



CENTRAL HARBOURFRONT AND ME (CHarM)

DESIGN BRIEF

March 2006



Design Brief **for the Central Ferry Piers and Adjoining Areas Enhancement**

PURPOSE OF THE BRIEF

1. The Central Ferry Pier and adjoining areas (named as the Study Area thereafter), is one of the key harbour-front areas selected by Harbour-front Enhancement Committee (HEC) for enhancement purpose. The map of the Study Area is in Attachment I.
2. HEC sets out the design and planning contexts and formulates a design brief for establishing the overall requirements and framework for guiding the planning and design of the Area.
3. The design brief is formulated for the Government to consider possible subsequent enhancement projects in the Study Area. The implementation of such subsequent projects should take into account the principles and guidelines stated in this brief.

BACKGROUND

4. In April 2005, HEC launched a public engagement programme named “Central Harbourfront and me” (CHarM) to collect and consolidate public opinions and views on the future design and development of the Study Area.
5. HEC upholds the eight harbour planning principles which comprise:

Principle 1: Preserving Victoria Harbour

Victoria Harbour must be protected and preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, and a driver for the creation of economic and social values.

Principle 2: Stakeholder Engagement

All sectors of the community must be engaged at an early stage and on an on-going basis in the planning, development and management of Victoria Harbour and its harbour-front areas through transparent and inclusive consensus building processes.



Principle 3: Sustainable Development

The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

Principle 4: Integrated Planning

Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is essential to ensure that Victoria Harbour and its harbour-front areas support and enhance the economic, environmental and social aspirations of Hong Kong.

Principle 5: Proactive Harbour Enhancement

The planning, development and management of Victoria Harbour must proactively enhance the harbour and its harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's brand identity to the international community.

Principle 6: Vibrant Harbour

It is essential to balance the use of the harbour to provide both a maritime and logistics hub for the safe and efficient passage of people and goods, and as a cultural and leisure facility. Both marine and land-side activities must cater to and balance with the aspirations of all sectors of the community.

Principle 7: Accessible Harbour

Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access for pedestrians, preferably at grade, to and along the Harbour as well as the harbour-front areas.

Principle 8: Public Enjoyment

The planning, development and management of Victoria Harbour and its harbour-front areas should maximize opportunities for public enjoyment. Land required for and the impact from infrastructure developments, utility installations and land uses incompatible with the harbour planning principles should be minimized.



6. The public engagement programme undertaken in 2005 comprised five major activities; namely a brainstorming session in May, questionnaire survey and interviews during the period from July to August, a workshop session in October, an exhibition and a public forum in November.

