

# Task Force on Harbourfront Developments on Hong Kong Island

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For discussion  
on 18 February 2014

TFHK/02/2014

## Proposed Rationalization and Expansion of Public Viewing Areas at the Central Star Ferry Terminal (Section 16 Planning Application No. A/H24/22)

### PURPOSE

Following the meeting on 21 February, 2013 (Paper No. TFHK/03/2013) with the Task Force on Harbourfront Developments on Hong Kong Island, the Proponents, namely the Café Deco Group and The Star Ferry Company Limited, have reviewed and amended the proposed scheme, to take into account the Task Force member's advice and other technical and design considerations. The structural feasibility has been investigated and minor changes made to the scheme.

2. A Section 16 planning application (No. A/H24/22) with the amended scheme was submitted to the Town Planning Board on 6 January, 2014. The subject of this paper is to present the amended scheme in the planning application to solicit further advice from the Task Force.

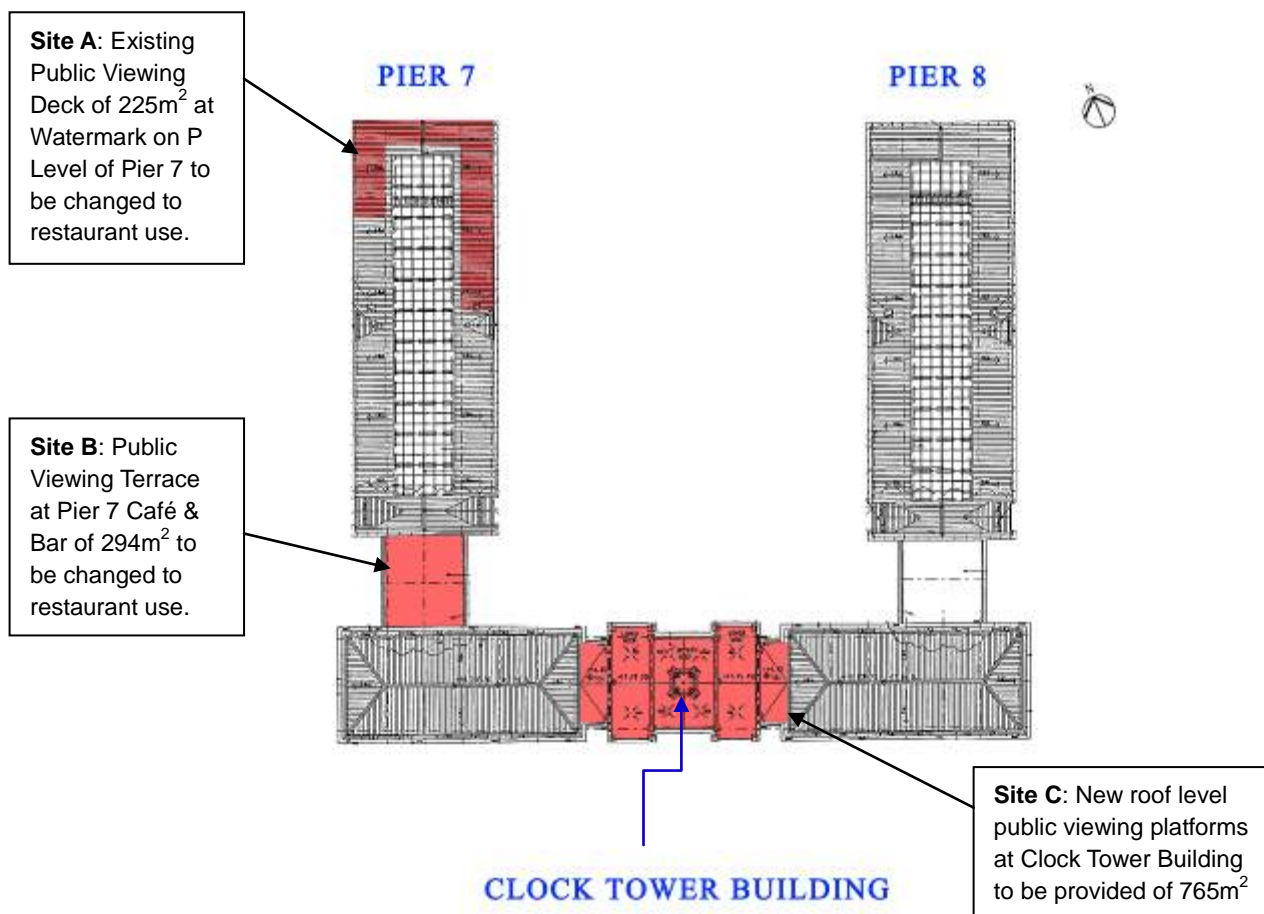
### BACKGROUND

3. The scheme in the planning application covers the public viewing deck at Watermark on P-level of Pier 7 (i.e. "Site A") with a floor area of about 225m<sup>2</sup>, the public viewing terrace at Shop M of Pier 7 Café & Bar (i.e. "Site B") with a floor area of about 294m<sup>2</sup>, and the five roof platforms at the Clock Tower Building (CTB) (i.e. "Site C") with a floor area of about 765m<sup>2</sup>, all within the Central Star Ferry Terminal (the "Terminal"). **(Figure 1)** The amended scheme is presented below in

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relation to the planning application.



**Figure 1:** The Indicative Locations of Application Sites A, B and C in the Terminal

## THE APPLICATION SITES AND THEIR SURROUNDINGS

4. The Application Sites are located within the present Terminal. The Terminal was built in 2006 and is a popular iconic landmark on the Central waterfront. It plays important functional roles as a meeting point for tourists and locals who travel and visit attractions on Hong Kong Island, and a public transport and commercial node. The

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Terminal is made up of the Central Piers 7 and 8, and the Central Terminal Building, which includes the “Clock Tower Building” (CTB), an East and West wing, and connecting bridges. **(Photo 1)**



**Photo 1:** The Central Star Ferry Terminal

## **The Application Site A**

5. Site A, public viewing deck, is located adjacent to the Watermark. The Watermark has operated since the Terminal was opened. It offers an international cuisine, providing a high-quality service to the public, and is well-managed by an international catering company.

6. The Watermark has only one entrance/ exit. **(Photo 2)** The dining hall, kitchen, and bar are part of the restaurant commercial space and cover a total floor area of about 306m<sup>2</sup>. **(Figure 2)** The indoor dining hall itself occupies an area of about 171m<sup>2</sup> and enjoys a 270 degree view of Victoria Harbor.

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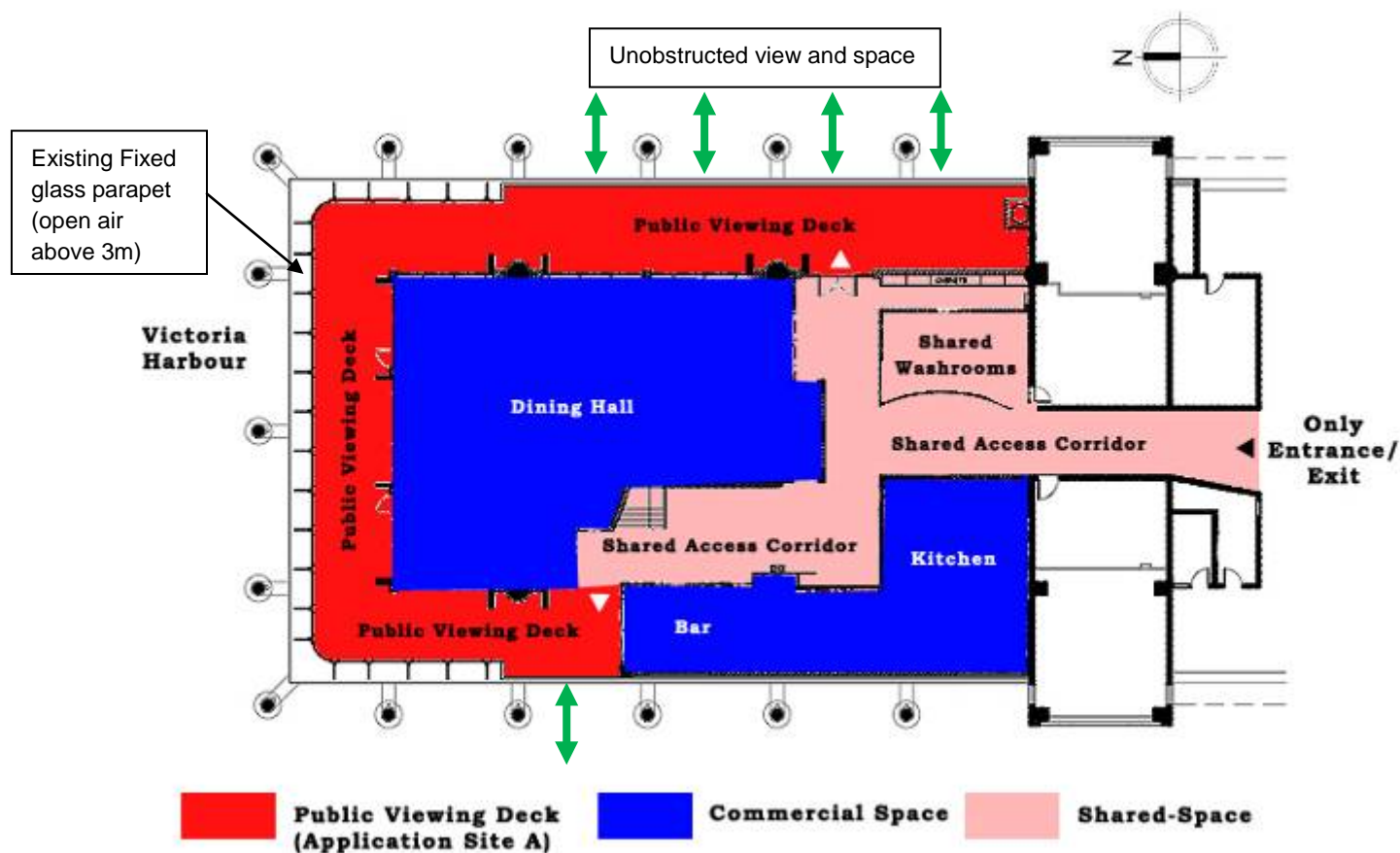
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**Photo 2:** The only entrance and exit to Watermark Restaurant and the public viewing deck

