

**TASK GROUP ON URBAN DESIGN STUDY
FOR THE NEW CENTRAL HARBOURFRONT OF THE
HARBOUR-FRONT ENHANCEMENT COMMITTEE**

SUMMARY REPORT

July 2009

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1. INTRODUCTION

Appointment of Task Group

- 1.1 As requested by the Town Planning Board (TPB), the Urban Design Study (UDS) for the New Central Harbourfront was undertaken by the Planning Department (PlanD) and it commenced in late March 2007. As it was previously agreed by the Harbour-front Enhancement Committee (HEC) in July 2006 that the then Sub-Committee on Harbour Plan Review (the HPR Sub-com) should provide comments on this Study to PlanD, the HPR Sub-com of HEC was briefed on the commencement and scope of the UDS, the public engagement strategy and programme as well as the launch of the Stage 1 Public Engagement (Stage 1 PE) for the UDS at its meetings on 18 April 2007 and 10 May 2007 respectively.
- 1.2 The current term of HEC commenced on 1 September 2007 for two years. On 17 October 2007, HEC agreed to set up a dedicated task group, i.e. the Task Group on UDS for the New Central Harbourfront (the Task Group), to assist HEC in providing input to the Study in relation to the public engagement programme, and the design concepts and proposals put forward by the study consultants and the Government.

Terms of Reference

- 1.3 The terms of reference of the Task Group are as follows:

To assist HEC in providing input to the Study, specifically, the Task Group will –

- (a) advise the Government on the public engagement strategy and activities to be organized for the Study;
- (b) provide comments on the Study and formulate views on the

design and development of the new Central harbourfront based on, inter alia, the findings of the Study and HEC's Harbour Planning Principles and Harbour Planning Guidelines; and

- (c) report to HEC on the input of the Task Group to the Study on a regular basis.

Membership

- 1.4 The Task Group consists of 19 (14 non-official and 5 official) members and its membership is listed in **Annex 1**.

Meetings

- 1.5 The Task Group held six formal meetings and four working/informal meetings as listed below:

(A) Formal Meetings:

No.	Date	Main Discussion Topics
1.	6 December 2007	<ul style="list-style-type: none"> - Membership, Terms of Reference and Tentative Meeting Schedule of the Task Group (Paper No. 1/2007) - Study Progress and Work Plan for the Stage 2 Public Engagement (Stage 2 PE) (Paper No. 2/2007)
2.	31 January 2008	<ul style="list-style-type: none"> - Report on the Findings of the Stage 1 PE (Paper No. 1/2008) - Design Responses to Public Views Collected in the Stage 1 PE (Paper No. 2/2008) <p><i>(The ideas and concepts of the Entries of "International Planning and Urban Design Competition on the Central Waterfront of Hong Kong" organized by Designing Hong Kong (DHK) were also discussed in the paper)</i></p>

3.	23 April 2008	- Urban Design Study for the New Central Harbourfront – Stage 2 PE (Paper No. 3/2008)
4.	10 December 2008	- Report on the Findings of the Stage 2 PE (Paper No. 4/2008)
5.	4 May 2009	- Review of Outstanding Issues Raised at the Consolidation Forum (CF) (Paper No. 1/2009)
6.	18 June 2009	- Draft Summary Report of TGUDS

The papers and minutes of the above Formal Meetings have been uploaded to the HEC website for public viewing (<http://www.harbourfront.org.hk/hec/eng/uds/meetings.html>).

(B) Working/Informal Meetings:

No.	Date	Main Discussion Topics
1.	26 March 2008	- Work Plan of the Stage 2 PE
2.	31 March 2008	- Arrangement of Focus Group Workshop (FGW) and Community Engagement Forum (CEF) - Public Opinion Collection Exercise - Major Study Proposals for the Stage 2 PE
3.	8 January 2009	- Report on the Written Submissions Received in the Stage 2 PE and initial design responses
4.	12 February 2009	- Programme Outline and Work Plan for the CF - Five Major Critical Issues for the CF

Purpose and Outline of This Report

1.6 The purpose of this report is to give an account of the work the Task Group has done and the key issues discussed over the past two years. Section 2 gives a brief account of the public engagement activities the

Task Group has advised on and been involved in and the Task Group's deliberation on the findings of the public engagement activities. Section 3 summarizes the overall views of the Task Group and its members on the design concepts and the latest responses put forward by the Study Team. Section 4 concludes with the Task Group's recommendations.

2. MAJOR EVENTS

Background of the Study

- 2.1 In late March 2007, PlanD commissioned the Study at the request of the TPB, which aimed to refine the existing urban design framework and to prepare planning/design briefs for the key sites in the new Central harbourfront. The Study also examined the locations and design concepts for reassembling Queen's Pier (QP) and reconstructing the old Star Ferry Clock Tower (SFCT). The study area covers the new Central harbourfront stretching from Central Pier No. 1 to the area west of the Hong Kong Convention and Exhibition Centre (HKCEC) comprising eight key sites (**Figure 1**). Two consultants, Aedas Ltd. and CityU Professional Services Ltd. (CPS), were commissioned to undertake the Study and the Public Engagement Strategy and Programme respectively. For Stage 2 PE, Public Policy Research Institute (PPRI) of the Hong Kong Polytechnic University (PolyU) was commissioned to conduct the Public Opinion Collection Exercise for the public engagement.
- 2.2 As an integral part of the Study, PlanD has conducted a two-stage public engagement programme with details elaborated in the following paragraphs.

Stage 1 Public Engagement

- 2.3 The Stage 1 PE was carried out from 3 May to 30 June 2007 but later extended to 30 September 2007 before the Task Group was set up. Public views were sought on the urban design objectives, urban design issues and sustainable design assessment framework for the new Central harbourfront, key urban design considerations for the key sites, and the possible locations and design ideas for reassembling QP and reconstructing the old SFCT. Details of the findings of the Stage 1 PE are contained in the "Stage 1 Public Engagement Full Report" compiled by CPS, which is available at the Study website

http://www.pland.gov.hk/p_study/prog_s/UDS/eng_v1/stage1_full_rpt_eng.htm).

- 2.4 At the meeting of the Task Group on 31 January 2008, Members were briefed on the findings of the Stage 1 PE (Paper No. 1/2008) and a draft full report on the findings of the Stage 1 PE was tabled at the meeting. Members raised no particular questions on the findings of the Stage 1 PE at the meeting.

Stage 2 Public Engagement

Programme

- 2.5 During the Stage 1 PE, the public expressed clear aspirations for a vibrant harbourfront, lower development intensity in harmony with the harbourfront setting, good pedestrian connectivity, a lot of green and quality open space, sustainable design, and a respect of heritage. Based on the public inputs received, the study consultant has refined the urban design framework, and developed different design concepts for the key sites, including the alternative locations for re-assembling QP and reconstructing the old SFCT, for incorporation into the two alternative illustrative Master Layout Plans (MLPs). Before the launch of the Stage 2 PE on 11 April 2008, the Task Group had discussed the study progress and the proposed work plan of the Stage 2 PE at its meetings on 6 December 2007, 26 March 2008 and 31 March 2008 respectively. In particular, during the latter two working meetings, the non-official members had provided constructive inputs on the format of the public engagement activities, the study proposals for key sites, the questionnaire design of the comment card and interview questions, etc., which were incorporated in the final version of the comment card and interview questionnaire where appropriate. On 23 April 2008, the Task Group was briefed on the refined urban design framework and different design concepts for the key sites and the launch of the Stage 2 PE.
- 2.6 The Stage 2 PE lasted for three months till end-July 2008. The Stage 2 PE was publicized through Announcement of Public Interest (API), posters and MTR information panel. Views and suggestions from the wider public were collected through a great variety of public engagement activities organized by the PlanD as follows:
- (a) a consultation digest detailing the design proposals was produced and distributed to the public through various channels;

- (b) a video was produced to help explain the design proposals to the public;
- (c) the Study website was used to disseminate information on the Study and details of the public engagement proposals. The public could download the comment cards from the Study website and return their comments;
- (d) two public exhibitions were held (with 13,700 visitors) at the Hong Kong Heritage Discovery Centre and the Queensway Government Offices from 12 April 2008 to 25 May 2008 and from 27 May 2008 to 10 July 2008 respectively;
- (e) seven roving exhibitions were held (with 11,340 visitors) in various parts of Hong Kong during the period from 15 April 2008 to 10 July 2008 to complement the public exhibitions and the suggested locations by the Task Group had been taken into account;
- (f) a FGW (attended by 49 participants from relevant professional groups and academic institutions) and a CEF (attended by 142 participants from the general public), both chaired by Ir. Dr. Greg Wong, the Vice-chairman of the TPB and Chairman of the Task Group, were held on 26 April 2008 and 24 May 2008 respectively, for public discussions on the study proposals. Five HEC/Task Group Members (Mr. Kim Chan, Mr. Vincent Ng, Mr. Samuel Mok, Mr. Nicholas Brooke and Dr. Alvin Kwok), some TPB members and others helped in serving as the Facilitators at the FGW and CEF respectively;
- (g) to take forward the suggestion of the Task Group, invitations were sent to all secondary schools for visits to the public exhibitions. Guided tours were provided to 7 schools and 2 interested organizations;
- (h) PPRI of Poly U, an independent public opinion collection consultant, was commissioned to collect public views in a systematic and representative manner :

- 1,872 comment cards were collected
 - 365 valid face-to-face interviews were completed at the public exhibition venues
 - 2,471 successful telephone interviews were conducted; and
- (i) invitation of written comments (64 submissions were received).
- 2.7 Separate briefings/consultation sessions were conducted by PlanD. These included all 18 District Councils (DCs), 7 relevant public and advisory bodies (including Legislative Council (LegCo) Home Affairs Panel, LegCo Development Panel, TPB, HEC, HEC Task Group, Land and Building Advisory Committee, Antiquities Advisory Board, and 3 interested professional groups and organizations (including Hong Kong Institute of Planners (HKIP), Hong Kong Institute of Architects (HKIA), and Hong Kong General Chamber of Commerce).
- 2.8 The public comments and suggestions received during the Stage 2 PE and a few late proposals received after the end of Stage 2 PE were duly considered by the Study Team in revising the design concepts for the key sites and other study recommendations.

Summary of Public Views Collected

- 2.9 Through an independent analysis by PPRI, the summary of the public views including the written submissions collected in the Stage 2 PE is included in Section 3 of the “Report on the Findings of Stage 2 Public Engagement and Initial Design Responses” (**Annex 2**). The Report and the 64 written submissions are available at the Study website (http://www.pland.gov.hk/p_study/prog_s/UDS/eng_v1/images_eng/pdf_paper/f_report_e.pdf) for public viewing. The key findings of PPRI are summarized as follows :
- (a) there was an overwhelming support for the overall design vision of creating a vibrant, green and accessible new Central harbourfront, and the reduced development intensity proposed in the refined urban design framework was generally appreciated;
- (b) there was general support for adopting a sustainable and balanced

approach in designing the new Central harbourfront;

- (c) majority of the respondents agreed that the refined urban design framework had generally satisfied the sustainable design principles;

Design Concepts for key sites

- (d) Sites 1 and 2 – Concept A (Hotel and Office) was generally preferred to Concept B (Office and Office) mainly on the ground that it would bring more vibrancy to the waterfront. For those ‘negative views’, particularly in the written submissions, the concerns were about the need for commercial uses at the waterfront sites and the massing and form (especially for Site 1) of the proposed buildings. There were suggestions for deleting the hotel and office uses, spreading the Gross Floor Area (GFA) to other sites (e.g. Sites 3 and 5), and deleting the bus terminus at Site 2;
- (e) Site 3 – The proposed design concepts and reduction in development intensity were supported with more preference for Concept B (Larger Landscaped Deck) as compared to Concept A (Reduced Landscape Deck). The breaking up of the sites into smaller parcels, the provision of multi-level links for pedestrian choice, the provision of landscaped decks and open spaces, and the provision of retail facilities at the site were generally supported;
- (f) Site 4 – The design concepts received general support. Most of the responses in the comment cards, face-to-face interviews and CEF were in favour of Concept A (More Separate Blocks with SFCT) but the FGW preferred Concept B (Fewer Separate Blocks without SFCT). The small and separate blocks with open vista in the design concepts were generally supported;
- (g) Sites 5 and 6 – The design concepts and the proposed arts and cultural facilities were generally supported by the public. There were however concerns on the possible duplication of such facilities with those in West Kowloon Cultural District, and the need for improving the pedestrian connectivity in the area;

- (h) Site 7 – The proposed design concepts were generally supported. While the Concept B (‘Urban Green’) concept had gained greater support in the comment cards, face-to-face interviews and telephone polls, Concept A (‘Urban Park’) was favoured by FGW and CEF. There were requests for enhancing the vibrancy by adding more nodal attractions;
- (i) Site 8 and Reassembly of the QP – Majority of the responses in the comment cards, face-to-face interviews and CEF were in favour of Concept A (QP by the Harbour). 16 out of the 18 DCs consulted had passed motions in support of Concept A. The views of FGW were diverse. For the telephone polls, there was quite an even distribution among those who preferred Concept A, or Concept B, or with no preference. Concept B (QP at the original location) was, however, supported by some professional bodies, heritage concern groups and the harbour concern groups; and
- (j) Reconstruction of old SFCT – There was no obvious preference of views between Concept A (Clock Tower at Site 4) and Concept B (Clock Tower close to Original Location). More responses in the comment cards and CEF liked Concept A, while more responses in the face-to-face interviews, telephone polls, and FGW liked Concept B. The views in the written comments also showed quite an even distribution of preference, but heritage and harbour concern groups asked for the old SFCT to be placed in the original location.

Study Team’s Initial Responses

2.10 In response to the key issues and alternative suggestions raised in the public comments, the Study Team had put forth initial design responses, which are contained in Section 4 of the “Report on the Findings of the Stage 2 Public Engagement and Initial Design Responses” (**Annex 2**). The key points are summarized as follows :

- (a) Sites 1 and 2 – The appropriate development intensity, building massing, design and dispositions would further be examined,

connectivity of the sites to the adjacent areas would be improved, and the design of all Central Piers would be better integrated. The at-grade public transport interchange (PTI) at Site 2 would be relocated to other locations;

- (b) Site 3 – The larger landscaped deck under Concept B would be refined with a more simplified form and further enhancement of pedestrian connections and visual permeability of the deck;
- (c) Site 4 – If the old SFCT is to be reconstructed at Site 4, the axial relationship of old SFCT, City Hall and Reassembled QP would be maintained. For the “Inner Harbour” proposal, the protection layer of CWB tunnel would be exposed completely during low-tide and there would be water quality problems and choppy effect due to the wave-wash effect generated by vessels in the vicinity;
- (d) Site 5 and 6 – The proposed arts and cultural facilities in Site 5, the leisure and entertainment facilities in Site 6 and an open piazza in the district open space would complement the adjacent Hong Kong Academy for Performing Arts (HKAPA) and Hong Kong Arts Centre (HKAC). Site 6 would be designed with a maritime theme with small-scale commercial uses to add vibrancy. Pedestrian connectivity would be further enhanced;
- (e) Site 7 – More attraction nodes would be added to enhance vibrancy. The provision of a cycle track or other environmental friendly transport mode would be explored to enhance the connectivity; and
- (f) Site 8 – Taking into account the public views, refinement would be made to the design concept for reassembling QP at the waterfront and memorial elements would be added at the original location. It should be noted that reassembly of QP at its original location would be in the way of Road P2 and the Airport Railway Extended Overrun Tunnel (AREOT). About 700m of the road would be affected and the cost for the abortive works involved would be in the order of \$30M. It would also result in a substantial amount of construction waste. The timing of

reassembling QP at the original location would be delayed by one year as compared to the option of reassembling QP by the harbour.

Task Group's Feedback on Stage 2 Public Engagement

- 2.11 At its meeting on 10 December 2008, the Task Group was briefed on the findings of the Stage 2 PE (TGUDS Paper No. 4/2008) and the Study Team's initial design responses. The concerns and questions raised by Members were summarised below:

Qualitative Data

- (a) Some Members raised concerns over the data interpretation and the methodology adopted in the qualitative analysis.

Robustness of the Public Opinion Collection Exercise

- (b) Some Members raised concerns on the relative significance of the different sources of data collected and activities employed in the public opinion collection exercise. Some suggested assigning weighting, while some disagreed and considered that substantive comments were more important.

Key Sites

- (c) A Member said that there were different response patterns for different sources of data for Sites 1 and 2, whereas the overwhelming positive response for Sites 5 and 6 was because the public was not given a choice. On the reassembly of QP, as the general public were more familiar with the subject, they could respond in the telephone survey in a more well-informed manner.

- 2.12 PPRI explained in the meeting that the analysis of the qualitative data was based on a sound and well-established methodology. All the qualitative data were transcribed and coded by research staff in a double-blind manner to ensure objectivity. A computer software, NUDIST, was applied to collate and analyze the data. PPRI also said that the public opinion collection exercise was designed to tap the opinions of different groups. Public opinions from different sources were analysed and entered into the database without giving any weighting. The methodology which was based on grounded theory

was a well-established approach in social research.

- 2.13 While some Members had concerns on the data interpretation, after discussion, the Task Group agreed to have an informal meeting to discuss some of the key issues raised in the written submissions and suggestions received, as well as the Government's responses. The gist of the 64 submissions and the Study Team's initial design responses were contained in the discussion paper presented to the Task Group working meeting on 8 January 2009. In addition, the Task Group considered that a forum should be organized to invite those who had made submissions to further elaborate on their proposals in a public forum, and together with other presenters, the community could come together and consolidate public views on the design concepts and proposals pertaining to the Stage 2 PE. Through this participatory public engagement exercise, it was aimed to bridge the understanding of the critical issues which would facilitate the finalization of the design concepts and proposals for the new Central harbourfront. Letters were sent to those who had submitted their written submissions during the Stage 2 PE to invite them to give presentations on their alternative design proposals in the forum; similar invitations were also sent to the relevant public and advisory bodies, professional and academic institutions, concerned groups and organizations, and the public who had participated in the Stage 1 PE and Stage 2 PE to invite them to attend the forum. Letters were also sent to those who had submitted their written submissions during the Stage 2 PE to invite them to give presentations on their alternative design proposals in the forum.

Consolidation Forum

- 2.14 To prepare for the logistics arrangements and the major issues to be discussed in the Consolidation Forum (CF), the Task Group held two informal meetings on 8 January 2009 and 12 February 2009 respectively.
- 2.15 The CF was organized by the Task Group on 28 February 2009 at Auditorium, 5/F, North Point Government Offices. The main objectives of the CF were as follows :
- (a) to report the public views gathered from different channels during

the Stage 2 PE;

- (b) to provide a platform for the public to present their alternative design proposals, and the Study Team and concerned departments to respond; and
- (c) to conduct a more in-depth and structured public discussion on the major issues under the Study and assist HEC to comment on the design responses prior to the finalization of the design concepts and proposals.

2.16 The CF was chaired by Ir. Dr. Greg Wong, the Chairman of the Task Group, and Professor Lee Chack-fan, the Chairman of HEC, in the morning and afternoon respectively. It was attended by members of HEC, TPB, Central and Western DC, Wan Chai DC and Kowloon City DC, professional and academic institutes including HKIP, HKIA, Hong Kong Institution of Engineers (HKIE), Hong Kong Institute of Surveyors, the Chinese University of Hong Kong, the Hong Kong University of Science and Technology, City University of Hong Kong and Chu Hai College etc, and concerned groups and organizations including Harbour Business Forum, Local Action, Society for Protection of the Harbour (SPH), DHK, Hong Kong Urban Design Alliance (HKUDA), Hong Kong Cycling Alliance, Hong Kong Maritime Museum, HKAPA, HKAC, Mass Transit Railway Corporation, Hong Kong & Kowloon Ferry Ltd., Kowloon Motor Bus Co. Ltd., City Bus Ltd., individual members of the public, etc.

2.17 A paper on “Report on the Findings of Stage 2 Public Engagement and Initial Design Responses” (**Annex 2**) were distributed to the participants and uploaded to the Study website.

2.18 In the morning public presentation session, a total of 16 individuals/organizations who had submitted written comments/alternative design proposals gave a brief presentation on their own proposals, followed by discussion open to the floor. Five major critical issues, which were drawn up as the basis of the discussion in the morning session, were used as the basis for more structured discussion in the afternoon session. The five major critical issues are listed as follows :

Topic 1: Central Ferry Piers Corridor (including Sites 1 & 2, Central Piers No. 1-6)

- Transfer all or most GFA from Sites 1 and 2 to Site 5 or elsewhere to reduce building height and bulk
- Removal of PTI from Site 2 with the replacement by drop-offs and bus stops
- Additional commercial development above the ferry piers
- Improve connectivity of ferry piers

Topic 2: Statue Square Corridor (including Site 3, Central Piers No. 7 & 8)

- Reconfiguration and street level orientation of the Statue Square Corridor developments
- Breaking up development at Site 3 for land disposal to ensure diverse ownership
- Re-alignment and pedestrianization of Roads P1 and D6
- Re-construction of old SFCT at/close to its original location

Topic 3: Central Waterfront Promenade (including Sites 4 & 7, Central Piers No. 9 to 10, People's Liberation Army (PLA) Berth)

- Reinstatement of Edinburgh Place including re-assembly of QP
- Redistribution of GFA to Site 4 and waterfront open space and reconfiguration into multiple clusters with an “inner harbour”
- Hybrid of Urban Park and Urban Green concepts with waterfront seating and alfresco dining areas
- Relocation of Golden Bauhinia Statue to the front of Central Government Complex at Tamar
- Relocation of PLA Berth to elsewhere or PLA berth as a protruding pier

Topic 4: Cultural Corridor (including Site 5 & 6 and Areas in front of CITIC Tower, HKAPA and HKCEC)

- Deck and developments over roads/infrastructures

- Maritime Museum and cultural uses at the northern part of HKAPA
- Extension of HKAC and HKAPA
- Commercial/hotel use for Site 5

Topic 5: Transport and Other Issues

- Narrowing the width of Road P2
- Introduction of cycle tracks and environmental-friendly transport modes
- Comprehensive review of OZP
- Reviewing the findings of Stage 2 Public Engagement

2.19 A technical panel led by PlanD comprising representatives of the concerned technical departments including Civil Engineering and Development Department (CEDD), Marine Department, Transport Department (TD), Highways Department and Leisure and Cultural Services Department as well as the study consultants was present in the afternoon session to respond to the comments and queries raised from the participants. A Report on the CF prepared by the CPS is at **Annex 3**.

