

Annex A

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

List of Public Submissions

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 Ling Sik, Woman	19.5.2008
9	Jacqueline Wong	20.5.2008
10	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	Hon. Miriam Lau	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 Co Ltd (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 (Amy Wong)	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	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	Democratic Party (Kam Nai Wai)	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
49	Hong Kong Urban Design Alliance (Dr. Peter Cookson Smith)	10.7.2008 & 18.8.2008
50	Jonathan	10.7.2008
51	Benny Wai	10.7.2008

No.	Individuals/Organizations	Date of Submission
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	9.7.2008
56	Yeung Cheung Sing, Lawrence	9.7.2008
57	Alexander M. Duggie	10.7.2008
58	Wong Yuet 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	28.8.2008

Plan

No.	Individuals/Organizations	Date of Submission
1	Tony Chan	24.5.2008

Gists of Public Submissions

Introduction

A total of 64 submissions were received from the public during the Stage 2 Public Engagement of the Study. The major views and suggestions raised in the submissions are highlighted below.

Design Vision

2. The proposed urban design vision of ‘a vibrant, green and accessible new Central harbourfront’ was generally agreed by the professional institutes (e.g. Hong Kong Institution of Engineers (HKIE), Hong Kong Institute of Surveyors (HKIS), and Hong Kong Institute of Architects (HKIA)) as well as the MTR Corporation Ltd (MTRC)). Nevertheless, some organizations and individuals (e.g. Hong Kong Urban Design Alliance (HKUDA), Retail Development Consultants (RDC) and a report on the ‘Make the Central Waterfront Everyone’s Favourite Destination’ Public Workshop (CWPW)) have suggested further scope for improvements to better achieve the design vision, especially in terms of enhancing vibrancy, creating a harmonious building design, and projecting a distinctive identity of the Central harbourfront.

Sustainable and Balanced Approach

3. HKIE as well as some individuals have written in support of the sustainable and balanced design approach adopted for the Study. In addition, some individuals have suggested using indicators to measure sustainability, vibrancy and attractiveness. Hongkong Land Ltd. supported the latest proposal to address the community aspirations for improving the built environment along the Central harbourfront and to ensuring sustainability of the Central Business District (CBD).

Design Concepts for the Key Sites

4. In addition to commenting on the design concepts for the key sites, some of the submissions such as those from HKUDA, RDC, IFC Development Ltd (IFCD), Designing Hong Kong (DHK) and several individuals have included alternative proposals. The proposals of HKUDA

and RDC were similar and some common features included replacing the waterfront promenade with clusters of low-rise mixed use buildings and open spaces to enhance vibrancy, an inner harbour with Queen's Pier re-assembled at the original location as the focus, and removal of the proposed hotel and offices and the bus terminus in front of IFC (also proposed by IFC Development Ltd). Some extracts of the proposals of HKUDA, RDC and IFCD are in **Plates 1 to 3**.

5. The major views and alternative proposals for the key sites are summarized as follows:

Sites 1 and 2

6. Diverse views were expressed for the sites:

- (a) the British Chamber of Commerce in Hong Kong (BCC) supported office development at the sites with a view to alleviating the pent-up demand in the CBD;
- (b) HKIP, Centre of Environmental Policy and Resource Management of the Chinese University of Hong Kong, and some individuals supported the hotel use for its potential in creating an iconic architecture and stimulating a wider variety of uses at the new harbourfront. However, HKIP considered the development scale and building height at Site 1 excessive and suggested transferring the GFA to Site 5 or other sites;
- (c) HKIA suggested conducting a detailed visual analysis and reviewing the positioning of the tower building on Site 1;
- (d) HKIE has no particular preference on the two design concepts proposed in the Study as long as the chosen concept taken together with the final designs of the other sites can provide a balanced enhancement of facilities and accessibility to the pier area;
- (e) some groups (e.g. DHK, Conservancy Association (CA), Democratic Party (DP), Harbour Business Forum (HBF), HKIS, MTRC, IFCD, Action Group on Protection of the Harbour (AGPH), United Social Service Centre Ltd (USSC)) and individuals opposed to large-scale commercial development (hotel/office) at the sites,

especially Site 1, for blocking views, obstructing the waterfront, or not giving recognition to the adjacent IFC II which is an icon building. Some suggested deleting the hotel and office altogether, changing to low-rise, transferring the GFA to Site 5 or other sites, or reducing the GFA; and

- (f) there were also suggestions for providing direct linkages and wider landscaped deck to connect IFC, the piers and the hinterland; removing the bus terminus and replacing it with drop-off; providing as much greening space as possible in the area; imposing design restrictions in the lease to guide future development; and including all Central Piers in the Study for better design and integration and allowing ferry operators to undertake commercial or retail activities on additional floors to help cross-subsidizing the operating cost of ferry services.