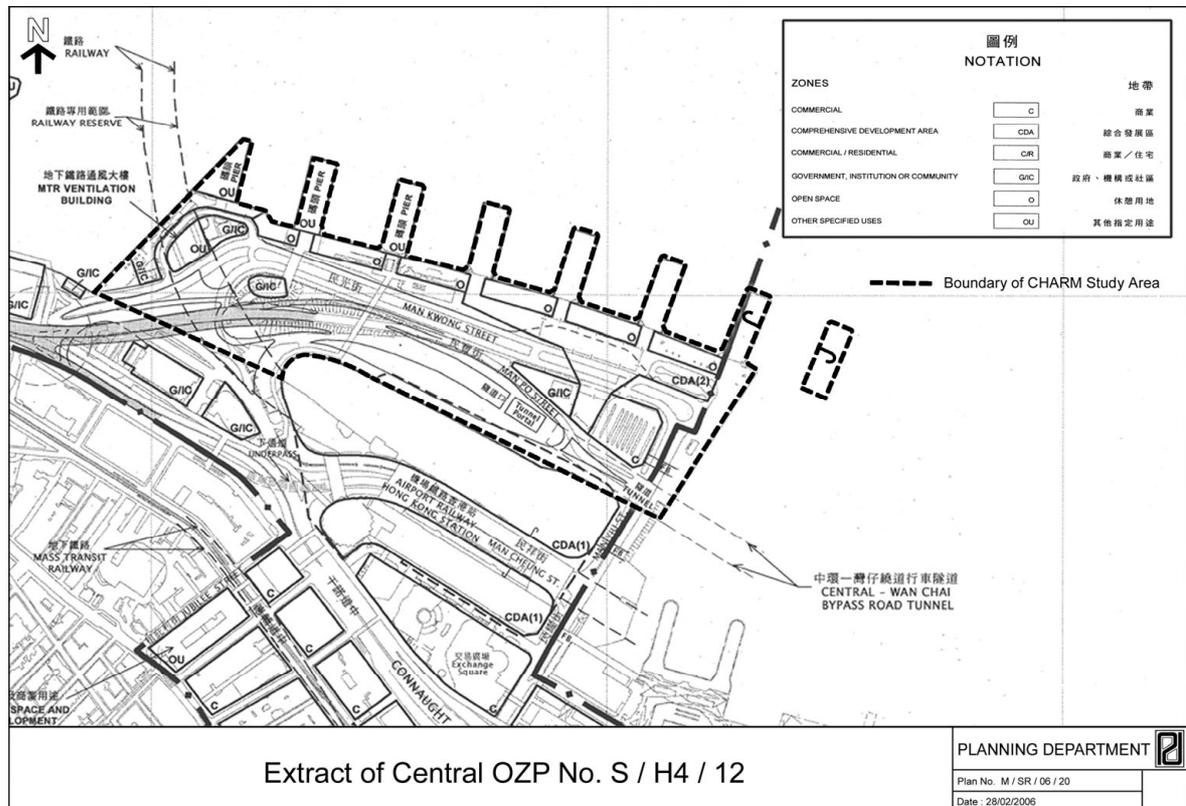
OBJECTIVE OF THE DESIGN BRIEF

7. The primary objective of the brief is to establish a framework for the future planning and design of the Study Area, so as to incorporate the various visions of leisure, tourism, transportation, shopping and dining facilities in the Study Area. Secondly, the brief serves as a set of recommendations for the Government to further consider the strategy formulation for the Study Area. Thirdly, it also serves as a reference, which integrates the principles of HEC, and public views on facilities derived from the public engagement process, for future implementation.

THE STUDY AREA AND ITS SURROUNDINGS

8. The Study Area is situated at a prominent location of the transportation interchange between the land and water at the Central's waterfront area. It faces the harbour on two sides; the north and west. The eastern coastline is under reclamation which is known as Central Reclamation III (CRIII) and will be subject to further development. The streets around the site are the nearby Man Fai Street on the west side, Man Yiu Street on the east side, Man Kwong Street along the north side and Finance Street on the south side.
9. To the immediate south of the Study Area is the commercial cluster of IFC I and II, and its associated hotel developments. Other Adjacent premises are the Exchange Square, Jardine House and the CBD area of Central in the hinterland. The major transportation node of Hong Kong Station of the Airport Railway and the Central Station of the MTR provides major links to various parts of the city.
10. The west neighbourhood of the Study Area is Wing On Centre and Shun Tak Centre. The latter houses HK-Macau Terminal, Helipads and bus terminals, which has similar function of the Study Area. The future integration of various functions and a better connection among various parts, nodes and destinies of the Study Area are a top priority for future design considerations.

CURRENT PLANNING AND DEVELOPMENT OF THE STUDY AREA



11. The Study Area is covered by a statutory land use plan, the Central Outline Zoning Plan (OZP) No. S/H4/12, Hong Kong Planning Area No. 4. On the OZP, the harbour-front strip is designated for open space use. Other fragmented parcels are zoned as “GIC”, “OU” and “C”. The area currently occupied by a green lawn is reserved for the west-end portal of the Central Wanchai Bypass. A bus terminal occupies an area to the east and minibus and taxi stand can be found along the roadside. A two storey temporary building, which holds the site office and ancillary storage area, can also be found adjoining the bus terminal.
12. The existing planning intention of the Study Area, in principle, aims at providing for further expansion of business activities, such as the integration of the Airport Railway Hong Kong Station and the West-end portal of the proposed waterfront trunk road tunnel (i.e Central–Wan Chai Bypass).
13. The Study Area is currently primarily functioned as a transportation node, supplement to a lesser extent by some leisure facilities, such as a waterfront promenade and a roof-top restaurant.
14. There are several obvious drawbacks of the existing Study Area. The future west-end portal of the Central Wanchai Bypass will likely obstruct the pedestrian flow from IFC complex to the Ferry Piers at the ground level. Also, it is envisaged that

the intensification of commercial development will mainly form the trend. However, the emphasis upon a transportation node, leisure and tourism functions has not been elaborated. A lack of commercial facilities for supporting tourism and leisure activities is imminent.