2.20 The Technical Panel agreed to undertake further review of the following issues raised at the CF:

- Technical Feasibility of the “Lagoon” Proposal
- Old SFCT at Original Location
- Comprehensive Review on Public Transport Facilities
- Additional Decks over Roads

A paper on the findings of the review on the above issues was discussed by the Task Group at its meeting on 4 May 2009.

2.21 At the Task Group meeting on 4 May 2009, the Study Team was requested to provide further information on the following issues:

- “Lagoon” Proposal: the possibility of forming a larger water body by realigning Road P2 further northwards
- “Inner Harbour” Proposal: clarification on water depth and the

possibility of alternative design of seawall

- Public Transport Facilities: more detailed information on traffic demand in relation to the proposed roads in new Central harbourfront
- Additional Decks over Roads: provision of a vibrant elevated walkway system to link up the development sites south of Road P2 with Site 6 and to advise how the lack of uses and density in the area could be resolved.

A note which set out the Study Team's further responses to each of the above issues was submitted and discussed at the Task Group meeting held on 18 June 2009.

3. VIEWS OF NON-OFFICIAL TASK GROUP MEMBERS ON MAJOR ISSUES AND THE STUDY TEAM'S DESIGN RESPONSES

Views of Non-Official Task Group Members

3.1 The Task Group has been actively involved in the public engagement exercise. The views of individual Task Group Non-Official Members (the Members) and/or the organizations they represented on the major issues as previously expressed in the Task Group meetings, the CF and the written submissions are summarized below.

Central Ferry Piers Corridor (including Sites 1 and 2, Central Piers No. 1 to 6)

Use and Development Intensity of Sites 1 & 2

- Some of the Members considered that the scale of the proposed developments in Sites 1 and 2 were still excessive. High-rise developments at the new Central harbourfront should be avoided. The proposed GFA for these sites could be redistributed to other location, such as Site 5.
- CA : the proposals failed to meet the public aspiration for strengthening the visual connection to the waterfront. The proposed design would break the east-west connection and destroy several visual corridors from west, east or IFCII.
- SPH : In principle, all reclaimed land should be dedicated for public use, and no land should be put up for sale. SPH objected to two tower blocks at Sites 1 and 2, which would attract new users and traffic to the harbourfront. The proposed high-rise developments would violate the Harbour Planning Principles.
- HKIE : No strong preference for either design options for Sites 1 and 2, provided that a well-balanced design could be achieved when the final designs of all Sites were considered together in an overall context. No objection to transfer the GFA from Sites 1 and 2 to Site 5, provided that the overall GFA remained unchanged.
- HKIA : Developments on Sites 1 and 2 would hinder the east-west connection visually and physically. The hotel and office towers at Sites 1 & 2 should be relocated elsewhere.

- HKIP : Proposed hotel use at Site 1 was supported but the scale of development and building height were still too high and should be further reviewed. The Government should consider adopting a linked-site approach to transfer some GFA from Sites 1 and 2 to Site 5 or other sites.
- Mr. Samuel Mok : the developers of IFC objected to the Sites 1 & 2 proposals and shifted the subject to a ‘public interest’ issue of more open space provision and harbour view protection. If the proposal was finally withdrawn, it would sacrifice the public revenue gained from the disposal of these sites to protect the interest of certain private developers.

Removal of PTI from Site 2

- Members generally welcomed the revised proposal on the public transport facilities after comprehensive review by TD, which was to remove the PTI from the new Central harbourfront.
- SPH: recommended the removal of the PTI from the new Central harbourfront and to have bus stops only.

Improve Connectivity of the Piers

- HKIP : north-south connectivity should be further enhanced to bring more people from the inland to the harbourfront.
- SPH: recognized the area as Hong Kong Island’s largest transport infrastructure, and connectivity/ transfer times between different modes of transport would need to be improved.

Statue Square Corridor (including Site 3, Central Piers No. 7 and 8)

Reconfiguration and Street Level Orientation of the Statue Square Corridor Developments

- HKIP : different types of pedestrian linkages should be introduced to facilitate easy access from the CBD to the new waterfront.
- HKIE : Concept B (larger landscaped deck) was preferred as it would provide unimpeded pedestrian movement to the waterfront in the absence of vehicular traffic.
- Mr. Nicholas Brooke : neither Concept A nor B was appropriate. The layout of the buildings in Concept B was preferred but that the very wide, broad deck was over-scaled and would block views from

Central at the at-grade level.

- SPH: the primary pedestrian environment should be at street level, elevated walkways were required as additional facility only to assist commuters between the ferry and their destinations. ‘Dead holes’ – transport entrances and road tunnels – at street level should be avoided as much as possible. The development should be broken up to allow for multiple owners and a diverse, competitive and vibrant environment. Although public facilities could be built by developers, they should as much as possible be on public land and under public management.
- CE@H: at-grade access would serve a better purpose.

Breaking up Development at Site 3 for Land Disposal to Ensure Diverse Ownership

- HKIE: no strong views on the proposal to break up Site 3 into smaller land parcels as long as the public areas and the associated public facilities could be provided and effectively maintained and managed in each phase of the development.
- SPH: breaking up development at Site 3 for land disposal to ensure diverse ownership.
- CE@H: preferred breaking up the sites into smaller land parcels.

Realignment and Pedestrianization of Roads P1 and D6

- SPH: questioned the need of Roads P1 and D6, and suggested to either remove or pedestrianize the roads.

Reconstruction of old SFCT at its Original Location

- Most Members indicated preference for reconstruction of the old SFCT at its original location after CEDD confirmed its technical feasibility of putting additional foundation to support the Clock Tower. Nevertheless, Members considered that the surrounding environment of the SFCT and its visibility from Site 3 should be well planned.
- Mr. Samuel Mok: opined that the reconstruction of SFCT should respect the findings of Stage 2 PE.
- Mr. Nicholas Brooke: the old SFCT should not be reconstructed in isolation but should take into account the surrounding context.
- HKIP: Most HKIP Members considered that the old SFCT should be reconstructed close to its original location. There were also

views that reconstructing a SFCT was meaningless or redundant, and other measures might be taken to commemorate its historic value.

- HKIA : The reconstruction of old SFCT near its original location with a good urban space such as a plaza with axial and visual links to other key elements of future waterfront was important.
- HKIE : No strong views on the re-installed location but the SFCT should be integrated into the design of the harbourfront.
- CE@H : the old SFCT should be reconstructed at its original location.
- SPH: the Star Ferry clock should continue to chime in its original place. The clock tower serves as a memento of the original waterfront (from 1957 to 2008). There was little need for a gallery. The lightweight tower could be considered as a piece of street art and a historic monument.

Central Waterfront Promenade (including Sites 4 & 7, Central Piers No. 9 to 10, PLA Berth)

Reassembly of QP

- HKIE : preferred reassembly of QP by the harbour to serve the purpose of reviving the pier function and the public use for waterfront activities, and to ensure a timely completion of Road P2.
- SPH: recommended conserving the historic Edinburgh Place by reassembling QP at its original location, while letting it continue as a drop off/pick up point for transport along Road P2. Locating QP between Central Piers No. 9 and 10 was considered incompatible as they were of different design.
- CA: recommended reassembly of QP at its original location. It would also sacrifice the berthing spaces between Central Piers No. 9 and 10.
- HKIP, HKIA, Mr. Nicholas Brooke, CE@H : preferred reassembly of QP at its original location in view of its heritage significance.
- Mr. Samuel Mok : the reassembly of QP should respect and make reference to the findings of Stage 2 PE.

Inner Harbour / Lagoon Proposal

- A number of Task Group Members supported the ‘inner harbour’ proposal submitted by HKUDA to complement the option for QP

reassembling at its original location.

- The Task Group examined two possible designs for QP to be reassembled at its original location. Based on the concept of the latest ‘lagoon’ proposal by HKIA in March 2009 and the TD’s alternative proposal for realigning Road P2, Members requested the Study Team to explore the possibility of realigning Road P2 further northwards to cater for a larger lagoon or raising part of Road P2 to allow an extension of the water area to beyond Road P2.
- SPH : supported a water feature as people could walk along, sit along, and dine along. This could be in the shape of the ‘inner harbour’ (HKUDA), ‘lagoon’ or other shape. It could be fully or partially open to the harbour (such as with the use of ‘dolphin bouys’ to prohibit large vessels to enter) or it could be fully enclosed.
- HKIA : supported the ‘inner harbour’ proposal by HKUDA. A reasonably-sized ‘lagoon’ or ‘inner harbour’ should be considered in front of QP.
- CE@H : An inner harbour would introduce more fun to the place, but this did not need to tie up with QP. The Government might consider accommodating this concept along the waterfront to make the coastline more interesting. More attention should be paid to land-water interface.
- HKIE : The lagoon proposal could not achieve the purpose of reviving the pier function as well as the public use of the QP for waterfront activities. Besides, water treatment inside the lagoon was a continuous process in terms of money and energy. The lagoon proposal was not considered as a sustainable option. More importantly, Road P2 alignment would be affected and hence the requirement of re-gazetting would affect the commencement of constructing the urgently required Central-Wanchai Bypass (CWB). It should also be noted that the foundation of the re-assembled QP might affect the alignment of the AREOT position. The AREOT alignment should not be compromised due to safety requirement for operation.
- CA : if large vessels would be prohibited from entering the ‘inner harbour’, the design of the 4.5m rockfill protection layer could be revised.
- HKIP : noted that the exposed structures above the inner harbour might pose a constraint. However, with creative design, the

constraint might become an interesting design feature.

- Mr. Nicholas Brooke : supported water feature in the harbourfront, no matter it was an ‘inner harbour’ or a ‘lagoon’. The Government should have creative thinking and open-minded attitude to cope with public aspiration.

The Promenade and Site 4

- SPH: called for breaking up the open space and developments to create a more vibrant and interactive waterfront environment similar to successful waterfronts around the world with ample options for dining immediately on the waterfront. These requirements were at the heart of most submissions, and cores to many of the submissions received in the international competition organized by DHK.

The PLA Berth

- SPH: continuously warned that the PLA berthing facility needed to be reconsidered – either moved or mitigated to ensure that the waterfront could be aligned with facilities which would promote and enable active uses by the community at all times.

Bauhinia Square

- SPH: to move the Bauhinia Square away from the HKCEC/heliport to a suitable location on the more new and future best section of the waterfront, immediately in front of Tamar.

Arts and Cultural Corridor (including Site 5 & 6 and Areas in front of CITIC Tower, HKAPA and HKCEC)

Additional Decks over Roads/Infrastructures

- Members generally considered that an integrated solution should be explored through the provision of a vibrant elevated walkway system to link up Gloucester Road new developments and connect residents to the harbourfront through the HKAPA and HKCEC extensions.
- SPH: called for extensive decks and developments over the roads which segregated HKAPA, Site 5, Site 6, Grand Hyatt and HKCEC, enabling multiple uses and offering multiple attractions. SPH supported the HKUDA concepts of cultural and leisure facilities

including a large marine museum.

- HKIP : design proposals for the eastern end of the study area were rather loose without much focus. The Government should further study its integration with the Wan Chai north as well as the interaction and relationship with the “Open Space” and “G/IC” zones in the immediate south. More landscape decks should be used instead of standard footbridges.
- HKIA : was concerned about poor connection from the inner Wan Chai to the waterfront. Suggested an integrated proposal to combine the proposed footbridge link and future HKCEC and HKAPA extensions to make the area more vibrant. The Government should also encourage all future owners to open up their facilities to strengthen the art and cultural precinct.
- HKIE : the design of the Arts and Cultural Precinct was generally supported. The comment provided for Site 3 to separate pedestrian movement from vehicular traffic was applicable if the decking area was extended to Site 5.
- CE@H : supported decking over certain parts to increase connectivity between waterfront and inland. Connectivity between waterfront and major development axes of the city was a pertinent design issue in Vancouver and San Francisco, two cities HEC recently visited.
- Mr. Nicholas Brooke : the extensive area west of HKCEC being sterilized by road infrastructures was not acceptable for a quality waterfront and from a land use planning point of view.
- Mr. Patrick Lau : considered that the provision of proposed deck was more than a connectivity issue, it should be addressed from planning and urban design perspectives.

Transport and other issues

Transport

- SPH : recommended provision of a classic tramline within the road or pedestrian reserves, providing a ‘Typical Hong Kong’ tourist attraction and convenient short transfer connectivity between the Central Ferry Piers/IFC/Airport Station, the HKCEC and all waterfront destinations in between. It was considered that an 8-minute interval slow moving tram could safely share space with pedestrians as proven elsewhere. There was no need for connections

with the existing tram network, except for an option to return carriages to existing depots at night. SPH continuously urged to build the underground protection for the North Island Line (NIL) to minimize future disruptions, and to advance the approval of the NIL to reduce vehicular traffic along Road P2 (such as for visitors travelling between Asia World Expo, Airport and HKCEC). Road P2 should be built as a tree-lined boulevard and to be re-aligned to allow for the reassembly of QP at the original location. The impact, bulk and surface land use of all transport should be reviewed, minimized and mitigated, in an effort to create a pleasant urban waterfront experience.

- CA : the proposed transport mode at the new Central harbourfront should be sustainable in nature. Walking and non-motorized traffic (e.g. cycling) should be emphasized.
- HKIA : Road P2 would segregate the inland and waterfront. The road should be reduced in width and shifted northwards.
- HKIE : There was a lack of public transport facilities on the eastern side of the new harbourfront development. Consideration should be given to the use of automatic people movers to connect up the strategic transport nodes with the new harbourfront to secure a faster and more convenient pedestrian traffic system. It was not considered appropriate to have classic tramline for real transport along the Central waterfront as such means of transportation was not efficient and might increase pedestrian/vehicle conflicts.

Other issues

- HKIA : the existing OZP had imposed unnecessary constraints on the design and planning of the new Central harbourfront.
- SPH: asked for an open mind in planning the waterfront, based on community feed-back and submissions, and to amend the OZP accordingly. Although the two design concepts made some changes based on public feedback, the latest consultation which had resulted in significant and detailed feed-back must now be responded to with an open mind.
- Mr. Nicholas Brooke and CE@H : demanded for a complete revamp of OZP, as the OZP had imposed major constraint to the design of the waterfront.
- SPH: there should be the early planning for the marine users, the users and their requirements on the land. This included water taxis,

harbour cruises, and others, including ticketing, marketing, berthing, provisioning, etc.

- 3.2 During the preparation of this report, some Members presented additional views and the comments are included in **Annex 4**.

The Study Team's Design Responses

- 3.3 The Study Team explained that public engagement was an integral part of the study process. Community inputs had been integrated in the study through an open, transparent and collaborative process. Throughout the 2-stage public engagement process, the Study Team had taken into account the views collected from different sectors of the community and Task Group Members in revising the design concepts for the key sites. In particular, in response to community aspirations for lowering development intensity, reducing massing and more open spaces at the new harbourfront, the development intensity of five key sites, namely Sites 1-4 and 6, had been reduced. Various measures including reducing building massing, smaller building footprints, setbacks, more basement levels, minimizing car parking provision, etc. had been proposed for better visual permeability and air ventilation. The design responses made by the Study Team on the key issues are summarized below.

Central Ferry Piers Corridor (including Sites 1 and 2, Central Piers No. 1 to 6)

Use and Development Intensity of Sites 1 & 2

- The Study Team noted the Task Group Members' concerns and was further examining the scenario of lowering the development intensity and redistributing certain amount of GFA of Sites 1 and 2 to other locations.

Removal of PTI from Site 2

- The Study Team noted the Task Group's support of removing the PTI as suggested by TD.

Improve connectivity of the piers

- A comprehensive multi-level (underground, at-grade and elevated)

pedestrian network at Site 3 to connect to Central Piers No. 7 and 8 had been incorporated to facilitate ease of pedestrian access. An additional elevated covered walkway would be provided from IFC Mall to Site 2 and Central Piers No. 4-6. Another comprehensive footbridge network had also been proposed from Central Piers No. 2 to 10.

Statue Square Corridor (including Site 3, Central Piers No. 7 and 8)

Reconfiguration and street level orientation of the Statue Square Corridor developments

- Further refinement of the landscaped deck at Site 3 would be made to enhance the pedestrian connections and the visual permeability of the decks and to simplify/reduce the form of the deck.

Breaking up development at Site 3 for land disposal to ensure diverse ownership

- From a planning perspective, a comprehensive development approach would ensure that a good mix of land uses and public amenities be provided through integrated planning and design and well coordinated management. The implementation aspect would be further examined separately.

Realignment and Pedestrianization of Roads P1 and D6

- TD confirmed that there was a need to construct Roads P1 and D6, which were designed for diverting traffic into the Central harbourfront and providing ingress/egress points for Site 3. Deletion of these two roads would overload the junction of Man Yiu Street/Road P2. TD also confirmed that the need for these two roads was substantiated by traffic assessment.
- At the Task Group meeting on 4 May 2009, TD advised that the main function of Road D6 was to connect Roads P1 with P2.

Reconstruction of old SFCT at its original location

- Members' general preference to reassemble the old SFCT at its original location was noted. The Study Consultant would also examine the surrounding environment in the design if the old SFCT was constructed at its original location at Site 3.

Central Waterfront Promenade (including Sites 4 & 7, Central Piers No. 9 to 10, PLA Berth)

Reassembly of QP

- Whilst the public were generally in favour of reassembling QP by the harbour to revive the public pier function and 16 out of 18 DCs consulted had passed motions in support of re-assembling QP at the harbourfront on one hand, there was a request for QP at its original location by several concern groups/professional institutes for preservation of the heritage on the other hand.
- If QP was reassembled by the harbour, the reassembly work would involve the construction of seawall caissons and ground stabilization works as well as refurbishment of Central Piers No. 9 and 10.
- If QP was reassembled at its original location, it would be in the way of Road P2 to be opened for public use by end 2009 and the proposed AREOT. As a result, Road P2 needed to be realigned. Since the AREOT in this section was directly underneath part of Road P2 and part of the QP, advance works for the AREOT lasting for about 2 years had to be carried out before the reassembly of QP. Allowing time for funding arrangement, detailed design and construction, etc., QP would be reassembled at its original location in mid 2014, i.e. about one year later as compared with the concept of reassembling QP at the waterfront location between Central Piers No. 9 and 10.
- For realigning Road P2, if QP was reassembled at the original location, about 700 metres of the road would be affected. The traffic would also need to be diverted to a new temporary road before the construction of the advance works for AREOT could commence. About 9,000 tonnes of concrete, steel, asphalt and various construction materials would have to be removed and end up in the fill banks and controlled tips. The abortive cost involved would be in the order of \$30M.

Inner Harbour / Lagoon Proposal

- The “inner harbour” and “lagoon” proposals could complement the QP, if reassembled at its original location. The crux of the matter should be the preferred location for the reassembled QP. The public

were generally in favour of reassembling QP by the harbour as stated in para. 2.9(i) above.

- The Study Team considered that both the “inner harbour” and “lagoon” proposals were not practicable or desirable from technical and urban design points of view.
- For the “inner harbour” proposal, the CWB tunnel would be running underneath and approximately midway across the proposed inner harbour. The top level of the roof slab of the CWB tunnel structure was about 0 to –2.0 mPD across the proposed harbour whilst the low-tide water level was about 0.2 mPD. With a minimum of 4.5m rockfill protection layer to the tunnel box structure, this protection layer would be exposed completely during the low tide. The proposed inner harbour was close to the Central Piers to the west and Central Fairway to the north. Since the Central Harbour was fairly busy most of the time, the wave-wash effect generated by vessels navigating in the vicinity would make the water of the inner harbour choppy and not be suitable for marine-based activities.
- For the “lagoon” proposal, while no major insurmountable technical problem was envisaged, the proposal was not favoured from an urban design point of view. Road P2 would have to be realigned to cater for the lagoon proposal. In doing so, it would diagonally bisect part of Sites 3 and 4. The proposed north-south pedestrian link extending from the core of CBD to the new Star Ferry Pier would be compromised. The reassembled QP would be in the eastern end of the lagoon close to Road P2. The depth of the lagoon would be constrained by the shallow water depth due to various underground infrastructure including AREOT, culvert and the formation level of the promenade, and the size of the lagoon by the realigned Road P2. There would be no contact of the lagoon with the harbourfront.

