

# **Task Force on Harbourfront Developments on Hong Kong Island**

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For discussion  
on 18 February 2014

TFHK/03/2014

## **Urban Design Study for the Wan Chai North and North Point Harbourfront Areas – Proposed Study Scope**

### **Purpose**

This paper seeks Members' views on the proposed scope of the urban design study (the Study) for the new harbourfront areas in Wan Chai North and North Point (the Study Area).

### **Strategic Context of Wan Chai North and North Point Harbourfront Area (Plan 1)**

2. Land uses along the harbourfront have evolved over the years and tie in with the various functions of its hinterland. While the Central area is serving as a Central Business District and the Tsim Sha Tsui area functions mainly as a tourism node, the Wan Chai area plays the role of an exhibition and commercial hub. The Hong Kong Convention and Exhibition Centre (HKCEC) at the Wan Chai North area, in particular, is the main venue for holding international conferences and exhibitions and drives growth of the 'Meetings, Incentives, Conventions and Exhibitions' (MICE) Sector. The planned convention and meeting facilities on the Topside Development of Exhibition Station of the Shatin to Central Link (SCL) in close proximity to the HKCEC will reinforce the role of this part of the harbourfront.

3. A total of about 12.7 ha of land would be reclaimed along the Wan Chai and North Point harbourfront under the Wan Chai Development Phase II project (WDII project). This piece of land not only provides space for essential transport infrastructure (i.e. the Central-Wan Chai Bypass (CWB)), but also opportunity to improve the connectivity and linkages along the waterfront as well as to enhance the vibrancy and diversity of the harbourfront with the provision of a variety of activity spaces to create different harbourfront experiences for public enjoyment. It is considered that the urban design planning for the Wan Chai North and North Point

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harbourfront area should create synergy with the surrounding developments.

## **Background of Wan Chai Development Phase II Planning and Engineering Review**

4. The Wan Chai Development Phase II Planning and Engineering Review (WDII Review) completed in 2008 has laid down the development framework for the Wan Chai North harbourfront area. The background of this study is set out in paragraphs 5 to 7 below.

5. In the light of the Court of Final Appeal's judgment on reclamation in January 2004, the Civil Engineering and Development Department (CEDD) commissioned the WDII Review in the same year to examine the minimum practicable reclamation option in the Wan Chai harbourfront for providing the essential transport infrastructure (i.e. CWB) and reprovisioning the affected waterfront facilities that can meet the "overriding public need" test. In this connection, a comprehensive and extensive public engagement exercise (i.e. Harbourfront Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas – "HER") under the steer of the former Harbourfront Enhancement Committee (HEC) was carried out in three stages for the WDII Review between 2004 and 2007 to canvass public views which served as inputs to the WDII project. Following that, a Recommended Outline Development Plan (RODP) (**Plan 2**) showing land use, transport and harbourfront enhancement proposals was produced in 2007 under the WDII Review.

6. Proposals put forth in the RODP have subsequently been incorporated in the Wan Chai North and North Point Outline Zoning Plans (OZPs). These include the recommended land use framework, major development parameters (such as building height and GFA restrictions), and a preliminary urban design framework for the harbourfront developments.

7. According to the WDII Review, the Wan Chai and North Point waterfront is divided into five character precincts, i.e. Arts and Culture Precinct, Water Park Precinct, Water Recreation Precinct, Heritage Precinct

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and Leisure and Recreation Precinct. A major part of the reclaimed land is proposed for open space, leisure and recreational uses. Key proposals of the WDII Review are shown on **Plan 3**. WDII infrastructure works including reclamation, CWB and reprovisioning of the affected waterfront facilities are being implemented for gradual completion starting 2017. The Task Force urged and the Government agreed to conduct a planning study to guide the permanent development of the Wan Chai North and North Point harbourfront.

## **The Urban Design Study**

8. To ensure a holistic design of this new harbourfront area, it is suggested that the proposed planning study focusing on urban design be conducted to tie in with the staged availability of the harbourfront sites in 2018-2020 after completion of the infrastructure works including reclamation, CWB and SCL. Since the land use planning for the harbourfront area of Wan Chai North and North Point has already been comprehensively studied in the WDII Review and gone through an elaborated public engagement process, the land uses as currently reflected on the RODP and OZPs should be adhered to as the basis for deriving the urban design proposals. However, suitable revisions to the proposals, if found to be necessary and justified in the course of the Study, would be considered.

