

HARBOUR-FRONT ENHANCEMENT REVIEW – WAN CHAI, CAUSEWAY BAY & ADJOINING AREAS

Realization Stage

SUSTAINABILITY ASSESSMENT OF THE CONCEPT PLAN

October 2006

MAUNSELL CONSULTANTS ASIA LTD

SA1 to Agreement No. CE54/2001 (CE)
WAN CHAI DEVELOPMENT PHASE II
PLANNING AND ENGINEERING REVIEW

Sustainability Assessment of the Concept Plan
evaluated against the
HER Sustainability Principles and Indicators

1 INTRODUCTION

- 1.1 During the Envisioning Stage of the public engagement project ‘Harbour-front Enhancement Review (“HER”) – Wan Chai, Causeway Bay and Adjoining Areas’, carried out under the steer of the HEC Sub-committee on Wan Chai Development Phase II (WDII) Review, a consolidated set of sustainability principles and indicators was developed through public engagement. It was recommended that these sustainability principles and the associated indicators be used for two purposes:
- (i) as a set of publicly initiated sustainable development guidelines for the planning and development of the study area; and
 - (ii) as a set of evaluation criteria for measuring how well the concept plan meets / matches the visions of the public.
- 1.2 The consolidated sustainability principles represent the stakeholders’ aspirations along the Wan Chai, Causeway Bay and adjoining areas’ harbour-front, while the sustainability indicators help to further define the meanings of the principles.
- 1.3 **Annex A** presents the table of consolidated sustainability principles and indicators, as derived during the Envisioning Stage of the HER project. Further details on the derivation of these principles and indicators can be found in the Envisioning Stage Public Engagement Report, March 2006.
- 1.4 This Paper presents the findings of the evaluation of the proposed Concept Plan against the HER’s sustainability principles and indicators, and confirms that the Plan, which was developed according to these sustainable development guidelines, does in fact reflect these principles.

2 SUSTAINABILITY ASSESSMENT OF THE CONCEPT PLAN

- 2.1 A Concept Plan for the WDII project has been developed, based on Trunk Road Tunnel Variation 1. The plan, which is illustrated in **Annex B**, incorporates the principal proposals put forward during the Envisioning Stage and, through the application of harbour-front enhancement themes, presents proposals for a high quality and sustainable waterfront that is both vibrant and accessible.

- 2.2 This Concept Plan (including the Trunk Road tunnel scheme) has been evaluated against the HER sustainability principles and indicators. A summary of the findings of the evaluation is presented in **Annex C**.
- 2.3 The ‘Evaluation against Sustainability Indicators’ is presented as a descriptive assessment of how the Trunk Road and Concept Plan proposals perform against the social, economic and environmental ‘bundles’ of indicators under each of the sustainability principles. Overall compliance with the indicators is then rated on a scale of: good, acceptable, poor or unacceptable.
- 2.4 For the ‘Evaluation against Sustainability Principles’, the performance of the Concept Plan, based on the overall compliance with the indicators, is rated against each of the sustainability principles, in terms of whether the plan performs well, reasonably well or poorly.

3 CONCLUSIONS

- 3.1 The findings of the sustainability assessment demonstrate that the Concept Plan (including the Trunk Road tunnel scheme) generally performs well against the sustainability indicators and principles. The overall performance of the Concept Plan proposals is good.
- 3.2 It can therefore be concluded that the Concept Plan does meet the HER sustainable development expectations, and matches the visions of the public.

Annex A

FUNDAMENTAL SUSTAINABILITY PRINCIPLES

1. Integrated Planning for a World-class Harbour
2. Sustainable Development for the Harbour
3. Early and Ongoing Stakeholder Engagement

SPECIFIC SUSTAINABILITY PRINCIPLES AND INDICATORS FOR HER (DERIVED FROM FORUMS)

