queen's Road Central, Hong Kong

Period: 20.4.2008 to 25.4.2008

IFC One, 1 Harbour View Street, Central, Hong Kong

Period: 6.5.2008 to 12.5.2008

Exhibition Hall, City Hall Low Block, 5 Edinburgh Place, Central, Hong Kong

Period: 28.5.2008 to 1.6.2008

Festival Walk, Level G, 80 Tat Chee Avenue, Kowloon Tong, Kowloon

Period: 14.6.2008 to 22.6.2008

Sha Tin Town Hall, 1 Yuen Wo Road, Shatin, New Territories