## **Study Area**

9. The Study Area covers an area of about 39ha along the harbourfront stretching from the existing Wan Chai Temporary Promenade to the immediate north of the HKCEC eastward to the proposed open space site adjacent to the CWB eastern tunnel portal in North Point (**Plan 4**). It mainly comprises the newly reclaimed land and harbourfront sites which are zoned "Open Space" ("O") and "Other Specified Uses" ("OU") on the Wan Chai North and North Point OZPs. Three Key Sites have been identified within the Study Area and specific design concept for each of the Key Sites would be formulated during the study process. Other sites covered by the WDII Review are already developed or committed for other uses under various

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projects, which would not be included in the Study Area. However, the pedestrian connectivity between these existing and committed developments and the Key Sites will be examined under the Study.

## **Objectives of the Study**

10. The overall objective of the Study is to work out an urban design framework and to formulate comprehensive planning and design briefs for the Key Sites, with a view to guiding the future developments and enhancements at the Wan Chai North and North Point harbourfront area with attractive, accessible, vibrant, sustainable and distinctive characters for public enjoyment.

11. The specific objectives of the Study are as follows:

- (a) to examine and evaluate the design concepts formulated for the Study Area under the WDII Review, and prepare a refined urban design framework including an Urban Design Plan (UDP), Master Layout Plan (MLP), Landscape Master Plan (LMP) and other supporting plans such as Public Transport Plan (PTP) and Pedestrian Network Plan (PNP) for the Study Area;
- (b) to prepare planning and design briefs for the Key Sites identified under the Study including the stipulation of development and planning parameters;
- (c) to formulate urban design control mechanisms to guide the implementation of the urban design proposals in the future developments of Key Sites;
- (d) to undertake a traffic and transport review for the Study Area to assess the existing and future transport capacity including the public transportation facilities, parking spaces and unloading/unloading facilities;

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- (e) to examine and recommend the pedestrian linkages in the Study Area at different levels and their interface with existing pedestrian networks with a view to further improving the pedestrian connectivity and accessibility with the surrounding and the wider area in an environmentally-friendly manner;
- (f) to assess the business viability of the proposals in terms of cost/revenue and financial returns through various tools of financial appraisal including the cost-benefit analysis;
- (g) to ascertain overall sustainability of the harbourfront enhancement proposals proposed under WDII Review and the Study; and
- (h) to integrate community inputs to the Study through an open, transparent, and collaborative public engagement process.

## Proposed Study Scope

12. The key tasks of the Study are outlined as follows:

- (a) Inception and Analysis of Urban Design Context and Key Issues

The following tasks would be undertaken during the inception stage of the Study:

- (i) to carry out a baseline analysis of the planning opportunities/issues and development constraints of the Study Area and its surroundings;
- (ii) to examine the planning and urban design context of the Study Area and make due reference to the relevant OZPs, the Town Planning Board's Vision and Goals for Victoria Harbour, Harbour Planning Principles and Guidelines of

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the former HEC, urban design guidelines of the Hong Kong Planning Standards and Guidelines (HKPSG), the urban design framework formulated under the WDII Review, and the urban design framework for the Central Reclamation, etc;

- (iii) to identify the opportunities, constraints and key issues on how to enhance the Study Area from urban design viewpoint, including the interface issues with other development projects/proposals in the Study Area and its surroundings, and the harbourfront enhancement issues previously raised by the Harbourfront Commission (HC), District Councils, relevant stakeholders and the public during the HER exercise; and
- (iv) to define the role of the Study Area within the overall harbour context.