1. Create a Vibrant and Attractive Waterfront that is Continuous and Accessible for All	2. Ensure Pedestrian Connectivity between the Hinterland and the Waterfront	3. Improve Traffic Conditions	4. Ensure Land and Marine Use Compatibility	5. Enhance Identity by Conserving Natural and Cultural Heritage	6. Enhance Environmental Quality along the Waterfront	7. Enhance Visual Amenity, Landscape and Quality of Space
<i>Social Indicators</i>						
<ul style="list-style-type: none"> • Accessible for all ages, social groups and disability conditions • Access for all at no charge • Diversity in activities for different times and age groups 	<ul style="list-style-type: none"> • Provision of activity nodes along the links • Ease of access by pedestrians including the disabled 	<ul style="list-style-type: none"> • Shorter travelling time within and between districts • Provision for different modes of access 	<ul style="list-style-type: none"> • Provision of facilities to enhance community's enjoyment of the harbour 	<ul style="list-style-type: none"> • Provision of activities which conserve and sustain the existing cultural heritage at the waterfront • Provision of local activities to enhance social attachment to the harbour 	<ul style="list-style-type: none"> • Increase diversity in activities and public enjoyment through improved environmental quality 	<ul style="list-style-type: none"> • Open space suitable for all ages, social groups, and disability conditions • Provision of a secure and safe environment
<i>Economic Indicators</i>						
<ul style="list-style-type: none"> • Provision of business opportunities (for both day and night time) • Facilitate wide range of economic activity 	<ul style="list-style-type: none"> • Provision of business opportunities along the link • Extension of the economic activities from the hinterland including the old inner districts to the promenade 	<ul style="list-style-type: none"> • Reduction in cost due to shorter travelling time • Lower construction and operation cost 	<ul style="list-style-type: none"> • Promotion and revitalization of local business 	<ul style="list-style-type: none"> • Provision of the economic activities with cultural value 	<ul style="list-style-type: none"> • Cost of energy consumption • Cost effectiveness in enhancing environmental quality 	<ul style="list-style-type: none"> • Provision of opportunities for small business with compatible character

1. Create a Vibrant and Attractive Waterfront that is Continuous and Accessible for All	2. Ensure Pedestrian Connectivity between the Hinterland and the Waterfront	3. Improve Traffic Conditions	4. Ensure Land and Marine Use Compatibility	5. Enhance Identity by Conserving Natural and Cultural Heritage	6. Enhance Environmental Quality along the Waterfront	7. Enhance Visual Amenity, Landscape and Quality of Space
<i>Environmental Indicators</i>						
<ul style="list-style-type: none"> • Safe and convenient access for all • Sensitive building height profile to preserve ridgeline • Visual access to waterfront • Provision of open space and community facilities • Create activity nodes/landmarks – identity icon • Provision of infrastructure that will facilitate both water and land activities • Support commercial marine traffic requirements • Minimize land for infrastructure and utilities • Extent of a continuous promenade • Provision of landscaped area with trees 	<ul style="list-style-type: none"> • Provision of landscaped network to enhance pedestrian experience • Visual connectivity between existing and new areas and the harbour • Linkage to public transport facilities • Linkage to old inner districts 	<ul style="list-style-type: none"> • Provision of parking facilities for car/bus/bicycles/coach at the fringe of the new development area • Provision of environmental friendly transport within the promenade area • Access for loading/unloading • Minimize vehicular traffic on surface road • Minimize visual impacts • Minimize environmental impacts • Provision of slip roads at Wanchai/ Causeway Bay • Risks involved with long tunnels 	<ul style="list-style-type: none"> • Provision of linkages and physical connections between land use and marine use • Creative use of 3-dimensional space • Visual connectivity between the existing and new areas and the harbour • Minimize risk of future reclamation by not allowing large scale developments with significant traffic impact • Remove incompatible land uses and marine uses • Flexible use of space along the waterfront 	<ul style="list-style-type: none"> • Visual connectivity between the existing and new areas and the harbour • Sensitive building height profile to preserve ridgeline • Design elements that enhance harbour image • Minimize reclamation • Minimize risk of future reclamation by not allowing large scale developments with significant traffic impact • Compatible land-use with the natural environment • Enhance water quality • Enhance marine ecology • Improve wave conditions • Preserve natural coastline 	<ul style="list-style-type: none"> • Extent of reuse of building materials • Extent of sustainable use of natural resources • Better utilization of existing infrastructure • Facilitate air circulation • Improve air quality • Improve odour condition • Improve noise condition • Improve water quality • Improve marine ecology • Improve wave conditions • Enhance openness • Enhance greenery 	<ul style="list-style-type: none"> • Flexible and sustainable use of space • Provision of facilities to cater for a diversity of user groups • Enhance openness • Provision of landscaped areas with trees • Segregation of pedestrian and vehicular traffic • Sensitive building height profile along the waterfront • Creative Use of 3-dimensional space