The Promenade and Site 4

- Taking into consideration the public views for creating more intimate open courtyard spaces at the harbourfront and a better streetscape and leisurely walking experience, the proposed building form, building disposition and massing of development for Site 4 would be revised.

The PLA Berth

- To address the public concern that the PLA berth might sterilize the use of the waterfront promenade, the PLA berth would be open for public use as part of the waterfront promenade when it was not in use by PLA. Redistribution of the ancillary buildings and folding gates around the berth were proposed to avoid obstruction of the harbour view.

Arts and Cultural Corridor (including Site 5 & 6 and Areas in front of CITIC Tower, HKAPA and HKCEC)

Additional Decks over Roads/Infrastructures

- The Study Consultant considered that it was technically feasible to provide an integrated elevated walkway system to link up Gloucester Road new developments and connect the future HKAPA and HKCEC extensions, open space and other developments to the harbourfront and to allow appropriate activities to enrich the pedestrian experience and to enhance vibrancy. The integrated solution proposal would be further examined and the design for the area would be refined.

Transport and other issues

- In response to the public suggestion, a cycle track would be provided within the waterfront promenade.
- Road P2 would be designed as a tree-lined boulevard with wide-canopy trees to create a landscaped corridor with shaded pedestrian walkway to complement the open space setting. The Road P2 design would be further refined by CEDD taking into account the above concept.
- The Study Team noted the public requests for a comprehensive review of the OZPs. It was however considered that the current design concepts and development proposals could be catered for within the planning framework of the existing OZPs. Therefore, there was no need to amend the OZPs. Nevertheless, the matter would be kept in view to ensure that the development proposals as stipulated in the OZPs could cater for the latest planning circumstances.

4. TASK GROUP'S RECOMMENDATIONS

4.1 The Task Group's recommendations are as follows :

(a) Use and Development Intensity of Sites 1 & 2

The scale of the proposed developments at Sites 1 and 2 was excessive. Task Group recommended that high-rise developments at the new Central harbourfront should be avoided; the proposed GFA for these sites could be redistributed to other locations, such as Site 5.

(b) Removal of PTI from Site 2

Task Group Members generally welcomed the revised proposal on the public transport facilities after the comprehensive review conducted by TD, which was to remove the PTI at Site 2 and to replace it by bus laybys.

(c) Reconstruction of old Star Ferry Clock Tower (SFCT)

Most Task Group Members indicated preference for reconstruction of the old SFCT at its original location after CEDD confirmed its technical feasibility of putting additional foundation to support the Clock Tower. Members considered that the surrounding environment of the Clock Tower and its visibility should be well planned.

(d) Reassembly of Queen's Pier (QP)

Majority of the Task Group Non-Official Members preferred the reassembly of QP at its original location with a large lagoon in front of it with some land around for a variety of activities, while other Members including the Official Members preferred reassembly of QP by the harbour.

(e) Additional Decks over Roads/Infrastructures

Task Group Members generally welcomed the integrated pedestrian walkway system proposed to improve the connectivity between the

waterfront and the hinterland through the area around the HKAPA extension and the Hong Kong Visual Arts Education Centre. Members considered that other than facilitating circulation, the walkways should be designed to allow appropriate activities to enrich the pedestrian experience and enhance vibrancy.

(f) Amendments of OZPs

Task Group Members generally considered that the OZPs could be amended to cater for the new design concepts arising from the Study to create a vibrant, green, accessible waterfront.

(g) Other recommendations

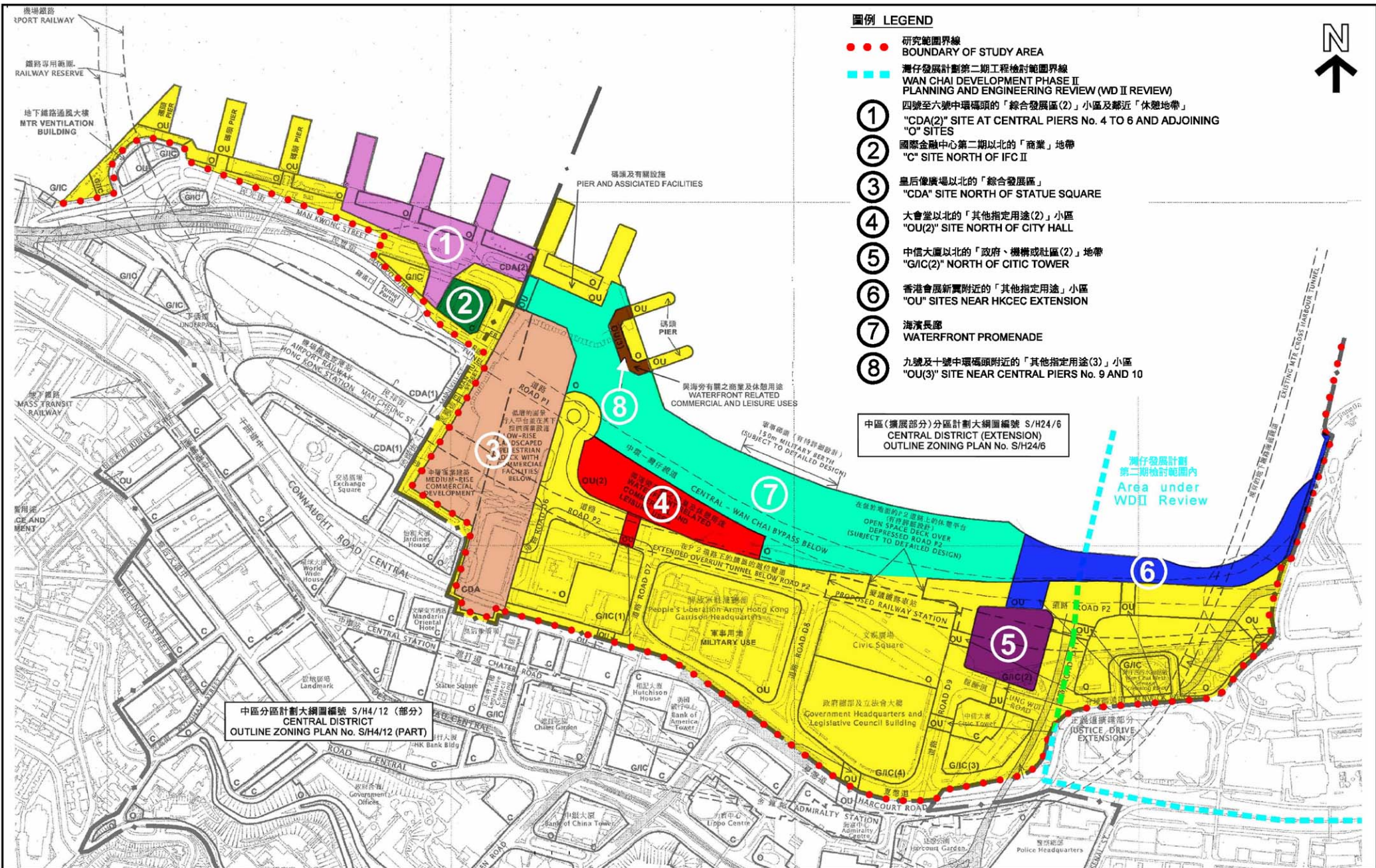
Some Task Group Members suggested breaking up the developments and public spaces to create a more human-scale waterfront environment; reducing and mitigating the presence of the PLA berth; and provide a continuous cycle track along the waterfront.

4.2 The Task Group has mapped out its recommendations as set out above for consideration by the Government in finalizing the urban design proposals for the new Central harbourfront. The Task Group also recommends that the HEC should monitor progress of and continuously be engaged on the design and development of the new Central harbourfront. Concerned Government departments should report progress and consult HEC on specific issues that may arise during the detailed design and implementation stage.

LIST OF ABBREVIATIONS & ACRONYMS

API	Announcement of Public Interest
AREOT	Airport Railway Extended Overrun Tunnel
BEC	Business Environment Council
C&W DC	Central and Western District Council
CA	Conservancy Association
CBD	Central Business District
CE@H	Citizen Envisioning @ Harbour
CEDD	Civil Engineering and Development Department
CEF	Community Engagement Forum
CF	Consolidation Forum
CPS	CityU Professional Services Ltd.
CUHK	The Chinese University of Hong Kong
CWB	Central-Wan Chai Bypass
DC	District Council
DEVB	Development Bureau
DHK	Designing Hong Kong
FGW	Focus Group Workshop
GFA	Gross floor area
HEC	Harbour-front Enhancement Committee
HKAPA	The Hong Kong Academy for Performing Arts
HKCEC	Hong Kong Convention and Exhibition Centre
HKIA	Hong Kong Institute of Architects
HKIE	The Hong Kong Institution of Engineers
HKIP	Hong Kong Institute of Planners
HKIS	Hong Kong Institute of Surveyors
HKUDA	The Hong Kong Urban Design Alliance
HKUST	Hong Kong University of Science and Technology
HPR Sub-com	Sub-Committee on Harbour Plan Review
HyD	Highways Department
LandsD	Lands Department
LBAC	Land and Building Advisory Committee
LCSD	Leisure and Cultural Services Department
LegCo	Legislative Council
MD	Marine Department
MLPs	Master Layout Plans

OZP	Outline Zoning Plan
PLA	People's Liberation Army
PlanD	Planning Department
PolyU	Hong Kong Polytechnic University
PPRI	Public Policy Research Institute
PSC	Planning Sub-committee
PTI	Public transport interchange
QP	Queen's Pier
SFCT	Star Ferry Clock Tower
SPH	Society for Protection of the Harbour Ltd
Stage 1 PE	Stage 1 Public Engagement
Stage 2 PE	Stage 2 Public Engagement
Task Group	Task Group on UDS for the New Central Harbourfront
TD	Transport Department
THB	Transport and Housing Bureau
TPB	Town Planning Board
UDS	Urban Design Study for the New Central Harbourfront
VCF	View Collection Forms



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PLANNING DEPARTMENT

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Figure

1

Membership of the Task Group on Urban Design Study for the New Central Harbourfront

Chairman: Ir Dr Greg WONG (Hong Kong Institution of Engineers)		
Members:		
Non-official Members	Represented by	Alternate
Business Environment Council	Dr Andrew THOMSON	Mr Roger NISSIM
Chartered Institute of Logistics & Transport in Hong Kong	Prof S C WONG	Prof LO Hong-kam
Citizen Envisioning @ Harbour	Dr NG Mee-kam	Dr Sujata GOVADA * Mr Joseph WONG (until 4.5.2008)
Conservancy Association	Dr Alvin KWOK	Mr Rico WONG
Hong Kong Institute of Architects	Mr Vincent NG	Mr Andy LEUNG
Hong Kong Institute of Planners	Mr Kim CHAN	Ms Y Y PONG
Society for Protection of the Harbour Ltd	Mr Paul ZIMMERMAN * Mr Hardy LOK (until 28.2.2008)	Mr Dennis LI
Mr Nicholas BROOKE		
Mr Jimmy KWOK		
Mr Patrick LAU		
Mr Michael HUI		
Mr Samuel MOK		
Mr Derrick PANG		
Official Members	Represented by	Alternate
Development Bureau	Principal Assistant Secretary (Harbour)	Assistant Secretary (Harbour) 1
Transport and Housing Bureau	Principal Assistant Secretary (Transport) 5	Senior Engineer/Housing & Planning, Traffic Engineering (HK) Division, Transport Department
Civil Engineering and Development Department	Chief Engineer/HK 1	Senior Engineer/HK
Lands Department	Deputy Director (General)	Assistant Director (Headquarters)
Planning Department	Deputy Director/District	Assistant Director/ Special Duties
Secretary:	Senior Town Planner/Special Duties 2, PlanD	

URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

Report on the Findings of
the Stage 2 Public Engagement
and Initial Design Responses

**Urban Design Study for the New Central Harbourfront
Consolidation Forum on 28 February 2008**

**Report on the Findings of the Stage 2 Public Engagement
and Initial Design Responses**

1. Background

1.1 The Stage 2 Public Engagement for the “Urban Design Study for the New Central Harbourfront (the Study)” was conducted from 11 April to end-July 2008. Public views and suggestions were collected through various public engagement activities including public exhibitions, roving exhibitions, focus group workshop (FGW), community engagement forum (CEF), comment cards, interview questionnaires, telephone polls, and briefings to relevant public and advisory bodies, and the 18 District Councils (DCs). The public was also invited to send in their written comments.

1.2 The focus of the Stage 2 Public Engagement was to collect public views and suggestions on, inter alia, the proposed urban design vision and refined urban design framework for the new Central harbourfront as well as the design concepts for the key sites, including the design concepts for re-assembling Queen’s Pier and reconstructing the old Star Ferry Clock Tower.

2. Highlights of the Stage 2 Public Engagement

2.1 A Consultation Digest detailing the design proposals was distributed to the public through various channels. A wide range of public engagement activities was held as follows:

- two public exhibitions (with 13,700 visitors);
- seven roving exhibitions (with 11,340 visitors);
- FGW (attended by 49 participants from relevant professional groups and academic institutions) and CEF (attended by 142 participants from the general public) organized by CityU Professional Services Ltd; and
- guided tours for 7 schools and 2 interested organizations.

2.2 Other than the above, the Public Policy Research Institute of the Hong Kong Polytechnic University (PPRI) was commissioned to collect public opinions through different sources:

- 1,872 comment cards were collected;
- 365 valid face-to-face interviews were completed at the public exhibition venues; and
- 2,471 successful telephone interviews were conducted.

2.3 A total of 64 written submissions were received from various organizations and individuals. A list of these submissions is at **Annex A**. The submissions have been uploaded to the study web-site at:

http://www.pland.gov.hk/p_study/prog_s/UDS/eng_v1/comments_eng.htm

2.4 Briefings were provided to all 18 DCs, relevant public and advisory bodies, interested professional groups and organizations. A list of the briefings conducted is at **Annex B**.

3. Overall Findings on the Public Opinions

3.1 **Quantitative data analyses** were performed on the responses to the close-ended questions in the comment cards, face-to-face interviews, telephone polls and quantitative data recorded in the FGW and CEF, whereas **qualitative data analyses** were performed on any other comments and suggestions raised in the comment cards and face-to-face interviews, the FGW, the CEF, the written submissions, and records of briefings to the relevant public and advisory bodies and 18 DCs. By transcribing and coding the qualitative data into a total of 10,203 **text units** (i.e. a sentence or a group of sentences expressing a particular view), PPRI has triangulated the findings of **both** quantitative and qualitative findings from different sources to outline the main profiles of public opinions obtained.

3.2 Overall speaking, the results from the responses to the close-ended questions of the comment cards, face-to-face interviews and telephone polls generally corroborated with one another for most of the issues. The number of positive comments from the qualitative data, in terms of the number of text units, on the various themes also supported the results from the quantitative

data in most of the issues. A summary of the findings is set out below.

Overall Design Vision

3.3 There was an overwhelming support for the overall design vision of creating a vibrant, green and accessible new Central harbourfront. Based on the quantitative findings, the respondents/participants of the following agreed or strongly agreed to the overall design vision:

Comment cards	84%
Face-to-face interviews	90%
Telephone polls	81%
FGW	100%
CEF	90%

3.4 About 59% of the relevant views recorded in the qualitative analysis were considered positive. The majority views were that the overall design vision of creating a vibrant, green and accessible new Central harbourfront was generally supported and the reduced development intensity proposed in the refined urban design framework was generally appreciated. Some members of the public considered that the design vision lacked a distinctive identity and mix of uses.

Sustainable and Balanced Approach

3.5 There was general support for adopting a sustainable and balanced approach in designing the new Central harbourfront. The quantitative data shows that the majority of the respondents/participants agreed or strongly agreed to the sustainable and balanced approach:

Comment cards	79%
Face-to-face interviews	85%
Telephone polls	74%
FGW	100%
CEF	81%

3.6 About 59% of the relevant views recorded in the qualitative analysis were considered positive. The public was generally in agreement with the sustainable and balanced approach in designing the new Central harbourfront, including some who considered that the design was multi-functional and fit

well with the surrounding environment. The DCs consulted generally considered that the proposals should cater for the development of the Central Business District (CBD) while giving consideration to lowering development intensity, promoting greening, and providing abundant quality open space and facilities for the public. Some members of the public considered it more appropriate to concentrate commercial development in the CBD while others preferred more open space and recreational facilities.

The Refined Urban Design Framework

3.7 The following data presents the percentages of the respondents/participants who agreed or strongly agreed that the refined urban design framework has satisfied the following sustainable design principles:

Sustainable design principles	Comment cards	Face-to-face interviews	FGW	CEF
(i) Diverse uses and activities	63%	77%	80%	59%
(ii) Respecting natural setting	73%	72%	73%	60%
(iii) Respecting existing urban fabric	60%	64%	58%	43% ¹
(iv) Promoting harbourfront enhancement	74%	85%	81%	81%
(v) Respecting cultural heritage	56%	55%	44% ²	36% ³
(vi) Ease of pedestrian access to harbourfront	71%	78%	44% ⁴	52%
(vii) Promoting Greening and Environmentally Friendly Building Design	77%	79%	47% ⁵	58%

¹ For the CEF, about 29% of the participants disagreed or strongly disagreed, and about 28% adopted a neutral stance.

² For the FGW, about 12% of the participants disagreed or strongly disagreed, and about 43% adopted a neutral stance.

³ For the CEF, about 31% of the participants disagreed or strongly disagreed, and about 33% adopted a neutral stance.

⁴ For the FGW, about 24% of the participants disagreed or strongly disagreed, and about 31% adopted a neutral stance.

⁵ For the FGW, about 47% of the participants disagreed or strongly disagreed, and about 7% adopted a neutral stance.

3.8 The data sets show that the majority agreed that the refined urban design framework has generally satisfied the sustainable design principles. Nevertheless, there were relatively lower levels of majority agreement (slightly less than 50%) in the FGW that the refined urban design framework has satisfied the principle of “promoting greening and environmentally friendly building design”, “respecting cultural heritage” and “ease of pedestrian access to harbourfront”.

3.9 The majority of the respondents/participants agreed or strongly agreed that the refined urban design framework has met the public aspirations for a vibrant, green and accessible new Central harbourfront:

Comment cards	54%
Face-to-face interviews	57%
FGW	81%
CEF	51%

3.10 About 35% of the relevant views recorded in the qualitative analysis were considered positive, 25% negative, and 40% were neither positive nor negative but making other views and suggestions (such as further scope for improvement in terms of vibrancy, place-making and suggestions on detailed design aspects).

Design Concepts for Key Sites (Figure 1)

Sites 1 and 2

(CDA Site adjoining Central Piers No. 4 to 6 and Commercial Site north of International Finance Centre (IFC) II)

3.11 The proposed design concepts for Sites 1 and 2 were generally supported, particularly as shown in the quantitative findings of the comment cards and face-to-face interviews. However, about half of the participants in the FGW disliked both Concept A (Hotel & Office) and Concept B (Office & Office) and about another half preferred Concept A, or Concept B, or liked both concepts. For those who had chosen between Concepts A and B, there was a clear preference for Concept A as compared to Concept B:

	Like both concepts	Prefer Concept A	Prefer Concept B	No preference	Dislike both concepts
Comment cards	9%	54%	13%	6%	14%
Face-to-face interviews	4%	59%	9%	11%	16%
Telephone polls	6%	31%	10%	29%	20%
FGW	14%	31%	2%	0%	53%
CEF	2%	37%	10%	18%	33%

3.12 About 84% of the relevant positive views recorded in the qualitative analysis were related to Concept A, while about 16% were related to Concept B. The supportive views were that commercial development at the sites was needed, the development intensity was acceptable, and the design was attractive. The negative views were related to the hotel and office buildings at the sites, in particular Site 1, for blocking views, obstructing air flow or pedestrian circulation, or not giving recognition to the adjacent iconic building of IFC II.

Site 3

(CDA site north of Statue Square)

3.13 The proposed design concepts for Site 3 were generally supported. There was more support for Concept B (Larger Landscaped Deck) as compared to Concept A (Reduced Landscaped Deck), though the preference was not clear in the face-to-face interviews and FGW:

	Like both concepts	Prefer Concept A	Prefer Concept B	No preference	Dislike both concepts
Comment cards	8%	22%	57%	4%	5%
Face-to-face interviews	2%	42%	42%	11%	3%
FGW	0%	49% ⁶	49%	3%	0%
CEF	4%	33%	53%	6%	5%

⁶ For the FGW, about 49% of the responding participants (i.e. 19 out of 39 participants) preferred Concept A. Among them, 12 showed a clear preference for Concept A while 7 qualified that they preferred Concept A subject to further improvement to the at-grade pedestrian connection.

3.14 About 53% of the relevant positive views recorded in the qualitative analysis were related to Concept B, while about 47% were related to Concept A. The proposed reduction in building density, the breaking up of the site into smaller footprints, the provision of multi-level links for pedestrian choice, the provision of landscaped decks and open spaces, and the provision of retail facilities at the site were generally supported. The negative views were generally related to the design of the landscaped deck and the lack of street-level activities.

Site 4
(Site north of City Hall)

3.15 The design concepts had received general support. Most responses in the comment cards, face-to-face interviews, and CEF were in favour of Concept A (More Separate Blocks with Star Ferry Clock Tower) as compared to Concept B (Fewer Separate Blocks without Star Ferry Clock Tower). On the other hand, Concept B was preferred in the FGW.