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**Figure 2:** Existing floor plan and use of floor space in the Watermark and the adjacent public viewing deck

7. Site A that bounds the outer edges of the Watermark is about 225m<sup>2</sup> (**Figure 2**). It is designated as a public viewing space and can only be accessed through the Watermark entrance/exit and corridors. Right now, there is no seating or tables allowed on the deck, so visitors usually stroll through to enjoy the view and take photographs of the Harbor. (**Photos 3** and **4**) Running along the north side and a little bit of the west and east portions, is an existing fixed glass parapet wall that stands about 3m high and is open to the air above. (**Photos 3** and **4**) On the west and east deck area are railings and unobstructed views out into the harbor. (**Figure 2**) The existing timber deck finishes were upgraded from the bare tiled cement of the pier. This was paid for and



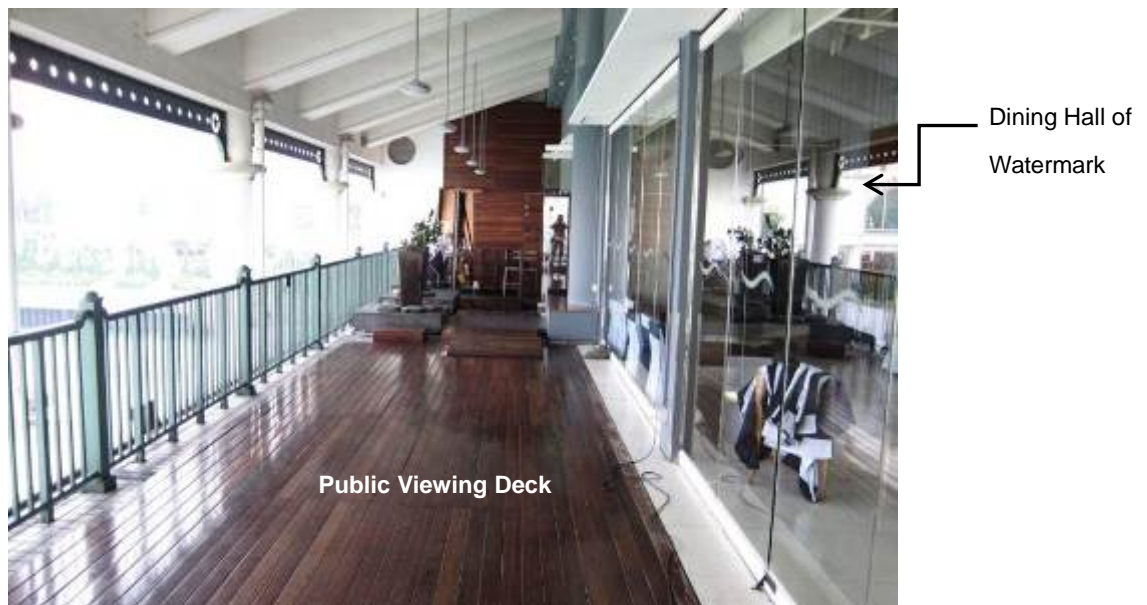
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maintained by the Applicant at no cost to the Government. (**Photos 3** and **4**)

8. The restaurant entrance, washrooms, and access corridors allow anyone to freely enter, move through and linger during opening hours. Essentially, these are shared-spaces and are used for the operation of the restaurant and passageways for the general public. (**Figure 2**) They make up about 179m<sup>2</sup> of the total floor area. The upkeep and maintenance of these shared-spaces are taken up by the restaurant operator.



**Photo 3:** Existing east side of the public viewing deck (Site A) outside Watermark. The Applicants upgraded the existing timber deck finishes from bare tiled cement of the pier.

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Existing Fixed  
Parapet Glass  
Wall (open above)



Dining Hall of  
Watermark

Public Viewing Deck

**Photo 4:** Existing North side of the public viewing deck (Site A) outside Watermark. The Applicants upgraded the existing timber deck finishes from bare tiled cement of the pier.

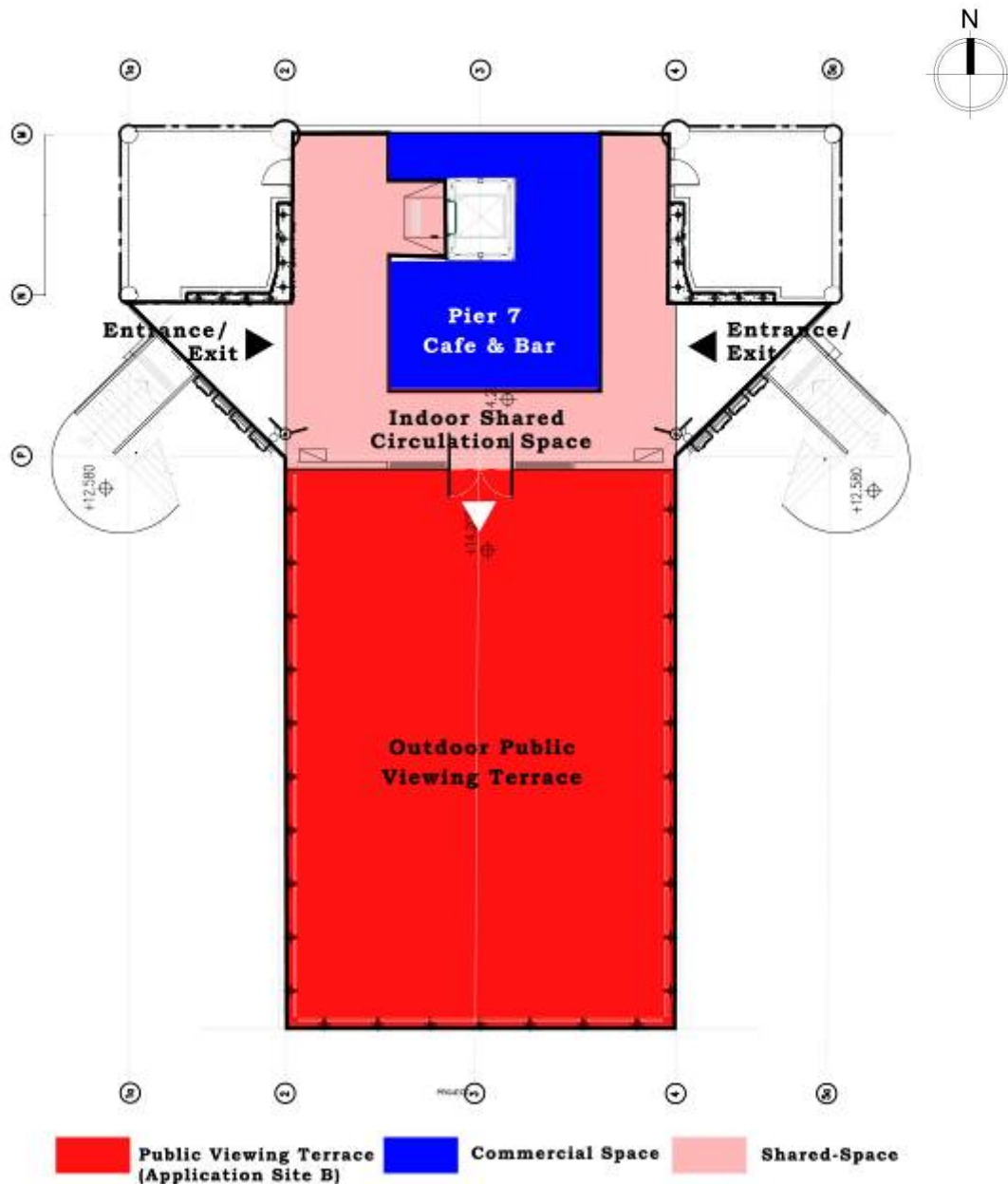
### **The Application Site B**

9. Site B covers the public viewing terrace at Pier 7 Café & Bar, covering a floor area of about 294m<sup>2</sup>. This is shared by the public and customers of the café to enjoy the open-air, outdoor environment and views of surrounding cityscape. (**Photos 5 and 6**) Although Site B is a public space, it is managed by the Applicant. Again, the staff working there indicated that Site B is underutilized with few visitors, and there is a demand from customers to hold private terrace parties. The commercial space that is leased to the Applicant covers a floor area of about 56m<sup>2</sup>. The indoor shared-circulation space that is used by both Café & Bar patrons and

