

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 27 January 2011

TFHK/02/2011

Public Engagement Programme for the Construction of Additional Floors above Central Piers Numbers 4 to 6

PURPOSE

This paper seeks Members' views on the public engagement programme for the construction of additional floors above Central Piers Numbers (Nos.) 4 to 6 (the Project) set out in paragraphs 7 to 10.

BACKGROUND

2. Central Piers Nos. 4 to 6 are Government ferry piers, accommodating 5 major outlying island ferry services between Central and Peng Chau, Mui Wo, Cheung Chau, Yung Shue Wan and Sok Kwu Wan. According to the current Central District Outline Zoning Plan (OZP) (No. S/H4/13) (**Appendix I**), the three piers and the adjacent inland area are zoned "Comprehensive Development Area (CDA)". A recent aerial photograph of Central Pier Nos. 4 to 6 is in **Appendix II**.

3. The Planning Department commissioned in March 2007 an Urban Design Study for the New Central Harbourfront (UDS) to refine the urban design framework for the new Central harbourfront and to prepare planning/design briefs for eight key sites. Central Piers Nos. 4 to 6 form part of Site 1 in the UDS. The Study went through a comprehensive two-stage public engagement exercise as well as a thorough and in-depth consultation with the former Harbour-front Enhancement Committee (HEC). Taking into account public views received and recommendations made by the HEC, the Government had further refined the design concepts and proposals in May 2009 including the one-and-a-half additional floors recommended to be constructed above Central Piers Nos. 4 to 6 with a maximum height of +25mPD for dining, retail and other waterfront related uses with half of the new rooftop serving as open space for public enjoyment. We

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anticipate that the improvement works on these piers can further enhance the vibrancy of the harbourfront.

4. The proposal of one-and-a-half additional floors above each of Central Piers Nos. 4 to 6 for dining, retail, waterfront related and public open space uses has already been widely publicised. The Chief Executive has announced the development of Sites 1 and 2 at the new Central harbourfront, as part of the Conserving Central initiative, in his 2009-10 Policy Address. The final UDS recommendations including the proposal at Central Piers Nos. 4 to 6 had also been presented to the Legislative Council, Town Planning Board (TPB), the Central and Western District Council (C&W DC) and the former HEC.

5. The Project is one of the helping measures to further improve the long term financial viability of the outlying island ferry services. The construction of one-and-a-half additional floors above each of Central Piers Nos. 4 to 6 for subletting by the ferry operators for commercial activities would enhance the generation of more non-fare box revenue to cross-subsidise the ferry operation.

PROPOSED SCOPE OF WORKS

6. The scope of the Project includes -

- (a) construction of one-and-a-half additional floors above each of the Central Piers Nos. 4 to 6 respectively for dining, retail and other waterfront related uses and public open space (with the latter to occupy half of the new rooftop);
- (b) installation of associated building service, including retrofitting/modifying existing installations if deemed necessary;
- (c) improvement of accessibility for persons with disability;
and
- (d) improvement works to the existing pier façade and rooftop to integrate with the design of the one-and-a-half additional floors and that of Sites 1 and 2 under the UDS.

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PUBLIC ENGAGEMENT

7. Public engagement is an essential part of harbourfront planning, development and operation, and crucial if enhancement is to be achieved. Given the piers are situated at the prominent area of the Central harbourfront, we plan to carry out a public engagement exercise in the first half of 2011 to collect views on the design of the proposed improvement works.

8. The following principles are suggested as guidelines for the design of the Project-

- (a) retaining the function of the lower deck and upper deck of ferry piers for ferry services with provision of adequate supporting facilities while continuing to allow those areas of these decks which are not used for ferry operation for subletting by ferry operators for commercial activities to generate non-fare box revenue to cross-subsidize the ferry operation;
- (b) following the urban design framework and refined design concepts under UDS;
- (c) adopting a flexible design to minimise constraint on the future developments of Sites 1 and 2; and
- (d) paying special attention to the Harbour Planning Principles and Guidelines promulgated by the former HEC in planning and designing the improvement works.