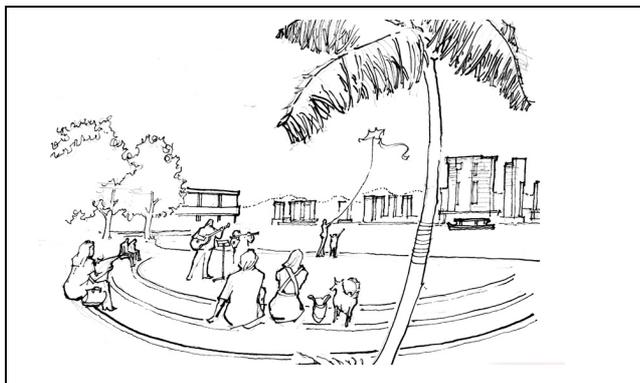
15. Temporary light bus and taxi stands are in operations and they improve the convenience of commuters and tourists. There are no adverse comments on their functions but concerns over their existing locations were collected during the public engagement process.

EXISTING PROBLEMS

The existing unsatisfactory facilities identified are listed below.

16. *Inadequate Leisure Facilities*

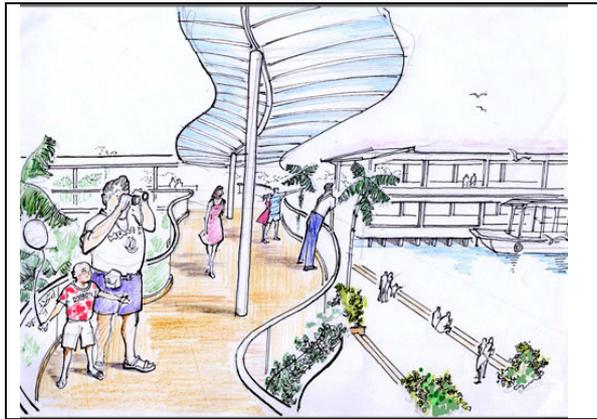
Existing leisure facilities are the unattractive promenade, rushing atmosphere, insufficient, unsatisfactory green areas and monotonous landscape, the lack of open space, such as parks and plazas for gathering, performance and enjoyment. Noise and air pollution are generated from helicopters, water and land traffic vehicles. Shelter protections in the form of walkways, footbridges and shelters for resting are inadequately provided.



Open spaces for various leisure and tourism activities

17. *Lack of Tourism Facilities*

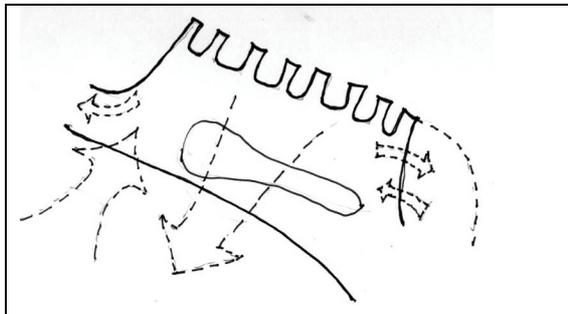
Apart from a semi-open magazine stall, some benches in the open air and a roof top restaurant at Pier No. 3, there are limited tourist attractions and facilities provided in the Area, such as a variety of featured restaurants, open cafeterias, district landmark, street furnishings, observation lookouts, exhibition galleries and souvenir shops. Toilet facilities are available and are located in inconvenient locations at the east and west side of the Area, instead of placing along the way to IFC Complex.



Pedestrian linkage and tourism activities may be generated by means of enhancement projects.