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visitors to the public viewing terrace, covers a floor area of about 104m<sup>2</sup>. There are three access points via the two staircases on the side and an elevator. **(Figure 3)**



**Figure 3:** Existing Floor Plan of Pier 7 Café & Bar, Application Site B.



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**Photo 5:** Existing indoor commercial and shared-use space at the Pier 7 Café & Bar



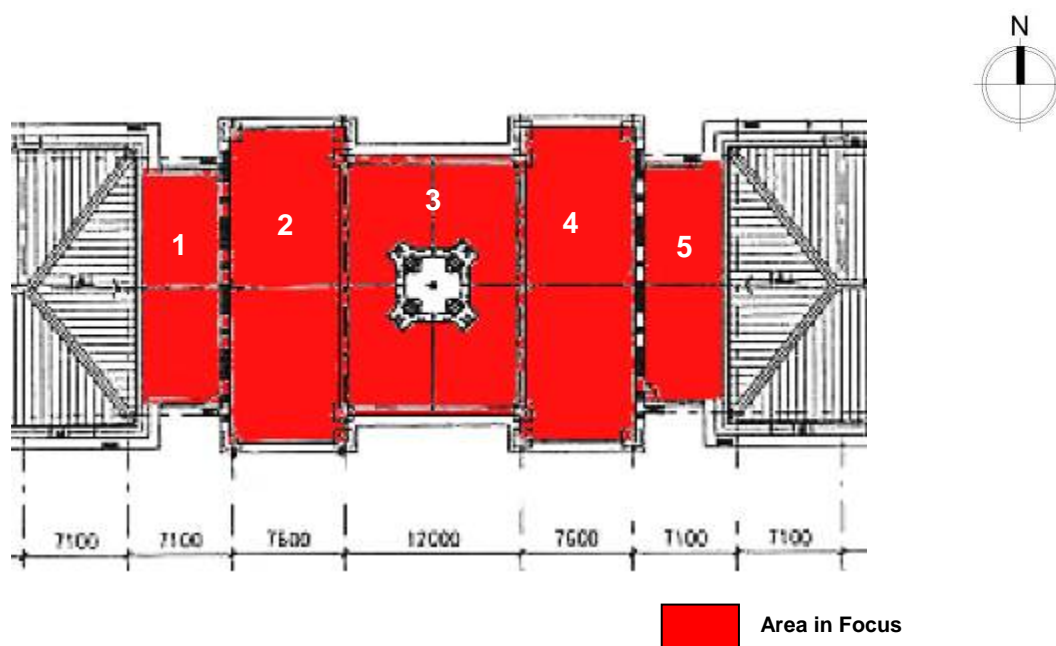
**Photo 6:** The existing terrace at the Pier 7 Café and Bar, which is shared by customers and the public. (Application Site B)

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## The Application Site C

10. Site C covers five roof platforms on the CTB, covering a floor area of about 765m<sup>2</sup>. (**Figure 4**) This large space presents a great opportunity for a public viewing area. These platforms are currently unused and not accessible to the public; however, they have a high vantage point that provides panoramic views of the Harbor and surrounding cityscape. (**Photos 7** and **8**) They are situated at a central location of the Terminal, where a lot of people would be able to conveniently access. Railings are already installed at the edges of these platforms. (**Photos 7** and **8**)



**Figure 4:** Existing Roof Plan of the Clock Tower Building (Application Site C)

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**Photo 7:** Existing Roof of the Clock Tower Building to which the public currently has no access



**Photo 8:** Amazing Panoramic view of harbour and cityscape at Site C, roof platform No. 3

11. At present, there is only one access with staircase and ladder to Site C. This access point is used solely for the maintenance of the clock tower and is unsuitable for public access. **(Photos 9 and 10)**

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**Photo 9:** Door to staircase and ladder to CTB roof platforms for maintenance



**Photo 10:** Existing staircase and ladder to roof for maintenance of Clock Tower



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## Surrounding Land-use Character

12. The predominant land-use character of the surroundings comprise of low-rise pier buildings and waterfront promenade, public open spaces and ancillary facilities. Sites A and B is within Pier 7, which is the boarding point for the Star Ferry at the lower levels. Site C is at the Central Terminal Building, which contains a strip of commercial shops, food and beverage facilities on 1/F and acts as a pedestrian linkage for visitors and ferry commuters to access foot bridges and public transport along the Central waterfront. At Pier 8, is the newly opened Hong Kong Maritime Museum, which offers a unique attraction and contain commercial shops.

## Existing Public Viewing Provisions

13. Within the Terminal, there are existing public viewing spaces that are accessible to visitors and the general public. Along the 1/F corridors are spaces used for pedestrian circulation, seating, and tables for eating lunch and events. **(Photos 11 to 14)** The harbor cityscape can be viewed from the north side of the building. **(Photo 15)**



**Photo 11:** North side corridor in the Central Terminal Building



**Photo 12:** Seating and tables for public use in Central Terminal Building

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**Photo 13:** Pedestrian circulation in the Central Terminal Building



**Photo 14:** Events like organic farmers' market held weekly in Central Terminal Building



**Photo 15:** Views of harbor at North side corridor in the Central Terminal Building

14. At the 1/F of CTB, there is also a spacious atrium that is used for exhibitions showcasing the history of the Star Ferry Terminal, and there are seats and tables available for visitors to use. **(Photo 16)**



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**Photo 16:** Atrium in CTB with seating and tables for visitors

15. A covered public area within Pier 7, in front of the entrance of the Watermark, will remain to provide a convenient sheltered area from which the public can view the operation of the ferries and activities on the harbor. **(Photo 17)**



**Photo 17:** Covered public space in Pier 7, in front of Watermark

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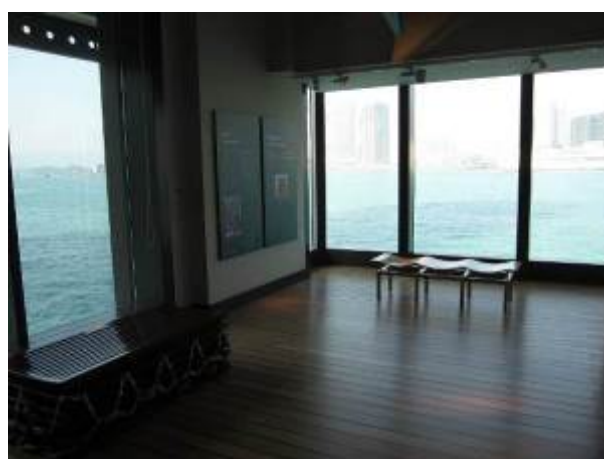
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16. The Hong Kong Maritime Museum at Pier 8 is a tourist attraction and contains indoor viewing spaces around the outer edge of the museum that can be accessed by the public upon entry to the Museum. These viewing spaces have seating for visitors and form part of the maritime exhibitions there. **(Photos 18 and 19)**



**Photo 18:** HK Maritime Museum indoor viewing spaces facing north



**Photo 19:** HK Maritime Museum indoor viewing spaces facing west

17. The waterfront promenade running through and connecting all the Central piers, including the Terminal, stretches all the way to the Central Government Complex at Tamar. It is a major public open space in the district. It contains a wide pedestrian and jogging pathway, street furniture, covered walkways, eateries, shops and landscaping for the enjoyment of visitors. Along the promenade, visitors are able to enjoy unobstructed views of the cityscape and the harbor. **(Photos 20, 21 and 22)** The recent Wine and Dine festival 2013 that was promoted by the Tourism Board was held at the promenade, just to the east of the Terminal. The promenade provided a convenient public open space location for the public to enjoy the event and festivities. **(Photos 23 and 24)**

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**Photo 20:** Waterfront Promenade at the Terminal



**Photo 21:** Waterfront Promenade at Central Piers



**Photo 22:** Waterfront Promenade at Pier 9 and 10



**Photo 23:** Wine and Dine Festival 2013 on Central Waterfront Promenade at day time



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**Photo 24:** Wine and Dine Festival 2013 on Central Waterfront Promenade at night time

