



# Reassembly of Queen's Pier

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

**25 May 2016**



**JACOBS**

# Purpose

- To report on the public views collected from the Community Engagement Exercise of the Reassembly of the Queen's Pier (QP)

# Consultation Process





# Consultation Process

- The Development Bureau (DEVB) and Civil Engineering and Development Department (CEDD) put forward proposals for the reassembly of QP at the earmarked location between Central Piers No. 9 and 10 to restore its pier function in accordance with the recommendation of the Urban Design Study for the New Central Harbourfront (UDS).
- DEVB and CEDD consulted the Task Force on Harbourfront Developments on Hong Kong Island (HKTF) and the Central and Western District Council (C&WDC) on the proposal to reassemble QP on 29 February 2016 and 10 March 2016.

# Consultation Process

- We proposed three architectural design options to refurbish the exterior of Central Piers 9 & 10 –

- 1) Option A - remove curved roofs of Central Piers 9 & 10 and replace them by pitched roofs;



- 2) Option B - add gable wall in front of curved roofs of Central Piers 9 & 10; and



- 3) Option C - retain Central Piers 9 & 10 as they are.

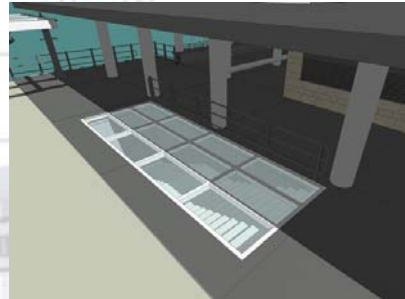




# Consultation Process

- We also proposed three options regarding the arrangement of the two side landing steps –

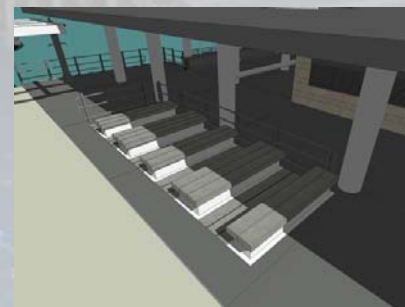
1) Option I - reassemble with glass decking;



2) Option II - reassemble with raised glass deck with seating and planters; and



3) Option III - reassemble with at grade display and seating.



# Community Engagement Exercise



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# Community Engagement Exercise

- With the general support of HKTF and C&WDC over the reassembly project, CEDD launched a 2-month community engagement exercise from 18 March 2016 to 17 May 2016.
- The public was invited to express their preference on the two issues on architectural designs and arrangement of side landing steps. Other views on the project were also welcomed.
- For the Community Engagement Exercise, CEDD set up a project website -





# Community Engagement Exercise

- CEDD also put up display boards detailing the project background, conservation principles and the reassembly proposals at 9 venues -



North Point Government Offices



Queensway Government Offices



Revenue Tower



Star Ferry Pier (near Pier No.7)



Star Ferry Pier (near 5-flag poles)



Hong Kong Museum of History



MTR Kowloon Tong Station



MTR Tsim Sha Tsui Station



MTR Hong Kong Station



# Community Engagement Exercise

- CEDD distributed information pamphlet cum survey form to brief the public on the reassembly proposal at the exhibition venues. The same information is also available on the project website -

**Survey on Architectural Design of the Reassembled Queen's Pier**

**Question 2 - Arrangement for Side Landing Steps**  
 Given the new location of the reassembled Queen's Pier amongst the five landing steps of Queen's Pier, please indicate, from the options below, the most preferred alternative for marine use and not the new side landing steps which are at the southeast side. These options regarding the five side landing steps are developed for consideration.

Option	Option 1	Option 2	Option 3	Option 4	Option 5
Preferred	100%	0%	0%	0%	0%
Not Preferred	0%	0%	0%	0%	0%

Please tick one of the following boxes to express your preference:  
 Option 1  Option 2  Option 3  Option 4  Option 5  
 No preference  None of the above please indicate your views.

**My view on Question 2:**

Your comments on the Reassembly of Queen's Pier are welcomed.  
**My comments:**

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**History and Background**

**History**  
 The first generation of Queen's Pier was demolished in 1955 subsequent to the construction of the new Queen's Pier in 1956 at the newly reclaimed seabed.