18. ***Unfriendly Pedestrian Transportation Facilities***

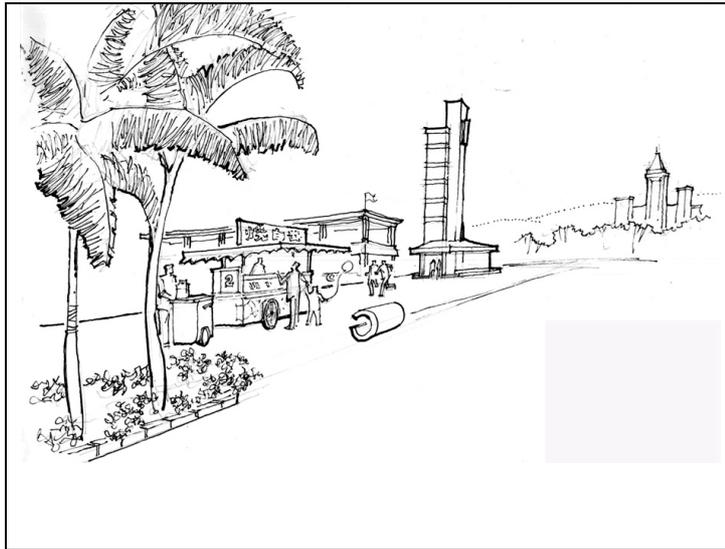
The area is dominated by traffic roads for motor vehicles and is functioned as a bus terminus, taxi and light bus stands, ferry services and a few ancillary, essential facilities, such as the generator room, ventilation building and refuse collection point. There is no covered walkways and pedestrian footbridges directly connected to Shun Tak Centre at the west side, the Central's Central Business District on the east side, MTR Hong Kong Station and Central Station on the south side. Barrier-free access facilities and vertical transportation at various strategic nodes are also lacking.



Improving accessibility and better linkages with the adjoining areas are critical.

19. ***Inadequate Shopping and Dining Facilities***

Existing supporting commercial activities are limited, in a variety of forms which are to support the above-themes, in order to provide the necessary functions and generate an attractive setting for users. Without a series of complementary and supportive functions, it is difficult and not attractive enough to draw tourists and leisure users to the Area.



Supporting shopping and dining facilities with local design landmarks and sculpture may enhance vitality and robustness of the place.

DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

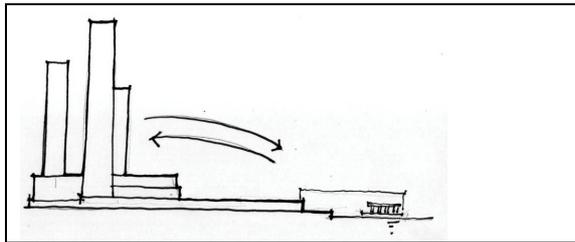
20. The Study Area, with its prominent, strategic waterfront location, is the major urban gateway to outlying islands, and it supports tourism and daily commuting functions for islanders and tourists. The opportunities of the Study Area are to enhance the leisure, tourism, transportation and supporting functions of shopping and dining, as indicated in the public engagement process and in the Final Report.
21. The Study Area, with its proximity of the Study Area to Airport Railway Station and IFC I and II, is easily accessible and there is an opportunity to develop the Area to form a future extension of the existing commercial core of the Central Business District.
22. The history of Central may be recollected, captured and displayed in the Study Area by means of future design considerations. It offers opportunities to develop a vibrant and attractive waterfront through the future implementations of this design brief.
23. Pedestrian connections and a dialogue with the new Star Ferry area and the future development of CRIII shall initiate a more integrated pedestrian network. In addition, there are opportunities to complete the comprehensive elevated pedestrian bridge system and connect to various inland historical and heritage buildings and places.
24. In view of the existing key transportation facilities, the current bus terminus, light bus and taxi station are assumed to be retained. It is recommended that future design may provide the multi-layering approach of integrating various transportation functions. Secondly, the proposed Central-Wanchai Bypass Tunnel Portal will occupy the ground level in the Study Area. The future design should

fully consider this technical constraint and minimise the noise and visual impact and massive traffic outflow from the proposed underground Bypass.

25. Existing utility facilities, such as Electricity Sub-Station, pumping house, Hong Kong Station Ventilation building and Refuse Collection Point, which might be too costly or impractical to be relocated, should be taken as constraints in the design of the Study Area.