**Photo 25:** Pier 9 used by the public

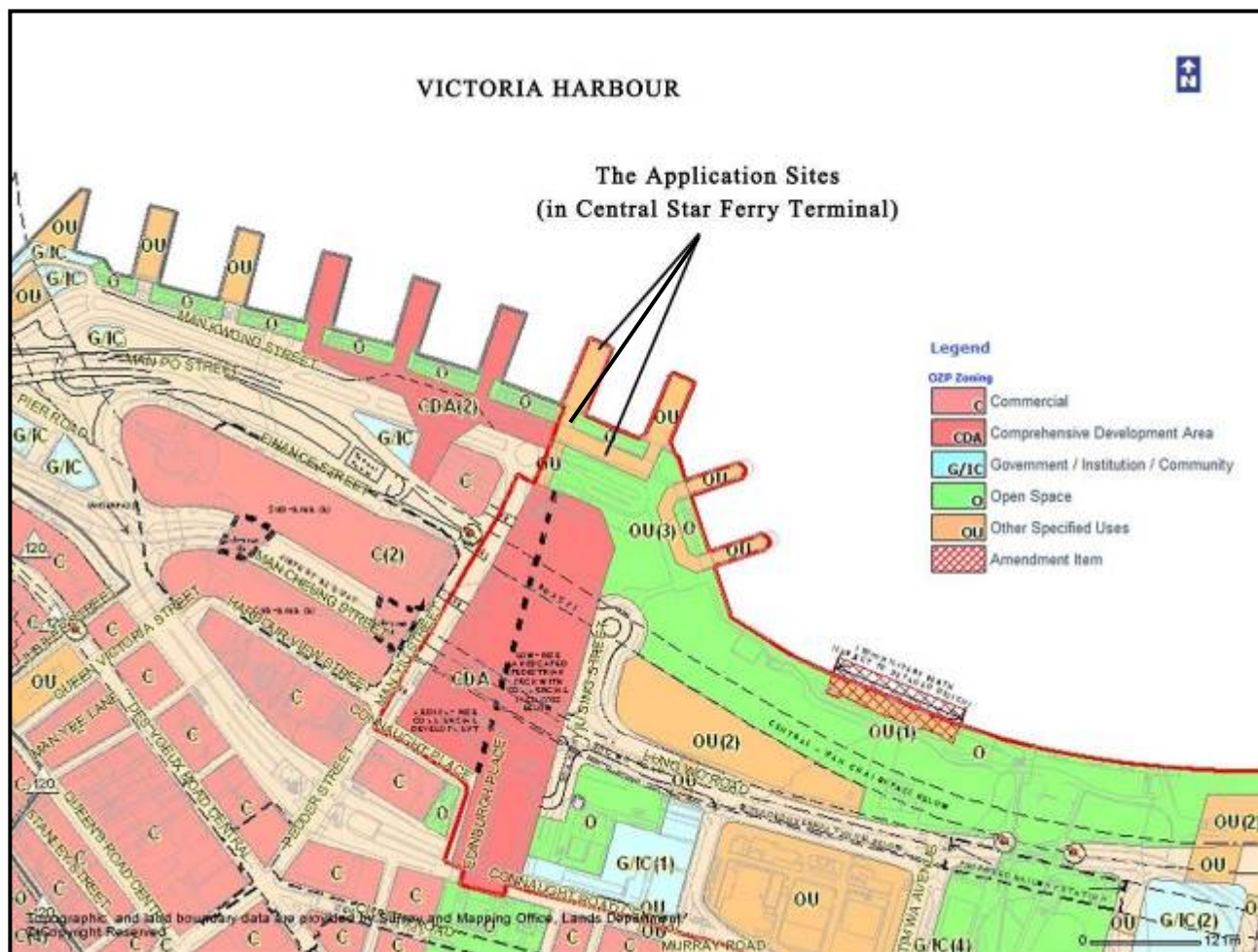
18. To the east of the Terminal are the public Piers 9 and 10 that are currently used for boarding of boats. A lot of locals go there for leisure fishing, relaxing and enjoying the sea breeze and scenery. These piers are also public open spaces that are accessible to visitors. **(Photo 25)**

### **Planned Public Open Space Provisions**

19. The New Central Waterfront is currently under construction. The waterfront promenade is open for public use at the Central Piers up to the Tamar site; however, a lot of facilities and spaces inland are still under construction. The OZP map below **(Figure 5)** shows the planned public open space network along the waterfront in the vicinity of the Terminal. Large areas of open spaces and commercial complexes would be available to the public throughout the completed construction phases of the New Central Waterfront area. The Terminal would become an iconic landmark within this waterfront open space system.

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**Figure 5:** Planned open space network

20. Central Piers 4, 5 and 6 are to undergo a renovation project, led by the Transport Department. The planning application A/H4/90, for construction of one and a half additional commercial floors and conversion of existing upper decks for commercial use, amenities and private and public open space; was approved by the TPB on 3 May, 2013. The project is anticipated to provide 3,000m<sup>2</sup> of public open space and 1,500m<sup>2</sup> of private open space. Integrated with the three piers is a landscaped deck as proposed in the Urban Design Study of the Planning Department.<sup>1</sup> This landscaped deck

<sup>1</sup> Planning Department (2006). *Urban Design Study for the New Central Harbourfront*. Available Online: [http://www.pland.gov.hk/pland\\_en/p\\_study/comp\\_s/UDS/eng\\_v1/home\\_eng.htm](http://www.pland.gov.hk/pland_en/p_study/comp_s/UDS/eng_v1/home_eng.htm) [Accessed on 5

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would link the central piers with the IFC shopping mall and allow convenient pedestrian access to the waterfront area. This would turn into a major open space area. (**Figure 6**) All outdoor areas will provide public viewing opportunities of the harbour.



**Figure 6:** Planned Renovation of Piers 4, 5 and 6 with landscaped deck (Extracted from TPB paper of Application No. A/H4/90)



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## PROBLEMS WITH EXISTING ARRANGEMENTS

### Interface Problems

21. The present arrangement at the Watermark creates interface problems as it is inconvenient, unsafe and disruptive to both the restaurant operation and to the public who use the viewing deck at Site A. Some of these problems includes (**Figure 2**):

- (a) The public viewing deck is not clearly distinguishable from the restaurant and there are very few visitors to the public area, about 11 people per day;
- (b) The access corridor, which is constantly used by restaurant staff to convey dishes of food and beverages between the kitchen and the dining tables, is used at the same time by the public to walk through to the viewing deck. This often creates congestion, increases potential for accidents, and disrupts the restaurant operation during busy hours;
- (c) When the restaurant holds events such as weddings and private parties, it is disruptive to the patrons when there are members of the public constantly walking through the venue. Likewise, the music and loud noises from these events may be distracting to the public who use the viewing deck area;
- (d) A sense of privacy is lost as members of the public move through the restaurant, taking photographs everywhere; and
- (e) Restaurant customers are confused and annoyed that they cannot use the public viewing deck as part of the

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restaurant.

22. The present location of the public viewing deck at Site A has not been properly planned and did not fully take into consideration the interface problems. Any type of food and beverage establishment would find the present arrangement unacceptable and unfavorable for business. Moreover, the arrangements for public use of the viewing deck are equally unsatisfactory, resulting in low usage rates.

23. At Site B, the Café & Bar experiences similar interface problems as the Watermark, although to a lesser degree, since it is a smaller establishment and a self-serve operation for its customers. Likewise, its restaurant operations are hindered whenever the public move through the shared-spaces of the venue.

24. The Café & Bar has been spending extra resources to maintain and upkeep the public viewing terrace at Site B, which is often left empty and under-utilized. In fact, the operation has been running at a deficit. This is mainly due to the location of the Café & Bar, which is enclosed and hidden at the top of the pier, away from public view. Similar to Watermark, the public is discouraged from using the viewing terrace because of the perception that it is part of the restaurant operation. In addition, the Café & Bar has made compromises to its operations for the need to provide public access to Site B.

### **Unused Spaces**

25. The roof platforms at Site C of the CTB are unused spaces with a prime viewing location of the harbor and cityscape. Its high vantage point provides panoramic views of the Harbor and surrounding cityscape. The space would also allow the public to get close to and appreciate the clock tower (**Photo 26**). Despite these merits, Site C has not been designed to be accessible to the public

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and is only used for the maintenance of the clock tower on the roof. The potential for this prime viewing space to be enjoyed by the public is completely underutilized.