**Disassembling**  
 To provide land for the construction of the Central Harbour Sports, the Central Reassembly Phase in 2003, Queen's Pier was disassembled in 2007 to clear way for Central Reassembly works.

**Storage**  
 The salvaged items were stored at the site that was Government Expenditure Dept. inspections by experienced structural engineer for the salvaged items are carried out regularly. The condition of the salvaged items are satisfactory.

**Reassembly of Queen's Pier**

**Community Engagement Information Pamphlet**

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**Public Enjoyment of the Harbourfront at the Reassembled Queen's Pier**

**Urban Design Study for the New Central Harbourfront (UDS)**  
 The study for reassembling Queen's Pier was previously delineated under the Urban Design Study for the New Central Harbourfront (UDS) conducted by the Planning Department in 2011. In which the public engagement was conducted. Last provided the final report UDS-10-1.

10. Queen's Pier for the Reassembled Queen's Pier No. 3 and 4 to be made to be part of the UDS.

11. The new design for Queen's Pier No. 3 and 4 to be developed by the Planning Department (PD) and the Urban Design Unit (UDU).

12. A new plan is proposed to be developed for Queen's Pier for the Reassembled Queen's Pier No. 3 and 4. The plan is to be developed to be developed by the Planning Department (PD) and the Urban Design Unit (UDU).

13. Information will be used to inform the public on the progress of Queen's Pier, a much being implemented through the Urban Design Study for the New Central Harbourfront.

**Conservation Proposals**

**Conservation Principles**  
 In view of the historic significance of Queen's Pier, a conservation specialist has been engaged to assess and recommend proposals for the reassembly. This report is the historical values and proposals for conservation. A list of Characterising Elements (CDEs) of Queen's Pier, and the existing conservation proposals are summarised as follows:

10. To retain the salvaged parts of Queen's Pier as far as practicable.

11. If the salvaged parts are not suitable for reuse, to incorporate them into the new design to include information and heritage value for the public.

12. To meet the current statutory requirements, relevant codes, standards and guidelines.

13. Any new elements will be compatible with the heritage character of Queen's Pier.

**CDEs to be reused:**

- 1. Historic Building
- 2. Historic Structure
- 3. Historic Landmark
- 4. Historic Site
- 5. Historic Area
- 6. Historic Object
- 7. Historic Material
- 8. Historic Craft
- 9. Historic Technology
- 10. Historic Knowledge
- 11. Historic Memory
- 12. Historic Identity
- 13. Historic Image
- 14. Historic Reputation
- 15. Historic Association
- 16. Historic Connection
- 17. Historic Continuity
- 18. Historic Change
- 19. Historic Development
- 20. Historic Evolution
- 21. Historic Progression
- 22. Historic Transformation
- 23. Historic Innovation
- 24. Historic Creativity
- 25. Historic Imagination
- 26. Historic Inspiration
- 27. Historic Motivation
- 28. Historic Determination
- 29. Historic Commitment
- 30. Historic Persistence
- 31. Historic Resilience
- 32. Historic Flexibility
- 33. Historic Adaptability
- 34. Historic Transformability
- 35. Historic Sustainability
- 36. Historic Viability
- 37. Historic Feasibility
- 38. Historic Desirability
- 39. Historic Attractiveness
- 40. Historic Appeal
- 41. Historic Charm
- 42. Historic Character
- 43. Historic Distinctiveness
- 44. Historic Individuality
- 45. Historic Uniqueness
- 46. Historic Rarity
- 47. Historic Scarcity
- 48. Historic Incompleteness
- 49. Historic Imperfection
- 50. Historic Accident
- 51. Historic Chance
- 52. Historic Coincidence
- 53. Historic Fate
- 54. Historic Destiny
- 55. Historic Fate
- 56. Historic Destiny
- 57. Historic Fate
- 58. Historic Destiny
- 59. Historic Fate
- 60. Historic Destiny

**Architectural Design**

**Design Options for Connections between Queen's Pier and Central Piers 9 & 10**  
 Table with 4 columns: Option, Description, Pros, Cons. Options include: Option 1 (Direct connection), Option 2 (Indirect connection), Option 3 (No connection), Option 4 (Alternative connection).

