

**Paper No. 5/2010  
For discussion  
on 18 February 2010**

**Harbour-front Enhancement Committee**

**Urban Design Study for the New Central Harbourfront  
Revised Planning and Urban Design Concepts**

**Purpose**

1. This Paper aims to brief Members on the revised planning and urban design concepts for the key sites and the revised Master Layout Plan (MLP) in the Urban Design Study for the New Central Harbourfront (the Study).

**Background**

2. During the 28<sup>th</sup> Committee Meeting held on 17 August 2009, the Committee considered and endorsed the Summary Report of the Task group on Urban Design Study for the New Central Harbourfront (TGUDS) (Paper 17/2009), in particular, the recommendations of TGUDS on the Study (**Appendix I**). During the 29<sup>th</sup> Committee Meeting held on 17 November 2009, the Committee was briefed on the three main initiatives in the 2009-10 Policy Address relevant to the work of the Committee, including the Study. It was later agreed that a presentation on the conclusion of the Study would be made at this meeting.

3. During the 10<sup>th</sup> Task Group on Management Model for the Harbourfront (TGMMH) Meeting held on 9 December 2009, the TGMMH was briefed on the latest planning and urban design concepts for the development of Sites 1 and 2 as well as the Government's plan for adopting public-private partnership (PPP) for the sites.

## **Revised Planning and Urban Design Concepts and Master Layout Plan**

4. Taking into account the public views received in the Stage 2 Public Engagement and the recommendations of TGUDS, we have revised the planning and urban design proposals for the new Central harbourfront (**Appendix II**). The details are summarized in paragraphs 5 to 14 below.

### ***Sites 1 and 2 (“Comprehensive Development Area” (“CDA”) and “Commercial” (“C”) sites adjoining Central Piers 4 to 6 and IFC II)***

5. Victoria Harbour is Hong Kong’s greatest natural asset. In his 2008-09 Policy Address, the Chief Executive announced that we would undertake projects to beautify and revitalise harbourfront areas. The Central harbourfront has the potential to become an icon of our city. Seen against the public aspirations for the harbour, we can appreciate the resistance against more commercial developments on Sites 1 and 2. Taking into account the public views and the support in the TGUDS for reducing the development intensity of Sites 1 and 2 and redistributing the Gross Floor Area (GFA) to other locations to improve viewing of our magnificent harbour, we have revised the design concept for the two sites. It comprises the following:

- (a) a change from proposed hotel and office developments to a vibrant, attractive and accessible civic node primarily for public enjoyment of the harbourfront;
- (b) a mixed-use precinct featuring a low-rise iconic development of not exceeding 60mPD and two small blocks of 25mPD (total GFA of 22,520m<sup>2</sup>)<sup>1</sup> with distinctive architectural expression and comprehensive master planning. Possible uses include exhibitions showcasing Hong Kong, civic and Government, institution or community (G/IC) uses, retail, dining, entertainment, etc;
- (c) a large landscaped deck connecting the Central Business District (CBD) to the new harbourfront and providing about 1.7 hectares of public open space including a central plaza for festive events and exhibition areas at waterfront ;
- (d) one and a half additional commercial floors for dining, retail and

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<sup>1</sup> The total GFA includes 3,130m<sup>2</sup> designated for “G/IC” use.

other waterfront related uses above Central Piers 4 to 6 (making up a total commercial GFA of about 12,600m<sup>2</sup> at the piers), and coordinated exterior design of these additional floors and roofscape enhancement to Central Piers 2 and 3 to give a coherent image of the Pier Walk ;

- (e) deletion of the public transport interchange (PTI) originally planned for Site 2 to allow more ground level space and street level activities. Adequate public transport facilities (including lay-bys) will be provided in front of the ferry piers and in the adjacent areas in the new Central harbourfront; and
- (f) the commercial GFA at Sites 1 and 2 will be substantially reduced and fully re-provisioned at Site 5.

The above redesigned Sites 1 and 2 and the consequential change of use of Site 5 form an important part in the Government's latest blueprint on "Conserving Central" as outlined in the Chief Executive's 2009-10 Policy Address.

***Site 3 ("CDA" north of Statue Square)***

6. The reduction in GFA (from 190,000m<sup>2</sup> to 157,400m<sup>2</sup>) as proposed in the Stage 2 Public Engagement is welcomed. The development of office/retail in separated blocks and a larger landscaped deck as proposed have adequately addressed previous public concern. Refinements will be introduced to enhance the pedestrian connections and visual permeability, as well as the built form of the landscaped deck. More variation of building heights has been adopted for the five building blocks ranging from +30mPD to +50mPD to complement the revised design concept for Sites 1 and 2.

7. The old Star Ferry Clock Tower will be reconstructed at its original location in Site 3 and a new Clock Tower Gallery will be built for exhibiting the salvaged items of the pier. The design will be integrated with the surroundings and the development of the "CDA" site.