PUBLIC VIEWS

26. The common themes identified during the brainstorming session were categorised into four areas: (1) accessibility, (2) the role of financial centre, (3) environmental setting and ambience, and (4) a diversified mix of users. The participants in the brainstorming session generally commented that the Area did not have integrated planning, sufficient facilities, attractions to visitors, provision of an enjoyable environment and convenient transportation network, especially between the Central MTR Station and ferry piers.



Better vertical accessibility and connections of multilevel are top priorities.

27. As indicated throughout from the survey findings to the Exhibition session, the four main topics of (1) leisure, (2) tourism, (3) transportation, and (4) shopping and dining facilities, had been thoroughly discussed during the Workshop session and were displayed and reinforced in later stages of Exhibition and Public Forum. These four themes were seen as not mutually exclusive but complementary to each other.

PRIORITY OF PROPOSED LAND USE AND FACILITY

28. The facilities stated below, are summarised and refined after the workshop, exhibition and public forum sessions. The quality and further details of these facilities are addressed in the section of Design Principles and Guidelines.

<p><i>Leisure Facilities/ Structures mostly needed</i></p> <ul style="list-style-type: none"> - Tree-lined and continuous promenade; 	<p><i>Leisure Facilities which may be Considered</i></p> <ul style="list-style-type: none"> - Stylish landmark and sculpture; - Special pier design with outer
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<ul style="list-style-type: none"> - Performance space; - Flexible, sheltered open structures; - Quality landscaped area of a variety of species; and - Layers (partial decks) of open structures for viewing the harbour 	<ul style="list-style-type: none"> - Islands' cultural characteristics - Special street furnishing and lighting features; and - Noise mitigating measures for Helicopters and sea traffic;
<p><i>Tourism Facilities mostly needed</i></p> <ul style="list-style-type: none"> - Exhibition gallery; - A tourist information centre; - Observation lookouts; - Featured restaurants; - Open Cafeterias; - Interesting and varied paving patterns and planters; and - Holiday fair. 	<p><i>Tourism Facilities which may be Considered</i></p> <ul style="list-style-type: none"> - Romantic corridors; - Arts and specialty shops; and - Conveniently located toilets. <p><i>Facilities considered to be relocated</i></p> <ul style="list-style-type: none"> - Refuse Collection Point.
<p><i>Transportation Facilities mostly needed</i></p> <ul style="list-style-type: none"> - Maintaining existing facilities; - A number of covered footbridge/walkways/decks linking the IFC2 with the Piers; - Vertical transportation devices at key points; - Underground connections from the Central MTR to the water-front; - Barrier-free access routes; - Clear displays of ferry information at convenient locations; - Connections to existing pier tops; and 	<p><i>Transportation Facilities which may be considered</i></p> <ul style="list-style-type: none"> - Possible underground transportation hub and walkways; - Monorail connecting the harbour-front with Central; - Extension of a tram line and/or monorail to the water-front to assist circulation; and - Minimizing the inconveniences and time required to change between the various transport services.



<ul style="list-style-type: none"> - Provision of levels for segregating pedestrians and vehicles. <p><i>Shopping and Dining Facilities mostly needed</i></p> <ul style="list-style-type: none"> - Ancillary, supporting facilities in small scale and low-rise nature; - Featured café on roof-tops of existing and future piers; - kiosks, integrated transport and shopping facilities; and - Specialty shops, specialty food stalls and holiday market. 	<p><i>Shopping and Dining Facilities which may be considered</i></p> <ul style="list-style-type: none"> - Weekend flea market; - Arts fair; and - Leisure and daily shopping facilities
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DESIGN PRINCIPLES AND GUIDELINES

29. In line with the overall planning intentions envisaged on the current OZP, the guidelines described are intended to encourage future, innovative design concepts and to enhance the Study Area for an integrative leisure, tourism, transportation, shopping and dining functions.

