



規劃署
Planning Department

Agreement No. CE 62/2006 (TP)

Urban Design Study for the New Central Harbourfront
中環新海濱城市設計研究

FINAL REPORT

March 2011

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ABBREVIATIONS & ACRONYMS

| | |
|--------|--|
| “A” | Amenity |
| “C/R” | Commercial/ Residential |
| “C” | Commercial |
| “CDA” | Comprehensive Development Area |
| “DO” | District Open Space |
| “G/IC” | Government, Institution or Community |
| “G” | Government |
| “IC” | Institution/ Community |
| “O” | Open Space |
| “OU” | Other Specified Use |
| “R” | Residential |
| “RO” | Regional Open Space |
| AAB | Antiquities Advisory Board |
| ACP | Airport Core Project |
| AMO | Antiquities and Monuments Office |
| AREOT | Airport Railway Extended Overrun Tunnel |
| ArchSD | Architectural Services Department |
| AVA | Air Ventilation Assessment |
| BD | Buildings Department |
| BHIA | Built Heritage Impact Assessments |
| CBD | Central Business District |
| CDA | Comprehensive Development Area |
| CEDD | Civil Engineering and Development Department |
| CEF | Community Engagement Forum |
| CFA | Construction Floor Area |
| CRI | Central Reclamation Phase I |
| CRIII | Central Reclamation Phase III |
| CWB | Central-Wan Chai Bypass |
| DC | District Council |
| DR | Drainage Reserve |
| DSD | Drainage Services Department |
| ESB | Electricity Supply Building |
| EVA | Emergency Vehicular Access |
| F&B | Food and Beverage |
| FEHD | Food and Environmental Hygiene Department |

| | |
|--------|--|
| FGW | Focus Group Workshop |
| GFA | Gross Floor Area |
| GIC | Government/ Institution/ Community |
| GMB | Green Mini Bus |
| GPO | General Post Office |
| HEC | Harbour-front Enhancement Committee |
| HGV | Heavy Goods Vehicle |
| HKAC | Hong Kong Arts Centre |
| HKAPA | Hong Kong Academy of Performing Arts |
| HKCEC | Hong Kong Convention and Exhibition Centre |
| HKIA | The Hong Kong Institute of Architects |
| HKIE | The Hong Kong Institution of Engineers |
| HKIP | Hong Kong Institute of Planners |
| HKPSG | Hong Kong Planning Standards & Guidelines |
| HPG | Harbour Planning Guidelines |
| HPLB | Housing, Planning and Lands Bureau |
| HPP | Harbour Planning Principles |
| HyD | Highways Department |
| IEC | Island Eastern Corridor |
| IFC | International Finance Centre |
| JPN | Joint Practice Notes |
| JR | Judicial Review |
| KS | Key Site(s) |
| LandsD | Lands Department |
| LCSD | Leisure and Cultural Services Department |
| LegCo | Legislative Council |
| LGV | Light Goods Vehicle |
| LSP | Landscape Strategy Plan |
| L/UL | Loading/Unloading |
| MOE | Means of Escape |
| MLP | Master Layout Plan |
| MTR | Mass Transit Railway |
| MTRC | Mass Transit Railway Corporation |
| NBA | Non Building Area |
| NIL | North Hong Kong Island Line |
| OZP | Outline Zoning Plan |
| PHO | Protection of the Harbour Ordinance |

| | |
|-------|--|
| PLA | People's Liberation Army |
| PlanD | Planning Department |
| PLB | Public Light Bus |
| PPRI | Public Policy Research Institute |
| PNAP | Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers |
| PNP | Pedestrian Network Plan |
| PS | Pump Station |
| PT | Public Transport |
| PTI | Public Transport Interchange |
| PTP | Public Transport Plan |
| PTT | Public Transport Terminus |
| PV | Private Vehicle |
| QP | Queen's Pier |
| RODP | Recommended Outline Development Plan |
| SB | Security Bureau |
| SCL | Shatin to Central Link |
| SF | Star Ferry |
| SFCT | Star Ferry Clock Tower |
| SPB | Special Purpose Bus |
| TCL | Tung Chung Line |
| TD | Transport Department |
| TDD | Territory Development Department |
| TPB | Town Planning Board |
| TPO | Town Planning Ordinance |
| TPDM | Transport Planning and Design Manual |
| UDFP | Urban Design Framework Plan |
| UDG | Urban Design Guidelines |
| UPH | Underground Pump House |
| VCF | View Collection Form |
| VS | Vent Shaft |
| WDII | Wan Chai Development Phase II |
| XHT | Cross Harbour Tunnel |

I. BACKGROUND

1.1 Introduction

- 1.1.1 The New Central Harbourfront (NCH), as one of the world's great waterfront destinations, is remarkable for its civic, historic and cultural significance in the city of Hong Kong. The planning for the Central Reclamation Phases I to III (CRI to CRIII) began in the 1980s. Studies on the land use and urban design proposals of the harbourfront areas under the Central Reclamation and Wan Chai Reclamation had been carried out since the early 1990s and had attracted a lot of public attention. In the late 1990s, in the light of the Protection of the Harbour Ordinance (PHO), the proposals for CRIII were reviewed and a reduced reclamation was adopted. The revised land use and urban design concept of the area was subsequently incorporated in the Approved Central District (Extension) OZP No. S/H24/2.
- 1.1.2 Reclamation works under CRI and CRII were completed before the late 1990s. The CRIII project commenced in February 2003, but was subject to legal challenge. Further review was undertaken, which reaffirmed that the reclamation limit of CRIII is the minimum reclamation required. Reclamation works under CRIII were resumed in April 2004 for completion in 2011.
- 1.1.3 In considering several rezoning requests/applications in 2005-2006, the Town Planning Board (TPB) reaffirmed the land use zonings for the NCH on the Central District and Central District (Extension) OZPs, but requested Planning Department (PlanD) to refine the urban design framework and to prepare planning and design briefs to guide the future development of the key sites (KS) in CRI and CRIII.
- 1.1.4 To facilitate better public understanding of the vision and planning objectives for the NCH, the then Housing, Planning and Lands Bureau (HPLB) and PlanD released an "Illustrative Concept for the New Central Harbourfront" in May 2006 to demonstrate one of the possible design alternatives which can be generated from the land use framework established under the approved OZPs. The illustrative design concept was used as a starting point for a more in-depth urban design study for the area.
- 1.1.5 Upon request of the TPB, PlanD commissioned in March 2007 the "Central Reclamation Urban Design Study – Feasibility Study", or known as *Urban Design Study for the New Central Harbourfront* (the Study) to refine the existing urban design framework and to prepare planning and design briefs for the eight KS identified within the Study Area to guide the future development. Aedas Ltd. was the selected study consultant. The Study was undertaken under the policy objective of the Government to create a world-class waterfront in Central for the enjoyment of our residents and visitors. Public engagement was emphasized throughout the planning and study process. Refer to Appendix A for terms of reference and membership of the Steering Group of the Study.

1.2 Study Objectives and Key Tasks

The objectives of the Study are summarized as follows:

- (a) Refine the existing urban design framework for the Central Reclamation area based

- on the relevant approved OZPs (approved Central District OZP No. S/H4/12¹ and approved Central District (Extension) OZP No. S/H24/6.
- (b) Prepare planning/design briefs for the KS identified under the Study to guide the detailed site planning and design including the stipulation of development and planning parameters.
 - (c) Formulate urban design control mechanisms to guide the implementation of the urban design proposals in the future developments of KS and its adjacent area within the Study area.
 - (d) Respect the cultural heritage and in particular examine locations and design ideas for reconstructing the old Star Ferry Clock Tower (SFCT) and reassembling Queen's Pier (QP).
 - (e) Integrate community inputs through an open, transparent, and collaborative public engagement process to aim at "Designing with the Public".

Four main tasks undertaken during the course of the Study are as follows:

- (a) Task 1: Examination of Planning and Design Context
- (b) Task 2: Refinement of Urban Design Framework and Preparation of Landscape Strategy Plan (LSP)
- (c) Task 3: Evaluation and Refinement of Design Concepts of KS
- (d) Task 4: Preparation of Planning and Design Briefs or Conceptual Landscape Design Guidelines and Identification of Design Control Mechanisms

Reports were prepared for each Task. Working papers were also prepared to provide supplementary information on the following topics:

- (a) Concept for Design Integration of Central Piers No. 9 and 10 and the Reassembled QP and Adjacent Areas including the Star Ferry Piers (August 2008),
- (b) Review of International Urban Planning and Design Competition on the Central Waterfront of Hong Kong (August 2008), and
- (c) Land Use & Design Concept Review of Site 5 and the Adjacent Site (February 2011).

Extensive public engagement through an open, transparent, and collaborative process had been carried out in two stages in 2007 and 2008 during the study process to ensure that the urban design framework formulated under the Study meet public aspirations.

1.3 The Study Area

- 1.3.1 The Study Area as shown in (**Figure 1**) is located at the northern shore of Hong Kong. The total area of the Study area is approximately 50.5 ha. It is bounded by the Hong Kong Convention and Exhibition Centre (HKCEC) to the east, the Connaught Road Central/Harcourt Road corridor to the south and Connaught Place and Airport Railway Hong Kong Station to the west.
- 1.3.2 It covers the entire planning scheme area of the approved Central District (Extension) OZP No. S/H24/6, and the adjacent waterfront area, namely Central Piers No. 1 to 6 and adjoining pedestrian areas and open spaces, the "Comprehensive Development Area (2)" ("CDA(2)") site and the "Commercial" ("C") site covered by the draft Central District OZP No. S/H4/13.

¹ The current draft Central District OZP No. S/H4/13 was gazetted on 16.7.2010. The amendments to the OZP do not affect the key sites in the Study.

- 1.3.3 The Study Area falls within CRI and CRIII, with a small portion within Wan Chai Reclamation Phase II (WDII). CRIII and WDII are the final phases of reclamation projects in the Victoria Harbour which is targeted to provide land for the vital transport link for the northern shore of Hong Kong Island.
- 1.3.4 Adjacent to the Study Area is the Central Business District (CBD) of Hong Kong, where many banks and multi-national corporations have their headquarters in the financial district. Apart from commercial activities, Central Government Offices, Legislative Council Building, consulates of many countries are also located within the CBD.
- 1.3.5 Eight KS, namely Sites 1 to 8, were identified within the Study Area (**Figure 1**). The site area and boundary of these KS have been refined in the process of preparing the planning/design briefs based on the recommended urban design concepts in the Master Layout Plan (MLP).

1.4 Planning and Urban Design Context

1.4.1 Statutory Requirements under Relevant Ordinances

(a) Town Planning Ordinance (TPO) (Chapter 131)

The Study area is currently covered by two statutory plans, the Central District (Extension) OZP No. S/H24/6 approved in 2002 and the draft Central District OZP No. S/H4/13 gazetted in 2010 under the TPO. The OZPs provide a land use framework for realizing the visions and goals for Victoria Harbour.

(b) Protection of the Harbour Ordinance (Chapter 531):

Subsequent to the Court of Final Appeal (CFA)'s judgment of January 2004 on a judicial review against the Wan Chai North OZP relating to PHO, the Government has undertaken a further review on CRIII demonstrating that the CRIII was able to meet the "overriding public needs" test laid down by the CFA.

1.4.2 Vision and Goals for Victoria Harbour

The Study has followed the "Vision and Goals for Victoria Harbour" prepared by the TPB in October 1999 as follows:

(a) Vision: to make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong – a harbour for the people and a harbour of life.

(b) Goals:

- To bring the people to the Harbour and the Harbour to the people
- To enhance the scenic views of the Harbour and maintain visual access to the Harbourfront
- To enhance the Harbour as a unique attraction for our people and tourists
- To create a quality Harbourfront through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian links

- To facilitate the improvement of the water quality of the Harbour
- To maintain a safe and efficient harbor for the transport of people and goods and for the operation of an international hub port

1.4.3 Harbour Planning Principles and Guidelines

The Study has also taken into account the Harbour Planning Principles (HPP) and Harbour Planning Guidelines (HPG) prepared by the then Harbour-front Enhancement Committee (HEC) in April 2006 and June 2007 respectively.

- (a) Vision: to enhance Victoria Harbour and its Harbourfront areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbor for the people, a harbor of life.
- (b) Mission: to realize the vision of Victoria Harbour through effective and balanced utilization of land and marine resources having regard to the HPP and subject to an open and transparent public engagement process.
- (c) HPP: the eight principles established for HPP are preserving Victoria Harbour, stakeholder engagement, sustainable development, integrated planning, proactive harbour enhancement, vibrant harbour, accessible harbour and public enjoyment.
- (d) HPG: covering nine aspects, namely, public engagement, land use planning, urban design, landscaping, physical linkage, land formation, harbourfront enhancement, sustainable development and temporary land uses.

1.4.4 Design Briefs for the Central Ferry Piers and Adjoining Area Enhancement

The Study has evaluated the existing urban design framework of the Study Area and the urban design concepts for the relevant KS, with reference to the Design Brief for the Central Ferry Piers and Adjoining Areas Enhancement issued by HEC in March 2006.

1.4.5 Hong Kong Planning Standards and Guidelines (HKPSG): Urban Design Guidelines

The urban design and air ventilation considerations identified in the HKPSG have been adopted to guide future development of the NCH towards a better quality physical environment that is aesthetically pleasing and sustainable in meeting the environmental, social and economic needs of Hong Kong.

1.4.6 Existing Urban Design Framework

Due consideration has been given to the Urban Design Framework presented in the current OZPs, which are summarized as follows:

- (a) To create a waterfront with four main distinctive components:
 - the Statue Square Corridor
 - the Civic Corridor
 - the Arts and Entertainment Corridor
 - the Waterfront Promenade
- (b) To ensure that the scale and height of the waterfront development could

preserve a minimum of 20% building-free area so as to protect the ridgeline of the Victoria Peak as recommended in the Metroplan, and to maintain a clear vista towards the harbour when viewed from the major public vantage point in Tsim Sha Tsui.

- (c) To provide new dedicated pedestrian arteries via a series of interconnected elevated decks and walkways to facilitate safe and uninterrupted pedestrian connection.

1.4.7 Illustrative Concept of the NCH

The Illustrative Concept of the NCH issued by the then HPLB and PlanD in May 2006 was used as a starting point for the Study. The four main precincts proposed in the Illustrative Concept are:

- Community Precinct
- Harbour Place
- Harbour Promenade and Harbour Green
- Harbourfront Arts and Leisure Precinct

Three main urban design emphases are:

- creating vibrancy and diversity
- creating enjoyable public spaces
- creating a green edge to our harbour and CBD

1.5 Urban Design Objectives

1.5.1 Urban Design Vision

The urban design vision is to create a vibrant, green and accessible NCH that is symbolic of Hong Kong.

With its unique and magnificent natural setting of the Victoria Harbour and mountain backdrop, Hong Kong is renowned as one of the most beautiful harbour cities in the world. To develop the NCH as a symbol of Hong Kong, we need to preserve and enhance its relationship with the city and with its natural setting. Accessibility to the new harbourfront shall also be enhanced for public enjoyment as a new destination to capitalize on the beautiful Victoria Harbour setting.

1.5.2 Urban Design Objectives

The urban design objectives for the NCH are:

- (a) To project a distinctive identity for the CBD and the new harbourfront;
- (b) To create an attractive harbourfront with high quality public and private developments and open space in a luxuriant landscape setting;
- (c) To create a vibrant harbourfront with a mix of uses and diverse activities for public enjoyment;
- (d) To create a harmonious visual and physical relationship with the ridgeline, harbour setting and the CBD;
- (e) To respect the cultural and historical context of Central;
- (f) To improve public accessibility to the harbourfront and the new reclamation from its surrounding areas; and

- (g) To create a sustainable design that contributes to economic vitality commensurate with traffic, environmental and infrastructural capacity, and preserves local character and heritage.

1.5.3 Urban Design Emphases

The urban design emphases include:

- (a) Functional with High quality: to design the NCH with international quality and with an appropriate mix of land uses to enhance the vibrancy and to optimize the use of land resources
- (b) Diversified with Unity: to encourage development with a mixture of land uses to promote vibrancy and diversity, while unifying the development sites with strategic linkages and a coherent urban design framework
- (c) Vibrant and Green: to provide extensive greening and the landscaped area for the waterfront promenade to form a green unifying harbour edge extending from Central to Wan Chai and connecting the inland parks through open space and pedestrian links
- (d) Enjoyable Public spaces: to encourage signature public plazas, quality open spaces and attractive streetscape along the waterfront
- (e) Good accessibility: to further enhance public accessibility from the hinterland to the waterfront by means of a comprehensive PNP
- (f) Respecting Cultural Heritage: to ensure that the urban setting of the NCH is compatible with the existing built heritage
- (g) Conducive to Economic Vitality: to ensure that aside from providing extensive open green space for public enjoyment, an appropriate scale and mixture of commercial activities which are conducive to economic vitality can be sustained
- (h) Guiding while Providing Design Flexibility: to guide further development by preparing planning and design briefs for KS while allowing sufficient design flexibility and creativity to achieve the planning and design visions.

1.6 Design Considerations

1.6.1 Existing Urban Fabric

Specific urban design considerations are targeted for harbourfront enhancement to guide the appropriate scale, massing and height profile for the new developments along the waterfront so as to be compatible with the existing urban fabric and enhance permeability and air ventilation into the existing urban core. Breezeways and view corridors are introduced at strategically planned locations. Historical and cultural references of existing built environment are respected in planning the new development areas.

A comprehensive network of pedestrian circulation through at-grade, underground and elevated level connections via pedestrian subways, landscaped decks and elevated footbridges should be well orchestrated to provide connectivity to the existing urban core.

1.6.2 Site Constraints

The CRIII works including the locations and sizes of underground and above ground utility structures as well as other infrastructural projects have significant impact on the design and technical feasibility of site developments within the NCH. The major site constraints identified within the Study Area include the

following existing and planned facilities:

- (a) Alignment and Protection Zone of Central-Wan Chai Bypass (CWB)
- (b) Drainage Reserves (Underground Box Culverts)
- (c) Railway Reserves (including planned Shatin to Central Link (SCL), North Island Line (NIL), Airport Railway Extended Overrun Tunnel (AREOT), etc.)
- (d) Openings of underground utilities
- (e) Underground Pumphouses and Associated above-ground Vent Shafts
- (f) Electricity Supply Buildings
- (g) People's Liberation Army (PLA) Berth
- (h) MTRC and CWB Ventilation Buildings

Refer to **Figure 2** and **Section VIII** for details of the site constraints.

1.6.3 Transportation Network and Traffic Capacity

Previous planning studies conducted by Government including a review by the Expert Panel (October 2005) have identified the major traffic problems in the Central area and reaffirmed the need for the CWB to divert the strategic east-west traffic flows from the CBD. Under the CRIII project, Road P2 is planned to relieve the existing congested local road network including Connaught Road Central. It is a major artery road in the NCH and will be used as an interim relief measure prior to the completion of CWB.

In formulating the design proposals for the KS within the Study area, the assumptions adopted for the planned transportation network and traffic capacity previously conducted by the Government have been taken into account. Provision and reprovisioning of public transport facilities have been planned in consultation with Transport Department (TD) and other related government departments. Facilities are planned at locations which are considered to best complement the anchoring nodes as well as major developments in the area. Refer to **Section IV** for the Public Transport Provisions for details.

NCH is easily accessible by various means of public transport facilities and in order to avoid increasing traffic within the CBD, as a general transport policy for the NCH, transport provisions including number of car parking spaces, loading/unloading (L/UL) bays and lay-bys should be planned to meet the minimum requirements stipulated in the HKPSG.

1.6.4 Pedestrian Network

The existing pedestrian network in Central should be extended to the NCH. A comprehensive Pedestrian Network Plan (PNP) is prepared with an aim to enhance pedestrian links from the hinterland to the waterfront. The use of public transport and pedestrian access facilities is encouraged to create a more sustainable and environmentally friendly harbourfront. A combination of

at-grade walkways and crossings, subways, elevated walkways and landscaped decks is proposed in the Study. Refer to **Section IV** for the PNP for details.

1.6.5 Economic Issues

In view of the shortage in supply and strong demand for Grade A office/hotel/commercial floor space in Central, some provision of commercial uses in the NCH is considered necessary in order to sustain the competitive edge of the existing CBD. A diversity of uses comprising commercial, retail, recreational and tourism activities in the NCH can promote a vibrant harborfront and enhance the image and functions of the Victoria Harbour.

The proposed developments would enhance the image and identity of the CBD. A quality urban environment for business and financial activities can be achieved through enhancing image and functions of the city, which would be needed for further investment attractions and for sustainable growth.

The NCH will also provide a considerable amount of waterfront related small-scale business opportunities. Waterfront-related commercial uses are proposed to the north of the City Hall Complex and west of Hong Kong Convention and Exhibition Centre (HKCEC). It is anticipated that a lot of business opportunities related to arts, leisure and entertainment activities as well as festive and tourism oriented activities will be created in the NCH.

In addition to employment generation, a significant amount of investment in infrastructure and building construction is expected in the development of the NCH. This would enhance the economic competitiveness of Hong Kong in the long term.

A sustainability assessment was conducted as part of the Study. The following Sustainable Design Principles are identified as critical to the long term sustainability for the harbourfront and guidelines are prepared to ensure that the environmental, economic and social aspects could be addressed and carried forward for implementation:

- (a) Diverse Uses and Activities
- (b) Respecting Natural and Existing Urban Context
- (c) Promoting Harbourfront Enhancement
- (d) Respecting Cultural Heritage
- (e) Ease of Pedestrian Access to Harbourfront
- (f) Promoting Environmentally Friendly Building Design and Greening

1.6.6 Environmental Issues

Environmental issues were addressed in the Study to ensure that the overall environment of the area is ideal for public enjoyment of the waterfront for recreational and leisure activities.

Sensitive building design with appropriate disposition, air paths and height profile can help to improve the air quality and pedestrian wind environment. Appropriate sustainable building design system, such as renewable energy, green roof system, landscaping, etc. can also improve the micro-climate. The proposed design concept in the Study promotes a harmonious juxtaposition of

different land uses along the harbourfront. The air ventilation assessment (AVA) has concluded that the developments proposed in the Study area have no significant adverse impacts to the surroundings.

In order to preserve views to ridgelines and mountain backdrops, a 20% building free zone has been maintained as recommended in the Urban Design Guidelines. Visual analysis was conducted in the process of refining the urban design framework to ensure the proposed new buildings in the NCH comply with these guidelines. View corridors have been introduced to enhance visual connectivity with the harbour.

1.6.7 Interface with Other Development and Infrastructure Projects

The new developments in the NCH should be fully integrated with the existing and planned landmarks such as the IFC I and II, the City Hall Complex, the Tamar Development, and the proposed extension of the Hong Kong Academy for Performing Arts (HKAPA). Elevated pedestrian connections between the new developments and these existing and planned developments and the waterfront promenade should be provided.

The Study has taken into consideration the latest development of infrastructure projects, namely, CR III, WDII, CWB, existing and planned railway alignments and facilities including SCL, NIL, PLA Berth, etc.

1.6.8 Heritage Issues

The Central is an important asset of the city, with a number of heritage sites found in the district. The NCH should help reinforce the character and heritage of the district with a vibrant and sustainable harbourfront.

QP has been graded as Grade I historical building by the Antiquities Advisory Board (AAB) on 9 May 2007. The Government has decided to reassemble QP by the harbor between Central Piers No. 9 and 10 and the old SFCT be reconstructed at its original location for bringing up collective memory. To respond to the public's nostalgic feelings attached to the old SFCT, the components such as the clock faces, chimes and other mechanical parts have been retained and will be exhibited in a new gallery as part of reconstruction project. The original site of QP is planned to include some memorial elements through paving and landscaping design to commemorate the historical significance of QP.

Review was conducted in the Working Paper "Concept for Design Integration of Central Piers 9 and 10 and the Reassembled QP and Adjacent Areas including the Star Ferry Piers" in August 2008 to provide proposals for allowing design integration and visual harmony between QP and Central Piers No. 9 and 10.

II. PUBLIC ENGAGEMENT

2.1 Introduction

- 2.1.1 As an integral part of the UDS, a public engagement programme was devised to proactively engage the public throughout the study process. The public engagement was targeted to build a consensus within the community and to gauge public support on the refined urban design framework and design proposals for the NCH such that they would be sustainable and able to meet the public aspirations.
- 2.1.2 The public engagement was conducted in parallel with the Study with the following objectives:
- (a) to provide a platform for stakeholders, including the general public, local concerned groups, professional bodies and Government departments to express and exchange views/comments on the urban design objectives and issues of the NCH; and
 - (b) to collate public views for building consensus on the refined urban design framework for the NCH.
- 2.1.3 An extensive two-stage public engagement exercise was conducted with the following objectives:
- (a) **Stage 1** (May to September 2007) : aimed at gathering public views on the issues of general principles, including the urban design objectives, issues and sustainable design assessment framework; key urban design considerations for the key sites; and possible design ideas for re-assembling QP and reconstructing the old SFCT.
 - (b) **Stage 2** (April to August 2008) : focused on the refined urban design framework for the NCH and the alternative design concepts for the key sites.
- 2.1.4 Public views were widely canvassed through a full range of public engagement activities including exhibitions, Focus Group Workshops (FGW), Community Engagement Forums (CEF) together with the collection of views through comment cards, interviews and telephone calls. Following the Stage 2 Public Engagement, the Task Group on UDS (TGUDS) under the then HEC organized a Consolidation Forum in February 2009 to invite further public views and presentation of alternative proposals. TGUDS's recommendations have been duly considered in finalizing the study recommendations.

2.2 General Public Views Before the Study

- 2.2.1 Prior to the commencement of the Study, a wide spectrum of public views on the future development of the NCH was expressed through various channels, in particular after the issue of the illustrative design concept for the NCH by the then HPLB and PlanD in May 2006. There are some general consensuses gathered from the public which are in line with the HPG:
- (a) To create a harbourfront with open spaces that can be enjoyed and used by the public

- (b) To lower the density, building masses and building height of the new developments at the waterfront
- (c) To enhance vibrancy of the waterfront by enhancing mixes of uses and activities
- (d) To enhance accessibility to the harbourfront
- (e) To respect the historical buildings or structures

2.2.2 Although there were some public voices opposing to any form of reclamation, majority of the public accepted that the planned Central and Wan Chai reclamations could provide land for essential transport infrastructure on the northern shore of Hong Kong Island to alleviate traffic congestion on the existing road networks. While some public proposed nil developments on the reclaimed land, most agreed that developments with appropriate density and scale that serve the public and tourists could enhance the vibrancy and attractiveness of the area.

2.3 Stage 1 Public Engagement

2.3.1 Main Focus

The focus of the Stage 1 Public Engagement was to collect public views on the following three major aspects:

- (a) The urban design objectives, issues and sustainable design assessment framework;
- (b) Key urban design considerations for the key sites in the Study Area; and
- (c) Possible locations and design ideas for reconstructing the old SFCT and reassembling the QP.

2.3.2 Public Views Collected

A series of public engagement activities were organized and an exhibition was held. A total of 35 written submissions and 137 completed questionnaires were received. A total of about 530 individuals had participated in various public engagement activities. In general, the collected opinions on the urban design objectives and issues, urban design considerations for KS and sustainability principles and criteria were less controversial than those on the reassembly/reconstruction arrangement of QP and old SFCT. The public views received were generally compatible with the suggested proposals by the study consultants. However, for the reassembly/ reconstruction arrangements for QP and the old SFCT, diverse opinions were received. There were also other public suggestions for in-situ preservation of QP (instead of reassembly) or no reassembly for the pier at all.

2.3.3 Findings from Stage 1 Public Engagement

- (a) Generally speaking, opinions collected in the Stage 1 Public Engagement were diverse. The participants of the FGW had a more balanced discussion, which had taken into account various design and technical considerations. For the CEF which was mainly attended by the public and concern groups, the focus of the discussion was more on the preservation of QP and the old SFCT which was a hot issue at the time when the CEF took place. The respondents to the View Collection Form (VCF), which were distributed to the public through various channels, represented a

wider spectrum of the society and the focus and opinions were more balanced.

- (b) The urban design objectives and issues, urban design considerations for KS and sustainability design principles and criteria were less controversial than the arrangements for reassembling QP and old SFCT. There was general concurrence with the urban design issues identified in the Study, although different priorities were accorded to the various criteria and considerations.
- (c) For the reassembly and reconstruction arrangements for QP and the old SFCT, opinions were divided on the original or waterfront locations. Other options including “no reassembly” had also been suggested.
- (d) With respect to the social, environmental and economic sustainability criteria proposed in the pamphlet for Stage 1 Public Engagement, the social and environmental sustainability criteria were generally given more emphasis than the economic ones.
- (e) On the social aspect, the criteria for ensuring public enjoyment of the harbour, good accessibility, conserving the natural and cultural heritage were relatively more important.
- (f) On the environmental aspect, nearly all criteria were considered important. Amongst them, the criteria of harmonizing developments with the natural setting; maintaining breezeways, view corridors and air ventilation corridors; improving connectivity to public transport to reduce vehicular traffic; better pedestrian environment; minimizing environmental pollution; improving urban climate and visual amenity; and enhancing openness and greenery and enhancing cultural heritage value and interest were considered relatively more important.
- (g) On the economic aspect, the criteria for enhancing the image and functions of Victoria Harbour; enhancing the identity of the city; and maintaining a spectacular skyline and harbour views were considered relatively more important.
- (h) Four alternative concepts for reassembling QP and reconstructing the old SFCT were proposed in the Stage 1 Public Engagement to facilitate public discussion. The major views and suggestions on these alternative concepts are summarized below.
 - There were diverse public views on the future location and design ideas for reassembling QP. On one hand, there was support for reassembling QP at the original location (i.e. Concept A1) with a view to maintaining the integrated cultural and architectural relations between the pier, the City Hall precinct and Edinburgh Place. On the other hand, there was also support for locating the reassembled QP at the new Central waterfront and adopting an axial approach in reassembling QP (Concept B1) to achieve visual prominence while ensuring an integrated relationship between the reassembled QP, the reconstructed SFCT, and the City Hall complex. There was also support for adopting a functional approach in reassembling QP at the waterfront (Concept B2) and considered that the pier design should be carefully integrated with that of Central Piers Nos. 9 and 10 and preserving the marine operation.

Relatively speaking, there was less support for reassembling QP adjacent to (or slightly shifted from) the original location (Concept A2). There were also other suggestions for in-situ preservation of QP (instead of reassembly) or no reassembly for the Pier, no retention of the Pier at all. Some considered that there should be some water elements in the future design of the reassembled QP at the original location while some considered a natural setting on the waterfront was important.

- Generally speaking, there was strong support for locating the reconstructed old SFCT along the NCH to create a visual linkage between the harbour and the city and to form a nodal point and anchoring space. Some preferred locating the reconstructed SFCT at the original location. However, some considered that the SFCT should not be rebuilt as a replica. There were also a few suggestions for placing the reconstructed SFCT further away from the new Star Ferry Pier, or in other parts of Hong Kong.

2.4 Stage 2 Public Engagement

2.4.1 Alternative Design Concepts for Key Sites

Based on the public views gathered during the Stage 1 Public Engagement, the development intensity was reduced, the urban design framework was refined and alternative design concepts were developed for the KS, including the alternative location for reconstructing the old SFCT and reassembling QP. “Mix and match” of these alternative concepts was possible and the design concepts were not meant to be exhaustive such that the public could propose other ideas in the public engagement exercise. The following table summarizes the alternative concepts for the KS:

| Site | Design Concept A | Design Concept B |
|---------------|--|--|
| Sites 1 and 2 | <ul style="list-style-type: none"> • ‘Hotel and Office’ • Additional Floor for Retail and Dining at Central Piers 4 to 6 | <ul style="list-style-type: none"> • ‘Office and Office’ • Additional Floor for Retail and Dining at Central Piers 4 to 6 |
| Site 3 | <ul style="list-style-type: none"> • Reduced Landscaped Deck, More at-grade Open Space • Retail and Office Developments | <ul style="list-style-type: none"> • Larger Landscaped Deck • Retail and Office Developments |
| Site 4 | <ul style="list-style-type: none"> • Original Site Area • Include Old SFCT • Waterfront Related Commercial and Retail Development | <ul style="list-style-type: none"> • Reduced Site Area (due to Reassembled QP and Realignment of Road P2) • Not include Old SFCT • Waterfront Related Commercial and Retail Development |
| Site 5 | <ul style="list-style-type: none"> • Arts and Cultural Related Uses | <ul style="list-style-type: none"> • Arts and Cultural Related Uses |
| Site 6 | <ul style="list-style-type: none"> • Waterfront Related Commercial and Leisure Uses | <ul style="list-style-type: none"> • Waterfront Related Commercial and Leisure Uses |
| Site 7 | <ul style="list-style-type: none"> • Waterfront Promenade: ‘Urban Park’ | <ul style="list-style-type: none"> • Waterfront Promenade: ‘Urban Green’ |
| Site 8 | <ul style="list-style-type: none"> • Part of Design for Reassembled QP and Central Piers 9 and 10 | <ul style="list-style-type: none"> • Entrance and Viewing Deck for Central Piers 9 and 10 |

| | | |
|----------------------------|--|---|
| Queen's Pier | <ul style="list-style-type: none"> • By the Harbour between Central Piers 9 and 10 • Revived Pier Function | <ul style="list-style-type: none"> • Original Location • Sitting-out Area |
| Old Star Ferry Clock Tower | <ul style="list-style-type: none"> • At Site 4 (along the visual corridor for City Hall and Edinburgh Place) | <ul style="list-style-type: none"> • Close to Original Location (as original location will conflict with drainage culvert and AREOT) |

Table 2-1 Proposed Alternative Design Concepts for Key Sites in Stage 2 Public Engagement

2.4.2 Public Views Collected

- (a) Two large scale public exhibitions, seven roving exhibitions, a FGW and a CEF were conducted during the period to collect views and ideas from members of the relevant professional groups, academic institutions, government departments and the general public to facilitate more in-depth discussions on the refined urban design concepts for the KS. Briefings on the study proposals were made to relevant public and advisory bodies including the TPB, the then HEC and its TGUDS, LegCo Panels on Development and Home Affairs, the then Land and Building Advisory Committee, Antiquities Advisory Board (AAB) and all 18 District Councils (DCs).
- (b) The Public Policy Research Institute (PPRI) of the Hong Kong Polytechnic University, an independent public opinion collection consultant, was commissioned to collect, collate and analyze, both qualitatively and quantitatively, the public views collected for the Study in a systematic and representative manner. The Final Report of the Stage 2 Public Engagement Public Opinion Collection Exercise prepared by PPRI was issued in December 2009 and uploaded to the Study website². During the Stage 2 Public Engagement, a total of 1,872 comment cards, 365 face-to-face interviews, 2,471 telephone interviews and 64 written submissions were received. A total of 151 individuals had participated in the FWG and CEF, and about 25,000 visitors visited the public exhibitions.

