

**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

Gist of Briefings to Public and Advisory Bodies and DCs

1. Town Planning Board (TPB)

The TPB meeting was held on 11 April 2008. Members generally welcomed the design concepts for the new Central harbourfront. Major suggestions raised were:

- environmentally friendly transport should be promoted such as the provision of cycle track and traveller system;
- public engagement exercise should be broadened and enriched with the involvement of elderly, provision of more combinations of different design concepts for public discussion and provision of more illustrative tools for ease of public understanding;
- at-grade greening and thematic landscape design should be promoted; and
- the management mode of the new harbourfront should be considered.

Regarding Queen's Pier and the old Star Ferry Clock Tower, some members raised concerns over the impact on the current operation of Central Piers No. 9 and 10 when re-assembling Queen's Pier on the waterfront, and the detailed design of the water feature when re-assembling Queen's Pier at the original location. Some suggested that the old Star Ferry Clock Tower should be revitalized and its original function of clock tolling for the public should be kept.

2. Harbour-front Enhancement Committee (HEC) and HEC Task Group on Urban Design Study for the New Central Harbourfront (HEC TGUDS)

The HEC TGUDS and HEC meetings were held on 23 and 29 April 2008 respectively. Members had given comments and suggestions on various aspects of the study proposals. Major comments and questions included, inter alia, integration of the existing and new Central harbourfront, the proposed office/hotel use in front of IFC II, the need of the bus terminus at Site 2, the implications of re-assembling Queen's Pier at the original location on the programme of Road P2, the implementation of greening and sustainable design in land sale conditions, and the application of greening ratio, etc. As regards Queen's Pier, some members suggested

that more innovative designs could be adopted for the setting of the re-assembled Queen's Pier at the original location, and requested detailed explanation on the delay in the completion of Road P2 should Queen's Pier be re-assembled at the original location.

3. LegCo Panel on Home Affairs and LegCo Panel on Development

The LegCo Panel on Home Affairs and the LegCo Panel on Development were held on 11 and 22 April 2008 respectively. Some members commented that the current design proposals had incorporated a lot of public views and catered for the needs of different sectors. There was concern over the need for office and/or hotel developments at Sites 1 and 2, while there was also concern over the substantial loss of public revenue due to the reduction in development intensities. Some supported the provision of additional floors on the Central Piers which could cross-subsidize the operation of ferry services. Other major issues raised including the necessity of revising the width of Road P2 in view of the reduction of development intensity, impact of high-rise commercial development on pedestrian accessibility to the harbourfront, the time frame for the implementation of Road P2 and its related traffic management issues, and the implementation authority for the harbourfront, etc. With regard to Queen's Pier, there was suggestion that innovative design, such as a canal connecting Queen's Pier to the harbour, could be explored should Queen's Pier be re-assembled at the original location.

4. Land and Building Advisory Committee (LBAC)

The LBAC meeting was held on 29 May 2008. Some members considered that the design proposals were meritorious and supported the inclusion of commercial activities in the pier areas. A member supported office and hotel development at Sites 1 and 2 in view of the high rental and strong demand for Grade A office in Central. Members also put forth various ideas on the detailed design of the new Central harbourfront such as provision of covered walkways/shading areas/sunken piazzas, provision of ventilation and lighting of space beneath landscaped podiums, designation of outdoor performance and display areas, placing monumental landmarks at the original locations of Queen's Pier and the

old Star Ferry Clock Tower should they be relocated elsewhere and avoidance of unnecessary features/fencing along the waterfront, etc. There were concerns about the management mode of the new Central harbourfront, the accessibility of the new Central harbourfront including the provision of public transport and parking facilities, and the coordination of cultural activities in the new Central harbourfront and the West Kowloon Cultural District, etc.

5. Antiquities and Advisory Board (AAB)

The AAB meeting was held on 26 June 2008. Members had diverse views on the location for the re-assembly of Queen's Pier. Members who favoured re-assembling Queen's Pier on the waterfront considered that it could maintain an axial relationship with the old Star Ferry Clock Tower and City Hall, and revive the pier function of Queen's Pier. Members who favoured re-assembling Queen's Pier at the original location considered that the historical and cultural significance of Queen's Pier with City Hall and Edinburgh Place was more important than its pier function. Besides, some members raised concerns over the appropriateness of re-assembling Queen's Pier between Central Piers No. 9 and 10, and suggested demolishing either Pier 9 or Pier 10 to provide more space for the re-assembled Queen's Pier, designing Queen's Pier as a protruding pier and exploring alternative waterfront location for the re-assembled Queen's Pier.

6. District Councils (DCs)

Briefings were provided to all 18 DCs. Among the 18 DCs, 16 of them have passed the motions in support of re-assembling Queen's Pier at the harbourfront for public use and the design vision of creating a vibrant, green and accessible new Central harbourfront. The motions also supported catering for the development of the Central Business District while consideration be given to lowering the development intensity, promoting greening, providing abundant quality open space and facilities for the public. Of the remaining two DCs (viz. Wong Tai Sin DC and Sham Shui Po DC), the Chairman of Wong Tai Sin DC has made similar concluding remarks, and the Chairman of Sham Shui Po DC concluded that the refined urban design framework for the new Central harbourfront

was generally supported by Members. Some DCs have also made specific requests relating to their districts, e.g. the Eastern DC and Central and Western DC have requested for early implementation of the Central-Wan Chai Bypass.

The major comments/suggestions of the respective DC were summarized below.