**Arrangement for Side Landing Steps**  
 Given the new location of the reassembled Queen's Pier amongst the five landing steps of Queen's Pier, please indicate, from the options below, the most preferred alternative for marine use and not the new side landing steps which are at the southeast side. These options regarding the five side landing steps are developed for consideration.

Option	Option 1	Option 2	Option 3	Option 4	Option 5
Preferred	100%	0%	0%	0%	0%
Not Preferred	0%	0%	0%	0%	0%

**Community Engagement**

**Question 1 - Architectural design options for connecting the Queen's Pier with Central Piers 9 & 10**  
 In the Urban Design Study for the New Central Harbourfront (UDS) conducted by the Planning Department and completed in 2011, it was recommended that the Queen's Pier be dismantled for the Central Reassembly Phase. It would be recommended to reassemble Queen's Pier No. 3 and 4 to be made to be part of the UDS, and the exterior of Queen's Pier No. 3 and 4 to be reassembled to achieve a consistent design with the reassembled Queen's Pier. Taking into account that the existing corner roof of Queen's Pier 9 & 10 are well received by the public and that Queen's Pier and Central Pier each has its own architectural style, three design options are proposed.

Option	Option 1	Option 2	Option 3
Preferred	100%	0%	0%
Not Preferred	0%	0%	0%

Please tick one of the following boxes to indicate your preference:  
 Option 1  Option 2  Option 3  
 No preference  None of the above please indicate your views.

**My view on Question 1:**

Your comments on the Reassembly of Queen's Pier are welcomed.  
**My comments:**





# Views Received



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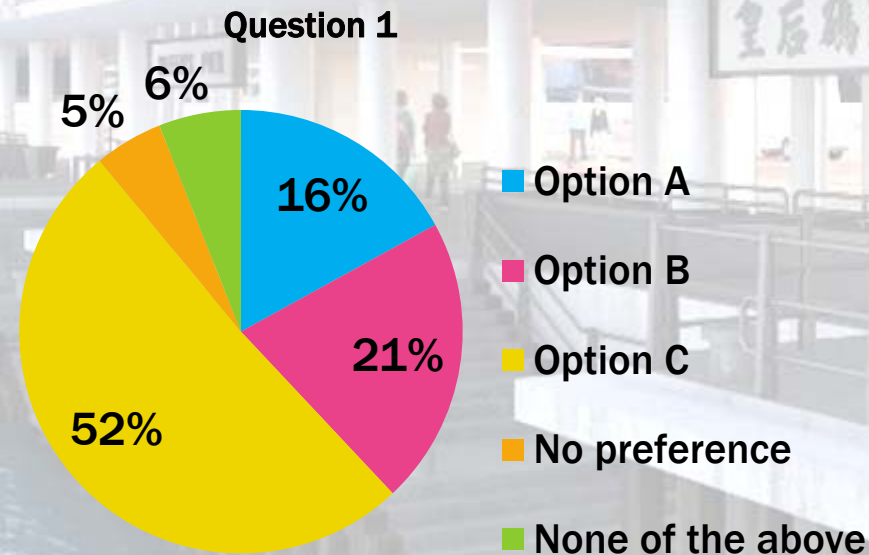


# Public views received

- A total of 1,955 survey forms were completed by members of the public either online or at exhibition venues.
- CEDD also received 1,058 other written submissions by email or post during the community engagement exercise. Views as expressed in the media about the reassembly proposal were also monitored.