(b) Establishment of Urban Design Objectives

Taking into account the findings of the inception stage and based on the analysis of urban design context, urban design objectives would be established which may include the following:

- (i) to create a distinctive identity and a sense of place for the Study Area;
- (ii) to enhance the vibrancy of the Study Area by promoting diversity of recreational and leisure uses and activities for public enjoyment;
- (iii) to enhance accessibility from both landward and seaward sides and connectivity to the Study Area;

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- (iv) to create and design a pedestrian environment and public spaces that are enjoyable and barrier-free, and provide an experience which is visually diverse and stimulating;
  - (v) to maintain, reinforce and extend existing views from the hinterland to the waterfront and the harbour;
  - (vi) to create a sustainable design that will contribute to economic vitality commensurate with traffic, environmental and infrastructural capacity and preserve local character and heritage; and
  - (vii) to provide extensive greening and landscaped area for the Study Area.
- (c) Identification of Urban Design Considerations

Having regard to (b) above, urban design considerations for the Study Area as a whole and specifically for Key Sites would be set out as the basis of refining the design concepts formulated under the WDII Review and preparing planning and design briefs for the Key Sites. Major urban design considerations may include transport network and traffic capacity; pedestrian connectivity; economic, environmental, sustainability and heritage issues; water-land interface issues, etc.

- (d) Refinement of Urban Design Framework

As mentioned above, an urban design framework for the harbourfront areas has been formulated under the WDII Review (**Plan 3**) and incorporated into the RODP and relevant OZPs. Taking into consideration the key issues identified, the urban design objectives formulated in the early stage of the Study, urban design considerations, and the public comments received in the Stage 1 Public Engagement (PE), the urban

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design framework would be refined and further developed in detail, which would be reflected in a MLP, an UDP and a PNP (covering both at grade and grade-separated walking facilities) and a PTP (including coach parking and loading/unloading facilities). A Streetscape Enhancement Plan and a LMP would also be formulated as part of the refined urban design framework.

On pedestrian accessibility issue, major pedestrian corridors at different levels to the harbourfront within the Study Area from the hinterland (particularly from major transport nodes and MTR Stations) would be identified and proposals to improve the streetscape of these pedestrian corridors would be put forward. The existing pedestrian connections and the proposed landscape decks under the WDII Review would be reviewed in respect of their locations and usage, and CEDD would be responsible for the detailed design and implementation of the decks under the WDII project. Opportunity would also be taken to examine the possibility of provision of facilities in environmentally-friendly manner along the harbourfront.

(e) Refinement of Design Concepts of Key Sites and Preparation of Design Briefs

Three Key Sites have been identified within the Study Area as follows (**Plan 4**):

***Site 1 – The new harbourfront area to the north of Hung Hing Road (about 4.6ha)***

A major portion of the site is zoned “O” with the provisions of three sites zoned “OU” annotated “Waterfront Related Commercial and Leisure Uses” and “Pier” on the draft Wan Chai North OZP No. S/H25/3, with the Golden Bauhinia



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Square and Expansion Area located at its east, covering the new waterfront between the HKCEC and the ex-Wan Chai Public Cargo Working Area (ex-PCWA). The site is located to the immediate north of the planned Exhibition Station of SCL. A new pier is under construction to replace the existing Wan Chai (East) Ferry Pier and Wan Chai (West) Ferry Pier<sup>1</sup> which will be relocated to facilitate the construction of CWB and SCL. According to the WDII Review, the area is proposed for development of a themed water park, creating a leisure and recreation node with waterfront promenade, outdoor performance areas and complementary waterfront food and beverage facilities. The three “OU” sites are currently restricted to maximum GFAs of 1,000-1,800m<sup>2</sup> and building heights of 10-15mPD on the OZP. The new harbourfront area will be integrated with the proposed Golden Bauhinia Square expansion in design.

## ***Site 2 – Harbourfront Area abutting the Ex-Wan Chai Public Cargo Working Area Basin (about 1.1ha)***

The site is zoned “OU” annotated “Public Waterfront Promenade and Water Recreation Related Uses” and covers the ex-PCWA site, the Noonday Gun, the Royal Hong Kong Yacht Club and the Causeway Bay Typhoon Shelter, subject to the maximum building restrictions of 10mPD to 25mPD. According to the WDII Review, the area is proposed for the development of a 6m wide promenade and water recreational facilities including a “Harbour Education Centre” and a “Water Sports Centre” at the western and southern edges of the marine basin respectively. The area is a suitable venue with facilities and amenities to stage water-related activities that

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<sup>1</sup> The new pier is under construction for completion by 2014. The exterior design of the new pier was approved with conditions by the Town Planning Board (TPB) on 12 February 2010. Another planning application for the proposed uses (bank, fast food shop, restaurant, retail shop, service trades and showroom excluding motor-vehicle showroom) at part of the second floor of the new pier, and for the associated transformer room and its exterior design was also approved with conditions by the TPB on 4 May 2012.