***Site 4 ("Other Specified Uses ("OU") (Waterfront related Commercial and Leisure Uses)" site north of City Hall)***

8. Views expressed during the public engagement suggest a strong preference for smaller open courtyard spaces that could create a more intimate environment, better streetscape and more leisurely walking experience. We have accordingly revised the proposed building form, disposition and massing for Site 4 while maintaining the GFA as proposed during the Stage 2 Public Engagement. In the revised concept, three separate 2-storey blocks for waterfront-related dining and leisure uses set against a series of courtyard spaces fronting Road P2 (which will be designed as a tree-lined boulevard) are proposed. The courtyards will act as a landscape and visual buffer as viewed from City Hall while creating a more open and attractive harbourfront environment.

#### *Site 5 (“G/IC” site north of CITIC Tower)*

9. Sites 1 and 2 are now proposed to be developed as a civic icon for public enjoyment. Taking into account TGUDS’s recommendation that the loss in commercial GFA in Sites 1 and 2 could be redistributed to other locations such as Site 5, the increasing prominence of Wan Chai North as an extension of the CBD, and better connectivity between Site 5 and Admiralty upon the completion of the Tamar Government Office Complex, Site 5 will be used for office and hotel development. It is estimated that about 58,000m<sup>2</sup> GFA for hotel and office development (involving a maximum height of about +80mPD) can be provided on the site, replacing the originally planned “G/IC” use (but with no specific designated use)<sup>2</sup> and offsetting the loss of GFA in Sites 1 and 2. The site will need to be rezoned from “G/IC” to “C” or “CDA” on the Central District (Extension) OZP, which can be pursued at a later stage.

10. With the rezoning of Site 5 for commercial development, there is potential of further increasing the supply of Grade A offices in the vicinity. This would involve an additional medium-scale office development site (approximately 21,000m<sup>2</sup> GFA) to the south of Site 5, now occupied by the Red Cross Headquarters and Water Supplies Department’s Harcourt Road Fresh Water Pumping Station, the relocation of which is being actively explored. Together with this site, the new Central harbourfront will yield a total of about 90,000m<sup>2</sup> GFA for Grade A offices.

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<sup>2</sup> Notwithstanding the change in land use of Site 5, two sites in the vicinity of Site 5 in the Wan Chai North area have been earmarked for the future expansion of arts and cultural facilities, namely the Hong Kong Academy for Performing Arts Extension and the proposed Hong Kong Visual Arts Education Centre.

***Site 6 (“OU (Waterfront related Commercial and Leisure Uses)” site north of CITIC Tower)***

11. While the design of the waterfront related commercial and leisure uses highlighting a marine theme of the area was generally supported by the public, there were suggestions for further improving the pedestrian connectivity in the area to the west of the Hong Kong Convention and Exhibition Centre (HKCEC). We have devised an integrated pedestrian walkway system to connect the hinterland to the waterfront through the proposed public open space, Hong Kong Academy of Performing Arts (HKAPA) extension and Hong Kong Visual Arts Education Centre in the arts and cultural precinct. It will be used for activities to enhance vibrancy and the pedestrian experience, as recommended by the TGUDS.

***Site 7 (Waterfront Promenade)***

12. A two-kilometre continuous waterfront promenade at the new harbourfront and 11 hectares of public open space will be provided. While there was greater support from the public for a more natural form of landscaping and more greenery at the waterfront, there were many requests for more nodal attractions to make the waterfront promenade more vibrant. Hence, we have consolidated the design merits in these two design concepts to provide more greenery (such as different forms of green lawn and planting areas) in the waterfront promenade while better defining the attraction nodes including plazas, viewing platform, etc. To further enhance the vibrancy, an area within Site 7, to the north of Site 4, has been designed to cater for alfresco dining within the waterfront promenade. We have also refined the promenade design to better integrate the PLA berth<sup>3</sup> and various utility building structures such as underground pump houses, electricity supply buildings, vent shafts, etc.

13. In response to public suggestions, a cycle track will be provided within the waterfront promenade for recreational and leisure uses. Provision for other environmentally friendly transport modes such as electric cars will be considered, subject to detailed assessment and design.

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<sup>3</sup> The PLA berth will be part of the waterfront promenade and open for public access when it is not in military use.

***Site 8 (“OU (Waterfront related Commercial and Leisure Uses)” site near Central Piers 9 and 10)***

14. As Queen’s Pier (QP) will be reassembled by the harbour to revive its pier function, the exterior design for Central Piers 9 and 10 will be refurbished and the design of the adjacent new pier plaza will be further refined to integrate with the reassembled QP. Memorial elements will be added at the original site of QP, for instance through paving and landscaping design, to commemorate the historical significance of QP.