2.4.3 Findings from Stage 2 Public Engagement

(a) Overall Design Vision

There was an overwhelming support for the overall design vision of creating a vibrant, green and accessible NCH and the reduced development intensity proposed in the refined urban design framework was generally appreciated. On the other hand, some members of the public considered that the design vision lacked a distinctive identity and mix of uses.

(b) Sustainable and Balanced Approach

The public were generally in agreement with the sustainable and balanced approach in designing the NCH, and some considered that the design was multi-functional and fit well with the surrounding environment. It is worth mentioning that the DCs consulted generally considered that the proposals should cater for the development of the CBD while giving consideration to lowering the development intensity, promoting greening, and providing

² http://www.pland.gov.hk/pland_en/p_study/prog_s/UDS/eng_v1/images_eng/pdf_paper/f_report_e.pdf

abundant quality open space and facilities for the public. On the other hand, some members of the public considered it more appropriate to concentrate commercial development in the CBD while others preferred more open space and recreational facilities.

(c) The Refined Urban Design Framework

The majority agreed that the refined urban design framework has generally satisfied the sustainable design principles. Nevertheless, there was no clear agreement in the FGW that the refined urban design framework has satisfied the principle of “promoting greening and environmentally friendly building design”, “respecting cultural heritage” and “ease of pedestrian access to harbourfront”.

The majority of the respondents agreed or strongly agreed that the refined urban design framework has met the public aspirations for a vibrant, green and accessible new Central harbourfront.

(d) Design Concept for Key Sites

● **Sites 1 and 2 (CDA Site north of IFC II)**

- The proposed design concepts for Sites 1 and 2 for hotel and office developments were generally supported, particularly as shown in the quantitative findings of the comment cards and face-to-face interviews. However, about half of the participants in the FGW disliked both Concept A (Hotel & Office) and Concept B (Office & Office). For those who had chosen between Concepts A and B, there was a clear preference for Concept A as compared to Concept B.
- Over 80% of the relevant positive views recorded in the qualitative analysis were related to Concept A, while the rest were related to Concept B. The supportive views generally showed that commercial development at the site was needed, the development intensity was acceptable, and the design was attractive. The negative views were related to the hotel and office buildings at the sites, in particular Site 1, for blocking views, obstructing air flow and pedestrian circulation, or not giving recognition to the adjacent iconic building, i.e. IFC II.

● **Site 3 (CDA site north of Statue Square)**

- The proposed design concepts for Site 3 were generally supported. There was more support for Concept B (Larger Landscaped Deck) as compared to Concept A (Reduced Landscaped Deck), though the preference was not clear in the face-to-face interviews and FGW.
- Over half of the relevant positive views recorded in the qualitative analysis were related to Concept B, while less than 50% were related to Concept A. The proposed reduction in building density, the breaking up of the site into smaller footprints, the provision of multi-level links for pedestrian choice, the provision of landscaped decks and open spaces, and the provision of retail facilities at the site were generally supported. The negative views were generally related to the design of the landscaped deck and the lack of

street-level activities.

- **Site 4 (Site north of City Hall)**
 - The design concepts had received general support. Most responses in the comment cards, face-to-face interviews, and CEF were in favour of Concept A (More Separate Blocks with SFCT) as compared to Concept B (Fewer Separate Blocks without SFCT). On the other hand, Concept B was preferred in the FGW.
 - Over 60% of the relevant positive views recorded in the qualitative analysis were related to Concept A, and less than 40% were related to Concept B. The small and separate blocks with open vista in the design concepts were generally supported. The negative views were mainly related to whether the proposed building would match with City Hall and whether the small blocks would likely to attract tenants.
- **Sites 5 and 6 (Site north of CITIC Tower and near the HKCEC Extension)**
 - The majority of the respondents/participants liked the design concepts for the sites.
 - Over half of the relevant views recorded respectively in the qualitative analysis were positive. The proposed arts and cultural facilities at the sites were generally supported. There were concerns on the possible duplication of such facilities with those in West Kowloon, and the need for further improvement to the accessibility and vibrancy of the area (e.g. provision of retail bridges or wider landscaped walkways, and provision of areas for street performance). Some considered that the proposed design was too bulky and not suitable for arts and cultural related uses.
- **Site 7 (Waterfront Promenade)**
 - The proposed design concepts were generally supported. The majority of the responses in the comment cards, face-to-face interviews, and telephone polls were in favour of Concept B (Urban Green), while more participants in the FGW and CEF were in favour of Concept A (Urban Park).
 - The majority (i.e. nearly 70%) of the relevant positive views in the qualitative analysis were related to Concept B, while the remaining 30% were related to Concept A. There were positive views on the design concepts, which were considered to be commendable and having their own special characters. The negative views were mainly relating to the design and themes of the proposed promenade.
- **Reassembling Queen's Pier and Site 8**
 - The proposed design concepts were generally supported. The majority of the responses in the comment cards, face-to-face interviews, and CEF were in favour of Concept A (QP by the Harbour). There was also clear support from the DCs for Concept A in that 16 out of the 18 DCs consulted have passed motion in support of, inter alia, re-assembling QP at the harbourfront for public use. For the FGW, while more responses were in favour of

Concept B (QP at Original Location), the views were diverse among those who liked both concepts, liked Concept A and had no preference. For the telephone polls, there was quite an even distribution among those who preferred Concept A, those who preferred Concept B, and those with no preference.

- The majority (over 60%) of the relevant positive views recorded in the qualitative analysis were related to Concept A, while about 40% were related to Concept B. There were positive views on each of the proposed design concepts: Concept A could revive the pier function of QP and the design looked symmetrical, while Concept B could respect the historical significance of QP and its spatial relationship with Edinburgh Place and City Hall. On the other hand, there were concerns about the time and resources implications for reassembling the pier.

- **Reconstructing Old Star Ferry Clock Tower**

- There was a general support for the proposed design concepts. However, there was no obvious convergence of views on their preference. More responses in the comment cards and CEF liked Concept A (Clock Tower at Site 4), while more responses in the face-to-face interviews, telephone polls, and FGW liked Concept B (Clock Tower close to Original Location).
- The relevant positive views in the qualitative analysis were quite evenly distributed between Concepts A and B. About 49% of the relevant positive views recorded in the qualitative analysis were related to Concept A, while 51% were related to Concept B. The design concept for turning the old SFCT as a focal point and maintaining an axial relationship with City Hall and the re-assembled QP was generally supported. There were, however, other views that there was no need to reconstruct the Clock Tower and that the design did not match with the surrounding environment.

- **Other Issues**

- Other issues that were raised in many of the comments received included environmental concerns and provision of eco-friendly facilities, concerns of roads and pedestrian access, a broad landscape design for a tree-lined boulevard along Road P2, provision of more multi-purpose facilities, the public engagement process for the Study, harbour reclamation, proposals for cycling tracks or other environmentally friendly transport modes, and management of the harbourfront development.

2.5 Written Submissions

2.5.1 Diverse views were expressed in the 64 written submissions. Alternative design and planning proposals were made in some of the submissions. Major views and suggestions are summarized as follows:

- (a) Enhancing vibrancy
- (b) Redistributing GFA to achieve a harmonized design
- (c) More at-grade pedestrian links and wider landscaped decks
- (d) Providing tram lines and cycle track

- (e) Reducing the width of Road P2
- (f) Achieving better defined open space
- (g) Promoting environmentally-friendly transport
- (h) Introducing greening ratio
- (i) Ensuring effective implementation mechanisms
- (j) Opposing to hotel and office developments in Sites 1 and 2
- (k) Transferring the GFA in Sites 1 and 2 to Site 5
- (l) "Inner Harbour" for recreational and boating uses to complement QP reassembled at original location
- (m) "Lagoon" proposal to complement QP reassembled at original location
- (n) Providing water-based activities such as Maritime Museum and hotel uses in Sites 5 and 6
- (o) Providing the PLA berth offshore

2.5.2 The alternative proposals have been critically examined together with the concerned Government departments. They have been suitably addressed in the process of refining the MLP and design concepts of KS. The "inner harbour" and "lagoon" proposals have been studied thoroughly and are considered not practicable or desirable from technical and urban design points of view.

2.6 Consolidation Forum

2.6.1 A Consolidation Forum was organized by the TGUDS on 28 February 2009 and the main objectives of the forum were as follows :

- (a) to report the public views gathered from different channels during the Stage 2 Public Engagement;
- (b) to provide a platform for the public to present their alternative design proposals, and the Study Team and concerned departments to respond; and
- (c) to conduct a more in-depth and structured public discussion on the major issues under the Study and assist HEC to comment on the design responses prior to the finalization of the design concepts and proposals.

2.6.2 Subsequent to the Consolidation Forum, TGUDS made the following recommendations in August 2009:

(a) Use and Development Intensity of Sites 1 & 2

The scale of the proposed developments at Sites 1 and 2 was excessive. TGUDS recommended that high-rise developments at the NCH should be avoided; the proposed GFA for these sites could be redistributed to other locations, such as Site 5.

(b) Removal of PTI from Site 2

TGUDS Members generally welcomed the revised proposal on the public transport facilities after the comprehensive review conducted by TD, which was to remove the PTI at Site 2 and to replace it by bus laybys.

(c) Reconstruction of old SFCT

Most TGUDS Members indicated preference for reconstruction of the old SFCT at its original location after CEDD confirmed its technical feasibility of putting additional foundation to support the Clock Tower. Members considered that the surrounding environment of the Clock Tower and its visibility should be well planned.

(d) Reassembly of Queen's Pier (QP)

Majority of the TGUDS Non-Official Members preferred the reassembly of QP at its original location with a large lagoon in front of it with some land around for a variety of activities, while other Members including the Official Members preferred reassembly of QP by the harbour.

(e) Additional Decks over Roads/Infrastructures

TGUDS Members generally welcomed the integrated pedestrian walkway system proposed to improve the connectivity between the waterfront and the hinterland through the area around the HKAPA extension and the Hong Kong Visual Arts Education Centre. Members considered that other than facilitating circulation, the walkways should be designed to allow appropriate activities to enrich the pedestrian experience and enhance vibrancy.

(f) Amendments of OZPs

TGUDS Members generally considered that the OZPs could be amended to cater for the new design concepts arising from the Study to create a vibrant, green, accessible waterfront.

(g) Other recommendations

Some TGUDS Members suggested breaking up the developments and public spaces to create a more human-scale waterfront environment; reducing and mitigating the presence of the PLA berth; and provide a continuous cycle track along the waterfront.

The TGUDS has mapped out its recommendations as set out above for consideration by the Government in finalizing the urban design proposals for the NCH. The TGUDS also recommends that the HEC should monitor progress of and continuously be engaged on the design and development of the NCH. Concerned Government departments should report progress and consult HEC on specific issues that may arise during the detailed design and implementation stage.

III REFINED URBAN DESIGN FRAMEWORK

3.1 Evaluation of the Urban Design Framework

- 3.1.1 Refinement of the existing Urban Design Framework is a crucial part of the Study. It involves a review of the existing and planned developments, and defines the overall planning and urban design visions on the future built forms, building heights, massing, physical setting, development skyline, landmarks, focal points, activity nodes, view corridors, breezeways, character precincts, public spaces, transport corridors, transport connectors, pedestrian links, car parking provision, visitor attractions and historical links of Central by focusing on various issues, opportunities and constraints identified during the study.
- 3.1.2 In Task 2 of the Study, the urban design framework was reviewed taking into consideration the public views received and the established principles and guidelines on urban design and vision of the NCH. Subsequently, the following objectives are formulated:
- (a) To project a distinctive identity for the CBD and the harbourfront;
 - (b) To create an attractive harbourfront with high quality development in a luxuriant landscape setting;
 - (c) To create a vibrant harbourfront with a mix of uses and diverse activities;
 - (d) To improve connectivity and accessibility to the harbourfront;
 - (e) To ensure a sustainable design and greening;
 - (f) To create a harmonious visual and physical relationship with the ridgeline, harbour setting and the CBD; and
 - (g) To respect the cultural and historical context of Central.

3.2 Refined Urban Design Framework Plan (UDFP)

The three planned principal design corridors, namely the Statue Square Corridor, the Civic Corridor and the Arts and Entertainment Corridor, together with the Waterfront Promenade as identified in the approved OZP No. S/H24/6 have been reviewed and refined. The refined urban design framework is composed of five principal design corridors and character precinct, namely, Statue Square Corridor, Civic Corridor, Arts and Cultural Precinct, Pierside Corridor and the Waterfront Promenade. The design concept of each KS has been developed based upon the refined UDFP. Building heights and building forms will follow the refined UDFP with a view to enhance the six major visual corridors. Refer to **Figure 3** for the Refined Urban Design Framework Plan (UDFP) for details of the design corridors, character precinct and view corridors.

3.2.1 Statue Square Corridor

The Statue Square Corridor is recommended to be maintained as one of the key principal Design Corridors as planned in the approved OZP. It comprises an Open Space Corridor and a Historic Corridor from the existing urban area to the waterfront. The south-north pedestrian link from the Hong Kong Bank Building to the new Star Ferry Pier, crossing Des Voeux Road Central, Chater Road, Connaught Road Central, Road D6, Road P1 and Road P2 is enhanced along the Statue Square Corridor by the provision of a mix of at-grade/elevated/underground walkways through the commercial development and open space of Site 3. Provision of traveller can be further studied at the implementation stage.

The Statue Square Corridor is also identified as a major visual corridor within which the building height and massing of the Site 3 development are reviewed in the Study. The architectural and landscaping design has been developed to ensure the development within the Corridor is of human-scale with a pleasant setting for the public to enjoy and people to shop and work.

(a) Open Space Corridor

The provision of open space in Statue Square will be extended as a linear park along the axis of the Hong Kong Bank Building to the new waterfront. There will be at-grade green open space as well as elevated landscaped deck along this Open Space Corridor. At the end of the Corridor, there will be a ferry plaza in front of Central Piers 9 and 10 and the reassembled QP by the harbour, which is also of historical significance.

(b) Historic Corridor

The Historic Corridor runs between the existing urban area and the waterfront along the central axis of the old Bank of China, Legislative Council Building, the Cenotaph and City Hall. The Historic Corridor is reinforced with the old Star Ferry Clock Tower to be reconstructed at its original location and the QP to be reassembled between Central Piers 9 and 10 at the water edge.

Medium-rise development and open space proposed at Site 3 will enhance visual permeability to the sites of cultural heritage within the Historic Corridor. With special treatment of the streetscape and landscape design along the Historic Corridor, it will attract public and tourists to the area to appreciate and enjoy the cultural and architectural heritage of the Central District.

(c) Key Public Transport Nodes

The Statue Square Corridor is reinforced with linkages to the key public transport nodes:

- Mass Transit Railway/ Airport Railway

The southern end of the Statue Square Corridor will be connected to the existing MTR Central Station. A new direct underground connection to the station from the future development of Site 3 is proposed to enhance accessibility to the harbourfront developments.

- Green Mini-bus (GMB) Bays

GMB bays are planned on the ground level of the northern portion of Site 3 for re-provision of existing facilities in the area.

- Taxi/ Coach Drop Off

Taxi/ coach drop off facilities will be provided at the northern portion of Site 3 for easy access to Central Piers No. 7 to 10.

- New Star Ferry Pier and Other Central Piers

The new Star Ferry Pier and other public piers are located at the northern end of the Statue Square Corridor.

3.2.2 Civic Corridor

The Civic Corridor is basically a pedestrian and open space linkage from the Admiralty area via the Tamar civic core to the waterfront. It embraces a large public open space under the 'Green Carpet' concept in the Tamar Development and will terminate in a waterfront plaza at the waterfront promenade. The Corridor will provide gathering grounds for civic and public events to create a harmonious and coherent character as a prime civic core with the new Central Government Complex and Legislative Council Complex.

(a) A Civic Core for Hong Kong

The Tamar Development is at the heart of the Civic Corridor. Due to the prime importance of the development, and its prominent location in the NCH, an iconic design of the Tamar Development including the 'Green Carpet' is the main attraction in the Civic Corridor.

(b) A Place for Public Enjoyment

One of the important roles of the Civic Corridor is to provide open space for public enjoyment. A Waterfront Event Plaza is planned in conjunction with the "Green Carpet" to north of the Tamar Development to provide a large area of open space and greenery for public and tourist enjoyment. The 'Green Carpet' itself is also planned to echo with the 'Door's Always Open' design concept of the Tamar Development.

(c) Enhanced Pedestrian Access from Admiralty to the NCH

To cope with the increase of the working population in the Tamar Development, the pedestrian connection with the Admiralty area will be enhanced. A new elevated walkway network is planned from Admiralty Centre to the Tamar Development and a landscaped deck is planned from Tamar Development to the waterfront promenade over Road P2. The elevated walkway connection is designed in harmony with the open space allowing free 24-hour access.

3.2.3 Arts and Cultural Precinct

The Arts and Cultural Precinct is renamed from "Arts and Entertainment Corridor" in the approved OZP No. S/H24/6. It is originated from the Planning Study of WDII to reflect the arts and cultural development theme for the area. A "Marine Place" by the harbor will be the main feature of the Precinct.

(a) Interface with the Arts and Cultural Facilities

The arts and cultural identity is emphasized with the provision of the proposed Hong Kong Academy of Performing Arts (HKAPA) Extension and Hong Kong Visual Arts Education Centre together with the existing Hong Kong Arts Centre (HKAC) in the vicinity. The Precinct is planned to be become an arts and cultural destination by the harbour and a unifying

public space for various arts and cultural venues. An Art Event Plaza is planned in the central part of the Precinct for public gathering, art display and outdoor performance.

(b) The Marine Place

The proposed Marine Place covers the water edge area within the waterfront promenade. It is proposed to be a cluster of small 2 to 3-storeys buildings with terraced gardens for outdoor activities such as alfresco dining, harbour viewing, etc. The development will be designed with a marine theme to complement the waterfront activities. The proposed Marine Place will be connected to the west of HKCEC forming part of the waterfront promenade, as well as to the development site at Site 5 across Road P2 to the south.

(c) Comprehensive Pedestrian Connection

A landscaped deck is planned to connect the proposed Marine Place and the waterfront promenade with the open space to the west of Grand Hyatt Hotel, which is currently linked to HKAC by an existing elevated walkway. To further enhance the pedestrian connection in this area, a network of elevated walkways and at-grade crossing is planned.

3.2.4 Pierside Corridor

The Pierside Corridor links up the ten Central Piers, which have become a thriving transport hub for both sea and land transport and the gateway to the outlying islands. The pedestrian connectivity of the piers with the hinterland to the north as well as the waterfront developments nearby should be enhanced with both at-grade and elevated pedestrian links. The open space in front of the piers should also be enhanced with more greenery and tree planting where practicable in order to provide an attractive and pleasant environment for visitors and commuters to stroll along the waterfront promenade while enjoying the view of the harbour.

(a) Enhancement of Pedestrian Network

To add vibrancy to the Pierside Corridor, an enhanced pedestrian network connecting to the developments at Sites 1 and 2 and linking up all the Central Piers is essential. An extensive elevated landscaped deck is proposed at Sites 1 and 2 to connect the CBD core to the Central Piers. It will be used as public open space, mainly for greening, leisure and festive celebrations with a central plaza for hosting public events. The deck will also be connected with the surrounding developments including the ten Central Piers to create a comprehensive pedestrian network at an elevated level while maintaining traffic flow and public transport facilities around the ferry piers at ground level.

(b) Transportation Hub

The Pierside Corridor is in close proximity to various public transport nodes, including MTR and Airport Railway Hong Kong Station, the Central Piers and nearby planned public transport facilities. Bus bays and taxi stands are provided along Man Kwong Street in front of the piers for

commuters of the ferry services. Pedestrian access to and from this transportation hub should be enhanced.

(c) Improvement of Existing Piers Facilities

Since the existing ferry piers are dominant features of the NCH, they should be given a facelift in order to improve the image of the area. There should be a coherent design in the façade treatment of the Central Piers 2 to 6. Improvement works should also be carried out in these piers to enhance the existing building service and accessibility for ferry passengers. To add vibrancy to the area, more commercial floor space will be added on the piers.

3.2.5 Waterfront Promenade

The waterfront promenade is a major component in the urban design framework for the NCH. To achieve the urban design objective of creating a distinctive and high quality image for the harbourfront and the CBD, emphasis is placed on the creation of an enchanting and vibrant waterfront with recreational, leisure and cultural attractions linking the existing Central area with the harbour.

Starting from HKCEC to the Central Piers, there will be a 2km long promenade providing a unifying green edge for the NCH. With an area of approximately 11 hectares, there will be an extensive green public open space in close proximity to the CBD for people to enjoy and relax.

The design of the proposed waterfront promenade is aimed to achieve the following objectives:

- to be the green oasis of the city with vibrancy enhanced by appropriate designation of activity nodes with different characters
- to harmonize with the “Green Carpet” in the Tamar Development and the adjacent open space
- to enhance the east-west and south-south pedestrian connections

The waterfront promenade will provide an extensive area of open space with greenery and facilities for different kinds of outdoor recreational and leisure activities. A mix of passive and active uses is planned. Various activity nodes and key attraction points should be provided within the area to add vibrancy and create a dynamic waterfront. Character zones are proposed in harmony with the surrounding existing and planned developments.

In order to facilitate more efficient and convenient east-west connection along the promenade, provision for an environmental friendly transport mode and a cycle track within the Waterfront Promenade should also be considered, subject to detailed assessment and design.

3.3 View Corridors

View corridors are introduced to give visual permeability to the urban landscape through the introduction of greenery and spaces between buildings. At strategic locations, vantage points for harbour views with visual connectivity towards the Kowloon ridgeline have been included to add nodal attractions for visitors. In general, the following views

will be protected:

- (a) East-west view of the Central and Wan Chai waterfronts
- (b) Views to the CBD skyline as viewed from the harbour
- (c) Views to the water surface of the harbour as viewed from the Peak

3.3.1 Major View Corridors

- (a) VC1: From IFC Podium to the harbour:

The building height at Key Sites 1 and 2 is proposed to be not more than +25mPD and +60mPD respectively in order to preserve the existing visual corridor across the harbour towards Lion Rock from the level of IFC podium. The disposition of buildings and massing of the building development should ensure that the existing vistas would be preserved.

In addition to VC1, east-west views at Sites 1 and 2 north of the IFC podium shall also be protected and enhanced along the waterfront.

- (b) VC2: Along Pedder Street and Man Yiu Street to the harbour:

Views along Pedder Street and Man Yiu Street will be enhanced to ensure clear vistas towards the harbour. Landscaping, tree-planting strategies or building setbacks will be suitably introduced to enhance the views.

- (c) VC3: From HSBC Headquarters and Statue Square to the harbour:

The views from Statue Square and HSBC Headquarters will be enhanced through sensitive site planning at the ground level of Site 3. The at-grade pedestrian corridor proposed along Statue Square Corridor is designed with ample width to provide unobstructed north-south pedestrian circulation route and the overall streetscape could be enhanced through comprehensive greening strategy. Other than the old SFCT, which is proposed to be reconstructed at its original location at Site 3, no building structures are planned at locations that would obstruct the visual connectivity of VC3.

- (d) VC4: From City Hall to the harbour:

The linear relationship established amongst the City Hall Complex, the reconstructed old SFCT at Site 3, the new Star Ferry Pier and the harbour will be reinforced by adopting featured paving and linear planting schemes. At street level, the visual connection from Edinburgh Place and associated memorial elements at the original location of QP towards the reassembled QP between Central Piers No. 9 and 10 could be strengthened by introducing a low-rise building edge of +20mPD for development at Site 4 and by reserving a 30m visual-pedestrian corridor along the western boundary of the site to ensure visual connectivity amongst these nodal points. The linear relationship of these unique architectural landmarks can also be viewed at various locations across the Victoria Harbour.

- (e) VC5: From Tamar Site to the harbour:

The visual corridor from the new Tamar Development is to be maintained to ensure the views from the "Green Carpet" and public spaces within the

development towards the harbour can be maintained. The pumping stations and associated above ground vent shafts located directly north of the Tamar Development is designed as underground structures to protect such views. A Waterfront Event Plaza is proposed to be located above the pumping stations with suitable landscaping design that is complementary to its open space setting yet maximizing views towards the harbour.

- (f) VC6: From the proposed HKAPA Extension to the harbour:

The visual corridor proposed for this area is important as it provides a strong visual axis and physical connection for the Arts and Cultural Precinct linking up key activity nodes including the proposed HKAPA Extension, the adjacent proposed Art Event Plaza and the low-rise waterfront-related commercial and recreational developments at Site 6 whilst maintaining direct visual access across the harbour towards the Tsim Sha Tsui area.

Refer to Figure 4 for the View Corridors.

- 3.3.2 A number of vantage points are recognized in the Study including views between Tamar development and HKCEC; and views from planned viewing platforms along the waterfront promenade to the Kowloon harbourfront.

3.4 Pedestrian Network

- 3.4.1 The north-south pedestrian access to the waterfront proposed in the Study through the provision of major north-south routes is adequate. Continuous east-west pedestrian connections have been provided to reinforce the inter-district connections from Sheung Wan to Wan Chai.
- 3.4.2 Upon completion of the CRIII and WDII, the existing pedestrian connections within the Central/Admiralty/north-west Wan Chai areas will be further enhanced with a more comprehensive pedestrian network system which aims at:
- Extending the existing elevated walkway system to link up Central, Admiralty and north-west Wan Chai further northward to achieve direct access and improved connectivity amongst various key sites with the future waterfront promenade;
 - Enhancing connections amongst and within the key sites; and
 - Providing a combination of at-grade, underground and elevated pedestrian connections.

Evaluation of the Pedestrian Network Plan (PNP) has been conducted in Task 3 of the Study. Refer to **Figure 5 and 6** for PNP and Pedestrian Routes, and Section IV for details.

3.5 Public Transport Provision

Upon further review of the proposed public transport facilities in the Study area and changes to the design concepts of key sites, some public transport facilities which were originally planned at Site 2 can be redistributed to the reprovisioned bus laybys fronting the Central Piers and other locations in the vicinity of NCH and the Rumsey Street site in order to meet the public aspirations for a more pedestrian-oriented harbourfront

environment. Public transport facilities are integrated into the planning of Sites 1, 2 and 3. Connections to MTR stations are provided in Sites 3 and 5. Refer to **Figure 7** for Public Transport Plan (PTP) and Section IV for details.

3.6 Car Parking Provision

As a general urban design principle for the NCH, provision of car parking and loading/unloading facilities will be kept to the minimum standards as recommended under the HKPSG to encourage mass transport access to the area and with all provisions to be designed underground to maintain a predominantly pedestrian oriented street environment. Refer to Figure 8 for proposed parking provision of the KS.

3.7 Landscape Strategy

3.7.1 Vision of the Central Harbourfront Landscape Strategy

The vision for the landscape strategy of the NCH is to create a vibrant, harmonious and pleasant environment that makes effective use of lush planting, attractive, durable landscape and active water features to create a high-quality landscaped public space. By providing an appealing and rich waterfront park and ancillary facilities that optimize the potential of its rich history and its unique setting, as well as satisfying a wide variety of social and recreational opportunities, it shall have a strong sense of place that is engaging, contemporary and culturally relevant.

3.7.2 Key Objectives

The following lists the key objectives in the establishment of the landscape framework and landscape strategy plan for the NCH:

- (a) Celebrating the waterfront
- (b) Creating rich landscaped open spaces
- (c) Enhancing the pedestrian experience
- (d) Creating a sense of identity
- (e) Enhancing view opportunities
- (f) Facilitating way finding and orientation
- (g) Providing a series of different but connected spaces for public leisure and enjoyment

Refer to Figure 9 for Landscape Strategy Plan (LSP) and Section V for details.

3.8 Controlled Massing Approach

3.8.1 The “controlled massing” approach is adopted in the Study to contain the building masses and building bulk for the key sites in the NCH. While mandatory features, essential plants rooms and hotel concessions can be excluded from GFA calculation, no bonus GFA or GFA exemptions relating to dedication for public passage, surrender for road widening and building set back would be allowed in the NCH under the “controlled massing” approach. Public car parks and public transport facilities should be included in GFA calculation, except otherwise provided for in the planning and design brief. Minimum car parking provision under the HKPSG has been adopted and provision of basement car park is required, where practicable.

3.8.2 Development parameters are derived for each key site based on the “controlled massing” approach. They are stipulated in the planning and design briefs to guide the future developments and they include the following :

- Defined maximum Gross Floor Area (GFA)

The following items should be exempted from GFA calculation: mandatory features, essential plant rooms, hotel concession and ancillary car parking at basement level. No bonus GFA or GFA exemption relating to dedication of public passageway, surrender for road widening and building set back would be allowed.

- Defined maximum height limit
- Defined minimum area and locations of open space
- Defined minimum greening ratio and locations of green areas
- Defined vehicular ingress/egress³
- Provision of transport requirements⁴ (including public and private car parking spaces, L/UL, PV/Taxi/Coach laybys, public transport facilities, driveway etc.)
- Defined routes/public passageways for pedestrian accessibility and connections at-grade and upper levels.

3.9 Building Height Strategy

3.9.1 Ridgelines and Skylines

Ridgelines and peaks are valuable assets and their preservation is given special consideration as far as possible in the process of development. In order to preserve views to ridgelines and mountain backdrops, a minimum of 20% building free zone is to be maintained as recommended by the Urban Design Guidelines.

Visual analysis is conducted to ensure the proposed new buildings in the Study Area comply with this guideline.

Diversity in building mass and gradation of building heights along the harbourfront is recommended to promote a skyline with visual interest and enhance the dynamic image of the harbour. Refer to Figure 3-3 for the Building Height Profile.

3.9.2 Gradation of Height Profile

The refined urban design framework is in accordance with Harbour Planning Principles and Guidelines. Developments within and around the harbourfront generally adopt a descending height profile with the heights of buildings descending towards the harbour to avoid domination of the Harbour.

A cascading design and a cluster of building blocks with a descending building height have been introduced. This approach promotes openness to the harbour with additional architectural features such as sky-terrace and roof

³ Vehicular ingress/egress requirements to be confirmed by relevant Government departments at detailed planning stage

⁴ Exact transport requirements to be confirmed by relevant Government departments at detailed planning stage

garden where harbour appreciation is further enhanced.

3.9.3 Respect Human Scale

Building heights and spaces are to bear a certain relationship to human proportion in order to facilitate easy usage, interaction and perception by the users. With an anticipated large flow of people travelling along the promenade, the proposed maximum building height along the waterfront, i.e. the Harbour Place in Site 4 and the Marine Place in Site 6, are kept low to correspond with the human scale.

3.9.4 Harmonize with the Surroundings

New developments within the NCH should give emphasis to the sites or buildings with cultural and historical value in the surroundings. The height and visual dominance of the developments near the reassembled QP and reconstructed old SFCT should not overshadow the historical buildings and sites.

For developments other than those at close proximity to built heritage, a height limit is suggested in the interest of optimizing the visual permeability to the harbourfront within the urban context.

3.9.5 Building Identity

The height of a building can express the identity of the users and the identity of Hong Kong as a whole. The buildings in Sites 1 and 2 are planned to give particular emphasis to the developments and landscaped deck to form an iconic destination in the area and to create a new landmark for Hong Kong. Developments at Sites 3 and 5 present themselves with their own particular characteristics to create commercial developments which complement the waterfront setting while forming different destination anchor nodes. The relatively low buildings in Sites 4 and 6 give a relatively comfortable and welcoming ambience for all general public to enjoy and with better spatial interaction with the surrounding landscape and the waterfront edge. They complement the waterfront promenade for public enjoyment and harbour appreciation purposes.

3.10 Anchoring Public Spaces

Anchoring public spaces in the Study Area can be categorized according to their functions, namely, cultural and memorial, commercial and tourism, and leisure and recreational. Some spaces are intentionally planned as multi-purpose areas to allow flexibility for multiple uses.

3.10.1 Cultural and Memorial

Various attraction nodes along the promenade are planned for cultural and memorial purposes, in particular in the Arts and Cultural Precinct, and areas in close proximity to historical sites within the Study Area, such as the Old SFCT and the reassembled QP. Some noticeable anchoring spaces in the NCH include the following:

(a) Waterfront Event Plaza

A Waterfront Event Plaza is proposed along the waterfront north of Tamar as an outdoor activity node. It will be designed spatially suitable for informal performances as well as community events. It is envisioned that the event plaza shall also be used as a landscaped seating area for enjoying the magnificent harbour view.