	Like both concepts	Prefer Concept A	Prefer Concept B	No preference	Dislike both concepts
Comment cards	7%	43%	33%	7%	6%
Face-to-face interviews	1%	53%	31%	9%	6%
FGW	26%	13%	38%	3%	21%
CEF	1%	32%	15%	33%	20%

3.16 About 63% of the relevant positive views recorded in the qualitative analysis were related to Concept A, and 37% were related to Concept B. The small and separate blocks with open vista in the design concepts were generally supported. The negative views were mainly related to whether the proposed building would match with City Hall and whether the small blocks would likely attract tenants.

Sites 5 and 6

(Site north of CITIC Tower and near the HKCEC Extension)

3.17 For Sites 5 and 6, the majority of the respondents/participants liked the design concepts for the sites:

Site 5

Comment cards	66%
Face-to-face interviews	73%
FGW	82%
CEF	76%

Site 6

Comment cards	79%
Face-to-face interviews	66%
FGW	86%
CEF	73%

3.18 For Sites 5 and 6, about 55% and 58% of the relevant views recorded respectively in the qualitative analysis were positive. The proposed arts and cultural facilities at the sites were generally supported. There were concerns on the possible duplication of such facilities with those in West Kowloon.

There were suggestions for further improvement to the accessibility and vibrancy of the area (e.g. providing retail bridges or wider landscaped walkways and areas for street performance). Some considered that the massing was too bulky.

Site 7

(Waterfront Promenade)

3.19 The proposed design concepts were generally supported. The majority of the responses in the comment cards, face-to-face interviews, and telephone polls were in favour of Concept B (Urban Green), while more participants in the FGW and CEF were in favour of Concept A (Urban Park).

	Like both concepts	Prefer Concept A	Prefer Concept B	No preference	Dislike both concepts
Comment cards	15%	26%	47%	5%	3%
Face-to-face interviews	4%	28%	60%	4%	4%
Telephone polls	16%	21%	45%	14%	2%
FGW	21%	31%	5%	33%	10%
CEF	8%	47%	31%	3%	12%

3.20 The majority (i.e. about 68%) of the relevant positive views in the qualitative analysis were related to Concept B, while about 32% were related to Concept A. There were positive views on the design concepts which were considered to be commendable and having their own special characters. The negative views were mainly relating to the design and themes of the proposed promenade.

Re-assembling Queen's Pier and Site 8

3.21 The majority of the responses in the comment cards, face-to-face interviews, and CEF were in favour of Concept A (Queen's Pier by the Harbour). There was also clear support from the DCs for Concept A in that 16 out of the 18 DCs consulted have passed motions in support of, inter alia, re-assembling Queen's Pier at the harbourfront for public use. The views of FGW were diverse. While more responses were in favour of Concept B

(Queen’s Pier at Original Location), there were also many views which liked both concepts, liked Concept A, or had no preference. For the telephone polls, there was quite an even distribution among those who preferred Concept A, those who preferred Concept B, and those with no preference. The findings are as follows:

	Like both concepts	Prefer Concept A	Prefer Concept B	No preference	Dislike both concepts
Comment cards	7%	49%	27%	5%	7%
Face-to-face interviews	1%	58%	26%	7%	9%
Telephone polls	10%	27%	27%	27%	6%
FGW	20%	16%	39%	16%	8%
CEF	1%	55%	25%	13%	6%

3.22 About 61% of the relevant positive views recorded in the qualitative analysis were related to Concept A, while about 39% were related to Concept B. Positive views on each of the proposed design concepts included Concept A could revive the pier function of Queen’s Pier and the design was symmetrical, while Concept B could respect the historical significance of Queen’s Pier and its spatial relationship with Edinburgh Place and City Hall. On the other hand, there were concerns about the time and resources implications for re-assembling the pier. A small number of respondents advocated no reassembly of Queen’s Pier at all.

Reconstructing Old Star Ferry Clock Tower

3.23 There was a general support for the proposed design concepts, but there was no obvious convergence of views on their preference. More responses in the comment cards and CEF liked Concept A (Clock Tower at Site 4), while more responses in the face-to-face interviews, telephone polls, and FGW liked Concept B (Clock Tower close to Original Location). The findings are summarized as follows:

	Like both concepts	Prefer Concept A	Prefer Concept B	No preference	Dislike both concepts
Comment cards	6%	49%	22%	8%	11%
Face-to-face interviews	1%	29%	42%	15%	13%
Telephone polls	7%	23%	39%	23%	4%
FGW	0%	13%	56%	26%	5%
CEF	4%	42%	16%	10%	27%

3.24 The relevant positive views in the qualitative analysis were quite evenly distributed between Concepts A and B. About 49% of the relevant positive views recorded in the qualitative analysis were related to Concept A, while 51% were related to Concept B. The design concept for turning the old Star Ferry Clock Tower as a focal point and maintaining an axial relationship with City Hall and the re-assembled Queen's Pier was generally supported. There were however views that there was no need to reconstruct the Clock Tower and that the design did not match with the surrounding environment.

Other Issues

3.25 Other issues that were raised in many of the comments received included sustainable building design, greening, provision of eco-friendly facilities, concerns on roads and pedestrian access, a tree-lined boulevard along Road P2, provision of more multi-purpose facilities, the public engagement process for the Study, harbour reclamation, proposals for cycling tracks or other environmentally friendly transport modes, and management of the harbourfront development.

4. The Study Team's Initial Design Responses

4.1 The Study Team's initial design responses to the key issues and alternative suggestions raised in the public comments including the written submissions are set out below.

Sites 1 and 2

4.2 The proposed design concepts for Sites 1 and 2 were generally supported except for the FGW in which about half of its participants disliked both concepts. For those who had chosen between Concept A (Hotel & Office) and Concept B (Office & Office), there was a clear preference for Concept A.

Issue 1 : Use and development intensity of Sites 1 and 2

- (a) the office and hotel developments are to meet the high demand for Grade A offices and hotels in Central. The hotel in particular would add vitality to the harbourfront. As recommended in the Hong Kong 2030 Study, it is important to ensure a steady supply of land for “Super Grade A Offices” in the CBD to sustain the growth of our financial and business services sector and maintain our position as a choice location for corporate headquarters;
- (b) the suggestion to reduce the development intensities of Sites 1 and 2 by redistributing the Gross Floor Area (GFA) to Site 5 or other sites as suggested in some submissions is only one of the options and the implications on other sites need to be examined. Other options are being explored with a view to improving the building massing and the building design and disposition of the proposed developments at both sites;
- (c) the Study Team is investigating the scope of reducing the height of the proposed hotel at Site 1. With the relocation of the bus terminus (see (e) below), there is scope to reduce the building height of Site 2;
- (d) the study team will further explore the appropriate development intensity, improve the building design and disposition of the proposed developments, improve the connectivity of the sites to the adjacent areas, and integrate all Central Piers to achieve a better design. The massing of buildings can be further refined;

Issue 2 : Removal or relocation of bus terminus

- (e) the provision of public transport facilities would be rationalized with the proposed at-grade bus terminus at Site 2 in front of IFC

relocated elsewhere. There is however a need to maintain adequate public transport facilities to serve passengers patronizing the areas near the Central Piers or interchanging with other transport modes including ferry services at the various Central Piers along the Central harbourfront;

Issue 3 : More waterfront-related commercial activities at the CBD and all Central Piers should be included in the Study for better design and integration

- (f) Central Piers No. 4 to 6 are intended for comprehensive development and design. Planning/design briefs will be prepared for the sites to guide future development. The pier deck can be used for alfresco dining, retail and other waterfront-related uses. Consideration will be given to increasing more retail GFA on top of the piers. The Study Team will review the design of other Central Piers and make recommendations to achieve a more coherent design for the Central Piers;

Issue 4 : Using the land solely for open space and other public uses

- (g) an extensive waterfront promenade has already been reserved for greening, open space and public uses in the new Central harbourfront. There is no specific need to use Sites 1 and 2 solely for such purposes. The proposal will not be conducive to adding vibrancy to the harbourfront and cannot optimize the use of areas close to the CBD; and
- (h) earmarking the sites for flea market or bazaar use is not an optimum use of the sites close to the CBD. Occasional or temporary street market and stalls can be arranged in the public spaces.

Site 3

4.3 The proposed reduction of building density and separate building blocks at Site 3 were generally supported, with more support for Concept B (Larger Landscaped Deck) as compared to Concept A (Reduced Landscape Deck).

Issues 1 : Suggestions for ensuring public use of the landscaped deck and ensuring better visual corridor from inland to the new harbourfront

- (a) as Concept B (Larger Landscaped Deck) is preferred, it will be used as a basis for further refinements to the design by simplifying the form of the landscaped deck, enhancing pedestrian connections, promoting visual permeability of the deck (e.g. providing more sunken courtyards) and improving visual access for the hinterland to the new harbourfront. Mechanisms would be formulated to ensure public use of and access to the proposed landscaped deck; and

Issue 2 : Inclusion of different types of pedestrian linkages to facilitate choices and easy access from the CBD to the new waterfront

- (b) recognizing the Statue Square Corridor as a major north-south pedestrian connection, a key design concept is to provide easy access and a pleasant walking environment from the hinterland to the Piers. At-grade crossings, deck level pedestrian walkways and an underground connection from the MTR Central Station to Site 3 are proposed for enhancing access to the harbourfront. Retail provision at Site 3 will also induce greater pedestrian circulation to and from the harbourfront.

Site 4 and Reconstructing the Old Star Ferry Clock Tower

4.4 There was general support for developing waterfront leisure and commercial uses at Site 4 in particular restaurants and dining facilities to complement the waterfront open space and the CBD. There was generally more support for Concept A (More Separate Blocks with Star Ferry Clock Tower) than Concept B (Fewer Separate Blocks without Star Ferry Clock Tower).

Issue 1 : Reconstructing the Old Star Ferry Clock Tower at Site 4, at its original position or elsewhere

- (a) noting that the design concept for turning the old Star Ferry Clock Tower into a focal point and maintaining an axial

relationship with City Hall and the re-assembled Queen's Pier was generally supported, and taking into account some of the public suggestions to improve the setting of the reconstructed Clock Tower, it is proposed to place the reconstructed Clock Tower at Site 4 together with a Clock Tower Plaza and museum to form a focal point at the new harbourfront, with clear visual connection with the harbour. A visual corridor has also been proposed in front of City Hall Low Block;

- (b) to reconstruct the Star Ferry Clock Tower at its original position will be in conflict with a major drainage culvert underneath which is now under construction. The technical feasibility of realigning the major drainage culvert in the congested area would be subject to detailed study. Due to the constraint of the Airport Railway Extended Overrun Tunnel (AREOT) to the north and a lot of utilities to the south, realignment of the culvert would be practically infeasible;
- (c) to reconstruct the Star Ferry Clock Tower at the Tsim Sha Tsui or Wan Chai Star Ferry Pier is not in line with the public aspirations for reconstructing the Clock Tower in Central;

Issue 2 : Developing Site 4 as an Inner Harbour area with Queen's Pier and the Star Ferry Clock Tower reconstructed at their original locations with restaurants around and allowing recreational and boating uses in the Inner Harbour

- (d) impact on the Central Wan-Chai Bypass (CWB) Tunnel: the CWB tunnel will be running underneath and approximately midway across the proposed inner harbour. The top level of the roof slab of the CWB tunnel structure is about 0 to -2.0 mPD across the proposed harbour whilst the low-tide water level is about 0.2 mPD. With a minimum of 4.5m rockfill protection layer to the tunnel box structure, this protection layer will be exposed completely during the low tide. Therefore, it is not practicable to use the area as an inner harbour;
- (e) proposed building structures along the Inner Harbour: if mass structures of a few storeys high would be built along the waterfront of the inner harbour, the foundations of these

structures may be in conflict with the proposed CWB, AREOT and drainage culvert underneath;

- (f) environmental impact: the embayment at the inner harbour may create water quality problem; and
- (g) marine impact: the proposed inner harbour is close to the Central Piers to the west and Central Fairway to the north. Since the Central Harbour is fairly busy most of the time, the wave-wash effect generated by vessels navigating in the vicinity would make the water of the inner harbour choppy and not be suitable for marine-based activities.

Sites 5 and 6

4.5 The design concept for the Arts and Cultural Precinct was generally supported.

Issue 1 : Enhancing accessibility and vibrancy (e.g. provision of retail bridges or wider landscaped decks, and areas for street performance which are currently lacking in the eastern end of the new Central harbourfront); provision of a maritime museum or water-based hydro theatre; and integrating the design of the sites with the surrounding roads, open spaces and the waterfront.

- (a) the key design concepts of providing arts and cultural facilities in Site 5, leisure and entertainment facilities in Site 6, and an open piazza in the district open space are to complement the adjacent Hong Kong Academy for Performing Arts (HKAPA) and Hong Kong Arts Centre. The urban design for the area would be refined. Site 6 will be designed with a maritime theme, with small-scale commercial uses such as alfresco dining as supported by the public to add vibrancy to the area;
- (b) the connectivity of Sites 5 and 6 would be further looked into. The Study Team is investigating the possibility of modifying Road D11 into a tree-lined boulevard with a wide pedestrian walkway with scope for introducing street activities performance and other activities;

Issue 2 : Possibility of an extension of HKAPA or Hong Kong Arts Centre in the vicinity

- (c) extension of HKAPA and the facilities of Hong Kong Arts Centre has been planned in the arts and cultural precinct;

Issue 3 : Developing a floating hotel around Site 6

- (d) the proposed floating hotel would block a substantial length of the waterfront. Whether they would be classified as ‘reclamation’ under the Protection of the Harbour Ordinance (PHO) and satisfy the ‘overriding public need test’ laid down by the Court of Final Appeal remains to be seen;
- (e) the Marine Department commented that the feasibility of mooring or berthing arrangement, and contingency plans for fire, typhoon etc. should be carefully assessed;

Issue 4 : Provision of a maritime museum and marine basin

- (f) the relocation of the Hong Kong Maritime Museum from Stanley has been provided for at Central Pier No. 8. The Policy Agenda 2008-09 stated that the Government would support the museum’s relocation in order to establish a larger-scale and more representative maritime museum, which is commensurate with Hong Kong’s standing as an international port city for over a century and as a regional cultural hub. This would complement the historic corridor extending from the city core to the new Star Ferry Pier and is expected to enhance the vibrancy and tourism appeal of the Central harbourfront area; and
- (g) the proposed marine basin would involve harbour reclamation which may not satisfy the ‘overriding public need test’ under the PHO.

Site 7

4.6 The proposed design concepts for the site were generally supported. While Concept B (Urban Green) has gained greater support than Concept A (Urban Park), there were many requests to enhance vibrancy by adding more nodal attractions.

Issue 1 : Enhancing vibrancy by adding more nodal attractions or adopting a hybrid of Concept A and Concept B

- (a) a hybrid of Concept A and Concept B can be adopted. More greenery, such as green lawn and other green spaces, will be provided while the attraction nodes will be better defined to enhance vibrancy. The existing and proposed public utility installations and other facilities, such as pumping stations and electricity supply buildings and Emergency Vehicular Access (EVA), have imposed constraints to the design of the waterfront promenade. Efforts will be made to come up with an integrated design of the waterfront promenade;

Issue 2 : Developing a mixed-use urban district with multiple clusters

- (b) the suggestion of creating a mixed use urban district for commercial, residential, leisure and entertainment uses represents a different concept from the general public aspiration for an extensive waterfront open space in the Study;
- (c) extensive building structures in multiple clusters would be in conflict with the proposed CWB tunnel, AREOT and drainage culvert underneath the new Central harbourfront;

Issue 3 : Improving harbourfront connectivity (e.g. providing cycle tracks, jogging trails, tramway and automatic people mover)

- (d) the need for enhancing pedestrian connectivity is recognized. Provision can be made for cycle track and cycle station, or other form of environmentally friendly transport modes within the waterfront promenade such as trolley bus. A tram line along the promenade may not be the best option as tracks and overhead tram lines will be required, which may obstruct view to and from the waterfront. Given the design constraints and width of the promenade, it may not be possible to provide both the cycle track and environmentally friendly transport mode;

Issue 4 : Providing the People’s Liberation Army (PLA) berth offshore or ensuring an integrated design of the PLA berth with the waterfront promenade and turning it into an attraction

- (e) the Defence Land Agreement signed by the Chinese Government and the British Government in 1994 requires the HKSAR Government to leave free 150m of the eventual permanent waterfront in the plans for the Central and Wan Chai Reclamation at a place close to the Central Barracks for the construction of a military dock after 1997. The current site for the military berth proposed by the Administration is considered the most suitable location in the Central District for the berth after thorough considerations;
- (f) to better utilize the site for public enjoyment, the PLA berth will be open for public use as part of the Central waterfront promenade when it is not in use by the PLA. A folding gate is proposed around the berth which can be hidden in the ancillary buildings to allow the area to be easily accessible by the public and to avoid obstructions of the harbour view;
- (g) the suggestion of a pier structure for the PLA berth and the incorporation of a public swimming pool or ‘lido’ on the harbour edge may not be viable as it will involve additional reclamation and may not satisfy the ‘overriding public need test’ of the PHO; and

Issue 5 : The design of the waterfront promenade should adopt all-weather attractions and energy saving and other suitable design features

- (h) various energy saving features have been recommended such as using renewable energy in building design, using water saving devices to achieve saving of potable water, harvesting of rainwater to reduce the consumption of fresh water, and providing plumbing and drainage systems to separate grey water from black water, and vertical greening.

Re-assembling Queen’s Pier and Site 8

4.7 The proposed design concepts for re-assembling Queen’s Pier and Site 8 were generally supported, and Concept A (Queen's Pier by the Harbour) was generally preferred to Concept B (Queen’s Pier at Original Location).

Issue 1 : Queen's Pier by the harbour to revive its historical function as a public pier and public waterfront use and providing memorial features at the original location

- (a) taking into account the public views, refinement would be made to the design concept for re-assembling Queen's Pier at the waterfront and memorial elements at the original site of Queen's Pier (e.g. through paving and landscaping treatment) are proposed. The reassembly works will involve the reconstruction of seawall caissons and ground stabilization works as well as the refurbishment of Central Piers No. 9 and 10; and

Issue 2 : Queen's Pier at original location in close proximity to City Hall and Edinburgh Place

- (b) if Queen's Pier is reassembled at its original position, it would be in the way of the proposed Road P2 and the AREOT. Road P2, which is scheduled to be opened by end 2009, will need to be realigned northwards. About 700 metres of the road would be affected. The cost for the abortive works involved would be in the order of \$30M and it would result in a substantial amount of construction wastes. Also, advance works for the AREOT will have to be carried out before the reconstruction of Road P2 and the re-assembly of Queen's Pier. Advance works for the AREOT would take about two years to complete. Allowing time for funding arrangement, detailed design and construction etc, Queen's Pier would be reassembled in 2014, i.e. about 1 year delay as compared with its re-assembling by the Harbour.

Other Issues

4.8 Other general issues not specific to the 8 key sites are set out below.

Issue 1 : Calls for early implementation of the new Central harbourfront and concern on the need for an appropriate management approach to deliver a really vibrant and high quality harbourfront

- (a) it is the Government's intention to implement the project as soon

as possible. Advance protection works of the CWB to minimize the impact of the project on the waterfront promenade is being actively pursued. Also, a Task Group on Management Model for the Harbourfront has been set up under the Harbourfront Enhancement Committee (HEC). The Government is working with the Task Group in exploring a framework for the sustainable management of the harbourfront, with a view to coming up with practicable proposals for the Government's consideration;

Issue 2 : Reduction in width of Road P2

- (b) in the short term, Road P2 will provide an alternative access to the existing developments in the Central Reclamation area and relieve the existing serious traffic congestion around the Connaught Road Central and Connaught Place junction;
- (c) in the medium to long term, after the completion of the CWB, Road P2 will serve to distribute traffic from the strategic east-west traffic corridor formed by CWB and Rumsey Street Flyover to the neighbouring areas which include Central, Central Reclamation, Admiralty, Mid-levels, Wan Chai and Wan Chai North, and vice versa from these areas to the corridor;
- (d) the reduction of development intensities of future developments in the new Central harbourfront will not affect the present need for Road P2. More landscaping features would be introduced to turn the road into a landscaped boulevard as far as possible;

Issue 3 : Preserving the Fenwick Pier building cluster

- (e) in the new Central harbourfront, the waterfront promenade will be extensively landscaped and integrated with various marine facilities. Public piers, e.g. Central Piers No. 9 and 10 and public landing steps are for berthing passengers carrying vessels and embarkation/disembarkation. Marine access at the new waterfront could be arranged for the Servicemen's Guides Association and waterfront related commercial and leisure uses (similar to the Fleet Arcade) would be provided in Site 6;

Issue 4 : Introducing greening ratio

- (f) for designing public open space, general greening guidelines are stipulated in Chapter 4 of the Hong Kong Planning Standards and Guidelines about the percentage of soft landscaping and large tree planting areas in active and passive open space. Such guidelines would be followed in the waterfront promenade at the detailed design stage;
- (g) in the Design Concepts for Site 7 (i.e. the Waterfront Promenade), the percentages of soft landscape for Concept A (Urban Park) and Concept B (Urban Green) are about 40% and 50% respectively. For the whole study area, the current percentage is above 20% and further enhancement would be envisaged; and
- (h) our design vision to create a vibrant, green and accessible harbourfront is in response to the community aspiration for extensive greenery and high quality public open space. We welcome public comments on the appropriate coverage of greenery for the waterfront promenade and will further examine the matter in the refinement and preparation of the Landscape Strategy Plan and the planning/design briefs.