**Photo 26:** The Clock Tower as an attraction

### STATUTORY PLANNING ASPECTS

26. The Application Site falls within an area zoned “Other Specified Uses” annotated “Pier and Associated Facilities” (OU), at the edge of the Draft Central District (Extension) Outline Zoning Plan No. S/H24/8 (the “OZP”). **(Figure 7)** In the Schedule of Uses of the OZP, it is stated that the planning intention of this zone is “*primarily to provide land for development of pier with the provision of integrated retail/ restaurant/ tourism related facilities and pier-roof open space for public enjoyment.*”

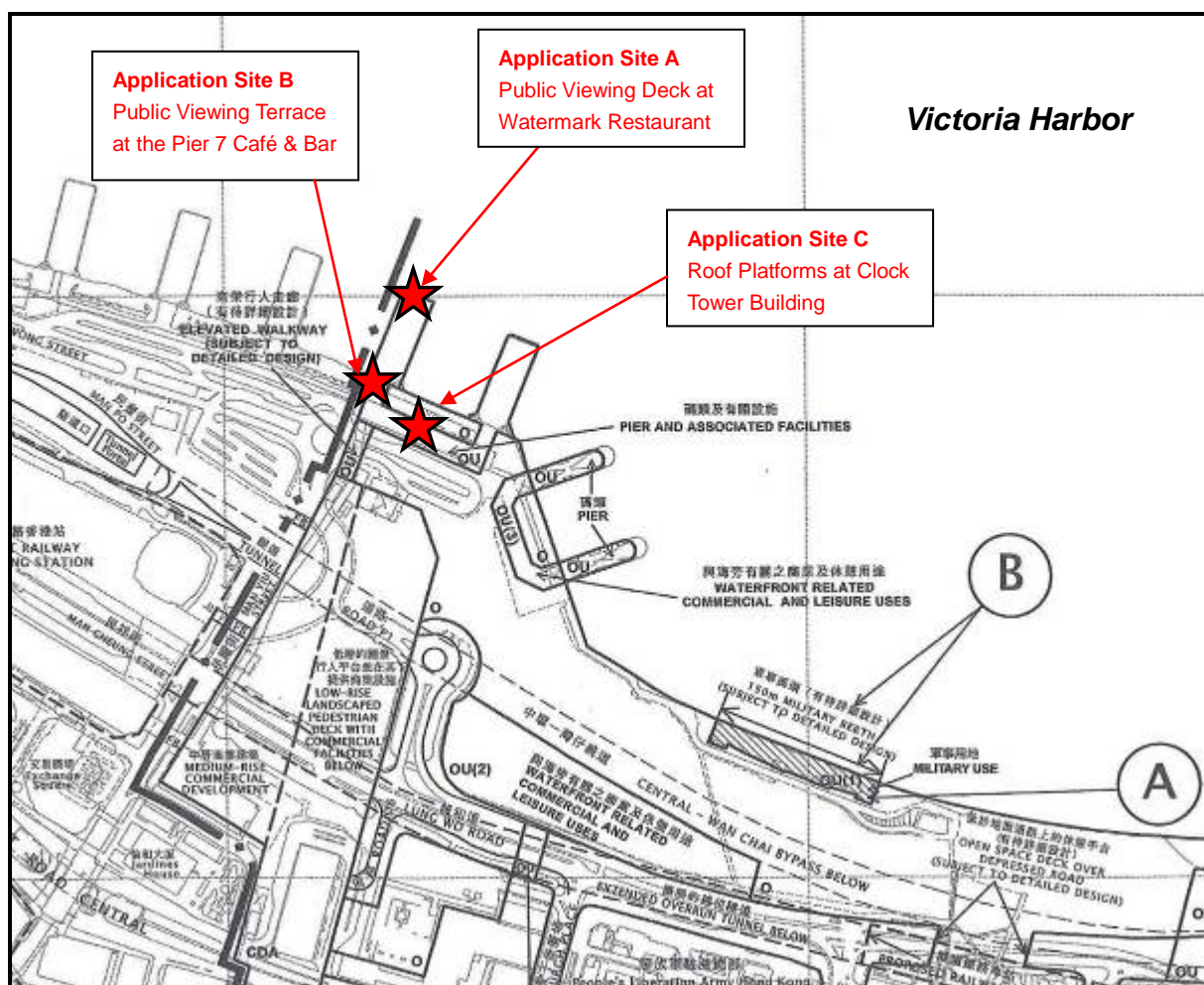
27. The Application Site is subject to a statutory planning

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restriction for any building or structure including roof-top structures, projections and advertisement signs, to be not more than a height of 21mPD or the height of the existing building or structure, whichever is the greater. There are no planning restrictions on plot ratio.

28. The Application involves the change of use within the existing building of the Terminal. Both Sites A and B would be converted from a “public viewing space” to “Eating Place” use under the Column 2 of the Schedule of Uses in the OZP, and Site C would be converted from vacant use to “public viewing space”. These changes are subject to approval under Section 16 of the Town Planning Ordinance.



**Figure 7:** Location of the Application Site [Extract from the Draft Central District (Extension) Outline Zoning Plan No. S/H24/8]

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## LAND ASPECTS

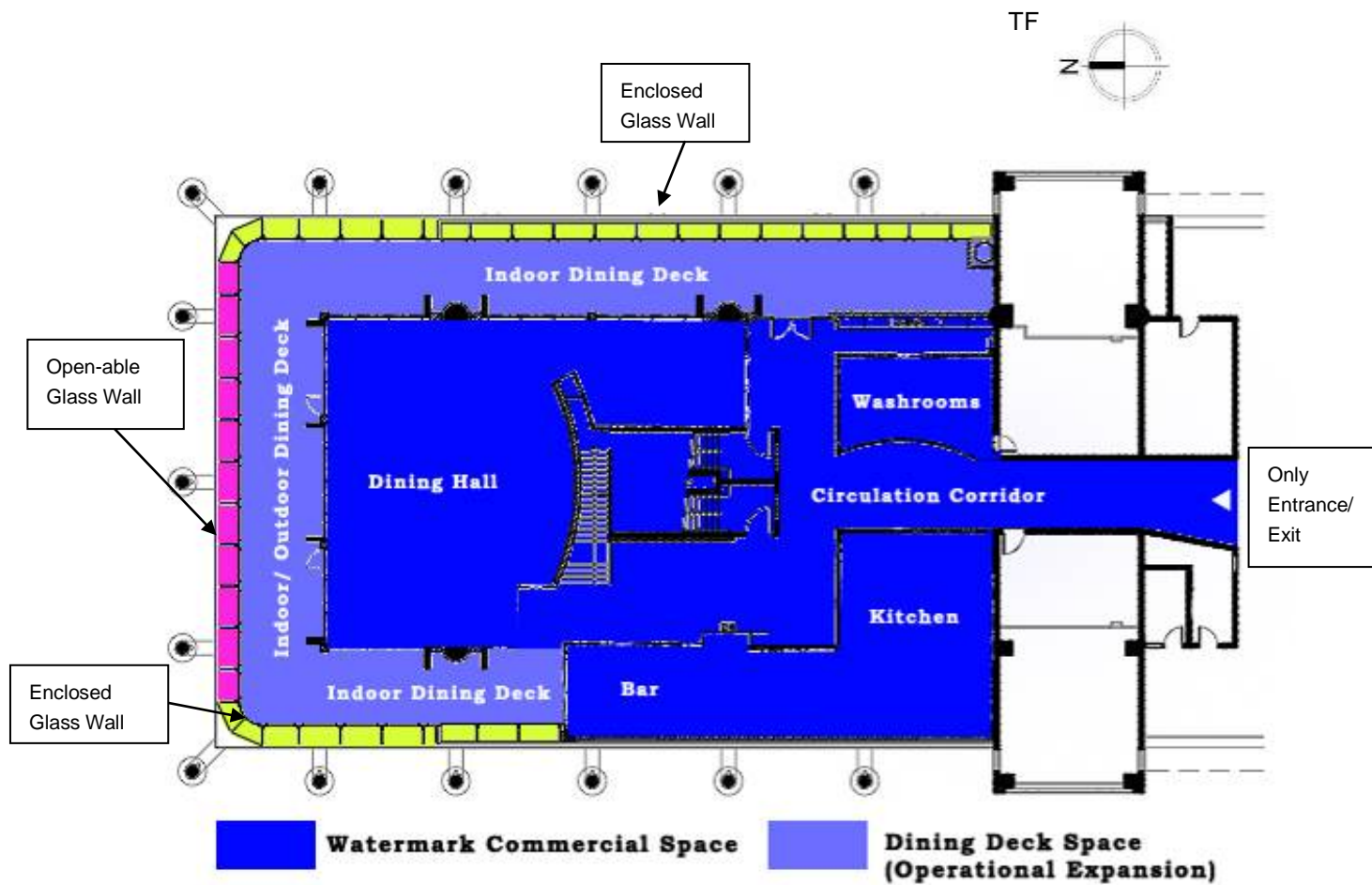
29. The Application Sites are government property and looked after by the Transport Department (as franchise area and management agreement). Sites A and B is leased to Giant Ocean (H.K.) Limited, and Site C is a roof space that is managed by “The ‘Star Ferry’ Company, Limited”. Upon approval of this application, the Applicants would apply for the necessary licenses and extension of the lease to continue their business operations in the Terminal.

