

## Planning and Design Concept of Site 4

### The Site

The Site is zoned “Other Specified Uses” (“OU”) annotated “Waterfront Related Commercial and Leisure Uses (2)” on the approved Central District (extension) Outline Zoning Plan (OZP) No. S/H24/6. It has a total area of about 0.93 ha (**Plan 1**). The Site is fronted by the proposed waterfront promenade to the north. To the south are Edinburgh Place, the City Hall complex, the Hong Kong Planning and Infrastructural Exhibition Gallery and the People’s Liberation Army Hong Kong Garrison Headquarters in the new Central harbourfront. It will be served by Lung Wo Road (Road P2) along the southern boundary. It is situated on the new reclamation area under the Central Reclamation Phase III (CRIII) project which is targeted for completion by the end of 2011.

### Design Objectives of the Site

2. Under the Urban Design Study (UDS), the planning and urban design objectives of the Site are -
  - (a) to create attractions and anchoring public spaces to add sense of place, diversity and vibrancy to the new Central harbourfront;
  - (b) to respond to the waterfront setting and existing urban fabric, the development intensity and building massing should be subject to a controlled massing approach to maintain a harmonious relationship;
  - (c) to introduce control on building height and disposition of development blocks to preserve the harbour views, to respect its waterfront setting and to maintain visual and air permeability to the hinterland;
  - (d) to provide ease of access and to contribute to enhancement in

pedestrian connectivity from the core of the central business district to the waterfront through a multi-level pedestrian network and a variety of public circulation spaces;

- (e) to satisfactorily address the interface with the waterfront promenade and that with Road P2; and
- (f) to promote sustainable site and building design in terms of air ventilation, microclimate, energy conservation, greening and landscape design.

### **Development Constraints**

3. The Site has the following development constraints (**Plan 2**) –
  - (a) a 22m wide drainage reserve (Culvert F) including a 3m buffer reserved on both sides cutting across the middle of the Site. The area is to be designated as “non-building area” to allow for maintenance access and protection of underground utility structure;
  - (b) flanked on both sides of the drainage reserve is a set of cooling water mains, while to the west are sewage pipes; and
  - (c) the planned Central-Wan Chai Bypass (CWB) including a 5m protection buffer is located to the immediate north of the Site.
4. Design integration with suitable landscape buffer should be introduced to mitigate any visual impact associated with the planned ventilation shafts for the Airport Railway Extended Overrun Tunnel located on the eastern side of the Site and against the traffic noise and air quality impact of Road P2 along the southern side.

### **Planning Parameters and Design Criteria**

5. To meet the public aspirations for a better streetscape and human scale environment for leisure and commercial uses along the new Central

harbourfront, a low-rise development with intimate courtyard spaces is recommended for the Site under the UDS. The form of the development should complement and integrate with the waterfront promenade. It should also respect the adjacent important development including the City Hall Complex, and the Edinburgh Place. The Site is to be featured as a key activity node adding diversity and vibrancy to the waterfront through the introduction of small-scale commercial and leisure facilities.

### ***Land Use and Design Concept***

6. According to the OZP, the Site should be used for waterfront related commercial and leisure uses. It is proposed as a “Harbour Place” providing an anchor and a diversity of experiences at the waterfront. The development of the Site should blend in with the proposed waterfront promenade which will be featured with lots of green open space and a variety of anchoring spaces. It should also blend in with the City Hall complex at the historical Edinburgh Place. A controlled massing approach is adopted to restrict the development bulk and intensity of the Site having due regard to its harbourfront setting. Visual and air permeability to the harbour is to be optimized through low-rise building design with adequate separation between the building blocks. Courtyard building design is also recommended in order to create more intimate activity pockets and green spaces for the public to add vibrancy to the area opposite the City Hall complex while avoiding blocking effects to the City Hall complex or visual obstruction to the harbour views.

### ***Development Intensity***

7. The total gross floor area (GFA) of the Site should not exceed 7,500 square metres.

### ***Building Height, Disposition and Massing***

8. The heights of the buildings within the Site should not exceed +20mPD and building height variation is recommended.

9. To enhance air ventilation and visual permeability towards the harbour, the development within the Site should comprise a minimum of

three separate building blocks. Two “non-building areas” with a minimum width of 10m and 22m respectively have been designated to provide separation between building blocks with the latter aligned along the drainage reserve (Culvert F). To provide a landscape and visual buffer against the Airport Railway Extended Overrun Tunnel ventilation shafts located to the immediate east of the Site, an additional 3m non-building area is reserved along the eastern boundary.

10. Alfresco dining facilities are recommended to fully capitalise the magnificent views of the harbour and the waterfront setting.

11. The interface with the waterfront promenade to the north and the City Hall, the cycle track and Road P2 to the south should be sufficiently addressed.

12. The buildings within the Site should incorporate courtyards in the design to create an intimate environment for outdoor and semi-outdoor activities. The courtyard spaces should be well-landscaped to provide shading. The courtyards may serve as an additional buffer against the environmental impact of Road P2 located to the south.