(b) Art Event Plaza

An Art Event Plaza is proposed adjacent to the HKAPA Extension and the 'Las Ramblas' esplanade to provide an outdoor venue for art display and street performance.

(c) Ferry Plaza

A Ferry Plaza is proposed in front of the reassembled QP between Central Piers No. 9 and 10. The plaza can be designed to resemble the atmosphere of the old QP for ceremonial and public gathering activities.

(d) Edinburgh Place

The Edinburgh Place fronting City Hall shall be retained as a historical open space for the public to enjoy and share with the future generations of Hong Kong.

(e) Star Ferry Clock Tower and Gallery

The SFCT at its original location will form an attraction point in the Statue Square Corridor. Together with displays of salvaged items in a new gallery can promote the public's cultural awareness.

3.10.2 Leisure and Recreation

The two most noticeable anchoring nodes at the harbourfront which are designed mainly for leisure and recreational purposes include the following:

(a) Central Plaza at Harbourfront Festival Deck

A large event plaza at Harbourfront Festival Deck is proposed for accommodating large-scale events, where different interest groups and individuals within the community can celebrate festivals, and special local and international events. It is also an ideal location for celebration of new year countdown and viewing of firework over the harbour.

(b) Pier Walk Viewing Decks

Upper-level viewing decks are planned between the piers for unobstructed view of the Victoria Harbour. They should be designed as an attraction for visitors en route to boarding the ferries.

3.10.3 Commercial & Tourism

Developments of the KS such as Sites 1 and 2, 3, 4, 5 and 6 are considered to be the main anchoring nodes in the new harbourfront for providing commercial

and retail uses and promoting tourism.

3.11 Interaction with the Harbour

The water edge of the NCH is featured with three walking zones, each projecting its own unique characters (**Figure 10**):

- (a) The Bayside Walk extending from HKCEC to Tamar within the Arts and Culture Precinct caters for close interaction of the public with the harbour. Together with the provision of public landing steps, there will be a good interplay of the on-shore and off-shore recreational activities such as fishing, boat race, outdoor dining by the harbour, etc.
- (b) The Harbour Walk which runs along the main part of the waterfront promenade is planned to cater for a mix of active and passive recreational and leisure activities such as jogging, harbour viewing, etc.
- (c) The Pierside Walk which runs adjacent to the piers also caters for close interaction of the ferry passengers and visitors with the harbour. The planned open space outside the piers can be nicely landscaped as waiting areas to better enhance the promenade experience for people traveling to and from the ferry piers.

3.12 Cultural Heritage

- 3.12.1 Built cultural heritage in Central is an integral feature in our city and buildings. Structures of historical value are respected in the urban design proposals and the historical context is maintained.
- 3.12.2 In the course of the Study, sites with cultural heritage values are identified for refining the urban design framework and development of the MLP. Although there are no declared monuments within the Study Area, the refined urban design framework has taken into consideration the reassembly of QP and reconstruction the Old SFCT to pay due respect to the collective memories of the history of Hong Kong.
- 3.12.3 The following considerations are established to ensure the historical values are respected in the NCH:

- (a) **A Historical Link Between the New and Old Waterfront**

Central, a district of historical significance in witnessing the colonization of Hong Kong and its growth from a fishing village to a metropolitan city after 1840s, has shifted its coastline to north a number of times due to continuous reclamations for urban developments.

The Study Area is planned with the intention of physically and visually linking the new and old waterfront. The old waterfront settings shall be maintained and brought to the new water edge, including its primary elements and functions. Its vistas across the harbour shall be maintained.

The historical link between the new and old waterfront is enhanced by the Historic Corridor, such that historical sites which bear a relationship with the harbourfront, including Edinburgh Place and City Hall, will be able to

maintain a proximate relationship.

(b) Appropriate Setting

The identified heritage elements are recognized as important features in the NCH context. The context and setting of these heritage features are illustrated in the refined UDFP.

The existing setting and the context of the identified heritage is respected and maintained, where practical. In the Study, efforts to maintain or recreate the original setting of QP, old SFCT, the City Hall and the Edinburgh Place have been carefully considered and duly addressed in the planning and design of the MLP.

(c) Visual Connection

In addition to maintaining and respecting the original setting and context, it is proposed that the locations of historic sites along the Statue Square Corridor and areas of its close proximity shall allow a series of visual connections, providing a vibrant mix of visual heritage experiences throughout the walk along the Corridor.

It is anticipated that visual prominence of QP and the old SFCT will be established to create a connection between the CBD and the harbourfront. This visual prominence may also allow a visual link from the other side of the harbor in Tsim Sha Tsui.

(d) Enhanced Connectivity

It is envisaged that the old-new waterfront linkage will be enhanced in the Historic Corridor with the increase of pedestrian connectivity between the ferry piers and the hinterland via the development of Site 3 including the at-grade open space and landscaped deck. The convenience of existing pedestrian networks will be maintained, and it is intended to provide a more enjoyable walking environment by overlooking the historical landmark buildings in the vicinity.

3.13 Proposed Locations for Reassembling QP and Reconstructing old SFCT

- 3.13.1 Taking into account the support of the DCs (16 of the 18 DCs consulted, including the Central and Western DC where Central harbourfront is located, passed a motion in support of reassembling QP by the harbour to revive its pier function for public use), the Government announced in August 2009 that the QP would be reassembled at the harbourfront between Central Piers 9 and 10. Central Piers 9 and 10 will be refurbished to complement the architectural style of QP.
- 3.13.2 For the reconstruction of the old SFCT, the Government decided that it would be relocated at its original location and a new gallery will be added for exhibiting the salvaged items of Stat Ferry Pier. The design would be integrated with the surroundings and the development of the "CDA" site at Site 3.

IV PEDESTRIAN NETWORK PLAN AND PUBLIC TRANSPORT PLAN

4.1 Introduction

- 4.1.1 Based on the UDFP, Pedestrian Network Plan (PNP) and Public Transport Plan (PTP) are subsequently developed to correspond with the design concept in the MLP. Refer to **Figures 5** and **7** for the PNP and PTP.
- 4.1.2 A comprehensive pedestrian network is provided in the NCH to cater for direct point-to-point travelling as well as recreational/leisure walking trips. The PNP identifies the routing arrangement and the multi-level networks are: at-grade, elevated and underground. A combination of at-grade crossings, elevated walkways, subways and landscaped decks would provide the pedestrians with different walking experiences.
- 4.1.3 The different pedestrian walkway systems illustrated in the PNP are categorized as follows:
- Existing facilities- the pedestrian network system currently in use in the area
 - Planned facilities- committed pedestrian routes and crossings with definite implementation programme;
 - Proposed facilities- proposed facilities identified in various planning and transport studies
 - Potential facilities- routes and crossings currently proposed in the Study

4.2 Pedestrian Network System

A comprehensive pedestrian network system shall be formed. The following major pedestrian access routes have been identified to connect the existing CBD and hinterland areas in the NCH (Figure 6):

| Route 1 (6 minutes) | Route 2 (9 minutes) | Routes 3 and 4 (10 to 12 minutes) | Routes 5 and 6 (10 to 11 minutes) | Routes 7 and 8 (9 to 10 minutes) | Routes 9 and 10 (10 to 11 minutes) |
|---------------------------|---------------------------|--|--|---|---|
| IFC I | Exchange Square Podium | Central MTR Station | Chater Garden | MTR Admiralty Station | Planned Harcourt Road Elevated Walkway System |
| IFC Shopping Complex | IFC Shopping Complex | Proposed Underground Pedestrian Subway across Connaught Road Central | City Hall Complex | Planned Elevated Walkway across Harcourt Road | HKAPA |
| Existing Elevated Walkway | Site 2 | Landscaped Deck at Site 3 | Reconstructed Old Star Ferry Clock Tower | New Central Government Headquarters (Tamar) | Planned HKAPA Extension |
| Pierside Walk podium deck | Pierside Walk Podium Deck | Proposed Ferry Plaza at Site 3 | Reassembled QP at Site 8 | MTR Tamar Station | Proposed Sculpture Garden |
| Central Piers No. 3 and 4 | Central Piers No. 5 and 6 | New Star Ferry Piers | | Proposed Waterfront Event Plaza at Site 7 Waterfront Promenade | Bayside Walk at Site 6 |

Table 4-1 Major Pedestrian Routes to the Harbourfront

4.3 Existing Pedestrian Network

- 4.3.1 Central is currently well served by a comprehensive system of integrated pedestrian walkways. The elevated/underground walkways, in particular, provide grade-separated pedestrian routes away from the at-grade traffic and minimize conflicts at ground level between vehicles and pedestrians. Compared to other highly dense areas such as Causeway Bay, the benefits of the network are clear.
- 4.3.2 In addition to the at-grade walkways and crossings, there is an extensive elevated and covered walkway system in the area. It links up a number of important commercial premises and public facilities, including the Central Piers, IFC, Connaught Road Central, Exchange Square, the Landmark, Jardine House and Entertainment Building. The underground pedestrian links, most of which are connected to the MTR stations, also facilitate the use of public transport and hence help reduce at-grade traffic demand.
- 4.3.3 The area in Admiralty also has a similar but smaller elevated walkway network linking major developments with Pacific Place, CITIC Tower, AIA Central and Chater Garden. An underground connection between the Station and Pacific Place and Admiralty Centre is used for enhancing underground pedestrian connections. In northern Wan Chai area, a number of footbridges crossing Gloucester Road and Harbour Road to HKCEC are established and can be extended to the future waterfront promenade in the NCH.

4.4 Planned Pedestrian Network

All major pedestrian movements are planned, as far as possible, to achieve direct access and improved convenience between the various KS within the study area. They shall link up the existing and planned pedestrian network to form one comprehensive system. Such desired lines and nodal points are identified and presented in the Pedestrian Circulation Framework under Task 2 of the Study. The primary movements are:

- (a) Along the Civic Corridor

It is expected that significant linear pedestrian movement shall be generated along the Tamar Development. Pedestrian will go to the promenade area to and from existing commercial premises from the hinterland, such as Pacific Place, Queensway Plaza and HKAPA.

- (b) Along the Waterfront Promenade

The 2 km-long promenade is a significant place of pedestrian movement. Pedestrians will travel between Central Piers in the west to Wan Chai and the new HKCEC in the east. Such movement will be supported by small scale light weight and sustainable vehicles, such as an electric car system. Meanwhile, the promenade is readily accessible by various secondary elevated routes from inner area.

- (c) Along Statue Square Corridor

Movement along Statue Square Corridor is significant. Pedestrians travel from the Statue Square, either through the at-grade open space via planned road crossings or through the landscaped deck directly, to the new waterfront area and the Central

Piers. This movement cum the Open Space Corridor is expected to keep the corridor continuously lively.

Secondary movements, including connections from Site 3 connecting with IFC II and from the Harbourfront Festive Deck at Site 1 to the Central Piers are supplementary to the primary movements so that one comprehensive pedestrian circulation framework is provided.

4.5 Refined Pedestrian Network Plan

The different pedestrian walking routes, catering for both recreational walking trips as well as for direct point-to-point travelling, is enhanced and modified in relation to the locations of different activity nodes and varied spatial character of the waterfront in the latest development concepts. A comprehensive network of at-grade, elevated and underground pedestrian routes have been planned to offer a choice of different walking experiences. The benefits of pedestrian-vehicle separated traffic planned for the Central district provided a safe and uninterrupted amongst different activity nodes that do not require the crossing of roads whilst maintaining at-grade pedestrian connections to satisfy the need for traditional street-level walking experiences.

4.6 Car Parking Provision

The car parking provision planned for the new Central Harbourfront is based on the planned developments in the area with the HKPSG requirements adopted as the minimum required provisions. To create a sustainable and environmentally friendly waterfront, some KS, including Sites 4 and 6 which are planned with smaller scale developments, are proposed with no car park provisions to encourage the use of public transport and pedestrian access. Car parks for commercial developments in Sites 1, 2, 3 and 5 are planned with car parks located at basement levels to maximize accessible ground level public open space visitors of the NCH. Public car parking spaces are provided in Site 3. Refer to Figure 8 for the car parking provision for the KS.

4.7 Traffic Network

4.7.1 Existing Traffic Network in the Study Area

The traffic demand in the CBD has long been a problem arousing great public concerns due to congestion, in particular the congested intersection of Connaught Road Central and Pedder Street. The peak hour demand at the intersection has necessitated the past construction of the Pedder Street Underpass and localized lane widening and traffic management measures have been introduced to try to mitigate the traffic impacts in the area.

The earlier stages of the Central Reclamation created land areas for the construction of the Hong Kong Station which was an essential transport component. As a part of the improvement works, the Central ferry piers were relocated and a preliminary road network was created.

Previous planning studies conducted by Government have identified major predicted traffic concerns in the Central area, confirming the need for the CWB to divert east-west traffic flows from the CBD. Road P2 will be the major at-grade transport corridor locally serving the Study Area, and also providing much needed relief to the existing local road network including Connaught Road Central and Harcourt Road.

Part of Road P2, as an important facility in the Central area, has commenced operation as an interim arrangement to provide relief prior to the CWB opening estimated to take place in 2017. Land use within the area in the Central District (Extension) OZP needs to take into account the road network at ground level, the CWB underground, the proposed MTR rail tunnels and the trunk sewer and other utilities.

4.7.2 Planned Road Network

(a) Central-Wan Chai Bypass (CWB)

Previous Government planning studies have predicted major traffic problems in the Central area which would directly affect road based public transport reliability and attractiveness. These studies have confirmed the need for the CWB to divert the strategic east-west traffic flows from the CBD. Such a route will assist public transport by reducing at grade traffic demand, thus enabling public transport services to operate to their designated timetable. Such reliability is essential to ensure that passengers continue to use the services.

The CWB will provide a high quality trunk road linkage from the Rumsey Street flyover in the west connecting to the Island Eastern Corridor (IEC) in the east. This road provides a direct route from the west to the east and vice versa and will have significant benefits for the at-grade road links in the Central/Wan Chai areas.

(b) Road P2

The ground level road, Road P2 is an extension of the existing Man Cheung Street and will be the at-grade transport corridor serving the area in the Study Area locally and will be used by vehicles making local trips including buses and GMBs. This road will also provide much needed relief to the existing local road network including Connaught Road Central/Harcourt Road. It will also help to provide access to the KS and to distribute traffic from the CWB to the neighboring areas, including Central, Admiralty and Wan Chai.

(c) Road Intersection and Roundabouts

The general arrangement of roads planned in the area will be signalized. Two roundabouts are planned, one at the northern end of Man Yiu Street adjacent to the Ferry Piers, which is already constructed, and another at the intersection of Road P1 and Road D6.

4.8 Public Transport

4.8.1 Existing Public Transport Provisions in the Study Area

(a) Rail Services

MTR accessibility to the Study Area is adequate with direct linkage to MTR Central Station exits close to the Study Area, including exits within developments along Connaught Road Central. There are, however, also MTR exits along Chater Road which should be connected directly into the new developments where possible. New covered footbridges may be

planned for elevated linkages between the surrounding buildings, including IFC and Exchange Square, with the NCH.

(b) Bus Services

A large portion of the existing public transport services at Site 1 and 2 shall be re-provisioned at Site 1 and 3 with linkage to the Central Ferry Piers. Additional bus lay-bys shall also be provided at the area of the G/IC Site next to Electric Substation and the Rumsey Street Site.

(c) Public Light Bus

GMB routes operating from Exchange Square, Hong Kong Station and Central Piers in the Study Area are anticipated to continue. The terminating points of some of the GMB services currently operating at the Central Pier areas will be subject to change with the re-provisioned GMB terminating facilities at Site 3. The existing GMB lay-bys fronting the Central Piers are proposed to be located to the re-provisioned GMB terminating facilities at the northern portion of Site 3 to serve the Central Ferry Piers and nearby planned developments.

(d) Ferry Services

The Central Ferry Piers is a major public transport node used by approximately 100,000 passenger trips per day and, as previously discussed, the new connectivity from the hinterland to the NCH will assist passengers using the ferry services.

(e) Taxi Provision

Taxi stands are provided near the Central Ferry Piers in Site 1, near Ferry Plaza in Site 3, Edinburgh Place, IFC and Exchange Square.

4.8.2 Planned Public Transport Provisions

(a) Rail Services

The MTR services planned to be constructed in the future, including SCL and NIL, which will further increase the range of non-car modes of transport to the area and further enhance pedestrian links via subways and connections to other areas in the Study Area.

The estimated number of MTR journeys will increase substantially due to the development in the Study Area and an indication is presented in table below.

| Station | In | Out |
|------------------------|--------|--------|
| Central Station (CEN) | 97,000 | 95,000 |
| Hong Kong Station (HK) | 53,000 | 54,000 |
| Tamar Station (TAM) | 15,000 | 15,000 |

(Source: Consultant's in-house transport model)

Table 4-2 Estimated Daily MTR Station Usage (2021)

The daily MTR usage is derived using the Consultant's in-house transport models which employ the Government land use planning assumptions as key inputs. The strategic models project travel demand and mode choice of the territories. The forecast modal split for the area has been extracted as shown below:

- Rail based public transport (PT) - 43%
- Road based public transport (PT) - 23%
- Private Vehicle (PV) - 18%
- Taxi - 11%
- Special Purpose Bus (SPB) - 5%

The proportion of rail based trips to the area is anticipated to be very high, around 43% in 2021. New pedestrian connections to the existing Central Station and the future station at Tamar will be provided in Sites 3 and 5 respectively.

4.8.3 Bus Services

In the earlier stages of the Central Reclamation, land was provided for the Hong Kong Central Station which was an essential transport component and one of the Airport Core Projects (ACPs). As a part of the improvement works, the Central ferry piers were relocated and a preliminary road network was created.

The Study Area will currently benefit from two PTIs in the immediate vicinity including the ones at Exchange Square and Four Seasons Hotel. To allow for more ground level public spaces in the NCH, no additional PTIs are proposed in the area. However, current public transport provisions in the Study Area, including the temporary PTI at the location of Site 2, shall be re-provided at various locations in the NCH in Sites 1, 2 and 3. It is anticipated that the public bus facilities will be rationalized to take into account the new road network system and the newly planned public transport facilities.

4.8.4 Public Light Bus

The existing GMB services in the area are anticipated to be enhanced and reviewed prior to the completion of CRIII. Additionally, new facilities will be provided including a bus and taxi laybys at the north portion of Site 3.

4.8.5 Ferry Services

Pedestrian accessibility to the ferry piers from Central hinterland was relatively inadequate until the opening of the footbridge alongside Site 3 in mid-2007, which allowed direct access for passengers approaching from the south.

The ferry services in Central have long been a key public transport feature of the Victoria Harbour and have evolved over time. The ferry piers that will be in place will continue to provide a wide range of direct routes, catering for both work and recreational trips.

4.8.6 Taxi Provision

The new infrastructure within the Study Area has planned a number of new and

potential taxi facilities shall be located around the whole Study Area including Sites 1 and 3 near the Central Ferry Piers.

4.8.7 Sustainable Transportation Network

The future transport network serving the Study Area will be sustainable as it will be based around public transport facilities, in particular the electrically powered MTR. It is anticipated that over time, as fuel sources change, public buses will change from low emission diesel engines to hydrogen or electrically powered.

(a) Ferry Services

The ferry service from Central has long been a key public transport feature of the harbour, with the Star Ferry being able to trace its roots back to 1898.

The Central ferries are considered as a major public transport node. This form of transport is sustainable and it is anticipated that there will be less toxic emissions as ship fuels improve.

(b) Environmentally Friendly Transport

It is envisioned that the Study Area will be well served by a variety of sustainable transport modes, favouring MTR, ferry, bus, and GMB over private cars or taxis. Amongst these transport modes, the MTR is considered as the most environmentally friendly due to lower emissions which is diverted from the concentrated areas of the population.

To further enhance the accessibility of the waterfront promenade, a sustainable transport service is considered to provide direct connectivity along the waterfront promenade from the Central to Wan Chai. The mode of the environmentally friendly transport along the waterfront will have to be further explored in due course.

4.8.8 Public transport facilities to be provided in the KS are summarized in the following table:

| Site | Existing Condition | Proposed Revision |
|---|---|---|
| Site 1 - On-street facilities outside Piers No. 4-7 | 1 no. of 15m taxi stand | 1 no. of 25m taxi stand |
| | 1 no. of 15m XHT taxi stand | 1 no. of 15m XHT taxi stand |
| | 2 nos. of 10m taxi pick-up/drop-off | 2 nos. of 10m taxi pick-up/drop-off |
| | Public loading/unloading bay (170m in total) | Public loading/unloading bay (110m in total) |
| | 3 nos. of bus lay-by (75m, 60m & 26m) - 6 terminating routes - 9 passing bus routes | 3 nos. of bus lay-by (110m, 80m & 40m long) - 6 terminating routes - 9 passing bus routes - 2 terminating bus routes from Site 2 |
| | 3 nos. of GMB lay-by (20m each) | Relocated to Site 3 |

| Site | Existing Condition | Proposed Revision |
|---|---|---|
| Site 2 - Central Ferry Piers Bus Terminus | 9 nos. of bus bays (41m each) - 9 terminating bus routes | Relocated to Site 1, the area near the G/IC Site near Electric Substation and the Rumsey Street Site. |
| Site 3 - PTI under Planned Development (Existing: City Hall Bus Terminus & GMB) | 1 no. of bus bay (33m) - 1 terminating bus route | Relocated |
| | 3 nos. of GMB stand (16m, 24m & 48m) - 4 terminating GMB routes | 4 nos. of GMB stands (28m each and at least 1 double width) |
| | Nil | 2 nos. of coach bays (26m & 28m) |
| | | Public loading/unloading bay (25m) |
| | | 1 no. of taxi stand (15m) |
| "G/IC" Site - Area next to Electric Substation | Nil | 1 no. of bus lay-by (60m) - 2 terminating bus routes from Site 2 |
| Facilities relocated outside Sites 1, 2 & 3 | | 5 terminating bus routes (from Site 2) to be relocated outside the study area at Rumsey Street site before the deletion of the existing PTI at Site 2 |
| | | 1 terminating bus route (from City Hall / Site 3) to be relocated to the Central (Hong Kong Station) PTI |
| | | 3 terminating GMB routes (from Site 1) to be relocated to reprovisioned GMB stands in Site 3 |

Table 4-3 Public Transport Facilities in Key Sites 1-3

V LANDSCAPE STRATEGY PLAN

5.1 Landscape Strategy

The Landscape Strategy Plan (LSP) is established with a goal to create a rich landscaped environment that is pleasing and each of its distinctive character with a strong sense of identity. Landscaped zones are planned with various plant species, water features and sculptures in aim of creating varied identities for different zones. The landscape concept is also envisioned to serve as a form of mitigation to alleviate surrounding negative impacts associated with traffic noise and undesirable views of utility buildings. Refer to **Figure 9** – Landscape Strategy Plan.

The landscape strategy has the following objectives:

- Celebrating the Waterfront
- Creating a Network of Landscaped Open Spaces
- Enhancing the Pedestrian Experience
- Creating a Sense of Identity
- Enhancing View Opportunities
- Facilitating Way Finding and Orientation

5.1.1 Celebrating the Waterfront

The primary goal of the NCH development is to enliven and enrich the waterfront areas of Central. The development has a great potential to enhance public enjoyment of the harbourfront. The new waterfront will be featured with varieties of activity nodes and open spaces creating a new destination point for the City. The waterfront promenade will be designed with quality landscaped open space to celebrate the magnificent views of our Victoria Harbour and to offer an unique waterfront setting that is symbolic of Hong Kong and that we are proud of.

5.1.2 Creating a Network of Landscaped Open Spaces

The open spaces planned along the new waterfront are designed to create a public showcase for the City and will be well integrated into the existing open spaces in the vicinity, including:

- (a) Chater Garden
- (b) Statue Square North /South
- (c) The Cenotaph Garden
- (d) City Hall Memorial Garden
- (e) Jardine House Garden
- (f) Edinburgh Place
- (g) Golden Bauhinia Square

5.1.2 Enhancing the Pedestrian Experience

One of the primary goals of the landscape design is to enhance the pedestrian experience and to encourage visitors to walk through and between public open spaces. Pedestrian routes designed to offer variety of pedestrian experiences are strategically planned to provide orientation and enhance connectivity amongst individual activity nodes. Barrier-free access will be comprehensively integrated to enhance public accessibility to the waterfront.

5.1.3 Creating a Sense of Identity

The landscape design of the open spaces emphasizes a sense of identity with strong legibility. Properly designed features integrated with sensitive selection of hard and soft landscape materials will help to bring out each of the intended unique character of space. Local references are made to the cultural and historical background of individual sites which help to further strengthen its spatial character.

5.1.4 Enhancing View Opportunities

Preserving and enhancing opportunities for harbour views is a major factor in the Study. The views of the Harbour as well as the views back toward Central has all be carefully assessed and protected through the establishment of view corridors. A sense of openness and connection to the waterfront are encouraged. These view corridors are established to enhance the enjoyment of the open spaces in addition to providing a better orientation and enhancing public accessibility to the waterfront. Existing views will not be compromised but rather will be further enhanced with well-designed landscape open spaces.

The views of the CBD and towards the ridgeline are carefully considered to ensure that new developments should not detract from the visual enjoyment of Hong Kong's signature skyline. The open spaces of the development should serve to frame and enhance the views of the surrounding buildings. Unobstructed sight lines to the surrounding hills shall be maintained.

5.1.5 Facilitating Way Finding and Orientation

Orientation and way finding are critical issues that must be effectively addressed. A clear hierarchy of open spaces have been created to ensure that the landscape framework is legible and easily identifiable. Developments within the new waterfront should be seamlessly integrated with the existing open space network and surrounding urban areas.

5.1.6 Landscape Zones

The LSP provides a general design concept for the open space along the waterfront. Its design concept is based on different landscaping themes tailored made for each of the landscape zones designed to integrate the surrounding sites and activities. The following are the list of designated landscape zones.

- Shade Tree Pier Walk- a landscaped interface between the ferries and the Central harbourfront
- Four Seasons Floral Corridor- a significant north-south landscaped pedestrian link from Central to the harbourfront
- Song Birds Fragrance Park- a landscaped attraction highlighted with lush vegetation to complement the significant City Hall and Edinburgh Place sites
- Exotic Floral Park- a major tourist attraction node combined with exotic plants from around the world
- Seaside Verdure- a long stretch of landscaped area along the waterfront enhanced with vegetation suitable for seaside macroclimate
- Bauhinia Walk- a green harbourfront passage linking to the arts and cultural precinct to the east

- Cultural and Floral Park- a landscaped zone to enhance the arts and cultural buildings and the outdoor open spaces for performance
- Tree Boulevard- an alignment of trees along the Road P2 boulevard for softening effects

Some landscape zones are further divided into smaller sub-zones to create more diversified landscaping themes to accentuate individual character of each area. Various soft and hard landscaping features are proposed to create a vibrant and green environment.

5.2 Greening Ratio

In the refined MLP, to achieve our urban design vision “To create a Vibrant, Green and Accessible New Central Harbourfront that is symbolic of Hong Kong and that we are all proud of”, the recommended greening ratio for the 8 key sites will range from 30% to 50% depending on the proposed uses of the sites, design concepts and the site planning conditions. It is to ensure that sufficient greening areas are provided in accordance with HKPSG and other associated guidelines and recommendations in the NCH.

| Item | Private development | Public Open Space | Roads |
|--|---|--|--|
| Overall green site ratio Measurement criteria: Aggregate square meterage of all green areas at any level exposed to daylight, including recessed/ covered areas, subject to the vertical angle limitations defined below. | 30% of site area | 50% of site area | Not applicable |
| At-grade greening Measurement criteria: Aggregate square meterage of all green areas exposed to daylight at grade over natural subsoil. | Not less than 15% of site area | 50-60% of green area | Not applicable |
| On podiums, roofs and any other structures Measurement criteria: Aggregate square meterage of all vegetated areas on roofs, podia or other structures. | Not to exceed 50% of green area requirement | Not to exceed 20% of green area requirement | Not applicable |
| Grass-paving systems | Capped at 30% of overall green ratio and 30% of at-grade green ratio.(Reduced according to manufacturers' specifications on case by case basis) | | Not applicable |
| Tree planting area Soil depth not less than 1.2m. | Min.60% of green coverage (i.e.18% of site area) 3 trees per 100 square meters of required green area. | Min.60% of green coverage (i.e. 51% of site area) 3 trees per 100 square meters of required green area. | Pavement width less than 6m: 1 row of trees* Pavement width 6m or more: 2 rows of trees* *Trees at 8m spacing lined along the road |

| | | |
|---|---|----------------|
| Aquatic plants/ water bodies | Capped at 30% | Not applicable |
| Vertical greening i.e. slopes and green surfaces steeper than 45 degrees. | Capped at 30% of overall green ratio. Not counted for at-grade green ratio. Vertical greening 15m above pedestrian level to be further reduced by a 0.5 factor. | Not applicable |
| Recessed or partially covered planting surface any point of which is an apex of a 45-degree-or-larger cone of unobstructed daylight received from an unglazed and clear overhead or side opening. | Subject to a cap of 30% of overall green ratio. | Not applicable |

Table 5-1 Minimum Greening Ratio Requirements and Measurement Criteria

Note: Minimum tree planting requirements may be governed by stipulating the number of trees proportional to site area or by stipulating a minimum percentage of green coverage to be planted with trees

VI AIR VENTILATION ASSESSMENT

6.1 Air Ventilation Assessment August 2008

- 6.1.1 An Air Ventilation Assessment (AVA) was conducted for four key sites namely Sites 1 to 4 in the new Central harbourfront. The two illustrative MLPs (Schemes A and B) presented in Stage 2 Public Engagement under the UDS were used as the basis for assessing the air ventilation quality to ensure that the proposed developments are in line with the requirements prescribed under the environmental guidelines.
- 6.1.2 According to the Expert Evaluation Report conducted in April 2008, it was noted that the overall air ventilation performance of Central for the existing pedestrian level wind conditions in its current state is poor. A Wind Tunnel Test had subsequently been conducted in August 2008 to assess any potential impact on air ventilation associated with the proposed new buildings at Sites 1 to 4. Wind speed measurements for 16 wind directions were taken from 142 test points for Scheme A, 144 test points for Scheme B and 101 test points for Scheme C within the proposed development sites. The resultant findings generally concluded that since the proposed buildings within Sites 1 to 4 are basically low to medium rise (with the exception of the proposed hotel and office buildings in Sites 1 and 2), with adequate distance separation buildings and avoidance of slab-like built forms; both schemes are not expected to have adverse effect on the pedestrian level wind climate. However, stagnant zones at localized areas would be expected within the leeward side for the office and retail medium rise and areas underneath the landscaped decks at Sites 1, 2 and 3; whilst uncomfortable pedestrian level wind conditions may occur in exposed areas for the low-rise development at Site 4 during periods of strong prevailing northerly and easterly winds.

6.2 Air Ventilation Assessment December 2009

- 6.2.1 Another round of AVA was completed in December 2009 based on the revised MLP subsequent to the Stage 2 Public Engagement (Scheme C). In the revised MLP, the overall pedestrian level wind conditions in the East Harbourfront, North Harbourfront, Open Area, High-rise Development Area and Existing Development Area were similar to those previously measured. Hence, a similar air ventilation performance is expected. The modifications proposed in Scheme C would only have localized effects on the pedestrian level wind environment. The combination of reduced buildings heights in Sites 1 and 2 and the enlarged landscaped deck in the refined design scheme will likely prevent the occurrence of high wind speeds at the pedestrian level at Sites 1 and 2. Also, with increased spacing introduced between the buildings in Site 3, localized improvements in air ventilation is expected. Similar to Schemes A and B, the size of the landscaped deck at Site 3 will create localized areas of low wind speed. For Site 4, the revised courtyard design building layouts will create localized low wind flow as some are sheltered from the prevailing winds from the north-east quadrant. As the overall dimensions and heights of the proposed building remain low-rise at Site 4, the air ventilation performance for Scheme C will be similar to Schemes A and B.
- 6.2.2 The AVA results concluded from Schemes A, B and C for Sites 1 to 4 are generally satisfactory. The future developers should make reference to the AVA findings and recommendations conducted under UDS and demonstrate that their proposed schemes will not have worsened the air ventilation performance

and/or create negative ventilation impacts to the development schemes prepared under the Study.

VII SUSTAINABILITY ASSESSMENT

7.1 Background

As part of the Study, sustainability objectives and performance indicators addressing economical, environmental and social aspects were formulated using established sustainability principles, international precedents and public views received during the Public Engagement exercises. The performance of the refined urban design framework was assessed by carrying out a sustainability assessment (SA) with reference to Computer Aided Sustainability Evaluation Tool (CASET) indicators developed under the Study on Sustainable Development in Hong Kong for the 21st Century (SUSDEV21) and other guidelines from BEAM, HKPSG and LEED.

7.2 Sustainable Design Principles

The sustainability implications of the two illustrative MLPs for design concepts A and B respectively as proposed in the Stage 2 Public Engagement and refined MLP have been compared to the baseline scenario as set out in the approved OZPs. Reference to the following six sustainable design principles gathered in the Public Engagement exercises have been made:

(a) Diverse Uses and Activities

The NCH has to provide a viable threshold to generate interactions to make urban functions or activities possible by allowing a diversity of activities and recreation, building densities and responding to the social, cultural and economic context of the city.

(b) Respecting Natural and Existing Urban Context

The design needs to take into account the natural context including the harbour, the coastline, the ridgelines, and local climate. It is equally important to respond to and enhance the existing urban fabric of the area by ensuring continuity and connectivity.

(c) Promoting Harbourfront Enhancement

The Victoria Harbour is an important asset to our city, both in terms of image and as a functional harbour. Urban design along the harbourfront should provide opportunity for enhancement both in terms of image and functions.