Annex B

LEGEND:

-  Study Area Boundary
-  Proposed North Island Line
-  Proposed Shatin to Central Link
-  Trunk Road Tunnel Alignment

PROPOSED

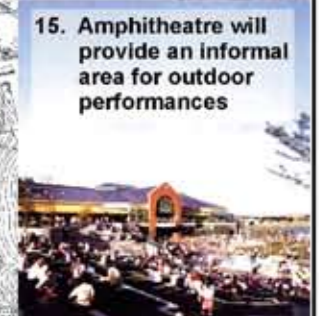
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| 1. Hong Kong Academy of Performing Arts Extension | 19. Boardwalk |
| 2. Landscaped Deck to HKCEC West | 20. Harbour Education Centre |
| 3. Street Market with Outdoor Performance Area | 21. Landscaped Deck (extending from Victoria Park) |
| 4. Landscaped Deck Link to Waterfront and Ferry Pier | 22. Reprovisioned Tin Hau Temple |
| 5. Golden Bauhinia Plaza (Multi-Purpose Performance Area) | 23. Northern Edge of Victoria Park Re-landscaped for Slip Road |
| 6. Government Helipad | 24. Local Open Space |
| 7. HKCEC Atrium Link Extension | 25. Waterfront Park |
| 8. Wan Chai Ferry Pier | 26. Trunk Road Ventilation Building |
| 9. Reprovisioned Indoor Games Hall and Training Pool | 27. Trunk Road Administration Building (Beneath Island Eastern Corridor) |
| 10. Ornamental Pond with Fountain Show | 28. Landscaped Deck over Trunk Road Portal |
| 11. Coach Parking, Reprovisioned WSD Salt Water Pumping Station and Wan Chai East Sewage Screening Plant Expansion | 29. Railway Ventilation Building |
| 12. Reprovisioned Wan Chai North PTI | |
| 13. Kiosks and Leisure Boat Landing Area | |
| 14. Waterfront Alfresco Dining | |
| 15. Amphitheatre with Fountain Show | |
| 16. Sculpture Walk | |
| 17. Pier Plaza | |
| 18. Water Sports Centre | |

RETAINED

- | |
|--|
| 30. Noonday Gun |
| 31. Royal Hong Kong Yacht Club (RHKYC) |
| 32. Police Officers' Club |
| 33. Causeway Bay Typhoon Shelter |



19. Boardwalks will be used to create an interesting edge to the typhoon shelter and marine basin



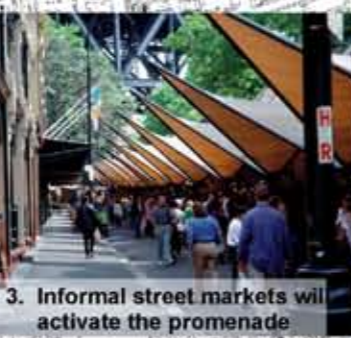
15. Amphitheatre will provide an informal area for outdoor performances



10 and 15. Water Features incorporated to generate colour and movement



3. Informal outdoor performance areas will provide activities at the waterfront



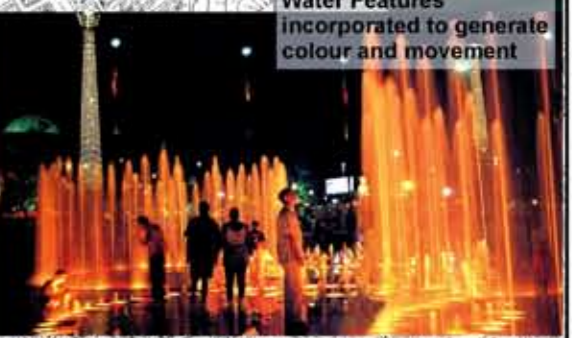
3. Informal street markets will activate the promenade