9. As mentioned in paragraph 3 above, there was already thorough public engagement and consultation with the former HEC on the addition of one-and-a-half floors above Central Piers Nos. 4 to 6, including the building height, development intensity¹ as well as the

¹ According to the recommendation of UDS, the improvements to Central Pier Nos. 4 to 6 will be subject to a building height of +25 mPD inclusive of roof-top structure, making up a total commercial gross floor area (GFA) of about 12,600m² to be provided for dining, retail and other waterfront related uses.

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proposed use. In this connection, the proposed public engagement exercise to be conducted will focus on the design of the additional floors. The constraints of building on existing structures and foundations, and the need to maintain the efficient operation of ferry services during and after improvements will be highlighted. The need to adopt a flexible design to facilitate integration² with the developments at Sites 1 and 2 in future would also be emphasised.

10. A two-stage public engagement programme is proposed to collect views on the design of the Project, in particular design characteristics and colour scheme of the 3 piers, design and outlook of the rooftop and the open space, and design and outlook of the façade, etc.

(a) Stage 1: Understanding Concerns and Envisioning

Stage 1 public engagement aims to enhance public understanding of the issue and to agree to the guiding principles and the overall approach for the improvement works as set out in paragraph 8 above. Activities will include consultation with the Harbourfront Commission's Task Force, C&W DC and Islands District Council (Is DC), ferry operators, organisations for persons with disabilities and the public in the form of an open forum for engaging the public about the Project. A report will be prepared to summarise comments received and posted on Civil Engineering and Development Department's website for public information.

(b) Stage 2: Building Consensus and Moving Forward

Stage 2 public engagement aims at building consensus on the improvement works option. The views collected at Stage 1 will be consolidated, reviewed and analysed for the

² Sites 1 and 2 would be developed by way of public-private collaboration. According to UDS, the future developer will be responsible for external design of the additional floors above Central Piers Nos. 4 to 6 and roofscape enhancement of Central Piers 2 to 3 for a coordinated design. As such, the external design of Central Piers Nos. 4 to 6 may be revisited by the future developer in due course.

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formulation of a preferred option. The findings and way forward will be presented to the Harbourfront Commission's Task Force, C&W DC and Is DC within the second quarter of 2011. The preferred option will form the basis of a section 16 application to be submitted to the TPB for approval where the public may also comment on the proposal in the planning application process.

IMPLICATIONS OF THE IMPROVEMENT WORKS

11. In accordance with the current works schedule, the Project will commence in the third quarter of 2012 provided that the public consultation exercise could be completed in a timely manner and subject to the approval from the TPB and the funding approval by the Legislative Council Finance Committee. The works for the 3 piers will be completed in phases with the first one completed by the third quarter of 2013 and the third one completed by the first quarter of 2015. The improvement works would require closure of the piers one at a time during construction. Nonetheless, continued provision of ferry services and the safety of passengers will be ensured during the construction period. Temporary berthing arrangements for the affected ferry services will be formulated in consultation with the relevant departments, district councils and ferry operators.