(d) Respecting Cultural Heritage

History and culture are important issues for achieving sustainability, especially for the social aspects. The community concerns for preserving cultural heritage would need to be taken care of while providing opportunity for enhancement.

(e) Ease of Pedestrian Access to Harbourfront

Comprehensive pedestrian and vehicular traffic network should allow for walking and efficient public transport; encouraging social interaction and enabling accessibility to facilities and services at the NCH.

(f) Promoting Environmentally Friendly Building Design and Greening

The building design in the NCH should embrace nature and be environmentally friendly. Landscaping should be encouraged where appropriate to improve the built environment and provide an amenable urban space.

Social, environmental and economic criteria derived from these principles were used to assess the proposed MLPs.

7.3 Results of Sustainability Assessment

- 7.3.1 The results of the sustainability assessment indicate that the refined MLP is considered sustainable in the long term. It would bring about a range of benefits; particularly in the social and mobility aspects, such as accommodating leisure, cultural and government facilities, creating a significant landscaped area and quality waterfront at the heart of the city, cultivating a sense of place, meeting the need for essential strategic transport infrastructure and facilitating the ease of movement.
- 7.3.2 The performance in the economic aspects has been slightly affected due to the reduction of GFA in the refined MLP. However, the implications are relatively minimal and are compensated by the improved performance in the social and environmental aspects, particularly by reducing energy consumption, construction waste and impact on landfill capacity.
- 7.3.3 While the final proposal would still have less desirable implications on the environmental and natural resources aspects, the extent has been reduced from the previous proposals (i.e. the two illustrative MLPs in the Stage 2 Public Engagement). The impact of these implications on the overall sustainability can be kept to a minimum through the incorporation of environmental mitigation measures as recommended in the approved EIA and sustainable building design for the developments. The planning and design briefs for the KS provide clear design parameters and guidelines to guide future design and implementation.

VIII DESIGN CONCEPTS OF KEY SITES AND MASTER LAYOUT PLAN

8.1 Introduction

8.1.1 The Refined Urban Design Framework in Task 2 and the Refined Design Concepts for the KS in Task 3 have been developed to achieve the following objectives:

- Urban Design Objectives
- Controlled Massing Approach
- Sustainable Design Concepts
- Enhanced Accessibility and Connectivity
- Extensive Green Area and Open Space
- Preservation of Cultural Heritage
- Public Aspirations from Stage 1 and 2 Public Engagement

Notional design schemes have been produced for each KS for deriving the proposed development parameters based on a number of assumptions. The notional schemes are indicative only and should be further reviewed at the implementation stage.

8.1.2 The development boundaries of the KS have been critically reviewed based on the recommended urban design concepts in the MLP. Sites 1 and 2 are combined as a joint development and the site boundaries of the following KS have been revised:

- (a) Site 3: The northern portion of the site which is planned as part of the Ferry Plaza linking with the reassembled QP is excised and included in Site 7 as part of the waterfront promenade development.
- (b) Site 4: The area proposed for bicycle station and the view corridor from City Hall to the reassembled QP are excised and included in Site 7 as part of the waterfront promenade development. The planned electricity supply buildings (ESBs) to the east of the Site are excised from Site 4.
- (c) Site 6: In order to be in line with the design concept in the refined MLP, the site is divided into 2 portions to cover the main development areas. The proposed ESB and its surrounding open space are excised and included in Site 7 as part of the waterfront promenade.

8.2 Main Design Concepts and Major Planning Parameters

The main design concepts and planning parameters for the KS are summarized below:

| Site (Area) | Design Concept | Proposed GFA (m ²) [#] / Building Height (mPD) |
|----------------------------------|---|---|
| Site 1 (1.84 ha) [@] | <ul style="list-style-type: none"> • A civic node and a mixed use precinct primarily for public enjoyment • Two blocks of +25mPD for retail, restaurant and exhibition uses at Site 1 • One iconic block of +60mPD for cultural, retail, restaurant, entertainment, tourism, GIC uses and festive activities at Site 2 | 16,120 m ² (including retail, restaurants, exhibition, gallery, etc. and 12,600 above Central Piers 4 to 6) (+25mPD) |
| Site 2 | <ul style="list-style-type: none"> • Additional 1.5 commercial floors above Central Piers 4 to 6 | 19,000 m ² |

| | | |
|-----------------------------------|---|--|
| (0.40 ha) [@] | <ul style="list-style-type: none"> Extensive landscaped deck and public open space of 1.7 ha. for greening, open space and festive events | (including exhibition, gallery, retail, theatre, etc.) (+60mPD) |
| Site 3 (4.76 ha) [@] | <ul style="list-style-type: none"> Retail and office developments Larger landscaped deck with enhancement to pedestrian connections and visual permeability More at-grade open space with street activities Reconstruction of Star Ferry Clock Tower at original location | 157,400 m ² (including 44,800 m ² for office; 105,200 m ² for retail; 3,600 m ² for public transport facilities; and 150 public car parking spaces [^]) (+50/+40/+30mPD) |
| Site 4 (0.93 ha) [@] | <ul style="list-style-type: none"> Waterfront-related commercial and leisure uses with a theme of 'Harbour Place' Small and separate building blocks with intimate courtyard spaces Alfresco dining and restaurants | 7,500 m ² (+20mPD) |
| Site 5 (1.16 ha) | <ul style="list-style-type: none"> Two blocks for hotel and office uses on a landscaped podium Possible additional office development south of Site 5 of approx. 21,000m² GFA being explored | 58,000 m ² (25,000 for office and 33,000 for hotel) (+80mPD) |
| Site 6 (0.35 ha) [@] | <ul style="list-style-type: none"> Waterfront-related commercial and leisure uses with a marine theme Further improvement to pedestrian connectivity | 2,900 (+15/+20mPD) |
| Site 7 (9.87 ha) ^{@+} | <ul style="list-style-type: none"> Waterfront promenade A hybrid of 'urban park' and 'urban green' concepts Additional alfresco dining within the area | 480 m ² (+10mPD) |
| Site 8 (0.14 ha) [@] | <ul style="list-style-type: none"> Reassembly of Queen's Pier by the Harbour and refurbishment of Central Piers No. 9 and 10 Improve design of Ferry Plaza | 1,200 m ² (*) (+11.24mPD) |

Table 8-1 Summary of Main Design Concepts and Major Planning Parameters of Key Sites

Notes:

- # Estimated amount of total GFA is subject to refinement upon detailed design
- @ Site boundary and area of the subject sites have been refined in accordance with the design concept in the Master Layout Plan in the process of preparing the planning and design briefs for the key sites in the Study
- + Only 9.23 ha under CRIII
- * Roof area of Queen's Pier
- ^ Number of public car parking spaces reprovisioned from existing Star Ferry Car Park

8.3 Design Concept of Sites 1 and 2 (Plans 1 to 5)

8.3.1 From Stage 2 Public Engagement to Revised Design

Taking into account the public views and the support in the TGUDS for further reducing the development intensity of Sites 1 and 2 and redistributing the GFA to other locations, the design concept for the two sites has been revised.

8.3.2 Revised Design Concept

The main consideration in the revised design is to revise the development concept to primarily cater for the public enjoyment of the harbor, to reduce building mass and building height as well as to provide a large landscaped deck. In the revised design, Sites 1 and 2 will form a distinctive civic node and mixed-use precinct with low-rise structures for exhibition, retail, entertainment, civic and community uses and quality public open space for public enjoyment. As a showpiece to showcase Hong Kong, iconic architectural forms are proposed on a wide landscaped “Harbourfront Festive Deck” for festivals and celebrations. The development parameters of Sites 1 and 2 have been significantly reduced to 16,120 m² and 19,000 m² respectively. The Sites are proposed for low-rise iconic developments comprising two 2-storey blocks (+25mPD) in Site 1 and one 6-storey block (+60mPD) in Site 2. In order to keep building height low, 3-storey basements will be required at Site 2 to accommodate all required carparks. The originally planned Public Transport Interchange (PTI) at Site 2 has been deleted in the revised design and the public transport facilities will be redistributed to the ferry pier area and other sites close to the NCH. The land use and design concept is summarized as follows:

- (a) As a mixed-use precinct, uses within Sites 1 and 2 (outside the pier portion) may include exhibition, gallery, theatre, civic, community, retail, dining, entertainment uses and the like to create a vibrant, attractive and accessible civic node for public enjoyment of the harbourfront and to showcase Hong Kong. It should feature a low-rise, iconic development with quality design, distinctive architectural expression and comprehensive master planning. It is also to be used as a venue for hosting events relating to exhibition, cultural, tourism and festive activities.
- (b) An extensive elevated landscaped deck with an area of about 20,000m²⁽⁵⁾ which extends beyond Sites 1 and 2 should be provided to connect IFC II to the new harbourfront under the concept of a “Harbourfront Festive Deck”. The indicative extent of the proposed landscaped deck including the landscaped footbridge across Man Yiu Street which is to be constructed by the developer of Site 3 is illustrated in **Plan 2**. The deck area covers the footprints of two low-rise pavilion style buildings in Site 1 and an iconic low-rise building in Site 2 as well as some void spaces, designed to optimize air ventilation and visual access towards the harbour. It will primarily be used for public open space, mainly for greening, leisure and festive celebrations with a central plaza for hosting public events. To enhance vibrancy within the public open space, limited scale of alfresco dining, open air cafes, exhibition area, information booths etc. (without permanent structures) can be introduced on the landscaped deck. The deck should be connected with the surrounding developments to create a comprehensive pedestrian network at elevated level while maintaining traffic flow and public transport facilities around the ferry piers at ground level.
- (c) To enhance vibrancy of the harbourfront, an additional one and a half storey commercial floor space will be constructed above Central Piers 4 to

⁵ The deck area includes about 4,200m² for building footprints and 1,700m² for voids; but excludes about 1,300m² for the part connecting to the adjacent Site 3 which is to be constructed by the developer of Site 3.

6 under a separate government contract targeted for completion by end of 2014. The additional GFA for the piers will be assigned back to the ferry operators for dining, retail, and other waterfront related uses. Design and development of Sites 1 and 2 shall integrate with the façade of the refurbished piers and the function of the piers therein. The roofscape of Central Piers 2 and 3 shall also adopt a coherent design with the pier development of Piers 4 to 6 to project a welcoming image for this inter-island ferry transport hub and helps to enhance the overall design theme for the Pierside Corridor.

- (d) Rooftop public open space shall be provided above Central Piers 4 to 6 and the design of which should be coordinated with the landside development to complement its waterfront setting and yet respect the pier function operating on the ground and first floor levels of the piers. The future developer of the Site is required to provide a 24-hour public access between the landscaped deck to the rooftop public open space above the piers in agreement with the ferry operator.

8.3.3 Technical Consideration and Site Constraints

- (a) As the Site is situated in close proximity to the harbourfront, development thereupon will be subject to height restrictions and massing and disposition controls to protect views to and from the harbour.
- (b) The Site is the gateway to the outlying islands. Site 1 has to include public transport and loading/unloading facilities for the ferry piers. Adequate public transport facilities should be maintained at all times to serve the need of the commuters including the development of the Site.
- (c) The ground level of Site 1 is largely occupied by roads and public transport facilities, ancillary car parking and other on-site servicing facilities for Site 1 development would have to be provided at Site 2.
- (d) Building setback at ground level should be provided along the southern edge of Site 2 to cater for a 5m wide protection buffer as required for the CWB tunnel.
- (e) The layout and design of the development, landscaped deck and associated supporting structures should take into account the existing roads running across the Site, the above ground and underground utility structures within and adjacent to the Site including the ESB, the CWB Tunnel and associated West Ventilation Building, and the emergency vehicular access, the underground pump houses and associated underground utility network that run along the entire waterfront.
- (f) The existing pedestrian connections to the harbourfront, passengers and goods transportation using the ferry services should be maintained during the construction of the landscaped deck.
- (g) Impact on the road traffic capacity should be minimized during the development of the Site and the construction of the landscaped deck.
- (h) Development thereupon should take into consideration the underground cables and pipelines located within the Site for servicing the existing pump houses along the waterfront.

The development constraints of the Site are shown on **Plan 3**.

8.3.4 Other Design/ Implementation Consideration

- (a) Coordination with the operators of Piers 4-6 and relevant government departments will be required to confirm the management of open space and possible 24-hour public passage for crowd dispersal.
- (b) Coordination with the developers of IFC II and the adjoining Site 3, and the management party of Central Terminal Building is required to ensure the pedestrian connection can be implemented.

8.3.5 Summary of Planning and Development Parameters

| Item | Particulars | Remarks |
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| Zoning | <p><u>Site 1</u> "Comprehensive Development Area (2)" ("CDA(2)") on the Central District Outline Zoning Plan No. S/H4/13 (OZP).</p> <p><u>Site 2</u> "Commercial" ("C") on the OZP.</p> <p><u>Landscaped Deck</u> "Government, Institution or Community" ("G/IC") and 'Road' on the OZP</p> | |
| Site Area | <p>Total : 2.90ha (approx.)</p> <p>Site 1 : 1.84 ha (approx.)</p> <p>Site 2 : 0.41 ha (approx.)</p> <p>Landscaped Deck (outside Sites 1 and 2) : 0.62 ha (approx.)</p> | Refer to Plan 1 for the indicative extent of the proposed landscaped deck. |
| Proposed Uses | <p>A civic node comprising a mixed-use precinct for exhibition, gallery, theatre, civic, community, retail, dining and entertainment uses.</p> <p>A landscaped deck mainly for public open space.</p> <p>Additional one and a half floors for retail, dining and waterfront related commercial uses and half floor space for public open space above existing Central Piers 4 to 6.</p> | The proposed landscaped deck should connect to the adjacent developments and existing elevated walkway system to further enhance pedestrian connectivity from CBD to the new harbourfront. |
| Maximum GFA | <p>Total : 35,120 m² (including 3,600 m² of existing commercial GFA at Central Piers 4 to 6)</p> <p>Not less than 3,100 m² of the total GFA should be used for GIC facilities to be provided outside the piers portion.</p> <p><u>Site 1 including Central Piers 4 to 6</u> 12,520 m² (A maximum commercial GFA of 9,000 m² to be provided within the additional one and half floors above Central Piers 4 to 6. A maximum GFA of 3,520 m²</p> | <ul style="list-style-type: none"> • The following items should be exempted from GFA calculation: mandatory features, essential plant rooms, hotel concession and ancillary car parking at basement level. No bonus GFA or GFA exemption relating to dedication of public passageway, surrender for road widening and building set back would be allowed. • Public transport facilities such bus laybys and taxi stands can |

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| | <p>should be provided outside the piers in two separate blocks.)</p> <p><u>Site 2</u> 19,000 m²</p> | <p>be excluded in GFA calculation.</p> <ul style="list-style-type: none"> The commercial GFA at Central Piers 4 to 6 including existing 3,600m² and planned 9,000 m² on the additional one and a half storeys above the three existing piers will be assigned to the ferry operators. |
| Maximum Development Height | <p><u>Site 1</u> +25mPD (including one and a half additional floors above existing pier structures in Central Piers 4 to 6 and roof top structures)</p> <p><u>Site 2</u> +60mPD (including roof top structures)</p> <p><u>Landscaped Deck</u> +14mPD</p> | <ul style="list-style-type: none"> Refer to Plan 5 for details The proposed level of the landscaped deck should allow for sufficient headroom for the public transport facilities running along the roads underneath the deck and be able to conceal all utilities network. |
| Landscaped Deck | <p>Total: 20,000m² approx. (including landscaped footbridge links to adjoining developments, building footprint above deck level and voids within). The proposed deck should provide connections at elevated level to :</p> <ul style="list-style-type: none"> Developments within the Site; Central Piers 4 to 6; IFC II; Existing Central Terminal Building at Central Piers 7 and 8; Existing elevated walkway linking IFC II and Central Pier 3; and Existing temporary elevated walkway along Man Yiu Street from General Post Office to the Central Terminal Building at Central Piers 7 and 8 prior to the development of Site 3. | <ul style="list-style-type: none"> Refer to Plan 5 for the indicative extent of the proposed landscaped deck, which includes the connection across Man Yiu Street to the "CDA" development at Site 3 to be constructed by the developer of Site 3. Public open space should be provided on the landscaped deck. (See Open Space Provision below). For portion of the landscaped deck to be constructed above the CWB tunnel and within its protection zone, construction details and design interface should follow the General Guidelines of CWB Tunnel Protection and be subject to the approval of HyD. |
| Open Space Provision | <p><u>Landscaped Deck</u> minimum 13,000 m² of public open space inclusive of:</p> <ul style="list-style-type: none"> a central plaza (4,000m²); a landscaped footbridge to IFC II; and voids therein. <p><u>Top Deck at Central Piers 4 to 6</u> minimum 3,000 m² of public open space (about 1,000 m² at each pier)</p> <p><u>Ground Level</u> Site 2 : minimum 450 m²</p> | <ul style="list-style-type: none"> Refer to Plans 4 and 5 for details The area should be opened to public 24 hours. The landscaped deck and the at-grade open space to be maintained by the owner(s) of the Site. It should be designed with high landscape quality with lots of greenery, quality paving and high quality street furniture. Areas designated for open air cafes, kiosks, book / news stands, eating/drinking stalls, commercial exhibition and events, and outdoor seating accommodation should not exceed 10% of the area of the |

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| | | <p>public open space..</p> <ul style="list-style-type: none"> The design of public open space should follow the design and management guidelines for public open space in private development promulgated by the Development Bureau. |
| Landscape Provision | <p>The greening ratio including at-grade green coverage, vertical greening, green roof, green deck, etc. in the building design should be comprehensively considered in the context of the greening strategy recommended in the Landscape Strategy Plan.</p> <p>A minimum greening ratio of 30% should be provided within the Site with not less than 10% of the site area for at-grade greening.</p> | <ul style="list-style-type: none"> Advice should be sought from the Planning Department on how the greening ratio should be calculated in the preparation of the landscape master plan and greening proposal in the MLP submission. <i>Ficus microcarpa</i>, <i>Hibiscus tiliaceus</i> and <i>Cinnamomum camphora</i> could be considered for the festive theme of the landscaped deck. <i>Bauhinia blakeana</i> and <i>Terminalia mantaly</i> could be introduced as thematic planting for the open spaces of individual buildings or a cluster of buildings to provide an unique spatial definition for each area |
| Non-building Area | <p>Non-building area is designated on the ground level to include:</p> <ul style="list-style-type: none"> Area above the CWB tunnel structure; and 5m wide protection buffer on both sides of the CWB tunnel structure. Building setback is reserved along the southern side of the proposed development on Man Po Street <p>To enhance local streetscape by providing more landscaping opportunities, a minimum 2m wide landscaped strip (where practicable) is recommended on the public footpath along street frontages of Man Yiu Street and Man Kwong Street.</p> | <ul style="list-style-type: none"> Refer to Plan 4 for details Overhang structures within the non-building/ setback area should allow for a minimum 5.1m headroom vertical clearance from the mean road formation level and a minimum 10m horizontal clearance from the tunnel portal and associated west ventilation building. Set back of the landscaped deck, where practicable, is recommended along the existing waterfront promenade is encouraged to provide opportunities for the planting of wider canopy trees along the Pierside Corridor to enhance walking experience. |
| Pedestrian Connection | <p>Accessibility towards the new harbourfront should be enhanced through a comprehensive network of pedestrian links to provide safe and convenient pedestrian connections to adjacent commercial buildings, open spaces, ferry piers, bus termini, public transport interchanges, MTR stations and the Hong Kong Airport Railway Station.</p> <p>The pedestrian links should be provided for convenient access to the</p> | <ul style="list-style-type: none"> Accessibility towards the new harbourfront through the development site should be enhanced through a comprehensive network of multi-level pedestrian links to provide all weather protection for the pedestrians. A comprehensive pedestrian network plan and respective development programme for provision of multi-level |

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| | <p>proposed landscaped deck to enhance connectivity from the existing CBD towards the new harbourfront. See section on Landscaped Deck above.</p> | <p>connections (elevated, at-grade and underground etc.) should be included in the MLP submission.</p> <ul style="list-style-type: none"> Public passage associated with the provision of the elevated walkway will not be entitled for any bonus claim for GFA concession. A 24-hour pedestrian access is to be maintained for the proposed footbridge and through at-grade footpaths via the Site to and from the waterfront promenade and to other major activity nodes should be provided. A pedestrian circulation plan for the Site and crowd dispersal proposal for festive events should be prepared as part of the MLP submission to the satisfaction of the Commissioner of Police. |
| <p>Other Technical Requirements</p> | | |
| <p>Traffic and Transport Aspects</p> | <p>An area of approximately 5,400m² along Man Kwong Street with direct frontage to Central Piers 4 to 6 is to be reserved for provision of the following public transport facilities:</p> <ul style="list-style-type: none"> Two 10m taxi pick-up/drop-off; Three bus laybys⁶ (110m, 80m and 40m); One 25m taxi stand; One 15m cross-harbour taxi stand; One 110m public loading/unloading bay <p>Ingress/egress on Man Kwong Street should have a minimum 45m distance from the road junction of Man Kwong Street and Man Yiu Street</p> | <ul style="list-style-type: none"> Refer to Plan 4 for details The list of public transport facilities represents a minimum requirement for the development based on the urban design principle of maintaining the street environment predominantly pedestrian oriented A traffic impact assessment report is required to address the traffic impact of the development on the surrounding road network including existing Connaught Road Central, Harcourt Road, Gloucester Road and future CWB and pedestrian circulation including proposals for crowd dispersal during festive events. The report shall also examine any possible traffic problems that may be caused by the proposed development during construction or upon completion of the development and the proposed mitigation measures |

⁶ A 60m bus layby which is located to the northwest of the existing electricity supply building on Man Kwong Street falls outside of the boundary of the Site.

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| | | to tackle them including impacts on pedestrians and crowd dispersal proposal during festive events. |
| Car Parking, Loading and Unloading Provision | <p>On-site servicing should be provided within the Site to comply with the minimum requirement of HKPSG. Based on a GFA of 35,120m², the provision is as follows:</p> <ul style="list-style-type: none"> • 118 car parking spaces • 9 motor cycle parking spaces • 30 loading/unloading bays • 1 layby at ground level of Site 2 | <ul style="list-style-type: none"> • All car parking, motor cycle parking and loading/ unloading bays are to be provided at Site 2, and at basement levels. • Car parking spaces at a ratio of 1 per 100 spaces or part thereof should be reserved for persons with disabilities. • Motorcycle parking spaces at 7% of the car parking provision. • One lay-by for picking up and setting down for taxis and private cars should be provided at ground level for commercial, entertainment facilities (if provided). |
| Visual Aspect | Development and landscape design should aim to maintain a clear visual axis as viewed from the public open space on top of the IFC(II) podium. | <ul style="list-style-type: none"> • A visual impact assessment (VIA) shall be prepared as part of the MLP submission for approval by the TPB to assess the potential visual impact of the proposed development to the surrounding areas. |
| Air Ventilation Aspect | <p>Good design features, ventilation mitigation measures and/or recommendations for localized areas with adverse high/low wind environment and sheltered locations with stagnant wind condition should be introduced with reference to the findings of the Air Ventilation Assessment (AVA) Report under UDS.</p> <p>Adequate ventilation for public transport facilities should be provided in accordance with the planning and design guidelines established by the Government.</p> | <ul style="list-style-type: none"> • Should the proposed scheme deviated from the development concept in the Planning and Design Brief and the design requirements illustrated in Plans 4 and 5, the future developer is required to carry out a quantitative AVA in accordance with the Technical Circular on Air Ventilation Assessment promulgated by the then Housing, Planning and Lands Bureau and the then Environment, Transport and Works Bureau (2006) to demonstrate that the proposed scheme will not have worsened ventilation performance and/or negative ventilation impacts as compared to the development concept presented in the planning and design brief. The quantitative AVA should be submitted as part of the MLP submission to the TPB for approval. |
| Environmental Aspect | Design and development of the Site should comply with the sustainable design principles established for the new Central harbourfront with full consideration of the sustainable design guidelines and greening ratio recommended for the area. | <ul style="list-style-type: none"> • The air quality impact caused by ferry emissions at Central Piers will be addressed in a separate consultancy study commissioned by Civil Engineering and Development Department on additional floors |

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| | <p>An environmental assessment report shall be prepared as part of the MLP submission to demonstrate environmental acceptability of the proposal and to examine any possible environmental problems that may be caused by the proposed development during and after construction and the proposed mitigation measures to tackle them.</p> <p>A drainage and sewage assessment report is required to the satisfaction of the Drainage Services Department.</p> | <p>for Central Piers 4 to 6.</p> |
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Table 8-2 Sites 1 and 2 Planning Parameters and Design Consideration

8.4 Design Concept of Site 3 (Plans 6 to 10)

8.4.1 From Stage 2 Public Engagement to Revised Design

An office/retail development designed in separate blocks with the provision of public car parking and public transport facilities was promulgated in Stage 2 Public Engagement. The proposed GFA was significantly reduced from 190,000m² to 157,400m². Two alternative design concepts of different sizes of the landscaped deck were proposed for public comment. No adverse comment on the reduced GFA was received in Stage 2 Public Engagement and the design concept for a larger landscaped deck was generally supported.

8.4.2 Revised Design Concept

The GFA is maintained at 157,400m² for office/retail development as proposed in Stage 2 Public Engagement. More variation of building heights of the five building blocks within the three land parcels ranging from +30mPD to +50mPD is adopted to complement the design of Sites 1 and 2. Further refinement has been made to enhance the pedestrian connections and the visual permeability of the deck (e.g. with more sunken courtyards and openings), and to simplify/reduce the form of the landscaped deck. Integration with the Historic Corridor is further highlighted by reconstructing the old Star Ferry Clock Tower (SFCT) at its original location within the Site with a new gallery to exhibit its salvaged items. The land use and design concept is summarized as follows:

- (a) A comprehensive planning and design approach should be adopted.
- (b) Development within the “CDA” zone should adopt an integrated site planning approach and innovative architectural design.
- (c) To complement its waterfront setting and the urban design objectives for the Statue Square Corridor, the development is subject to comprehensive planning and design controls including maximum GFAs and building heights for different parts of the Site. Development of the Site will require the submission of a MLP under “CDA” zone for approval by the TPB.
- (d) For the western portion of the Site, it is intended for low-rise commercial/office and retail development to be connected through a continuous landscaped deck spanning over Road P1, Road P2, Road D6 and the CWB with commercial uses provided at basement levels. The

large landscaped deck will provide uninterrupted pedestrian connection towards the Star Ferry Piers and the waterfront promenade. Voids shall be introduced on the deck above the aforementioned roadways to enhance lighting and ventilation for the ground level environment in addition to introducing some punctuation to the building mass. **Plan 10** shows an indicative extent of the landscaped deck and the location of the building blocks that have been generated from an iterative design process taking into account amongst others the recommendations of an AVA conducted for the area in the UDS.

- (e) For the eastern portion of the Site, it is intended for public open space use at ground level and commercial and retail uses at basement levels. Sunken plazas and voids are recommended at the ground level to facilitate physical access and skylight to the basement. The ground level open space will enhance the visual permeability along the view corridor from HSBC Headquarters to the harbour. Together with the elevated landscaped deck in the western portion, there will be a continuous public open space and green link connecting the existing CBD with the new waterfront.
- (f) The old SFCT is to be constructed at its original location with a new gallery by its side; the design of which should blend in not only with the public open space at ground level but also the landscaped deck on the western portion of the Site to form a continuous open space designed for public enjoyment.
- (g) Being situated on one of the major design corridors in the new Central harbourfront, namely, the Statue Square Corridor, the development within the Site is intended to reinforce the physical and visual connection with the Historic Corridor and its cluster of existing historical landmarks such as the City Hall complex, Cenotaph and the LegCo Council building identified in the area.
- (h) A ferry plaza at the northeastern side of the Site is to be designed as a key nodal point at the NCH. The plaza will be a prominent public gathering place strategically planned in a location to mark the entrance to the Statue Square Corridor, the Pierside Corridor and the reassembled Queen's Pier between Central Piers 9 and 10, as well as the development at Site 3.
- (i) An entrance plaza is to be designed in the southern part of the Site abutting Connaught Road Central with an anchor building for the commercial development and landscaped deck of the Site. Direct pedestrian link should be provided to connect the plaza and the anchor building with the new underground connection to the MTR Central Station and the existing subway across Connaught Road Central.
- (j) Public transport facilities comprising green mini-bus bays, taxi stand, coach bays, and public loading/unloading bays are planned at ground level within the northern part of the Site, located north of Road P1 to enhance inter-modal connectivity and convenient public accessibility to the new harbourfront.

8.4.3 Technical Consideration and Site Constraints

- (a) The proposed CWB and its 5m protection buffer on both sides, the AREOT/NIL, the existing/planned roads, and other major underground utilities such as cooling water mains and drainage culvert will impose technical constraints to the design and construction of both above and below ground building structures within the Site.
- (b) An existing U-trap Tower Outfall for purpose of discharging sea water for air-conditioning and toilet flushing from the adjacent developments is located within the Site. The future design and development of the CDA Site should make provision for a 1,500mm clearance around and above the U-trap Tower. In addition, a 800mm clearance for above and on both sides of the discharge and intake pipes should be reserved for future replacement/maintenance purpose. Development thereupon should ensure that the structural integrity of the U-trap be maintained during the construction period. Where necessary, the developer should consult the owner of the U-trap tower.
- (c) An existing vent shaft serving the AREOT is also located within the Site. The vent shaft may be relocated/modified to facilitate future comprehensive development of the Site and should be integrated with the new development where practicable. The developer is required to consult MTRC on aspects relating to technical requirements in generating an integrated design solution and landscaping proposal which could best harmonize such utility structure with the development and the waterfront setting. The management and maintenance responsibilities for any relocation/modification works to the vent shaft shall be agreed with MTRC. The normal operation of the vent shaft and the associated MTR Hong Kong Station shall be maintained at all times. Adequate buffer distance and maintenance access should be maintained with reservation of adequate headroom clearance and the railway reserve with a minimum width of 30m should be addressed for future construction of the remaining portion of AREOT within the Site. Agreement from MTRC and future coordination work will be required prior to commencement of any relocation/modification works, approval must be obtained from MTRC and other relevant authorities to address relevant fire safety and technical standards required.
- (d) Culvert F is an underground drainage culvert measuring 16m x 4.5m that runs along the southern side of Road P2. Development above and below the culvert and within the 3m buffer reserved on both sides of the culvert is restricted and governed under the jurisdiction of the Drainage Services Department (DSD).
- (e) Connected to Culvert F is an existing underground 1,800mm diameter stormwater trunk drain running across the Site from Connaught Place. Development 5m above and below the underground trunk drain and within the 3m buffer reserved on both sides of the trunk drain is restricted and governed under the jurisdiction of DSD.
- (f) Two existing public toilets within the Site should be reprovisioned to the satisfaction of the Food and Environmental Hygiene Department (FEHD). The construction, management and maintenance responsibilities are subject to the advice of FEHD. There are other existing public facilities

within the Site that may need to be relocated or reprovisioned subject to the advice of Lands Department (LandsD) at the land disposal stage.

- (g) The design layout, façade treatment and landscaping work for the Site should take into account of an existing electric supply building (ESB) located to the immediate north of the Site.
- (h) The old SFCT is to be reconstructed within the Site at its original location. As the building structure will be situated above Culvert F, necessary protective foundation works are required to the satisfaction of DSD. The clock tower and its gallery should be integrated into the design of the future development of the Site. Its design and development including the schedule of accommodation, construction, management and maintenance responsibilities are to be examined in further detail by the Government.
- (i) At the detailed design stage, development thereupon should take into consideration underground utility networks identified within the site boundary to minimize any potential impacts on such facilities.

The development constraints of the Site are shown on **Plan 7**.

8.4.4 Other Design/ Implementation Considerations

- (a) Coordination with MTRC will be required for the possible subway connection at basement level 2 between Central Station and Site 3.
- (b) Coordination with relevant government departments for reconstructing the old SFCT and the maintenance of the SFCT and its gallery will be required.
- (c) Coordination with MTRC and IFC Development Limited will be required for the proposed elevated walkways from IFC II to the Site.

