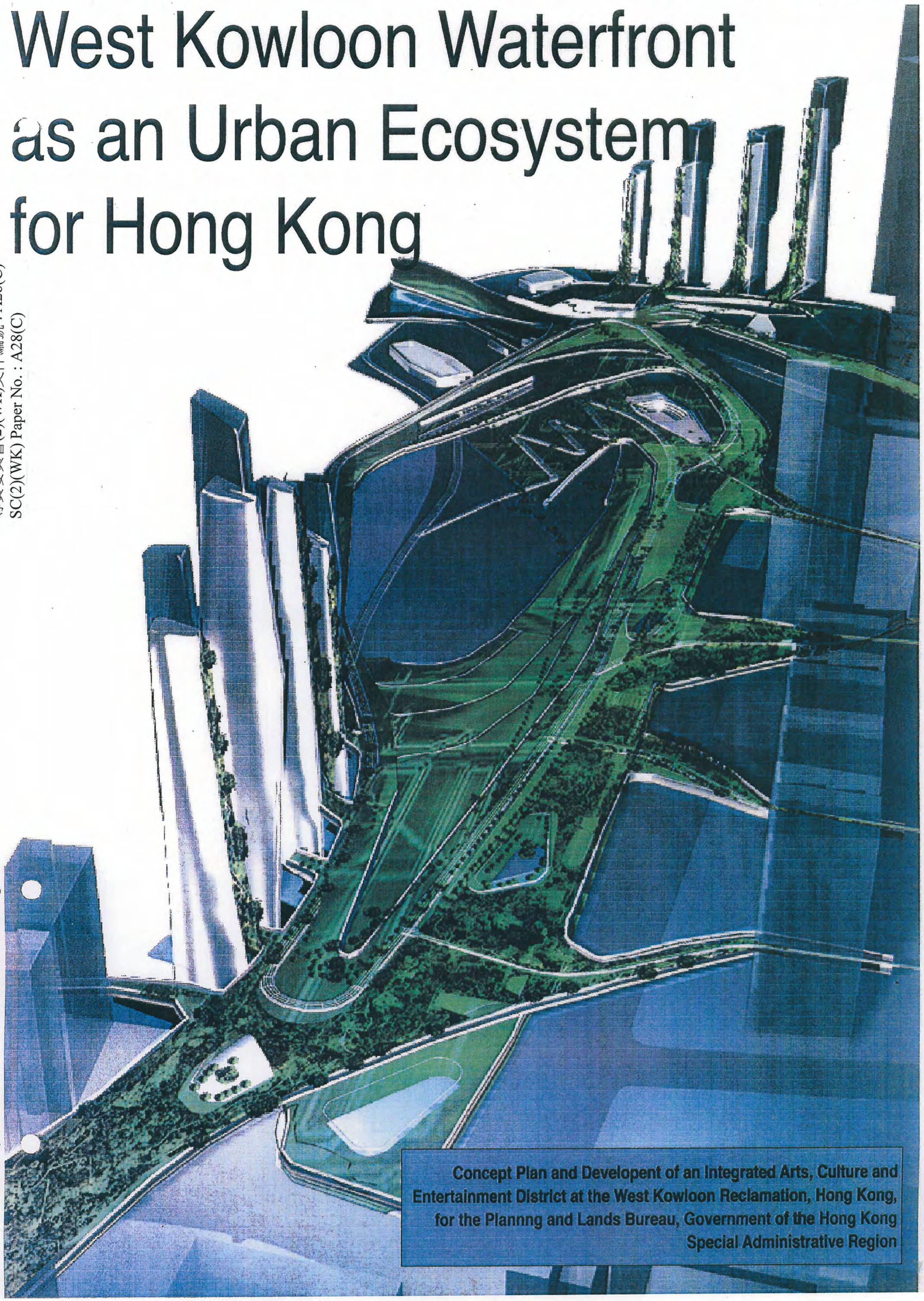
West Kowloon Waterfront as an Urban Ecosystem for Hong Kong

專責委員會(2)(WK)文件編號：A28(C)
SC(2)(WK) Paper No. : A28(C)



Concept Plan and Developent of an Integrated Arts, Culture and Entertainment District at the West Kowloon Reclamation, Hong Kong, for the Plannng and Lands Bureau, Government of the Hong Kong Special Administrative Region

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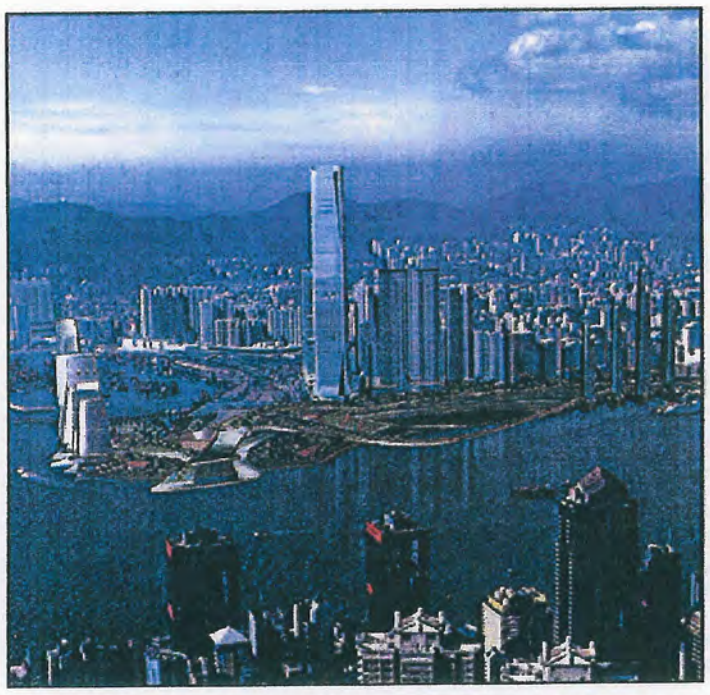
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1.0 Concept Statement



Perspective of the new West Kowloon Waterfront development from Victoria Peak

We regard this proposal as the last opportunity to give to Hong Kong a great urban park equivalent to those around the world in other cities, like Central Park in New York or Hyde Park in London.

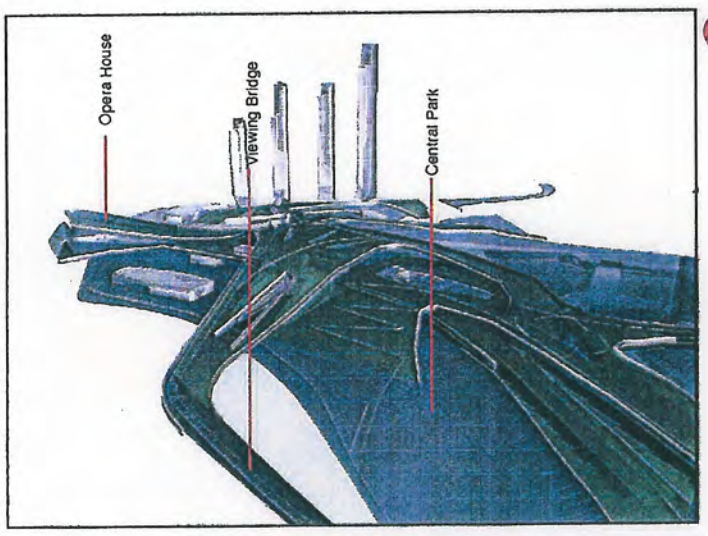
With a landscaped site coverage of over 94%, this will be the largest urban park in Hong Kong, framing the waterfront in a lush and dynamic setting. Our design focuses on the park as an "Ecological corridor" that links key green spaces in Kowloon, a "necklace" that links together waterfront activities, commercial, retail, residential, cultural and recreational community spaces in one single unique development.

The "Ecological corridor" is designed as a "green jacket" over the retail, entertainment, cultural and other facilities that are placed on top, below, or sandwiched between this green jacket. Introduced "Green cells" bring natural light, natural ventilation and pedestrians from the park down to the subterranean parking.

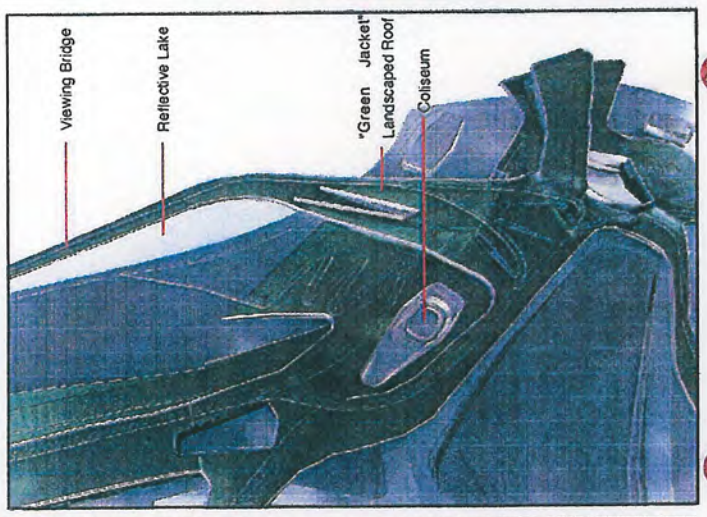
In summary, our proposal is an ecological design solution that is to provide a environmentally sustainable urban ecosystem as a major park within an intensive city as Hong Kong, while fulfilling the Arts, Cultural and Recreational program of the competition brief.

This report is to be read together with the submission for the Concept Plan Competition for the West Kowloon Reclamation, Hong Kong, for the Planning & Lands Bureau, the Government of the Hong Kong Special Administrative Region. The report explains our design concepts and the unique features of our scheme.

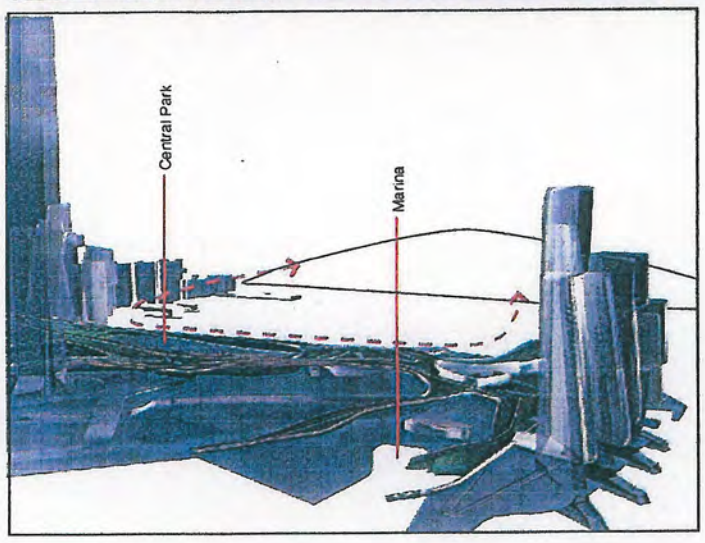
2.0 Fulfillment of the Assessment Criteria



2.1



2.2



2.3

Our proposal will benefit the surrounding context, local residents and the city of Hong Kong itself in several ways:

Integrating the arts, culture and entertainment precinct in Hong Kong

Arts and culturally integrated activities include: Opera House, Mediatheque, Waterfront Museum, Open-air Amphitheatre, Sculpture Garden, Cultural Plaza and Coliseum- all blended into the multi-layered landscape park. Entertainment and recreational activities include: Imax theatre, Cinema Multiplex, Coliseum, Viewing areas to Hong Kong, Active Park areas.

These activities draw people up from the main shopping area of Tsim Sha Tsui through a progression of retail and entertainment spaces to the cultural heart of our proposal. These are all integrated by a continuous "cultural circulation-loop" that moves between each end of the site.

Creating a new iconic identity for Kowloon's waterfront

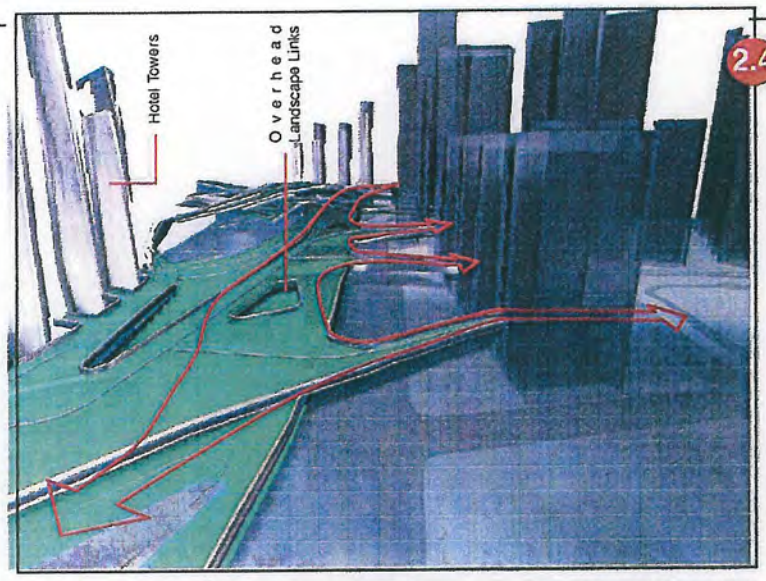
Our proposal creates an entirely new landscaped waterfront feature for Hong Kong. New building typologies appropriate to the waterfront (e.g. new "pier towers") directly address the harbour and the new Viewing Bridge enhances the waterfront promenade. A dedicated marine centre is also proposed, with a Marina for small boats, fishing jetty and a History of Fishing Museum. Our proposal also emphasises the natural aspects of the site through connections between land (terrestrial ecosystems) and sea (aquatic ecosystems).

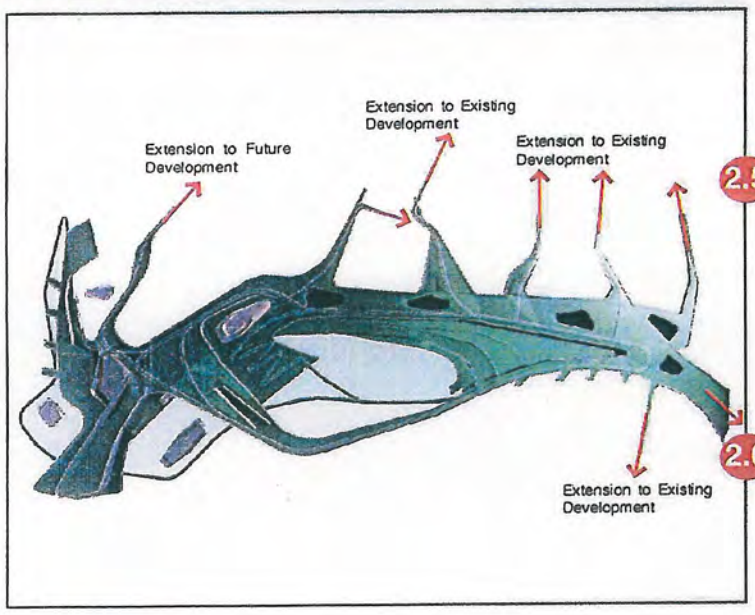
Enhancing significantly the city's tourism potential

Our proposal for a new integrated arts and culture district can become a unique world-class tourist destination that combines and synthesises the landscape with the built form. It will serve the needs of residents and visitors to Hong Kong in addition to becoming a prominent ecological and cultural symbol of Hong Kong.

Through integration of the cultural areas with the retail complex and scenic promenades, this proposal enables a complex mix of spaces to draw users to circulate within and around the development. There will be key viewing areas on the landscaped roof and terraces, especially at the "peak" of the roof; the terraced park and the Waterfront Promenade, which are strategically positioned to capture prime vistas

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2.4 Integrating the urban fabric and landscape for the locality

- The emphasis is on an urban-design approach of providing physical links to the surrounding developments through overhead landscaped bridges. These urban connections include new communal activities linkages, overhead retail linkages to surrounding developments (e.g. MTRC), an "Ecological Corridor" formed by ecological links to existing surrounding green areas (e.g. Kowloon Park), the continuation of the waterfront promenade and provision for connections to future development of the Yau Ma Tei area.

The proposal links the activities within the site to the surrounding areas of Kowloon, to provide a seamless integration from street level upwards. This is achieved through a series of landscaped overhead bridges and ramps that connect to the street level and will direct users into the development. Continuity of the urban fabric is also provided through the continuous waterfront promenade to the commercial areas at the south of the site and pedestrian connections with Kowloon Park at the landscaped podium-level.

2.5 Optimising the site's maximum physical and commercial potential

Using the existing zoning as a baseline, we have included the commercial content to optimise the development of this site. The total commercial gross area is 528, 400 sq.m., with a net saleable area of 396, 300 sq. m. We have also included 1,600 apartments with a total gross area of 144,000 sq.m. into the development.

2.6 Providing an adaptable urban design solution that allows for future needs

The design concept is sufficiently flexible to allow for future change, by varying the options of building phasing and opportunities for future regeneration (where required).

3.0 *Unique Design Features of our Proposal*



The site of the West Kowloon reclamation is at the tip of a complex and richly dense peninsular facing a dynamic city island. Meeting and enhancing the demands of the city of Hong Kong has brought about in our scheme the resolution of a continuous "green jacket" that encapsulates and incorporates urban and natural elements of the Special Administrative Region of Hong Kong, from the forested hills to its urban canyons. The "green jacket" formed by the landscaped park integrates our proposed built forms between the Ecological Corridor, the cultural necklace of event spaces and the Waterfront Viewing bridge. Our proposal has exciting and special opportunities for development and usage, with identifiable cultural icons and unique features such as an open amphitheater, opera house and viewing zones, to provide a new city icon and world-class destination for the region.

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Unique features of our proposal

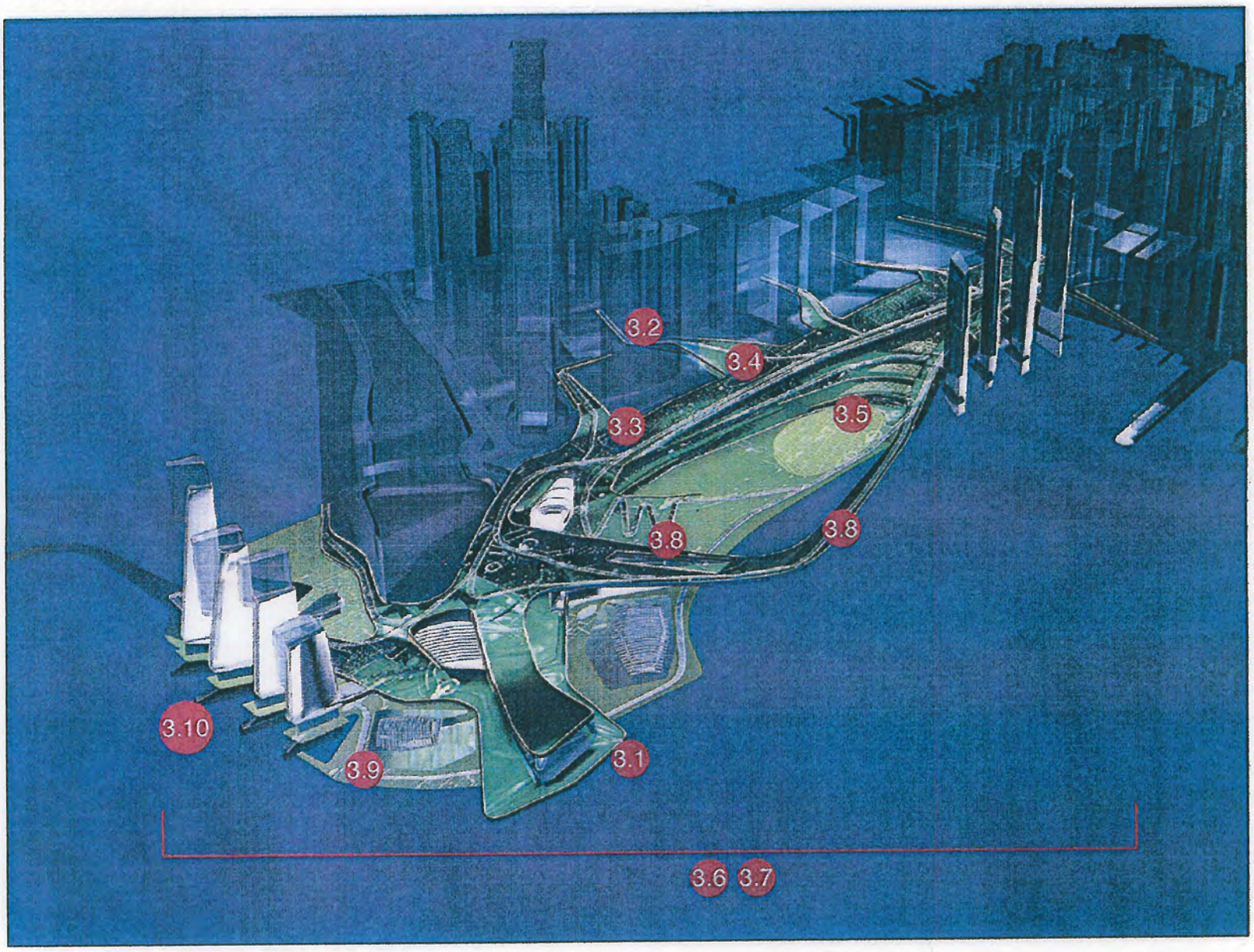
3.1 Integrated Waterfront Centre for Arts, Cultural and Entertainment as a World-Class Destination:
The wide range of recreational, cultural and retail integrated facilities will become a regional hub for users and tourists and is easily accessed through public transport, as well as ample coach parking

3.2 Uninterrupted Views:
MTRC and KCRC Towers maintain uninterrupted views of the waterfront through landscaped park. Within our proposal, vantage viewing areas are oriented to capture dramatic views of the waterfront and Hong Kong Island

3.3 The Park as a "Green Jacket":
Provides a continuous urban park as a unique urban "Ecological corridor" and provides an environmentally-sustainable and ecologically benign solution.94% of site is covered by lush landscaped area.

3.4 "Green Cell Nodes":
these extend from the "Green Jacket" to provide ventilation and natural lighting to the programmatic spaces as well as integrating existing transportation systems with new proposed networks.