**Revised MLP**

15. In the Stage 2 Public Engagement, two illustrative MLPs have been prepared to reflect how various alternative design concepts for the key sites can possibly be put together. As the design concepts and proposals for the key sites have been revised to take into account the public views received and the recommendations of the TGUDS, a revised MLP for the new Central harbourfront has been proposed to reflect the overall urban design framework and revised design concepts for the key sites (**Appendix III**).

**Development Intensity**

16. As a result of the revised design concepts, the total GFA for Sites 1 and 2 will be further reduced from about 92,000m<sup>2</sup> under the Stage 2 Public Engagement to approximately 35,000m<sup>2</sup>. This loss in GFA will be compensated in Site 5 with the revised proposed hotel and office developments creating some 58,000m<sup>2</sup> GFA (**Appendix II**).

**Advice Sought**

17. Members are invited to note the revised planning and urban design concepts for the key sites and the revised MLP in the Study.

**List of Annex**

Appendix I	Recommendations of the TGUDS
Appendix II	Revised Planning and Design Concepts for the Key Sites
Appendix III	Revised Master Layout Plan

**Planning Department  
February 2010**

**RECOMMENDATIONS OF TASK GROUP ON URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT**

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.

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.

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*Note : The abovementioned recommendations by the Task Group are extracted from the “Summary Report of the Task Group on Urban Design Study for the New Central Harbourfront of the Harbour-front Enhancement Committee (July 2009)”, which has been presented to and endorsed by the Harbour-front Enhancement Committee (HEC) at its meeting on 17 August 2009. The full report can be downloaded from HEC’s website or at the following link –*

*[http://www.harbourfront.org.hk/hec/eng/meetings/doc/agenda090817/Paper17\\_2009\\_Annex.pdf](http://www.harbourfront.org.hk/hec/eng/meetings/doc/agenda090817/Paper17_2009_Annex.pdf).*

**Urban Design Study for the New Central Harbourfront  
Revised Planning and Urban Design Concepts for the Key Sites**

Site	Zoning	Proposed Design Concept under Stage 2 PE	Revised Planning and Urban Design Concepts	Recommended # GFA(m <sup>2</sup> ) / Building Height (mPD)
Site 1 (1.89ha)	“CDA”	<ul style="list-style-type: none"> <li>• “Hotel and Office” <b>versus</b> “Office and Office”</li> <li>• Additional floor for retail and dining above Central Piers 4 to 6</li> </ul>	<ul style="list-style-type: none"> <li>• A Civic Node primarily for public enjoyment.</li> <li>• Two blocks not exceeding +25mPD for retail, restaurant and exhibition uses at Site 1; One iconic block not exceeding +60mPD for cultural, retail, restaurant, entertainment, tourism, “GIC” uses and festive activities at Site 2</li> <li>• Additional 1.5 commercial floors above Central Piers 4 to 6</li> <li>• Extensive landscaped deck and public open space of about 1.7 ha for greening, open space and festive events</li> <li>• Removal of PTI from Site 2 to allow more ground level space and street level activities</li> </ul>	16,120 (including retail, restaurants, exhibition, gallery, etc. and 12,600 at Central Piers 4 – 6) (+25mPD)
Site 2 (0.41 ha)	“C”			19,000 (including exhibition, gallery, retail, theatre, etc.) (+60mPD)
Site 3 (5.23ha)	“CDA”	<ul style="list-style-type: none"> <li>• Retail and office developments</li> <li>• Reduced <b>versus</b> Larger landscaped deck</li> </ul>	<ul style="list-style-type: none"> <li>• Retail and office developments</li> <li>• Larger landscaped deck with enhancement to pedestrian connections and visual permeability</li> <li>• More at-grade open space with street activities</li> <li>• Reconstruction of SF Clock Tower at original location</li> </ul>	157,400 (including 44,800 for office; 105,200 for retail; 3,800 for 150 car parking spaces; 3,600 for public transport facilities) (+50/+40/+30mPD)
Site 4 (1.7ha)	“OU” WRCLU	<ul style="list-style-type: none"> <li>• Waterfront-related commercial and retail development</li> <li>• Smaller and more separate blocks with SF Clock Tower <b>versus</b> Fewer but larger blocks without SF Clock Tower</li> </ul>	<ul style="list-style-type: none"> <li>• Waterfront-related commercial and retail development</li> <li>• Small and separate building blocks with intimate courtyard spaces</li> <li>• Alfresco dining and restaurants</li> <li>• Without SF Clock Tower</li> </ul>	7,500 (+20mPD)
Site 5 (1.16ha)	“GIC”	<ul style="list-style-type: none"> <li>• Arts and culture-related uses</li> </ul>	<ul style="list-style-type: none"> <li>• Hotel and office developments</li> <li>• Possible additional office development south of Site 5 of approx. 21,000m<sup>2</sup> GFA being explored</li> </ul>	58,000 (25,000 for office and 33,000 for hotel) (+80mPD)
Site 6 (1.89ha)	“OU” WRCLU & “O”	<ul style="list-style-type: none"> <li>• Waterfront-related commercial and leisure uses</li> </ul>	<ul style="list-style-type: none"> <li>• Waterfront-related commercial and leisure uses with a marine theme</li> <li>• Further improvement to pedestrian connectivity</li> </ul>	2,900 (+15/+20mPD)
Site 7 (7.8ha)	“O”	<ul style="list-style-type: none"> <li>• Waterfront promenade</li> <li>• Urban park <b>versus</b> Urban green</li> </ul>	<ul style="list-style-type: none"> <li>• Waterfront promenade</li> <li>• A hybrid of urban park and urban green concepts</li> <li>• Additional alfresco dining within the park</li> </ul>	480 (+10mPD)
Site 8 (0.22ha)	“OU” WRCLU	<ul style="list-style-type: none"> <li>• QP by the Harbour and refurbishment of Central Piers 9 and 10 <b>versus</b> entrance and viewing deck for Central Piers 9 and 10</li> </ul>	<ul style="list-style-type: none"> <li>• QP by the Harbour and refurbishment of Central Piers 9 and 10</li> <li>• Improve design of Ferry Plaza</li> </ul>	1,200* (+11.24mPD)