8.4.5 Summary of Planning and Development Parameters

| Item | Particulars | Remarks |
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| Zoning | "Comprehensive Development Area" | |
| Site Area | about 4.76ha | |
| Proposed Uses | <p><u>Western Portion</u></p> <ul style="list-style-type: none"> • Low to medium-rise commercial development with basements and a landscaped deck at podium level mainly for public passage and open space purposes • A public transport terminus for green mini-buses, taxis and coaches to be reserved at the northern part of the Site to the north of Road P1 <p><u>Eastern Portion</u></p> <ul style="list-style-type: none"> • At-grade public open space with basements for commercial development • The old SFCT is to be reconstructed at its original location, to commensurate the historical | <ul style="list-style-type: none"> • The design of the landscape deck should integrate with the at-grade public open space and the building blocks • The basement levels are to be reserved for retail and car parking use |

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| | <p>significance of this heritage item. A new gallery building is to be constructed as part of the development adjacent to the clock tower for exhibition of the salvaged items of the old clock tower and Star Ferry Pier.</p> | |
| Maximum Gross Floor Area (GFA) | <p>Total: 157, 400 m² (including 44,800 m² for office, 105,200 m² for retail, 3,600 m² for public transport facilities and 150 public car parking spaces re-provisioned from the Star Ferry Car Park)</p> | <ul style="list-style-type: none"> • The following items should be exempted from GFA calculation: mandatory features, essential plant rooms, hotel concession and ancillary car parking at basement level. No bonus GFA or GFA exemption relating to dedication of public passageway, surrender for road widening and building set back would be allowed. • Public car parks and public transport facilities should be included in GFA calculation. • In order to comply with the restrictions on building height and building bulk, some commercial floor spaces and on-site servicing would have to be located in the basement floors. • The GFA for the reconstructed old SFCT and a new gallery of not less than 290m² included in the total maximum permitted GFA of the Site. (Refer to Old SFCT below). The GFA to be agreed with the Government at the detailed design stage. |
| Maximum Building Height | <p><u>Western Portion</u></p> <ul style="list-style-type: none"> • Buildings between Road D6 and Road P2 : not exceeding +50mPD • Buildings between Road P2 and Road P1 : not exceeding +40mPD • Buildings north of Road P1 : not exceeding +30mPD • Podium connecting buildings : not exceeding +19mPD • Landscaped Deck : not exceeding +14mPD <p><u>Eastern Portion</u></p> <ul style="list-style-type: none"> • Reconstructed old SFCT : not exceeding +20mPD (i.e. the original height)⁷ • Gallery building associated with SFCT : not exceeding +10mPD • Landscaped Deck : not exceeding +14mPD • Structures within the at-grade public open space : not exceeding +10mPD | Refer to Plans 10 |

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| Landsaped Deck | <ul style="list-style-type: none"> • A minimum of 13,000m² landscaped deck should be provided to span across Roads P1, P2 and D6 in the middle portion of the Site. • The landscaped deck should connect all building blocks and at-grade public open space within the Site and with the adjacent developments of Sites 1 and 2, Central Terminal Building and the waterfront promenade. • Direct pedestrian connections to the proposed ferry plaza and Connaught Road Central at ground level should be provided. | Refer to Plan 10 |
| Old Star Ferry Clock Tower (old SFCT) | The old SFCT with original height of +20mPD is to be reconstructed at its original location in the eastern portion of the Site. A new gallery building in single storey (+10mPD) with a GFA of not less than 290m ² is to be constructed as part of the development. | <ul style="list-style-type: none"> • Refer to Plan 9 • The design and orientation of the reconstructed old SFCT and its gallery together with its landscape setting should help to reinforce the spatial character of the historical landmarks within the Historic Corridor, the visual axis and the landscape setting of existing Statue Square Corridor expressed in the form of a tree-lined walkway to link up major historical and cultural buildings/sites such as the Cenotaph, Statue Square Garden, the City Hall complex and Edinburgh Place. • The design and development including the schedule of accommodation, management and operation of the facility is to be agreed with the Government at the detailed design stage. • As the structure of the reconstructed clock tower and the proposed clock tower gallery will be situated on Culvert F, necessary protective foundation works taken into account the maintenance requirement of the culvert are required. |
| Open Space Provision | <p><u>Western Portion</u> Minimum 13,000 m² of public open space should be provided on the landscaped deck spanning across Road P1, Road P2 and Road D6 to connect with the at-grade public open space in the eastern portion and the Ferry Plaza at the northeastern edge of the Site.</p> <p><u>Eastern Portion</u> Minimum 12,000 m² of at-grade public</p> | <ul style="list-style-type: none"> • Refer to Plans 9 and 10 • The area should be opened to public 24 hours and be constructed, managed and maintained by the owner(s) of the Site. • The public open space should be designed with high landscape quality with lots of |

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| | <p>open space with possible inclusion of :</p> <ul style="list-style-type: none"> • Entrance plaza at the southern end • Food outlets • Open air cafes • Kiosks • Sunken plazas • Landscaped and water features • Tree-line pedestrian links to the waterfront promenade | <p>greenery, quality paving and high quality street furniture and should provide smooth transition between public and private open spaces.</p> <ul style="list-style-type: none"> • Areas designated for open air cafes, kiosks, book/newsstands, eating/drinking stalls, commercial exhibition and events, and outdoor seating accommodation should not exceed 10% of the area of the public open space. • The design of public open space should follow the design and management guidelines for public open space in private development promulgated by the Development Bureau. • Added private open space can be provided on top of podium roof to offer more greening opportunities and spatial relief. |
| <p>Landscape Provision</p> | <ul style="list-style-type: none"> • The greening ratio including at-grade green coverage, vertical greening, green roof, green deck, etc. in the building design should be comprehensively considered in the context of the greening strategy recommended in the LSP. • A minimum greening ratio of 50% should be provided within the Site with not less than 25% of the site area for at-grade greening. • To enhance design integration between the City Hall complex with the entrance plaza of the Site, the developer is entrusted to construct the "Landscaping Area" outside the Site boundary as shown on Plan 8. • Building setbacks to allow for the provision of continuous landscape strips is recommended along the perimeter of the Site with frontages on Man Yiu Street, Road P1 and Road D6 to further enhance the greenery effect of the streetscape. | <ul style="list-style-type: none"> • Advice should be sought from the Planning Department on how the greening ratio should be calculated in the preparation of the landscape master plan and greening proposal in the MLP submission. • The landscape zone for this site is featured as the "Four Seasons Floral Corridor" in the LSP and consists of at-grade and elevated landscaped open spaces as well as sunken gardens. • Seasonal variations of vegetation in color and texture; <i>Bauhinia blakeana</i>, <i>Bauhinia variegata</i>, <i>Hibiscus tiliaceus</i>, <i>Lagerstroemia speciosa</i>, <i>Liquidambar formosana</i>, <i>Plumeria</i> species or plants of similar characteristics can be considered. |
| <p>Pedestrian Connection</p> | <ul style="list-style-type: none"> • A comprehensive pedestrian network plan has been devised for multi-level connections including at-grade, elevated and underground pedestrian links with adjacent developments. • At-grade pedestrian routes to and from the waterfront promenade and to the public open space should be | <ul style="list-style-type: none"> • Refer to Plans 8 to 10 • Accessibility towards the new harbourfront through the development site should be enhanced through a comprehensive network of multi-level pedestrian links to provide all weather protection for the pedestrians. |

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| | <p>provided to connect with the existing CBD and key activity nodes along the waterfront.</p> <ul style="list-style-type: none"> To further enhance pedestrian connectivity from the existing CBD with the new Central harbourfront through the Site, a comprehensive indoor and outdoor multi-level pedestrian network plan shall be devised through multi-level connections via. ground, podium, basements and elevated deck levels to connect with adjacent nodal attractions including the IFC (II) development, Sites 1, 2, 4, the Statue Square Corridor, the City Hall Complex, the Central Piers, the proposed ferry plaza in front of the Central Piers 9 and 10, the reassembled Queen's Pier, the waterfront promenade and MTR stations in the immediate vicinity. Other elevated and underground connections are as follows: <p><u>Elevated Walkways</u></p> <ol style="list-style-type: none"> A new elevated walkway from the Site to IFC II across Man Yiu Street. A new connection to an existing elevated walkway from IFC II to the Site across Man Yiu Street. A new elevated walkway of not less than 25m wide from the northern portion of the Site to the landscaped deck of Sites 1 and 2 across Man Yiu Street. A new elevated walkway from the Site to the Central Pier Building of Central Piers 7 and 8 <p><u>Underground Connections</u></p> <ol style="list-style-type: none"> New underground connections from the Site to MTR Central Station and the existing subway across Connaught Road Central at Statue Square <p><u>Travellator</u></p> <ol style="list-style-type: none"> Provision of travellator(s) running in a south-north direction within the Site should be considered where possible. | <ul style="list-style-type: none"> A comprehensive pedestrian network plan and respective development programme for provision of multi-level connections (elevated, at-grade and underground etc.) should be included in the MLP submission. A 24-hour pedestrian access is to be maintained for the proposed footbridge via. the Site to and from the waterfront promenade. |
| Other Technical Requirements | | |
| Traffic and Transport Aspects | <p>One ingress point is proposed at Man Yiu Street with one egress point at Road P1 for servicing the public transport facilities.</p> <p>Two ingress/egress points for on-site</p> | <ul style="list-style-type: none"> Traffic Impact Assessment (TIA) is required as part of the MLP submission to examine any possible traffic problems that may be caused by the proposed development and any |

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| | <p>servicing are located on :</p> <ul style="list-style-type: none"> • From Man Yiu Street for the middle parcel of the Site • From Road D6 for the southern parcel of the Site <p>The developer is required to construct and modify section of Road D6 from the junction of Man Yiu Street to the junction of Lung Wo Road (Road P2) to provide vehicular access to the Site.</p> <p>Connection to the existing MTR Central Station from the entrance plaza and/or anchor building is required.</p> | <p>possible mitigation measures to tackle them. The TIA report containing details of the vehicular access arrangements, layout and arrangements of parking and loading/unloading facilities should be provided to the satisfaction of TD.</p> <ul style="list-style-type: none"> • Underground connection to the MTR Central Station should be further explored at the detailed design stage in consultation with MTRC. |
| Car Parking, Loading and Unloading Provision | <p>On-site servicing should be provided within the Site to comply with the minimum requirement of HKPSG. Based on a total GFA of 150,000m² for office and retail uses, the provision is as follows :</p> <ul style="list-style-type: none"> • 526 car parking spaces • 38 motor cycle parking spaces • 103 loading/unloading bays • 3 lay-bys <p>Reprovisioning of 150 public car parking spaces from existing Star Ferry Car Park to the Site is required.</p> <p>The following public transport facilities should be provided at ground level of the Site to the north of Road P1:</p> <ul style="list-style-type: none"> • Four 28m green mini-bus bays; • One 15m taxi stand; • One 26m coach bay; • One 28m coach bay; and • One 25m public loading/unloading bay. | <ul style="list-style-type: none"> • UDS aims to encourage pedestrian and mass transport access to the new Central harbourfront, minimum requirement for car parking provisions under HKPSG has been adopted. • Details of the vehicular access layout of parking and loading/unloading arrangements should be provided to the satisfaction of TD. • All car parking, motorcycle parking and loading/unloading bays are to be provided at basement levels. • Car parking spaces at a ratio of 1 per 100 spaces or part thereof should be reserved for persons with disabilities. • Motorcycle parking spaces at 7% of the car parking provision. |
| Visual Aspect | <p>Development and landscape design should aim to maintain a clear visual axis from the existing Statue Square towards the harbour.</p> | <ul style="list-style-type: none"> • A visual impact assessment (VIA) shall be prepared in accordance with the TPB guidelines on VIA as part of the MLP submission to assess the potential visual impact of the proposed development to the surrounding areas. |
| Air Ventilation Aspect | <ul style="list-style-type: none"> • Good design features, ventilation mitigation measures and/or recommendations for localized areas with adverse high/low wind environment and sheltered locations with stagnant wind condition should be introduced with reference to the findings of the Air Ventilation Assessment (AVA) Report under the UDS. • Adequate ventilation for public transport facilities should be | <ul style="list-style-type: none"> • Should the proposed scheme deviated from the development concept in the Planning and Design Brief and the design requirements illustrated in Plans 8 to 10, the future developer is required to carry out a quantitative AVA in accordance with the Technical Circular on Air Ventilation Assessment promulgated by the then Housing, Planning and Lands Bureau and the then |

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| | provided in accordance with the planning and design guidelines established by the Government. | Environment, Transport and Works Bureau (2006) to demonstrate that the proposed scheme will not have worsened ventilation performance and/or negative ventilation impacts as compared to the development concept presented in the planning and design brief. The quantitative AVA should be submitted as part of the MLP submission to the TPB for approval. |
| Environmental Aspect | <ul style="list-style-type: none"> Design and development of the Site should comply with the sustainable design principles established for the new Central harbourfront with full consideration of the environmental guidelines and greening ratio recommended for the area. An environmental assessment report shall be prepared as part of the MLP submission to demonstrate environmental acceptability of the proposal and to examine any possible environmental problems that may be caused by the proposed development during and after construction and the proposed mitigation measures to tackle them. | |
| Others | <p>Development and construction programme should take into consideration the following:</p> <ul style="list-style-type: none"> Reprovision of public car parking spaces relocated from the existing Star Ferry Car Park Reprovision of the existing public toilets on Man Yiu Street and at the Star Ferry Car Park Maintaining the provision of existing elevated walkways from the Site to IFC II and Central Piers 7 and 8 Maintaining the provision of existing subway connecting from Statue Square to the Site across Connaught Road Central Maintaining all existing utility services associated with the CWB project, vent shafts for AREOT, ESB at the northern tip, U-trap tower for the cooling water main for adjacent developments, underground utility networks, etc. | <ul style="list-style-type: none"> The reprovisioning programme to be agreed with TD. Interim measures should be devised. The location and management aspects to be agreed with FEHD The road traffic on Connaught Road Central has to be maintained during construction phase. Design and construction interface details to be agreed with relevant parties and the respective approval authorities. |

Table 8-3 Site 3 Planning Parameters and Design Consideration

8.5 Design Concept of Site 4 (Plans 11 to 13)

8.5.1 From Stage 2 Public Engagement to Revised Design

The proposed building mass and GFA promulgated in Stage 2 Public Engagement were supported by the public. No major amendment has been made in the revised design except for the introduction of more intimate courtyard spaces and landscaping to enhance the street environment.

8.5.2 Revised Design Concept

In the revised concept, the Site will comprise three separate three-storey buildings (+20mPD) with a total GFA of 7,500m² set against a number of courtyard spaces. The land use and design concept is summarized as follows:

- (a) A comprehensive planning and design approach should be adopted.
- (b) The Site should be used for waterfront related commercial and leisure uses. Possible uses include eating place, place of entertainment, place for recreation, sports and culture, shops and services, government use, etc.
- (c) It is proposed as a “Harbour Place” providing an anchor and a diversity of experiences at the waterfront.
- (d) The development of the Site should blend in with the proposed waterfront promenade which will be featured with extensive green open space, a variety of anchoring spaces and a cycle track. The character of place should be designed to take into consideration the historical City Hall complex and Edinburgh Place located to its immediate south.
- (e) Visual and air permeability to the harbour is to be optimized through low-rise building design with adequate separation between the building blocks.
- (f) Courtyard building design is recommended in order to provide more intimate activity pockets and green spaces for outdoor and semi-outdoor activities and help add vibrancy to the area. It may also serve as an additional buffer against the environmental impact of Road P2 located to the south, if the courtyard spaces are designed to fronting Road P2. To capitalize on the magnificent views of the harbour and the waterfront setting, limited scale of alfresco dining is recommended in the courtyards.

8.5.3 Technical Consideration and Site Constraints

- (a) Development on the Site will be constrained by a 22m wide drainage reserve (Culvert F) including a 3m buffer located 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 the underground utility structure. There should be no buildings, structures or supports for structures constructed within the drainage reserve.
- (b) Foundation of the buildings adjacent to the drainage reserve shall be designed and constructed such that no loading of the buildings would be imposed on the temporary supports for trench excavation associated with any future maintenance works on Culvert F and within the 3m drainage reserve area.

- (c) Flanked on both sides of the drainage reserve is a set of cooling water mains, while to the west are sewerage pipes.
- (d) Development of the Site should take into consideration the underground utility network including the intermediate pressure town gas pipelines buried in the vicinity.
- (e) The planned CWB including a 5m wide protection buffer reserved on both sides of the tunnel structure is located to the immediate north of the Site. Future development should acknowledge the constraints imposed by the CWB and observe the set of general guidelines established for its protection.
- (f) A cycle track is proposed within the waterfront promenade running in an east-west direction along the northern boundary of the Site. Clear separation between the cycle track and the pedestrian circulation route is required through sensitive integration of blocking layout/site planning to avoid any potential cyclist/pedestrian conflict.

The development constraints of the Site are shown on **Plan 12**.

8.5.4 Other Design/ Implementation Consideration

Further review on the alignment of the proposed elevated walkway from AIA Central (former AIG Tower) to the Site will be required to take into account the future redevelopment of the City Hall Car Park. There may be conflicts with the existing underground utilities in the area and interface with City Hall Low Block.

8.5.5 Summary of Planning and Development Parameters

| Item | Particulars | Remarks |
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| Zoning | "Other Specified Use" annotated "Waterfront Related Commercial and Leisure Uses (2)" | |
| Site Area | 0.93ha (approximate) | |
| Proposed Uses | Waterfront related commercial and leisure uses | To include alfresco dining, cafes and leisure and tourism uses. |
| Maximum Gross Floor Area (GFA) | Total: 7,500m ² To be distributed in three separate building blocks | <ul style="list-style-type: none"> • The following items should be exempted from GFA calculation: mandatory features and essential plant rooms. No bonus GFA or GFA exemption relating to dedication of public passageway, surrender for road widening and building set back would be allowed. |
| Maximum Development Height | +20mPD | |
| Open Space Provision | <ul style="list-style-type: none"> • Public open space with an area of not less than 2,200m² inclusive of a minimum width of 5m green strip | <ul style="list-style-type: none"> • Refer to Plan 13 • The public open space should |

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| | <p>along the northern boundary and the areas at northwestern and southwestern corners of the Site.</p> <ul style="list-style-type: none"> Added private open space is to be provided in courtyard setting within each of the building blocks to provide a diversity of outdoor spaces as well as better spatial transition and design integration with the waterfront promenade promenade in addition to creating a pleasant outdoor and semi-outdoor environment for casual dining and other leisure activities. | <p>be designed with high landscape quality with lots of greenery, quality paving and high quality street furniture and should provide smooth transition between public and private open spaces.</p> <ul style="list-style-type: none"> Areas designated for open air cafes, kiosks, book/newsstands, eating/drinking stalls, commercial exhibition and events, and outdoor seating accommodation should not exceed 10% of the area of the public open space and within the private courtyards. The design of public open space should follow the design and management guidelines for public open space in private development promulgated by the Development Bureau. Added private open space can be provided on podium deck, roof, etc. to offer more greening opportunities and spatial relief. |
| Landscape Provision | <ul style="list-style-type: none"> The greening ratio including at-grade green coverage, vertical greening, green roof, etc. in the building design should be comprehensively considered in the context of the greening strategy recommended in the Landscape Strategy Plan. A minimum greening ratio of 50% should be provided within the Site with not less than 15% of the site area for at-grade greening. | <ul style="list-style-type: none"> Advice should be sought from the Planning Department on how the greening ratio should be calculated in the preparation of the greening proposal. A rich mixture of broadleaf trees, conifers, ferns, succulents and climbing plants including <i>Ficus microcarpa</i>, <i>Roystonea regia</i>, <i>Melaleuca quinquenervia</i> could be considered. Wide canopy trees to provide welcoming shade with colourful foliage and flowering trees in courtyard setting to create a pleasant outdoor environment for alfresco dining. Planting above the drainage reserve shall be restricted to plants and shrubs with shallow rooting system. |
| Non-building Areas | <ul style="list-style-type: none"> A minimum 22m wide non-building area above the drainage reserve for Culvert F to allow for maintenance access and protection of underground utility structures. A minimum 10m wide non-building area to act as separation buffer between building blocks and to enhance visual permeability | <ul style="list-style-type: none"> Refer to Plan 13 Exact alignment of Culvert F and respective boundary for its protection zone is to be verified by the Director of Drainage Services. Landscape treatment should be introduced to the non-building |

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| | <p>towards the harbour.</p> <ul style="list-style-type: none"> To provide landscape and visual buffer against the adjacent AREOT vent shafts, a 3m wide non-building area is reserved along the eastern boundary of the Site. | <p>areas to enhance its spatial setting.</p> |
| Pedestrian Connection | <ul style="list-style-type: none"> The development shall be connected to adjacent developments including the waterfront promenade and the City Hall complex through a well planned pedestrian network plan. Access to and from the Site should be integrated with the waterfront promenade Provision of a connection point is required for an elevated footbridge (at approximately +12mPD) through one of the building block of the Site. Public passage should be provided from the connection point to ground level leading to the waterfront promenade and the public pavement on Lung Wo Road. Clear separation of the pedestrian route from the proposed cycle track is required along the northern boundary of the Site to avoid creating cyclist/pedestrian conflict. | <ul style="list-style-type: none"> Accessibility towards the new harbourfront through the development site should be enhanced through a comprehensive network of multi-level pedestrian links to provide all weather protection for the pedestrians. A comprehensive pedestrian network plan and respective development programme for provision of multi-level connections (elevated, at-grade etc.) should be included in the MLP submission. Public passage associated with the provision of the elevated walkway will not be entitled for any bonus claim for GFA concession. A 24-hour pedestrian access is to be maintained for the proposed footbridge via. the Site to and from the waterfront promenade and the public pavement on Lung Wo Road. |
| Other Technical Requirements | | |
| Car Parking, Loading and Unloading Provision | <p>To avoid inducing excessive traffic circulation along the waterfront promenade, no car parking provision except loading/unloading facilities to be accessed from Lung Wo Road are recommended.</p> <p>The following transport facilities should be provided within the Site to comply with the minimum requirement of HKPSG based on a GFA of 7,500m² :</p> <ul style="list-style-type: none"> 7 loading / unloading bays with access from Lung Wo Road (Road P2) 2 laybys for drop-offs. | <ul style="list-style-type: none"> Refer to Plan 13 Traffic impact assessment should be conducted to demonstrate the satisfactory design of the vehicular access, layout of the loading/unloading facilities and pedestrian circulation to the satisfaction of Transport Department under lease conditions. Only loading and unloading provision at restricted non-peak hours within the Site is permitted. No car parking provision is provided as the area is well served by public transport. |
| Visual Aspect | <p>Development of the Site should take into consideration the design concept of maximizing visual permeability towards the harbour given its elongated site configuration.</p> | |

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| | View axis established connecting the City Hall complex with the reassembled Queen's Pier by the harbour should be reinforced along the western side of the Site. | |
| Air Ventilation Aspect | Good design features, ventilation mitigation measures and/or recommendations for localized areas with adverse high/low wind environment and sheltered locations with stagnant wind condition may need to be considered to alleviate the effects of stagnant wind conditions for locations which is likely to provide sheltered spaces within the development, particularly for winds from the north-east quadrant, which is likely to result in localized regions of low wind flow. | Development within the Site should make reference to the Air Ventilation Assessment (AVA) Report under the UDS. |
| Environmental Aspect | Design and development of the Site should comply with the sustainable design principles established for the new Central harbourfront with full consideration of the sustainable design guidelines and greening ratio recommended for the area. | An environmental assessment should be conducted to demonstrate the environmental acceptability of the proposed development to the satisfaction of the Environmental Protection Department. |

Table 8-4 Site 4 Development Parameters and Design Consideration

8.6 Design Concept of Site 5 (Plans 14 to 17)

8.6.1 From Stage 2 Public Engagement to Revised Design

To correspond with the revised design concept for Sites 1 and 2, and in view of the relocation of Hong Kong Maritime Museum to Central Pier No. 8 and no specific demand for using the Site to accommodate arts and cultural facilities, the Government decided, in response to public views and recommendations of TGUDS, that the planned use of the Site can be changed from G/IC use to office and hotel use to add vibrancy to the area and make up the loss of GFA in Sites 1 and 2.

8.6.2 Revised Design Concept

The Site is to be used for the development of an office and a hotel of a maximum height of +80mPD with a total GFA of 58,000m². The Site will need to be rezoned to either "Commercial" or "Comprehensive Development Area" on the OZP. The land use and design concept is summarized as follows:

- (a) A comprehensive planning and design approach should be adopted.
- (b) The Site is proposed to accommodate two medium-rise building blocks for office and hotel uses respectively on a stepped podium structure. A landscaped deck at about +12.4mPD is proposed for use as public open space. Additional private open space can also be provided on the podium. Pedestrian connection is proposed on the deck level with two proposed footbridges linking CITIC Tower to the existing pedestrian footbridge system to the south and the Waterfront Promenade to the north.

- (c) The development of the Site should complement the harbourfront setting and the surrounding site context, such as the landmark buildings for civic, arts and cultural uses in the vicinity, including Tamar, HKCEC, HKAPA, other arts venues, etc., with plenty of green open space and varieties of anchoring spaces for commercial and tourism activities.
- (d) The design of the development on Site should cater for the future underground NIL tunnel and the ancillary facilities of the nearby MTR station at Tamar. Subject to the advice of the RDO of HyD, building foundation structures should not be allowed within the railway reserve.

8.6.3 Technical Consideration and Site Constraints

- (a) The proposed railway reserve for the NIL which runs underneath across the Site in an east-west direction will impose major development constraint on the Site. It is assumed that a railway reserve of a minimum width of 26m and a minimum headroom of 5.5m above the future ground level is required. The railway reserve should be free from any permanent structure from underground to 5.5m above future ground level. Basement development within the Site will have to be separated by the railway reserve forming two different portions.
- (b) Space should be reserved at ground level of the western edge for possible future Tamar Station for NIL and its facilities. Other above-ground ancillary railway structures may also affect the western edge of the Site.
- (c) The Site is surrounded by several groups of underground cooling water mains connecting to the pump houses at the waterfront to serve the private and government buildings in the CBD. Since the mains are laid below the existing and planned roads, they should not impose any significant constraint on the development.
- (d) A section of the intermediate pressure underground town gas transmission pipeline runs along Lung Wui Road, which is quite near to the southern boundary of the Site.
- (e) The planned CWB tunnel and a 5m protection buffer strip on both sides located to the immediate north of the Site may impose constraints on the proposed footbridge connecting the Waterfront Promenade to its north, which will involve a long span of about 70m. The future footbridge design should avoid interfacing problems with the operation and maintenance of the adjoining ESBs.
- (f) A traffic review under UDS has concluded that the proposed commercial use and development intensity should be sustainable by the planned road network following the commissioning of the CWB. The detailed vehicular access and parking provision should be assessed in the detailed design stage.

The development constraints of the Site are shown on **Plan 15**.

8.6.4 Other Design/ Implementation Consideration

- (a) Provision is required for an elevated walkway from Site 5 to the waterfront promenade. Integration of the elevated walkway with the planned ESBs

in the waterfront promenade needs to be further studied.

- (b) More information on the Implementation/phasing programme and locations of the proposed MTR station concourse and entrances of the proposed NIL should be made available for detailed planning of the Site prior to land sale.

8.6.5 Summary of Planning and Development Parameters

| Item | Particulars | Remarks |
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| Zoning | "Government, Institution or Community (2)" zone on the approved Central District (Extension) OZP No. S/H24/6 | Rezoning is required to effect the proposed commercial development. |
| Site Area | 1.16 ha (about) | |
| Proposed Use | Office and Hotel | One building block each for hotel and office use. |
| Maximum Gross Floor Area (GFA) | Total : 58,000 m ² (including a maximum of 33,000 m ² for hotel use and 25,000 m ² for office use) | The following items should be exempted from GFA calculation: mandatory features, essential plant rooms, hotel concession and ancillary car parking at basement level. No bonus GFA or GFA exemption relating to dedication of public passageway, surrender for road widening and building set back would be allowed. |
| Maximum Development Height | +80mPD <u>Landscaped Deck</u> (for public open space) About +12.4mPD <u>Landscaped Podium</u> (for private open space) About +20mPD (Hotel Block) About +17mPD (Office Block) | Refer to Plan 17 |
| Public Open Space Provision | <u>Landscaped Deck</u> Not less than 3,500 m ² <u>Ground Level</u> Not less than 1,800 m ² | <ul style="list-style-type: none"> • Refer to Plans 16 and 17 • The public open space should be designed with high landscape quality with lots of greenery, quality paving and high quality street furniture and should provide smooth transition between public and private open spaces. It should also provide design and visual connection to the public open spaces in the adjacent areas for civic, arts and cultural uses. • Areas designated for open air cafes, kiosks, book/newsstands, eating/drinking stalls, commercial exhibition and events, and outdoor seating accommodation should not exceed 10% of the area of the public open space. |

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| | | <ul style="list-style-type: none"> • The design of public open space should follow the design and management guidelines for public open space in private development promulgated by the Development Bureau. • The area should be opened to public 24 hours and built, managed and maintained by the future owner(s) of the Site. • Added private open space can be provided on top of podium roof to offer more greening opportunities and spatial relief. |
| Landscape Provision | <p>The greening ratio including at-grade green coverage, vertical greening, green roof, etc. in the building design should be comprehensively considered in the context of the greening strategy recommended in the Landscape Strategy Plan.</p> <p>A minimum greening ratio of 50% should be provided within the Site with not less than 15% of the site area for at-grade greening</p> | <ul style="list-style-type: none"> • Advice should be sought from the Planning Department on how the greening ratio should be calculated in the preparation of the greening proposal. • The planting of sustainable trees and shrubs are proposed to form a green platform for inducing a smooth transition from medium-rise developments to the waterfront promenade. • Wide Canopy trees to provide shading effect to create a pleasant outdoor environment. • Planting species of <i>Ficus spp.</i>, <i>Roystonea regia</i>, <i>Phoenix roebelenii</i>, <i>Lantana camera</i>, <i>Bougainvillea spectabilis</i> and <i>Hibiscus tiliaceus</i> could be considered. |
| Pedestrian Connection | <p>Two footbridges should be provided to connect the Site with the adjacent developments:</p> <p>(a) the Waterfront Promenade to the north (width : 7m); and</p> <p>(b) CITIC Tower to the south (width : 6m)</p> | <ul style="list-style-type: none"> • Refer to Plans 16 and 17 • The two footbridges and the landscaped deck should be opened to public 24 hours, and built, managed and maintained by the owner(s) of the Site. • A footbridge connection has been reserved in the existing CITIC Tower at 12.4mPD. • The future footbridge linking the Site and the waterfront promenade to the north will have a long span of about 70m and should be made on the design and structural form. The footbridge design should also avoid interfacing problems with the operation and maintenance of the adjacent ESBs. • The footbridges and deck should be landscaped with planting. |

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| Non-building Area/ Railway Reserve | <p>Two NBAs at the northwestern and northeastern corners of the Site are designated to form part of the public open space, and to maintain an unobstructed sightline between HKCEC and the LegCo Complex at Tamar, as well as the openness of the harbour views from Art Event Plaza and the proposed HKAPA Extension.</p> <p>A minimum width of 26m railway reserve from underground to a minimum headroom of 5.5m above future ground level for the NIL across the Site in an east-west direction. No permanent structure is allowed within the railway reserve.</p> | Refer to Plan 16 |
| Other Technical Requirements | | |
| Traffic and Transport Aspects | <p>Ingress/egress points should be provided on Road D11 and Tim Mei Avenue on the eastern and western sides of the Site respectively.</p> <p>One access at each Road D11 and Tim Mei Avenue to serve both ingress and egress functions can be considered at the detailed design stage.</p> | <ul style="list-style-type: none"> • Refer to Plan 16 • Exact locations for ingress/egress points are subject to the findings of a traffic impact assessment (TIA). • A TIA to address the traffic impact of the developments on the surrounding local road network, together with the impacts on pedestrian and the traffic impact at the construction stage should be conducted to the satisfaction of Transport Department. |
| Car Parking, Loading and Unloading Provision | <p>The following on-site servicing should be provided within the Site at basement level and part of the Ground floor level based on the Hotel GFA of 33,000m² and Office GFA of 25,000m², with the minimum requirement of HKPSG and to the satisfaction of Transport Department:</p> <p><u>Hotel</u></p> <ul style="list-style-type: none"> • 13 car parking spaces • 1 motorcycle spaces • 2 loading/unloading bays • 3 taxi laybys • 2 coach laybys <p><u>Office</u></p> <ul style="list-style-type: none"> • 109 car parking spaces • 8 motorcycle spaces • 9 loading/unloading bays • 2 taxi laybys | <ul style="list-style-type: none"> • A TIA to address the traffic impact of the developments on the surrounding local road network, together with the impacts on pedestrian and the traffic impact at the construction stage should be conducted to the satisfaction of Transport Department. • All car parking and motorcycle parking shall be provided at basement level while the taxi/private car lay-bys be provided at ground level. • Car parking spaces at a ratio of 1 per 100 spaces or part thereof should be reserved for persons with disabilities. • Motorcycle parking spaces at 7% of the car parking provision. |
| Environmental Aspect | Design and development of the Site should comply with the sustainable design principles established for the new Central harbourfront with full | |

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| | consideration of the environmental guidelines and greening ratio recommended for the area. | |
| Visual Aspect | Development of the Site should maximize visual permeability towards the harbour and adjacent landmark buildings and maintain the unobstructed sightline between the promenade at the northern tip of HKCEC and Tamar. | A visual impact assessment (VIA) to assess the potential visual impact of the proposed development within the Site to the surrounding area, such as the visual permeability to the waterfront, the unobstructed sightline between the civic icons in the locality, the openness of the harbour views, etc. should be conducted to the satisfaction of the Planning Department. |

Table 8-5 Site 5 Development Parameters and Design Consideration

8.7 Design Concept of Site 6 (Plans 18 to 20)

8.7.1 From Stage 2 Public Engagement to Revised Design

The design concepts and the reduced development intensity were generally supported by the public while some proposed to provide an extensive elevated deck for pedestrian access to connect the Site with the facilities in the Arts and Cultural Precinct. In view of possible adverse impact on the planned open space, the visual permeability/access at and to the harbourfront and air ventilation aspects, the concept of an extensive elevated deck is not supported. The planned footbridge from Site 5 and at-grade crossings would be adequate in the area to provide convenient pedestrian access to the waterfront. The development site boundaries have been modified to take into account the latest design concept of the waterfront promenade and the proposed ESBs approved by TPB in April 2010.

8.7.2 Revised Design Concept

The design concept of a cluster of small 2-3 storeys buildings with a height of +15mPD at the eastern portion and +20mPD at the western portion, with total GFA of about 2,900m² for waterfront related commercial and leisure uses is maintained. The land use and design concept is summarized as follows:

- (a) Being located at the water edge, quality and innovative architectural design to convey a marine theme for the area is recommended. The design should also respond to the proposed Marine Place Boardwalk and water access via public landing steps in the area.
- (b) The development of the Site should blend in with the adjacent Waterfront Promenade which will be featured with lots of green open space and different anchoring spaces for commercial and tourism activities. To meet the public aspirations for a reduced building scale and to better complement the harbourfront setting, a controlled massing approach to restrict the development intensity and building height has been adopted. Under this approach, there would not be GFA concessions for public passage and building setback.
- (c) The Site can accommodate a minimum of three building blocks on three separate development parcels. Visual permeability to the harbour will be

optimized through small-scale and low-rise building design with adequate separation between the building blocks and a good interplay of the indoor and outdoor spaces. The design of the development should emphasize the marine theme to complement the harbourfront setting.