## PROPOSED AMENDED SCHEME

30. The Applicants stress that there is a need for alternative arrangements to resolve the interface issues and better utilize the spaces in the Terminal for the benefit of the operators and the public. In this light, the Applicants are proposing to relocate the public viewing spaces at Sites A and B, to the roof platforms at Site C. This is a reasonable solution, because the roof platform is a more convenient and effective location for a public viewing space, and has more than enough floor area for circulation and amenities.

31. Accordingly, the Site A public viewing deck is proposed to be converted into part of the Watermark’s restaurant operation. **(Figure 8)** The portion of the deck along the west and east sides of the pier would be fully enclosed with glass walls, so as to avoid any potential air quality issues arising from the Star ferries berthing alongside. The front portion at the north would be an open-able glass wall, to provide flexibility for alfresco dining when opened, and indoor dining when closed during bad weather. **(Figure 8)** The Watermark premise and deck would be air conditioned by expanding the existing air conditioning system.

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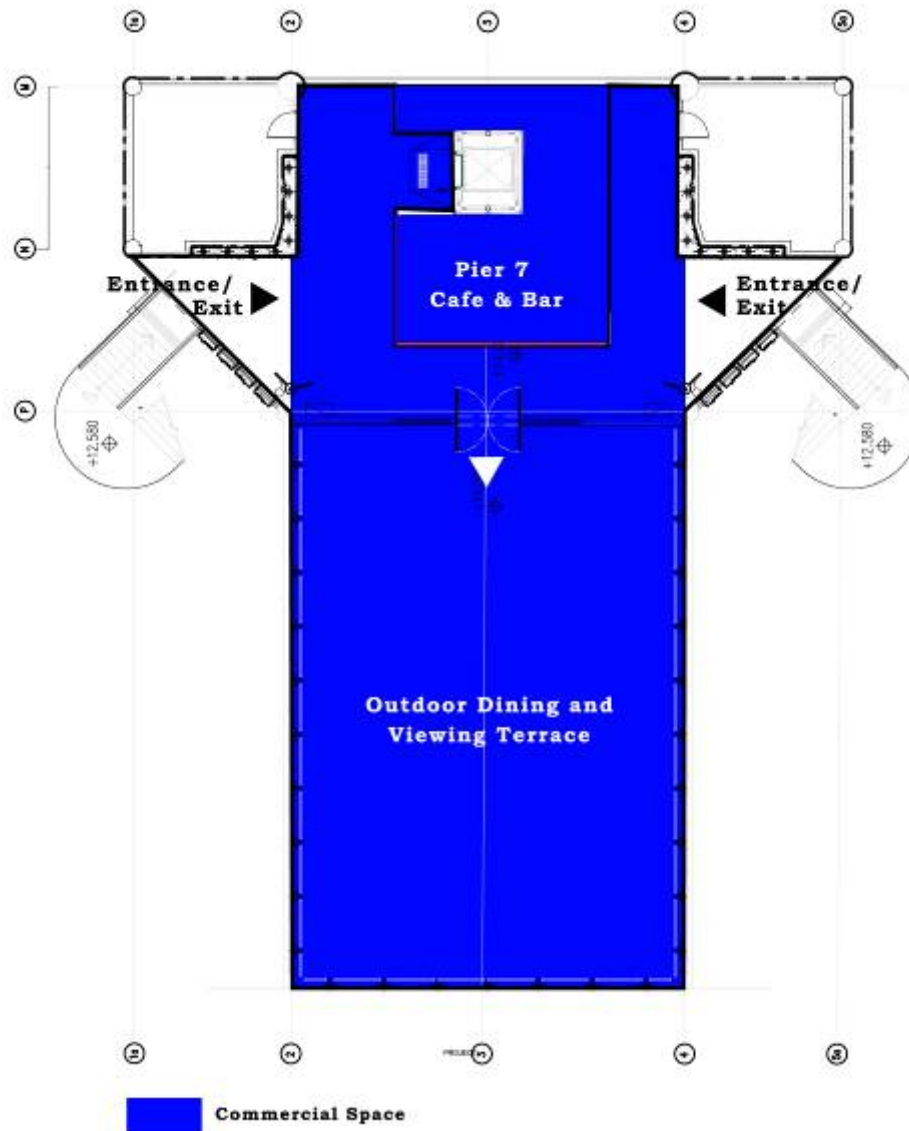
**Figure 8:** The proposed layout of the Watermark

32. The Site B public viewing terrace is proposed to be converted into part of the Pier 7 Café & Bar's restaurant operation. **(Figure 9)** The Café & Bar would have the privilege of holding private parties and cocktail functions at Site B, but while there aren't any functions there, it could still be used as a public viewing space and accessible to visitors.



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**Figure 9:** The proposed layout of the Café & Bar

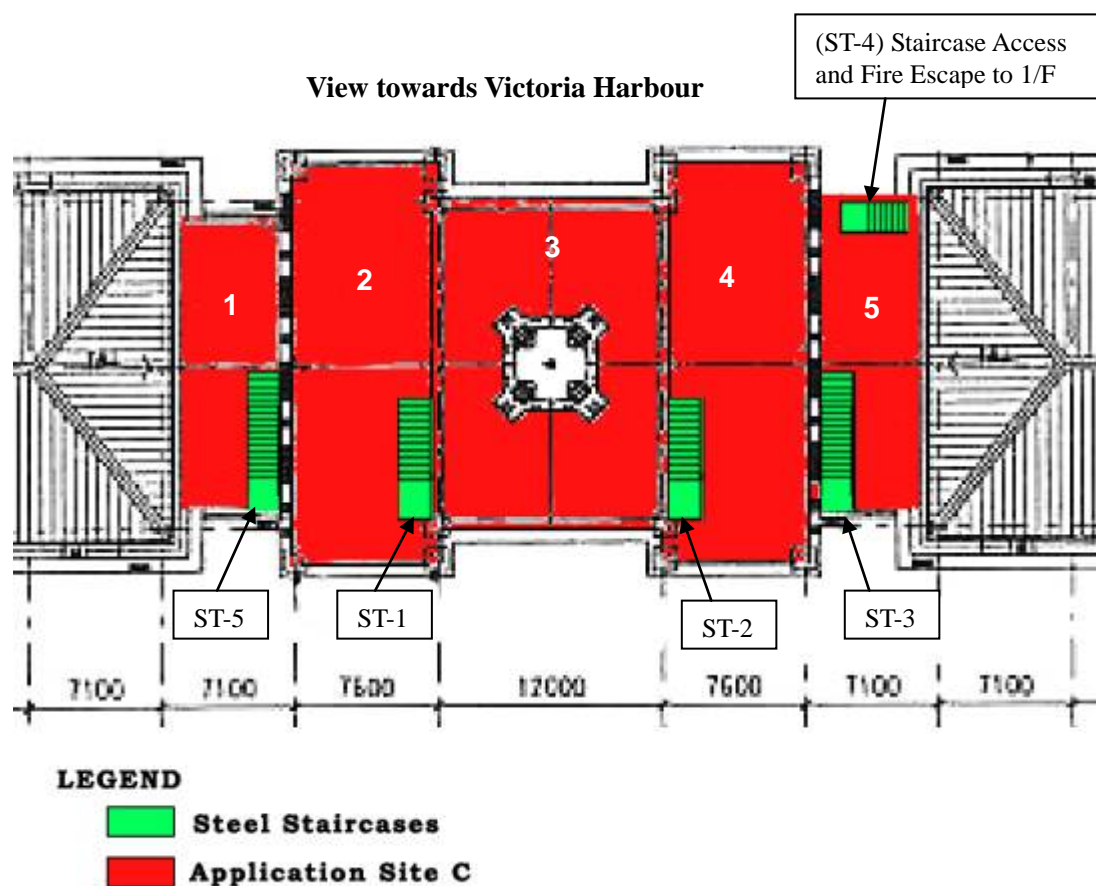
33. The Site C is proposed to be turned into a high-quality public viewing space. It would be patrolled to ensure public order at the roof levels. There would not be any commercial activity there. It would be made accessible to the public, by constructing 5 steel staircases (i.e. ST-1 to ST-5) connecting the 1/F and the five roof platforms. (**Figures 10 to 12**) Visitors can access the platforms from the staircase at 1/F.

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(Figure 12) The staircases would be designed according to current fire safety and escape regulations. There is potential to provide a wheelchair lifting platform at the staircase ST-4, which would allow disabled persons to gain access to and enjoy the space and views at the roof platform No. 5. The design and structural works of the steel staircase and wheelchair lifting platform would be further explored in the detailed design stage.