5. Way Forward

5.1 Public views and suggestions collected from the Stage 2 Public Engagement for the Study (including this Consolidation Forum organized by the Task Group on Urban Design Study for the New Central Harbourfront of the HEC on 28 February) will be considered and incorporated for further refinement of the Urban Design Framework for the new Central harbourfront.

**Planning Department
February 2009**

Annex A

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

List of Written Submissions

No.	Individuals/Organizations	Date of Submission
1	Doris Liu	11.4.2008
2	Tammie Chan	12.4.2008
3	Tay Wing Kit, Paul	12.4.2008
4	Icy Hung	13.4.2008
5	Eric Kwan	15.4.2008
6	Richard Ho	9.5.2008
7	Lam Tsz Leung	15.5.2008
8	Suet (signature illegible)	19.5.2008
9	Jacqueline Wong	20.5.2008
10	Hong Kong Cycling Information Net, The Hong Kong Cycling Alliance and Ho Loy	20.5.2008
11	Cheung Chau Bela Vista Villa Owners' Incorporation (Kwok Cheuk Kin)	21.5.2008
12	Margaret and Nicholas Brooke	28.5.2008
13	Peter Wood	6.6.2008
14	Wilson Chao	9.6.2008
15	Dakota Smith	10.6.2008
16	Save Our Shorelines (John Bowden)	23.6.2008
17	The Hong Kong Institution of Engineers (Ir Dr Lo Wai Kwok)	26.6.2008
18	Angela Spaxman	26.6.2008
19	Yu Kin Chun	27.6.2008
20	Wong Sai Kit	28.6.2008
21	Eric Larson	1.7.2008
22	Lau Kin-Yee, Miriam (Legislative Councillor)	2.7.2008
23	MTR Corporation Ltd (Steve Yiu)	4.7.2008
24	Society for Protection of the Harbour (Christine Loh)	4.7.2008
25	Raymond Tam	7.7.2008
26	Trevor Lu	8.7.2008

No.	Individuals/Organizations	Date of Submission
27	Hong Kong Resort Company Limited (Wilson Cheung)	8.7.2008
28	Centre for Environmental Policy and Resource Management, Department of Geography and Resource Management, The Chinese University of Hong Kong (Dr. Joanna Lee)	8.7.2008
29	Lo Shing Kai	9.7.2008
30	The Hong Kong Institute of Surveyors (Yu Kam Hung)	9.7.2008
31	Civic Party	9.7.2008
32	Chan Ka Hon	9.7.2008
33	Green Sense (Roy Tam)	10.7.2008
34	Paul Zimmerman (Report on the 'Make the Central Waterfront Everyone's Favourite Destination' Public Workshop)	9.7.2008
35	Nomometric Design and Planning Consultants Ltd (Richard Yu)	10.7.2008
36	The Conservancy Association	10.7.2008
37	Shu Lok Shing	10.7.2008
38	Hongkong Land Ltd (Y.K. Pang)	10.7.2008
39	Democratic Party, C&WDC Councillors (Kam Nai Wai, Wong Kin Shing, Yuen Bun Keung, Ho Chun Ki, Yeung Sui Yin and Cheng Lai King)	10.7.2008
40	Chow Mung Har	10.7.2008
41	Action Group on Protection of the Harbour (Cheng Lai King)	10.7.2008
42	Designing Hong Kong Ltd (Paul Zimmerman)	10.7.2008
43	Local Action (Chen Yun Chung, Szeto May and Ip Lam Chong)	10.7.2008
44	Kam Nai Wai (Democratic Party, C&WDC Councillor)	10.7.2008
45	The Hong Kong Institute of Planners (Kim Chan)	10.7.2008
46	United Social Service Centre Ltd (Cheng Lai King)	10.7.2008
47	The Hong Kong Institute of Architects (Dr Ronald Lu)	10.7.2008
48	IFC Development Ltd (David Dumigan)	10.7.2008

No.	Individuals/Organizations	Date of Submission
49	Hong Kong Urban Design Alliance (Dr. Peter Cookson Smith / Paul CHU Hoi Shan)	10.7.2008 & 18.8.2008
50	Jonathan	10.7.2008
51	Benny Wai	10.7.2008
52	Yomei Shaw	10.7.2008
53	The British Chamber of Commerce in Hong Kong (Brigadier Christopher Hammerbeck)	10.7.2008
54	Harbour Business Forum (Jon Addis)	11.7.2008
55	Chinese-Scottish Band (Cheung Yue Pau)	9.7.2008
56	Yeung Cheung Sing, Lawrence	9.7.2008
57	Alexander M. Duggie	10.7.2008
58	Wong Yui Hin	17.7.2008
59	Keith Ng	20.7.2008
60	Doug Woodring	25.6.2008
61	Lau Siu Wah	25.7.2008
62	Retail Development Consultants	13.8.2008
63	Hong Kong & Kowloon Ferry Ltd (April Lam)	28.8.2008
64	Tony Chan (plans only)	24.5.2008

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

Briefings to Relevant Public and Advisory Bodies

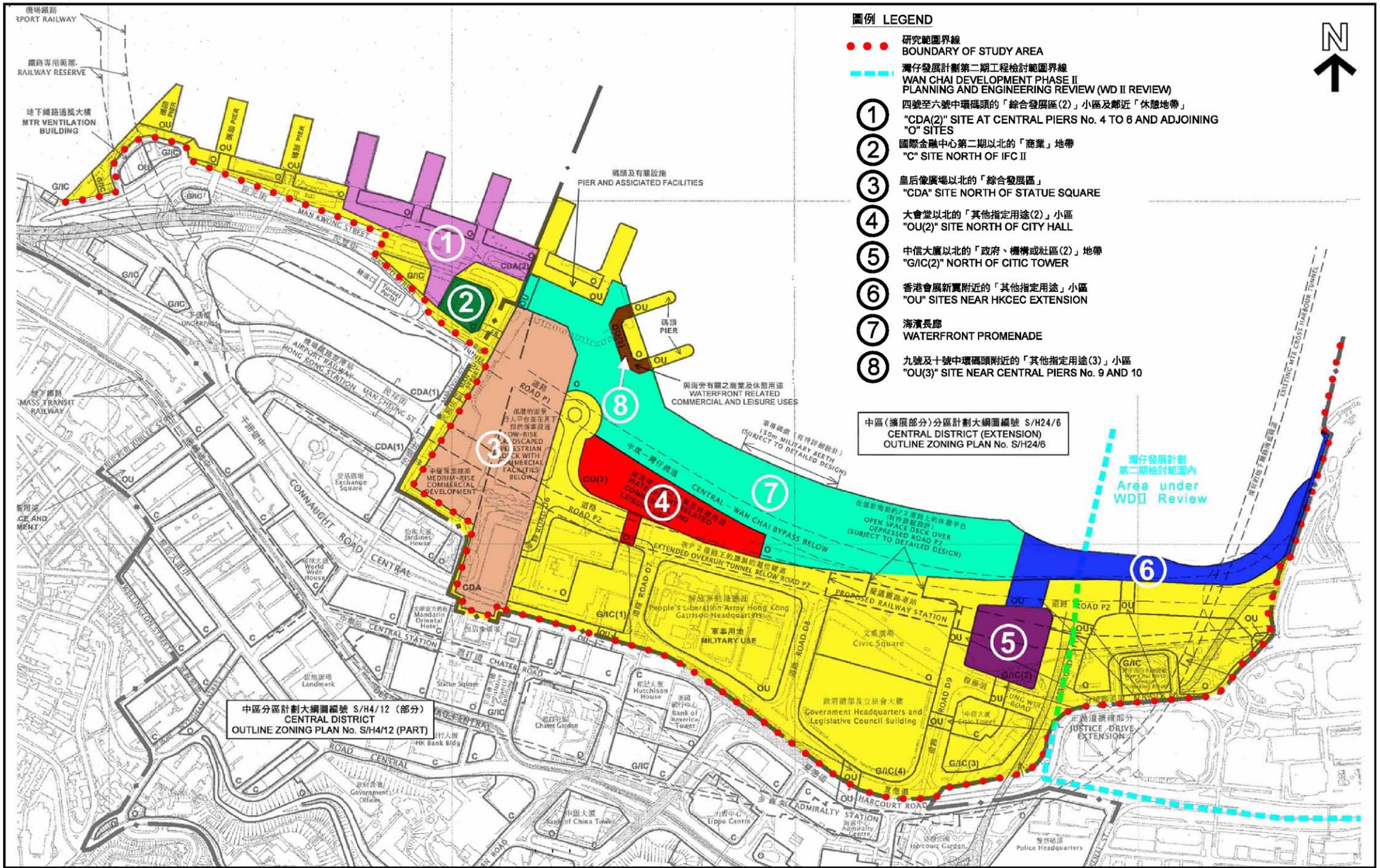
Date	Public and Advisory Bodies
11 April 2008	Legislative Council (LegCo) Home Affairs Panel
11 April 2008	Town Planning Board (TPB)
22 April 2008	LegCo Development Panel
23 April 2008	Harbour-front Enhancement Committee (HEC) Task Group on Urban Design Study
29 April 2008	HEC
29 May 2008	Land and Building Advisory Committee (LBAC)
26 June 2008	Antiquities Advisory Board (AAB)

Briefings to the 18 District Councils (DCs)

Date	DC
24 April 2008	Eastern
6 May 2008	Tuen Mun
6 May 2008	Kwun Tong
15 May 2008	Central & Western
20 May 2008	Wan Chai
27 May 2008	Sai Kung
27 May 2008	Tsuen Wan
5 June 2008	North
16 June 2008	Islands
17 June 2008	Sham Shui Po
26 June 2008	Yuen Long
26 June 2008	Southern
26 June 2008	Yau Tsim Mong
8 July 2008	Tai Po
8 July 2008	Wong Tai Sin
10 July 2008	Kwai Tsing
24 July 2008	Kowloon City
24 July 2008	Sha Tin

Briefings to the Interested Organizations

Date	Organizations
15 April 2008	The Hong Kong Institute of Architects
23 April 2008	The Hong Kong Institute of Planners
14 July 2008	The Hong Kong General Chamber of Commerce



圖例 LEGEND

- ● ● 研究範圍界線
BOUNDARY OF STUDY AREA
- 灣仔發展計劃第二期工程檢討範圍界線
WAN CHAI DEVELOPMENT PHASE II PLANNING AND ENGINEERING REVIEW (WD II REVIEW)
- ① 四號至六號中環碼頭的「綜合發展區(2)」小區及鄰近「休憩地帶」
"CDA(2)" SITE AT CENTRAL PIERS No. 4 TO 6 AND ADJOINING "O" SITES
- ② 國際金融中心第二期以北的「商業」地帶
"C" SITE NORTH OF IFC II
- ③ 皇后像廣場以北的「綜合發展區」
"CDA" SITE NORTH OF STATUE SQUARE
- ④ 大會堂以北的「其他指定用途(2)」小區
"OU(2)" SITE NORTH OF CITY HALL
- ⑤ 中信大廈以北的「政府、機構或社區(2)」地帶
"G/C(2)" NORTH OF CITIC TOWER
- ⑥ 香港會展新翼附近的「其他指定用途」小區
"OU" SITES NEAR HKCEC EXTENSION
- ⑦ 海濱長廊
WATERFRONT PROMENADE
- ⑧ 九號及十號中環碼頭附近的「其他指定用途(3)」小區
"OU(3)" SITE NEAR CENTRAL PIERS No. 9 AND 10

中區(擴展部分)分區計劃大綱圖編號 S/H24/6
CENTRAL DISTRICT (EXTENSION)
OUTLINE ZONING PLAN No. S/H24/6

灣仔發展計劃
第二期檢討範圍內
Area under
WDI Review

中區分區計劃大綱圖編號 S/H4/12 (部分)
CENTRAL DISTRICT
OUTLINE ZONING PLAN No. S/H4/12 (PART)

中環新海濱城市設計研究
URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

中環新海濱城市設計研究 - 第二階段公眾參與
Urban Design Study for the New Central Harbourfront - Stage 2 Public Engagement

SCALE 1:5 000 比例尺

* METRES 100 0 100 200 300 400 METRES *

規劃署
PLANNING DEPARTMENT



M/SD/08/13

圖 Figure

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Urban Design Study for the New Central Harbourfront

Stage 2 Public Engagement

Report on Consolidation Forum on 28.2.2009

ORGANIZED BY TASK GROUP ON URBAN DESIGN STUDY
FOR THE NEW CENTRAL HARBOURFRONT
HARBOUR-FRONT ENHANCEMENT COMMITTEE

Submitted by



CityU Professional Services Limited
July 2009

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1. Introduction

- 1.1 The Stage 2 Public Engagement for the Urban Design Study for the New Central Harbourfront was conducted from 11 April to end-July 2008. Public views and suggestions were collected through various public engagement activities including public exhibitions, roving exhibitions, focus group workshop (FGW), community engagement forum (CEF), comment cards, interview questionnaires, telephone polls, and briefings to relevant public and advisory bodies, and the 18 District Councils (DCs). The public was also invited to send in their written comments.
- 1.2 With a view to inviting the community to come together and to consolidate the public views on the design concepts and proposals pertaining to the Stage 2 Public Engagement of the Study, a Consolidation Forum (the Forum) was organized by the Task Group on Urban Design Study for the New Central Harbourfront (TGUDS) of the Harbour-front Enhancement Committee (HEC) with the support of the Planning Department (PlanD). The objectives of the Forum are (i) to report the public views gathered from different channels during the Stage 2 Public Engagement; (ii) to provide a platform for the public to present their alternative design proposals and other comments/suggestions, and for the Study Team and concerned Government departments to respond, and (iii) to conduct a focused, in-depth and structured public discussion on the critical issues.
- 1.3 The Forum was held on 28 February 2009 from 9 am to 6:15 pm at Auditorium, 5/F, North Point Government Offices. Letters were sent to the relevant public and advisory bodies, professional and academic institutions, concerned groups and organizations, and the public who had participated in the Stages 1 and 2 Public Engagement to invite them to attend the Forum. Letters were also sent to the concerned parties who had submitted their written submissions during the Stage 2 Public Engagement to invite them to give presentations on their alternative design proposals in the Forum. The Forum was attended by about 140 members of the general public including members from HEC, Town Planning Board (TPB), Central & Western DC, Wan Chai DC and Kowloon City DC, professional and academic institutes including the Hong Kong Institute of Planners (HKIP), the Hong Kong Institute of Architects (HKIA), the Hong Kong Institution of Engineers (HKIE), the Hong Kong Institute of Surveyors (HKIS), the Association of Engineering Professionals in Society (AES), Chinese University of Hong Kong (CUHK), Hong Kong University of Science and Technology (HKUST) City University of Hong Kong, Chu Hai College etc., concerned groups and organizations including Harbour Business Forum, Local Action, Society for Protection of the Harbour, Designing Hong Kong, Hong Kong Urban Design Alliance (HKUDA), Hong Kong Cycling Alliance, Hong Kong Maritime Museum, Hong Kong Academy for Performing Arts (HKAPA), Hong Kong Art Centre, Mass Transit Railway Corporation, Hong Kong & Kowloon Ferry Ltd. Kowloon Motor Bus Co. Ltd. City Bus Ltd., individual members of the public etc. (**Appendix I**) in addition to representatives from bureaux and departments and the Study consultants. Physical Models were provided by IFC Development Ltd. and HKUDA for display at the foyer outside the venue.

- 1.4 The Forum was divided into two sessions: the morning public presentation session and the afternoon public discussion session. The programme outline is at **Appendix II**. In the morning session chaired by Ir. Dr. Greg Wong, the Chairman of HEC TGUDS, the Public Policy Research Institute (PPRI) of the Hong Kong Polytechnic University (HKPU), the consultant responsible for collecting public opinion, reported the findings on public opinion collected in the Stage 2 Public Engagement, and Aedas Ltd., the Study Consultant, explained the initial design responses to the key issues raised and alternative suggestions proposed. Then, the 16 presenters (**Appendix III**) gave presentations on their alternative design proposals, followed by floor discussion. To conclude the morning session, the Chairman consolidated the public comments gathered into five major critical issues for structured discussion in the afternoon session. In the afternoon session chaired by Professor Lee Chack-fan, the Chairman of the HEC, the participants discussed the critical issues in turn, and the Technical Panel comprising representatives from relevant government departments and the Study Team explained the technical constraints of some of the alternative proposals, and responded to the public views and suggestions. At the end, the Chairman summarized the discussion, identified areas to be followed up by the relevant government departments and the Study Team, and gave the closing remarks.
- 1.5 A comment form (**Appendix IV**) was distributed to all participants at the Forum to solicit further views and suggestions on the proposals or issues presented at the Forum. A total of 17 completed forms and 3 public comments were received at/after the forum and they had been uploaded to the study website. A summary of the written comments/suggestions received at the Forum is attached at **Appendix V**.



Morning Session



Afternoon Session

2. Summary of Morning Session : Public Presentation

2.1 Report on the Findings of the Stage 2 Public Engagement and Initial Design responses

PPRI of HKPU presented the findings of the public opinion collected through various sources, including Focus Group Workshop, Community Engagement Forum, comment cards, face-to-face interviews, telephone polls, briefings to relevant public and advisory bodies and 18 District Councils (DCs), and written submissions for Stage 2 Public Engagement. Aedas Ltd. then presented the initial design responses to the key sites and alternative suggestions raised in the public comments. A paper detailing the findings of the Stage 2 Public Engagement and initial design responses had been uploaded to the Study web-site and was distributed to the participants at the Forum, which is attached at **Appendix VI**.

2.2 Public Presentation

Presenter 1 : Retail Development Consultants (RDC) (Poster displayed)

2.2.1 Mr. David Groves made the following key points :

- (a) The vision of RDC's proposal was to develop the Central waterfront as a 'Gateway'. The key part of the waterfront would be the public attractions, such as restaurant clusters, museum and plazas, etc., which would take up some 30% of the planned built space in the waterfront.
- (b) A range of world-leading waterfronts including those in Baltimore, Singapore and London could be taken as benchmarks.
- (c) One of the key features of the proposal is an Inner Harbour centred around the Queen's Pier (QP) reassembled at its original location and ringed by waterfront restaurants and bars.
- (d) The proposals should be considered not just on design term, but also in commercial term to assess their viability.
- (e) The public engagement process led by the Government was subject to dispute. A process-led approach was recommended.
- (f) Other recommendations including the QP should be taken as a strategic site of a legacy project that should be developed first; there should be a clear

vision to Central harbourfront; and top priority should be accorded to the concept of vibrant waterfront rather than the infrastructures.

Presenter 2 : IFC Development Ltd. (Model displayed)

2.2.2 Mr. Alan MacDonald made the following key points:

- (a) There were insufficient justifications for the proposed commercial developments at Sites 1 and 2. The proposed commercial developments would block views from the public space on the IFC podium and create a wall-like visual barrier at the waterfront. It would also privatize the waterfront area and limit public access. The proposals were contrary to the harbour planning principles and failed to provide public open space at the waterfront.
- (b) An alternative proposal, the 'Central Waterfront' Design Scheme, was recommended, comprising New Urban Waterfront Spaces abutting IFC such as Fountain Square, Festival Square, Waterfront and Central Esplanade with elevated circulation corridors to the existing outlying island ferry piers, Festival Square, Ferry Terrace, Pier Garden, the Grand Lawn, etc., as illustrated in the short video. The proposal would address the open space shortfall in Central and produce the better form of development.
- (c) IFC Development Ltd. had conducted a signature campaign, where a total of 23,563 signatures in support of the alternative proposal were collected.

[Post-meeting Note : A letter dated 17.12.2008 from IFC Development Ltd. providing further views and suggestions on the proposals has been uploaded to the study website.]

Presenter 3 : Designing Hong Kong Ltd. (DHK)

2.2.3 Mr. Paul Zimmerman made the following key points:

- (a) DHK fully supported the HKUDA's proposal, which was similar to DHK's proposal made in 2006. The proposed plot sizes in Site 3 were too large and the sites should be broken up to a human scale. DHK also opposed massive vehicular infrastructure dominating the ground level and recommended removing the PTI from the new Central harbourfront and turning Roads P1

and D6 into pedestrian streets for the Statue Square Corridor so that pedestrian could have at-grade access to the waterfront. DHK recommended provision of a tramline; turning Road P2 into a tree-lined boulevard and early completion of North Island Line (NIL) for the waterfront promenade area; and decking over roads with developments on top for the cultural corridor to avoid creating any dead zone.

- (b) The proposed reassembly of QP in between Central Piers No. 9 and 10 were considered incompatible as they were of completely different design. QP should be reassembled at its original location after completion of the underground work for NIL and Airport Railway Extended Overrun Tunnel (AREOT) and the adjustment to the alignment of Road P2. In addition, the Edinburgh Place was a place of history and should be preserved.
- (c) Other recommendations included provision of more active street-level interfaces near the waterfront, narrower waterfront promenades partially used for outdoor dining along the waterfront facilitated by adjoining developments, long sight lines, short distance public transit such as tram between the Central ferry piers and Hong Kong Convention and Exhibition Centre (HKCEC), etc.