(a) Central and Western DC

Members generally supported re-assembling Queen's Pier at the harbourfront to revive the pier function. Some members suggested incorporating commercial elements in the harbourfront to attract visitors, improving accessibility to and within the harbourfront, controlling building height of new development, and providing environmentally friendly transport and parking facilities, etc. Some members urged for early completion of Road P2 and some were concerned about the traffic impact of new office developments.

(b) Wanchai DC

Members suggested providing a barrier-free environment and cycle track, integrating PLA berth and waterfront promenade, incorporating greening elements, and providing basement car parks, etc. Some members were concerned about the impact on the operation of Central Piers No. 9 and 10 should Queen's Pier be re-assembled at the harbourfront and some proposed placing monumental landmarks at the original locations of Queen's Pier and the old Star Ferry Clock Tower.

(c) Eastern DC

Several members supported re-assembling Queen's Pier on the waterfront to revive the pier function. Some members urged for the early implementation of the study proposals to alleviate traffic congestion problem in Central and Wanchai, and suggested a comprehensive urban design on both sides of Victoria Harbour (including Central, West Kowloon and Tsim Sha Tsui), extending waterfront promenade from Kennedy Town to Siu Sai Wan, and incorporating greening elements, etc.

Some members also requested for the details of the environmentally friendly transport and suggested holding roving exhibitions in all 18 districts.

(d) Southern DC

Members urged for early completion of Road P2 and the Central-Wanchai Bypass to alleviate traffic congestion problem which affected the Southern District, and suggested incorporating more greening elements, etc.

(e) Kwun Tong DC

Some members welcomed the proposed low-density development and greening concept. Some suggested further improvement to the accessibility to and within the harbourfront, providing public arts installations and cultural activities in the Arts and Cultural Precinct, and providing similar improvement works in the Kwun Tong district.

(f) Sham Shui Po DC

Members generally appreciated the refined design framework for the new Central harbourfront to alleviate the traffic congestion problems in Central and Wan Chai. There were suggestions for the provision of basement car parks and parking facilities, the provision of shading/seating/dining facilities along the promenade, improving the accessibility to and within the harbourfront, adopting greening ratio, and early implementation of the study proposals, etc.

(g) Kowloon City DC

Members suggested providing new vantage points for viewing the harbour (such as ferris wheel), creating landmark buildings, consideration of the 'hotel and hotel' concept in Sites 1 and 2, providing water taxis, early completion of Road P2 to alleviate traffic congestion in Central and Wanchai, early implementation of the study proposals, providing environmentally friendly transport along the promenade, etc.

(h) Yau Tsim Mong DC

Members generally supported a balanced development at the new Central harbourfront and re-assembling Queen's Pier on the waterfront to revive its pier function.

(i) Wong Tai Sin DC

Some members supported the 'Office and Hotel' concept for the Pierside Corridor; Concept B for the Statue Square Corridor, Site 4 and the Arts and Cultural Precinct; and the 'Urban Park' Concept for the Waterfront Promenade. Members also suggested the provision of basement car parks and cycle track, etc.

(j) Kwai Tsing DC

Some members considered that the refined urban design framework could achieve a sustainable and balanced design. There were concerns about the provision of open space for both active and passive recreational uses, the management mode of the Arts and Cultural Precinct, and the additional traffic and pedestrian flow generated by the new developments, etc.

(k) Tsuen Wan DC

Members generally supported re-assembling Queen's Pier on the waterfront. There were suggestions for the provision of basement car parks, the incorporation of thematic elements, and early implementation of the study proposals, etc.

(l) Sai Kung DC

Some members urged for early completion of Road P2 to alleviate traffic congestion and an early decision on the design concepts adopted for the Study. There were suggestions for adding the theme of return of sovereignty in the design concepts, placing art installations, separating pedestrians from traffic, providing seating along the promenade, and holding more roving exhibitions for better public engagement.

(m) Sha Tin DC

Members generally supported the design proposals and considered the proposed separation of pedestrians from traffic appropriate and urged for early implementation of the study proposals.

(n) Tai Po DC

Members suggested providing a facilitating management mode for the Arts and Cultural Precinct, providing more shading/planting along the promenade, and giving more consideration to solving traffic congestion in Central and Wanchai, etc.

(o) Yuen Long DC

Some members urged for early completion of Road P2 and early implementation of the study proposals. Some suggested setting out the development intensity and building height restrictions for the waterfront development, early implementation of the North Island Line, use of natural landscaping, providing environmentally friendly transport, etc. Diverse views were raised over the need for the hotel and/or office development though land reservation for office and hotel uses was supported by several members.

(p) Tuen Mun DC

Members suggested enhancing the new Central harbourfront for arts and cultural uses, providing public gathering places for viewing fireworks, providing a comprehensive pedestrian network, ensuring sustainable development, and providing similar improvement works for the Tuen Mun district.

(q) Islands DC

Some members suggested developing Site 1 as a tourist centre for promoting activities on the outlying islands, use of sustainable and environmentally friendly building materials, adding a roof level at Central Piers No. 4 to 6 for commercial and exhibition uses to help

cross-subsidize ferry operations, providing environmentally friendly transport along the promenade, and giving more consideration to alleviating traffic congestion in Central and Wanchai, management of public open space, etc.

(r) North DC

Some members suggested controlling building height, minimizing commercial uses at the harbourfront, providing basement car parks and parking facilities, providing a barrier-free environment and cycle track/environmentally friendly transport/shading along the promenade, adopting thematic design for the new harbourfront, and providing land for NGOs to facilitate the underprivileged to start business ventures, etc.