14. Opportunities for waterfront dining and recreation will be created by the opening up of the harbour edge



18. Facility at the harbour front for promoting water sports and recreational activities



Annex C

Evaluation against Sustainability Indicators

Scale for evaluation: Good, Acceptable, Poor, Unacceptable

The Concept Plan		
SP1 Create a Vibrant and Attractive Waterfront that is Continuous and Accessible for All		
SOI Social Indicators		
<p>Accessible for all ages, social groups and disability conditions</p> <p>Access for all at no charge</p> <p>Diversity in activities for different times and age groups</p>		<p>The Trunk Road tunnel does not inhibit access to or along the waterfront, nor does it compromise use of the waterfront by the public. A continuous promenade is provided on the Concept Plan, and new and improved pedestrian connections between the hinterland and the waterfront will promote unfettered public access. There will be no restricted or charged access. The incorporation of a range of harbour-front enhancement treatments and themes, including arts and culture, leisure, water sports activities, and heritage preservation, ensures a diversity of activities providing something for everyone.</p>
Overall Compliance with Social Indicators		Good
ECI Economic Indicators		
<p>Provision of business opportunities (for both day and night time)</p> <p>Facilitate wide range of economic activity</p>		<p>Waterfront related land uses, including food and beverage retail facilities, are proposed along the HKCEC, Wan Chai and North Point waterfront leisure and activity areas. These in themselves provide business opportunities; their operation will extend through the day into the late evening. The attraction of the waterfront areas will draw people to the waterfront through the adjacent hinterland areas, which in turn will provide greater potential for businesses en route. In particular, the greater influx of people through the Wan Chai North area will provide opportunity for the rejuvenation of businesses in this area, covering a wide range of economic activities.</p>
Overall Compliance with Economic Indicators		Good
EVI Environmental Indicators		
<p>Safe and convenient access for all</p> <p>Sensitive building height profile to preserve ridgeline</p> <p>Visual access to waterfront</p> <p>Provision of open space and community facilities</p> <p>Create activity nodes/landmarks – identity icon</p> <p>Provision of infrastructure that will facilitate both water and land activities</p> <p>Support commercial marine traffic requirements</p> <p>Minimize land for infrastructure and utilities</p> <p>Extent of a continuous promenade</p> <p>Provision of landscaped area with trees</p>		<p>The Trunk Road tunnel does not inhibit access to or along the waterfront, and the Concept Plan provides for a continuous promenade along the waterfront from Central to North Point. It allows for the creation of an open space richly landscaped environment with a variety of activity nodes, catering for both land and water activities, with associated community facilities, and will have minimal visual intrusion. Building development along the waterfront (for waterfront related activities) will be low rise. Identity will be created through the distinctive use of water features of the water park, and marine identity will be reinforced by the water sports centre. The harbour-front land created by the implementation of the Trunk Road is used primarily for harbour-front enhancement, not for infrastructure. There is no impact on commercial marine traffic.</p>
Overall Compliance with Environmental Indicators		Good

The Concept Plan		
SP2 Ensure Pedestrian Connectivity between the Hinterland and the Waterfront		
SOI Social Indicators		
Provision of activity nodes along the links Ease of access by pedestrians including the disabled		The Trunk Road tunnel does not inhibit access to the waterfront, and new and improved pedestrian connections between the hinterland and the waterfront will promote unrestricted pedestrian access. The links proposed in the Concept plan incorporate activity nodes, eg through the Arts Centre and HKAPA Extension; commercial and dining activities along the link from the podium of Great Eagle Centre across the PTI and terminating at the ferry pier; leisure node at the viewing platform of the Victoria Park extension; passing through the Oil Street site development on the way to the North Point waterfront. A mix of grade separated and at-grade connections and the incorporation of ramps and lifts ensure ease of access including for the disabled.
Overall Compliance with Social Indicators		Good
ECI Economic Indicators		
Provision of business opportunities along the link Extension of the economic activities from the hinterland including the old inner districts to the promenade		Waterfront related retail uses, including food and beverage facilities, are proposed at the major linkages to the waterfront, at the HKCEC, Wan Chai and North Point waterfront leisure and activity areas. The attraction of the waterfront areas will draw people to the waterfront through the adjacent hinterland areas, which in turn will provide opportunities for businesses en route. Direct linkages from the waterfront back to the older inner districts will enable the extension of the economic activities from the inner districts to the waterfront areas.
Overall Compliance with Economic Indicators		Good
EVI Environmental Indicators		
Provision of landscaped network to enhance pedestrian experience Visual connectivity between existing and new areas and the harbour Linkage to public transport facilities Linkage to old inner districts		The major pedestrian linkages at the west of the HKCEC, from Great Eagle Centre to the Wan Chai waterfront, the extension of Victoria Park to the Causeway Bay promenade and along Oil Street to the North Point waterfront are all landscaped connections. These, when linked east-west by the continuous landscaped promenade, provide a comprehensive landscaped pedestrian network. The Trunk Road tunnel option does not block visual access to the harbour, nor are there any new waterfront developments proposed on the Concept plan to block visual access. There are direct linkages to MTR stations from the North Point waterfront (to Fortress Hill station) and from the Wan Chai and HKCEC waterfront areas (to the Wan Chai station and proposed Exhibition station). The Wan Chai waterfront connects directly to the Wan Chai North PTI. All pedestrian connections link back into the old inner districts of the hinterland.
Overall Compliance with Environmental Indicators		Good