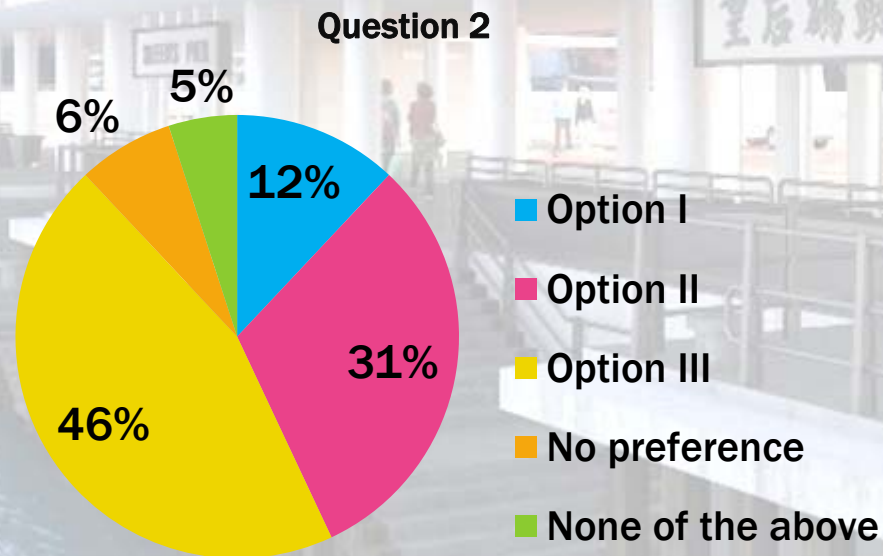
# Public views received

- In the 1,955 survey forms completed, regarding the question of architectural design, 52% opted for Option C, 16% opted for Option A and 21% opted for Option B, while 5% indicated no preference and 6% preferred none of the above.



# Public views received

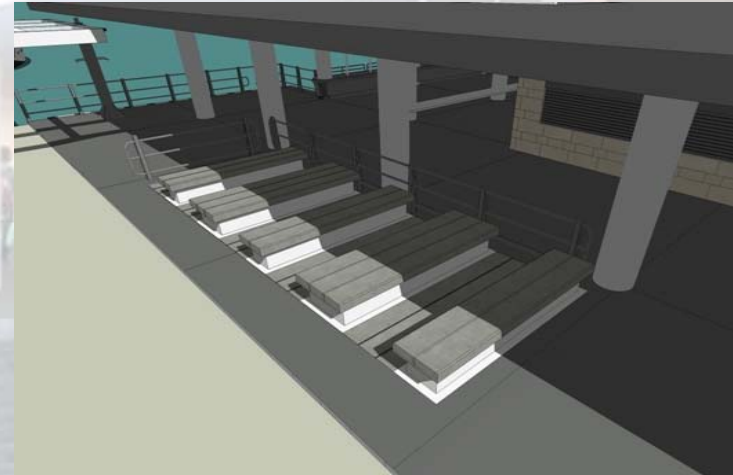
- Regarding the question on arrangement for side landing steps, 46% opted for Option III, 12% opted for Option I and 31% opted for Option II, while 6% of the respondents indicated no preference and 5% preferred none of the above.





# Public views received

- Option C of architectural design and Option III of arrangement of side landing steps -



# Public views received

- Of the 1,955 survey forms received, most (1,803) did not offer any other comments on the reassembly proposal
- Other comments expressed on the survey forms included –
  - a) some considered the present reassembly location not suitable;
  - b) some suggested that QP should be restored at its original location in front of the City Hall, or other locations including the western coast of the West Kowloon Cultural District, the former Kai Tak Runway, or any other harbourfront site other than the current proposed location;
  - c) some opposed to the reassembly proposal, whilst some others supported the reassembly proposal and considered that it should be started as soon as possible
  - d) some considered the cost for reassembly too high;
  - e) some commented that the original appearance of QP should be maintained; and
  - f) some suggested that display panel on the history of QP should be erected and the open space surrounding QP should be better planned



# Public views received

- For the 1,058 other written submissions received –
  - a) mostly submitted via standard template, expressed mainly that –
    - 1) QP should be reassembled at its original location;
    - 2) the community engagement period should be extended; and
    - 3) the cost comparison between reassembly at the proposed location and at the original location of QP should be provided
  - b) As for the views expressed in the media, they were mainly on the location of the reassembly –
    - 1) some supported reassembly of the QP at its proposed location to restore its pier functions;
    - 2) some suggested reassembly of QP at its original location in front of the City Hall along Lung Wo Road to restore its authenticity; and
    - 3) one suggested that QP should be reassembled at other locations along waterfronts of newly developed areas, citing the precedent of Blake Pier in Stanley



# Way forward



# Way Forward

- The Government will analyse and consider carefully the views received during the community engagement exercise before deciding on the way forward
- A consultation report is expected to be available by the consultant by June 2016
- Once we have decided on the way forward, we will develop a reassembly scheme
- We will further consult the Task Force in due course

Thank You