13. A development concept plan and illustrative photomontage as recommended in the UDS are shown in **Plans 3 and 4**.

### ***View Corridors and Key Vantage Points***

14. Although the Site does not fall within any of the key visual corridors identified along the new Central harbourfront, visual permeability towards the harbour should be capitalized for public enjoyment. The visual connection to be established between the City Hall complex and the re-assembled Queen’s Pier by the harbour at Central Piers No. 9 and 10 should be reinforced through careful site planning and views framing along the western side of the Site.

### ***Public Open Space***

15. An area of approximately 2,200 square metres inclusive of a

minimum width of 5m green strip along the northern boundary and the areas at northwestern and southwestern corners of the Site have been reserved as public open space within the development to provide better spatial transition to the waterfront promenade and to enhance design integration. The design of the public open space should follow the design and management guidelines for public open space in private developments.

16. Added open space should be provided in courtyard setting within each of the building block with wide canopy trees to create a pleasant outdoor and semi-outdoor environment for casual dining and other leisure activities.

### ***Landscape Design and Greening***

17. The landscape design of the Site should follow the Landscape Strategy Plan (LSP) devised under the UDS. Greening guidelines, green ratio, and inclusion of vertical greening, green roof, green decks, etc, in building design should be comprehensively considered in the context of the greening strategy devised in the LSP prepared for the area. A greening ratio of minimum 50% should be maintained within the Site including soft landscape, vertical and roof greening. Thematic groupings of plant species should be considered for open spaces around individual or cluster of buildings to offer distinctive spatial character of respective activity space.

18. The Site falls within the landscape zone of “Exotic Floral Park” in the LSP. It should be characterized by wide canopy trees in courtyard setting to create a pleasant outdoor environment for alfresco dining. The Site should be lushly landscaped to integrate with the waterfront promenade located to its north and the shaded pedestrian pavement and cycle track running along Road P2 along its southern boundary. Suitable landscaping should be introduced to the “non-building areas” to reinforce additional green links from Road P2 to the waterfront promenade.

### ***Transport Requirement***

19. To avoid inducing excessive traffic circulation along the waterfront promenade and in view that the area is well-served by public transport, no car parking facilities should be provided and only loading and unloading provision at restricted hours within the Site is permitted.

20. As a general urban design principle for the new Central harbourfront, all loading and unloading facilities should be kept to the minimum as recommended under the Hong Kong Planning and Standards and Guidelines. Based on the proposed GFA of 7,500 square metres, 7 loading and unloading bays and 2 lay-bys for drop offs should be provided within the Site. To minimise traffic along the new waterfront, no car parking provision is recommended for the Site. The ingress/egress point for on-site servicing is proposed at Road P2 and subject to satisfactory design the aforesaid transport facilities can be provided within the non-building area above Culvert F to optimise site utilisation. The provision, location and design of all transport facilities should be subject to the satisfaction of the Commissioner for Transport.

### ***Connectivity***

21. The planning and design of pedestrian links should follow the general principles established in the Pedestrian Network Plan and Public Transport Plan recommended in the UDS.

22. Accessibility towards the new harbourfront would be further enhanced through the provision of an at-grade pedestrian crossing across Road P2 near Road D7 and a proposed elevated footbridge at approximately +12mPD with connection from one of the building blocks within the Site with the City Hall complex located south of Road P2. The developer of the Site is to provide a connection point for the proposed footbridge and maintain 24-hour pedestrian access to the waterfront promenade through the Site.

23. Major at-grade pedestrian routes within the Site should be provided to facilitate access to and from the waterfront and public open space within the Site.

## ***Environmental Requirements***

24. Implementation of sustainable design should follow the set of established sustainable design principles for the new Central harbourfront. Sustainable design focusing on reduced energy consumption, carbon reduction, environmentally friendly and energy efficient buildings, maximising sunlight penetration, maximising natural air ventilation, enhancing microclimate for pedestrians, and renewable energy resources such as solar energy, rainwater harvest technology, etc. should be promoted in the design and development of the Site. The performance standards for green buildings prescribed under BEAM Plus are encouraged to be followed.

25. The Technical Circular on Air Ventilation Assessment (AVA) promulgated by the then Housing, Planning and Lands Bureau and the then Environment, Transport and Works Bureau in July 2006 sets out a framework for AVA to ensure that air ventilation impacts are duly considered as one of the main criteria in the planning and design process. An AVA by wind tunnel test has been undertaken under the UDS to assess the air ventilation conditions within the Site.

26. The AVA recommended that the courtyard shaped building design is likely to provide sheltered spaces in the private areas adjoining those buildings, particularly for winds from the north-east quadrant, which is likely to result in localised regions of low wind flow. Air ventilation mitigation measures may need to be considered by the proprietors in those locations to alleviate the effects of stagnant wind conditions. The future developer should make reference to the recommendations of the AVA. A copy of the AVA report is available at the AVA Register of the Planning Department.