Design Principles

30. It is recommended that the following guiding principles of design formulated from CHaRM are observed:
- No reclamation of the Victoria Harbour;
 - Policy and strategy formulated in accordance with Harbour Planning Principles;
 - In compliance with the principles of Sustainable Development-the future development of the Area shall take into consideration the principles of sustainable development to balance social, economic and environmental needs for present and future generations;
 - In accordance with the statutory Outline Zoning Plans (OZP) – with the possibility to review the building height and density of future

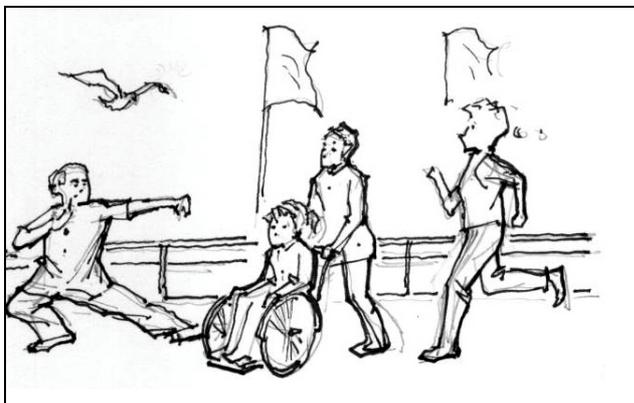
developments to commensurate with the waterfront environment;

- To promote integration with surrounding areas – a comprehensive pedestrian and traffic network should be provided to enhance the connections with nearby areas;
- To enhance and promote the function of the Study Area as a major transportation hub, integrated with attractive and rich tourism, leisure, shopping and dining facilities; and
- To allow the Study Area become a place of identity and a place for public enjoyment, with the least obstruct views towards and around the harbour.

Design Guidelines

31. Planning Parameters and Built Form

- (i) In planning for the Study Area, the land use framework stipulated on the Central District OZP should be taken as a basis. Opportunities can be taken to review the plot ratios, heights and other limitations mentioned above of future developments in the Study Area to commensurate with the waterfront environment.
- (ii) Besides, all pertinent ordinances and regulations with respect to development shall apply. Guidelines and standards of relevant government bodies, such as the Hong Kong Planning Standards and Guidelines, traffic and road matters, Emergency Vehicular Access and other fire services, drainage and their management and maintenance shall be conformed.
- (iii) The future development should take a human scale approach and provide a user-friendly and intimate environment.



Humanistic approach to provide a convenient access system and comfortable environment



- (iv) Innovative development ideas and a plausible vision for the future use of the Area that would optimise the development opportunities of the area are encouraged. The future design development shall possess high quality of aesthetic and functional attributes for an attractive harbour front. In drawing up the conceptual proposals, participants should take into account the following planning and urban design considerations.
- (v) An urban, harbour gateway image shall be projected and to be integrated with existing and future harbour-front structures. Height variations shall be considered to enhance diversity and variety with a coherent unity.
- (vi) Any proposed structure should achieve cohesive and harmonious built form(s) with appropriate scale and mass, which are to support ancillary business functions for leisure, tourist and transportation activities and facilities. They should support and enrich the harbour-front atmosphere.
- (vii) The proposed massing of structure(s) shall take a stepped-form approach with the least obstruction of harbour views.
- (viii) Environmentally-friendly structures and energy-efficient facilities are encouraged. Environmentally-friendly approaches including those for promoting energy conservation, optimization of microclimate should be introduced where appropriate.

Transportation Facilities

- (ix) Transportation is one of the major and vital functions. The reinforcement and upholding the Area as a transportation node is crucial. The current piers, bus terminals and taxi stations should all be retained or consolidated where possible. A partial decking over the current terminus and stations or incorporation of the terminus into future development can be explored and investigated, provided that there is no adverse impacts on air quality.
- (x) Maintaining an efficient traffic network and support of existing traffic modes is necessary. Existing and future provisions could further be developed to facilitate a smoother transition for connecting various transport modes. This will help minimising the inconveniences and time required to change between the various transport services. The design shall also include suitable mitigating measures in the forms of screens and barriers for reducing noise and air pollution.
- (xi) Passengers' waiting areas for transportation vehicles shall be adequate, ample enough to provide seating areas if feasible and not obstruct normal pedestrian movements.