Presenter 4 : Society for Protection of the Harbour (SPH)

2.2.4 Mr. Winston Chu made the following key:

- (a) The present OZP for the new Central harbourfront was approved before the Judgment of the Court of Final Appeal (CFA), and the public consultation carried out leading to the present OZP was based on a wrong legal interpretation of the Protection of the Harbour Ordinance (PHO). It was inappropriate to limit the design and planning for the Central harbourfront to the ‘existing planning and design parameters’ as set out in the present OZP.
- (b) The harbour belonged to the public. The CFA required the Government to demonstrate an ‘overriding public need’ for developments on reclaimed land. The proposed office and hotel developments along the harbourfront would violate the Harbour Planning Principles (HPP) of the Harbour-front Enhancement Committee (HEC). There should be no tall buildings along the waterfront.

- (d) SPH objected to the two tower blocks proposed in Sites 1 and 2 in front of the Two IFC. The proposed developments would attract new users and traffic to the new harbourfront. All reclaimed land should be dedicated for public use, and no land at the new harbourfront should be put up for land sale.

Presenter 5 : Hong Kong Cycling Alliance

- 2.2.5 Mr. Philip Heung advocated the provision of a continuous cycle track from the Western District to Shaukiwan along the northern shore of the Hong Kong Island.

Presenter 6 : Local Action

- 2.2.6 Mr. Chu Hoi-tik made the following key points:
 - (a) The QP should be reassembled at its original location because of its importance as a public space and its historical significance. Its reassembly should not be limited to design, aesthetic and technical considerations, but also to honour the relations between QP, City Hall and Star Ferry Clock Tower (SFCT) as the symbols of civil rights.
 - (b) The PLA berth should not be located at the harbourfront. Although the Government claimed that a folding gate was proposed around the berth and the waterfront along the PLA berth would be open for the public when it was not in use by the PLA, the crux of the problem was the frequency of use of the PLA berth, and whether the area would become a fake public space. PLA berth should be removed.
 - (c) The large parcel of land zoned “CDA” at Site 3 should be broken up into smaller land parcels, to allow more human scale developments and avoid the development of this site be monopolized by major developers.

Presenter 7 : Action Group on Protection of the Harbour

- 2.2.7 Ms. Yu Man-tuen questioned the need and scale of harbour reclamation and objected to any tower blocks to be built at the harbourfront. All reclaimed land should be dedicated for public use, not for land sale. Victoria harbour was part

of our heritage. The central reclamation had lengthened the distance to the piers, and the inconvenience had lowered their patronage. The Government should not carry out further reclamation. There should be no skyscraper or groundscraper along the waterfront.

Presenter 8 : Harbour Business Forum (HBF)

2.2.8 Mrs. Margaret Brooke made the following key points :

- (a) Only limited alternative options were proposed by the Government, and all were confined by the scope of the existing OZP.
- (b) The proposed building heights of the towers at Sites 1 and 2 were too excessive.
- (c) It was considered unacceptable from sustainable development point of view as there was no implementation programme for the major underground works such as Shatin-to-Central Link.
- (d) Any plans for Central, and indeed for all other harbourfront sites on Victoria Harbour, should be part of an overall vision for the harbour which should be articulated by the Government following meaningful public engagement with the Hong Kong community in the form of an integrated and holistic harbour plan. The Government should focus on the ‘scale, people, activities and comfort’ when designing the harbourfront.
- (e) Other recommendations included the provision of recreational facilities along the waterfront; a mix of commercial, retail, recreational, arts, cultural and tourism uses in different locations to enhance the vitality of the harbourfront; different anchoring public spaces; accessibility and connectivity to and within the harbourfront, etc.

Presenter 9 : Hong Kong Institute of Planners

2.2.9 Mr. Thomas Lee made the following key points:

- (a) Concepts A and B had no distinctive difference. The Study put too much emphasis on the western portion of the study area, i.e. Sites 1 to 3. Some

floor spaces could be distributed to other sites rather than concentrating on a few sites. Historical buildings should be given more focus.

- (b) Proposed hotel use at Site 1 was supported but the scale of development and building height were still too high and should be further reviewed. The Government should consider adopting a linked-site approach to transfer some GFA from Sites 1 and 2 to Site 5 or other sites.
- (c) North-South connectivity should be further enhanced to bring more people from the inland to the harbourfront.
- (d) For Site 3, different types of pedestrian linkages should be introduced to facilitate easy access from the CBD to the new waterfront. The choice between Concepts A and B according to the size of the landscaped deck was considered inappropriate.
- (e) Site 4 should be re-configured, i.e. reduced in width in the east-west direction and extended northward to bring people closer to the waterfront.
- (f) For Sites 5 and 6, design proposals for the eastern end of the study area were rather loose without much focus. To improve and enhance the vibrancy of this area during both day and night time, the Government should further study its integration with the Wan Chai North as well as the interaction and relationship with the “Open Space” and “Government, Institution or Community” zones in the immediate south.
- (g) For Site 7, Concept A (Urban Park) was generally preferred for the inclusion of more activity spaces. However, north-south pedestrian connections should be enhanced and properly planned to bring people from the hinterland to the waterfront. Landscape decks should be more extensively used instead of standard footbridges.
- (h) A survey was conducted amongst HKIP members on the re-assembly of QP. A total of 89 survey returns were received and 64% of them supported re-assembling QP at its original location on grounds of the spatial relationship between QP and City Hall and Edinburgh Place, and the historical and cultural significance of the building cluster and public space. For those supporting re-assembling QP by the harbour, the main reason was

to revive its original pier function.

- (i) Most members considered that the old SFCT should be reconstructed close to its original location. There were also views that reconstructing a SFCT was meaningless or redundant, and other measures may be used to commensurate its historic value.

Presenter 10 : Hong Kong Institute of Architects (HKIA)

2.2.10 Mr. Tam Wai-lam said that HKIA fully supported HKUDA's plan, and advocated the following major principles:

- (a) The QP should be reassembled at its original location to signify its the historical setting.
- (b) The proposed Road P2 was too wide, making the north-south connection difficult, segregate the inland and waterfront, and pose constraints in bringing people to harbourfront. Road P2 should be reduced in width and shifted northwards.
- (c) The majority of proposed developments concentrated on the western side. Development on Sites 1 and 2 would hinder the east-west connection visually and physically. The hotel and office towers at Sites 1 & 2 should be relocated elsewhere. The Study Consultant might work out some different scenarios for comparison.
- (d) A reasonably-sized lagoon or inner harbour should be considered in front of QP.

[Post-meeting Note : Supplementary information providing further views and suggestions on the proposals was received and had been uploaded to the study website.]

- (e) The existing OZP had imposed unnecessary constraints on the design and planning of the new Central harbourfront.

Presenter 11 : Hong Kong Institute of Surveyors (HKIS)

2.2.11 Ms. Tzena Wong made the following key points:

- (a) For Sites 1 and 2, low-rise structures were preferred. Besides reserving land at the new Central harbourfront for commercial use, there were other alternatives of land supply to meet the demand of Grade A office, such as through redevelopment of Central Market and government offices in Wanchai North, or industrial buildings in Kowloon Bay and Kwun Tong.
- (b) Larger landscape deck at Site 3 with an unimpeded pedestrian movement segregated from vehicular traffic was supported.
- (c) For Site 4, the number of blocks was not the major concern. To ensure such space was economically viable and functionally effective, there was a need for a critical size of floor space. Furthermore, the design should be able to blend the buildings into the adjoining open space.
- (d) The proposal of extending the arts and cultural facilities at Sites 5 and 6 were agreed as they could serve as an extension to the Hong Kong Arts Centre to satisfy the pressing demand for such facilities.
- (e) It was difficult to differentiate the two design concepts, Urban Park and Urban Green, for Site 7. An open space capable of all types of community activities was preferred. A passive open space might not be attractive, especially in the hot summer days.
- (f) Locating the QP by the harbour was supported to retain its pier function and to bring more memory. For the old SFCT, reconstructing the clock tower at Site 4 was supported.
- (g) The proposed Road P2 would segregate the inland and waterfront and pose obstacle to lead people to harbourfront. There should be adequate facilities for parking, loading/unloading and public transportation within the study area to cater for the need of different sectors of the community.

Presenter 12 : Hong Kong Institution of Engineers (HKIE)

2.2.12 Ir. Dr. Chan Fuk-cheung made the following key points:

- (a) For Sites 1 and 2, HKIE had no particular preference for the hotel-office or office-office concepts as long as the chosen concept together with the final designs of other sites could provide a balanced mix of facilities and enhance accessibility to the pier area.
- (b) For Site 3, Concept B (larger landscaped deck) was preferred as it would provide unimpeded pedestrian movement to the waterfront in a user-friendly manner and be separated from vehicular traffic. It could also provide more open space for public activities.
- (c) For Site 4 and the reconstruction of the old SFCT, Concept A (more separate blocks with SFCT) was preferred in consideration that the old SFCT could stand as a focal point with a clear visual connection linking the re-assembled QP at the waterfront and City Hall and that there was a need for a timely completion of Road P2.
- (d) For Sites 5 and 6, the design of the Arts and Cultural Precinct was generally supported.
- (e) For Site 7, major features of the two concepts (Urban Park and Urban Green) should be integrated to form a waterfront promenade setting that would comprise a great variety of facilities such as featured piazza and waterfront event plaza together with natural form of greenery to cater for both active and passive recreational uses.
- (f) For re-assembly of QP, Concept A (QP by the harbour) was preferred on the as it would revive the pier function, allow public use for waterfront activities and give it a new life. Besides, Concept A could facilitate the timely completion of Road P2 to help mitigate the serious traffic congestion in the Central area.
- (g) There should be a comprehensive traffic plan and a review of the public transport interchange facilities. The adoption of an Automatic People Movement (APM) system was supported.

- (h) The proposals for the new Central harbourfront should be implemented as early as possible.

Presenter 13 : Mr. SHU Lok-shing

- 2.2.13 Mr. Shu Lok-shing was of the view that reclamation on both sides of the harbour had reduced the width of the harbour, affecting the micro-climate and marine safety. He advocated the rezoning of Site 3 to a 'Central Sports Ground' and reassembling QP, SFCT and General Post Office at their original locations. The alignment of Road P2 should be shifted northward.

Presenter 14 : Hong Kong Urban Design Alliance (HKUDA) (Model displayed)

- 2.2.14 Mr. Peter Cookson Smith and Dr. Sujata Govada made the following points :
- (a) The OZP was not an urban design document and the design proposals for the new Central harbourfront should not be limited by the confines of the OZP.
- (b) In preparing an alternative proposal, HKUDA had taken account of the design concepts from the entries to the design competition organized by DHK and duly considered the road alignments and other infrastructural aspects.
- (c) HKUDA had applied the following 9 stated criteria adopted by the Government as set out in the Consultation Digest to assess its proposal against that of the government :
- Responding to public aspirations
 - Creation of a vibrant, green and accessible waterfront
 - A refined urban design framework
 - Achievement of diversity and vibrancy
 - Development intensity in harmony with the harbourfront
 - Respecting the natural context and existing urban fabric
 - Ease of access and pedestrian connectivity
 - Respect for cultural heritage
 - Promotion of environmentally friendly design and greening

They considered the Government proposal can hardly meet these criteria.

(d) The HKUDA put forward an alternative proposal, the “Central Harbour – The Happening Place”, which maintained the same amount of GFA as in the Government’s proposal, but the GFA would be more evenly redistributed to other parts of the study area. The alternative proposal comprised the following key components:

- Three clusters included Cultural Heritage and Transport Cluster, Civic and Commercial Cluster, and Arts and Marine Cluster.
- Eight place destinations included:
 - i. Harbour Place at Central Ferry Piers: 3-storey mixed-use development over low podium block, footbridge link from IFC podium and landscaped trellis connecting to ferry piers, retail bridge links connecting low podium block to ferry piers, bus terminus replaced by ground level drop-off under the low podium structure, alfresco dining above ferry piers, etc.
 - ii. Statue Square Esplanade: creating strong ground level access from Statue Square to ferry piers and reinstatement of SFCT plaza at its original location, Central Harbour Visitor’s Centre and Star Ferry Museum, restaurants and alfresco dining, shops and indoor sports complex and parking below the esplanade, etc.
 - iii. Inner Harbour: reassembled QP in its original location with extension of Edinburgh Place, kiosks and restaurants lining water edge with steps leading down, light house over pumping station at the mouth of the inner harbour, traditional Chinese performances and informal theatre on floating pontoons, etc.
 - iv. Central Waterfront Promenade: vibrant waterfront promenade with width of 30m from east to west with alfresco dining along, PLA Pier Temporary Urban Beach, Central Boulevard, PLA Pier LIDO (public swimming pool), tramline, cycling activities, etc.
 - v. Tamar Green: rolling landscape open space for flexible use, City

Vision Urban Centre and Citizen Square, Bauhinia Plaza with the relocated Golden Bauhinia in front of Tamar, etc.

- vi. Central Harbour Hotel and Commercial Complex: 6-to-10-storey high hotel and commercial complex, floating hotel and harbour cruises, alfresco dining and restaurants, indoor sports complex and parking underground, etc.
- vii. Landscaped Eco Park and APA Arts Corner: HKAPA extension and visual arts corner, landscaped eco park over extended deck linkage, landscaped trellis connection between HKCEC and the eco park, HKAPA plaza for outdoor performances, etc.
- viii. Maritime Museum and Marine Basin: moored sail boats and tall ships, maritime museum, pedestrian causeway linking HKCEC to the floating hotel, marine centre and training facility, etc.

Presenter 15 : Mr. YEUNG Cheung-sing, Lawrence

- 2.2.15 Mr. Lawrence Yeung did not support any commercial tower blocks at Sites 1 and 2 for blocking physical connection to the waterfront. He considered that QP should be re-assembled at its original location for maintaining the historical connection with Edinburgh Place and City Hall, which was more important than its pier function. He proposed to erect a sign to show the original reclamation limit. He also proposed the development of 'The New Central Praya' at Site 4 for waterfront-related commercial and leisure uses with the re-erection of some 19th colonial buildings at the waterfront. He supported relocating the Maritime Museum from Stanley to Central Pier No. 8.

Presenter 16 : Nomometric Design and Planning Consultants Ltd.

- 2.2.16 As requested by Mr. Richard Yu of Nomometric Design and Planning Consultants Ltd., who could not attend the Forum, the Secretary of the TGHEC read out his written submission. In gist, Mr. Yu did not support locating QP at its original location. He suggested constructing a Memorial for Return of Sovereignty at Site 7, locating the Final Appeal Court at Site 5 and relocating the Clock Tower to the Star Ferry of Tsim Sha Tsui. He supported the Tamar Building to form an axis to the waterfront.

2.3 Floor Discussion

Key points raised in the floor discussion are summarized as follows :

- 2.3.1 Mr. Brandon Kirk, member of Hong Kong Mountain Bike Association suggested that the Government might consider the bike sharing programme, which had the merits of convenience, environmental-friendly, low maintenance and low cost.
- 2.3.2 Mr. Chan Tak-chor, Chairman of Central and Western DC (C&W DC) reported that C&W DC had already formed a Task Group to deal with the waterfront matters. He pointed out that the C&W DC had passed a motion of not supporting any additional hotel/ commercial buildings at the harbourfront and another motion advocating the re-assembly of QP at the waterfront to revive its original pier function. The waterfront should provide adequate space for family activities, such as viewing sunset and cycling. The cycle track should be built along waterfront connecting to Sheung Wan. The proposed recreational and dining facilities should be affordable to the public.
- 2.3.3 Mr. Chan Chit-kwai, Vice-chairman of C&W DC and representative of Central Western Power (中西區發展動力) urged the early implementation of Central-Wanchai Bypass (CWB) to relieve the traffic congestion problem that necessitated the reclamation. He also agreed with the vision of building a green, accessible and vibrant waterfront. He supported the elevated walkway with landscape treatment to bring people to waterfront. Apart from open space, he supported the provision of some commercial elements within the low-to medium rise buildings at the harbourfront.
- 2.3.4 Mr. Paul Zimmerman, Member of TGUDS, pointed out the discrepancies between the findings of the Stage 2 Public Engagement presented by the study team and the public views presented in the public presentation session were mainly because different people being interviewed had different perceptions of the proposals. He considered that the public views presented in the Forum were more thought out and should be taken as more important.
- 2.3.5 Ms. Ho Loy called for a rethink on what should be preserved to enhance the sustainability of Hong Kong and which ‘value’ should not be compromised. She considered that there should be proper harbourfront planning and management, and opined that daily commuters of the ferry piers as well as the

pier operators should be properly consulted.

2.3.6 Mr. Lee Yuet supported the reassembly of QP at the original location. In addition, he considered that the waterfront proposals should neither be engineering-led nor profit-oriented.

2.3.7 Ms. Cheng Lai-king, member of C&W DC, supported protection of the harbour and opined that there should be no more harbour reclamation. She considered that the SFCT should be re-assembled at the original location. She raised concern on whether the Government would seriously consider the public comments gathered at this Forum upon submission by the HEC, and also how the public views, such as developing a sports ground in the harbourfront, would be dealt with in the study.

2.3.8 Ms. Julia Lau commented that there was limited north-south traffic connection between the waterfront and the inland areas of the Central and Wanchai. It was doubtful whether Road P2 could help resolve the local traffic issue. In addition, the proposed GFA at Sites 1, 2 and 3 were so excessive, which would create additional traffic demand and worsen the air pollution in the area. The proposed towers at Sites 1 and 2 should be relocated elsewhere.

[Post-meeting Note : Supplementary information provided by Ms. Lau had been uploaded to the study website.]

2.3.9 Mr. Lee Ping-kuen, member of AES, did not support the inner harbour proposal as the water bodies within the inner harbour would be static and lead to water quality problem. The implementation of the proposal would require substantial resources to tackle the water quality problem, which was considered not sustainable. Apart from creating a green waterfront, it was also essential for the Government to think about ways to bring people to the waterfront.

2.3.10 Mr. Koo Yuk-shan, an engineer, shared his previous working experience in refurbishing the ferry pier project in Melbourne. He considered that it was important to attract the people to the waterfront and supported the provision of tramline. In addition, some sites at the waterfront should be reserved for recreational/sports activities, such as kite flying.

2.3.11 Mr. Nicholas Brooke hoped that the Forum could reach an unanimous view to

request the Government urging the Town Planning Board (TPB) to revisit the OZP, as the OZP had imposed major constraint to the design of the waterfront.

- 2.3.12 Mr. Ian Brownlee indicated that he had previously submitted a rezoning proposal to the TPB to rezone several sites on the OZP. While the TPB did not agree to the proposal, members considered that there were some merits in the schemes. He commented that the Study Brief for the new Central harbourfront was wrong in the outset and could not see any chance of reaching consensus on the basis of the Government proposal. He supported Mr. Brooke's view that there was a need to revisit the OZP. HEC should help rectify the current impasse.
- 2.3.13 Mr. Winston Chu opined that the existing OZP was prepared some 20 years ago and most of the information was out of date. He intended to submit a request to TPB later this year for a comprehensive review of the existing OZP. He asked the participants to cast a vote in support of his view. He would consider taking legal action if the Government decided to proceed with land sale of the reclaimed land, instead of using it for public enjoyment.
- 2.3.14 Other public views/comments include :
- (a) The Government should bear in mind that the original rationale for reclamation was for CWB with a view to alleviating the traffic problem. It was not justified to introduce further development which would add more traffic to this area.
 - (b) The Government did not seriously consider the proposal submitted by the public, for example, the Government claimed that allowing vessels navigating in the proposed inner harbour might damage the CWB tunnel. It was doubtful if the vessels were sampan, whether it would also have such detrimental effect.
 - (c) Redistribution of the GFA at Sites 1 and 2 to elsewhere could help reduce traffic demand, minimize air pollution, and create a more vibrant waterfront.
 - (d) The crux of creating a vibrant harbourfront mainly depended on the human factor and how to bring the people to the waterfront. The Government should think out of the box and beyond the existing framework.

2.4 Consolidation of Critical Issues

At the end of the public presentation and floor discussion sessions, the Chairman consolidated the comments/views gathered in the morning session into five major critical issues (**Appendix VII**) for structured discussion in the afternoon session.

3. Summary of Afternoon Session : Public Discussion

The afternoon session was chaired by Professor LEE Chack-fan, the Chairman of HEC. A technical panel led by Deputy Director/District, PlanD comprising representatives of PlanD and concerned technical departments including Civil Engineering and Development Department (CEDD), Marine Department (MD), Transport Department (TD), Highways Department (HyD) and Leisure and Cultural Services Department (LCSD) as well as the study consultants was present to respond to the comments and queries raised from the participants. The key points discussed in the afternoon session based on the list of issues at **Appendix VII** are summarized as follows :

3.1 Issue 1: Central Ferry Piers Corridor (including Sites 1 & 2, Central Piers No. 1-6)

- (a) Transfer all or most GFA from Sites 1 and 2 to Site 5 or elsewhere to reduce building height and bulk

Key points raised by individual participants :

- The proposed scale of development at Sites 1 and 2 was too large.
- There should first be a development strategy of the waterfront, before proceeding to discuss the location of individual land uses.
- The proposed commercial/hotel towers should be relocated elsewhere and there should be a substantial reduction of the building height and GFA.
- The height of the proposed development at Sites 1 and 2 should be limited to about 2 to 4 storeys.
- The motive behind objecting to tall buildings in Sites 1 and 2 was questionable. It was only to protect the interest of the developers of the existing skyscraper and other high-rise towers behind.

Technical Panel's Responses :

- The Government had already conducted a comprehensive research and made reference to relevant studies before formulating the proposals, and the

scale of development had already been reduced by 20% as compared to the proposals put forward at Stage 1 Public Engagement.