ADVICE SOUGHT

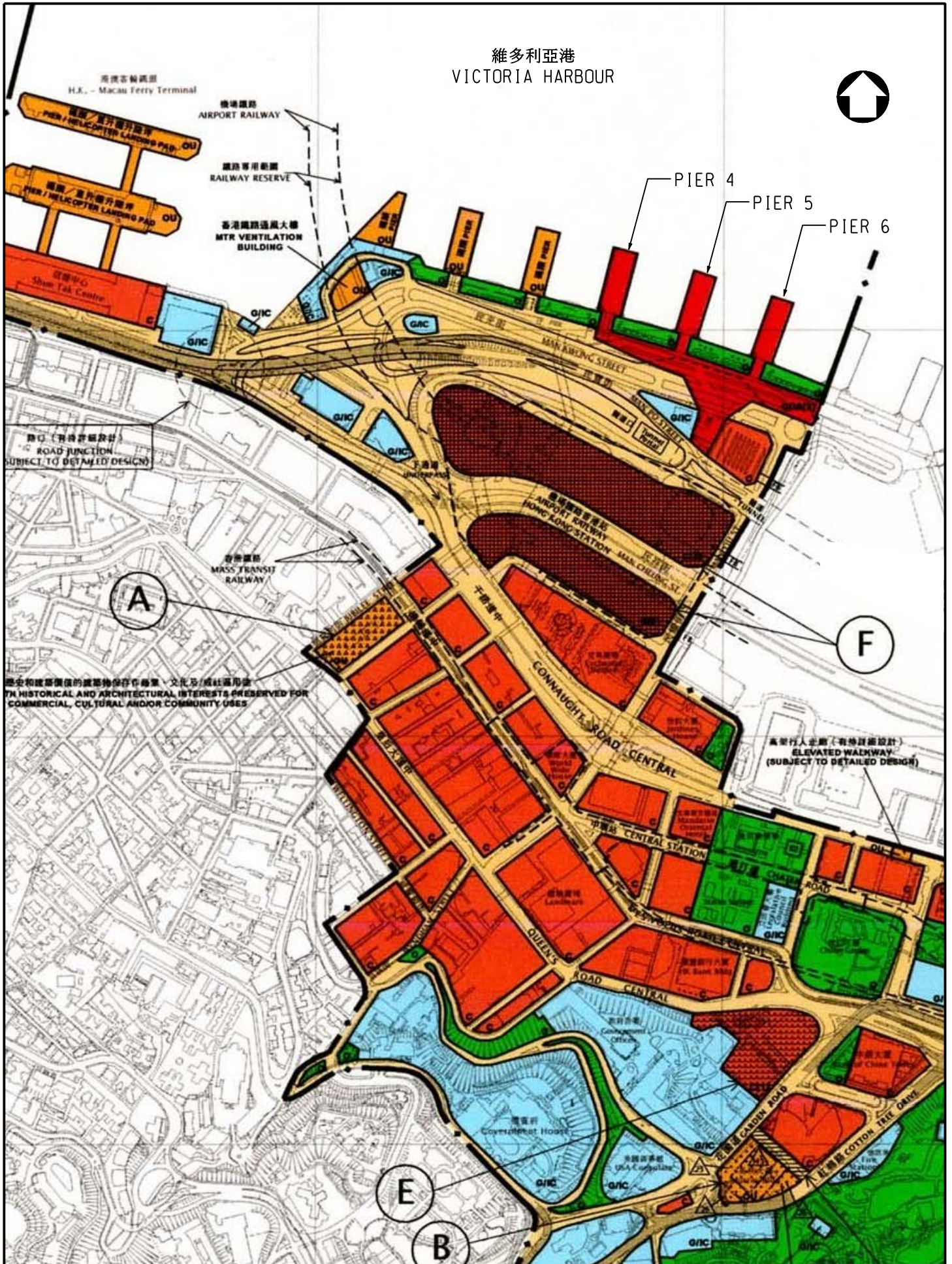
12. Members' views on the public engagement programme set out in paragraphs 7 to 10 above are invited.

Appendix I : Part Print of OZP No. S/H4/13

Appendix II : Aerial Photo of Sites 1 and 2 and Central Piers
Nos. 4 to 6

**Civil Engineering and Development Department
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維多利亞港
VICTORIA HARBOUR



PART PRINT OF THE OZP S/H4/13
HONG KONG PLANNING AREA NO.4 - CENTRAL DISTRICT



AERIAL PHOTO
LOCATION OF SITE 1 AND 2 AND ADJACENT LAND