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would give Hong Kong worldwide prestige, and commercial impact. The Noonday Gun within this area is an important tourist attraction. The planning intention is to explore opportunities to enhance the recreation and tourism elements of the area and water-land interface, taking into account the functions of the existing land uses, including Causeway Bay Typhoon Shelter. In view of the prominent waterfront location, innovative and special architectural design should be adopted to ensure visual permeability and maintain visual corridors to the harbour.

### ***Site 3 – North Point Waterfront Reclamation Area (about 6.2ha)***

A major portion of the site, which is the future CWB tunnel portal, is zoned “O” on the approved North Point OZP No. S/H8/24. The site is planned for the development of district open space with provision of new passive recreation area for residents of the district. The design of the open space should integrate with the adjacent East Ventilation Building, Exhaust Vent and Administration Building of CWB, of which their exterior designs were already approved by the TPB on 5 October 2012. The area provides opportunity for a new landscaped leisure area, opening up this currently inaccessible part of the harbourfront to the public. Connectivity of the proposed district open space with the landscape deck of the CWB eastern tunnel portal<sup>2</sup> would also be further examined under the Study.

Based on the current statutory planning framework and with reference to the refined urban design framework formulated

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<sup>2</sup> The proposed landscaped deck serves functionally as the roof of the noise semi-enclosure over the CWB eastern tunnel portion and the landscaped features on top are designed as visual impact mitigation measure for complying with the requirements under the Environmental Impact Assessment Ordinance. In response to the request from the Task Force, the Highways Department has conducted a preliminary review and confirmed that opening the landscaped deck to the public is technically feasible.

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(see (d) above), design concepts and proposals for the Key Sites would be formulated and reflected in the MLP and UDP to provide an overall picture of the future developments in the Study Area. Planning design briefs would be prepared to guide the future design of the Key Sites.

(f) Traffic/Transport Review

A traffic and transport review will be prepared for the Study Area to assess the existing and future traffic and transport capacity including the public transportation facilities, parking spaces and unloading/unloading facilities. A pedestrian plan will be prepared to assess the pedestrian connectivity and accessibility with the surrounding and the wider area with a view to enhancing pedestrian connectivity between the waterfront and the hinterland including the surrounding buildings at different levels which would be in line with the Harbour Planning Principles to provide unrestricted and convenient access for pedestrians to and from the waterfront. An assessment would be undertaken to ensure that sufficient parking and loading/unloading facilities and public transport services be provided to serve the Study Area.

(g) Investigation of Business Viability of the Proposals

An assessment to determine the business viability of the proposals put forward under the Study Area would be undertaken, taking into account the possible modes of implementation. The assessment should be carried out in terms of cost/revenue and financial returns through various tools for financial appraisal such as cost-benefit analysis. The formulation of refined urban design framework and design concepts for Key Sites and carrying out of business viability assessment might not be sequential but iterative with a view to formulating practical and viable proposals for the Study Area.

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(h) Sustainability Assessment

On sustainability aspect, relevant design assessment principles aimed at promoting environmentally-friendly design and greening, which would be formulated in the early stage of the Study, would serve as inputs to the sustainability assessment.

13. Since the area concerned is mainly Government land and mainly zoned “O”, there are two options for the implementation of the proposals, including the conventional government-led development and management model like other waterfront promenade in Hong Kong; or vesting the site to the proposed Harbourfront Authority to take up the development, operation and management. As the public would be consulted on the establishment of the proposed Harbourfront Authority and the sites to be vested to the Authority under a separate public engagement exercise, identification of an implementation agent would not be included within the study scope.