- To address some public comments that the development scale was excessive, the Study Team was in the process of further investigating the scenario of re-distributing GFA from Sites 1 and 2.
- To ensure stable supply of land for Grade A office in the CBD, reservation of commercial land was necessary. It did not mean that Sites 1 and 2 were absolutely indispensable, as Sites 1 & 2 alone could not fully meet the demand.

- (b) Removal of PTI from Site 2 with the replacement by drop-offs and bus stops

Key points raised by individual participants :

- Request for total removal of PTI from the new Central harbourfront.
- Need for a comprehensive review of public transport facilities in the whole district.
- The bus routes using the current PTI in Central was mainly to/from the southern part of the Hong Kong Island. After the future MTR extension to the Southern District, it was expected that demand for these bus routes would be substantially reduced and the need for PTI in the Central area was questionable.
- The need for the pier commuters and pier operators should be duly considered and taken care of. There were surveys on the need of the commuters.

Technical Panel's Responses :

- Over the past few months, TD had been reviewing the public transport facilities in the new Central harbourfront. TD agreed to relocate the PTI originally proposed at Site 2 to other areas in the vicinity.
- TD would further review the traffic demand and location of drop-offs and bus stops in front of the ferry piers.
- The PTI would be so located to take care of the need of users.
- PlanD welcomed the submission of any survey result on the need of the pier commuters for consideration.

- (c) Additional Commercial Development above the Ferry Piers

Technical Panel's Responses :

- Consideration was being given to adding another floor on top of the piers.

3.2 Issue 2: Statue Square Corridor (including Site 3, Central Piers No. 7 & 8)

(a) Re-alignment and Pedestrianization of Road P1 and D6

Key points raised by individual participants :

- Provision of an at-grade ‘road-free’ open space corridor extending from Statue Square to the Central Piers No. 7 and 8 (i.e. the Star Ferry Piers).
- Doubt on the need for Roads P1 and D6 if there were no building developments at Site 1 and 2, and whether the need was substantiated by any traffic assessment.
- There were too many roads proposed at the harbourfront and the character of City Hall would be adversely affected by the roads.
- Provision of alternative routes for other transport modes such as bicycles and trams would reduce the traffic demand by motor vehicles and thus road space.
- Car parks should be removed or reduced.

Technical Panel’s Responses :

- TD responded that there was a need to construct Roads P1 and D6, which were designed for diverting traffic into the Central harbourfront and providing ingress/egress points for Site 3. Deletion of the two roads would overload the junction of Man Yiu Street/Road P2.
- TD confirmed that the need for Roads P1 & D6 was substantiated by traffic assessment. Even if no development was planned at Sites 1 and 2, Roads P1 and D6 would still be needed to cope with the traffic generated by the existing and planned developments.
- TD commented that roads were needed for long distance users.
- Adequate parking provision would be needed. The minimum parking requirement had already been adopted and car parks could be located underground to address the visual impact.

(b) Re-construction of SFCT at its original location

Key points raised by individual participants :

- The response made by CEDD that ‘reconstruction of the SFCT at its original location would be in conflict with a major drainage culvert

underneath, and re-diversion of the underground culvert might be required' was not justifiable as the SFCT was comparatively light in weight.

- CEDD should make clear its stance on whether there would be insurmountable technical problems to re-construct the SFCT at its original location.
- The importance of putting the SFCT at its original location in view of its historical significance should be recognized.
- An exhibition hall should be constructed to accompany the SFCT.
- It was not necessary to re-construct the SFCT.

Technical Panel's Responses :

- The Clock Tower would not be an isolated structure. A Clock Tower Gallery would be included as part of the development.
- The departments would further examine the technical feasibility of constructing SFCT together with the Clock Tower Gallery at its original location. Any additional time and costs that might be incurred and the possible conflicts with underground utilities including the drainage culvert would be assessed so as to help arrive at an informed decision.

(c) Breaking up developments at Site 3

Key points raised by individual participants :

- Supporting landscape deck, possibly in the form of 'layers', to deck over the road infrastructure.
- The site should be split into 3 plots or even smaller lots for land disposal to ensure diverse ownership.

Technical Panel's Responses :

- The Government would take note of the public comments in refining the design proposals for the landscape deck.
- Breaking up the sites into smaller land parcels did not represent the majority views. The public opinion collected revealed that more respondents advocated a large landscape deck connecting the inland Central area to the harbourfront.

3.3 Issue 3: Central Waterfront Promenade (including Sites 4 & 7, Central Piers No. 9 to 10, PLA Berth)

(a) Relocation of PLA Berth or providing the berth off-shore

Technical Panel's Responses :

- The current site for the PLA berth was considered the most suitable location in the Central District. The proposed pier structure for the PLA berth might not be viable as it would involve additional reclamation and might not satisfy the Protection of the Harbour Ordinance.
- The PLA berth will be integrated into the design of the Central waterfront with a folding gate concept to avoid creating visual obstruction to the harbour. The area will be open to the public when not in use by the PLA.

(b) Inner Harbour Proposal

Key points raised by individual participants :

- The concept of inner harbour was supported and cast doubt on the so-called technical constraints for adopting the inner harbour proposal as claimed by the Government
- Even if there were technical constraints, Government should explore other alternatives and be more creative in design, such as adopting a smaller “inner harbour”, a larger “lagoon” which could have higher water level, shifting the “inner harbour” to avoid encroaching onto the CWB alignment, or more water features in the inland to complement the reassembled QP at its original location
- Possibility of further lowering the CWB alignment below ground so that no structures would be exposed above the sea level during low-tide period.
- The public might accept a scenario with a smaller area of waterbodies
- The coastline should be more creative.
- Objection to the proposal as the water bodies within the inner harbour would be static and lead to water quality and environmental problems. Using mechanical means to regularly clear up the water bodies was not environmentally friendly.

Technical Panel's Responses :

- HyD indicated that the proposal would not work due to exposure of the CWB tunnel structure across the proposed Inner Harbour.

- HyD advised that the levels of the CWB tunnel were confirmed after detailed investigation which had taken into account the interface with the connecting roads and the nearby railway infrastructure. Further lowering of the tunnel at this stage would lead to substantive change to the CWB alignment and undesirable delay of the implementation programme.
- The Government would further examine the technical feasibility of providing a ‘lagoon’ or water features to complement the reassembled QP at its original location subject to the CWB tunnel would not be affected.

(c) Waterfront Promenade

Key points raised by individual participants :

- Provision of alfresco dining along the waterfront promenade

Technical Panel’s Responses :

- There would be adequate outdoor dining and restaurant facilities along the promenade. Such facilities in the “O” zone on the OZP could be processed through the planning application system. and there was no need for rezoning.
- Provision of alfresco dining would be incorporated at the detailed design stage.

(d) Reassembly of QP

Key points raised by individual participants :

- Reassembly of QP by the harbour would duplicate the function of Central Piers 9 and 10 and the reassembled QP in between Central Piers 9 and 10 would not be visually attractive and would not revive its pier function.
- The reassembly of QP at its original location was supported to preserve its historical value
- The Government should respect the majority views when making the decision, which was to reassemble QP by the harbour.
- The motions passed by 16 DCs were similar in wording. There was doubt on whether there was undue influence made by the Government in consulting the DCs.
- If QP could not be reassembled at its original location, some memorial structures might be erected in recognition of the historical significance of the area.

- Both the functional and historical significance of QP should be duly respected.

Technical Panel's Responses :

- MD confirmed that the reassembled QP between Central Piers No. 9 and 10 could serve the pier function.
- Technical issues were not the key concern when the QP should be reassembled at the harbourfront or at the original location. Rather, there was different view of the two proposals for re-assembling QP. From the outcome of Stage 2 Public Engagement, QP by the harbour was generally preferred to QP at its original location. The 16 DCs had deliberated and passed motions in support of the reassembly of QP by the harbour. There was no ground to dispute the motions passed.

3.4 Issue 4: Cultural Corridor (including Sites 5 & 6 and Areas in front of CITIC Tower, HKAPA and HKCEC)

Key points raised by individual participants :

- The positioning of Cultural Corridor as compared to the West Kowloon Cultural District.
- Suggestion of providing a deck (with natural lighting to penetrate through) over the road infrastructure to allow a smooth connection to the waterfront
- The proposed deck should be of interesting and innovative design
- Future developments in the Cultural Corridor should be compatible with the surroundings, and had concerns on the proposed change of use to commercial development at Site 5.
- The proposed amphitheatre and maritime theme was supported.
- There was no vehicular access serving the proposed Maritime Museum at Central Pier No. 8
- Objection to relocate PTI to Site 5
- The suggestion of a floating hotel should be put up for public consultation. The Government should not discard the suggestion simply based on legal grounds.
- There was a suggestion of HKAPA extension.

Technical Panel's Responses :

- Both at-grade and grade-separated facilities (including landscaped decks and elevated walkways) have been provided to facilitate pedestrian

circulation in this area. The Study Team would further examine the proposal of additional decks in the area.

- Maritime Museum would be relocated from Stanley to Central Pier 8.
- The cultural facilities in Central harbourfront and West Kowloon would serve different purposes. The Cultural Corridor was mainly to serve the existing arts and cultural venues and future extension of HKAPA and Hong Kong Arts Centre in Wan Chai North.
- The floating hotel proposal would likely involve reclamation, which might not satisfy the ‘overriding public need test’ under the Protection of the Harbour Ordinance. The Government should ensure that all proposals should comply with the law.

3.5 Issue 5: Transport and Other Issues

Key points raised by individual participants :

- Road P2 would cut across the original location of QP and the need for such road was in doubt.
- Road P2 should be realigned.
- New road would generate new traffic and would not solve traffic congestion problems.
- Whether it was possible to reduce the width of P2 to provide more spaces for public use
- Roads P1 and P2 should be realigned to provide space for a proposed lagoon.
- The provision of cycle track along the promenade was supported. In the long run, a waterfront cycle track should be provided from Shau Kei Wan to the Western District.
- Cycling is more than a leisure activity, but an efficient means of transport. The Government should advocate the use of cycling.
- Mutli-transport modes would make the area more vibrant.
- Provision of environmentally-friendly transport mode (e.g. tramline) along the promenade should be considered
- Provision should be made for water transport mode (i.e. walawala or water taxi).
- Charges should be imposed to limit the growth of motor vehicles in the areas.
- The east-west connectivity along the waterfront from Central Pier No. 1 to Hong Kong Convention and Exhibition Centre should be improved.

- The development of the new Central harbourfront should not be constrained by the OZP. Maximum flexibility should be allowed to achieve the vision.
- The need for a comprehensive revamp of the land use zonings and development restrictions on the relevant OZPs.
- The waterfront sites should be designated as “Other Specified Uses (Special Design Area)” to give flexibility in land use and design.
- There should be a new harbourfront authority.

Technical Panel’s Responses :

- MD responded that the provision of water transport mode could be further explored if operators had expressed their interest and the operation would not affect, inter alia, marine safety. There are already public landing areas in Central.
- TD explained that single lane for Road P2 could not cater for the future traffic growth. As such, there was a need to construct the road in dual two lanes.
- TD considered that cycle track was mainly for leisure activities. Both TD and LCSD had no in-principle objection to the provision of cycle track within the promenade, and the proposal would be incorporated at the detailed design stage.
- The additional provision of other environmentally-friendly transport modes would be further examined at the detailed design stage.
- TD did not support the proposed tramline at the waterfront with connection to public road and the existing tram system as it would cause serious traffic disruption and congestion problem.
- Regarding the east-west connectivity along the waterfront, TD advised that there would be provision of public transport service along the future Road P2.
- The comments/proposals received would be duly assessed and incorporated in the revised MLP where appropriate. Whether there was a need to amend the OZP would depend on the final recommendations of the Study. Many infrastructural proposals had already been incorporated into the existing OZP.

3.6 Concluding Remarks

The Chairman concluded that the Consolidation Forum offered good opportunities for people from various background and with different interests to share and

exchange their plans and ideas, and learn from one other in the process. The findings from the discussion could help government better understand the needs of the community and thus produce a better design to meet public aspirations for a unique harbourfront of Hong Kong.

Appendix I – List of Participants

	<u>HEC/ HEC TGUDS MEMBERS</u>
1.	Prof. Lee Chack-fan (Chairman of pm session)
2.	Dr. Greg Wong (Chairman of am session)
3.	Dr. Ng Mee Kam
4.	Mr. Andy Leung
5.	Mr. Roger Nissim
6.	Mr. Nicholas Brooke
7.	Mr. Patrick Lau
8.	Mr. Vincent Ng
9.	Mr. Paul Zimmerman
10.	Ir. Mok Cheuk-sum, Samuel
	<u>TOTAL : 10</u>
	<u>TPB MEMBERS</u>
11.	Mr. Leung Kong-yui
	<u>TOTAL : 1</u>
	<u>DISTRICT COUNCILORS</u>
12.	Mr. Chan Tak-chor (Chairman - Central and Western District)
13.	Mr. Chan Chit-kwai (Central and Western District)
14.	Mr. Man Chi-wah (Central and Western District)
15.	Mr. Chan Hok-fung (Central and Western District)
16.	Mr. Chan Choi-hei (Central and Western District)
17.	Ms. Cheng Lai-king (Central and Western District)
18.	Mr. Cheung Yan-hong (Kowloon City District)
19.	Dr. Siu Che-hung (Wan Chai District)
	<u>TOTAL : 8</u>
	<u>PROFESSIONAL INSTITUTIONS</u>
20.	Ir. Lee Ping-kuen (Association of Engineering Professionals in Society)(AES)
21.	Ir. Mok Cheuk-sum, Samuel (AES)
22.	Ir. Tse Mau-kay, Keith (AES)

23.	Ir. Chan Hing-ming, Henry (AES)
24.	Ir. Koo Yuk-chan (AES)
25.	Mr. Cheng Jiun-yan, Peter (The Hong Kong Institute of Architects)(HKIA)
26.	Mr. Tam Wai-lam (HKIA)
27.	Ir. Dr. Chan Fuk-cheung (The Hong Kong Institution of Engineers)
28.	Mr. Stephen Yip (The Hong Kong Institute of Surveyors)(HKIS)
29.	Ms. Tzena Wong (HKIS)
30.	Mr. Thomas Lee (Hong Kong Institute of Planners)(HKIP)
31.	Ms. Lau Fung-yee, Rebecca (HKIP)
32.	Mr. Bernie Harrad (HKIP)
33.	Mr. Fu Yee-ming (HKIP)
34.	Ms. Natalie Chan (HKIP)
35.	Mr. Shu-Ki Leung (HKIP)
	<u>TOTAL : 15</u>
	<u>ACADEMIC INSTITUTIONS</u>
36.	Dr. Joanna Lee (CUHK)
37.	Ms. Karen Chan (CUHK)
38.	Mr. Jonas Tang (CUHK)
39.	Ms. Wu Nga-yi (City U) (2 persons)
40.	Mr. Lam Kin-lai (Hong Kong University of Science and Technology)
	<u>TOTAL : 6</u>
	<u>CONCERNED GROUPS AND ORGANIZATIONS</u>
41.	Retail Development Consultants (Mr. Dick Groves)
42.	IFC Development Ltd (Mr. David Yau, Mr. Alan Macdonald and others)(6 persons)
43.	Designing Hong Kong (Mr. Lee Yuet & Mr. Paul Zimmerman)
44.	Society for Protection of the Harbour (Mr. Winston Chu)
45.	Hong Kong Cycling Alliance (Mr. Martin Turner, Mr. Philip Heung and others) (3 persons)
46.	Local Action (Mr. Julian Fung, Mr. Chu Hoi-tik and others) (10 persons)
47.	Action Group on Protection of the Harbour (Ms. Yu Man-tuen)
48.	Harbour Business Forum (Mrs. Margaret Brooke & Ms. Elanna Tam)
49.	MTRC (Mr. Steve Yiu, Mr. Oscar Yu, Mr. C. S Tang)
50.	Urban Design Alliance (Mr. Peter Cookson Smith, Dr. Sujata GOVADA, Mr.

	Paul Chu)
51.	Chu Hai College (Mr. Paul Chu and others) (8 persons)
52.	Urban Design & Planning Consultants Ltd (Dr. Sujata GOVADA and others) (3 persons)
53.	Hong Kong Maritime Museum (Mr. Stephen Davies & Ms. Catalina Chor)
54.	Hong Kong Academy for Performing Arts (Mr. Philip Soden & Mr. Yiu Tuen-chi)
55.	Hong Kong Arts Centre (Ms. Kelly Ho)
56.	Wheelock Properties (HK) Ltd (Mr. Ricky Wong & Mr. Joseph Li)
57.	Hong Kong Resort Int'l Ltd (Mr. Wong Hon Keung, Max)
58.	CE Richard Ellis (Mr. Yu Kam Hung)
59.	Hong Kong and Kowloon Ferry Ltd. (Ms. April Lam & Mr. Tim Leung)
60.	Hong Kong Mountain Bikes Association (Mr. Brandon Kirk)
61.	City Bus Ltd. (Mr. Mistral Sin & Mr. Edmond Wong)
62.	The Kowloon Motor Bus Co. (1933) Ltd. (Mr. Lee Shut-hang)
	<u>TOTAL : 55</u>
	<u>INDIVIDUALS</u>
63.	Mr. Shu Lok-shing
64.	Mr. Yeung Cheung-sing, Lawernce
65.	Mr. Ian Brownlee
66.	Mr. Bill Barron
67.	Mr. Andrew Cheng
68.	Ms. Cheung Hoi-yee
69.	Mr. Chiu Wing-chiu
70.	Mr. Chow Chi-wing
71.	Mr. Kevin Chow
72.	Mr. Lawrence Chu
73.	Ms. Ho Loy
74.	Ms. Deirdre Kuk
75.	Ms. Lam Yuet-king
76.	Ms. Julia Lau (3 persons)
77.	Mr. Alfred Leung (Leighton Contractors (Asia) Ltd) (2 persons)
78.	Mr. John Mackie
79.	Ms. Grace Siu
80.	Ms. So Oi-yee
81.	Ms. Anny Tang

82.	Dr. Tang Wing-sing
83.	Mr. Terry Tsui
84.	Ms. Wong Chung-huen, Tracy
85.	Ms. Wong Shun-wun, Rebecca
86.	Ms. Wong Mei-hing
87.	Mr. Yeung Tsz-kit
88.	Mr. James W. Pierce
89.	Mr. Tom Callahan
90.	Mr. Chan Siu-yuen
91.	Ms. Yau Sau-yee
92.	Mr. Yuen Kin-lun
93.	Mr. Jay Lim
94.	Mr. David Dunigan
95.	Mr. Au Kwok-kuen
96.	Ms. Wong Ka-yi
97.	Mr. Cheung Siu-hung
98.	Mr. Michael Hampton
99.	Mr. Peter Cook
	<u>TOTAL : 40</u>
	<u>GOVERNMENT BUREAUX AND DEPARTMENTS</u>
100.	Ms. Gracie Foo (DS(PL)1, DEVB)
101.	Ms. Alice Cheung (PAS(H), DEVB)
102.	Ms. Lydia Lam (AS(P)3, DEVB)
103.	Ms. Winnie Ho (DO/C&W, HAD)
104.	Mr. Tim Yu (ADO/C&W, HAD)
105.	Mr. Eric Fung (CE/HK, CEDD)
106.	Mr. K. S. LI (SE2/HKI&I, CEDD)
107.	Mr. Yiu Fan Lai (SE/TS, RDO, HyD)
108.	Mr. Dennis Wong (SE2/CWB, MWPMO, HyD)
109.	Mr. Harry Tsang (CEO(Planning), LCSD)
110.	Mr. C. Y. Tsang (SMO/P&D, MD)
111.	Mr. H. L. Cheng (CTE/HK, TD)
112.	Mr. Chan Chung-yuen (SE/H&P, TD)
113.	Mr. Haiko Yu (STO/C&W, TD)
114.	Ms. Ophelia Wong (DD/D, PlanD)

115.	Ms. Phyllis Li (AD/SD, PlanD)
116.	Miss Fiona Lung (CTP/SD, PlanD)
117.	Mr. Roy Li (STP/SD2, PlanD)
118.	Mr. Timothy Lui (TP/SD2, PlanD)
119.	Ms. Agnes Tang (TP/SD4, PlanD)
120.	Miss Bonnie Lee (TP/SD5, PlanD)
121.	Ms. Mandy Tsoi (SIO)
	<u>TOTAL : 22</u>
	<u>CONSULTANTS</u>
	<u>AEDAS</u>
122.	Mr. Kyran Sze
123.	Ms. Irene Ip
124.	Ms. Santafe Poon
125.	Mr. Tony Yeung
126.	Mr. Elaine Lee
	<u>PPRI, PolyU</u>
127.	Prof. Lee Ngor
128.	Prof. Peter Yuen
129.	Dr. Florence Ho
130.	Dr. K. K. Yuen
	CityU Professional Services Ltd.
131.	Prof. Andrew Leung
132.	Dr. C. M. Tam
133.	Ms. Cheung Ka-lam
	<u>Total : 12</u>

Total participants :**169** (after discounting the participants who represented more than one group/organization and excluding the 10 helpers from CPS and 10 helpers from PlanD)

Appendix II – Programme Outline

Morning: Public Presentation Session		
8:45am	Registration	
9:00-9:05am	Welcoming Remarks and Introduction	Ir. Dr. Greg WONG, Chairman, TGUDS
9:05-9:20am	Report on the Findings of the Stage 2 Public Engagement	Public Policy Research Institute, HKPU
9:20-9:30am	Presentation of Design Responses	Study Consultant, AEDAS Ltd.
9:30-10:25am	Public Presentation (1)	Organizations/ Individuals who have made written submissions
10:25-10:35am	Break	
10:35-11:35am	Public Presentation (2)	-ditto-
11:35-12:20pm	Open to Floor	
12:20-12:50pm	Comments and Responses	--
12:50-1:00pm	Consolidating Critical Issues	Dr. Greg WONG, Chairman, TGUDS
1:00-2:15pm	Lunch Break	
Afternoon: Public Discussion Session		
2:15-2:20pm	Introduction	Pro. LEE Chack-fan, Chairman, HEC
2:20-2:50pm	(1) Critical Issue (1)	Facilitator and Technical Panel
2:50-3:20pm	(2) Critical Issue (2)	-ditto-
3:20-3:40pm	Break	
3:40-4:10pm	(3) Critical Issue (3)	-ditto-
4:10-4:40pm	(4) Critical Issue (4)	-ditto-
4:40-5:10pm	(5) Critical Issue (5)	-ditto-
5:10-5:30pm	Concluding Remarks	Pro. LEE Chack-fan, Chairman, HEC

Appendix III – List of Presenters

Presenters:

1.	Retail Development Consultants (Mr. Dick GROVES)
2.	IFC Development Limited (Mr. Alan MACDONALD and others)
3.	Designing Hong Kong (Mr. Paul ZIMMERMAN)
4.	Society for Protection of the Harbour (Mr. Winston CHU)
5.	Hong Kong Cycling Alliance (Mr. Philip HEUNG)
6.	Local Action (Mr. CHU Hoi-tik)
7.	Action Group on Protection of the Harbour (Ms. YU Man-tuen)
8.	Harbour Business Forum (Mrs. Margaret BROOKE)
9.	The Hong Kong Institute of Planners (Mr. Thomas LEE)
10.	The Hong Kong Institute of Architects (Mr. TAM Wai-lam and others)
11.	The Hong Kong Institute of Surveyors (Ms. TZENA WONG)
12.	The Hong Kong Institution of Engineers (Ir. Dr. CHAN Fuk-cheung)
13.	Mr. SHU Lok-shing
14.	Hong Kong Urban Design Alliance (Mr. Peter Cookson Smith and Dr. Sujata GOVADA)
15.	Mr. YEUNG Cheung-sing, Lawrence
16.	Nomometric Design and Planning Consultants Ltd. (Not represented. Secretary of HEC TGUDS read out the submission, as requested, on his behalf)

中環新海濱城市設計研究第二階段公眾參與
綜合意見論壇意見表

Urban Design Study for the New Central Harbourfront Stage 2 Public Engagement
Consolidation Forum Comment Form

如你對論壇所提出的建議/議題有任何意見/建議，請填寫這份意見表。你所提出的意見有助我們整合公眾意見作進一步研究。

If you have any further views/suggestions on the proposals / issues presented at the Consolidation Forum, please fill in the comment form. Your inputs are valuable for us to consolidate public views for further study.