3.5 Public Park spaces:
the continuous extent of the "green jacket" roof offers many oppurtunities for active and passive public spaces through the landscape and urban interfaces, such as the Cultural Plazas



3.6 Feng Shui Compliance:
Consideration of Feng Shui design principles for auspicious conditions to ensure a successful development

3.7 Landscaped Urban Connections:
The continuous landscaped park provides circulation within the site and overhead landscaped bridges connect with the surrounding context to form an integrated urban environment

3.8 Integrated Cultural "necklace" of event spaces:
Integrating the cultural loop of facilities such as the landmark Opera House, Cultural Plaza, Amphitheatre, Mediatheque and to the retail district and surrounding context will maximise user access.

3.9 Continuous Waterfront Promenade:
The long stretch of the waterfront is to be optimised as a continuous promenade with enhanced facilities such as a Viewing Bridge, Marina and amenities while linking back to the existing waterfront pathway.

3.10 "Pier" Towers:
The dynamic between built landscaped form and marine environment is encapsulated in the towers. The developments are strategically located right on Victoria Harbour as well as forming a continuous green link from Central Park with vertical landscaping to the upper levels

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4.0 Design Proposals

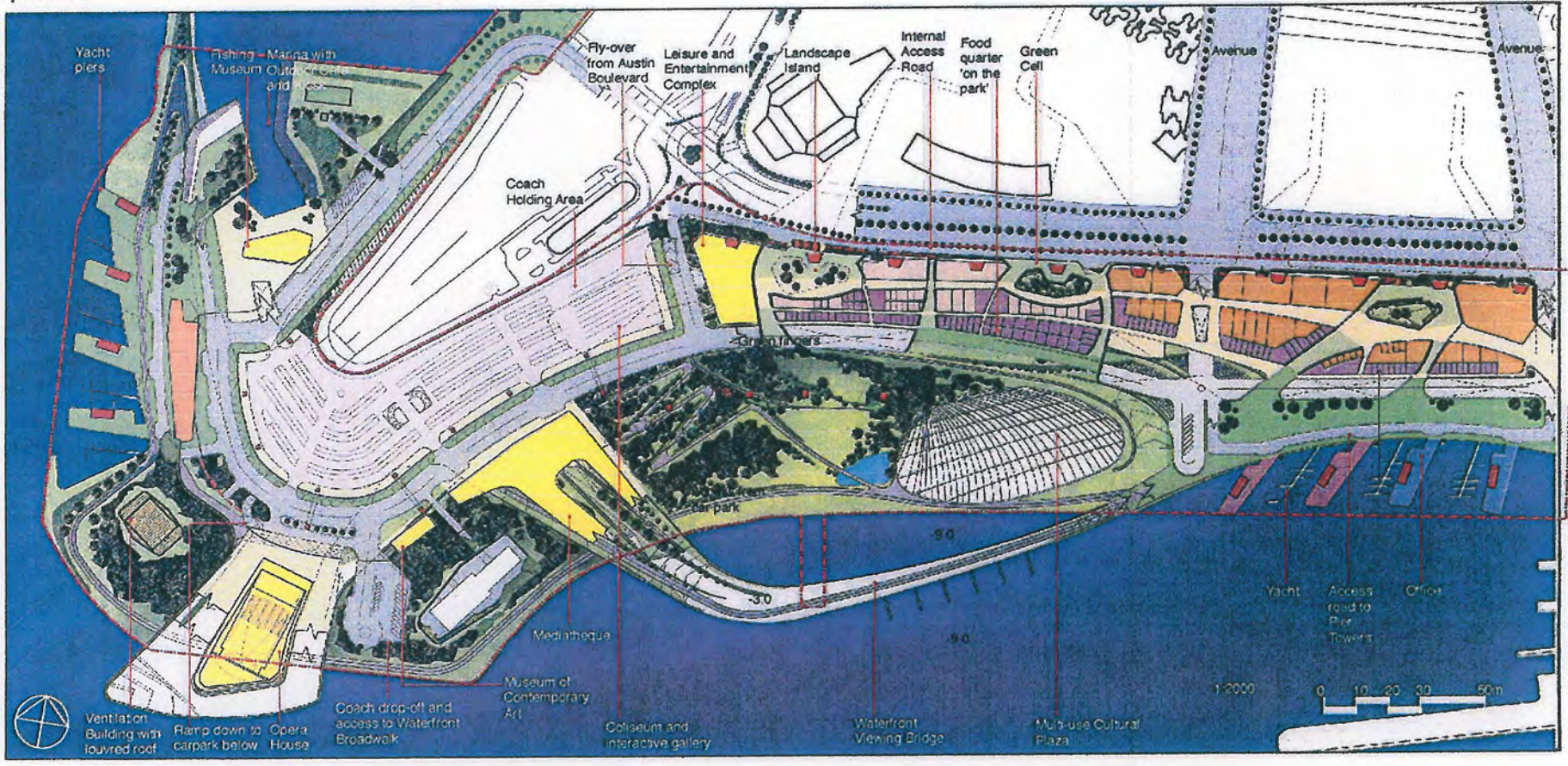
4.1 Masterplan Explanation

Level 1 (+0.0) Street Entry Level

- A shopping mall on the northern extends east to west along Austin Road, transforms the street into an active shopping boulevard. The shopping mall is sufficiently set back from the road to allow for a service road with waiting zones and queuing lanes to avoid traffic congestion into the site.

- Vehicular traffic road enters the site at this level and ramps down to Level B1 (to avoid crossing pedestrian routes to the waterfront park). The road onto Level 1 toward the west as it leads to the Opera House and waterfront residential development, giving a dramatic effect as the drivers emerge to a stunning view of Hong Kong island.

- The new waterfront will be punctuated by bold forms that extend into the coast line; the pier tower groupings on the east and west extremes, the opera house, the 'jewel' that grows out from the land into the water, and a mediatheque that blends with the landscape. A main waterfront plaza on this level provides for outdoor cultural activities to take place.

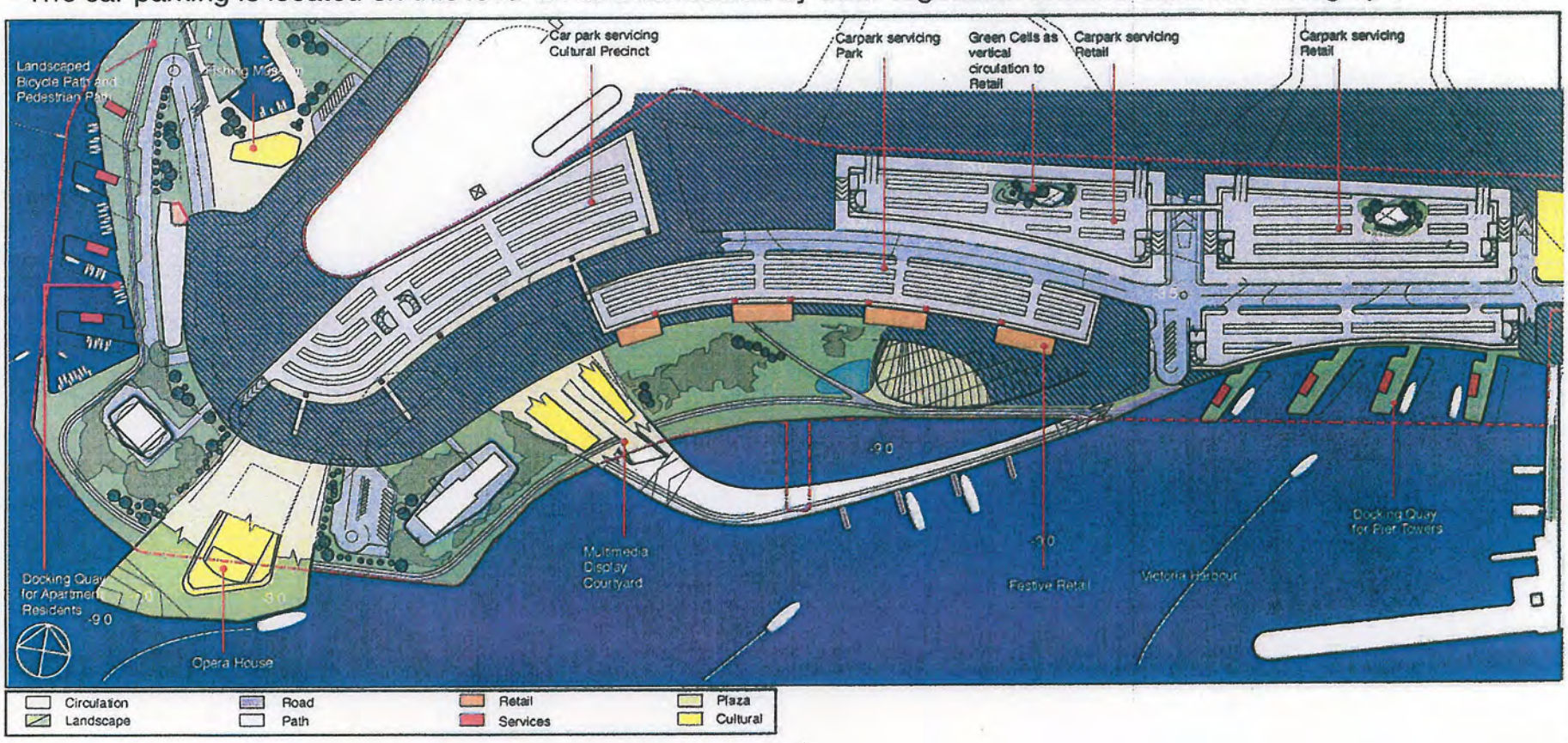


B1 Level (-3.0) Waterfront Promenade Level

- A continuous waterfront promenade stretches from the Tsim Sha Tsui's Ferry Terminals on the east of the site to the new proposed residential development on the north-west, as a public recreational space. The waterfront view of the development will be characterised by lush greenery that terraces up from level B1 to the podium roof.

- A viewing bridge extends out to the harbour doubling up as a boat docking area. The jetty also acts as a wave breaker, sheltering a calmer body of water adjacent to the green park.

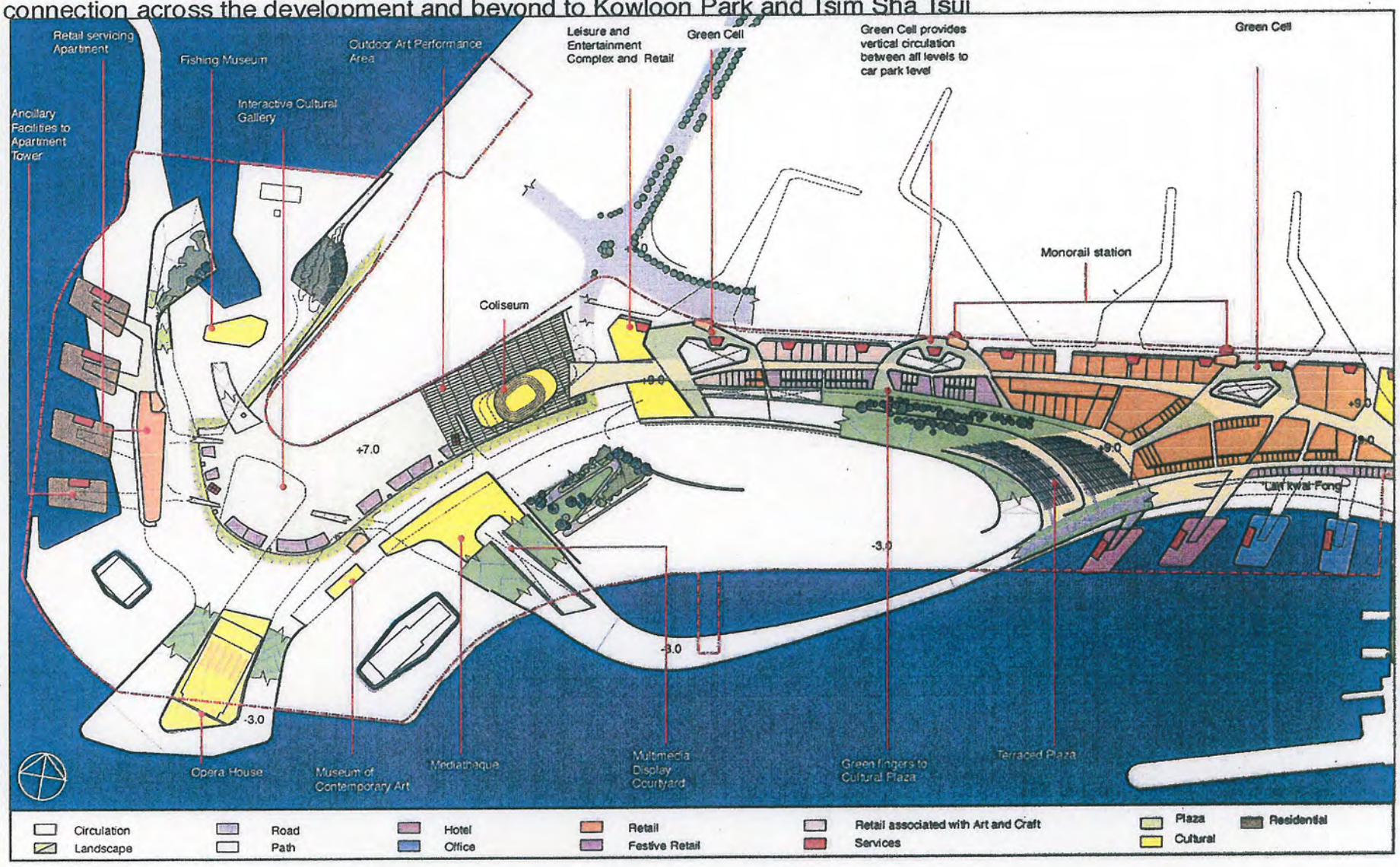
- The car parking is located on this level B1 and concealed by thick vegetation and the earth mounding up to Level 1.



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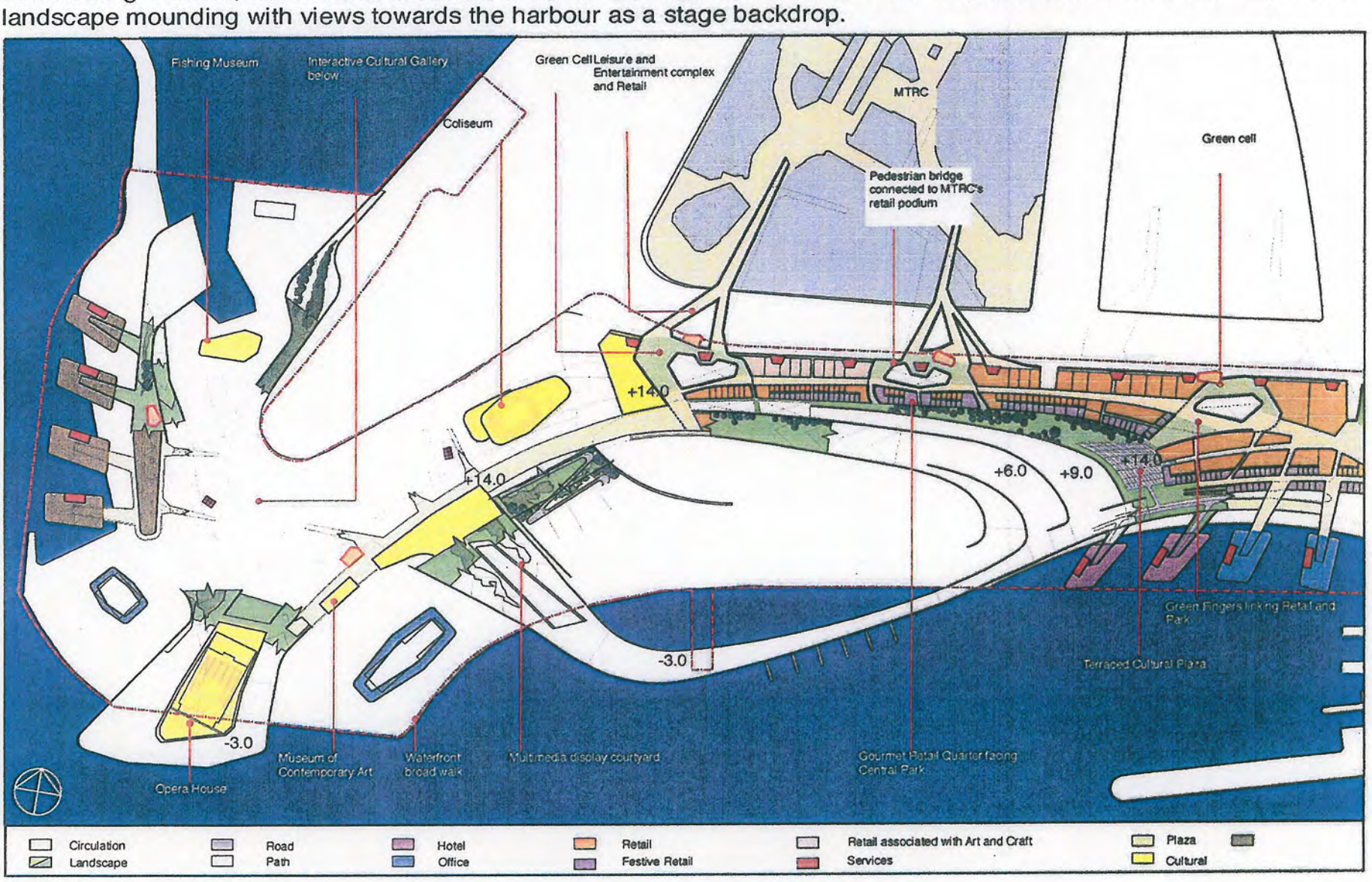
Level 2 (+7.0) Retail Corridor Level

This is the 2nd level of the shopping mall, and the entry level to the coliseum.- the south facade of the shopping is stepped back, creating outdoor landscaped terraces for leisure spaces (e.g. cafes, dining) with views towards the harbour.- the coliseum has a expansive sheltered forecourt under the green roof jacket which could also be a spill-over space for concerts with views towards Victoria Harbour. An internal rapid transit system (monorail) provides east-west connection across the development and beyond to Kowloon Park and Tsim Sha Tsui



Level 3 (+12.0) Continuous Link Level

This is the level of the retail link to the MTRC and KCRC shopping mall. Overhead bridges extend on this level into the surrounding context, and to the commercial tower developments- An outdoor amphitheatre follows the slope of the landscape mounding with views towards the harbour as a stage backdrop.



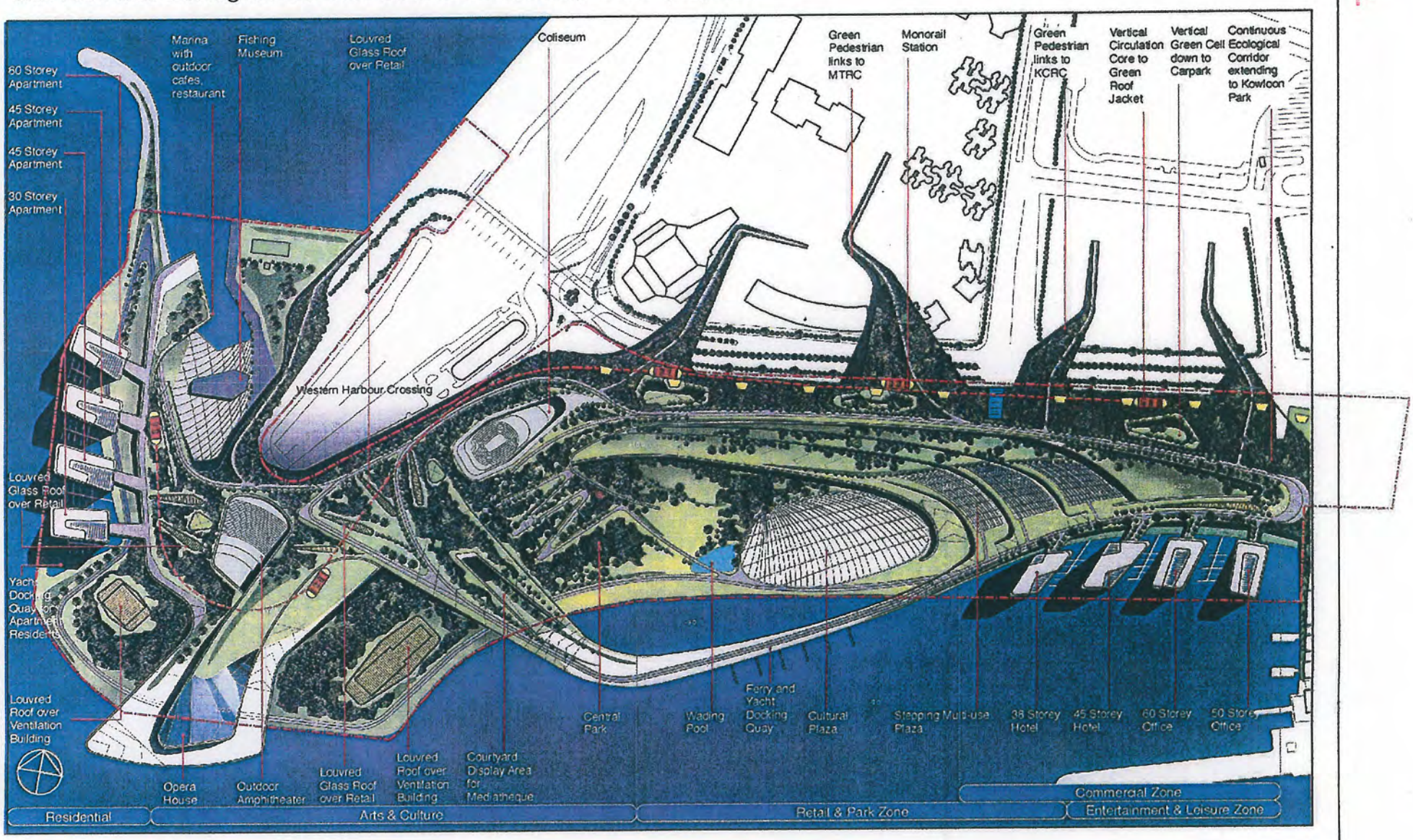
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Level 4 (+17.0) Green Jacket Level

- This is the level of overhead links to the MRTC and KCRC shopping mall and the culmination of the "green jacket."