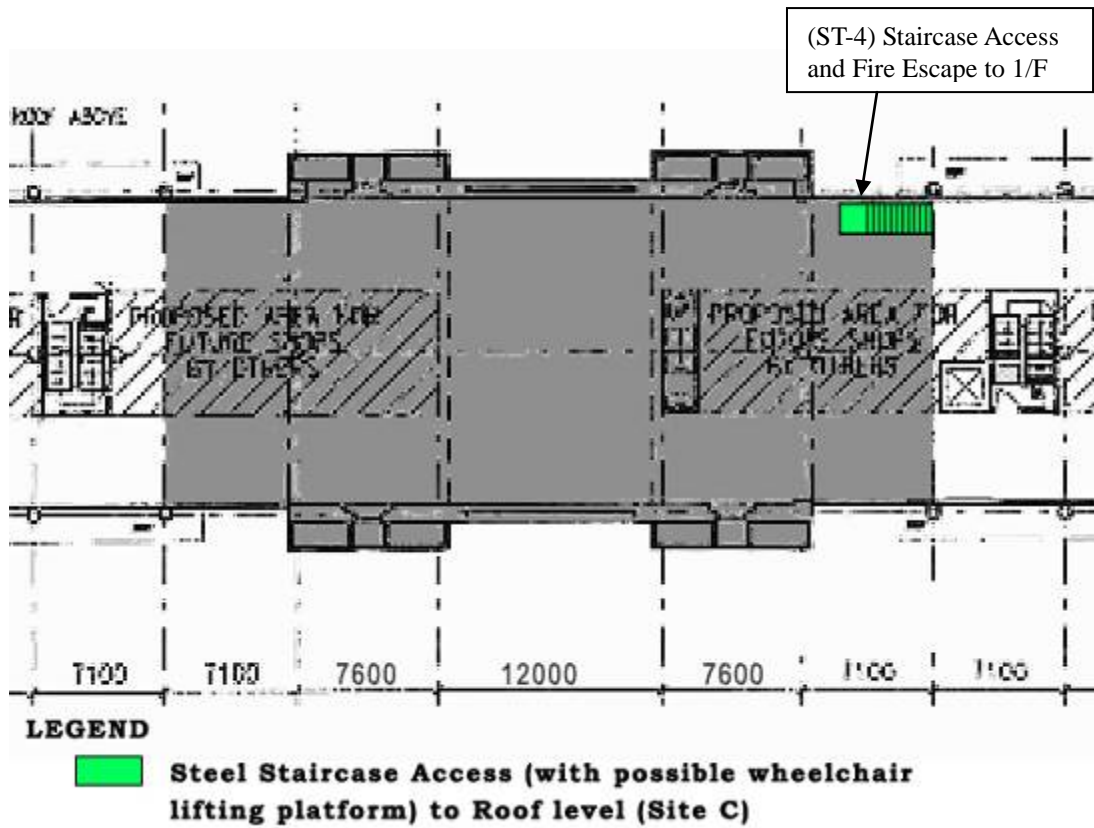
34. The Applicants are open to the possibility of exposing the mechanics and bells of the historic clock tower through a viewing window at the roof platform. Interpretive signs would be provided to showcase the history and heritage of the clock tower and Terminal. This would become a unique attraction.



**Figure 10:** Indicative Layout of Roof Level platforms

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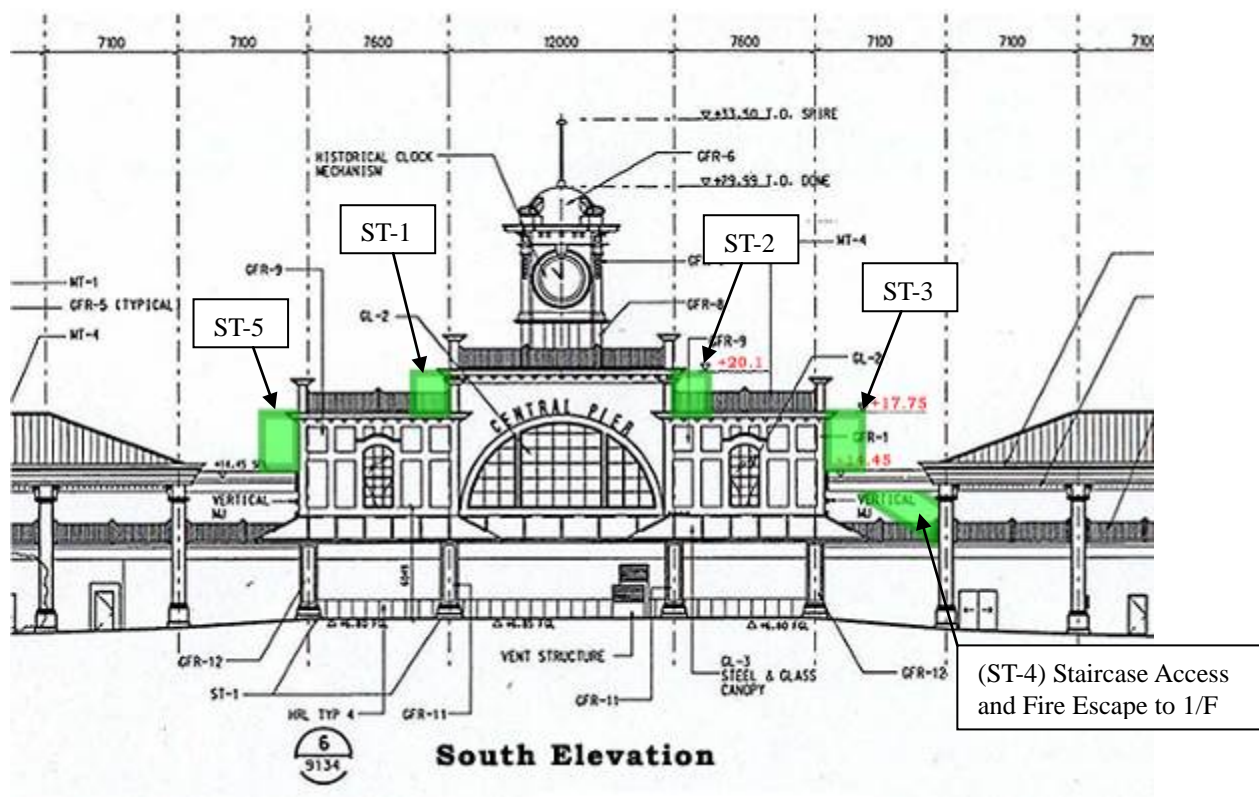
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**Figure 11:** Indicative Layout of 1/F

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## PRELIMINARY STRUCTURAL ASSESSMENT REPORT

35. A preliminary Structural Assessment Report (SAR) has been carried out to investigate the structural impact on the CTB by implementing public viewing spaces at Site C and construction of steel staircases. The SAR has determined that the existing live load is 6kPa and the required live load for the upgrading works and construction of steel staircases would be 7kPa. Therefore, a difference of 1kPa would need to be compensated through provision of minor structural strengthening.

36. The construction of the steel staircases would require reinforcing some sections of the concrete slabs with structural steel beams. The existing superstructure and piled foundations would be able to accommodate the upgrading works.

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37. Overall, the SAR has concluded that the proposed public viewing space at Site C on the roof of CTB will be feasible and have insignificant structural impact. The Applicants would undertake these improvements at their own cost.

## **ENVIRONMENTAL ASPECTS**

38. The conversion of Site A from an open-air viewing deck to a dining area would need to consider the air quality impact from the berthing ferries. The Applicant would address this by installing fixed and enclosed glass walls on the west and east sides of the restaurant deck, facing the ferries berthing. **(Figure 8)** This barrier would ensure visitors are not adversely affected by emissions from ferries.

39. To provide flexibility of dining experience for patrons, the north sides of the Watermark deck would be installed with open-able glass walls. The air quality at this end of the restaurant is anticipated to be acceptable, because the ferries would be berthing further in the pier. During clear weather the glass walls at this end could be opened up, offering an alfresco dining experience.

40. Site B is already accessible to the public and customers and a similar form of use to the existing arrangements would continue.

## **FINANCIAL ASPECTS**

41. The structural upgrades and steel staircase to convert Site C into a public viewing space would be met by the Applicant. Similarly, they would cover the costs of refurnishing Sites A and B.



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42. Any improvement in rental income achieved through the processes in this proposal would be contributed to the non-fare box revenue for cross-subsidizing Star Ferry operations, thus alleviating pressure to increase ferry fares on the public.