The Concept Plan		
SP3 Improve Traffic Conditions		
SOI Social Indicators		
Shorter travelling time within and between districts		Trunk Road and slip roads provide good road connectivity. The Trunk Road and Road P2 provide more direct east-west access, and this, together with reduction of congestion on the existing road links through the implementation of the Trunk Road, means shorter travelling time between districts. Provision is made on the Concept Plan for different modes of access: private cars, taxis, buses, rail and ferries, and easy access thereto.
Provision for different modes of access		
Overall Compliance with Social Indicators		Good
ECI Economic Indicators		
Reduction in cost due to shorter travelling time		Reduced delays therefore reduced traffic costs. However, these are offset to a certain extent by the high construction and operation costs of the Trunk Road tunnel.
Lower construction and operation cost		
Overall Compliance with Economic Indicators		Acceptable
EVI Environmental Indicators		
Provision of parking facilities for car/ bus/ bicycles/ coach at the fringe of the new development area		The Wan Chai North PTI provides bus facilities and includes provision for car laybys, and there are numerous commercial buildings in the immediate vicinity that provide car parking. Laybys at the waterfront cater for car, taxi and coach drop-off, and coach parking facilities are provided off the waterfront. Rail transport will be enhanced through the implementation of the SCL/NIL and their Exhibition Station. The Trunk Road diverts traffic away from the surface roads (slip roads provide the necessary connectivity), therefore minimising traffic on these roads. The Trunk Road in tunnel minimises visual and environmental impacts. Slip roads are provided at Wan Chai and Causeway bay, and these slip roads provide intermediate access and egress points to offset the risks associated with long tunnels.
Provision of environmental friendly transport within the promenade area		
Access for loading/unloading		
Minimise vehicular traffic on surface road		
Minimise visual impacts		
Minimise environmental impacts		
Provision of slip roads at Wan Chai/ Causeway Bay		
Risks involved with long tunnels		
Overall Compliance with Environmental Indicators		Good

The Concept Plan		
SP4 Ensure Land and Marine Use Compatibility		
SOI Social Indicators		
Provision of facilities to enhance community's enjoyment of the harbour		The Trunk Road tunnel option provides a clear promenade area for waterfront leisure and recreation facilities, and does not obstruct the PCWA basin or typhoon shelter for maritime uses. The leisure and water sports activity precincts proposed on the Concept Plan cater for community utilisation of the waterfront and enjoyment of the harbour. The promenades around the PCWA basin and the typhoon shelter are closely linked with the marine activities in these areas, and boardwalks emphasise a marine theme.
Overall Compliance with Social Indicators		Good
ECI Economic Indicators		
Promotion and revitalisation of local business		The attraction of the waterfront areas will draw people to the waterfront through the adjacent hinterland areas, which in turn will provide greater potential for businesses en route. In particular, the greater influx of people through the Wan Chai North area will provide opportunity for the rejuvenation of businesses in this area, covering a wide range of business/economic activities. The water sports activity precinct will regenerate marine use of the old cargo working area, although now for public use. With the attraction of the public to the harbour-front, there are opportunities for small boat operators offering leisure boat rides.
Overall Compliance with Economic Indicators		Good
EVI Environmental Indicators		
Provision of linkages and physical connections between land use and marine use Creative use of 3-dimensional space Visual connectivity between the existing and new areas and the harbour Minimise risk of future reclamation by not allowing large scale developments with significant traffic impact Remove incompatible land uses and marine uses Flexible use of space along the waterfront		Direct linkages are provided at Wan Chai between hinterland and waterfront land uses and the ferry pier, and to the marine activities at the water sport node at the PCWA basin. In Causeway Bay, the landscaped deck extends Victoria Park to the typhoon shelter waterfront. The Trunk Road tunnel option does not block visual access to the harbour, and there are no new harbour-front developments that block visual access to the harbour. There are no new major developments along the harbour-front, therefore no introduced traffic impacts that may require more roads and therefore more reclamation. Incompatible marine uses (the cargo working area) have already been removed, and incompatible land uses (the salt water pumping station and coach parking) will be relocated off the waterfront. The Trunk Road in tunnel provides greater flexibility for use of waterfront space for harbour-front enhancement.
Overall Compliance with Environmental Indicators		Good