7. Some major alternative proposals included:

- (a) the ‘Central Waterfront’ plan comprising new urban waterfront spaces abutting IFC, multi-level café-bars and terraces, a Waterfront Esplanade with a series of elevated walkways and connectors, and a series of improvements to the existing ground level spaces (IFCD);
- (b) using the land for greening, open spaces and public uses (DP, C&WDC Councillors, AGPH, and USSC);
- (c) a proposed service apartment in low 3-storey block in front of IFC over a 3 storey podium, and bus terminus replaced with drop-off at ground level under the podium (HKUDA);
- (d) developing the area as ‘Convenience for Commuters’, recognizing that this area is Hong Kong’s largest inter-modal transport interchange (CWPW and DHK); and
- (e) developing flea market or ‘Innovative Bazaar’ like the Sheung Wan Gala, with characteristic street stalls and night market (CA and USSC).

Site 3

8. The proposed reduction of building density and separate building blocks were generally supported. Some (e.g. Save Our Shorelines (SOS), Civic Party, DHK and several individuals) preferred Concept A (Reduced Landscaped Deck) or a modified version with wider at-grade access to the shoreline and enhanced street level visibility. Concept B (Larger Landscaped Deck) was preferred by HKIE, HKIS, BCC and some individuals as it would provide unimpeded and vehicular-free pedestrian environment. HKIP and a couple of individuals considered the choice of either concept based on the size of the landscaped deck inappropriate, while providing choice of pedestrian linkages between the CBD and the harbourfront was more crucial.

9. There were suggestions for opening the landscaped deck on rooftop for public use; refining the building disposition to ensure better visual corridor from inland to the waterfront; and inclusion of different types of pedestrian linkages to facilitate easy access from the CBD to the new waterfront.

10. Some major alternative proposals included:

- (a) a proposed Statue Square Esplanade area lined with low-rise buildings on either side ranging from 2 to 6 storeys with some over a 3-storey podium. A 2-storey basement under the esplanade for indoor sports facilities, car parking and vehicular access and one level retail use. Drop-off facilities at ground level under the podium and basement (HKUDA);
- (b) turning the area into a 'Green Break for Everyone' with enhanced street level visibility of the new clock tower and old Central; breaking up the groundscraper to provide east-west visual corridors and pedestrian mobility at street level; providing a park atmosphere; and increasing the building height and allowing for below-ground development under the properties to compensate the lost GFA, etc. (CWPW and DHK);
- (c) earmarking the whole site for office uses to help ease market demand and to retain the reputation of the CBD as the financial hub of Asia (BCC); and

- (d) rezoning the site to “G/IC” for a ‘Central Sports Ground’; and retaining the General Post Office and the existing Car Park (individual commenter).

Site 4 and Reconstructing the Old Star Ferry Clock Tower:

11. The small and separate blocks were generally supported and many suggested that the proposed buildings should be designed in a way which could preserve the visual corridor between City Hall and the waterfront. There were different views on the preferred design concepts. Those who preferred Concept A (More Separate Blocks with Star Ferry Clock Tower) (e.g. HKIE and HKIS) supported the concept of reinstating the Clock Tower as a focal point. For those who preferred Concept B (Clock Tower close to the Original Location) (e.g. DP, AGPH, HKIP and HKIA and individual commenters), some commented that the Clock Tower should not be reconstructed in isolation. Some individuals considered that there was no need for reconstructing the Clock Tower or that the Star Ferry Clock Tower should be reconstructed away from Central.

12. Some suggested developing Site 4 as an Inner Harbour area with Queen’s Pier and Star Ferry Clock Tower reconstructed at their original locations, ‘Waterfront Lan Kwai Fong’, ‘The New Central Praya’ characterized by 19th century buildings of 1 to 3 storeys for waterfront-related commercial and leisure uses (together with Site 6), developing Sites 4, 7 and 8 as a ‘Must Go Leisure Destination’ with a wide variety of facilities, and developing a group of small-scale and low-rise buildings in random settings amidst open parkland. In addition, HKIS and BCC had commented on the need to ensure economic viability of the proposed floor space and accessibility to the waterfront, and HKIP suggested re-configuring Site 4 by reducing the width in the east-west direction and extending towards the north to bring people closer to the waterfront, and relaxing the building height on the site for design flexibility.