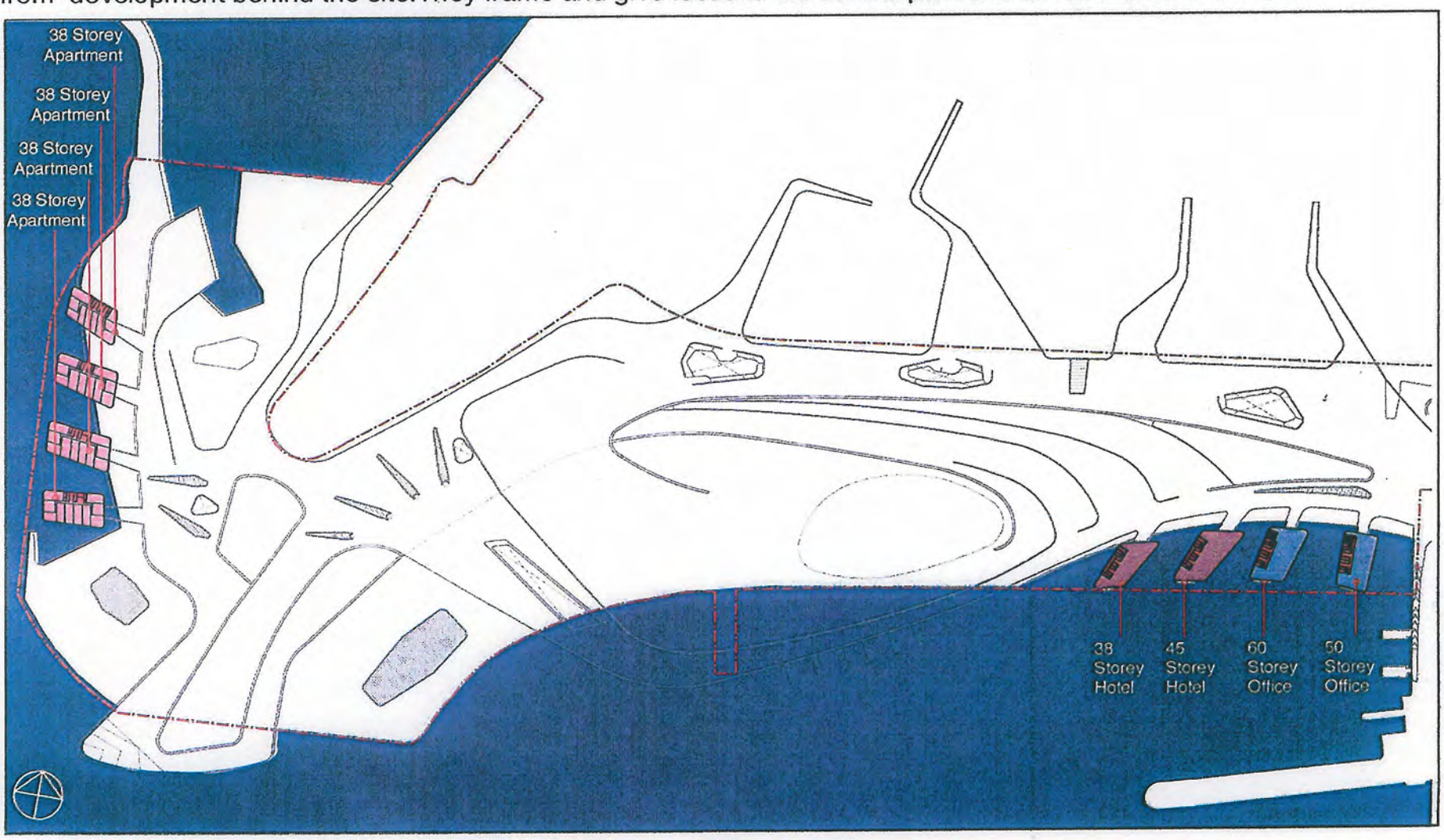
- An outdoor amphitheatre follows the slope of the landscape mounding with views towards the harbour as a stage backdrop. This becomes the new "Peak," a prime vantage viewing point and public space, accessed by the pedestrian and cycle paths that weave throughout this level, integrating with the rest of the site.

- This is the landscaped roof level and the roof is planted with dense vegetation to provide a buffer against Austin Road and form and Ecological Corridor as a lush backdrop to our proposal.



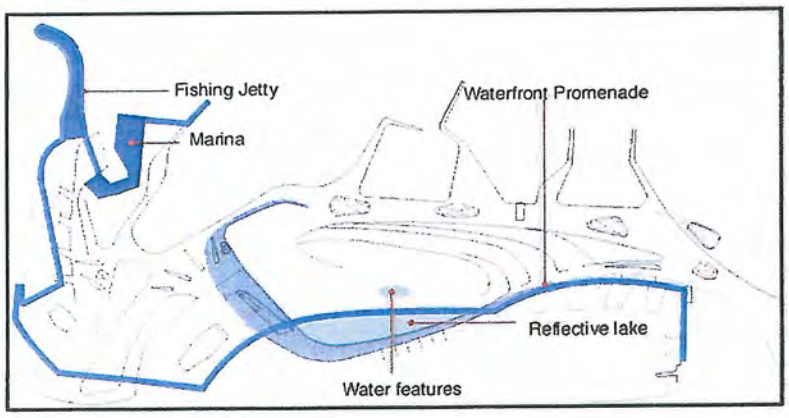
Level 20 (+80.0) Typical Tower Level

The towers are placed at the site's west and east extremities where there are the least obstructions to the views from development behind the site.They frame and give focus to the central park and act as markers to the site.

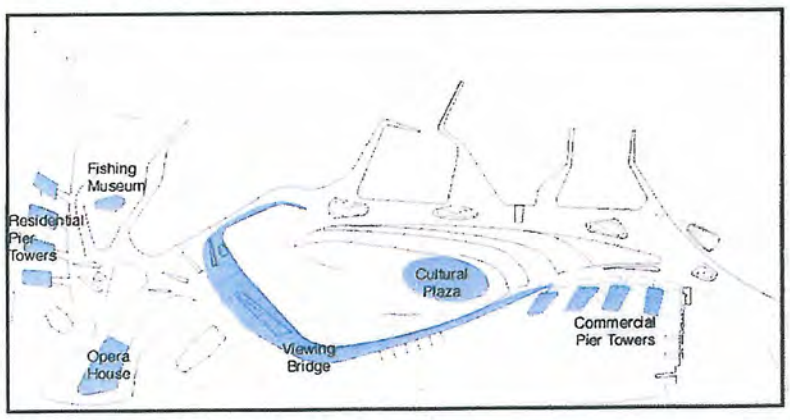


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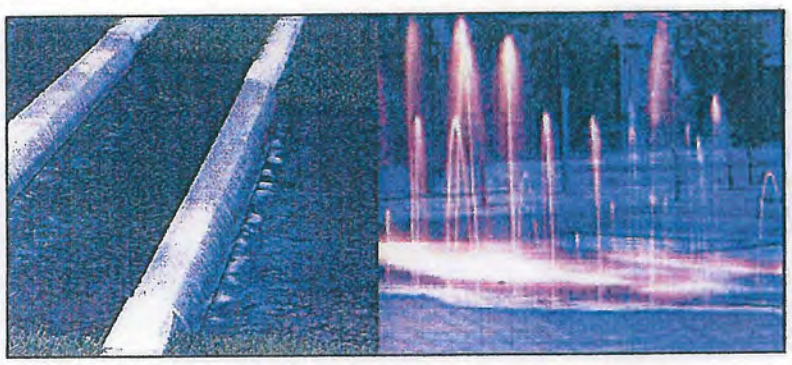
4.2 Waterfront Strategy



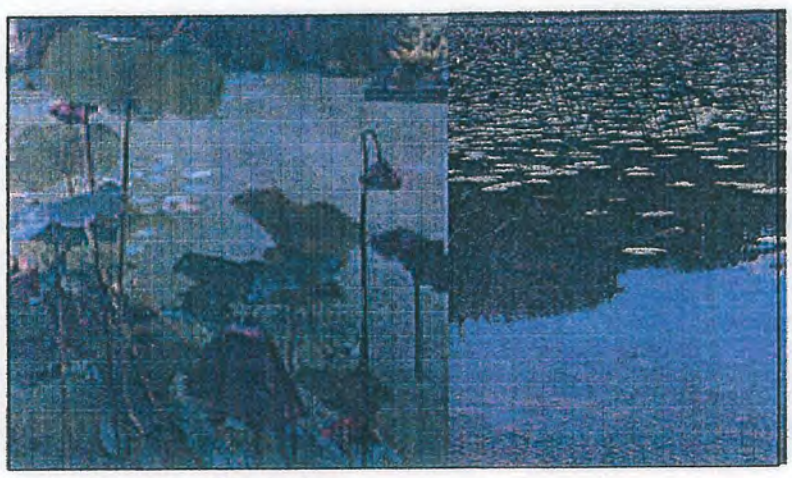
Waterfront Integration



Features on the Waterfront



Active water features



Reflective Lake with planting

Design Concept Statement

Our proposal creates an entirely new landscaped and active feature for the Kowloon waterfront. New building typologies appropriate to the waterfront (e.g. elevated "pier towers") are to be address the proximity of Victoria Harbour. The design also emphasises the natural aspects of the site through connections between land (terrestrial ecosystems) and sea (aquatic ecosystems) and at the same time integrates society's cultural and community needs and commercial aspects.

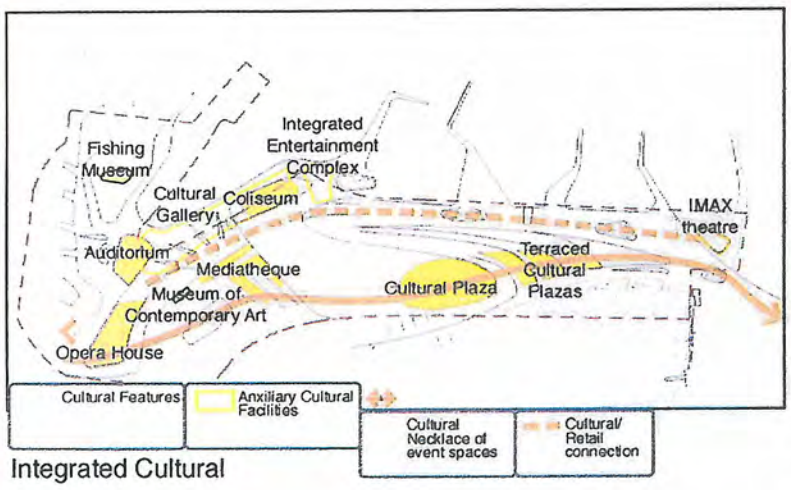
Water Features

- Continuous Waterfront Promenade - this extends from the Marine Centre, the Opera House and the Viewing Bridge to the Waterfront Pier Towers at the edges of the site. The Waterfront Promenade brings users on a scenic walk that captures and celebrates views of Hong Kong Harbour and the Island.
- The Viewing Bridge provides a dramatic extension of the "green jacket" into Victoria Harbour, acting as a wave break to create a new lagoon in the Central Park. The extension forms a prime vantage viewing point towards the park and Hong Kong Island.
- Access to boat docking is provided through jetties and ramps down to the Harbour, where the built form of the proposal comes into contact with the waterfront at the Viewing Bridge. Additional boat access is provided at the pier towers and Opera House for VIPs.
- the Marina forms the culmination of the Waterfront Promenade at the far west end of the site. This marine area will include a fishing jetty, History of Fishing Museum as a showcase of part of Hong Kong's history, local yacht club and boat docking area.
- Part of the Central Park is also designated as a wetlands rehabilitation area to recover the natural environment.

Landscape and Water

- Our proposal includes water as an integral part of the landscape strategy to reinforce the strategic location of the site on the Kowloon waterfront. The new lagoon will integrate with the park, mangrove area and waterfront promenade to fulfill aesthetic and water management functions.
- The variation of treatment of water bodies reinforces the different characters of areas within the landscape. The enclosed lagoon is a tranquil water body that invites reflection, while active water elements within the civic landscape around the Cultural Plazas, such as fountains, jets and sprays, provide a psychological cooling effect and encourage movement. Surface run-off from hard surfaces can be collected for use in the water features
- A demonstration "living machine' could be constructed in the park to showcase an ecologically sustainable treatment of waste water. Grey water from the developments could be treated on site using a combination of package treatment and final polishing through reed beds, finally discharging into the harbour through a series of native aquatic planting beds or used as an additional irrigation supply for the park. An adjacent visitors centre would serve to inform the public of the process and increase awareness of the fragility and importance of Victoria Harbour.

4.3 Cultural Strategy



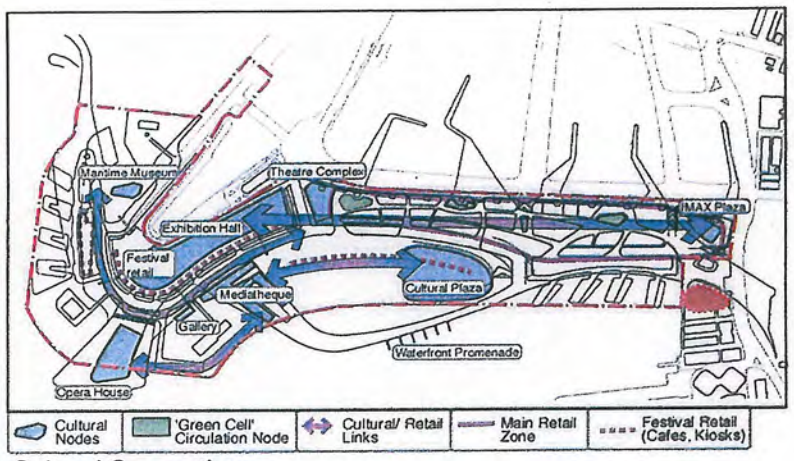
Integrated Cultural

Cultural and Tourism Context

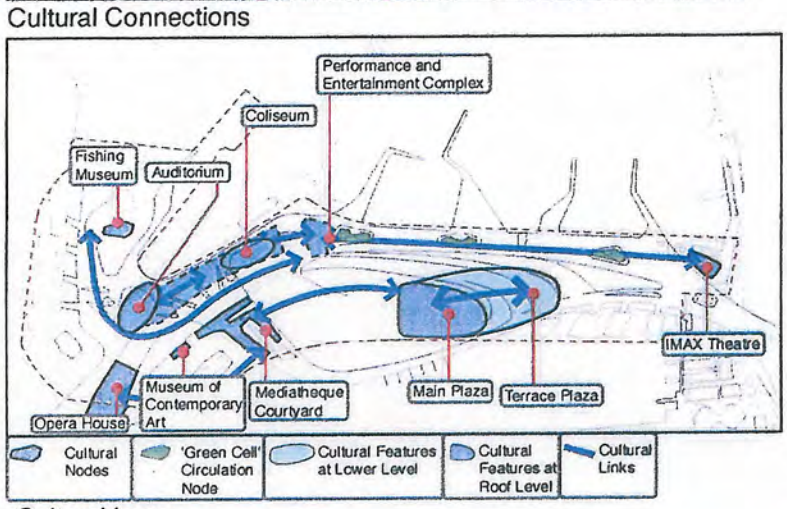
Given the existing cultural context in Kowloon, the emphasis of our proposal is on a more interactive form of culture. This is provided in the proposal in the form of performance spaces, cultural plazas and festival areas that will draw in and attract users from the surrounding locality as well as visitors and tourists.

The cultural features of our proposal are integrated with not only the other districts of our development, but also incorporate elements of 'high' arts culture and 'low' street culture. It is by juxtaposing the spaces for these two different forms of culture that our scheme is able to successfully integrate a continuous cultural loop that will facilitate access and allow users to interface between the two.

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Cultural Connections



Cultural Loop



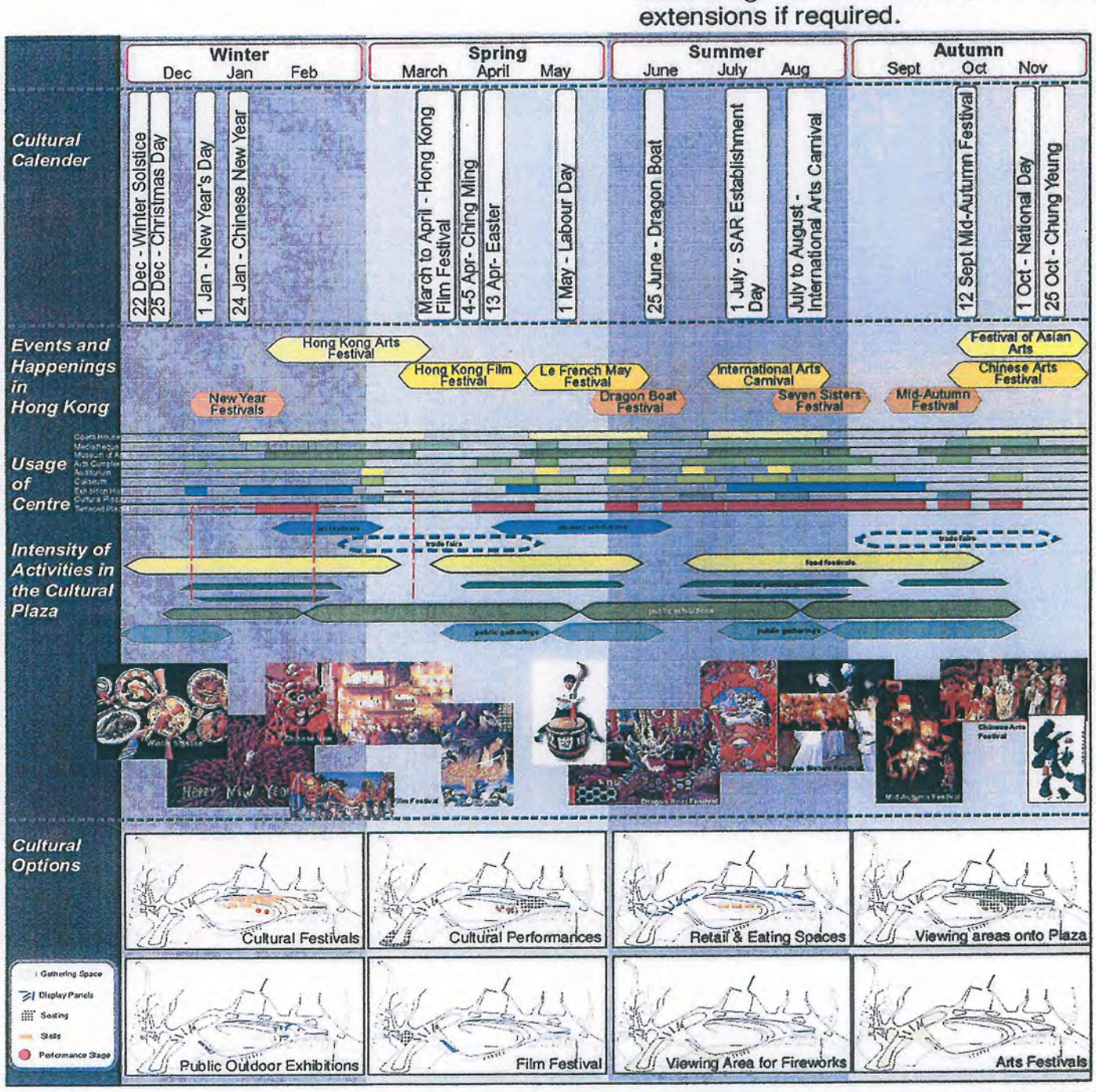
Popular Festivals

Cultural Proposal

The conceptual necklace that forms our cultural link consists of the following features:
- Opera house - a landmark quality performance space with views of Hong Kong and seating for over 2000 users
- Mediatheque - an interactive multi-media gallery with digital exhibition spaces, resource library and auditoria
- Museum of Contemporary Art - a cutting edge gallery to showcase the range of Hong Kong culture
- History of Fishing Museum - a showcase of a part of Hong Kong's history, complementing the Marina area
- Coliseum - an outdoor viewing area set in the park for informal performances∑ Indoor Viewing Terrace - a gathering space at the foyer to the Coliseum and informal exhibition area
- Amphitheatre - an open-air performance space with retractable canopy roof, set in the landscape with views to Hong Kong
- Interactive Cultural Gallery - a special area for temporary exhibitions and trade fairs
- Leisure and Entertainment Complex - an integrated complex with cinemas, leisure parks (skate parks, children's park) as interface between retail district and cultural features∑ IMAX theatre - located on Canton Road, this marks the street culture element of our proposal and will draw users into the retail area
- Cultural Plaza - the main area for festive events and performances, public gathering, views of fireworks and recreation
- Terraced Cultural Plazas - these provide additional gathering and viewing areas to the Cultural Plaza and Park, and provide a space for auxiliary cultural events.
- Event spaces in the park - informal gathering and performance spaces set in the landscape

Cultural Events and Options

While there are special performance spaces on our site designated as cultural landmarks, such as the Opera House, the continuous extent of the "green jacket" allows a variety of cultural events and festivals to take place throughout the entire site. This flexibility allows the spaces around the site to be adapted according to the function or occassion, with provision for extensions if required.