The Concept Plan		
SP5 Enhance Identity by Conserving Natural and Cultural Heritage		
SOI Social Indicators		
Provision of activities which conserve and sustain the existing cultural heritage at the waterfront Provision of local activities to enhance social attachment to the harbour		The Trunk Road tunnel option provides new promenade area for waterfront leisure and recreation facilities. The Concept Plan proposes a number of themed character precincts providing for arts and culture activities, social and leisure open space uses, water sports activities and heritage preservation zones. Activities along the waterfront include arts and crafts venues, performance venues, kiosks, dining facilities, water sports, themed water park and leisure parks. These all provide a variety of uses that will encourage and enhance social attachment to the harbour.
Overall Compliance with Social Indicators		Good
ECI Economic Indicators		
Provision of the economic activities with cultural value		At the Arts and Culture Precinct, an extension of the HKAPA is proposed and performing arts venues will be provided. The cultural heritage elements of the typhoon shelter will be retained and can be used to promote leisure boat rides for locals and tourists.
Overall Compliance with Economic Indicators		Good
EVI Environmental Indicators		
Visual connectivity between existing and new areas and the harbour Sensitive building height profile to preserve ridgeline Design elements that enhance harbour image Minimise reclamation Minimise risk of future reclamation by not allowing large scale developments with significant traffic impact Compatible land use with the natural environment Enhance water quality Enhance marine ecology Improve wave conditions Preserve natural coastline		The Trunk Road tunnel option does not block visual access to the harbour, and there are no new harbour-front developments that block visual access to the harbour. There are no new major developments along the harbour-front; harbour-front development is mainly low rise waterfront related facilities. Therefore, there will be no traffic impacts that may require more roads and therefore more reclamation. The Trunk Road in tunnel results in the least affected area of the harbour , and is more compatible with the existing environment. The land uses proposed by the Concept Plan are compatible with surrounding land uses, and indeed seek to extend and enhance existing land uses and the harbour-front environment. The plan will not cause adverse impacts on water quality or marine ecology, wave conditions will be improved and the existing natural coastline (Kellett Island) is preserved.
Overall Compliance with Environmental Indicators		Good