Sites 5 and 6

13. The design concept for the Arts and Cultural Precinct was supported by HKIE, HKIS, SOS, etc., while BCC and a few individuals were concerned about the possible duplication of arts and cultural facilities here and those planned in the West Kowloon Cultural District. There were suggestions for enhancing accessibility and vibrancy (e.g. provision of retail bridges or

wider landscaped walkways, and provision of areas for street performance); provision of water-based activities such as Maritime Museum or water-based hydro theatre; and integrating the design of the sites with the surrounding roads, open spaces and the waterfront.

14. Some specific proposals included:

- (a) developing hotel complex with service apartments, commercial and retail uses with restaurants and outdoor dining facilities at Site 5; and developing a Marine Basin with a pedestrian causeway, Marine Walk and a floating hotel as well as an 'Arts and Culture Corner' around Site 6 (HKUDA);
- (b) developing the area for 'Fringe Arts and Culture Campus' with a focus on arts and culture education and development (CWPW and DHK);
- (c) considering possibilities of an APA extension or Arts Centre II in the vicinity (HKIA);
- (d) developing the area as a Civic Centre for NGOs (Civic Party);
- (e) including hotel uses in the area (CWPW and individual commenters);
- (f) developing a 'New Fenwick Pier Thematic Tourist Area' with exhibition gallery, bars, restaurants, and tourist shopping areas (individual commenter);
- (g) developing the site together with Site 4 as 'The New Central Praya' characterized by 19th century buildings of 1 to 3 storeys for waterfront-related commercial and leisure uses (individual commenter); and
- (h) including the Court of Final Appeal and Department of Justice in Site 5 such that, together with the future Central Government Complex (CGC) and LegCo Building, the tri-authority of legislative, executive and judiciary would be in the same area (individual commenter);

Site 7

15. Diverse views were obtained on the preferred design concepts. Some (e.g. HKIP, BCC, and a few individuals) preferred Concept A (Urban Park) as it may include more activity spaces. Some (e.g. DP and few individuals) preferred Concept B (Urban Green) for a more natural setting. Some (e.g. SOS and HKIE) suggested a hybrid concept by incorporating the design merits of both Concepts A and B.

16. There were suggestions for including more variety of design concepts and all-weather attractions; designing waterfront activities integrally with the open space along the harbourfront; extending the waterfront promenade to Sai Wan and Wan Chai; providing landscaped decks to enhance pedestrian connectivity; providing cycle track, jogging trail and/or tram line; providing the PLA berth offshore or ensuring an integrated design of the PLA berth with the waterfront promenade and turning it into an attraction; and integrating the design of the CGC with the waterfront promenade (e.g. establishing a 'Return of Sovereignty Square' with a huge fountain and a memorial stone in front of CGC as a central feature, and inward curving and delineated array of waterfront developments)); and developing the area with Sites 4 and 8 as a 'Must Go Leisure Destination' with beach or wetland.

Re-assembling Queen's Pier and Site 8:

17. HKIE, HKIS, SOS and several individuals preferred Concept A (Queen's Pier by the Harbour) so as to revive its pier functions. On the other hand, quite a number of submissions (e.g. Civic Party, Green Sense, DHK, CA, DP, AGPH, Local Action, HKIA and some individuals) preferred re-assembling Queen's Pier at the original location to achieve an integrated design with City Hall and Edinburgh Place. DHK also suggested re-assembling Edinburgh Place by placing Queen's Pier at its original location after completion of the underground work for North Island Line/Airport Express Overrun Tunnel and the adjustment to the alignment of Road P2, and to eliminate the water pond and allow Queen's Pier to be used as a shaded resting and gathering place and possible bus stop or taxi drop-off. HKIP indicated that a majority of the responses to their survey preferred Concept B (Queen's Pier at the Original Location).

Other Major Issues/Suggestions

18. Other major issues/suggestions raised included enhancing vibrancy; creating more nodal attractions (e.g. Maritime Museum, inner harbour, pedestrian esplanade, cluster of hotels with the theme of Emprise Inn, etc) for place-making; redistributing GFA to achieve harmonized design at the waterfront; better land-water interface; improving accessibility (e.g. providing cycle tracks, tramway and automatic people movers); providing more at-grade pedestrian links and wider landscaped decks; reducing the width of Road P2 and providing a tree-lined boulevard; achieving better defined open spaces; promoting environmentally-friendly building design; introducing greening ratio; refining the landscape strategy; ensuring effective implementation mechanisms; setting up an authority for waterfront development; and widening the scope of the Study beyond the existing OZP planning framework, etc.