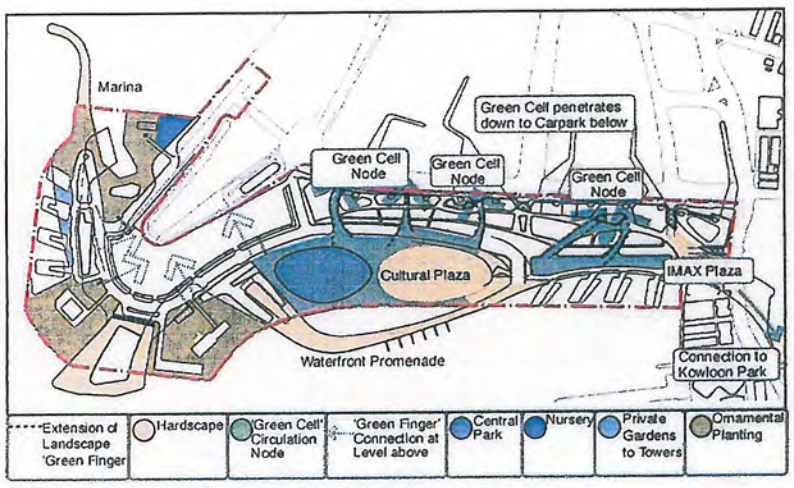
Festival Layout Options

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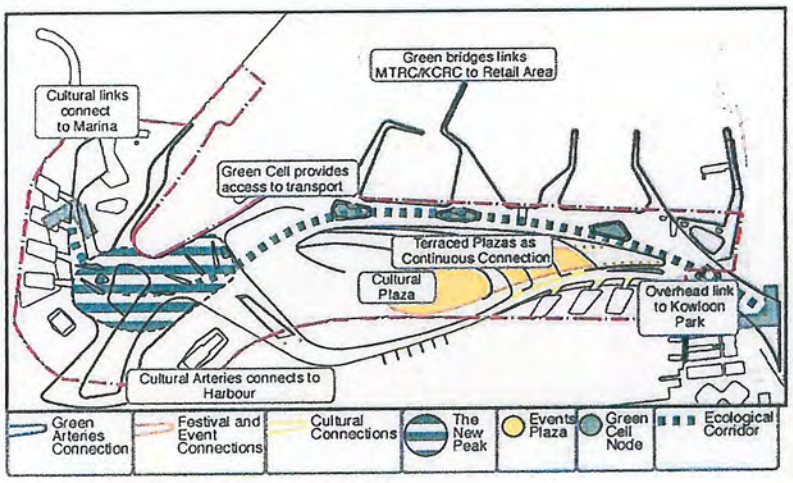
4.4 Landscape Strategy

Landscape Concept Objectives

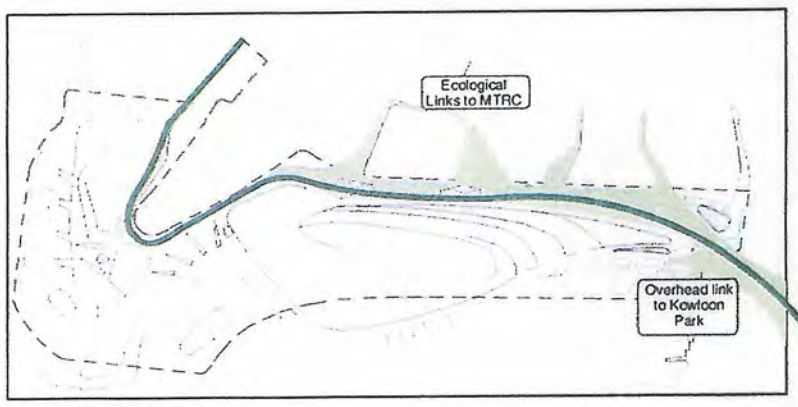
The landscape strategy of our proposal aims to create a 21st century parkland setting for the cutting-edge cultural, residential and commercial developments of our proposal. The integration of the landscape will create a distinctive identity and sense of place within the various site components in West Kowloon. It can significantly reinforce the character of the site, enhance views to the harbour, help to modify the micro-climate and celebrate a culture of ecological sensitivity. By complimenting and providing a seamless link to the built form, our landscape proposal will facilitate movement and connectivity. In addition to offering a variety of amenity landscape areas and key events areas, the landscape will also develop ecological links to enhance the surrounding context, including Kowloon Park, as the extension of a city-wide green network.



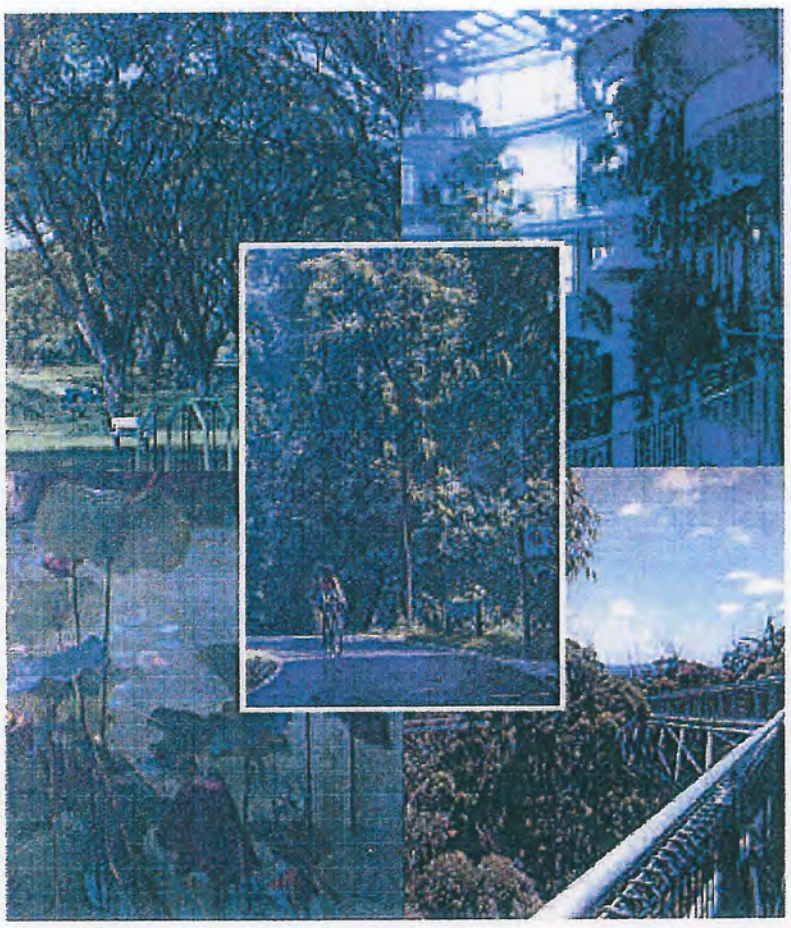
Integrated Landscape Strategy at Level 1



Landscaped Urban Connections



Ecological Corridor



Park Features

Landscape Proposal

The features included in the landscaping proposal include:Σ
- Extending ceremonial trees on either side along Austin Boulevard and streets leading off it, as extension of the green network at street level.
- Using plazas as hard landscape to provide spaces for events, festivals, cafÈ/restaurant activities, retail and shaded rest areas.
- Providing localised community parks with play areas and sports facilities as gardens for local residents.
- Using artwork, water features and lighting as markers in the landscape to aide legibility and movement.
- Developing the waterfront promenade to create a continuous and pleasant link through the site and to the rest of the city.
- Pedestrian and bicycle pathways form a progression from the formal landscaped areas at the promenade and plazas to informal planted mounding areas and the ecological corridor.
- Celebrating the cultural and ecological diversity of Hong Kong through the creation of specific themed gardens such as tea gardens and pavilions, hillside habitats and mangrove planting areas
- Integration of water bodies to provide a distinct character to different areas, such as the reflective lagoon or active water landscapes.
- Localised nursery area to service the park

Landscape and the built form

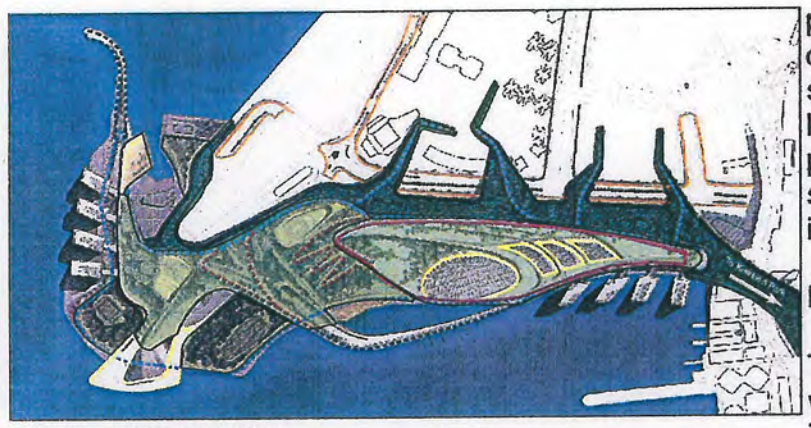
There are many psychological benefits to be gained from proximity to vegetation, notably the quality of spaces and views from buildings directly into tree canopies. By extending the landscape up to and into buildings, our proposal makes a strong visual and physical connection between the internal and external environment with a play on hard and soft materials from external plazas to covered walkways. Extending planting onto the development will also have ecological and amenity value in the form of landscaped balconies, landscaped links as 'green fingers' into the cultural and commercial areas, the green cell nodes and internal landscape islands

Natural landscape

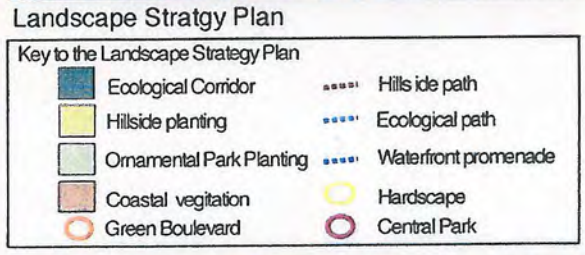
The large extent of natural landscape in our development will illustrate the value and richness of natural habitats in Hong Kong and the importance of conserving them. Users can celebrate the diversity of Hong Kong through specific gardens that recreate microcosms of ecological systems, such as landscaped hills and a mangrove habitat area that links to the lagoon. The pedestrian pathways throughout the proposal can also be enhanced as nature walks with lookout points, canopy walkways, information points and visitors park centers.

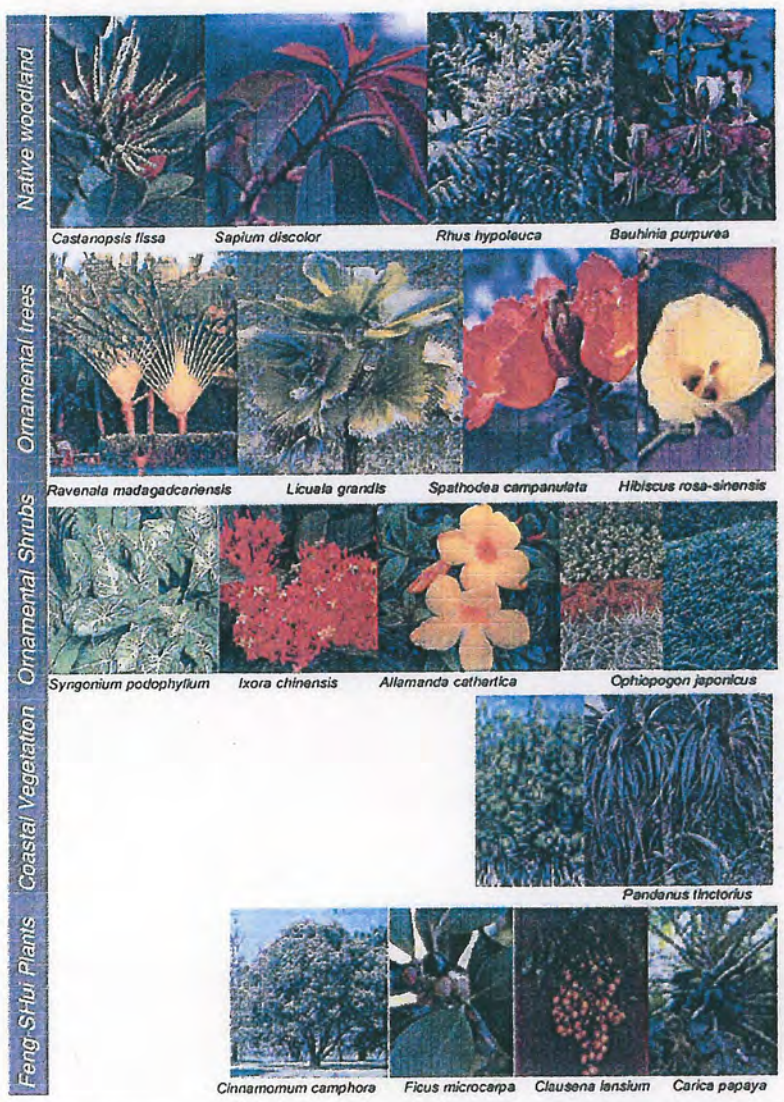
Amenities in the landscape

Providing a diverse mix of park features will provide a dynamic intensive amenity landscape that will attract a constant flow of users. Large open spaces such as the open-air coliseum and civic hardscape areas such as the cultural plaza and terraced events



Landscape Stratgy Plan





plazas will cater for large events, including festivals and cultural celebrations. Smaller temporary events areas will act as auxiliary spaces with amenities such as cafes, restaurants and festive retail kiosks to activate the landscape. The cultural aspect of our proposal can be integrated with the landscape by developing a strong public art strategy that runs through the amenity landscape into the civic landscape.

Planting Strategy

The undulating levels of our proposal would be best enhanced with a variety of themed areas and landscape variations to provide interest and complement the built form. Planting types include:

Native woodland and scrubland

This planting type will form part of the ecological corridor and extend to Kowloon Park to wrap over, around and through the built form. Incorporating native trees and shrubs will help to recreate the Hong Kong woodland, ranging from coastal to hillside types. The plant material should be of local provenance from locally sourced seeds and cuttings to preserve the local gene pool.

Ornamental trees & palms

A range of ceremonial and canopy trees and palms will be used to provide structure, shade and seasonal interest within the parkland and to the surrounding context. Many of the species intended are commonly planted with parks and gardens across Hong Kong.

Ornamental shrubs and groundcover

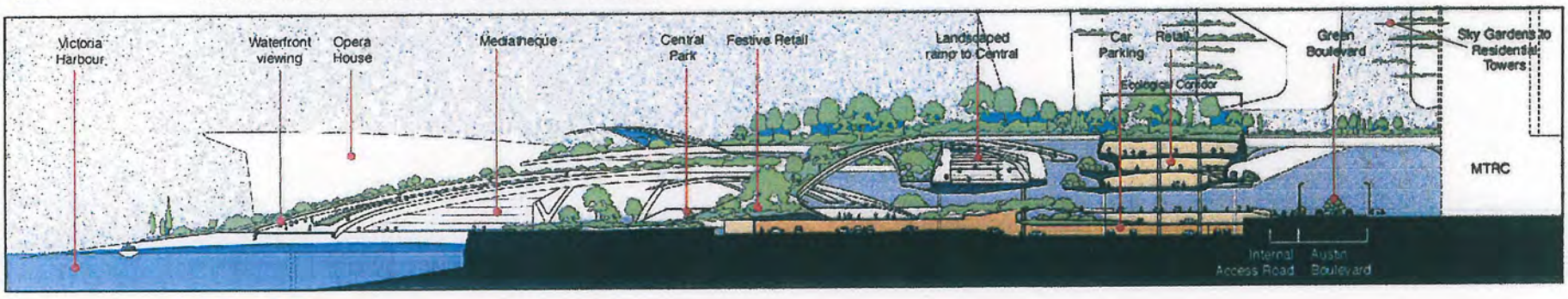
A range of ornamental shrubs, groundcovers and climbers will provide texture and richness at different times of the year. These will provide diversity and be particularly suitable for themed areas.

Coastal vegetation

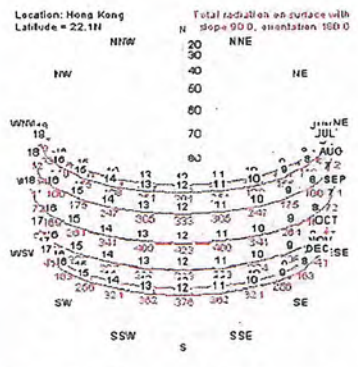
The extensive amount of coastal edge and the development of a lagoon area provides for the creation of areas of natural mangrove habitat. Mangroves are a productive wetland habitat and featuring them as a demonstration area in the park could draw public attention to their precarious status in Hong Kong.

Feng-Shui woodland

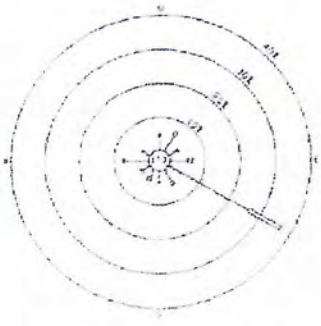
This traditional woodland type will enhance the private gardens at the areas adjacent to the residential towers. Planting species that have some herbal and food values will also foster the spirit of community gardening.



4.5 Ecological Design Strategy



Sunpath Diagram for Hong Kong

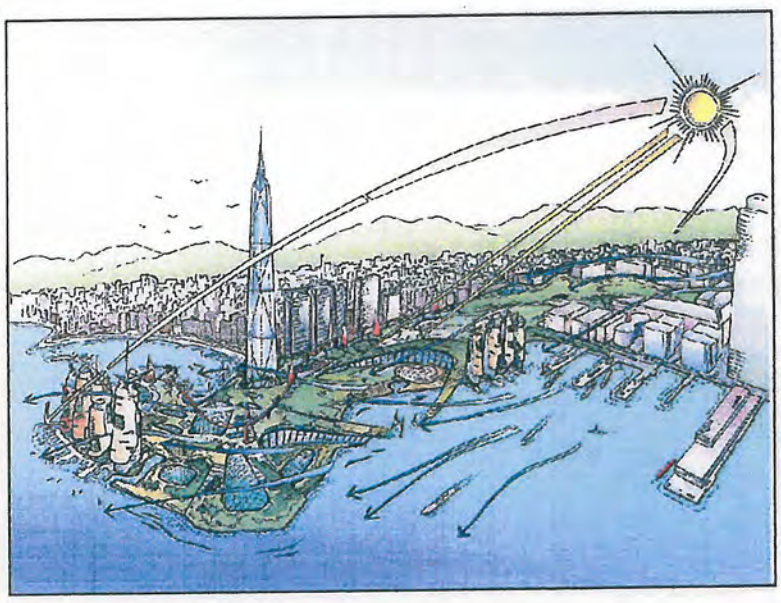


Wind Rose for Hong Kong

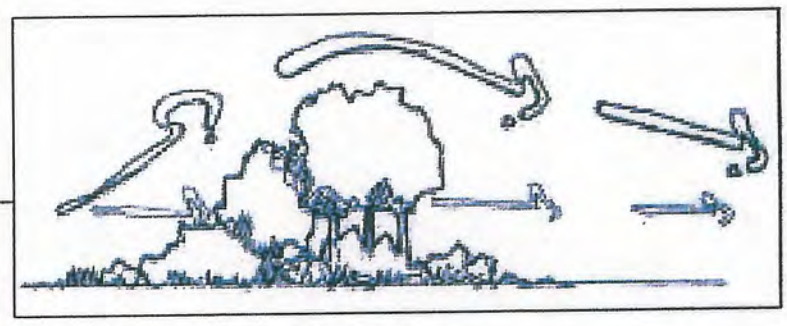
Objective

Ecological design principles as applied to our proposal are not just of aesthetic value, but also have relevance in the fundamental planning and organic order. Our proposal consists of a system of elevated park levels accessible by landscaped ramps, forming a "'green jacket"' that is a continuous horizontal urban landscape with links to surrounding parks and streets. This strategy is continued vertically in the sky gardens of the towers that rise above the linear park, assisting the establishment of a continuous eco-system.

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Ecological Analalysis



Effect of landscape on wind loads

Sustainable design features

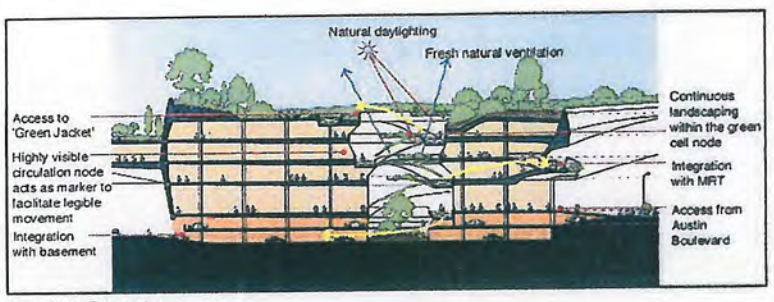
The ecological features of our proposal include:

- The landscaped links from Kowloon Park to the Ecological Corridor on site will encourage species migration and extend the urban landscape through physical continuity.
- Increasing the organic plant material component increases the site's biological diversity and hence its ecological stability
- Lowering of the ambient air temperature through the evaporative processes of the plants acting as a cooling device
- Plants act as windbreakers, especially on waterfront areas.
- The landscaping will absorb polluting emissions and carbon dioxide, converting it to oxygen through the process of photosynthesis and creating a healthier microenvironment around the development.
- Orientation of the residential towers on an east-west axis to reduce solar heat gain
- Locating the service cores to the west side of the commercial towers to act as a massing shield to reduce solar heat gain.
- Plants can act as visual screens and sound diffusers, to break up pollution from the surrounding areas.
- Vertical planting on towers improves the microclimate at the facades of the building by providing additional shade and minimising heat reflection and glare into the building.
- Green cell nodes will introduce natural daylight into all floors of the retail district and induce the flow of natural fresh ventilation.
- Planter boxes on at the side of the ramps in the green cell nodes extend the landscaping into the building and connect with the landscape island at the base of the nodes to form a continuous internal green spiral.
- The landscaped roof utilises Hong Kong's year-round abundant rainfall to naturally irrigate the planting areas. Any shortfall in irrigation will be made up by reticulation systems.
- Circulation systems and built forms are arranged to minimise their impact on the functioning of the eco-system.