意見/建議 Comments/Suggestions

中環渡輪碼頭走廊 (包括一號和二號用地、一號至六號碼頭)

Central Ferry Piers Corridor (incl Sites 1 & 2, Piers 1-6)

發展、公眾用地、渡輪碼頭、公共交通交匯處/上落點、連接事宜
Development, Public space, Ferry Piers, PTI/Drop-offs, Connectivity

皇后像廣場走廊 (包括三號用地、七號和八號碼頭)

Statue Square Corridor (incl. Site 3, Piers 7 & 8)

發展、公眾用地、天星鐘樓
Development, Public space, Star Ferry Clock Tower

中環海濱長廊 (包括四號和七號用地、九號和十號碼頭、解放軍軍事泊位)

Central Waterfront Promenade (incl. Sites 4 & 7, Piers 9 & 10, PLA berth)

發展、公眾用地、園景、愛丁堡廣場和皇后碼頭、金紫荊、解放軍軍事泊位
Development, Public space, Landscaping, Edinburgh Place and Queen's Pier, Golden Bauhinia, PLA berthing

文化走廊 (包括五號和六號用地及中信大廈、香港演藝學院和君悅酒店前的地方)

Cultural corridor (incl. sites 5 & 6 and areas in front of CITIC, APA and Grand Hyatt)

發展、公眾用地、文化設施

Development, Public space, Cultural facilities

交通

Transport

P2 路、北港島線、單車徑、地區交通 (電車或其他環保交通系統)

P2, Northern Island Line, Cycle tracks, Local Transport (tram or other environmentally friendly system)

其他事宜

Other issues

聲明：凡個人或團體，在過程中提供意見及建議，均被當作已同意，在無須再徵詢那個人或團體同意的情况下(個人資料除外)，規劃署可完全自由使用或公開(包括上載於適合的網頁)部份或全部所提供的意見及建議。否則，請在提供意見及建議時作出聲明。

Disclaimer: A person or an organization providing any comments and views shall be deemed to have given consent to the Planning Department to use or publish (including posting onto an appropriate website) the whole or any part of the comments and views (with the exception of personal data) at its full discretion without the need to seek any agreement from that person or organization. Otherwise, please state so when providing the comments or views.

姓名Name: _____ 機構 Organization: _____

聯絡電話Contact Telephone No.: _____

電郵地址E-mail Address: _____

(請把回條填妥並交給工作人員)
(Please complete and return the completed form to the staff)

共建維港委員會中環新海濱城市設計研究專責小組
HEC, Task Group on Urban Design Study for the New Central Harbourfront
- 多謝 THANK YOU -

Appendix V – Summary of Written Comments/ Suggestions Received at the Consolidation Forum

A summary of the 17 completed comment forms received at the Forum is as follows :

Central Ferry Piers Corridor (including Sites 1 & 2, Central Piers No. 1-6)

- No hotels or office developments; any new commercial construction will add traffic to the area
- No objection to slightly reduce commercial GFA at this area or transferring some GFA to Site 5
- Reduction of development intensity as far as possible with building height restriction of 48m or below
- Hotel and office developments are considered desirable to bring people to the harbourfront
- Object to sacrificing public revenue to protect private developer's interest
- PTI is not required
- Keeping PTI at the ferry piers
- The bus terminal outside IFC to be remained
- Detailed review should be conducted to assess the impact of the pier commuters in using the bus services before the PTI relocation. Apart from maintaining some bus stops in front of piers, it is suggested that terminus for several bus routes should be provided along the piers to facilitate the pier commuters
- Promoting ferry travel by providing “Automatic People Movers” system or park & ride facilities (for bicycles)
- Sites 1 and 2 should be dedicated to public use
- Large open space, open piazza, small-scale sport area should be provided to encourage leisure activities like fishing and kite flying, so as to keep the visitors to stay and enjoy. This will add vibrancy to the waterfront area
- The public open space should be 24-hour open
- The importance of setting up the Maritime Museum should be recognized
- Piers No. 2 & 3 should have the same list of permissible uses as Piers No. 4 – 6 under the OZP.
- Reviewing the existing OZP to allow more commercial/ retail/ tourist-related uses under “OU(Pier)” zone for Piers No. 2 & 3
- The design for Central Piers No. 1 to 6 should be consistent
- Use roof top of ferry piers for alfresco dining / harbour viewing to cross-subsidize ferry services

- At least 3 additional floors for the piers for alfresco dining use should be allowed
- Pedestrian connection should be provided for to the roof top of all piers
- Some of the floorspaces at Piers No. 2 and 3 are vacant and underutilized for a long time
- Enhancement of at-grade connectivity
- Provision of underground Automatic People Movers system connecting MTR Central Station to the ferry piers

Statue Square Corridor (including Site 3, Central Piers No. 7 & 8)

- Reassembly of QP and SFCT at their original locations to symbolize the historical significance
- Reconstruction of SFCT at the new Central harbourfront
- Reconstruction of SFCT should respect the findings of Stage 2 Public Engagement
- Retaining Central Post Office and car-park at Edinburgh Place. The roof top of the carpark building can be designed as a public gathering place
- Continuous at-grade public open space/pedestrian walkway from Statue Square extending to harbourfront by putting all roads underground
- More greening at the landscaped deck
- Building PTI at Site 3
- Review the alignment of Roads P1 and D6
- No commercial developments on the reclaimed land
- Breaking Site 3 into smaller sites for more in-scale development and avoid single developer
- Rezoning “CDA” at Site 3 to “G/IC” zone to build the Central Sports Ground

Central Waterfront Promenade (including Sites 4 & 7, Piers 9 to 10, PLA Berth)

- Too much ‘dead’ space
- Designers need to think carefully about access and the time and effort needed to walk into the space during different weather condition.
- No commercial building
- Reserved for small-scale sport area and lawn
- Open PLA Berth to the general public with a view to enabling the public to understand the military services
- The existing PLA berth site is supported
- Minimize PLA berth intrusion into the public space
- Removal of PLA Berth to avoid occupying precious land resources in the urban

area

- Provision of public demonstration area on the newly reclaimed land
- All landscaped area and public space should be easily accessible to public
- More large trees should be planted on site
- Reassembly of QP at its original location, with the provision of “inner harbour”
- Reconstruction of QP at the waterfront (between Piers 9 and 10)
- Reassembly of SFCT should respect the findings of Stage 2 Public Engagement
- Golden Bauhinia Statue to remain in Wanchai
- Golden Bauhinia Statue to relocate to Tamar site
- Strong objection to the inner harbour proposal that will create water pollution and environmental problems
- Investigate inner harbour concept including environmentally acceptable ways to avoid the water becoming “dead” water
- Provide more pedestrian passageways between Central & Wanchai
- Provide small scale retail, dining and entertainment facilities along waterfront
- Proposed development at Site 4 should be of low-rise to avoid blocking the views from Low Block of City Hall

Cultural Corridor (including Sites 5 & 6 and Areas in front of CITIC Tower, HKAPA and HKCEC)

- Don't put too much emphasis on cultural activities and not to “rob” West Kowloon Cultural District
- Proposed facilities should be affordable to different classes of people
- More sport facilities needed
- Open space and cultural facilities with marine and waterfront themes supported
- Cultural facilities supported
- Objection to further extension of cultural facilities as most of them would be left vacant after completion and occupying the public space. There are low occupancy rates for many cultural activities in Hong Kong
- Proposed to defer the planning of Site 6 pending the completion of an integrated design of Wanchai waterfront
- Provide public area for street shows, open forum and live concert
- Less regulation on activities in the open area can encourage the creativity of different cultural activities
- No commercial development and more open space
- Redistributing part of GFA from Sites 1 & 2 to Site 5
- Should accommodate more commercial/hotel uses (in low to medium rise

buildings) to supplement CITIC Tower/Tamar

- Provide café and dining facilities at Site 6
- Should reflect the comments gathered from Stage 2 Public Engagement
- Increase the greening area to 70-80%
- Transport facilities should be decked over

Transport

- Cycle track connecting the entire waterfront is good for family entertainment
- Not supporting cycle track as it cannot connect Sheung Wan and Wanchai areas, and supporting facilities are not adequate
- Provide rickshaws as an experiment along the waterfront to facilitate movement of older and disabled people
- Electric tram should be introduced for east-west link
- Introduction of free sight-seeing tram lines along waterfront to promote tourism
- Extension of existing tram lines to cover the new reclaimed areas to reduce the road access demand
- Introduce Automatic People Movers system serving future Tamar Station and current Admiralty Station
- Doubt on whether other environmental-friendly transport modes could guarantee the traffic problem be resolved.
- Early completion of CWB and related road network to alleviate the serious traffic congestion problem
- Objection to Road P2 as it will lead to further traffic congestion
- No need for re-alignment of Road P2
- Road P2 should be covered by landscape deck, not to affect the public access to waterfront
- Removal of Roads D6 and P1 to enlarge public space for pedestrians
- The Government should consider the adoption of electronic road pricing system to control the vehicles flow in the Central
- NIL should be implemented as soon as possible
- NIL should be extended to Central South
- Preliminary works should be done for NIL – not after waterfront has been created

Others

- Bring back the reassembly of QP issue later when its position and usage have become clearer.

- All reclaimed land should be made open to public use without any commercial developments
- More lawn and open area
- Provision of small scale sport facilities
- No hotels and office buildings in the new reclaimed land
- Confirmation of design proposals as early as possible to alleviate traffic congestion and provide a beautiful waterfront for public enjoyment
- Objection to Mr. Winston Chu's call for a vote in support of the review of the TPB's original design proposal as discussed in the morning session
- OZP should be amended as a whole
- Narrowing Road P2
- Road P2 segregates the inland and harbourfront and hinders access to waterfront, which does not meet the objective of 'connectivity'.
- Not too many ingress/egress points for CWB
- Lack of attractions at waterfront but just a green area

**Appendix VI – Report on the Findings of the Stage 2
Public Engagement and Initial Design Responses is the
same as Annex 2 of the Summary Report of TGUDS**

Appendix VII – List of Five Major Critical Issues after the Morning Session

Issue 1: *Central Ferry Piers Corridor (including Sites 1 & 2, Central Piers No. 1-6)*

- Transfer all or most GFA from Sites 1 and 2 to Site 5 or elsewhere to reduce building height and bulk.
- Removal of public transport interchange (PTI) from Site 2 with the replacement by drop-offs and bus stops
- Additional commercial development above the ferry piers
- Improve connectivity of ferry piers

Issue 2: *Statue Square Corridor (including Site 3, Central Piers No. 7 & 8)*

- Reconfiguration and street level orientation of the Statue Square Corridor developments
- Breaking up development at Site 3 for land disposal to ensure diverse ownership
- Re-alignment and pedestrianization of Roads P1 and P6
- Re-construction of old SFCT at/close to its original location

Issue 3: *Central Waterfront Promenade (incl. Sites 4 & 7, Piers 9 to 10, PLA Berth)*

- Reinstatement of Edinburgh Place including re-assembly of QP
- Redistribution of gross floor area to Site 4 and waterfront open space and reconfiguration into multiple clusters with an inner harbour
- Hybrid of Urban Park and Urban Green concepts with waterfront seating and alfresco dining areas
- Relocation of Golden Bauhinia Statue to the front of Central Government Complex at Tamar
- Relocation of PLA Berth to elsewhere or PLA berth as a protruding pier

Issue 4: *Cultural Corridor (incl. Site 5 & 6 and Areas in front of CITIC Tower, HKAPA and HKCEC)*

- Deck and developments over roads/infrastructures
- Maritime Museum and cultural uses at the northern part of HKAPA
- Extension of Hong Kong Arts Centre and HKAPA
- Commercial/hotel use for Site 5

Issue 5: Transport and Other Issues

- Narrowing the width of Road P2
- Introduction of cycle tracks and environmental-friendly transport modes
- Comprehensive review of OZP
- Reviewing the findings of Stage 2 Public Engagement

Comments from Non-Official Task Group Members during the Preparation of the Summary Report

General

SPH :

SPH raised concerns over the process, transparency, delays and lack of differentiation in the two design options in the Stage 2 PE. Many of the issues identified in the earlier rounds did not materialize in the two design concepts as was evident from the critique that both options were identical and minor iterations of the existing OZP only.

Now that far more detailed submissions have been received, it is important for the Study Team to further develop its design responses, including options which go beyond refined versions of the OZP, and to thoroughly attempt to achieve the main objectives behind the alternative concepts put forward by the community and to develop solutions which are technically feasible.

Central Ferry Piers Corridor (including Sites 1 and 2, Central Piers No. 1 to 6)

Removal of PTI from Site 2

SPH :

- The revised layout of transport facilities requires further study to minimize surface land used for transport services.

Improve connectivity of the piers

SPH :

- A study is needed to analyze convenience and transfer times between all relevant modes of transport in the area, alternative routes for different weather conditions, and how these routes add vibrancy and activity to different sites.

Statue Square Corridor (including Site 3, Central Piers No. 7 and 8)

Reconfiguration and street level orientation of the Statue Square Corridor developments

SPH:

- A study is required to identify how a street level orientation can be achieved, how the primary pedestrian circulation can be orientated towards the street level, supported with additional and specific pedestrian passage below or above ground for commuting and inclement weather conditions. Further study is also needed to determine how space can be developed in a sustainable manner for public recreation within private property. (Public recreation and passage space such as that on the roof top of IFC, the podium of Kowloon Station and in other developments have proven to be of limited use).

Breaking up development at Site 3 for land disposal to ensure diverse ownership

SPH:

- The issue needs to be resolved before site disposal. In general all agree that the development can be led by a master plan concept, however, different sites need to be identified before disposal. Key issues are to ensure a competitive environment and public space for passage and recreation which is controlled by the public and not a single developer or a single consortium.

Realignment and Pedestrianization of Roads P1 and D6

SPH:

- Alternative ingress and egress for Site 3 along Man Yiu street can be considered – thereby consolidating all traffic movements in the area which is already dominated by traffic movements in the area which is already dominated by traffic. This may require adjusting the width of the Man Yiu Road reserve.
- Road alignments can be reviewed as part of the overall objective of creating a street level orientation east of Man Yiu Street, including the need to alleviate the Man Yiu/P2 junction.
- It is critical to reduce the ‘dead hole’ effect of PTI’s and ground level road

tunnels on the Statue Square side. Transport should be consolidated along Man Yiu Street and westwards – as the ground level is already beyond repair.

Central Waterfront Promenade (including Sites 4 & 7, Central Piers No. 9 to 10, PLA Berth)

Reassembly of QP

SPH:

- There were many requests for QP at its original location during Stage 1 and Stage 2 PE, as well as in the majority of submissions made at the Consolidation Forum. Telephone polls draw equal on the issue.
- The points were raised that the issue was the re-instatement of Edinburgh Place with its three key elements – the dias, the entrance to City Hall and Queen’s Pier, others stress that global heritage protection practice prioritizes re-assembly in situ.
- The support from the DCs for re-assembly of QP at the harbourfront was based on a lack of information regarding alternatives, an over emphasis on an incorrect emphasis on the risk of delays in completion of P2, orchestration of the motions via the district officers, and a failure to emphasis that QP and Piers 9/10 are incompatible.
- Concerns have been raised over the fact that many of the motions used the same wording, indicating that the outcome was orchestrated. This is especially a concern among DCs with less affinity with the site. It is noted that the risk of delay in P2 and the impact on traffic may have played a role in the decision making. It is further noted that no other views than those by the PlanD were expressed during these meetings as no HEC members were present.
- Some considered the design of QP and public piers 9 and 10 incompatible. An issue neither visualized nor explained earlier.
- Advance work was required for NIL and AREOT in a timely manner to avoid having to dig open Road P2. Given this program failure, the reinstatement of QP should now wait until the final AREOT / NIL tunnel

is build so as to avoid unnecessary additional expenses for the reinstatement of QP.

- By delaying the re-instatement of QP until the final AREOT / NIL is build, cost and conflicts can be avoided. The minor adjustment of the P2 alignment can be dealt with early to avoid unnecessary wastage. Ample vehicular capacity can be provided on a temporary basis without any delay within the gazetted P2 Road Reserve until a revised alignment is approved.

Inner Harbour / Lagoon Proposal

SPH:

- The crux of the matter is the creation of a water feature with various facilities around it which allow people to enjoy sitting, dining, wining, and enjoying themselves around water. The method and design of implementation and the naming of the water feature is a secondary matter. The water may or may not be directly connected with QP, which can continue its function as a drop off/pick up point along P2 – albeit for vehicles, not vessels.
- What are the feasible options for a water feature similar or different from the lagoon and inner harbour which fulfil some or more of the objectives of the various submissions ?

CE@H:

- A ‘curved’ P2 can lead to traffic calming, necessary for a vibrant waterfront.
- The very thought of the existence of a water body excites people about the new waterfront – all sorts of interesting activities can take place around this water body – a visual and physical relief for the place !

Transport and other issues

Transport

CE@H:

- How about the tram ? A lot of people are still excited about bringing this icon of Hong Kong Island to the waterfront ! Or even a few generation of

rickshaws.

Others

SPH:

- The Report on Consolidation Forum failed to identify the point that the majority of audience expressed support for a comprehensive review of OZP, and for the generation of design options which were not limited by the OZP. The detailed submissions made to consultation and presented during the Forum were remarkably similar in intent and in execution.
- The Consolidation Forum did not limit the need for more information to the issues raised at the 5th Task Group meeting. It was left to the Study Team and PlanD to develop an understanding of the objectives and background of the comments, and then to identify multiple feasible solutions including cost and benefits of each.
- The Study Team and the HEC TGUDS have different views on the study, the responses from the community and the progress in the design and development of the new central harbourfront. The TGUDS feels that there is a significant difference between the Study Team's design responses on one hand, and what appears to be a consensus view on main issues among community groups on the other hand.
- SPH proposed that the TGUDS recommends that the Study Team now prepares two alternative proposals:
 - One reflecting the main objectives of the various concepts proposed in the submissions heard during the consolidation forum, and adjusted for technical constraints;
 - One reflecting the promulgated OZP and design concepts with adjustments as seen fit.
- SPH proposes that the TGUDS recommends that the Study Team works closely with the proponents of the different proposals to work through technical constraints and find constructive solutions for the central waterfront.

- Time is of the essence, not only is the reclamation nearing completion, as work is progressing along the lines of the OZP, it will be more and more costly to make changes later.