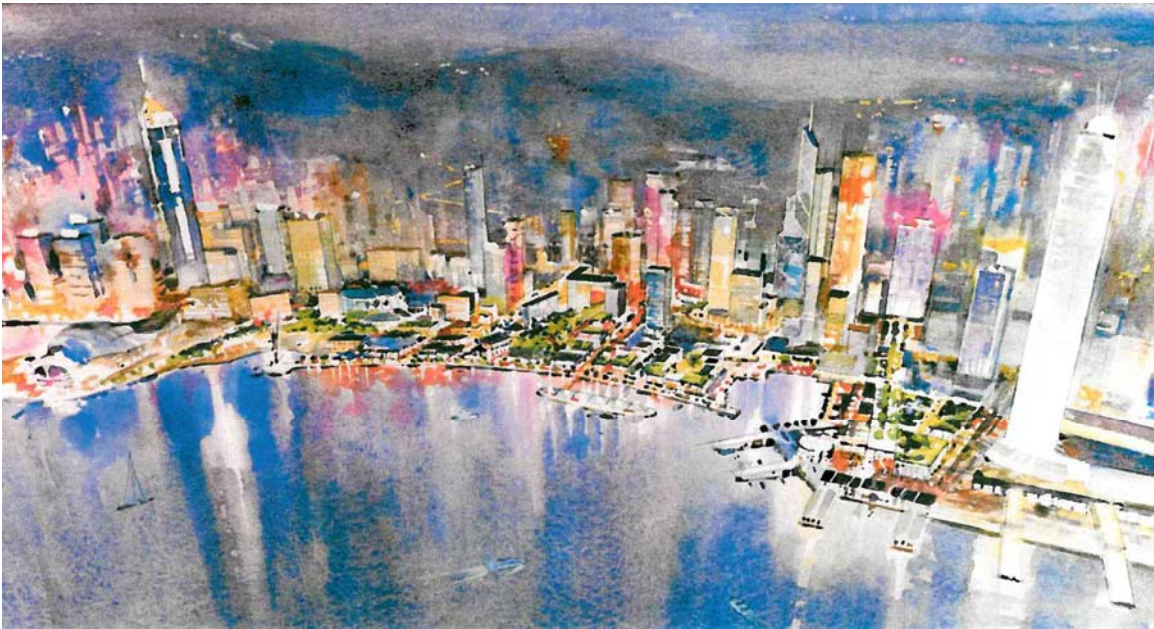
Plate 1: Extracts of Submission from HKUDA



The proposal consists of 8 nodes along the harbourfront:

- **Harbour Place** at Central Ferry Piers with low block service apartments, retail bridge links from IFC to the ferry piers, and a tram line along the piers connecting to the Esplanade and the Central Boulevard, etc.
- **Statue Square Esplanade** with street markets, historic rickshaws, reinstated Star Ferry Clock Tower plaza in its original location, restaurants and alfresco dining, shops, indoor sports complex and parking below the Esplanade, etc.
- **Inner Harbour** with Queen's Pier reinstated in its original location and restaurants around, fireworks and laser shows and small boat rides in inner harbour, etc.
- **Central Waterfront Promenade** with restaurants, cycling activities, historic tram line, PLA Pier Temporary Urban Beach, PLA Pier LIDO (public swimming pool), and Central Boulevard etc.
- **Tamar Green** with City Vision Urban Centre, Citizen Square, and Bauhinia Plaza, etc.
- **Central Harbour and Floating Hotel** at Site 5.
- **Eco Park and APA Arts Corner.**
- **Maritime Museum and Marine Basin**, and water taxi pick up point in the east.

Plate 2: Extracts of Submission from RDC



The proposal's vision is to develop the Central Waterfront as a 'Gateway'. Key proposals are:

- The most important part of the waterfront will be the public attractions – the restaurant clusters, museums, plazas, etc. It is proposed to allocate 30% of the planned built space to the waterfront public uses, and 70% for commercial, mix-use development (including residential) to achieve a vibrant district with public attractions.
- Benchmarking on a range of waterfronts including those in Baltimore, Singapore and London, the key features of the proposal include an Inner Harbour centred by the restored Queen's Pier and ringed by waterfront restaurants and bars, restoring the old Star Ferry Clock Tower in its original location, a tree-lined boulevard with waterfront tram, a Maritime Centre located near Star Ferry, and a beach, etc.
- A process-led concept is recommended, starting with a vision of a low-density, low-rise, and mixed use urban district. The Government should then commission a team of commercial experts to develop a program specifying the type and mix of residential, office and hotel space that should be built. Then, a team of urban thinkers and planners should be commissioned to organize the program into a model cityscape. Integration of public and private space should be achieved by weaving public elements in along the length of the cityscape. World-class development should be promoted by dividing the district into numerous small development projects to spur innovation through competition.
- The waterfront development would best be led by an authority or corporate entity.

Plate 3: Extracts of Submission from IFCD