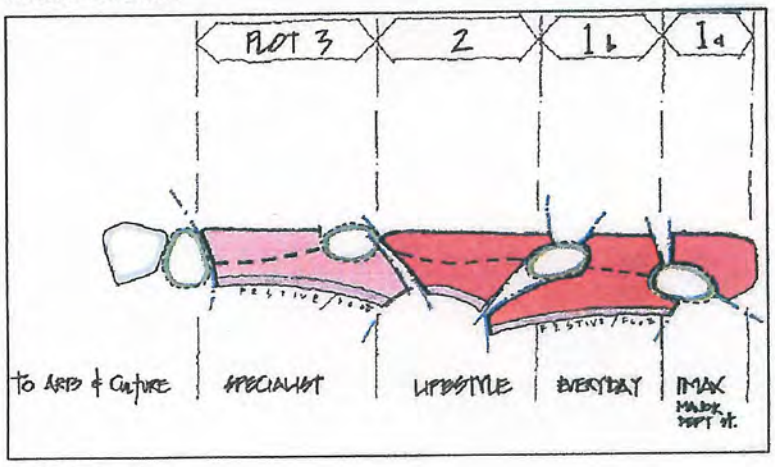
4.6 Retail Strategy

Introduction

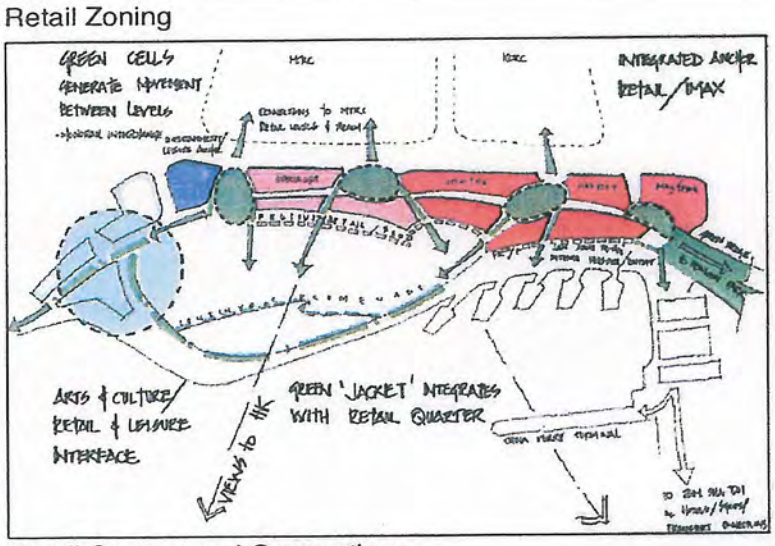
- The retail and entertainment facilities are located to the north-east end of the site, with an extended street frontage along Austin Boulevard. Through integration of the retail areas with transportation infrastructure, leisure and entertainment facilities as well as cultural attractions, the development becomes a 24-hour district that allows for efficient use of space. Connections to the MTRC and KCRC developments and overhead passes to Tsim Tsa Tsui and Kowloon Park allow direct circulation to and through the development, making it a new regional hub.
- Our scheme proposes the retail district can become a regional status retail destination through careful integration with surrounding areas to enhance the locality. This is achieved through a seamless link of overhead landscaped bridges as part of the urban design concept to maximize the accessibility of the destination. Providing a range of quality retail spaces will ensure the development's adaptability to market needs even as it also benefits and is enriched by the proximity of the arts and culture district.



Retail Section



Retail Zoning



Retail Context and Connections

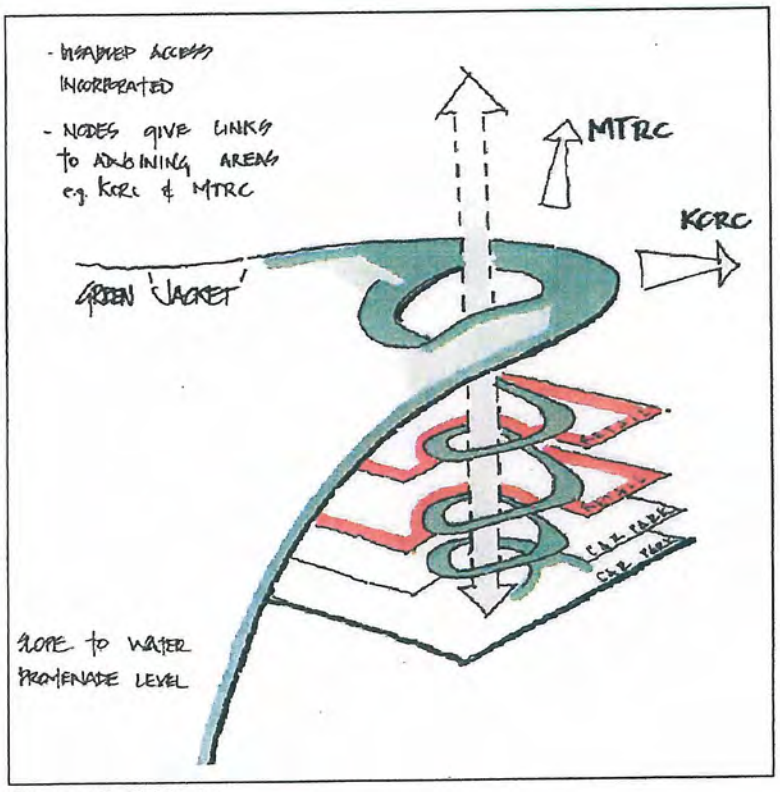
Retail Proposal

The features of our retail proposal include the following:

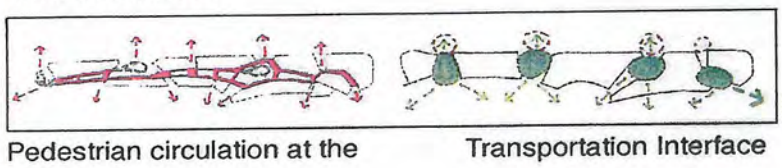
- 100,000 sq.m. retail, entertainment and leisure
- Subterranean car parking connected to the "Green Cell" nodes.
- Subterranean servicing, providing distribution to all levelso Specialist retail and entertainment zones.
- "Food Quarter' incorporating cafes / restaurants and bars with landscaped terraces, access to the park and anoramic views across to Hong Kong.
- Roof top park giving access to the retail zones via the "Green Cell nodes."
- Retail area linked by cultural and entertainment zones from theatre complex to IMAX theatre on Canton Road.
- Direct connection to the local transport infrastructureo Monorail stations located at each of the "Green Cell" nodes.
- Pedestrian friendly environment with links through to the theatre, mediatheque, arts district and the waterfront.

Key to the successful integration of such distinct retail areas is achieved through identified streets that lead to the leisure, entertainment, commercial and cultural districts.

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Green Cell Node



Pedestrian circulation at the Green Cell Node

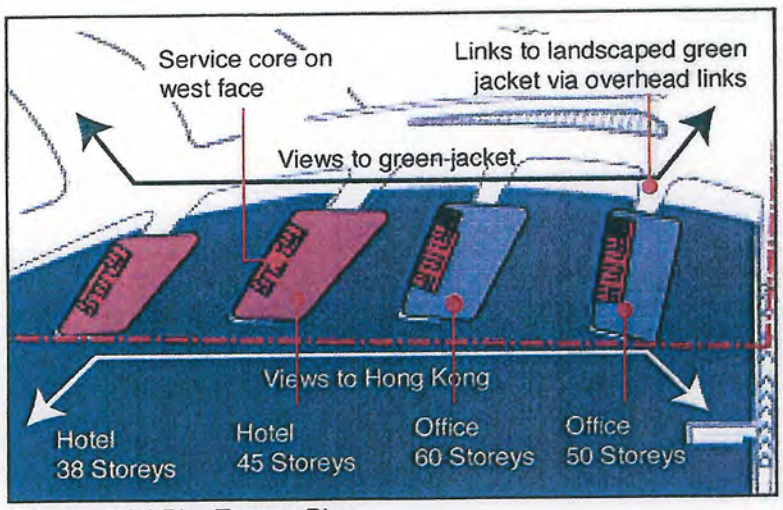
Transportation Interface

Retail Accessibility
The proposal achieves good accessibility by developing the integration of separate modes of transport to form a balanced, legible and sustainable network. Integrated transportation cores including proposed systems can be implemented in phases over a number of years.

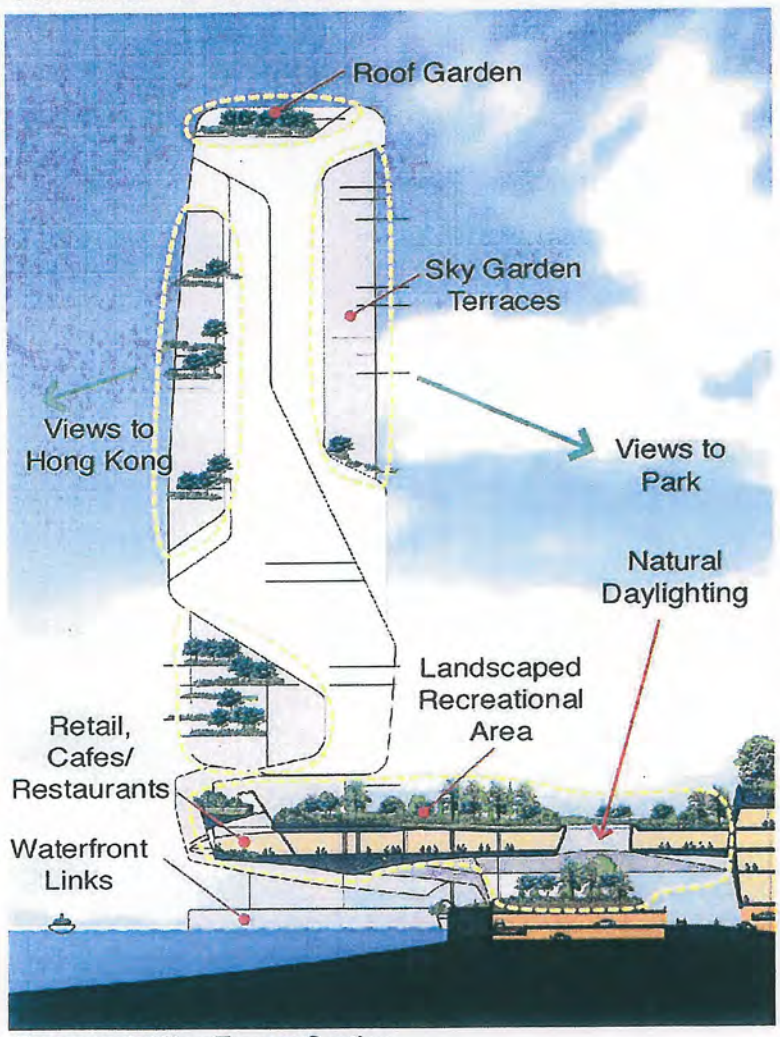
Green Cell Nodes
Key to the success of efficent circulation through integrated transport networks are highly visible devices that act as markers in the landscape and bring togther the various systems. The Green Cell nodes can achieve this through their prominence in the landscape, drawing users to a single point that connects directly with the landscaped roof, retail and cultural districts, monorail station, central park, Austin Boulevard and parking at the basement level. The transportation nodes may be distinguished through feature lighting and vegetation that extends from the landscaped roof down into the spaces of the building.

Pedestrian circulation
An integral part of the concept is to provide a pedestrian dominant environment allowing "people movement" into, onto and through the development. All potential conflicts of movement between traffic, servicing and pedestrians are designed to a minimum. This is achieved through overhead landscaped bridges that extend to the surrounding. Circulation within the development is facilitated through overhead bridges, paths in the continuous landscaped roof and park and a waterfront link.

4.7 Commercial Development Strategy



Commercial Pier Towers Plan



Commercial Pier Towers Section

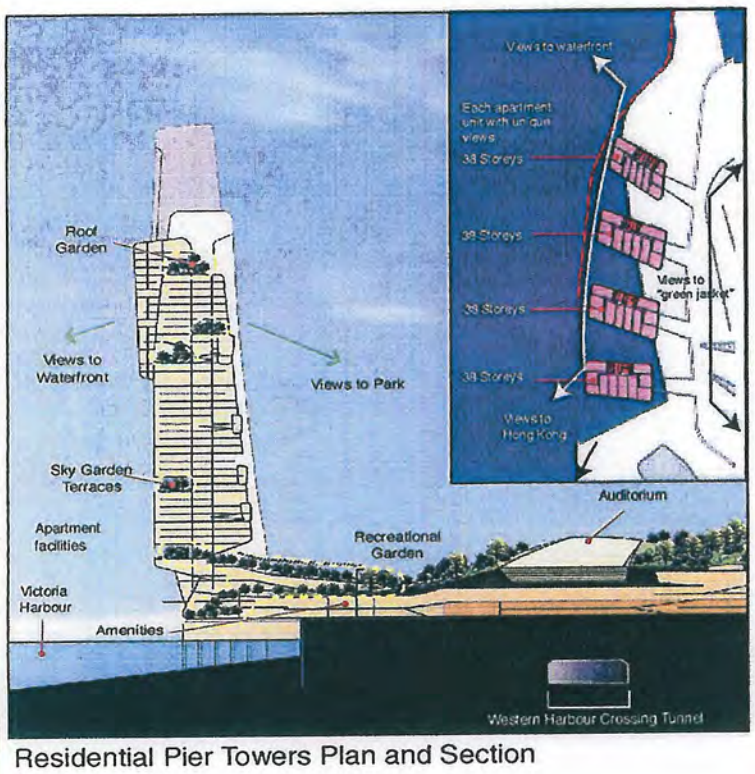
Office and Hotel Development Concept
The commercial development consists of office pier towers and hotel pier towers. These are connected at the 'green jacket' landscaped roof level by overhead landscaped extensions that may also form recreational areas.

Office and Hotel Development Features
In addition to valuable commercial , the Pier Towers also contain a number of facilities and amenities:
- Waterfront cafes, restaurant and ferry docking facilities at lower levels.
- Unique lobbies at the individual tower where the landscaped extensions from the roof level 'green jacket' meet the development, providing green areas with views
- Proximity to facilities and amenities such as Imax theatre, retails, terrace cultural plaza and pedestrian connections to the surrounding area along Canton Road at Tsim Tsa Tsui.
- Accessibility to the pier tower is maximised with various mode of transport system such as taxis, buses, the nearby IRTS at the retail district and water ferries right up to the base of the piers.

Planning Strategy & Ecological-Design Orientation is provided by the roof level "Green Jacket"
- The stepped built form of the pier tower maximises views
- The orientation of the Pier Towers is angled to capture maximum views towards Hong Kong Island, with service cores located on the west side to reduce effects of solar heat absorption
- The "Green Jacket" provides a continuous landscaped setting for the towers, and offers lush views of greenery. The plantings at the service cores extends this landscaping vertically, forming a continuous green link
- As extensions into the harbour within site boundaries, the Pier Towers directly address the Harbour and provide a dynamic built form interface

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4.8 Residential Development Strategy



Residential Pier Towers Plan and Section

Concept for Residential Pier Towers

- Proximity to facilities and amenities such as the Marina, Integrated Community Centre
- Ideal location on the waterfront with medium size developments at vicinity.
- Open sky gardens and terraces provide vertical landscaping
- The towers are oriented to capture views of Hong Kong Island and Victoria Harbour

Accessibility

- Serviced with by transportation system, such as coaches, taxi, yacht docking and IRTS.
- Pedestrian connections through Waterfront Promenade (together with bicycle path) and 'Green Jacket' at roof level.

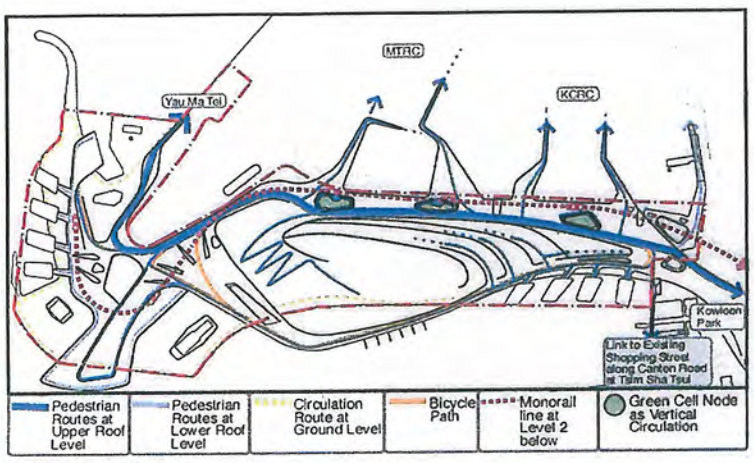
Planning Strategy & Ecological-Design Orientation

- Built forms step down towards Hong Kong Island to maximize views and as a response to the scale of the Opera House.
- Pier towers are strategically located as a protective block from direct wind and sun to the activities at the 'Peak.'

4.9 Community Strategy

Community Needs

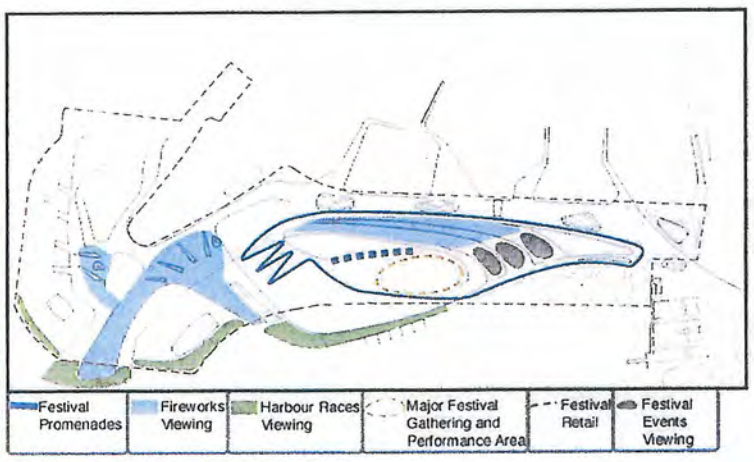
Hong Kong is one of the most densely populated places on earth, with the Kowloon Peninsula the tightest squeeze of all as up to 2.12 million people try to fit into an area of 47 square metres. Bounded by physical limitations, many of the city's mass public housing schemes are forced upwards with an increasing emphasis on vertical economies of scale. Given the constraints on individual space when many family units exist with up to 3 generations in an apartment, private space is at a premium. Conversely, it is only in the open communal spaces that most residents can find a measure of privacy, which is why many parts of the city remain open 24 hours a day to feed this need for a public retreat.



Park Circulation



Interactive Play Areas in the Landscape



Community Events Mapping

Community Features

Our proposal will come to be of particular relevance to resident users, with the following features:

-The "green jacket" offers many public spaces and will become a local icon, attracting a broad range of users to the many facilities of our development

- Integration of the development with surrounding areas, allows easy access and circulation.
- Provision of landmark public spaces for gathering and meeting.
- Event spaces at the cultural plazas for festivals and celebrations.
- Large expanse of landscaped recreational space such as the central park, pedestrian and cycle pathways, marina, active water features, children's play areas and theme gardens.
- Ecological Corridor provides a valuable informative experience and can be utilised by school excursions.
- Wide range of facilities and amenities in the retail district will service users needs
- Links with the cultural facilities will foster appreciation of culture and encourage community participation

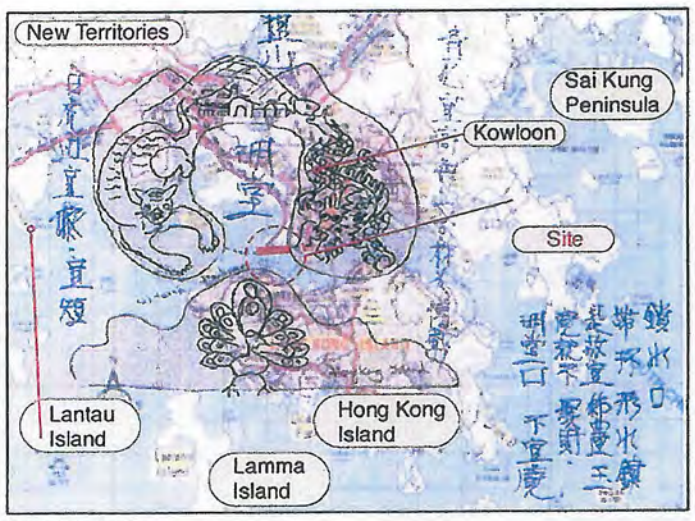
Recreational Strategy

This vast and undulating landscape provided by the "green jacket" allows provisions for large open spaces for recreation and a variety of specific spaces to capture the needs of different user groups. The recreational areas will include:-

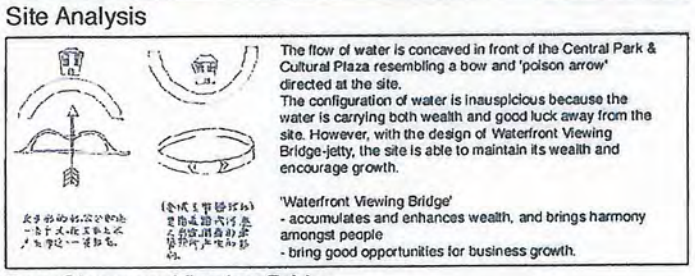
- Roof Jacket (cycle and pedestrian paths, excercise plaza, Marina with fishing jetty, outdoor cafes, restaurant, kiosk and ferry cruises, informative forested walks through the Ecological Corridor ,incorporation of linked retail activities, such as children's play area, skate park, putting green

-Landscaped Parks (pebble stone parks for reflexology exercise, quiet park provides Tai Chi park in a calm setting, water related activities at the water park, landscaped trails, central Park as a place for contemplation

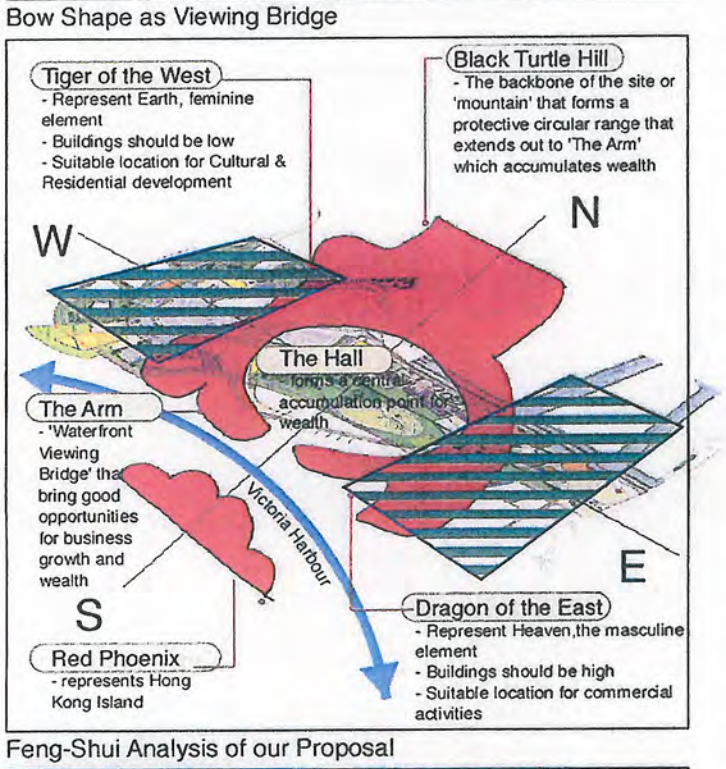
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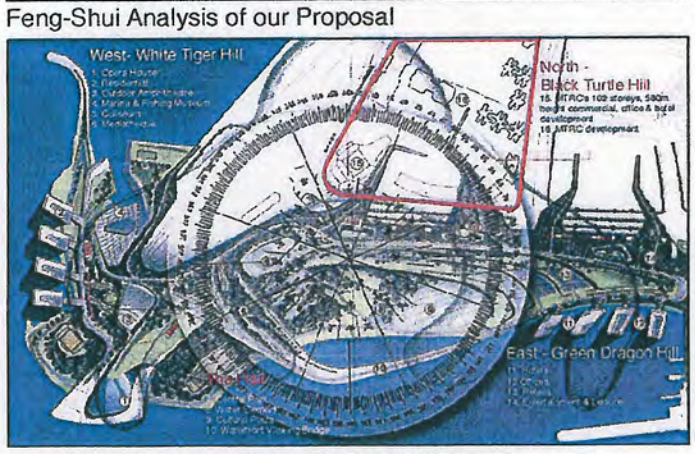
Site Analysis



Bow Shape as Viewing Bridge



Feng-Shui Analysis of our Proposal



Complete Compass Elements of our Proposal

4.10 Feng Shui Strategy

Feng Shui Site Analysis

Feng Shui is a philosophy of Chinese origin, which maintains that the configuration of the earth shape the affairs of the people that live among them. Chinese geomancy is the art of finding and providing such a situation, or living in tune with the natural setting and the energy of the earth, rather than fighting the laws of nature. Feng Shui helps man utilize the earth's natural forces and balance 'yin' and 'yang' to achieve good 'qi', which renders health and vitality. Very often good feng shui is achieved through the combination of common sense and good taste in the conception of space, placement of correct site and best use of structure. Excellent living conditions contribute to good health, which often leads to success and prosperity.