## **Public Engagement (PE)**

14. A 2-stage PE programme to facilitate building public consensus is suggested to be conducted as an integral part of the Study process. The Stage 1 PE aims to gather public views on urban design objectives and issues, sustainability design objectives and urban design considerations for Key Sites. To enhance and stimulate public participation in the PE exercise with a view to soliciting various ideas, consideration would be given to organise an idea competition to invite the public to contribute innovative design ideas. These public ideas could serve as input for subsequent formulation of design concept. The Stage 2 PE will focus on the refined urban design framework for the Study Area and the design proposals for the Key Sites. Relevant statutory and advisory bodies, various interest groups and stakeholders would be engaged during the PE exercise. Their views would be taken into account when formulating the recommendations of the Study. The Planning

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Department will collaborate with the HC during the PE exercise. The PE strategy would be formulated in the early stage of the Study. HC would be fully engaged during the Study process.

## **Study Programme**

15. Taking into account Members' comments at this meeting, PlanD would prepare a consultancy brief in consultation with concerned bureaux/government departments and conduct the consultancy selection exercise in the second half of 2014. It is anticipated that the Study would commence in 4<sup>th</sup> quarter of 2014 for completion in 1<sup>st</sup> quarter of 2016 (18 months).

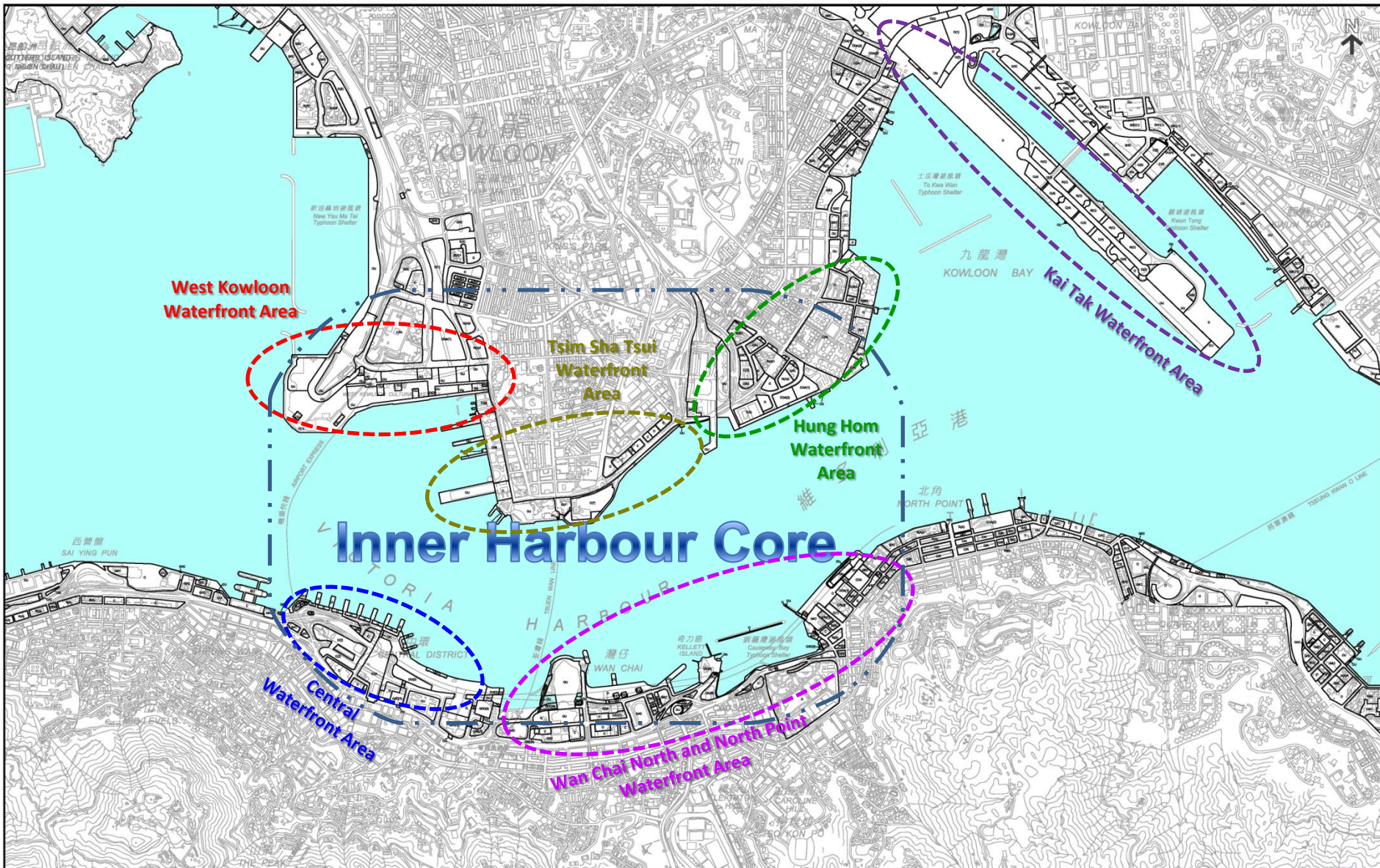
## **Advice Sought**

16. Members are invited to comment on the proposed scope of the Study as outlined above.

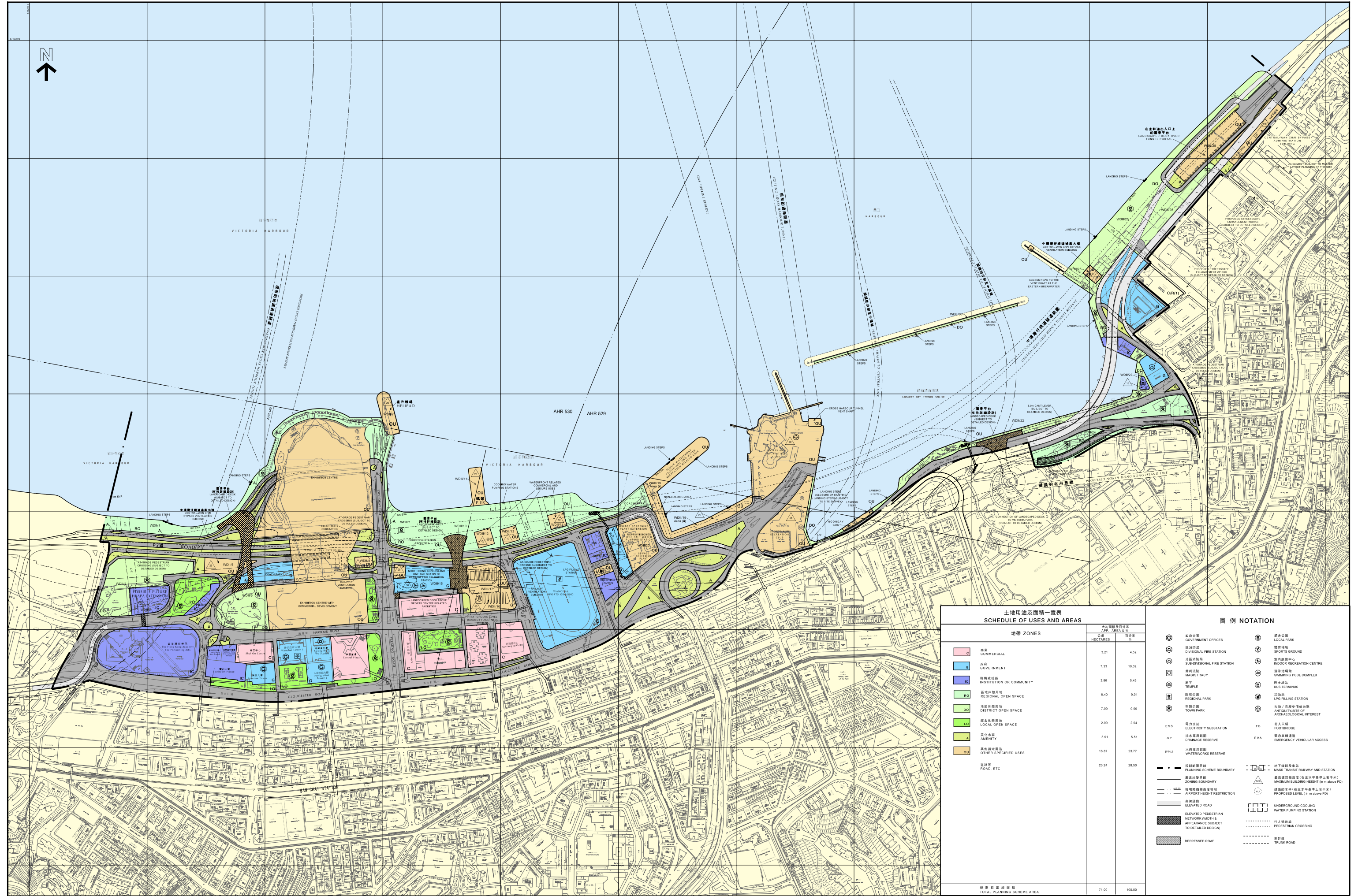
## **Attachments**

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|--------|---|
| Plan 1 | Major Waterfront Areas at Victoria Harbour  |