- (xii) The Study Area should be well integrated and connected with its surrounding areas, in particular with the new Star Ferry, IFC II, Central business district and Shun Tak Centre. Extension of a tram line, light rail system, trolley buses and/or monorail to the waterfront may be considered to assist better circulation and improve connectivity.

Pedestrian Connections

- (xiii) A comprehensive network for pedestrian circulation serving as linkages, both vertically and horizontally, at ground, underground and elevated levels, where appropriate should be provided from the Piers to and from various transportation nodes, especially the Central MTR, to enhance accessibility.
- (xiv) A provision of a few more convenient and direct pedestrian bridges between the Study Area and IFC Complex and central business district should be established.
- (xv) Interface between pedestrians and vehicles should be minimised as far as possible by providing pedestrianized areas where appropriate including pedestrian precincts, observation points, decks, and footbridges. Ramps with railing shall be provided where appropriate.
- (xvi) To protect pedestrian from rain and summer heat, covered walkways, pedestrian bridges and decks shall be provided, yet without obstructing natural ventilation and views to open space and the harbour.
- (xvii) With a view to maximising views to the harbour and offering leisure experiences, transparent building materials which meet building safety requirements should be used for vertical barriers in walkways, footbridges, roof-top gardens and other open space areas.

Open Space

- (xviii) It is recommended to increase the provision of open space as far as possible and in any event, not less than that reserved on the existing OZP as far as possible. The proposed open spaces may take different forms, such as promenades, plazas, pocket parks, observation points, covered walkways and roof-top gardens which are to be provided at various levels and should be functional and aesthetically attractive.
- (xix) A flexible, partially covered, gathering area allowing for tourism-related activities and performance should be provided.



- (xx) A continuous, paved, waterfront promenade should be provided with ingenious design, good-quality landscaping and easy access to the piers and functional areas. Its width should be at least the same as the existing condition or wider where possible. The paved materials should be safe, non-slip, of authentic colour and decorated with a harbour-theme pattern.
- (xxi) The various kinds of open space should take advantage of the existing topography of the area which may permit diversified and less obstructed views towards the harbour. All public open spaces should be designed to cater for multi-user needs including the disabled. They should be clearly visible, safe and easily accessible. Hence, appropriate vertical transportation systems, signs, guiding floor patterns and artificial lighting shall be incorporated into the proposal. Where possible, these open spaces should be linked with the primary pedestrian circulations to form an integrated open space/pedestrian network.
- (xxii) View corridors and ventilation corridors are highly recommended to optimise the leisure opportunities and provide pleasure.
- (xxiii) Sufficient amount of public spaces shall be provided to accommodate diversified and complementary functions as much as possible.

Landscaping

- (xxiv) As existing greening is not satisfactory, comprehensive and interesting, a high quality landscape setting should be optimized, wherever possible, for the Area. A greening strategy including landscaping proposals to plant trees, preferably mature trees, on the ground in appropriate locations, particularly along the harbour shoreline, should be formulated. The plantings and landscaping composition should reflect the local climatic identities. Appropriate species, height and size of trees, planters, ground covers and flower beds shall be considered for aesthetic, functional requirements with the considerations of effective greening cover and of the ease of maintenance. These also promote the uniqueness of local context and provide greening for a pleasant pedestrian environment.
- (xxv) Landscape plantings are employed in main circulation routes, major gathering spaces, parks and informal plantings shall be used in other resting areas and open spaces for achieving both general and specific functions. Reference may be made to the “Greening Master Plan” commissioned by the Civil Engineering and Development Department for consideration.



Street Furniture

- (xxvi) Seating in the form of stair steps, chairs, and benches shall be provided. One-person, two-person seats and long benches are to be considered for flexibility of use.
- (xxvii) Materials and accessories used for street furniture shall be user-friendly, easy for maintenance and in softer forms which may provide pedestrian better comfort. Different types of artificial lighting fixtures shall be used to address different functions in the Study Areas. Light posts, signs and directories may be custom-designed to reflect the unique character of Central water-front.
- (xxviii) Adequate signage and directories which could become parts of unique street furnishing may be employed to provide pedestrian nodes and directions.
- (xxix) Design of lighting and its provision shall avoid any negative effect.



Appendix I

Map of Study Area