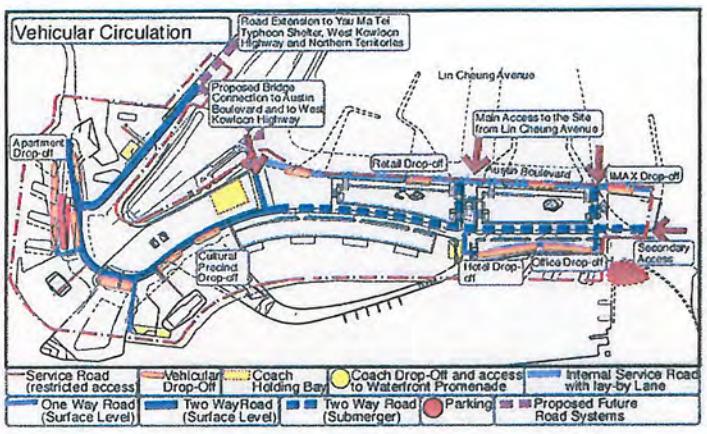
The classical method for detecting the best Feng Shui locations commences with the search for Dragons which are symbolic of 'mountains' and therefore epitomised by elevated landforms. The true Dragon of the East will also be complemented by another geographical feature, to the west of the site and known as the Tiger. The Dragon will be the higher point, merging into the lower, gentler slopes of the Tiger. More usually, however, the Dragon and Tiger are perceived as two distinguishable hills. Ideally, these will form a pair of hills meeting in a horse-shoe or bow shape. In an ideal site, wherever there is a high-rise building or mountain ranges behind an aforesaid site, it is considered as the Black Tortoise of the North which can be conceived of as a supporter. The Black Tortoise at the back, i.e. the North, supports the locations, and the vermilion Phoenix in the South is a small 'footstool' type formation. When all four directions of the compass and animals are present, the symbolism is complete.

Feng Shui Strategy

This particularly applies to our proposal for the West Kowloon Waterfront Reclamation site where the mountain "zhi yin shan" and the highrise development behind at the north can be considered as a supporting Black Turtle and Hong Kong Island to the south symbolises a red phoenix. The reclaimed land area at the eastern side near Tsim Sha Tsui is termed the Green Dragon of the East. Thus the West side of the site is near 'Mong Kok' and is termed the White Tiger. Therefore, the Dragon of East is where all the high rise complexes and hotel are located. On the other hand, the lower ground of the Tiger of the West is where all the Apartments, Opera House, Marina with outdoor cafes, restaurant & Maritime Museum are located. Here, the Dragon and Tiger are in embrace, which is said to be the most fortuitous aspect of all.

The harmonious flow of water creates wonderful and auspicious feng shui energies that bring opportunities for business growth, when oriented correctly, water and all the various manifestations of water that are within views of the main door or entrance of a building attracts great good future to the said site. This is because the flow of water is believed to mirror the flow of the invisible 'chi' currents that swirl around the earth. Therefore, from the proposed site, the proposed scheme areas is seems to be embraced by water of the Victoria Harbor which is good feng shui.

4.11 Circulation Strategy



Vehicular Access and Circulation

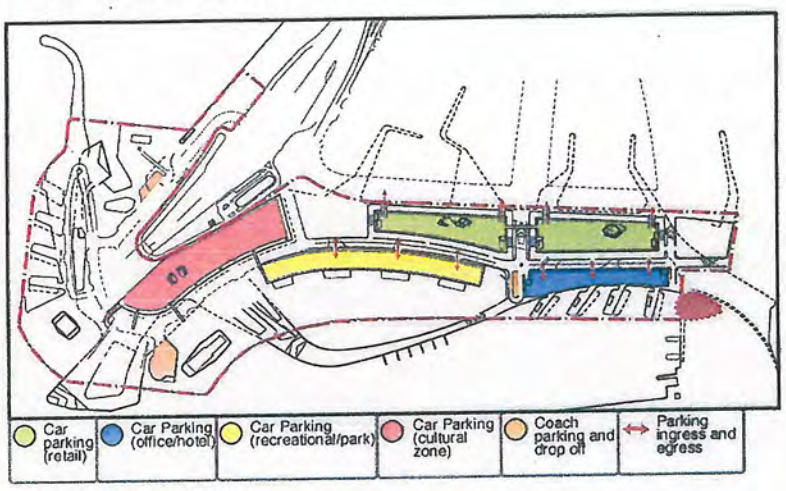
A lay-by lane is proposed along Austin Boulevard to create an intermediate lane for drop-off areas, delivery bays and waiting zones. This would reduce congestion on Austin Boulevard, and create spatial opportunities for landscaping to enhance the character of the street.

The main access to the development would be via Lin Cheung Road, since traffic from the site can access Hong Kong Island through the Western Harbour Crossing and the Western Kowloon and N.T. via West Kowloon Highway, and vice versa. Lin Cheung Road also connects with Jordan Road which links with primary distributor roads such as Nathan Road, Gascoigne Road, Chatham Road, Cross Harbour Tunnel, etc. to other parts of the SAR territories.

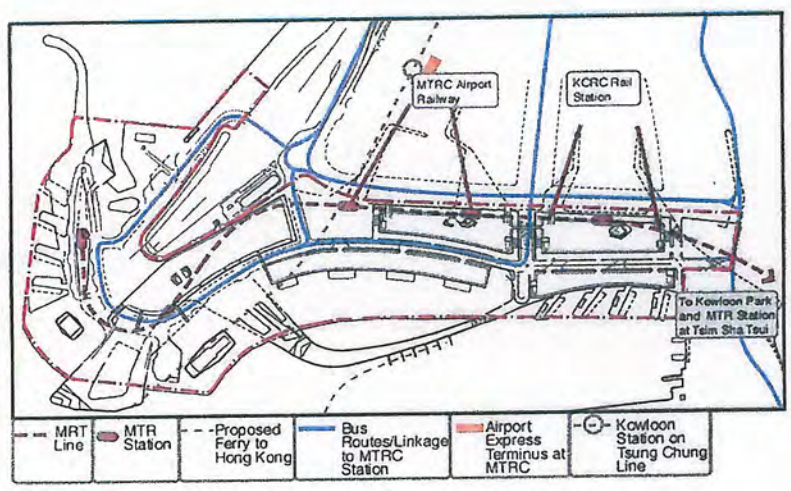
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Land Use	Car Parking Spaces	Loading/ Unloading		
		GV	Car/ Taxi	Coach
Hotel	20	20	5	4
Residential	270	5	-	-
Office	720	70	10	-
Retail	630	160	10	-
Cultural	360	20	10-20	10
Total	2000	275	35-45	14

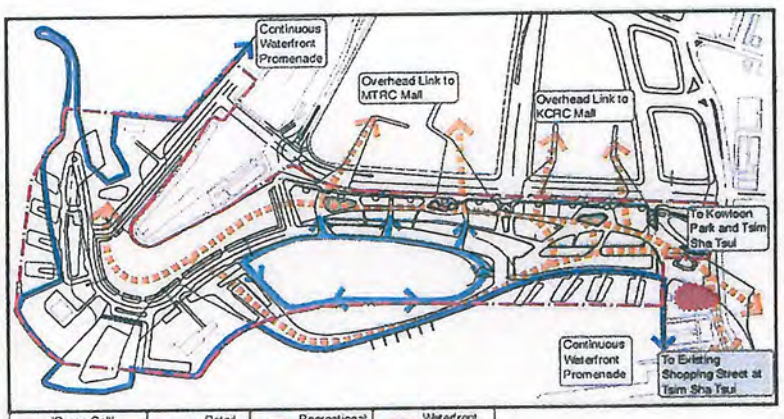
Parking and Loading Provisions



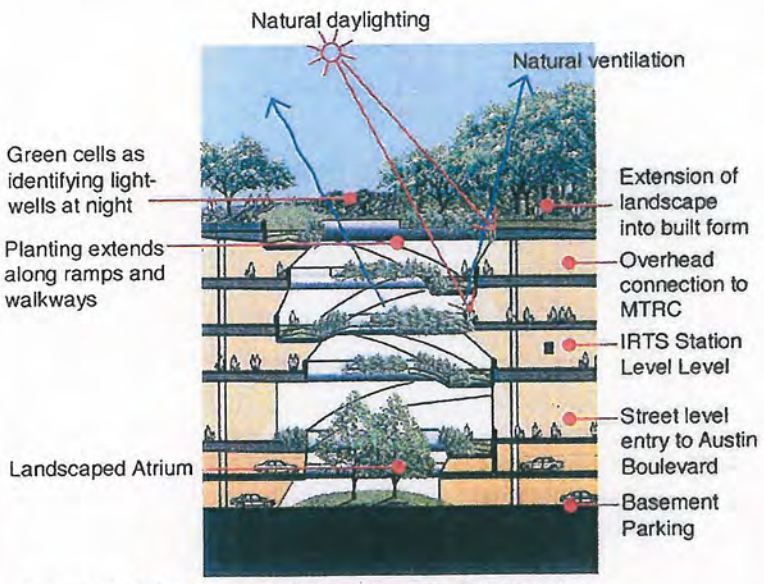
B1 Parking Zones



Public Transport Systems



Pedestrian Circulation



Integrated Transportation at Green Cell Nodes

There is the option of access from the junction at Austin Road / Canton Road but it should be noted that currently both Austin Road and Canton Road are already operating at capacity especially during peak hours. Moreover, the scope for increasing the capacity of the junction is constrained by nearby existing private development. As a result, the junction would only be providing auxiliary services for traffic to / from the southern parts of Kowloon and Hong Kong Island. Another possible access is via the roundabout junction adjacent to Western Harbour Crossing Toll Plaza. This would provide an alternative access directly to the western part of the development area near the Yau Ma Tei Typhoon Shelter.

Internal circulation roads are located at Level 1 and ramp down to Basement 1 beneath the mounded central park. Clearance for these submerged roads is more than adequate at 4.0 metres. Private roads allow secure controlled access to the pier towers, both residential and commercial. There is also a provision for a future road connection to Yau Ma Tei Typhoon Shelter, with a proposed overhead bridge to link back to the roundabout at Austin Boulevard.

Parking and Loading Facilities

-The proposed scheme comprises a mixed-use series of developments, so to provide a vehicle-free environment within our prposal area, parking and loading facilities would be provided underground as far as practicable.

- Passenger pick-up/ drop-off laybys will be provided near the major activity areas such as the retail district, Opera House, piers towers, etc. Servicing facilities will be provided at Level 1 or Basement 1 Level mainly to serve routine goods delivery to individual development buildings.

- The designated coach parking areas will also be used as holding areas during large functions and major events within the area.

Public Transport Facilities

In order to provide a better environment and enhance the efficient use of road space, visitors are encouraged to use public transport to access the area. Different modes of public transport modes are already available:

Heavy Rail

the MTR Airport Railway Kowloon Station and the future KCR West Kowloon Station will also be located opposite the development area, carrying people from various part of the territories to West Kowloon. Direct pedestrian linkages will be provided to connect connecting the development area with the railway stations.

Other Public transport Services

Public transport interchanges will be provided at both the MTR and KCR rail stations, providing interchange facilities for different types of public transport including franchised bus service, minibus and taxi services, etc. In addition, pick up / drop off areas will be provided at appropriate locations within the development area to provide easy access to our proposed facilities.

IRTS

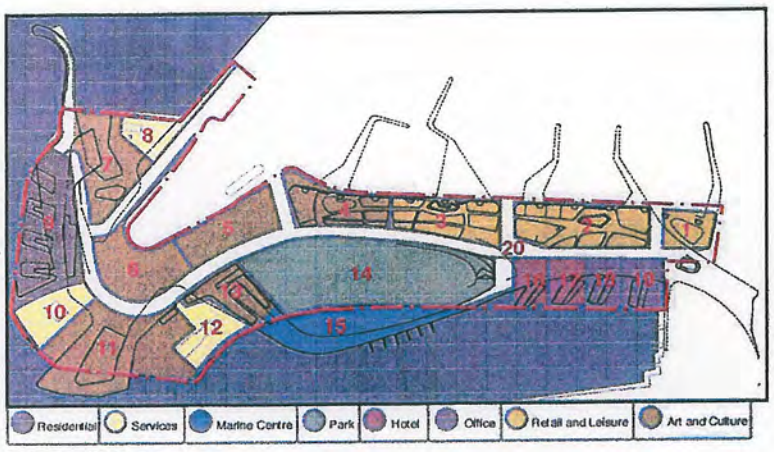
The proposed Internal Rapid Transit System will serve both the new and 'old' arts and cultural district providing an efficient system connecting Tsim Sha Tsui. At the Austin Boulevard / West Kowloon Highway junction a 'leg' of track will potentially serve the identified Secondary Developments site (existing Typhoon Shelter). The elevated IRTS will not conflict with the existing traffic routes.

The proposaled IRTS would offer numerous benefits:

- Strategic links to key destinations within the district
- The proposed system will be open to all providing convenient and safe mobility
- Environmentally friendly, zero emission fleets electrically powered
- Trains glide quietly giving unobtrusive sound transmission
- Elevated tracks, accidents between surface traffic and pedestrians are impossible
- Spatial requirements along routes are small allowing sufficient space to upgrade roads with landscaping
- The proposed urban rapid transit system would be fully automated using state of the art technology

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4.12 Parcellation and Areas Schedule



Parcellation

Plot & Land Use	Land Area (sq.m)	Floor Plate Size(sq.m)	No of flors	Total Gross Area (sq.m)	Plaza/Landscape roof (sq.m)	Carpark
1. Imax Centre	12,000	3,600	3	3,600	36,00	5
2. Retail	30,800	30,800	3	92,400	30,800	620
3. Retail & Entertainment	31,500	31,500	3	94,500	31,500	620
4. Art Gallery	8,100	8,100	1-2	8,100	8,100	600
5. Performing Arts Centres	19,800	19,800	1-2	19,800	19,800	600
6. Outdoor Amphitheatre	28,000	10,000	1-2	10,000	28,000	600
7. Recreational Park	22,400	900	1x60	144,000	22,400	
8. Residential (1,600 units)	38,500	900 900 900	1x45 1x45 1x30		16,900	260
Sports/leisure/amenities/facilities		10,000	1	10,000		
9. Services (exist.)	6,500					
10. Opera House	25,000	5,000	2.5	12,500	25,000	125
11. Services (exist.)	7,900					
12. Media-theque	33,600	5,700	1.5	8,550	27,900	100
13. Landscape Park	51,800				51,000	
14. Hotel (860rooms)	7,700	1,600	38	61,500	3,000	20
15. Hotel (1,000 rooms)	9,000	1,600	45	72,000	4,000	20
16. Offices	11,000	1,600	50	80,000	5,000	690
17. Offices	14,000	2,000	60	120,000	6,000	690
18. Utilities	8,800					
19. Road reserve	53,460					
Sub-total	419,860	146,500		736,950	283,000	
20. Marina & Marine Centre	55,000				13,000	
21. Water Park	26,600					
Sub-total	81,600					
Total	501,460	146,500		736,950	296,000	2440

Areas Schedule

Based on the masterplan concept developed, the extensive the reclaimed site area was subdivided into parcels of land that correspond to the type of land use as designated in the masterplan. The purpose of the parcellation is to ensure that:

1. By providing a web of roads around the land parcels, the land parcels can be effectively serviced and proper means of escape and fire fighting strategy can be maintained.
2. Parcellation is an effective means for the Government to control development density on the site. The parcellation provides a broad guideline on which a framework of options to redevelop the areas by private / public participation can be established and the sequence of phasing of development can be easily controlled.
3. The land parcels enables the government to allocate land by auction or by other means.

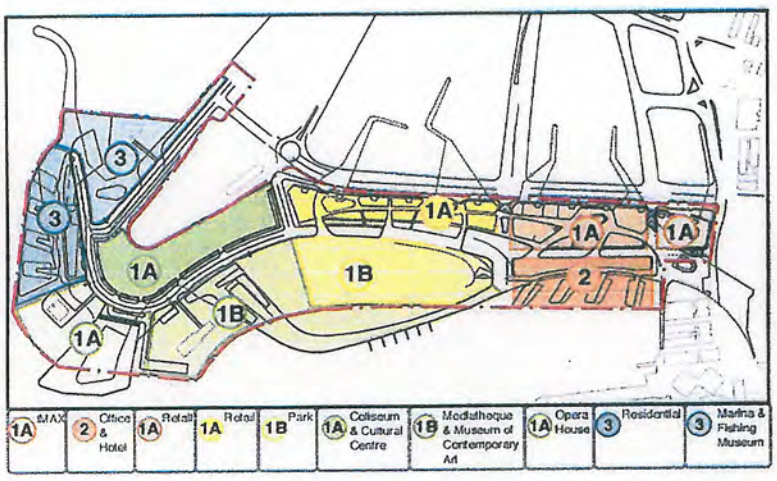
Nineteen lots of land parcels have been developed and their development density and respective land uses are indicated on the attached diagram. Land parcels 1 to 6, 11, and 13 to 15 are zoned as shopping and cultural land use, taking up 18.8 ha. of the site with a development density of around plot ratio 1.32 on average. Land parcels 16 to 19 with 4.1 ha. are zoned as office and hotel areas with a much higher plot ratio of 8. Meanwhile, the residential areas and marine centre on parcels 7 and 9 would be developed up to a plot ratio 6.5.

Site area = 400,000sq.m

Percentage green area = 296,000/400,000
= 74% Total site area

Total GFA = 736,950 sq.m

4.13 Phasing



Phasing

The Outline Phasing Plan presents a progressive implementation for a workable package of land uses, including an enhanced waterfront, new quality civic and commercial developments, extensive open space provision and reserves for essential circulation and access.

The development phasing has been designated as follows:
1. The stretch of land at the waterfront, which forms the basic shape of the masterplan, will be developed as the first phase of the project. This zone would entail commercial spaces, open spaces, and cultural functions with the Opera House as thethe landmark for the site. This phase is the longest and most difficult phase as the main infrastructure within the site would need to be implemented to facilitate the phases that follow. The retail development is included in the first phase to self-finance the cultural and open spaces.
2. With the shops and entertainment facilities in place, the complexes of hotel and offices would be developed as the next phase. These will in turn support the shops and draw a large volume of users into the proposal.
3. It is expected that the waterfront promenade at the south side which includes a viewing bridge will be completed when the hotel and offices are ready for occupation.
4. The residential development with an adjacent marina will be developed as the last phase. We hope that with other facilities in place, the residential area will attract substantial premiums to justify the value of this precious piece of land.

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4.14 Compliance to Hong Kong Planning Regulations

On a master plan level, the design team has incorporated the requirement of the local regulations as follows:

1. Class of Site and Servicing Strategy
By proper parcellation of the site and planning of streets of more than 4.5 metres wide around most of the site, the plots for the developments are mostly on an island or half-island configuration. The sites are either on class B or C situation provided with vehicular traffic.

2. Emergency Vehicular Access (EVA)
With provision of service road of more than 6 metres wide to each land parcel, sufficient EVA to each land parcel is secured at this early stage. With the provision of a fire hydrant service line, the fire appliances can service every site during rescue operation.

3. Means of Escape Provision (MOE)
The parcellation is such that almost every development site becomes an island or at least surrounded by two or more streets. MOE discharge to the street (with enhanced fire services installation in case of covered street) can be secured.