| Plan 2 | Wan Chai Development Phase II Planning and Engineering Review - Recommended Outline Development Plan                  |
| Plan 3 | Wan Chai Development Phase II Planning and Engineering Review - Character Precincts and Urban Design Plan             |
| Plan 4 | Urban Design Study for Proposed Wan Chai North and North Point Harbourfront Areas - Proposed Study Area and Key Sites |

**Planning Department**  
**February 2014**



Major Waterfront Areas at Victoria Harbour



**土地用途及面積一覽表**  
**SCHEDULE OF USES AND AREAS**

地帶 ZONES	占計劃總面積百分比 占計 面積及%	
	公頃 HECTARES	百分比 PERCENTAGE
C 商業 COMMERCIAL	3.21	4.52
G 政府 GOVERNMENT	7.33	10.32
IC 機構或社區 INSTITUTION OR COMMUNITY	3.86	5.43
RO 區域性開放地 REGIONAL OPEN SPACE	6.40	9.01
DD 地區性開放地 DISTRICT OPEN SPACE	7.06	9.96
LO 本地開放地 LOCAL OPEN SPACE	2.09	2.94
A 美化空間 AMENITY	3.91	5.51
OU 其他指定用途 OTHER SPECIFIED USES	16.87	23.77
道路等 ROAD, ETC.	20.24	28.50
<b>總計劃面積 TOTAL PLANNING SCHEME AREA</b>	<b>71.00</b>	<b>100.00</b>