# Estimated amount of total GFA is subject to refinement upon detailed design

\* Roofed-over area of QP

Legend 圖例

Anchoring Public Spaces along the waterfront 海濱的匯聚公共空間

Leisure and Recreation Facility 消閒及康樂設施

- A1 Board Walk 木板步行徑
- A2 Ferry Plaza 渡輪廣場
- A3 Statue Square Corridor (with Landscaped Deck and Landscaped Open Space at-grade) 皇后像廣場走廊 (包括園景平台及地面園林休憩用地)
- A4 Clock Tower & Gallery 鐘樓及展覽館
- A5 Entrance Plaza 入口廣場
- A6 Reassembled Queen's Pier 重組的皇后碼頭
- A7 Bicycle Station 單車站
- A8 Water Feature 水景
- A9 Edinburgh Place 愛丁堡廣場
- A10 Harbour Place (Waterfront-related Commercial and Leisure Uses) 海港廣場 (與海濱有關之商業及休憩用地)
- A11 Viewing Platform 觀景平台
- A12 Cycle Track 單車徑
- A13 Food and Beverage Kiosk 餐飲設施
- A14 Festival Lawn 草坪
- A15 Harbourfront Promenade 海濱長廊
- A16 Viewing Platform (Sculpture Garden Theme) 觀景平台 (雕塑花園主題)
- A17 Woodland 園景林地
- A18 Waterfront Event Plaza 海濱廣場
- A19 Green Carpet 草坡
- A20 Marine Place (Waterfront-related Commercial and Leisure Uses) 海岸廣場 (與海濱有關之商業及休憩用地)
- A21 La Ramblas 林蔭步行徑
- A22 Art Event Plaza 藝術廣場
- A23 Public Landing Steps 公眾登陸梯級
- A24 Marine Place Boardwalk 海岸廣場走廊

Public Facility 公共設施

- B1 Elevated Walkway 高架行人走廊
- B2 CWB Ventilation Building 中環灣仔繞道通風大樓
- B3 Landscaped Deck 園景平台
- B4 Electricity Supply Station (below elevated walkway) 電力供應站 (於高架行人走廊之下)
- B5 Environmentally Friendly Transport Reserve 環保交通工具預留空間
- B6 Tree-Lined Boulevard 翠綠林蔭道
- B7 PLA Berth 解放軍軍事碼頭
- B8 Ventilation Shaft 通風塔
- B9 Military Access 軍用通道
- B10 Electricity Supply Station 電力供應站
- B11 Hong Kong Academy for Performing Arts Extension 香港演藝學院擴建部分
- B12 Proposed Hong Kong Visual Arts Education Centre 擬建之香港視覺藝術教育中心
- B13 Landscaped Deck to HKCEC West 通往香港會議展覽中心西面的園景平台

Commercial Facility 商業設施

- C1 Retail / Cafe / Alfresco Dining over the Pier 碼頭上蓋之零售商店/茶座/露天飲食設施
- C2 Retail / Exhibition / Gallery 零售商店及展覽設施
- C3 Iconic Building 地標性建築
- C4 Office with Retail below 辦公室大樓及低層零售商店
- C5 Landscaped Podium with Retail below 園景平台及低層零售商店
- C6 Retail 零售商店
- C7 Office 辦公室大樓
- C8 Landscaped Podium 園景平台
- C9 Hotel 酒店