4. Lighting and Ventilation
Proper distance to height ratio in between the high-rise blocks has been maintained to ensure sufficient lighting and ventilation as prescribed by the relevant regulations.

5. Fire Separation
Spatial volumes are designed so that proper fire shutters between the retail spaces that are adjacent to each other create isolated fire compartments.

4.15 Feasibility

The proposal will leverage the unique prominent waterfront location and good accessibility of the area to develop it into a cultural / recreational focus unfilled with commercial property developments.
According to the area schedule, the proposed main contents of private property developments comprise:-

Plot	Land Use	Land Area (sq.m.)	No. of Floors	Total Gross Floor Area (sq.m.)
2	Retail	30,800	3	92,400
3	Retail and Entertainment	31,500	3	94,500
		Sub-total (retail)		186,900
8	Residential (1,600 units)	38,500	1x60	144,000
			1x50	
			1x40	
			1x30	
		Sub-total	(residential)	144,000
				(90sq.m.per unit)

For information and comparison purpose, the development on top of the Airport Express Kowloon Station which is to the immediate north of the subject area, comprising 7 development packages, will provide in total about 1,090,000 sq.m. of fully integrated residential, office, retail and hotel facilities. The details of the development are:-

Site Area : 135,400 sq.m.
Residential GFA : 608,016 sq.m.
5,814 units (i.e. average 104.6 sq.m. per unit)
Office GFA : 231,778 sq.m.
Retail GFA : 82,750 sq.m.
Hotel / Service Apartment GFA : 163,472 sq.m. (1,700 rooms)

It is noted that the proposed development plans to provide similar floor area of offices and hotel / service apartment as the Kowloon Station. However, the component of retail provision is significantly larger than the Kowloon Station development. In the following paragraphs, we will try to comment on the viability and value of each of the above components of development.

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Ocean Terminal, Harbour City (Tsim Tsa Tsui)	60,200 sq.m.
Ocean Centre, Harbour City (Tsim Tsa Tsui)	20,810 sq.m.
Ocean Galleries, Harbour City (Tsim Tsa Tsui)	35,860 sq.m.
Gateway I, Harbour City (Tsim Tsa Tsui)	10,033 sq.m.
Gateway II, Harbour City (Tsim Tsa Tsui)	37,160 sq.m.
Subtotal	164,063 sq.m.
Pacific Place (Admiralty, Central)	66,070 sq.m.
Festival Walk (Kowloon Tong)	91,165 sq.m.

The current rent for shops in harbour City is about $70 to $200 per sq.ft. of lettable area

.

Being prominently located and next to cultural facilities to be of international standard, the proposed retail shops are capable of attracting high income population and upper end tenants who can afford higher rent. However, retail property market is softening as a result of continuous shrinkage in consumption expenditure amid the on-going contractionary economy and the current vacancy rate is high. The proposed supply is very substantial, larger than the aggregate of the whole of the Harbour City shopping complex. The subject location is separated from the present shopping hub at the Nathan Road and Harbour City. It may not be easy to attract shoppers to this new area. There is therefore a concern that the proposed retail floorspace may be overprovided.

Opinion on Value

Capital value of the shops (average)	HK$6,300 per sq.ft. (HK$67,813 per sq.m.)
Accommodation value (i.e. land value per sq.ft. of gross floor area)	HK$1,550 per sq.ft. (HK$16,684 per sq.m.)

(B) RESIDENTIAL

The stock of domestic units in Tsim Tsa Tsui at the end of 2000 is 18,064 and the vacancy stood at a high level of 14.7%.Upcoming supply will mainly come from the developments above the Kowloon Station, totally about 5,800 units. The current sale price of the domestic units above Kowloon Station is about $4,700 p.s.f. to $5,500 p.s.f. (gross). The average unit size of 90sq.m. appears large in today's weak market.

Opinion on Value

Capital value of the residential unit (average)	HK$4,800 per sq.ft. (HK$51,667 per sq.m.)
Accommodation value (i.e. land value per sq.ft. of gross floor area)	HK$1,750 per sq.ft. (HK$18,837 per sq.m.)

(C) HOTEL

Tsim Tsa Tsui is a renowned tourist area with a high concentration of 4 or 5-star hotels. Merely in Harbour City, there are three hotels namely the Marco Polo Hongkong Hotel, the Marco polo Gateway Hotel and the Marco Polo Prince Hotel providing a total of 1,503 rooms. Width the edge of easy access to Central on Hong Kong Island and the International Airport via the Airport Express as well as the unique waterfront location, the subject site is an attractive location for high-tariff hotel. The tariff rates and occupancy rates of high-tariff hotels have picked up remarkably since 2000. The former Regent Hotel (with 514 rooms) was recently sold to Intel-Continental Group at a price of HK42,340 million (i.e. $4.55 mil per room).

Opinion on Value

Capital value of hotel (average)	HK$5,000 per room
Accommodation value (i.e. land value per sq.ft. of gross floor area)	HK$2,100 per sq.ft. (HK$22,604 per sq.m.)

(D) OFFICE

Office rent and prices in Tsim Tsa Tsui, although the highest in Kowloon, are considerably below Central District. This lies in the fact the most banks and financial institutions cannot accept Kowloon as locations for their headquarters. However, it also ends up in that the rent and price in Tsim Tsa Tsui are not as volatile as the Central area. Grade A offices in Tsim Tsa Tsui are found mainly along the waterfront at Canton Road stretching north from the Tsim Tsa Tsui Ferry pier. Grade A offices in Tsim Tsa Tsui are found mainly along the waterfront at Canton Road stretching north from the Tsim Tsa Tsui Ferry pier.

Ocean Terminal	929 sq.m.
Ocean Centre	62,895 sq.m.
New T&T Centre	23,875 sq.m.
World Commerce Centre	23,875 sq.m.
World Finance Centre	47,566 sq.m.
Gateway I	104,793 sq.m.
Gateway II	145,853 sq.m.
Subtotal	409,789 sq.m.

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The proposed supply of office space is about 208,000 sq.m., It is quite substantial when compared with the total stock of 1,360,900 sq.m. in the whole Tsim Tsa Tsui area as at the end of 2000 (representing about 15%). The current rent of offices in Gateway is about $21 - $25 per sq.ft. gross. The proposed office development will offer significant attractions in terms of more spacious layout and better planning of the area, waterfront location ensuring unobstructed panoramic seaview and good accessibility to Central. Therefore, although the supply is large, it may be able to capture tenants from other office developments in Tsim Tsa Tsui and even Central District. There is a recent auction of government land at Hung Hom waterfront for commercial development. It was sold for $1,090 million and is restricted to a maximum gross floor area of 107,444 sq.m. The sale is slightly below market expectation. The price equals to an accommodation value of $10,144.8 per sq.m. ($942 p.s.f.)

Opinion on Value

Capital value of office HK$4,000 per sq.ft. (HK$43,056 per sq.m.)
Accommodation value HK$1,050 per sq.ft. (HK$11,302 per sq.m.)
(i.e. land value per sq.ft. of gross floor area)

Land Sale Revenue

If the parcels of land (sites) planned for the abovesaid retail, residential, hotel and office developments are to be sold off as separate lots to private developers for development after due land formation, our estimation of land revenue derived from the sale of those sites is:-

Use	Proposed Floor Area	Accommodation Value	Land Premium
Retail	186,900 sq.m.		HK$ 3,118,239,600
Residential	144,000 sq.m.	HK$16,684 per sq.m.	HK$ 2,712,528,000
Hotel	133,500 sq.m.	HK$18,837 per sq.m.	HK$ 3,017,634,000
Office	208,000 sq.m.	HK$22,604 per sq.m.	HK$ 2,350,816,000
		HK$11,302 per sq.m.	**HK$ 11,199,217,000**

The estimations are however rough ball-park indications and are subject to the terms of sale and other development conditions. They are based on current market prices. It is also important to note that the factor of time value (i.e. the effect of discounting the future land sale revenue to present day value) has not been reflected in the above calculation.

4.16 Cost Estimate

The Master Planning incorporates Public Facilities (e.g. Arts and Recreational Facilities, Parklands etc.) and Private Facilities (e.g. Offices, Hotels and Residential Towers etc.) It is assumed in our cost estimate that the infrastructure and Public Facilities shall be undertaken by the Hong Kong Government, directly or indirectly, and the Private Facilities shall be constructed by private developers after sales of the respective land parcels.

Our Preliminary Construction Cost Estimate therefore covers only the infrastructure and construction cost of Public Facilities only. Certain landscaping works that forms a part of the overall design concept but which falls within the site boundaries of the Private Facilities have not been allowed for, assuming such works shall form part of the future Land Lease Conditions which the private developers would have to carry out as part of their obligations.

We have done a Preliminary Development Land Value Estimate for the proposed Private Facilities. The respective values have been based on total accommodation values as recommended by the Land Consultant less estimated extra-ordinary expenses that the private developers would encounter in the development of the respective land lots (e.g. marine piles, marine deck etc.)

The two estimates together give a balanced picture of the costs incurred and value created by the proposed Master Plan.

West Kowloon Vertical Park and Waterfront Cultural Centre

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PRELIMINARY CONSTRUCTION COST ESTIMATE OF PUBLIC FACILITIES

	GFA (m2)	Estimated Construction Cost (HK$)
1. Indoor Facilities		
1.1 Imax centre (bare shell)	3,600	36,000,000
1.2 Art Gallery	8,100	162,000,000
1.3 Performing Art Centre	19,800	396,000,000
1.4 Sports/leisure/amenities facilities	21,600	324,000,000
1.5 Opera house	12,500	375,000,000
	65,600	1,293,000,000
2. Outdoor facilities		
2.1 Works to existing seawalls		65,000,000
2.2 Outdoor Amphitheatre (10,000m2)		50,000,000
2.3 Recreational Park (22,400m2)		134,000,000
2.4 Landscape Park (51,800m2)		207,200,000
2.5 Water Park (26,600m2)		35,000,000
2.6 Cultural Waterfront Walk		270,000,000
		761,600,000
3. Infra-structure		
3.1 Roadworks(53,460m2)		278,000,000
3.2 Mono Rail (1.6km and 3 stations)		400,000,000
3.3 Footbridge to Kowloon Park		100,000,000
3.4 Provisions for freshwaer, flushing water, fire services, storm water and sewer for both Govenmen Constructed and Private Consructed developments		227,000,000
		1,005,000,000
4. Relocation of Existing Public Facilities		
4.1 Relocation of existing Fire Station		200,000,000
4.2 Relocation of existing School		110,000,000
		310,000,000
Total Anticipated Construction Cost at August 2001 Price Level		3,369,600,000

5. Exclusions

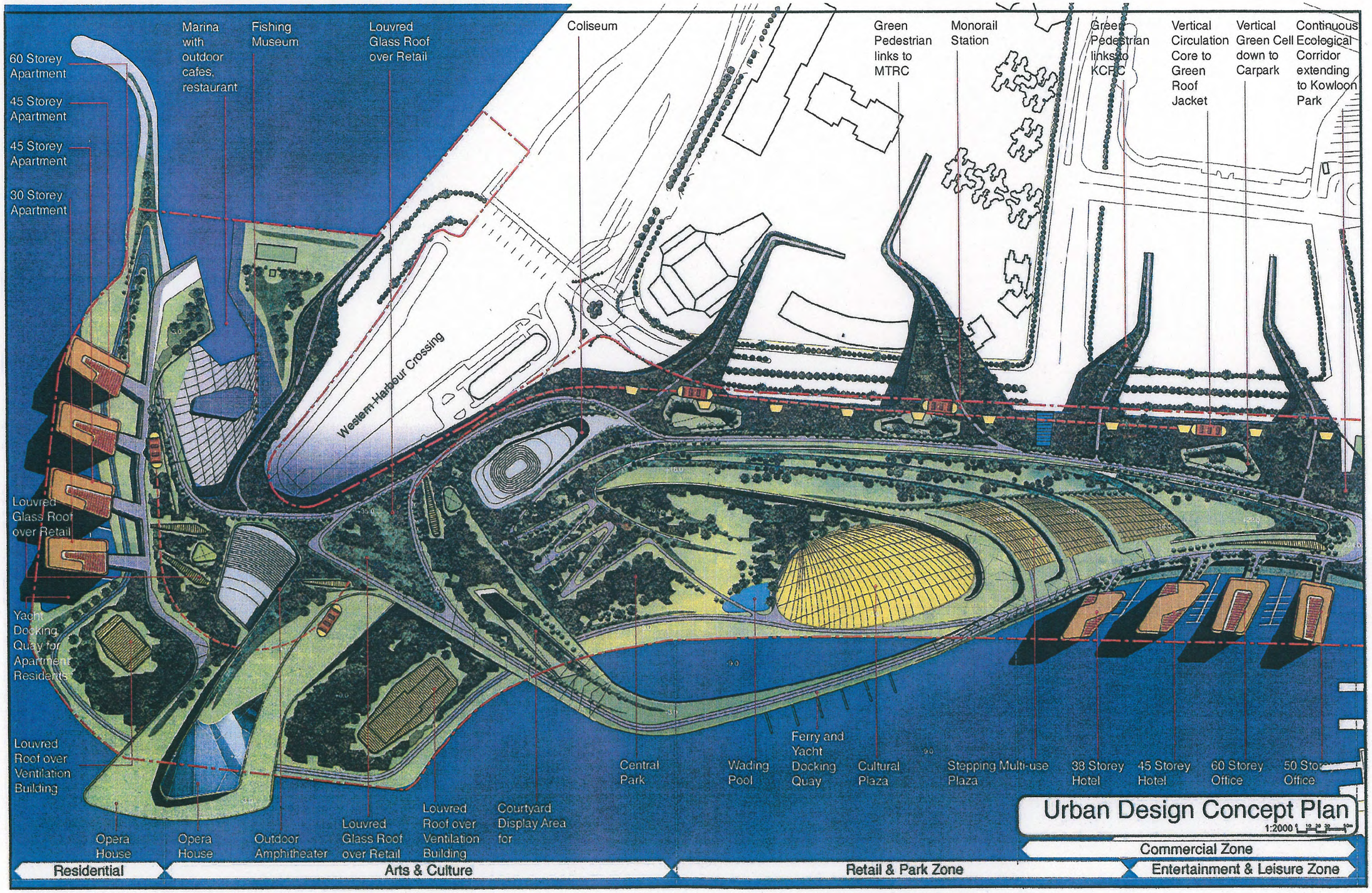
5.1 Professional fees, project supervision fees and legal fees;

5.2 Financing charges;

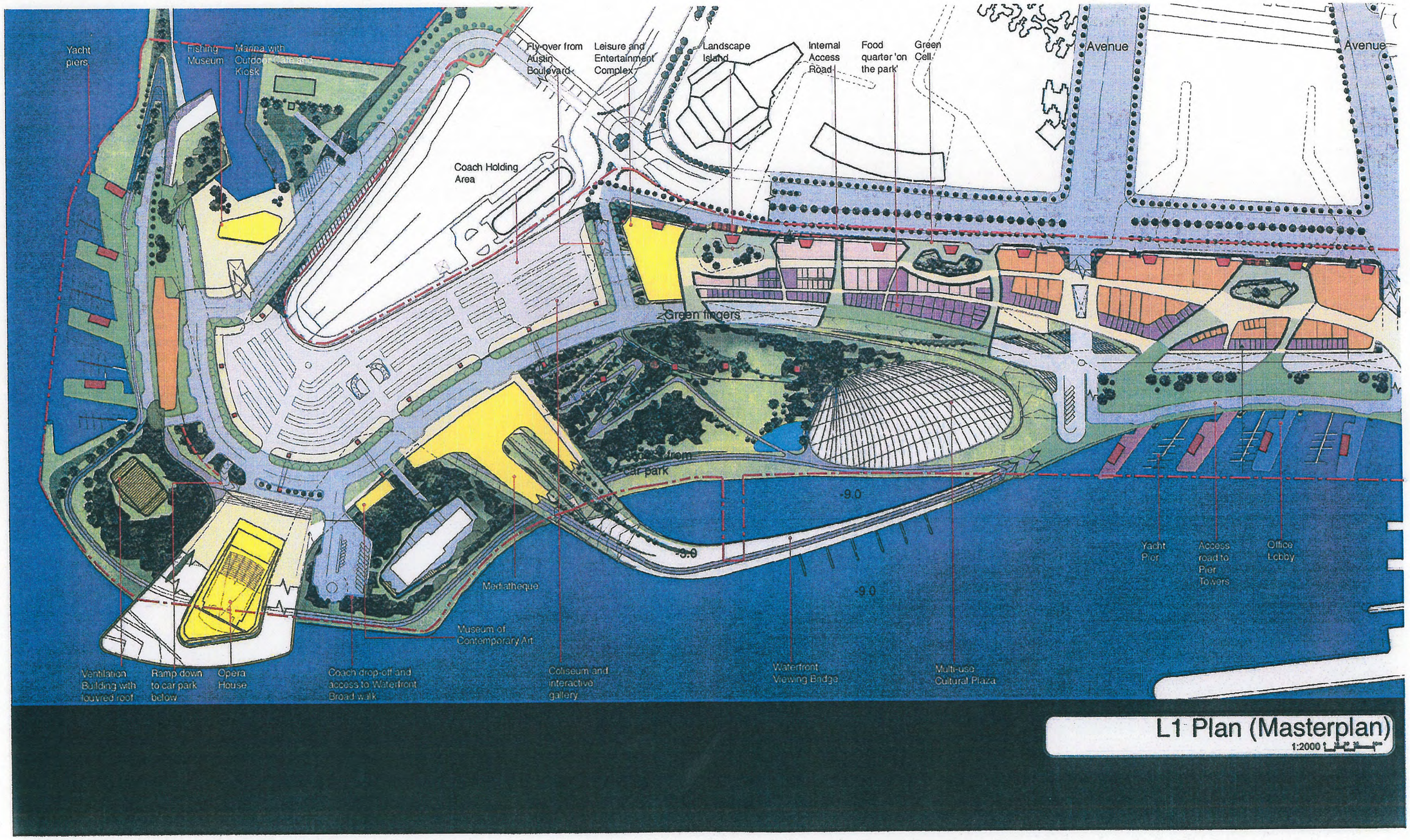
5.3 Fitting out works to Imax Centre;

5.4 Fluctuation in construction costs from August 2001 price level to those at the date of tenders.

5.5 Soft costs, e.g. opening and operating expenses for the various facilities.



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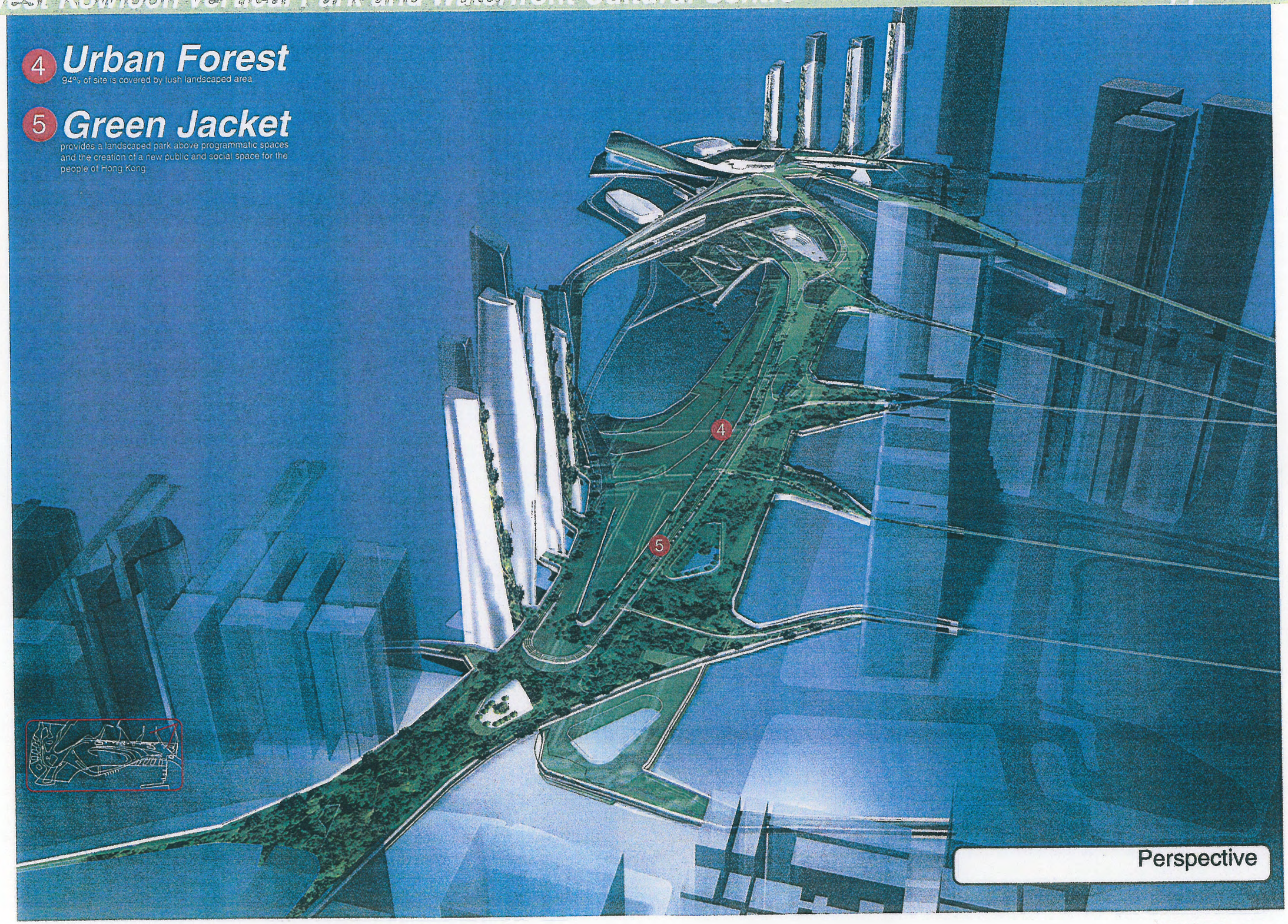
L1 Plan (Masterplan)
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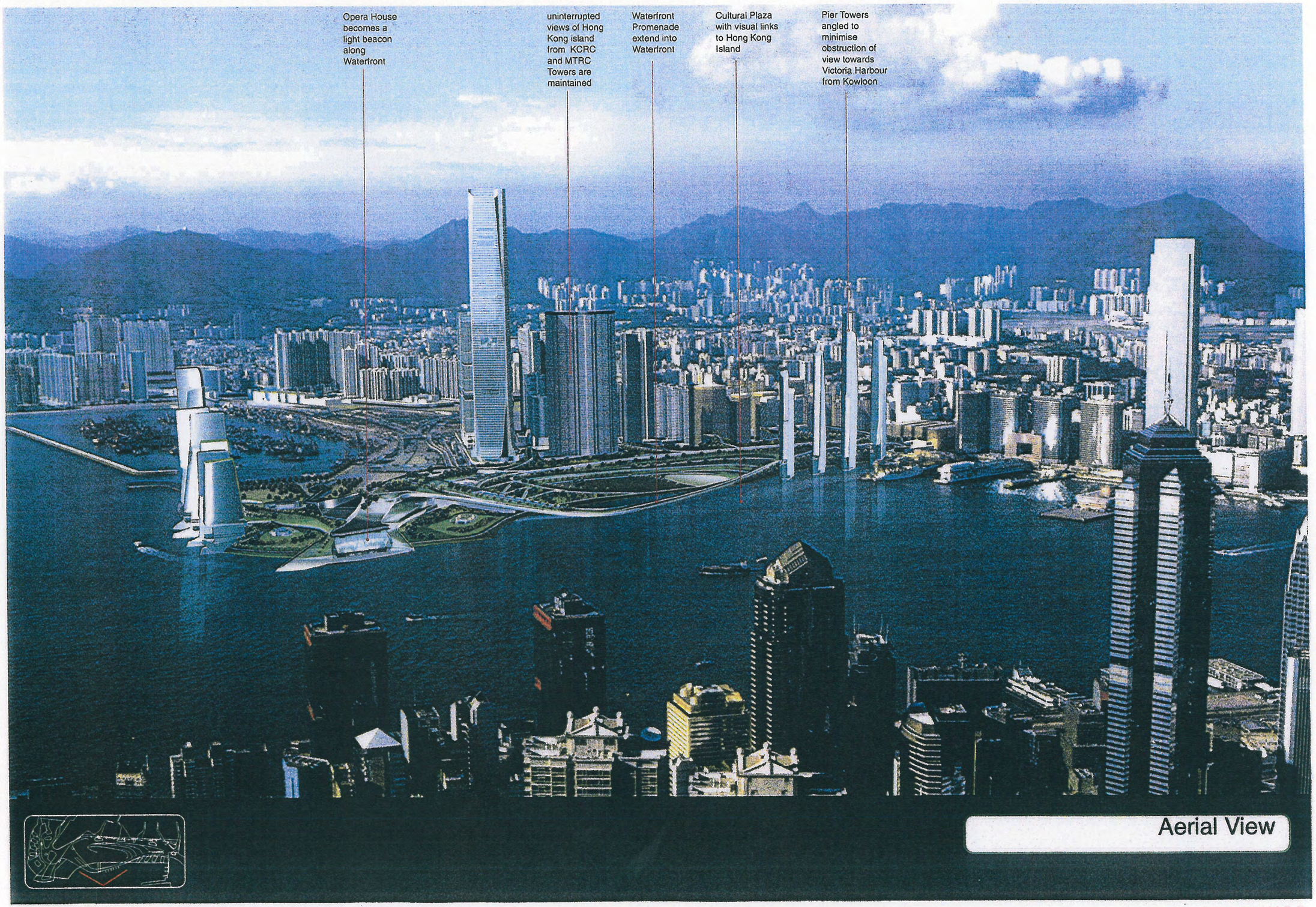