**圖例 NOTATION**

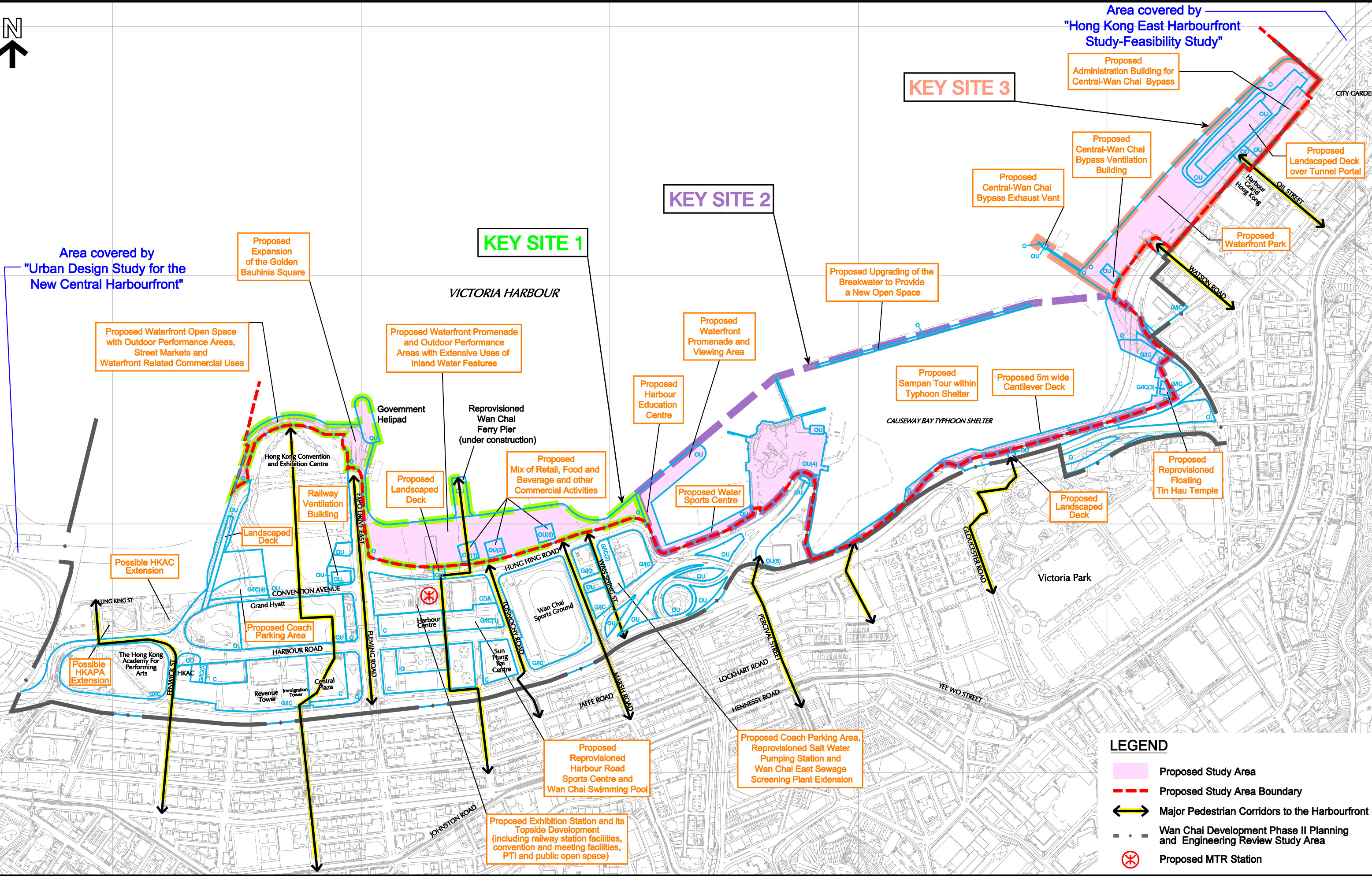
Ⓒ 政府公署 GOVERNMENT OFFICES	Ⓔ 郊外公園 LOCAL PARK
Ⓓ 區級消防站 DISTRICT FIRE STATION	Ⓕ 體育場地 SPORTS GROUND
Ⓔ 分區消防站 SUB-DIVISIONAL FIRE STATION	Ⓖ 室內康樂中心 INDOOR RECREATION CENTRE
Ⓕ 轉角站 TRANSIT	Ⓗ 游泳池 SWIMMING POOL COMPLEX
Ⓖ 廟宇 TEMPLE	Ⓙ 巴士站 BUS TERMINUS
Ⓗ 區域公園 REGIONAL PARK	Ⓚ 填海站 LPG FILLING STATION
Ⓙ 市鎮公園 TOWN PARK	Ⓛ 古物/具歷史價值地點 ANTIQUE/SITE OF ARCHAEOLOGICAL INTEREST
ESS 電力站 ELECTRICITY SUBSTATION	FB 行人天橋 FOOTBRIDGE
DR 排水庫 DRAINAGE RESERVE	EVA 緊急車輛通道 EMERGENCY VEHICULAR ACCESS
HWK 水務庫 WATERWORKS RESERVE	
— 規劃界線 PLANNING SCHEME BOUNDARY	— 地下鐵路及車站 MASS TRANSIT RAILWAY AND STATION
— 區界 ZONING BOUNDARY	— 最高建築高度(在平均地平面以上) MAXIMUM BUILDING HEIGHT (in m above PDI)
— 機場限制 AIRPORT HEIGHT RESTRICTION	— 建議的水平(在平均地平面以上) PROPOSED LEVEL (in m above PDI)
— 高架道路 ELEVATED ROAD	— 地下冷卻水抽水站 UNDERGROUND COOLING WATER PUMPING STATION
— 行人天橋 FOOTBRIDGE	— 行人過路處 PEDESTRIAN CROSSING
— 行人過路處 PEDESTRIAN CROSSING	— 渣車路 TRUCK ROAD
— 渣車路 TRUCK ROAD	

Wan Chai Development Phase II Planning and Engineering Review – Recommended Outline Development Plan









**Urban Design Study for the Wan Chai North and North Point Harbourfront Areas**  
**Proposed Study Area and Key Sites**