### TRAFFIC ASPECTS

43. The proposal would involve marginally increasing the operational space of the Watermark by 225m<sup>2</sup> and the Café & Bar by 294m<sup>2</sup>. These expanded spaces would be used as part of the dining space. The increase of dining space would not necessarily mean more frequency of delivery or the need to expand Loading/ Unloading (L/UL) facilities. The existing L/UL facilities for light and medium-sized goods vehicles beside the Terminal on Man Kwong Street, are able to accommodate the goods delivery for Watermark and Café & Bar. **(Figure 13)**



**Figure 13:** Location of Loading/ Unloading Facilities at the Terminal  
(Base map source: Lands Department 2013, GeoInfomap)

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44. The visitors to the pier would in large part commute by public transport. There are green mini-bus stops, bus stops and taxi stands close to the Terminal. The ferry services at the Terminal and Central Piers forms part of the public transport network. The Hong Kong MTR Station is also accessible within a 7 to 10 minute walk along the footbridge. The car parking facilities in close proximity, such as the IFC mall car park, would have sufficient capacity to accommodate the visitors who would be driving to the Terminal. There are adequate pedestrian facilities such as the two foot bridges connecting IFC mall to the waterfront area and the waterfront promenade. **(Figure 14)** The visitors to the Watermark would be taking public transport or walk from the inland urban area.

45. It is anticipated that there would be insignificant impact to the traffic facilities and network in the vicinity.



**Figure 14:** The Transport Facilities in Close proximity to the Terminal  
(Base map source: Googlemap, 2013)

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## VISUAL ASPECTS

46. The proposed renovation and upgrading works at the 1/F and the five roof platforms in the CTB would not create any visual impact to major public views. **(Figure 15)** The new steel staircases would be designed within the height restriction. The overall structure and form would remain the same. In fact, the proposed public viewing space would attract people up on the platform, making the space more alive and vibrant. **(Photomontages 1A and 1B** at View Point location)



**Figure 15:** View Point Location Map  
(Base map source: Lands Department 2013, GeoInfomap)



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**Photomontage 1A:** Existing view of Site C



**Photomontage 1B:** Proposed view of Site C as a public viewing space

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## IMPLEMENTATION

47. The Watermark has indicated that they are prepared to take up the whole cost of implementation, noting that it will be beneficial to them as well as to the general public, the Hong Kong Maritime Museum, the Hong Kong Tourism Board and the New Central Waterfront Park.

48. The management of the new public viewing spaces at Site C would be taken up by the operators, at no cost to the Government.

## PLANNING ASSESSMENT AND JUSTIFICATIONS

### Upgraded Public Viewing Spaces

49. The Site C, public viewing platform at the CTB is a more suitable location and higher quality than the existing Sites A and B. This is based on the following:

- (a) Visitors would find that access to the viewing platform is clearly identifiable and would not be affected by interface problems;
- (b) The entrance to the platform is closer to the commercial shops and activities on the 1/F;
- (c) It offers a higher vantage point and more views of the Harbor and surrounding cityscape (**Photo 8**);
- (d) It has a larger open platform area for people to move around (**Photo 8**);
- (e) There will be amenity seating provided;
- (f) The platform contains the clock tower, which would allow the public to appreciate it up close, instead of only observing it from a far distance;
- (g) It will be easily accessible by a staircase, and it's at a more convenient central location to get to;



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- (h) The existing Site A, public viewing deck would be better used as a dining area where hundreds of people could use and enjoy the view while eating. On the other hand, right now only about 11 people on average walk in the viewing deck (per day);
- (i) The space at Site C would also allow the public to get close to and appreciate the clock tower as an attraction.

### **Making Use of Unused Spaces**

50. The prime viewing space on the roof of the CTB would be best converted from the present unused and empty state, to the proposed public viewing platform, as it would provide an additional prime waterfront viewing location and leisure space for the public to enjoy.

### **No Cost to the Government**

51. In exchange for the expanded operational space at Watermark and the Café & Bar, the capital costs of the structural upgrades for the steel staircases and railings would be met solely by the operators. This would result in no cost to the Government or to the Star Ferry company for the implementation of these public facilities. In fact, additional revenue generated from the expanded restaurant operations would contribute towards to the non-fare box revenue of the Star Ferry operation, which would help alleviate the pressure to increase ferry fares on the public. Implementation by the Watermark as a private initiative would also help to speed up the implementation of these facilities. The management of the public viewing spaces at Site C would be taken up by the operators and not by the Government.

### **Overall Increase in Quality Public and Private Viewing Spaces**

52. The swapping of public-private spaces will produce 765m<sup>2</sup> of new public viewing space at Site C of the CTB, and 519m<sup>2</sup> of new private

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dining and viewing space at the Sites A and B. The new public viewing spaces at the CTB will adequately compensate for the conversion of the public viewing spaces in Sites A and B. In fact, this new arrangement would provide 246m<sup>2</sup> (i.e. 765m<sup>2</sup> – 519m<sup>2</sup>) of more quality public viewing spaces than the existing context. A summary of the relocation of public-private viewing spaces is presented in **Table 1**.

**Table 1: Relocation of Public-Private Viewing Spaces**

	Existing		Proposed/ New		Change
	Public Viewing Space (m <sup>2</sup> )	Private Dining Hall (m <sup>2</sup> )	Public Viewing Space (m <sup>2</sup> )	Private Dining and Viewing Space (m <sup>2</sup> )	
Watermark	225 (viewing deck)*	171 (indoor hall)	0	225	-225
Pier 7 Café & Bar	294 (viewing terrace)*	56	0	294	-294
CTB Roof Platform	0	0	765 (public viewing platforms)	0	+765
<b>Total</b>	519	227	+765	+519	<b>+246</b>

*Remarks:*

\* Excludes 179m<sup>2</sup> and 104m<sup>2</sup> of shared-access space through the Watermark and Café & Bar, respectively. Floor areas are approximately calculated.

### **In line with the Harbour Planning Principles and Guidelines**

53. The revised scheme would fall in line with the Harbour Planning Principles in terms of:

- (a) **Principle 1 - Preserving Victoria Harbour:** The proposed amended scheme would only involve minor

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structural works and upgrades. It would have insignificant impact to the built environment of the Central waterfront or the Victoria Harbour.

- (b) **Principle 2 - Stakeholder Engagement:** Under the planning application process, the scheme would be published for members of the community to provide their comments. These comments would be considered by the Town Planning Board in their deliberation of the application. We have also taken steps to present this scheme to the Task Force.
- (c) **Principle 3 - Sustainable Development:** The amended scheme would contribute to the sustainable development of the Central Waterfront area, in terms of providing prime viewing space and a unique dining experience for the public to enjoy. It makes better public use of the existing building with minimal changes to the structure.
- (d) **Principle 4 - Integrated Planning:** The small scale of the amended scheme is out of the scope in this principle; however, to some degree it does help contribute to the overall waterfront planning to provide facilities and commercial uses for the enjoyment of tourists and locals.
- (e) **Principle 5 - Proactive Harbour Enhancement:** The amended scheme is a proactive initiative to enhance the Terminal as an iconic landmark with more vibrant commercial and leisure spaces to attract tourists and for the public to enjoy.
- (f) **Principle 6 - Vibrant Harbour:** The amended scheme would not affect the existing and planned maritime and land-side activities, but would help contribute to a vibrant waterfront with more public viewing spaces and a unique dining experience.
- (g) **Principle 7 - Accessible Harbour:** The amended scheme would improve the existing arrangement by providing public access to a better and higher quality public viewing space at the clock tower building.

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- (h) **Principle 8 - Public Enjoyment:** The amended scheme would maximize the opportunities for the public to enjoy the facilities at the Terminal. It would not have any effects on the provision of land for infrastructure developments, utility installations and landuses that are incompatible.

54. The revised scheme would fall in line with the Harbour Planning Guidelines in terms of:

- (a) **Diversity of Uses** for public enjoyment by providing a prime public viewing space on top of the clock tower building, resolve interface problems and upgrade the operation of the Watermark and Café & Bar with a unique dining experience.
- (b) **Leisure Uses** such as seating areas and a place for visitors to view the Victoria Harbour would be provided at the roof platforms at Site C.
- (c) **Prime Public Viewing Spaces** at the Site C would be provided for tourists and locals to enjoy the magnificent panoramic view of the harbour and cityscape. The viewing spaces at Site C would build on the continuous network of public viewing spaces along the Central harbourfront.
- (d) **Cultural Heritage** of the Central Star Ferry Pier and the iconic clock tower building would be appreciated at this location.
- (e) The proposed upgrading works would **comply with Building Height Restrictions** in the OZP and would not cause any adverse visual impact to the surrounding visual corridors.
- (f) The scheme would help to anchor the Terminal as an **Iconic Landmark**, a tourist attraction on Central waterfront.
- (g) The Applicants would take up the management of the public viewing spaces as part of the **private sector involvement in managing public waterfront promenade**.
- (h) The scheme would contribute to the **sustainable**

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**development** of the Terminal into an iconic tourist attraction, more viewing spaces and commercial uses for the public and visitors to enjoy.

## **CONCLUSION**

55. The proposed scheme is a much needed improvement to the existing undesirable arrangements that are creating problems with the operators and the general public. Through this proposal, an expansion of private dining space and public viewing space would result, providing a win-win situation in many respects for the operators, Government and general public.

**Masterplan Limited on behalf of  
Café Deco Group and The Star Ferry Company Limited  
February 2014**