Perspective

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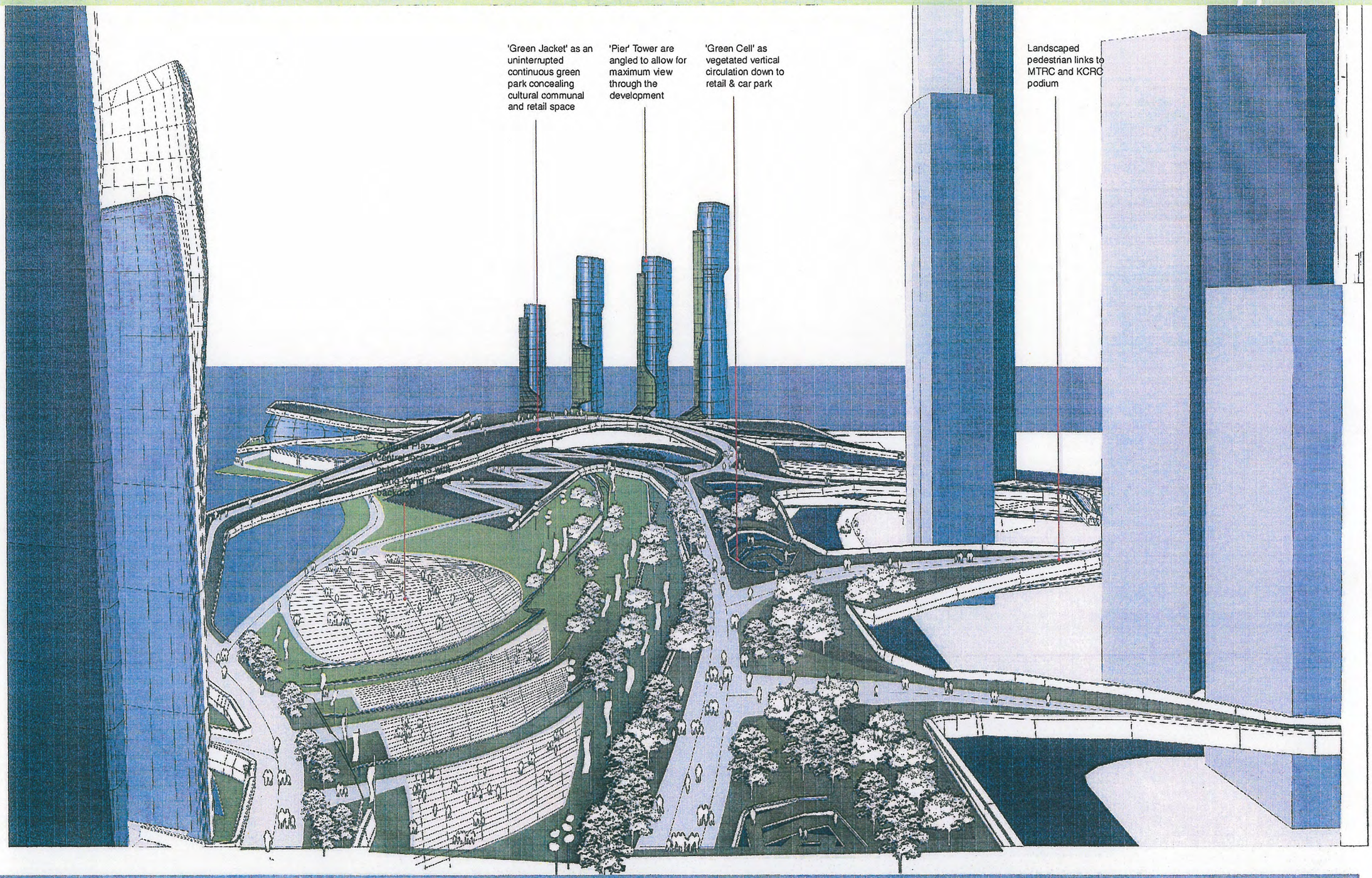


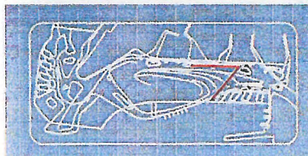
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Aerial View

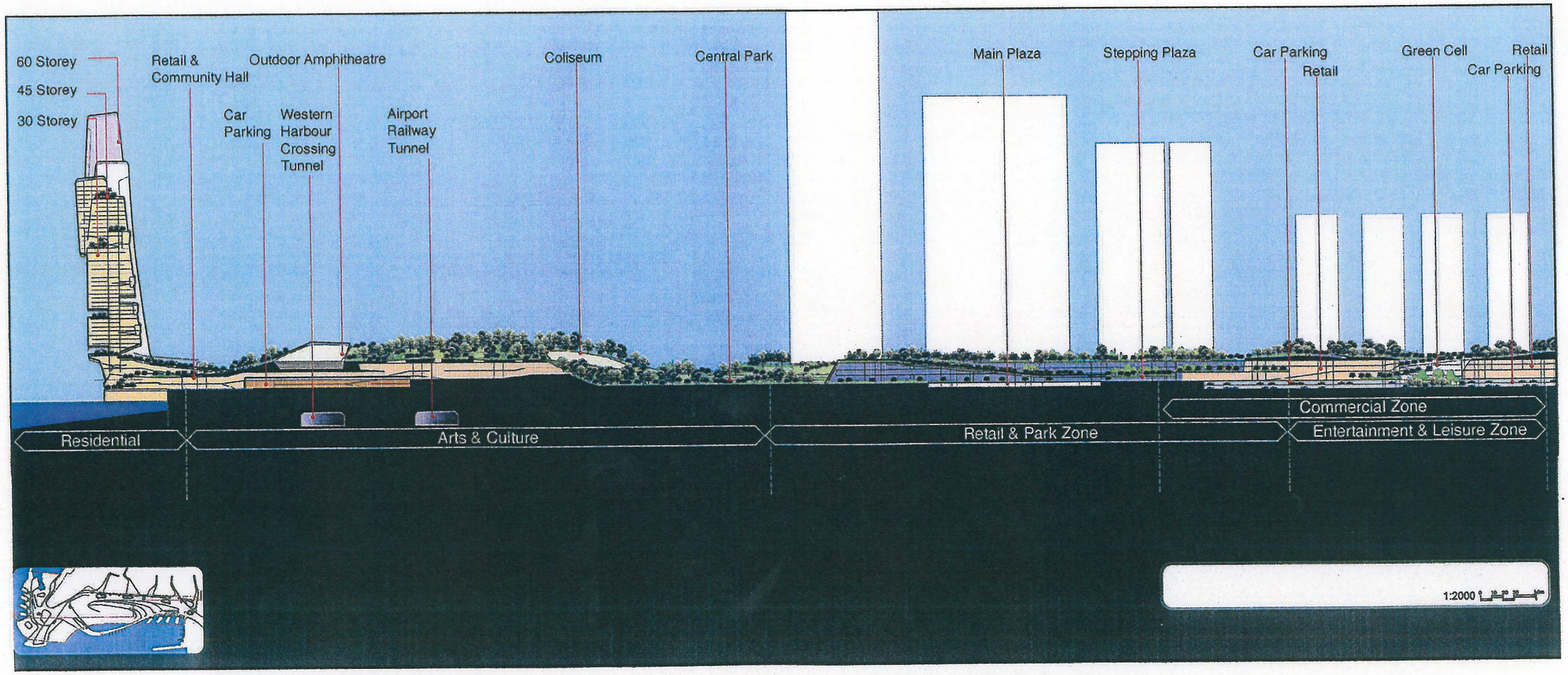
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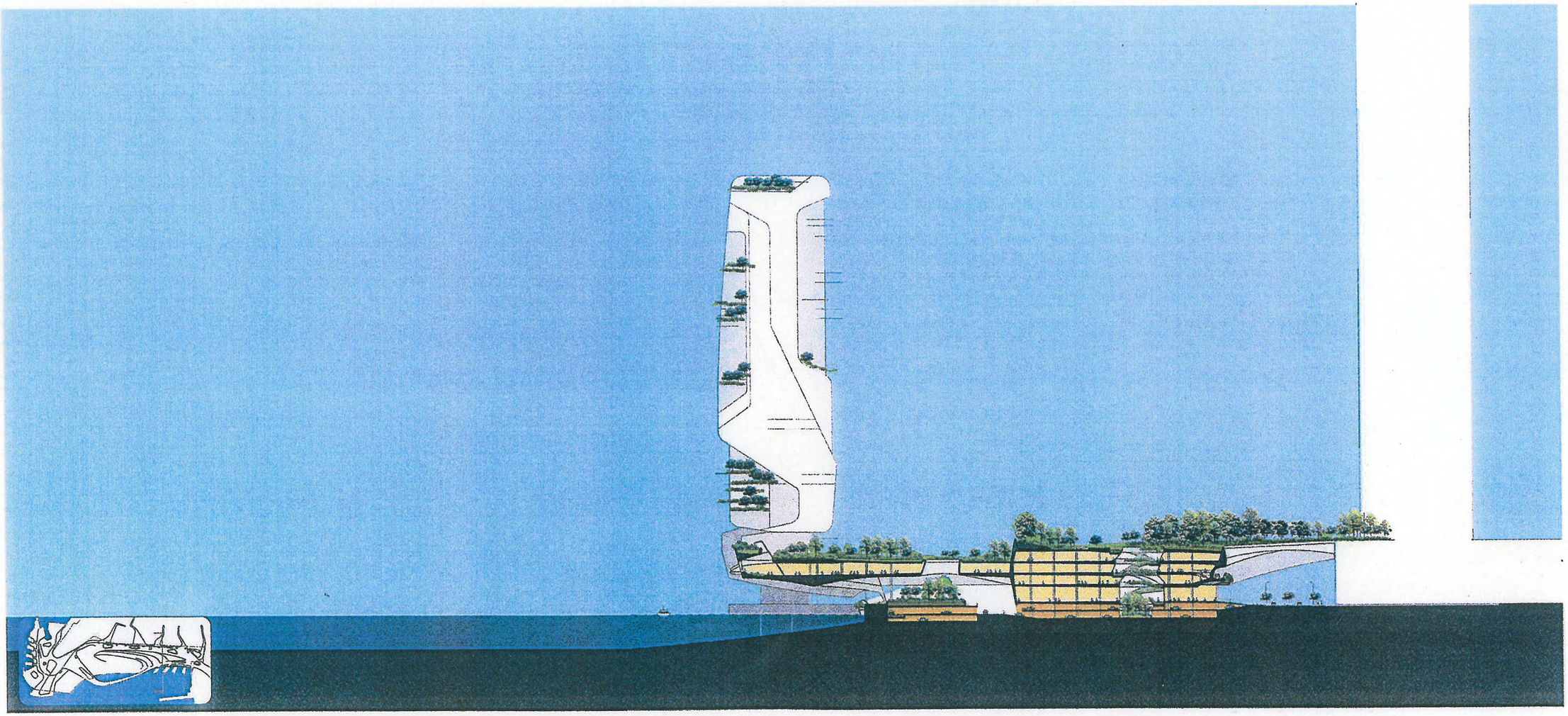


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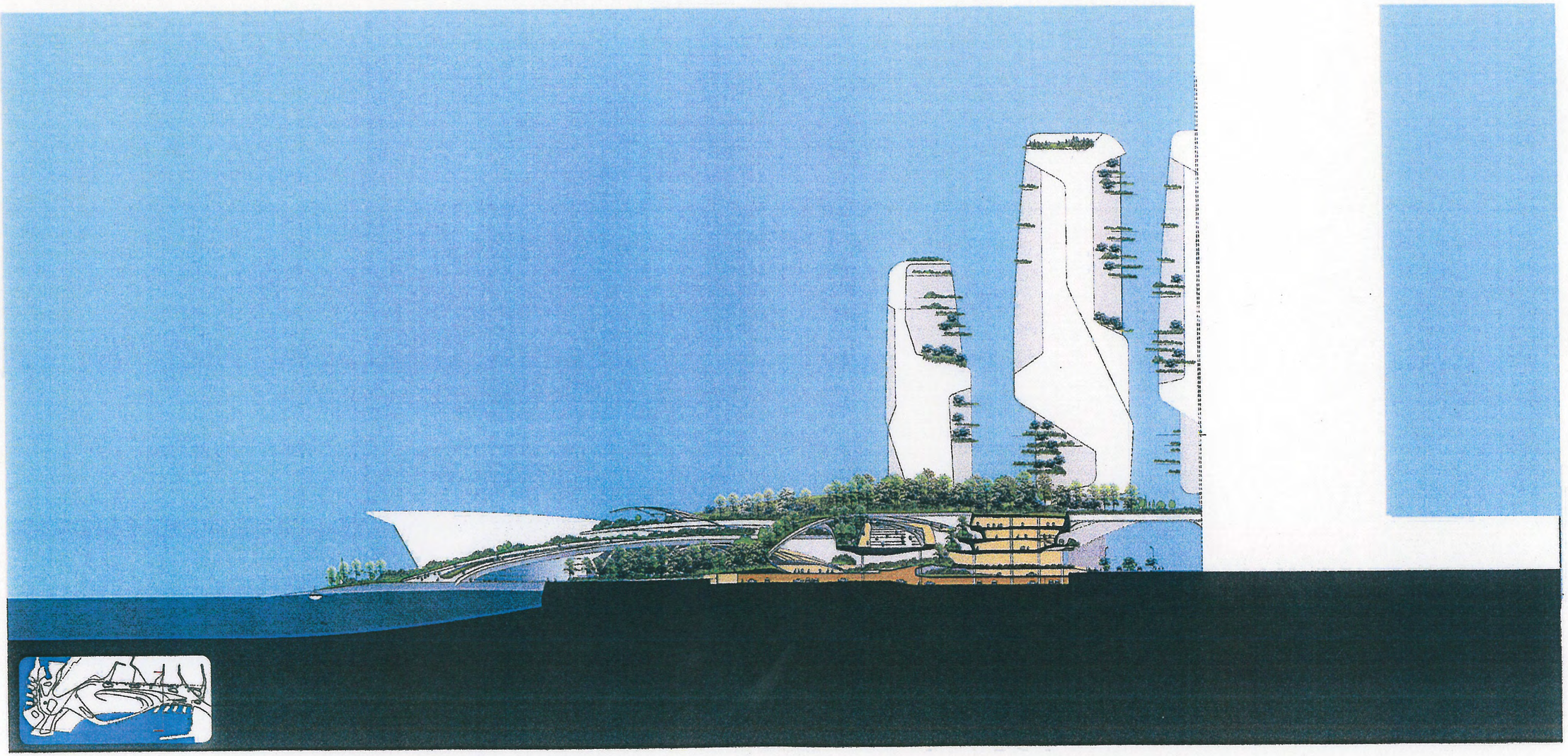
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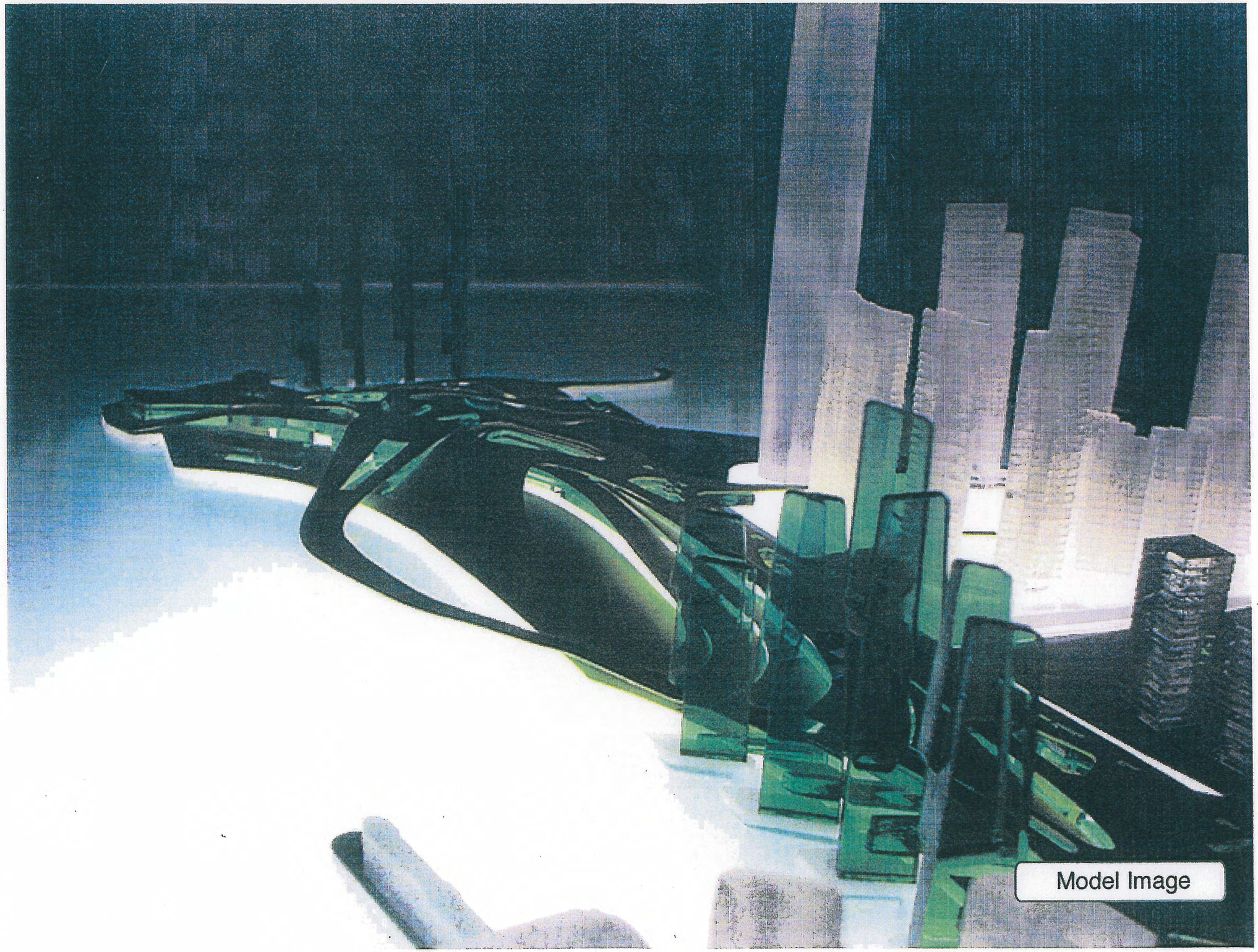
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Model Image

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