The Concept Plan		
SP6 Enhance Environmental Quality along the Waterfront		
SOI Social Indicators		
Increase diversity in activities and public enjoyment through improved environmental quality		The Trunk Road in tunnel does not cause adverse environmental impacts to users of the waterfront, and the environmental quality of the waterfront will be improved from the existing situation. The Concept Plan proposes a diversity of uses and activities, with both active and passive uses that will activate the waterfront and create a quality destination for residents and tourists. The Concept Plan takes the opportunities provided by the implementation of the Trunk Road tunnel scheme to open up the harbour-front for public enjoyment, with a level of environmental quality far superior to the existing situation.
Overall Compliance with Social Indicators		Good
ECI Economic Indicators		
Cost of energy consumption		The Concept Plan land use proposals for the harbour-front do not in themselves have any associated significant energy costs; landscaped open space is a cost effective means of enhancing environmental quality.
Cost effectiveness in enhancing environmental quality		
Overall Compliance with Economic Indicators		Good
EVI Environmental Indicators		
Extent of reuse of building materials		Generally, the Trunk Road tunnel option is more 'environmentally friendly' and minimises environmental impacts. The tunnel option promotes a more open landscaped space environment. There is no major demolition work required; some localised demolition at the tie in with the existing IEC. Where possible, construction and demolition waste will be reused in the new reclamation areas. Existing infrastructure, including highway infrastructure (IEC, Causeway Bay Flyover, Hung Hing Road Flyover, etc), cooling systems (the existing pump chambers at the HKCEC Extension) will be retained. The new waterfront proposals do not include any high rise development, the open space along the waterfront with minimal low rise facilities will facilitate air circulation. Air quality and noise along the waterfront will be improved by putting traffic underground in the Trunk Road tunnel. The Concept Plan will not cause any adverse impacts to water quality or marine ecology, and wave conditions will be improved. The waterfront areas are primarily landscaped open space, with no obstructions to harbour views.
Extent of sustainable use of natural resources		
Better utilisation of existing infrastructure		
Facilitate air circulation		
Improve air quality		
Improve odour condition		
Improve noise condition		
Improve water quality		
Improve marine ecology		
Improve wave conditions		
Enhance openness		
Enhance greenery		
Overall Compliance with Environmental Indicators		Good

The Concept Plan		
SP7 Enhance Visual Amenity, Landscape and Quality of Space		
SOI Social Indicators		
Open space suitable for all ages, social groups and disability conditions		The Trunk Road in tunnel creates an accessible open space environment. New reclamation areas provide waterfront open space separate from existing roads. The Concept Plan proposes a continuous promenade with new and improved pedestrian connections between the hinterland and the waterfront providing unrestricted public access. The open space waterfront will be accessible by all, and a continuous promenade is provided. The incorporation of a range of harbour-front enhancement treatments and themes, including arts and culture, leisure, water sports activities, and heritage preservation, ensures a diversity of activities providing something for everyone. The mix of open space, with low rise waterfront facilities and activity nodes along the harbour-front, separated from major roads, will ensure a safe and secure environment.
Provision of a secure and safe environment		
Overall Compliance with Social Indicators		Good
ECI Economic Indicators		
Provision of opportunities for smaller business with compatible character		The Concept Plan proposes a range of food and beverage outlets, kiosks and waterfront related retail facilities along the HKCEC, Wan Cha and North Point waterfronts. These all provide small business opportunities that are compatible with the harbour-front enhancement proposals.
Overall Compliance with Economic Indicators		Good
EVI Environmental Indicators		
Flexible and sustainable use of space		The Trunk Road in tunnel facilitates access to and along the waterfront, and allows the creation of new open spaces. The Concept Plan takes this opportunity and proposes a largely open space landscaped environment with a range of activity nodes providing diversity. The open space environment, with minimal (low rise) waterfront facilities, allows flexibility in landscape design and the open space use, which can readily adapt to future changing needs or aspirations. There are no major building developments that will compromise the openness of the waterfront areas. Landscape treatments will include tree planting wherever appropriate that will provide shade for users. Pedestrian and vehicular traffic is separated. Hard landscape treatments will include vertical elements such as water towers and observation decks, and light and laser shows will also make use of the open space above the waterfront parks.
Provision of facilities to cater for a diversity of user groups		
Enhance openness		
Provision of landscaped areas with trees		
Segregation of pedestrian and vehicular traffic		
Sensitive building height profile along the waterfront		
Creative use of 3-dimensional space		
Overall Compliance with Environmental Indicators		Good

Evaluation against Sustainability Principles

Scale for evaluation: Performs well, Performs reasonably well, Performs Poorly

	SP1			SP2			SP3			SP4			SP5			SP6			SP7			Overall
	SOI	ECI	EVI	SOI	ECI	EVI	SOI	ECI	EVI	SOI	ECI	EVI	SOI	ECI	EVI	SOI	ECI	EVI	SOI	ECI	EVI	
The Concept Plan																						
Compliance with Indicators	Good	Good	Good	Good	Good	Good	Good	Acceptable	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	
Compliance with Sustainability Principles	Performs well against SP1			Performs well against SP2			Performs reasonably well against SP3			Performs well against SP4			Performs well against SP5			Performs well against SP6			Performs well against SP7			Overall performance against sustainability principles and indicators is good