- (d) An integrated pedestrian walkway system has been devised to connect the hinterland to the waterfront, including an at-grade crossing on Lung Wo Road to the Waterfront Promenade and along the Waterfront Promenade in an east-west direction, and a proposed footbridge from Site 5 across Lung Wo Road to the Waterfront Promenade. The footbridge will link up with the existing footbridge system to the Admiralty area.
- (e) Subject to detailed design, there will be a 3.5m wide cycle track running along the southern boundary of the Sub-area B within the Waterfront Promenade for recreational and leisure purposes. The exact alignment of the cycle track will be subject to detailed design. Physical separation between the recreational cycle track and the public footpath should be provided.

8.7.3 Technical Consideration and Site Constraints

- (a) As the Site is located in close proximity to the waterfront, developments thereon will be subject to height restrictions as well as massing and disposition controls to protect views to and from the harbour.
- (b) To provide more space for pedestrian circulation and public enjoyment along the water edge, a minimum width of 5m within the northern part of the Site abutting the EVA should be reserved as open space.
- (c) There are two underground drainage culverts (Culverts K and L) running across Sub-area B. A NBA is designated in the middle of Sub-area B to allow for maintenance access and protection of underground utility structures. No building structures and tree planting are allowed thereon.
- (d) Two ESBs serving the underground pump houses for the developments of MTRC and Swire in the Central area will be built within the Waterfront Promenade between Sub-areas A and B. The development should take into consideration any possible conflict with the maintenance access to the ESBs.
- (e) There are several underground cooling water mains running across Sub-area B serving the existing developments of the Queensway Government Offices, High Court, Police Headquarters, Pacific Place and the Tamar development under construction.
- (f) To ensure minimal vehicular interference to the harbourfront for public enjoyment, no car parking facilities will be provided within the Site.

The development constraints of the Site are shown on **Plan 19**.

8.7.4 Summary of Planning and Development Parameters

| Item | Particulars | Remarks |
|--------|--|---|
| Zoning | "Other Specified Uses" annotated "Waterfront-related Commercial and | Rezoning is required to reflect the reduction of reclamation area |

| | | |
|--------------------------------|---|---|
| | Leisure Uses” [“OU(WRCLU)”] and “Open Space” (“O”) zones on the approved Central District (Extension) OZP No. S/H24/6 | under WDII and to rectify the zoning boundary of the Site. |
| Site Area | 0.35 ha <ul style="list-style-type: none"> • Sub-area A : 0.09ha • Sub-area B : 0.26ha | |
| Proposed Uses | Waterfront-related Commercial and Leisure Uses | Under the theme of ‘Marine Place’ to include alfresco dining, cafe, leisure, entertainment and tourism uses. |
| Maximum Gross Floor Area (GFA) | 2,900 m ² (about) To be distributed in three separate development parcels | The following items should be exempted from GFA calculation: mandatory features and essential plant rooms. No bonus GFA or GFA exemption relating to dedication of public passageway, surrender for road widening and building set back would be allowed. |
| Maximum Development Height | 2 storeys +20mPD (for buildings in Sub-area A and the western portion of Sub-area B) +15mPD (for building in the eastern portion of Sub-area B) | Refer to Plan 20 |
| Open Space Provision | A minimum 5m wide strip of open space along the northern boundary of the Site should be provided to allow better spatial transition to the EVA on the water edge of the waterfront promenade. The Non-building Area (NBA) in the middle of Sub-area B should be used as open space to provide landscaping, outdoor seating, outdoor performance and alfresco dining facilities. (See Non-building Area (NBA) below). | <ul style="list-style-type: none"> • Refer to Plan 20 • The open space should be designed with high landscape quality with lots of greenery, quality paving and high quality street furniture. • Areas designated for open air cafes, kiosks, book/newsstands, eating/drinking stalls, commercial exhibition and events, and outdoor seating accommodation should not exceed 10% of the open space area within the NBA. |
| Landscape Provision | The greening ratio including at-grade green coverage, vertical greening, green roof, etc. in the building design should be comprehensively considered in the context of the greening strategy recommended in the Landscape Strategy Plan. A minimum greening ratio of 50% should be provided within the Site with not less than 15% of the site area for at-grade greening | <ul style="list-style-type: none"> • Advice should be sought from the Planning Department on how the greening ratio should be calculated in the preparation of the greening proposal. • A suitable number of wide shade trees shall be included to allow for outdoor comfort but not overcrowd the area causing pedestrian congestion. • Planting species of <i>Bauhinia blakenana</i> and other <i>Bauhinia</i> species, <i>Grevillea banksii</i>, <i>Strelitzia reginae</i>, <i>Ananas</i> |

| | | |
|--|--|--|
| | | <i>comosus, Heliconia vageriana, Polyscias filicifolia, Fucraea foetida</i> cv. 'Striata' could be considered. |
| Non-building Area (NBA) | <p>A NBA of 30m and 36m wide on the northern and southern sides respectively in the middle portion of Sub-area B is designated to cover the drainage reserves for Culverts K and L and allow for their maintenance access and protection of underground utility structures.</p> <p>The NBA may be used as open space to provide landscaping, outdoor seating, outdoor performance and alfresco dining facilities.</p> <p>An at-grade public pedestrian passageway with a minimum width of 5m should be provided on the western side of the NBA connecting the at-grade crossing on Lung Wo Road to the water edge.</p> | <ul style="list-style-type: none"> • Refer to Plan 20 • The NBA will serve to separate the building blocks to enhance visual permeability towards the waterfront. • Landscaping treatment should be provided to enhance the spatial setting of the NBA. • Exact boundaries of the drainage reserve are subject to the advice of the Director of Drainage Services. • The public pedestrian passageway should be opened to public at all times where practicable to provide the unobstructed linkage from Lung Wo Road to the water edge. It is to be built, managed and maintained by the owner(s) of the Site. • No tree should be planted and no permanent structures are allowed to be erected within the NBA. |
| Other Technical Requirements | | |
| Car Parking, Loading and Unloading Provision | <p>No car parking facilities will be provided on Site.</p> <p>To comply with the minimum requirement of HKPSG based on a GFA of 2,900m², the following transport facilities will be provided to the south of Sub-area B outside the site boundary at the public laybys along Lung Wo Road, subject to the satisfaction of the Transport Department:</p> <ul style="list-style-type: none"> • 3 loading / unloading bays for coaches/goods vehicles • 2 lay-bys for taxis / private cars | Refer to Plan 20 |
| Visual Aspect | <p>Development of the Site should maximize visual permeability towards the harbour edge.</p> <p>View corridor from the proposed HKAPA Extension to the harbour should be maintained.</p> | Refer to Plan 20 |
| Environmental Aspect | Design and development of the Site should comply with the sustainable | |

| | | |
|--|---|--|
| | design principles established for the new Central harbourfront with full consideration of the environmental guidelines and greening ratio recommended for the area. | |
|--|---|--|

Table 8-6 Site 6 Development Parameters and Design Consideration

8.8 Design Concept of Sites 7 and 8 (Plans 21 to 23)

8.8.1 From Stage 2 Public Engagement to Revised Design

While the ‘Urban Green’ concept had gained greater support from the public, there were also many requests for enhancing vibrancy by adding more nodal attractions as suggested in the ‘Urban Park’ concept. A hybrid of the two concepts has been adopted.

8.8.2 Revised Design Concept

The design merits in both “Urban Green” and “Urban Park” concepts have been consolidated to provide a green oasis for the city (with different forms of green spaces such as green lawn as requested by many respondents) while better defining the attraction nodes to enhance vibrancy. The design has also been refined with better design integration with the utility building structures in the waterfront promenade. Cycle track has been added in response to public views. To add vibrancy, small-scale food & beverage (F&B) kiosks have also been proposed to the north of Site 4. The site boundary of the waterfront promenade has been refined. The land use and design concept is summarized as follows:

- (a) A comprehensive planning and design approach should be adopted.
- (b) Identity, connectivity, sustainability and high quality design are the key emphasis for the Waterfront Promenade, an important waterfront public open space for the city of Hong Kong.
- (c) The Waterfront Promenade is to provide a continuous harbourfront public open space forming a green unifying edge to the harbour. It will be a major east-west pedestrian link along the northern shore of Hong Kong Island. A diversity of uses and activity spaces within the Waterfront Promenade will provide different leisure and recreational experiences for the users at the harbourfront, including water features, green lawns, viewing platforms, ferry piers and plazas.
- (d) The key design corridors of the NCH all terminate at the Waterfront Promenade. The public open space planned along the Waterfront Promenade will be extensively landscaped and well integrated with various anchoring spaces strategically placed along the new harbourfront to accent individual characters and a sense of place. Adjacent nodal attractions include the “Harbourfront Festive Deck” at Sites 1 and 2 along the Pier Walk, the “Harbour Place” at Site 4 along the Harbour Walk and the “Marine Place” at Site 6 along the Bayside Walk. All these nodes offering activities ranging from alfresco dining, leisure and waterfront-related commercial uses to passive recreation and leisure uses and harbour appreciation should add vibrancy and attraction of the NCH as a world-class destination for Hong Kong.

- (e) Within the Waterfront Promenade, there should be the following anchoring nodes :
 - (i) Ferry Plaza – which is the terminating point of the Pierside Corridor and Statue Square Corridor, serving as the public gathering space and entrance plaza prior to boarding for leisure boat trips;
 - (ii) Waterfront Event Plaza – which anchors the Civic Corridor and the “Green Carpet” at Tamar to facilitate a wide range of civic and public events;
 - (iii) Marine Place Boardwalk – which complements the Arts and Cultural Precinct to enhance the ‘marine’ character of the harbourfront setting.

Apart from the above, the Waterfront Promenade also includes Festival Lawn, Themed Garden, Viewing Platforms, etc. to add vibrancy and diversity at the edge of the waterfront. According to the LSP, the Waterfront Promenade is sub-divided into several landscape strategy zones, namely Seaside Verdure, Exotic Floral Park and Bauhinia Walk, each with its own landscape character and landscape strategy.

- (f) To provide a coherent design of the Waterfront Promenade, the design of Sites 4 and 6 under UDS should be integrated into the Waterfront Promenade. Site 4 is designed for waterfront-related commercial and leisure uses under the theme of “Harbour Place”. The area surrounding Site 6 will be designed with a marine theme. The provision of the Marine Place Boardwalk and the public landing steps will facilitate easy marine access by visitors. The small-scale commercial uses proposed in Site 6, known as “Marine Place”, will enhance the vibrancy of the Waterfront Promenade as well as the adjoining Arts and Cultural Precinct.
- (g) Small-scale kiosks for food and beverages should be provided along the Waterfront Promenade offering added varieties of activity spaces for informal gathering.
- (h) Visual connectivity to the Waterfront Promenade should be provided with due regard to the view corridors from the Statue Square Corridor, from the City Hall, from the Tamar site and the Civic Corridor, and from the Art Event Plaza of the Arts and Cultural Precinct. The east-west visual connectivity between Central and Wan Chai should be maintained.
- (i) Taking advantage of its waterfront location, the Site should create a strong land-water connectivity in the design. Visitor access to the Waterfront Promenade by road, MTR and sea transport and entrances to the Waterfront Promenade from appropriate location should be provided for.
- (j) To enhance the east-west connectivity within the promenade, a cycle track should be provided along the Waterfront Promenade for recreational and leisure purposes and flexibility should be allowed for possible further extension along the harbourfront promenade in the neighbouring areas if there will be similar provision of cycle track thereat. Meanwhile, provision for other environmental friendly transport modes within the Waterfront Promenade should also be considered, subject to detailed assessment

and design.

8.8.3 Technical Consideration and Site Constraints

- (a) As the Site is located in close proximity to the waterfront, developments thereon will be subject to height restrictions as well as massing and disposition controls to protect views to and from the harbour.
- (b) The proposed CWB tunnel will run along the southern portion of the Site at east-west direction. A 5m wide strip of protection better area is imposed on both sides of the CWB tunnel and substantial building development will not be permitted over the tunnel and the buffer area.
- (c) The existing MTR Cross Harbour Tunnel for Tsuen Wan Line cuts across the eastern end of the Site. No above-ground permanent building structures would be allowed along the alignment.
- (d) There are two underground drainage culverts (Culverts F and J) running near the two ends of the PLA berth in a north-south direction across the Waterfront Promenade. Two other underground drainage culverts (Culverts K and L) are located in the eastern part of Waterfront Promenade passing through Site 6. A 3m wide reserve will be imposed on both sides of each drainage culvert for future maintenance access purpose.
- (e) There are three groups of ESBs (a total of 5 ESBs) scattered at the western, central and eastern parts of the Site. In addition, four groups of pump houses (a total of 8, of which 5 have been allocated and 3 are reserved for future development) abut the waterfront near Central Terminal Building, the western end of the PLA berth and the north of Tamar respectively. There are also vent shaft structures on top of these pump houses. Proper landscape treatments and design integration should be made to minimize the adverse visual impacts caused by these utility structures.
- (f) There are several groups of underground cooling water mains connecting to the pump houses at the waterfront to serve the private and government buildings in the CBD. Most of the mains are laid below the existing and planned roads or adjacent to the box culverts.
- (g) The headroom of the vehicular entrance for the Site from Man Yiu Street will be constrained by a proposed elevated walkway from Site 3 to Central Terminal Building at a height of 14mPD. The future implementation agent should take note of this site constraint.
- (h) Unobstructed EVA cum pedestrian walkway with a minimum width of 6m should be provided along the waterfront of the Site, which will also serve as maintenance access to the seawall.
- (i) In accordance with the Defence Land Agreement in 1994, a 150m long military berth is reserved along the waterfront to the north of PLA Hong Kong Garrison Headquarters. Some small-scale ancillary facilities will be provided and constructed by the Government within the Site under a separate project. A 18m wide access should be provided from the military berth to PLA Hong Kong Garrison Headquarters. Both the part of the berth used for open space and the access road will be open to the public when

they are not in use.

- (j) The design of the part of the Waterfront Promenade fronting Tamar should be integrated with the “Green Carpet” design concept adopted in Tamar.
- (k) QP will be reassembled in the area between Central Piers No. 9 and 10. The design of that part of the Waterfront Promenade should be integrated with the reassembled QP.

The development constraints of the Site are shown on **Plan 22**.

8.8.4 Summary of Planning and Development Parameters

| Item | Particulars | Remarks |
|----------------------------|--|--|
| Zoning | Mainly “Open Space” (“O”); Partly “Comprehensive Development Area” (“CDA”) and “Other Specified Uses” annotated “Waterfront-related Commercial and Leisure Uses (1), (2) and (3)” [“OU(WRCLU)1, 2 and 3”]. | |
| Site Area | Total: 9.9ha (approx.) | |
| Proposed Uses | Public Open Space (Waterfront Promenade). | |
| Gross Floor Area (GFA) | 480 m ² (about) (in the form of small-scale buildings for restaurants and fast food shops) | <ul style="list-style-type: none"> • The estimated GFA figure is subject to detailed design and planning permission from Town Planning Board. • No GFA restriction for ancillary and supporting facilities such as toilets, utility buildings, etc. of the Waterfront Promenade and the roof-over area of the reassembled QP and its interfacing structures. |
| Maximum Development Height | +10mPD (roof-top structures and architectural features not accountable) | Not applicable to the reassembled QP and its interfacing structures. |
| Landscape Provision | A hierarchy of interlinked open spaces and streetscape to achieve a minimum 50% green coverage with no less than half of which for at-grade greening. | <ul style="list-style-type: none"> • According to the Landscape Strategy Plan, the Site comprises 3 Landscape Strategy Zones of ‘Seaside Verdure’, ‘Exotic Floral Park’ and ‘Bauhinia Walk’. • High quality streetscape with tree planting, street furniture and quality paving should be introduced to enhance visual connectivity amongst various activity nodes and create a strong sense of place. • Wide canopy shade trees to allow for outdoor comfort and to create a pleasant outdoor environment. |

| | | |
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| | | <ul style="list-style-type: none"> • Advice should be sought from the Planning Department on how the greening ratio should be calculated in the preparation of the greening proposal. |
| Non-building Area (NBA) / Drainage Reserve (DR) | <p>Two NBAs each of 22m wide located in the eastern and western ends of PLA berth from Road P2 to the harbourfront for protection of underground utility structures (Culverts F and J).</p> <p>Two NBAs each of 30m and 38m wide located to the immediate north and south of Site 6 respectively for protection of underground utility structures (Culverts K and L).</p> | <ul style="list-style-type: none"> • Refer to Plan 23. • Exact boundaries are subject to the advice of the Director of Drainage Services. • No above-ground permanent building structures are allowed along the alignment of the existing MTR Tsuen Wan Line. |
| Visual / Pedestrian Corridor | A 30m wide visual/pedestrian corridor linking the City Hall Complex and the reassembled QP should be preserved. | |
| PLA Berth and Access Road | A 18m wide access road from the PLA Hong Kong Garrison Headquarters to the PLA berth should be preserved. | <ul style="list-style-type: none"> • Refer to Plan 23. • Utility and ancillary structures for PLA berth to be determined and erected by Government. • Both PLA berth and access road should be open to public when not in use. |
| Cycle Track / Environmentally Friendly Transport Reserve / EVA | <p>Cycle Track : 3.5m wide</p> <p>Environmentally Friendly Transport Reserve : 8m wide from Central Piers 9 and 10 to the east of Site 6 (subject to further study on the transport mode and technical feasibility by the implementation agent)</p> <p>EVA cum pedestrian walkway : 6m (minimum) wide along the waterfront, excluding the planting along the EVA</p> | Refer to Plan 23 . |
| Other Technical Requirements | | |
| Visual Aspect | <p>Development of the Site should maximize visual permeability towards the harbour and keep the view corridors unobstructed</p> <p>A vantage point to the north of Tamar is identified at the Waterfront Promenade to capture the harbour views and unobstructed visual connection towards the Kowloon Ridgeline for the enjoyment of visitors, and designed as spot of tourist attraction.</p> <p>Two viewing platforms as annotated 'A12' and 'A17' on the MLP on top of the pump houses should be provided for public enjoyment.</p> | Refer to Plan 23 . |

| | | |
|-----------------------|---|---|
| Pedestrian Connection | A comprehensive pedestrian network plan should be devised to allow multi-level pedestrian links through landscaped decks, footbridges and at-grade crossings from the adjacent developments. | |
| Transport Aspect | Ingress / egress points for servicing vehicles at junction of Man Kwong Street and Man Yiu Street should be provided. | <ul style="list-style-type: none"> • Refer to Plan 23. • Details of the layout and provision arrangements of loading / unloading facilities, and traffic impact during construction period should be subject to the satisfaction of the Commissioner for Transport. • The provision of environmental friendly transport service is subject to detailed assessment and design, and agreement by relevant Government departments. |
| Environmental Aspect | Design and development of the Site should comply with the sustainable design principles established for the new Central harbourfront with full consideration of the environmental guidelines and green coverage recommended for the area. | |

Table 8-7 Sites 7 and 8 Development Parameters and Design Consideration

8.9 Master Layout Plan

Taken into consideration the public comments received in the Stage 2 Public Engagement, the MLP (**Figure 11**) has been refined in an iterative manner by incorporation of updated information on the existing and planned infrastructure projects including the design of the West Ventilation Building under the CWB Project. The MLP generally reflects the refined urban design framework and design concepts of all KS. It provides an overall picture of the future developments in NCH.

IX PLANNING AND DESIGN BRIEFS

9.1 Preparation of Planning and Design Briefs

Planning and design briefs for individual KS were prepared based on the refined UDFP, PNP, LSP and MLP from Task 3 and the updated technical details of the infrastructure projects that affect the individual sites. The design concepts of the KS have been further refined on aspects relating to the development site boundaries, building height, setback requirements, built form, public realm, physical and visual linkages, protection of the ridgeline and harbour view, greening strategy, reinforcement of the historic value of Central and overall greening ratio.

9.2 Objectives of Planning and Design Briefs

9.2.1 Planning and design briefs are prepared with the aim to ensure that the future developments of individual sites in the NCH are in line with the urban design concepts in the Study and the urban design objectives are met. They were prepared with supporting illustrative materials to guide the future development of the KS under Task 4 of the Study.

9.2.2 The contents of the planning and design briefs have included the following aspects:

- (a) Background of the site, including the current land status, surrounding developments and land uses, the existing and planned traffic and pedestrian networks in the vicinity, identifiable technical and physical site development constraints, etc.;
- (b) The planning context in relation to the background of the Study and the public view gathered in the public engagement exercise regarding the design concept of the site;
- (c) The planning and urban design objectives of the NCH as well as the particular site according to the MLP, UDFP, LSP and PNP to provide a design vision for planning and development of the site;
- (d) The planning parameters and design criteria for the site, including land use and design concept, height and GFA restrictions, mix of uses, area of open space and greening ratio. Other requirements, including landscape design, view corridors and key vantage points, transport provisions, pedestrian connectivity, environmental design, etc. should also be stated;
- (e) The implementation programme of the site, taking into account the development and construction programmes of the adjacent sites, the reclamation and other major infrastructure projects, etc.; and
- (f) The implementation agents for various projects associated with the development of the site.

9.3 Six Planning and Design Briefs

A total of six planning and design briefs were prepared for the eight KS which are included in the Task 4 Report of the Study:

- (a) Sites 1 and 2 – North of International Finance Centre (II)
- (b) Site 3 – North of Statue Square
- (c) Site 4 – North of City Hall
- (d) Site 5 – North of CITIC Tower
- (e) Site 6 – West of Hong Kong Convention and Exhibition Centre Extension
- (f) Sites 7 and 8 – Waterfront Promenade

X IMPLEMENTATION

10.1 Design Control Mechanisms

The developments in NCH in terms of use, building intensity, building height, etc. are controlled through the following mechanisms :

(a) Statutory Control under OZP

All the sites are covered by and subject to statutory control under the OZP. For sites zoned as CDA, a MLP should be submitted to TPB for consideration and approval in accordance with section 4A(2) of the TPO. For preparation of the MLP, the planning and design parameters, design and layout of buildings, technical assessments and other planning requirements including the requirements for provision of public transport and GIC facilities as stipulated in the OZP and planning and design brief of the subject site should be followed.

(b) Planning and Design Briefs

Planning and design briefs prepared for the key sites in the NCH set out the main planning and design objectives, development parameters, planning requirements and design guidelines for the development of the sites. They should be used to guide detailed planning and design of the subject sites at the implementation stage.

(c) Control under Lease Conditions

Major planning and design parameters and technical requirements set out in the planning and design briefs should be incorporated into the lease conditions to ensure that that the planning and design objectives can be achieved and enforced.

(d) Control under Outline Development Plan

The overall urban design framework and the MLP as recommended in the Study should form the basis for preparing and updating the relevant departmental Outline Development Plan to guide the future development of all areas in the NCH including the key sites and all public works projects in the area.

10.2 Implementation Agents

In respect of implementation of the development proposals put forth in the Study, the responsible agents will include the public sector, private developer or joint partnership (i.e. public private partnership). The following table sets out the key implementation agents for the various identified works and development projects which are proposed in the Study. Further review and discussions amongst relevant Government bureaux and departments on the construction, management and maintenance responsibilities for these works items and development projects would be required.

| Key Site | Project Particulars | Design, Development and Construction | Management | Operation and Maintenance |
|--|--|--------------------------------------|--------------------|---------------------------|
| Sites 1 and 2 | Site development | Partnership | Partnership | Partnership |
| | Public open space (at-grade and landscaped deck) | | Partnership | Partnership |
| | Public open space above Central Piers 4 to 6 | | To be determined | To be determined |
| | Refurbishment of Central Piers 4 to 6 and roofscape design | | Public | Public |
| | Elevated footbridge to IFC (II) | | Partnership | Partnership |
| | Elevated footbridge to existing footbridge from GPO to Star Ferry Pier | | Partnership | Partnership |
| | Public transport facilities | | Public | Public |
| Site 3 | Site development | Private | Private | Private |
| | Public open space (at-grade and landscaped deck) | | Private | Private |
| | Road D6 (section) and Entrance Plaza next to City Hall High Block | | Private | Private |
| | Old Star Ferry Clock Tower and Gallery | | Public | Public |
| | Elevated footbridge to Star Ferry / Central Terminal Building | | Private | Private |
| | Elevated footbridge to Sites 1 and 2 | | Private | Private |
| | Public transport facilities | | Public | Public |
| | Public car park | | Private | Private |
| | Elevated footbridge to IFC II | | Private | Private |
| Site 4 | Site development | Partnership | Partnership | Partnership |
| | Public open space including boardwalk along the northern edge | | Partnership | Partnership |
| | North-south public passage | | Partnership | Partnership |
| Site 5 | Site development | Private | Private | Private |
| | Public open space | | Private | Private |
| | Elevated footbridges to CITIC Tower and Waterfront Promenade | | Private | Private |
| Site 6 | Site development | Private | Private | Private |
| Site 7 | Site development | Public/ Partnership | Public/Partnership | Public/Partnership |
| | Ferry Plaza (in front of Site 3) | | Public/Partnership | Public/Partnership |
| | Festive Lawn (in front of Site 4) | | Public/Partnership | Public/Partnership |
| | Waterfront Event Plaza (in front of Tamar's Green Carpet) | | Public/Partnership | Public/Partnership |
| | Boardwalk (Remaining) and F&B facilities | | Public/Partnership | Public/Partnership |
| | Cycle track and associated facilities | | Public/Partnership | Public/Partnership |
| | Emergency Vehicular Access | | Public/Partnership | Public/Partnership |
| | Public landing steps | | Public | Public |
| Site 8 | Reassembly of Queen's Pier | Public | Public | Public |
| Other Projects | | | | |
| Construction of additional floors at Central Piers 4 to 6 | | Public | To be determined | To be determined |
| Refurbishment and extension of existing elevated footbridge connecting the Central Piers to Sheung Wan | | Public | Public | Public |
| Pierside Corridor : Waterfront Promenade Improvement | | Public | Public | Public |

| | | | |
|--|--------|--------|--------|
| Refurbishment of Central Piers 9 and 10 | Public | Public | Public |
| Footbridge across Connaught Road Central and Road P2 connecting AIA (Central) building, via. City Hall to Site 4 | Public | Public | Public |
| PLA berth | Public | Public | Public |
| Edinburgh Place & original site of Queen's Pier | Public | Public | Public |
| Arts Event Plaza (open space located east of Site 5) | Public | Public | Public |
| "Las Ramblas" esplanade (Road D11) | Public | Public | Public |

Table 10-1 Implementation Agents

10.3 Other Considerations

- 10.3.1 Some areas within the key sites can be used as temporary public open space for public enjoyment before the whole site is ready for their long term development. The Advance Promenade is being planned by the Government to the north of the Tamar development for early public enjoyment pending permanent development of the waterfront promenade at Site 7. Consideration could also be given to advancing the implementation of some related projects such as the refurbishment of Edinburgh Place with the memorial features at the original site of QP.
- 10.3.2 For developments outside the key sites such as "Las Ramblas" esplanade, Art Event Plaza, etc. as listed in Table 10-1, their implementation programme should preferably be in line with the development of the adjacent key sites. The overall development programme should be well coordinated to ensure that the land resources are well managed.

Urban Design Study for the New Central Harbourfront

Terms of Reference and Membership of the Study Steering Group

Terms of Reference

1. To oversee and monitor the progress of the Study;
2. To provide guidance to the Consultant on major issues of relevance to the Study; and
3. To receive and consider study reports and recommendations submitted by the Consultant prior to recommending the results of the Study to the relevant Government Committees and the Town Planning Board for endorsement.

Membership

Chairman : Deputy Director of Planning/District

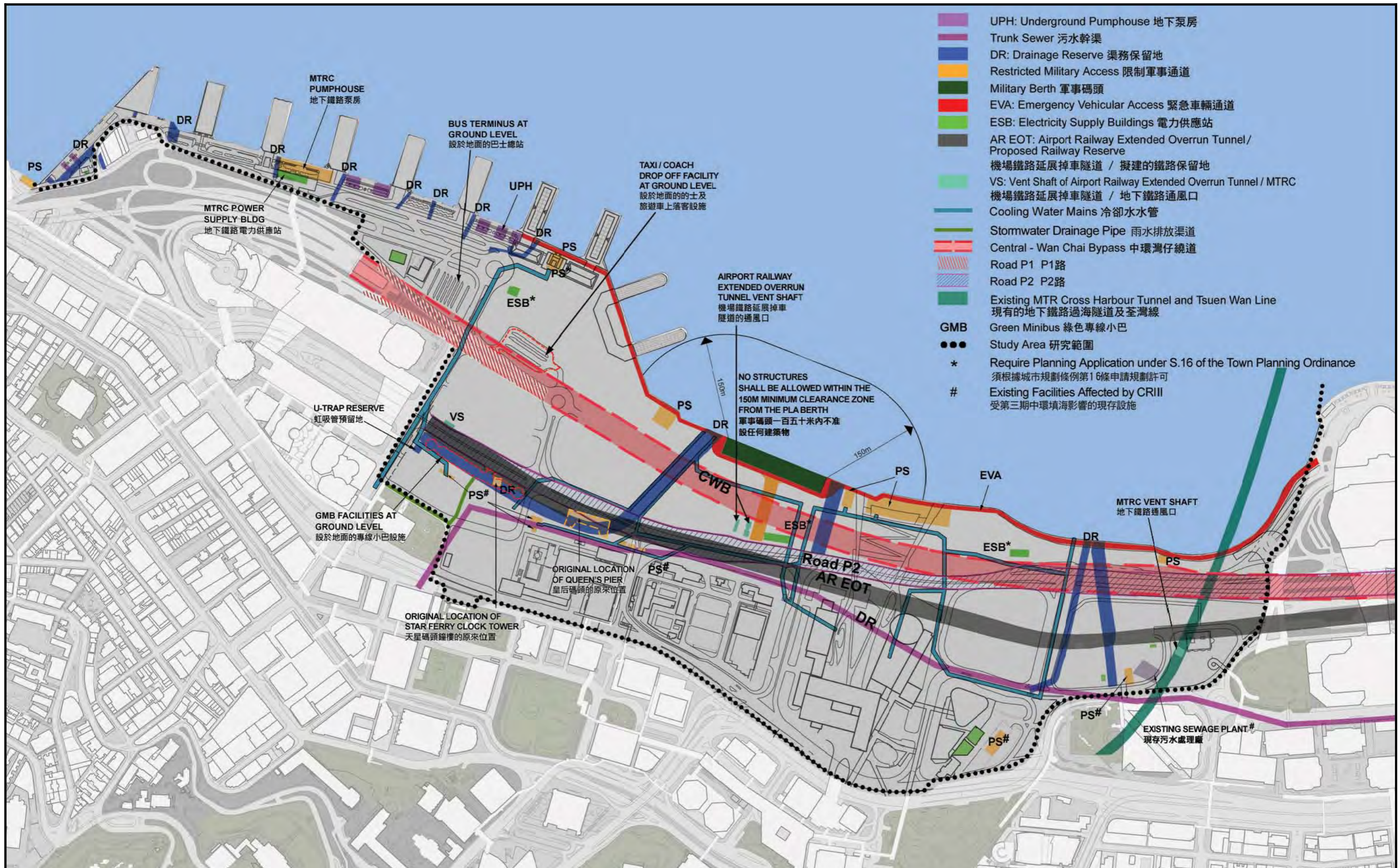
Vice-Chairman : Assistant Director of Planning/Special Duties

Members : Representative(s) from :

Secretary for Development
Commissioner for Transport
Director of Lands
Director of Leisure and Cultural Services
Project Manager/Hong Kong Island and Islands
District Officer/Central and Western
Chief Town Planner/Special Duties
Chief Town Planner/Urban Design and Landscape
Chief Town Planner/Studies and Research[#]
District Planning Officer/Hong Kong[#]
Secretary for Transport and Housing[#]
Director of Architectural Services[#]
Director of Buildings[#]
Director of Highways[#]
Commissioner for Tourism[#]

Secretary : Senior Town Planner /Special Duties 2

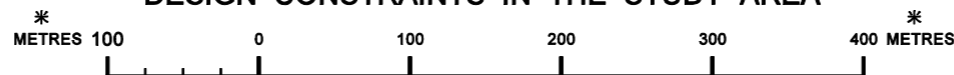
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Source : Fig 1-4 Jan 2011 (Aedas)

URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

DESIGN CONSTRAINTS IN THE STUDY AREA

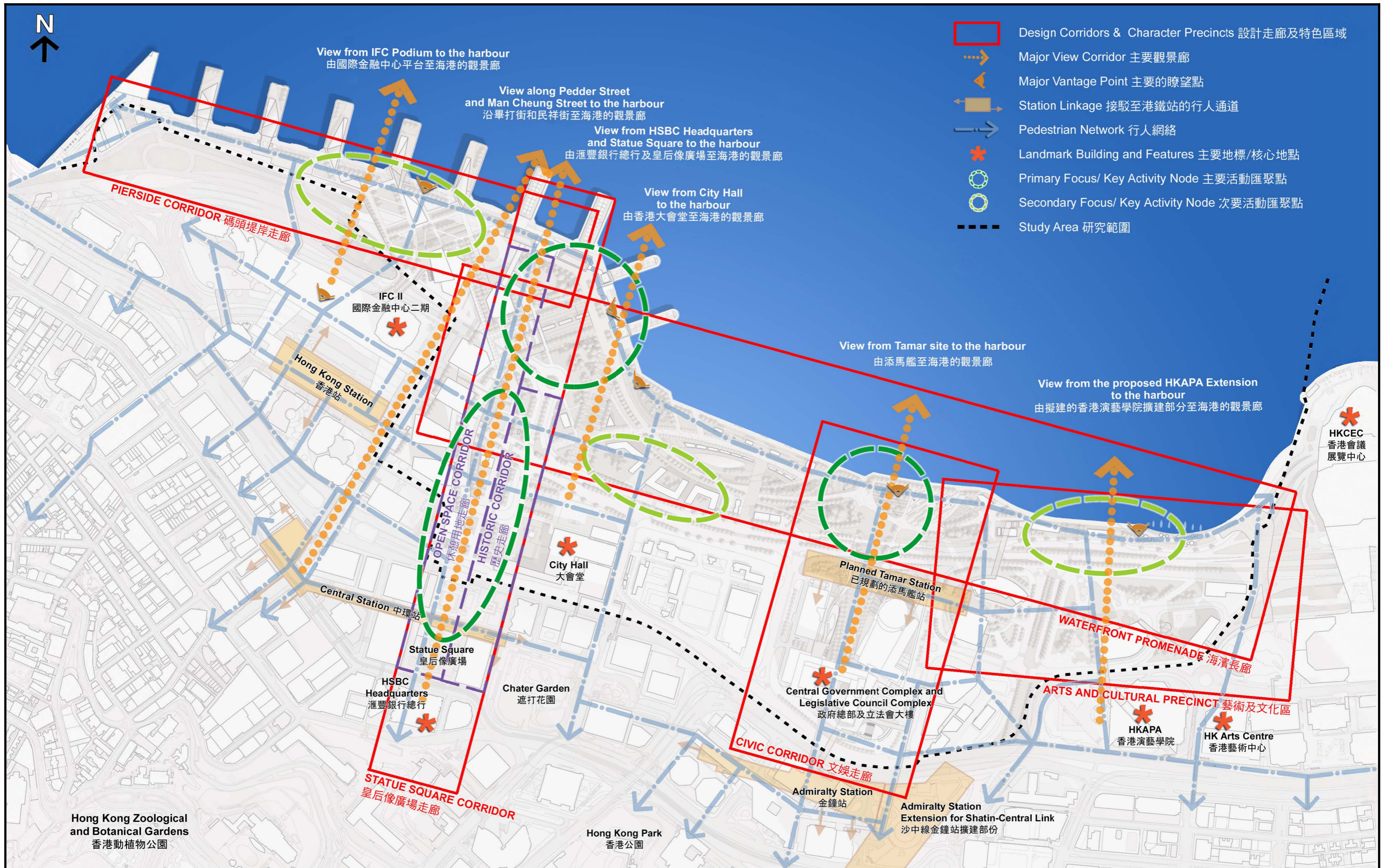


本圖於2011年3月18日擬備
PLAN PREPARED ON 18.3.2011

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Figure 2



Source : Fig 2 Mar 2011 (Aedas)

本圖於2011年8月31日擬備
PLAN PREPARED ON 31.8.2011

URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

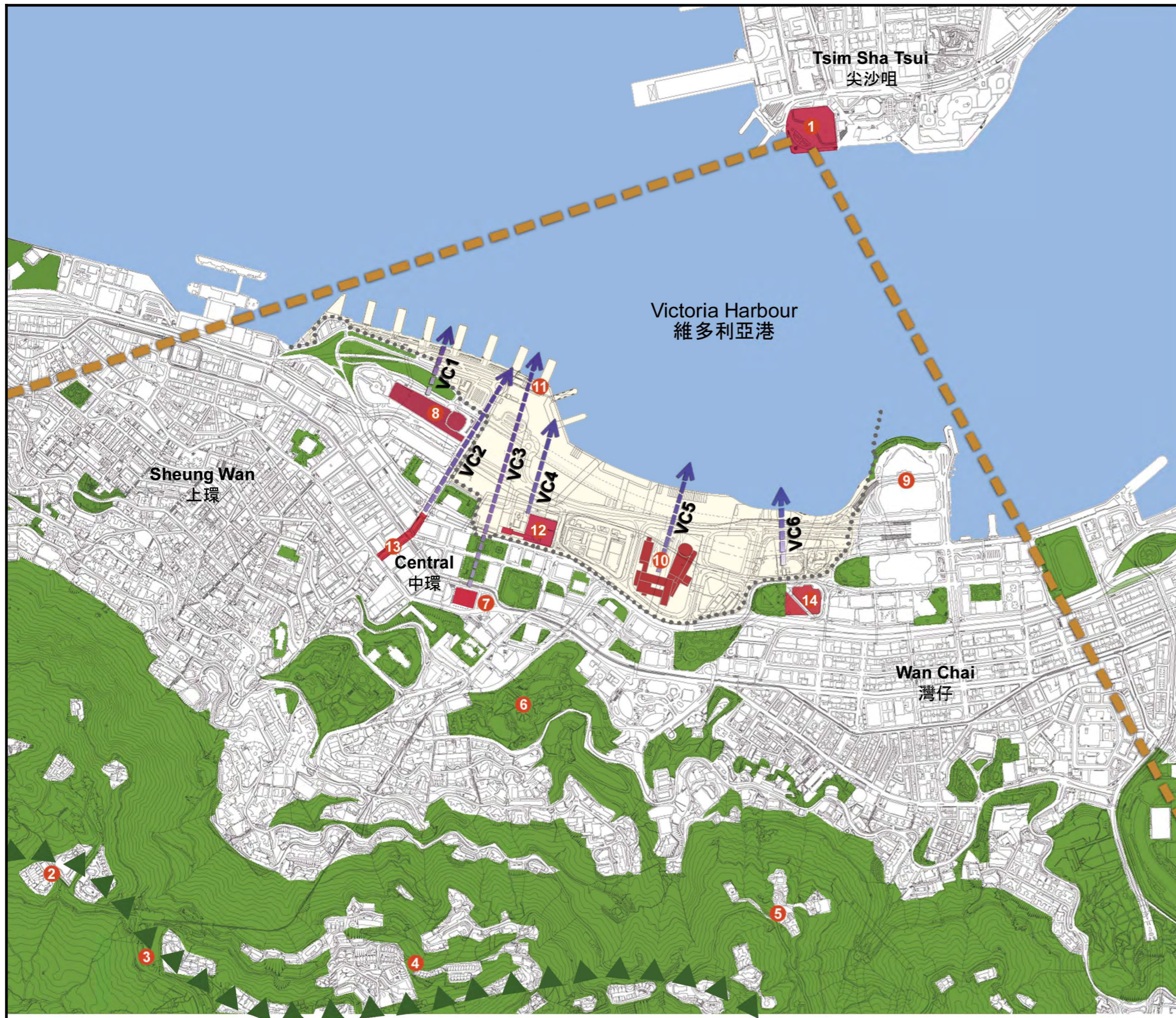
REFINED URBAN DESIGN FRAMEWORK PLAN



規劃署
PLANNING DEPARTMENT






Figure 3



-  Primary Visual Envelope 主要視覺範圍
- 1** Tsim Sha Tsui Cultural Centre 尖沙咀文化中心
- 2** Victoria Peak 扯旗山
- 3** The Peak 山頂
- 4** Mount Gough 歌賦山
- 5** Magazine Gap 馬己仙峽
- 6** Hong Kong Park 香港公園
- 7** HSBC Headquarters 滙豐銀行總行
- 8** IFC 國際金融中心
- 9** HKCEC 香港會議展覽中心
- 10** Government Headquarters and Legislative Council Building 政府總部及立法會大樓
- 11** Star Ferry Pier 天星碼頭
- 12** City Hall 大會堂
- 13** Pedder Street 畢打街
- 14** The Hong Kong Academy for Performing Arts (HKAPA) 香港演藝學院
-  Major View Corridors (VC) 主要觀景廊

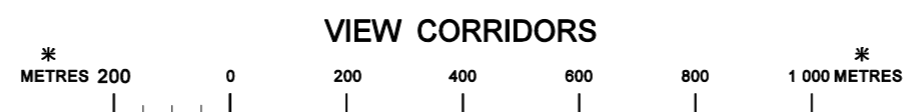
- VC1:** From IFC Podium to the harbour 由國際金融中心平台至海港
- VC2:** Along Pedder Street and Man Cheung Street to the harbour 沿畢打街和民祥街至海港
- VC3:** From HSBC Headquarters and Statue Square to the harbour 由滙豐銀行總行及皇后像廣場至海港
- VC4:** From City Hall to the harbour 由大會堂至海港
- VC5:** From Tamar site to the harbour 由添馬艦至海港
- VC6:** From the proposed HKAPA Extension to the harbour 由擬建的香港演藝學院擴建部分至海港

-  Major Ridgeline 主要山脊線
-  Green areas providing a backdrop to major developments in the study area 綠化的環境構成研究範圍內各主要發展的天然背景
-  Study Area 研究範圍

Source : Fig 3-7 April 2008 (Aedas)

URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

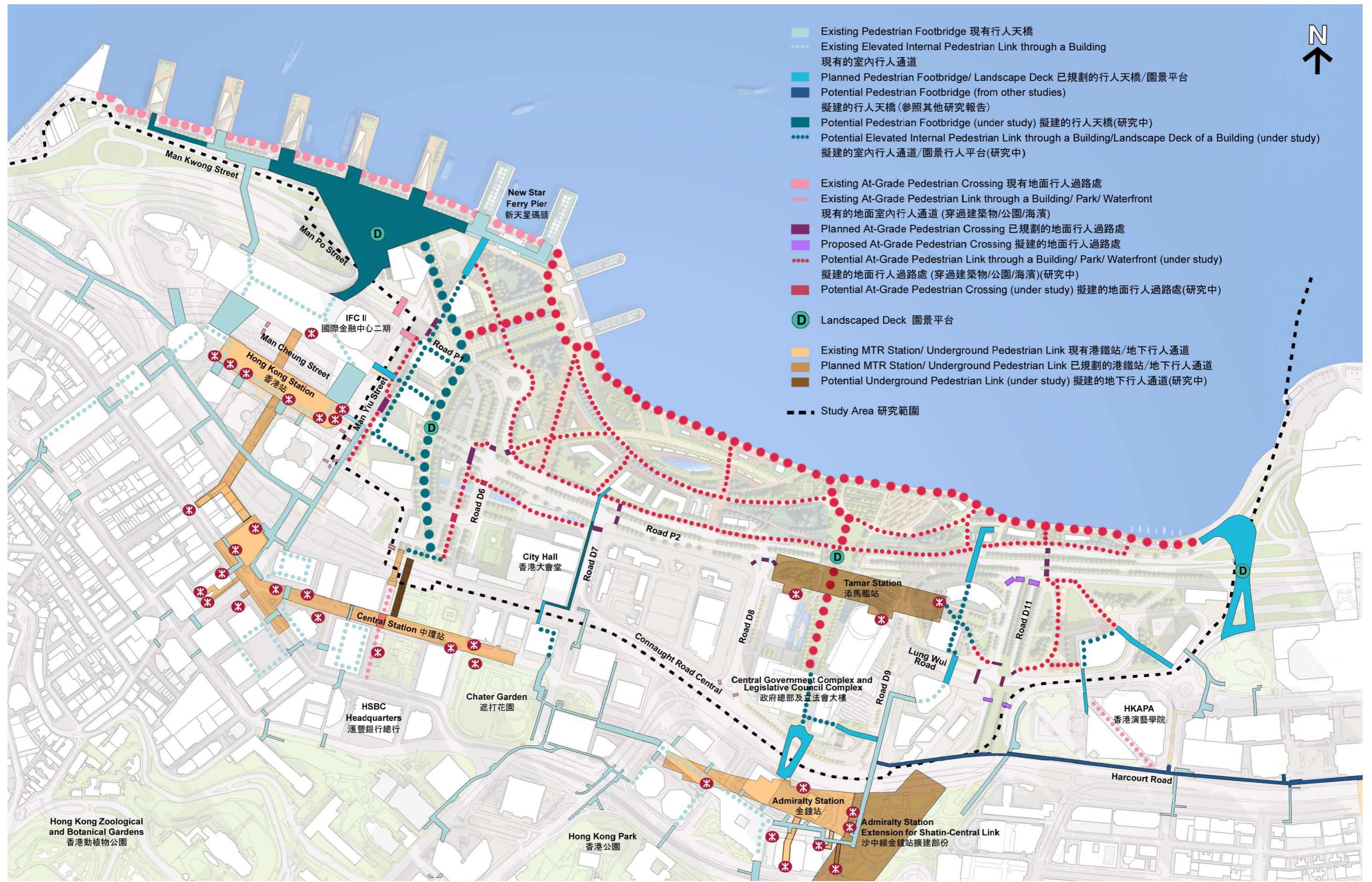
本圖於2011年8月30日擬備
PLAN PREPARED ON 30.8.2011



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Figure 4

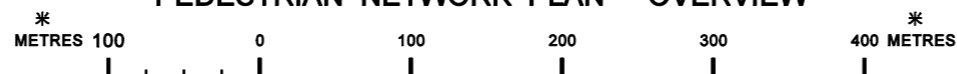


Source : Fig 4-1 Mar 2011 (Aedas)

本圖於2011年8月30日擬備
PLAN PREPARED ON 30.8.2011

URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

PEDESTRIAN NETWORK PLAN - OVERVIEW



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Figure 5

STUDY AREA BOUNDARY



| Ref. | Route | Time (mins) |
|------|--|-------------|
| 1 | IFC One to Pier Nos. 3 & 4 | 6 |
| 2 | Exchange Square to Site 1 | 9 |
| 3 | Central to Star Ferry Pier | 10 |
| 3A | Central Station to Ferry Plaza (via Site 3) | 12 |
| 4 | Central Station to Ferry Plaza | 12 |
| 5 | Chater Garden to Harbourfront | 10 |
| 6 | Murry Road Public Car Park to Harbourfront | 11 |
| 7 | Admiralty Station to Harbourfront | 9 |
| 8 | Admiralty Station to Site 6 | 10 |
| 9 | Gloucester Road to Site 6 | 11 |
| 10 | Gloucester Road to HKCEC Landscape Deck | 10 |
| 11 | Pier Nos. 2 to Ferry Plaza | 12 |
| 12 | Ferry Plaza to Waterfront Event Plaza | 9 |
| 13 | Waterfront Event Plaza to HKCEC Landscape Deck | 9 |

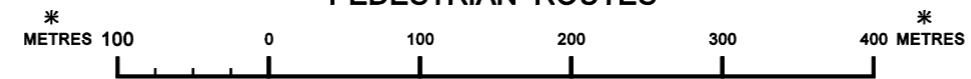


STUDY AREA BOUNDARY

LEGEND :
 NORTH-SOUTH PEDESTRIAN ROUTES
 EAST-WEST CONNECTIONS
6 mins ESTIMATED WALKING TIME

URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

PEDESTRIAN ROUTES

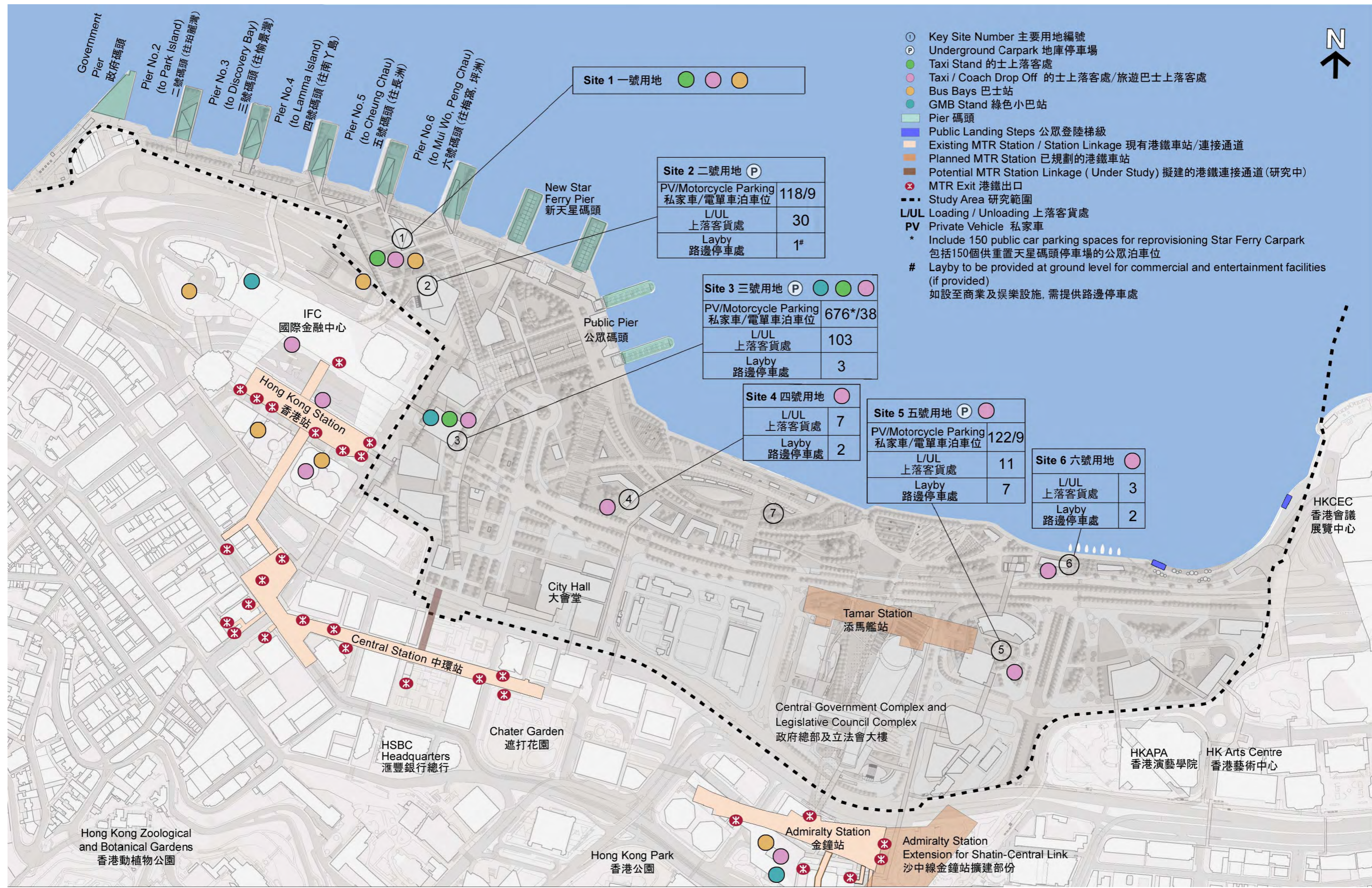


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Figure 6

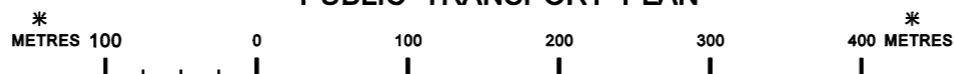
本圖於2011年8月31日擬備
 PLAN PREPARED ON 31.8.2011



Source : Public Transport Plan (PTP) Fig 4-2 Mar 2011 (Aedas)

URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

PUBLIC TRANSPORT PLAN



本圖於2011年8月31日擬備
PLAN PREPARED ON 31.8.2011

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PLANNING DEPARTMENT



Figure 7

Table 4-3-1: Parking Provision for CRUDS Study Area

| Ref. Site no. | Intended Land Use | Current proposed GFA (m2) | Breakdowns of land use | GFA Breakdown (m2) | Existing Parking Spaces | Current Parking Provision | | | | | |
|---------------|---|---------------------------|--|--------------------|-------------------------|--|-------|-----------------|--------------|------------|----|
| | | | | | | Breakdown on Parking Number (Refer to Table 4-3-2) | | | | | |
| | | | | | | PV parking | L/ UL | Taxi/ PV lay-by | Coach lay-by | MC Parking | |
| 1 | Entertainment, exhibition & waterfront related commercial | 16,120 | Retail/ Restaurant (Pier 4-6) | 3,600 | | 54 | 14 | -- | -- | 4 | |
| 2 | | | Exhibition/ Retail / Restaurant | 12,520 | | | | | | | |
| | | | Exhibition/ Gallery/ Retail | 16,000 | | | | | | | |
| | | 19,000 | BOH/ Circulation | 3,000 | | 64 | 16 | 1 (2) | -- | 5 | |
| | | | | | | Total | 118 | 30 | -- | 9 | |
| 3 | CDA | 157,400 | Office | 44,800 | 370 | 175 | 15 | 3 | -- | 13 | |
| | | | Retail | 105,200 | | 351 | 88 | -- | -- | 25 | |
| | | | Public Transport Facilities | 3,600 | | -- | -- | -- | -- | -- | |
| | | | Public Parking (reprovision of Star Ferry Carpark) | 3,800 | | 150 | -- | -- | -- | -- | |
| | | | | | | Total | 676 | 103 | 3 | -- | 38 |
| 4 | Waterfront related commercial | 7,500 | Retail / Restaurant | 7,500 | | -- (3) | 7 | 2 (3) | -- | -- | |
| 5 | CDA | 58,000 | Hotel (4) | 33,000 | | 13 | 2 | 3 | 2 | 1 | |
| | | | Office | 25,000 | | 109 | 9 | 2 | -- | 8 | |
| | | | | | | Total | 122 | 11 | 5 | 2 | 9 |
| 6 | Waterfront related commercial | 2,900 | Retail / Restaurant | 2,900 | | -- (3) | 3 | 2 (3) | -- | -- | |

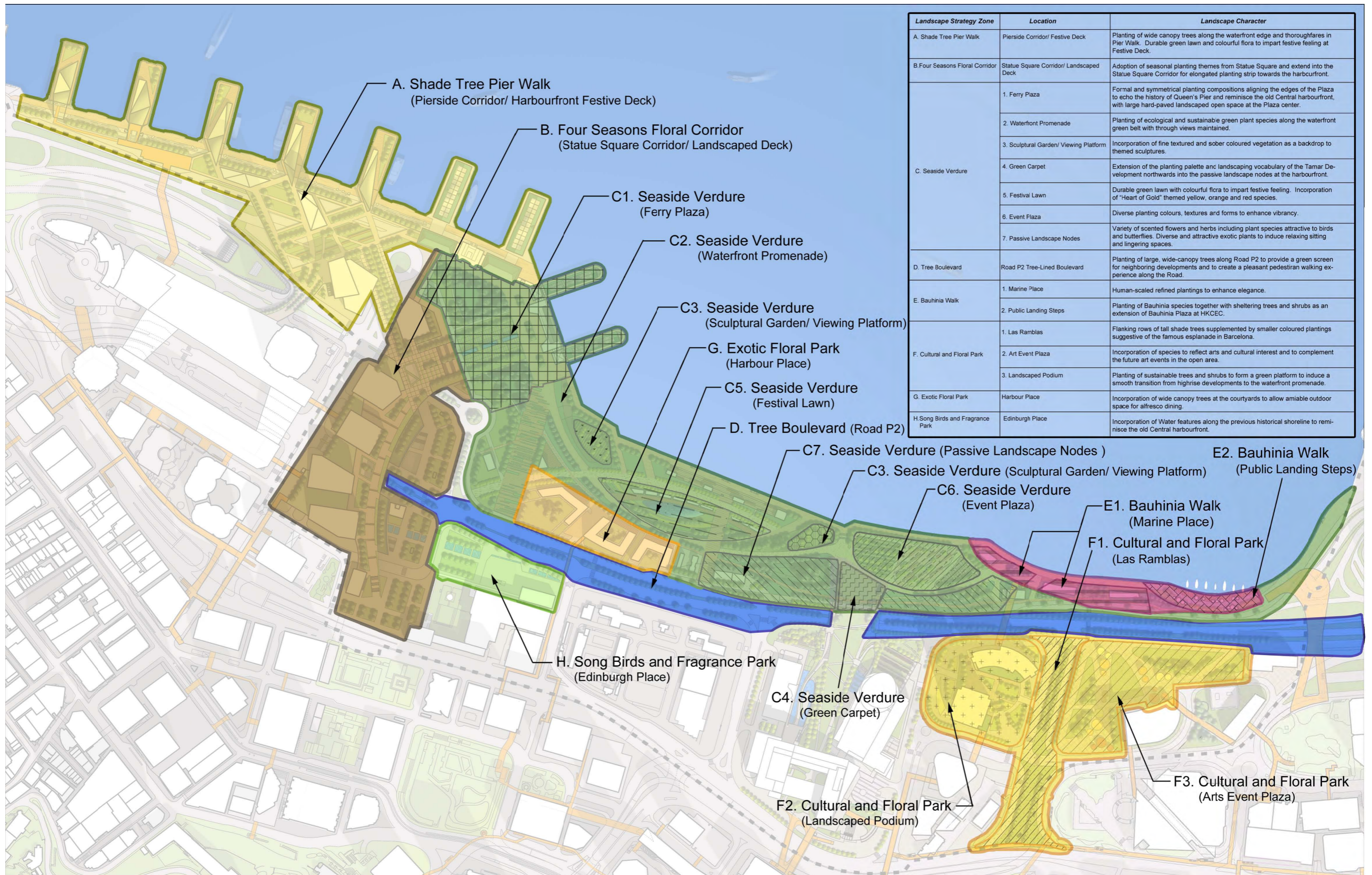
Table 4-3-2: Calculation of Parking Number (based on HKPSG Section 3)

| Retail | | | |
|---|--------------------------------|---------------|--|
| PV Parking | 1 car space per | 300 m2 GFA | (200-300 m2) |
| L/ UL | 1 loading/ unloading bay per | 1200 m2 GFA | (800-1200 m2) |
| Office | | | |
| PV Parking | | | |
| For 1st 15000m2 GFA | 1 car space per | 200 m2 GFA | (150m2-200m2) |
| Above 15000m2 GFA | 1 car space per | 300 m2 GFA | (200-300m2) |
| L/ UL | 1 loading/ unloading bay per | 3000 m2 GFA | (2000-3000m2) |
| Taxi/ PV lay-by | 1 pick-up/ drop-off lay-by per | 20000 m2 GFA | for site at least 5000m2 net site area |
| Hotel | | | |
| PV Parking | 1 car space per | 100 rooms | |
| additional | 0.5 car space per | 200 m2 GFA | (for hotel with conference & banquet facilities) |
| L/ UL | 0.5 loading/ unloading bay per | 100 rooms | |
| Taxi/ PV lay-by | 2 pick-up/ drop-off lay-by | <=299 rooms | |
| | 3 pick-up/ drop-off lay-by | 300-599 rooms | |
| | 4 pick-up/ drop-off lay-by | >=600 rooms | |
| Coach lay-by | 1 lay-by | <=299 rooms | |
| | 2 lay-by | 300-899 rooms | |
| | 3 lay-by | >=900 rooms | |
| For All Types of Developments | | | |
| Motorcycle Parking 7% (5-10%) of the total PV parking provision | | | |

Table 4-3-3: Parking Assumption of Site 1 & 2

| Site 1 | | |
|--|--------------------------------|--------------|
| PV Parking | 1 car space per | 300 m2 GFA |
| L/ UL | 1 loading/ unloading bay per | 1200 m2 GFA |
| Site 2 | | |
| PV Parking | 1 car space per | 300 m2 GFA |
| L/ UL | 1 loading/ unloading bay per | 1200 m2 GFA |
| Taxi/ PV lay-by | 1 pick-up/ drop-off lay-by per | 10000 m2 GFA |
| Assuming all parking and loading/ unloading for Site 1 & 2 will be provided at the basement at Site 2. | | |

- Notes: (1) Unless specified, all calculations of parking number are based on HKPSG Section 3 (Table 4-3-2)
 (2) To be provided at ground level for commercial and entertainment facilities (if provided).
 (3) Due to the relatively small scale development, and its close proximity to the coastline, it is recommended not to provide parking spaces at Site 4 & 6 (subjected to final confirmation from TD), to minimize impact of vehicular traffic to the pedestrians. To compensate the deduction on parking, 2 lay-by are provided for each site.
 (4) For hotel development at Site 5, it is assuming that 350 beds & 3800 m2 of conference & banquet facilities are provided.
 (5) Please refer to Table 4-3-3 for parking assumption of Site 1 & 2.
 (6) Goods vehicle provision is divided into 65% LGV and 35% HGV as stated in HKPSG.
 (7) Car parking spaces at a ratio of 1 per 100 spaces or part thereof should be reserved for persons with disabilities.



URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

LANDSCAPE STRATEGY PLAN : LANDSCAPE ZONES



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Source : Promenade Concept (Aedas)

URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

WALKING ZONES ON THE WATERFRONT PROMENADE



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PLAN PREPARED ON 22.3.2011

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Figure 10



Legend 圖例

Anchoring Public Spaces along the waterfront 海濱的匯聚公共空間

Leisure and Recreation Facility 消閒及康樂設施

- A1 Board Walk 木板步行徑
- A2 Ferry Plaza 渡輪廣場
- A3 Statue Square Corridor (with Landscaped Deck and Landscaped Open Space at-grade) 皇后像廣場走廊 (包括園景平台及地面園林休憩用地)
- A4 Clock Tower & Gallery 鐘樓及展覽館
- A5 Entrance Plaza 入口廣場
- A6 Reassembled Queen's Pier 重組的皇后碼頭
- A7 Bicycle Station 單車站
- A8 Visual / Pedestrian Corridor 景觀/行人走廊
- A9 Water Feature 水景
- A10 Edinburgh Place 愛丁堡廣場
- A11 Harbour Place (Waterfront-related Commercial and Leisure Uses) 海港廣場 (與海濱有關之商業及休憩用地)
- A12 Viewing Platform 觀景平台
- A13 Cycle Track 單車徑
- A14 Food and Beverage Kiosk 餐飲設施
- A15 Festival Lawn 草坪
- A16 Harbourfront Promenade 海濱長廊
- A17 Viewing Platform (Sculpture Garden Theme) 觀景平台 (雕塑花園主題)
- A18 Woodland 園景林地
- A19 Waterfront Event Plaza 海濱廣場
- A20 Green Carpet 草坡
- A21 Marine Place (Waterfront-related Commercial and Leisure Uses) 海岸廣場 (與海濱有關之商業及休憩用地)
- A22 Las Ramblas 林蔭步行區
- A23 Art Event Plaza 藝術廣場
- A24 Public Landing Steps 公眾登陸梯級
- A25 Marine Place Boardwalk 海岸廣場走廊

Public Facility 公共設施

- B1 Elevated Walkway 高架行人走廊
- B2 CWB Ventilation Building 中環灣仔繞道通風大樓
- B3 Landscaped Deck 園景平台
- B4 Electricity Supply Station (below elevated walkway) 電力供應站 (於高架行人走廊之下)
- B5 Environmentally Friendly Transport Reserve 環保交通工具預留空間
- B6 Tree-Lined Boulevard 綠林蔭道
- B7 PLA Berth 解放軍軍碼頭
- B8 Ventilation Shaft 通風塔
- B9 Military Access 軍用通道
- B10 Electricity Supply Station 電力供應站
- B11 Landscaped Podium 園景平台
- B12 Hong Kong Academy for Performing Arts Extension 香港演藝學院擴建部分
- B13 Proposed Hong Kong Visual Arts Education Centre 擬建之香港視覺藝術教育中心
- B14 Landscaped Deck to HKCEC West 通往香港會議展覽中心西面的園景平台

Commercial Facility 商業設施

- C1 Retail / Cafe / Alfresco Dining over the Pier 碼頭上蓋之零售商店/茶座/露天飲食設施
- C2 Retail / Exhibition / Gallery 零售商店及展覽設施
- C3 Iconic Building 地標性建築
- C4 Office with Retail below 辦公室大樓及低層零售商店
- C5 Landscaped Podium with Retail below 園景平台及低層零售商店
- C6 Retail 零售商店
- C7 Office 辦公室大樓
- C8 Hotel 酒店

URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

MASTER LAYOUT PLAN

米 METRES 100 0 100 200 300 400 METRES

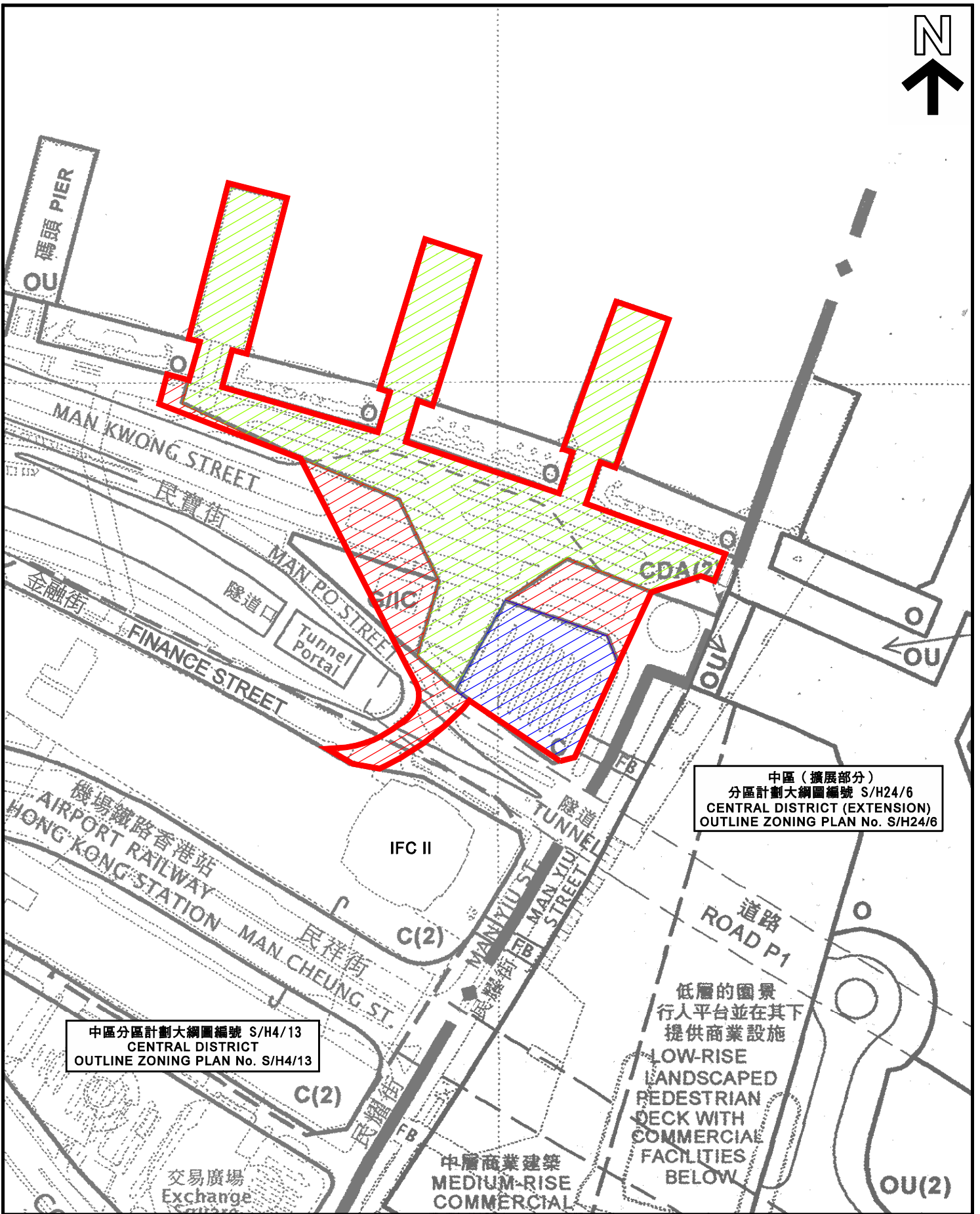
Source : MLP Feb 2011 (Aedas)

本圖於2011年3月21日擬備
PLAN PREPARED ON 21.3.2011

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PLANNING DEPARTMENT



Figure 11



中區 (擴展部分)
分區計劃大綱圖編號 S/H24/6
CENTRAL DISTRICT (EXTENSION)
OUTLINE ZONING PLAN No. S/H24/6

中區分區計劃大綱圖編號 S/H4/13
CENTRAL DISTRICT
OUTLINE ZONING PLAN No. S/H4/13

低層的園景
行人平台並在其下
提供商業設施
LOW-RISE
LANDSCAPED
REDESTRIAN
DECK WITH
COMMERCIAL
FACILITIES
BELOW

中層商業建築
MEDIUM-RISE
COMMERCIAL

- The Site
- Site 1 (Area: 1.84 ha)
- Site 2 (Area: 0.40 ha)
- Extended Area for Landscaped Deck (Area: 0.61 ha)

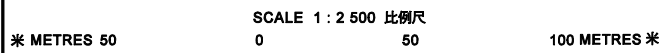
LOCATION PLAN

THE SITE

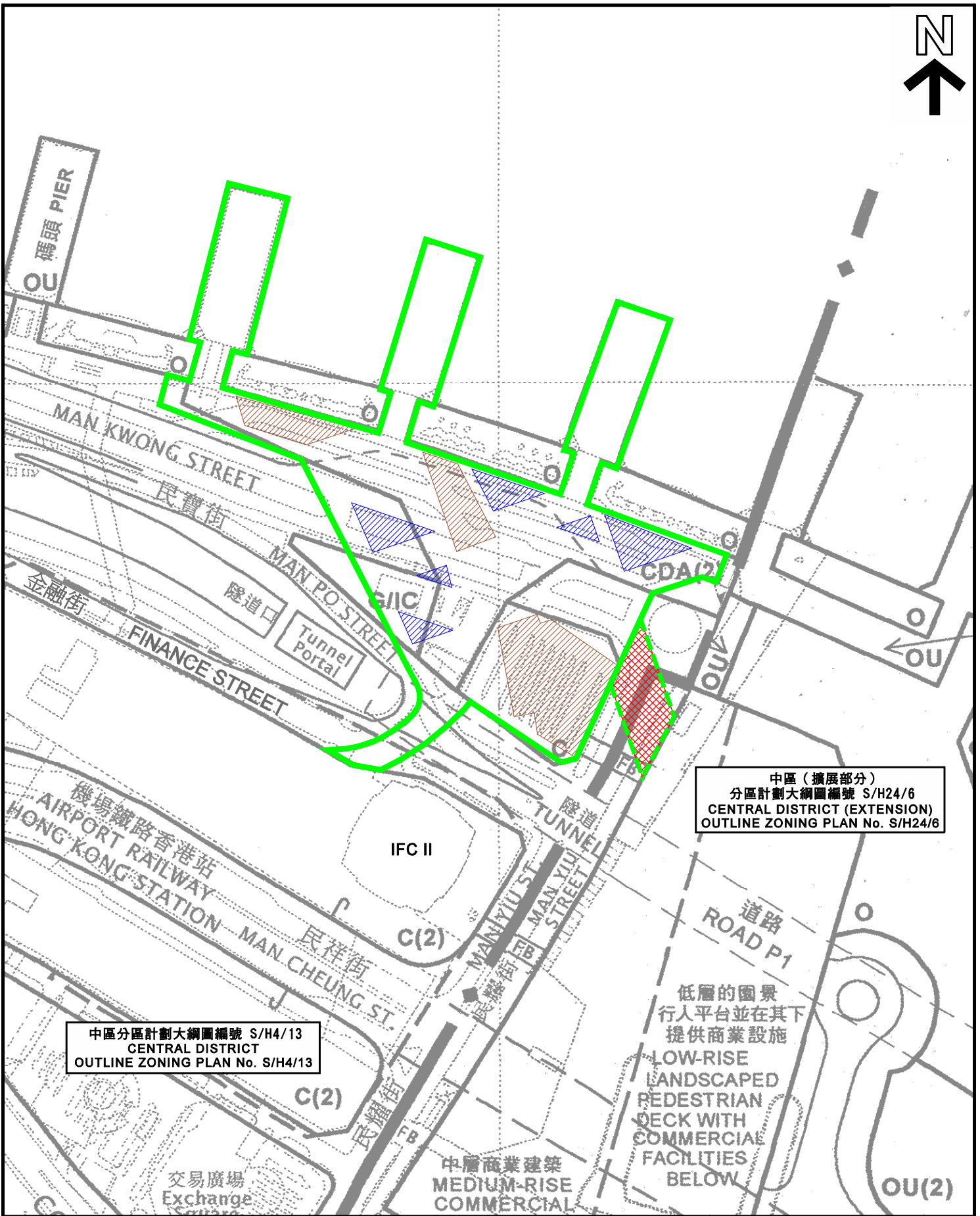
規劃署
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本摘要圖於2011年2月21日擬備
EXTRACT PLAN PREPARED ON 21.2.2011







Plan 1



中區 (擴展部分)
分區計劃大綱圖編號 S/H24/6
CENTRAL DISTRICT (EXTENSION)
OUTLINE ZONING PLAN No. S/H24/6

中區分區計劃大綱圖編號 S/H4/13
CENTRAL DISTRICT
OUTLINE ZONING PLAN No. S/H4/13

低層的園景
行人平台並在其下
提供商業設施
LOW-RISE
LANDSCAPED
REDESTRIAN
DECK WITH
COMMERCIAL
FACILITIES
BELOW

-  Extent of Landscaped Deck
-  Building Footprints (Indicative)
-  Voids (Indicative)
-  Portion of Landscaped Deck Built by Site 3 Developer

本摘要圖於2011年2月24日擬備
EXTRACT PLAN PREPARED ON 24.2.2011

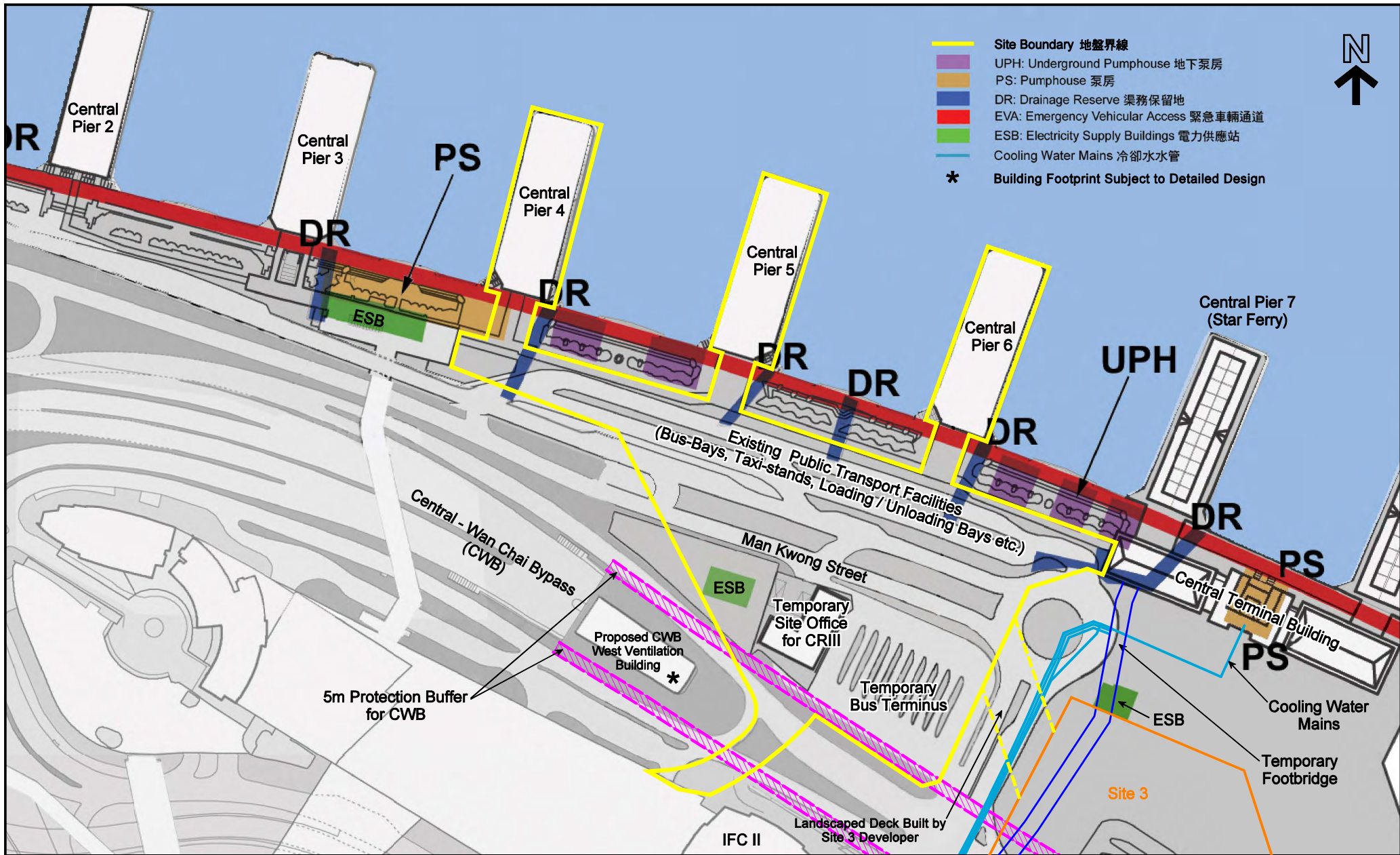
INDICATIVE EXTENT OF ELEVATED LANDSCAPED DECK

SCALE 1 : 2 500 比例尺
米 METRES 50 0 50 100 METRES 米

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Plan 2



SITE CONSTRAINTS

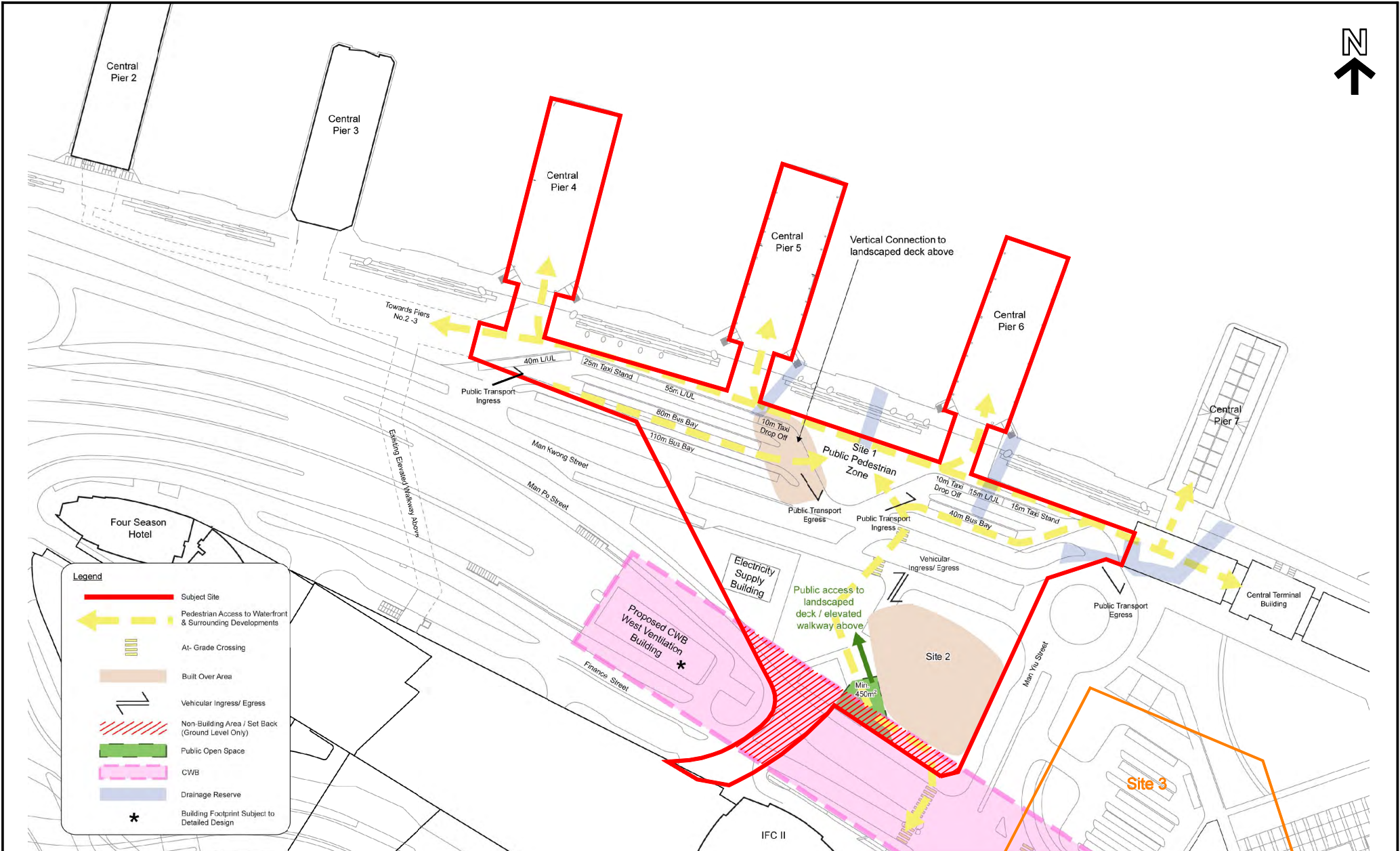
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本繪圖於2011年2月21日製備
EXTRACT PLAN PREPARED ON 21.2.2011



Plan 3



Legend

- Subject Site
- Pedestrian Access to Waterfront & Surrounding Developments
- At-Grade Crossing
- Built Over Area
- Vehicular Ingress/ Egress
- Non-Building Area / Set Back (Ground Level Only)
- Public Open Space
- CWB
- Drainage Reserve
- * Building Footprint Subject to Detailed Design

**DEVELOPMENT CONCEPT AND REQUIREMENTS
(GROUND LEVEL)**

(Not to Scale)

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本摘要圖於2011年2月22日製備
EXTRACT PLAN PREPARED ON 22.2.2011

Plan 4



Legend

- Subject Site
- Pedestrian Access to Waterfront & Surrounding Developments
- View Corridor
- Indicative Extent of Void
- Indicative Extent of Buildings
- Public Open Space on top of Central Piers 4 to 6 (about 1,000m² each)
- Indicative Extent of Landscaped Deck (Public Open Space of min. area of 13,000m²)
- Central Plaza (Public Open Space of min. area of 4,000m²)
- CWB
- * Building Footprint Subject to Detailed Design

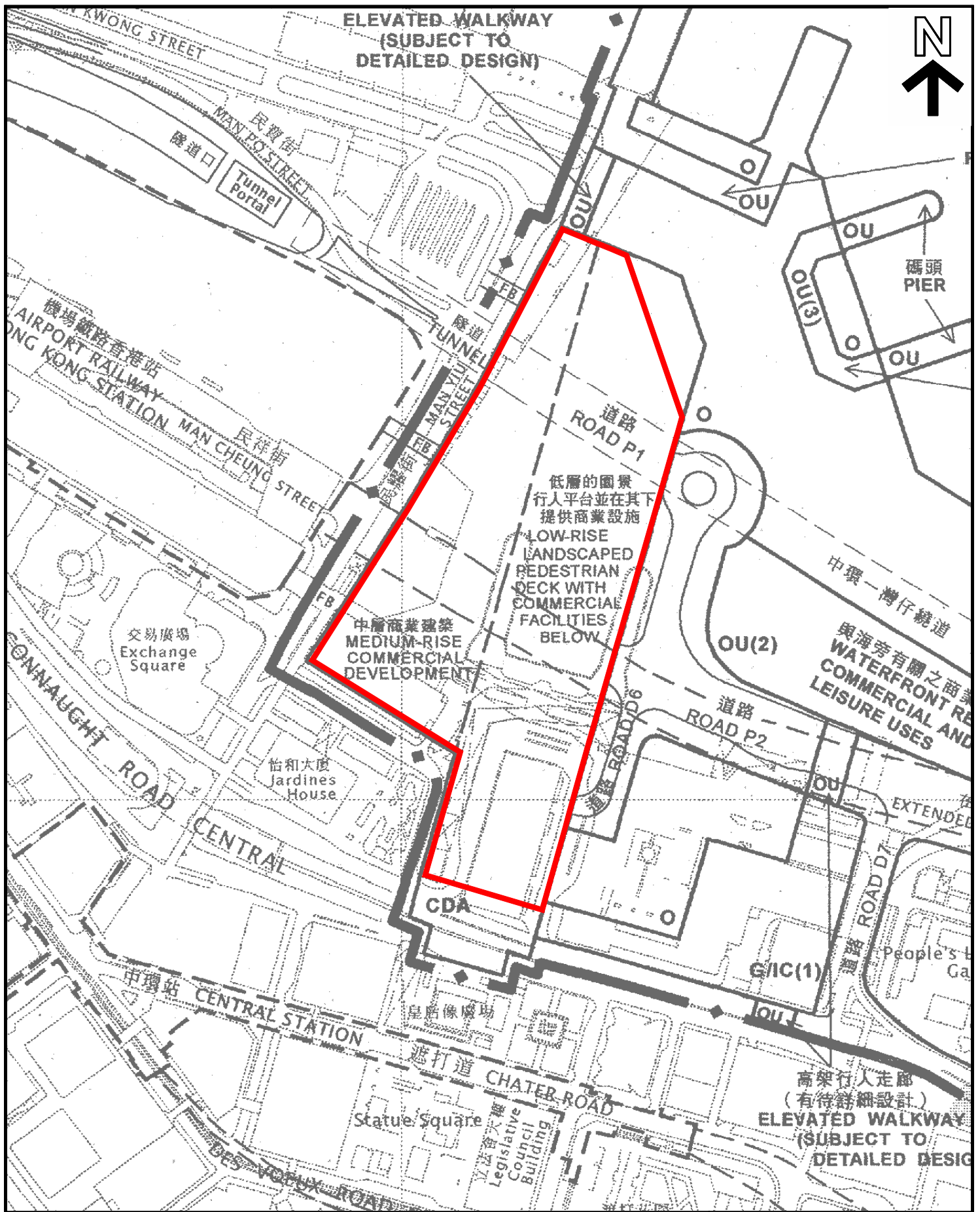
**DEVELOPMENT CONCEPT AND REQUIREMENTS
(PODIUM LEVEL)**

(Not to Scale)

**規 劃 署
PLANNING DEPARTMENT**

本摘要圖於2011年2月24日製備
EXTRACT PLAN PREPARED ON 24.2.2011

Plan 5



 SUBJECT SITE

LOCATION PLAN

THE SITE

規劃署
**PLANNING
DEPARTMENT**

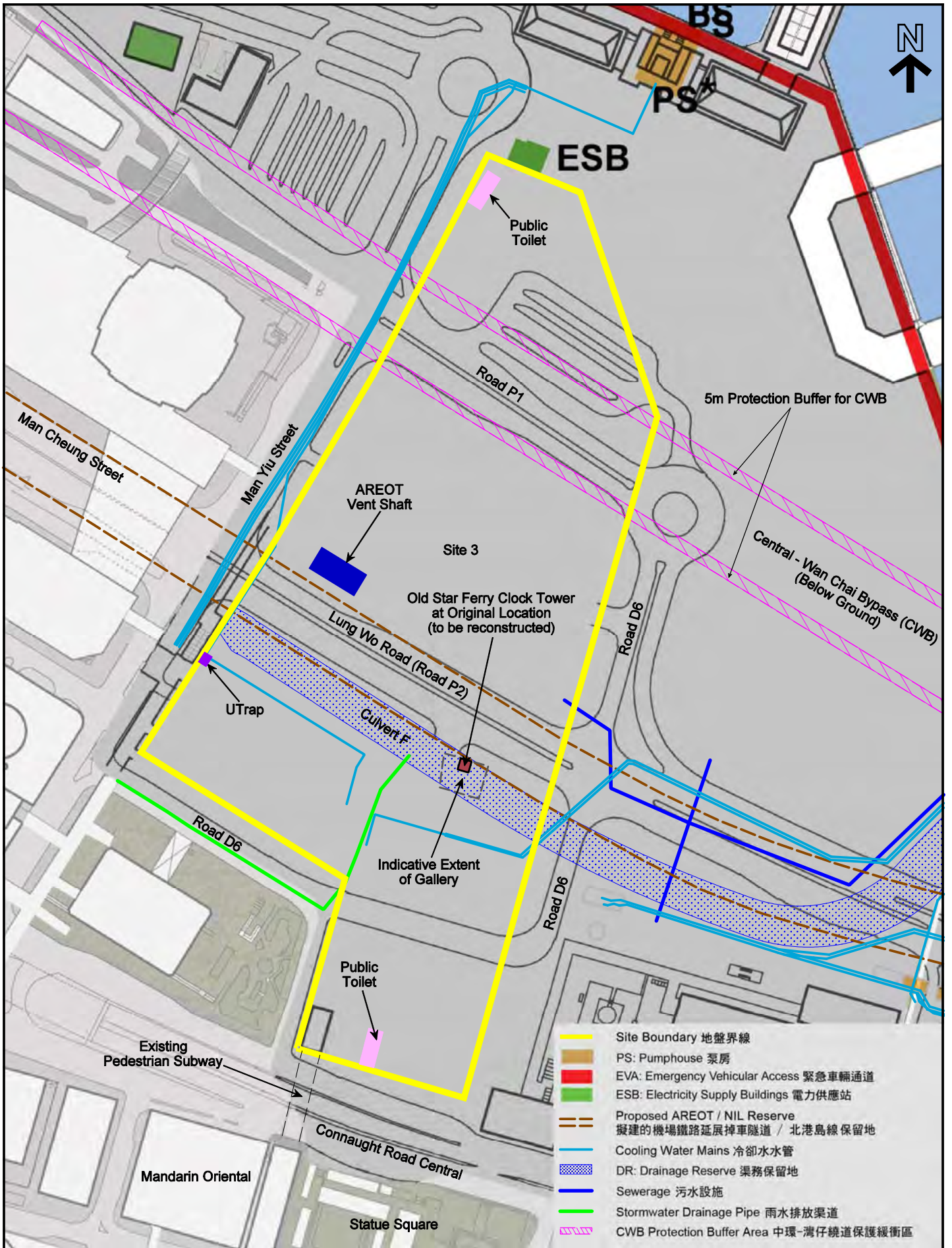


本摘要圖於2011年2月24日擬備，
所根據的資料為於2002年12月17日核准的
分區計劃大綱圖編號 S/H24/6

EXTRACT PLAN PREPARED ON 24.2.2011
BASED ON OUTLINE ZONING PLAN
No.S/H24/6 APPROVED ON 17.12.2002

SCALE 1 : 3 000 比例尺
* METRES 50 0 50 100 METRES *

PLAN 6



- Site Boundary 地盤界線
- PS: Pumphouse 泵房
- EVA: Emergency Vehicular Access 緊急車輛通道
- ESB: Electricity Supply Buildings 電力供應站
- Proposed AREOT / NIL Reserve
擬建的機場鐵路延展掉車隧道 / 北港島線保留地
- Cooling Water Mains 冷卻水水管
- DR: Drainage Reserve 渠務保留地
- Sewerage 污水設施
- Stormwater Drainage Pipe 雨水排放渠道
- CWB Protection Buffer Area 中環-灣仔繞道保護緩衝區

SITE CONSTRAINTS

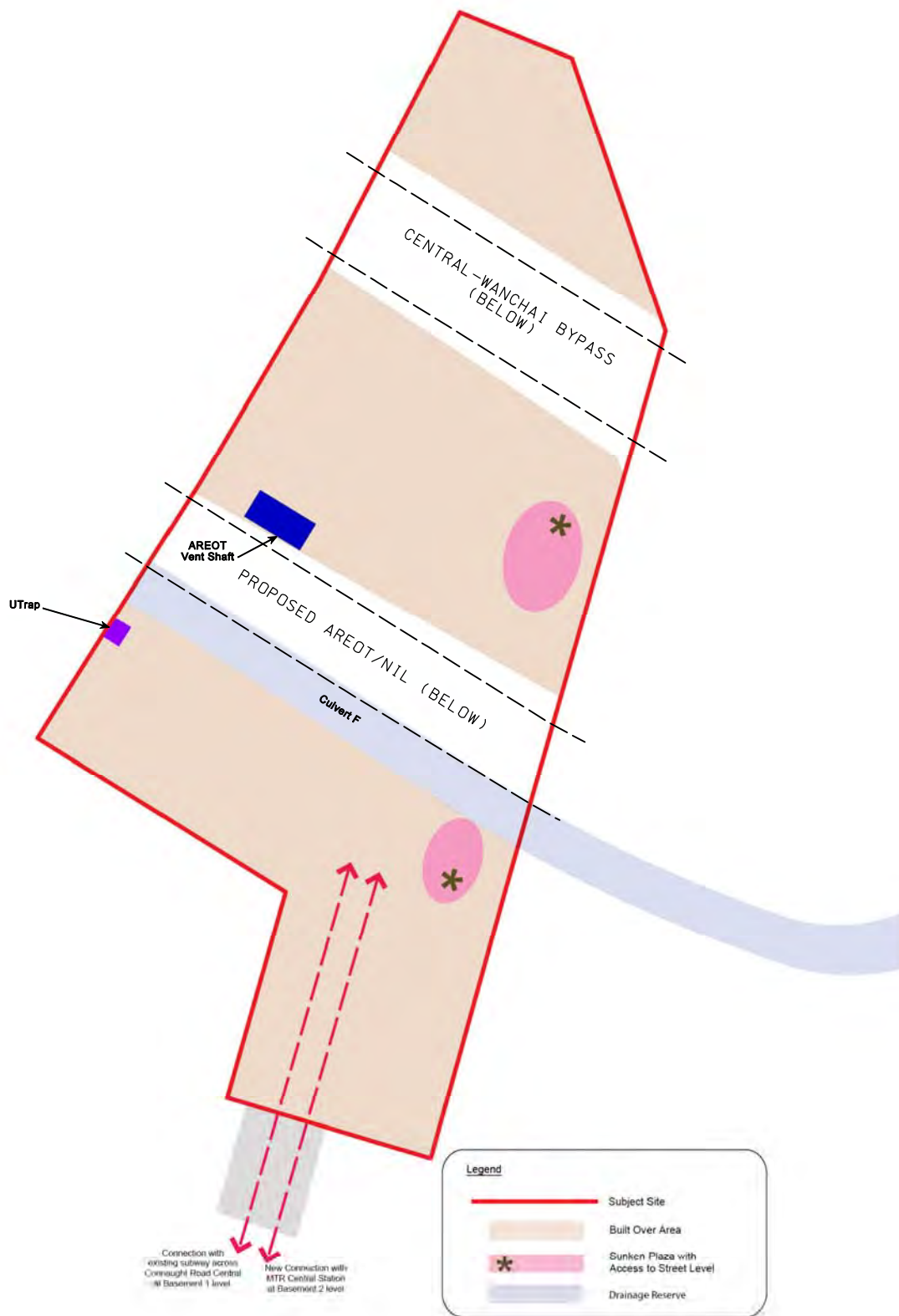
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Plan 7

本摘要圖於2011年2月21日製備
EXTRACT PLAN PREPARED ON 21.2.2011

米 METRES 20 0 20 40 60 80 100 120 METRES 米



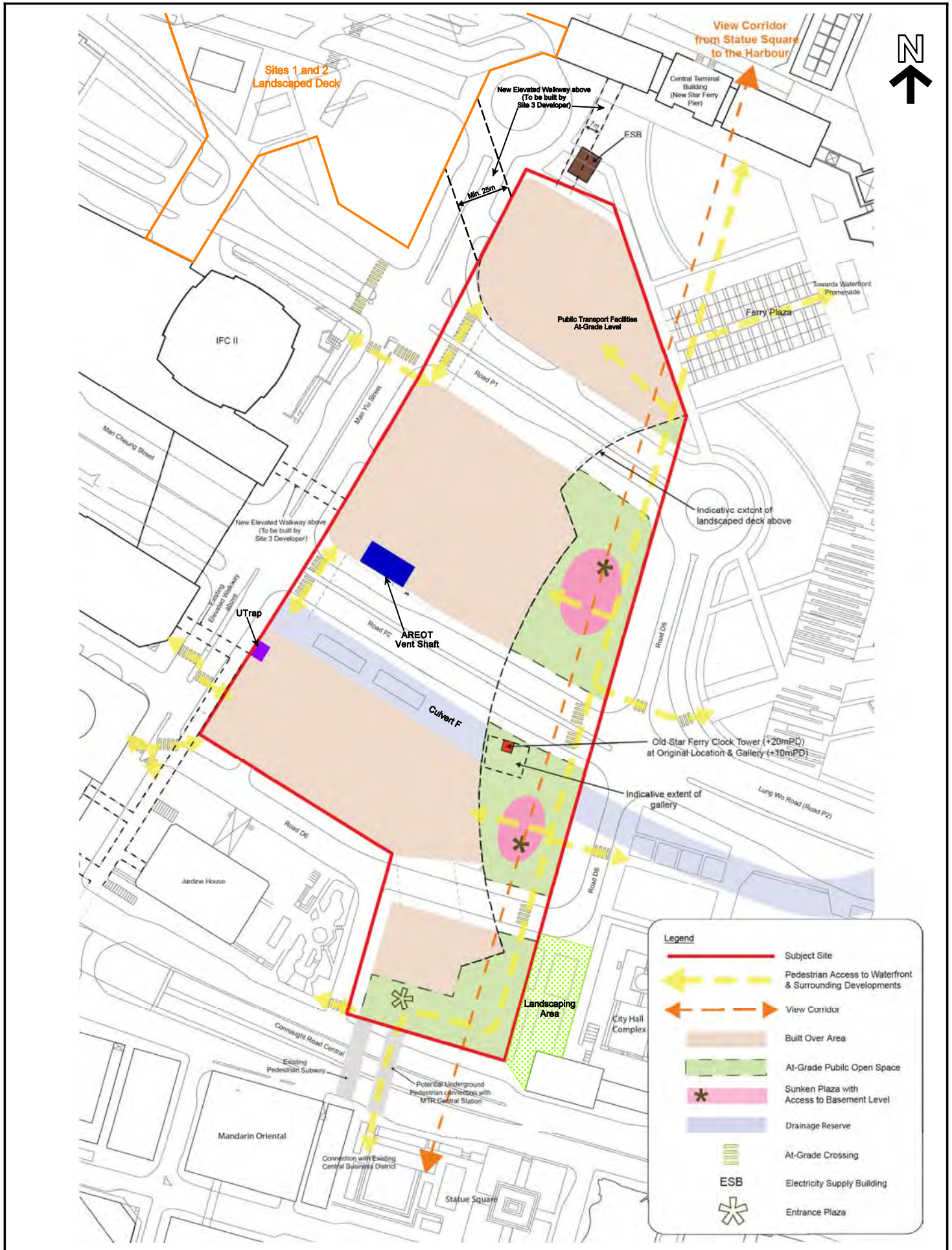
DEVELOPMENT CONCEPT AND REQUIREMENTS
(BASEMENT LEVEL)

Scale 1 : 1 600 (Indicative Only)

規劃署
PLANNING
DEPARTMENT



Plan 8



DEVELOPMENT CONCEPT AND REQUIREMENTS
(GROUND LEVEL)

(Not to Scale)

規劃署
PLANNING
DEPARTMENT



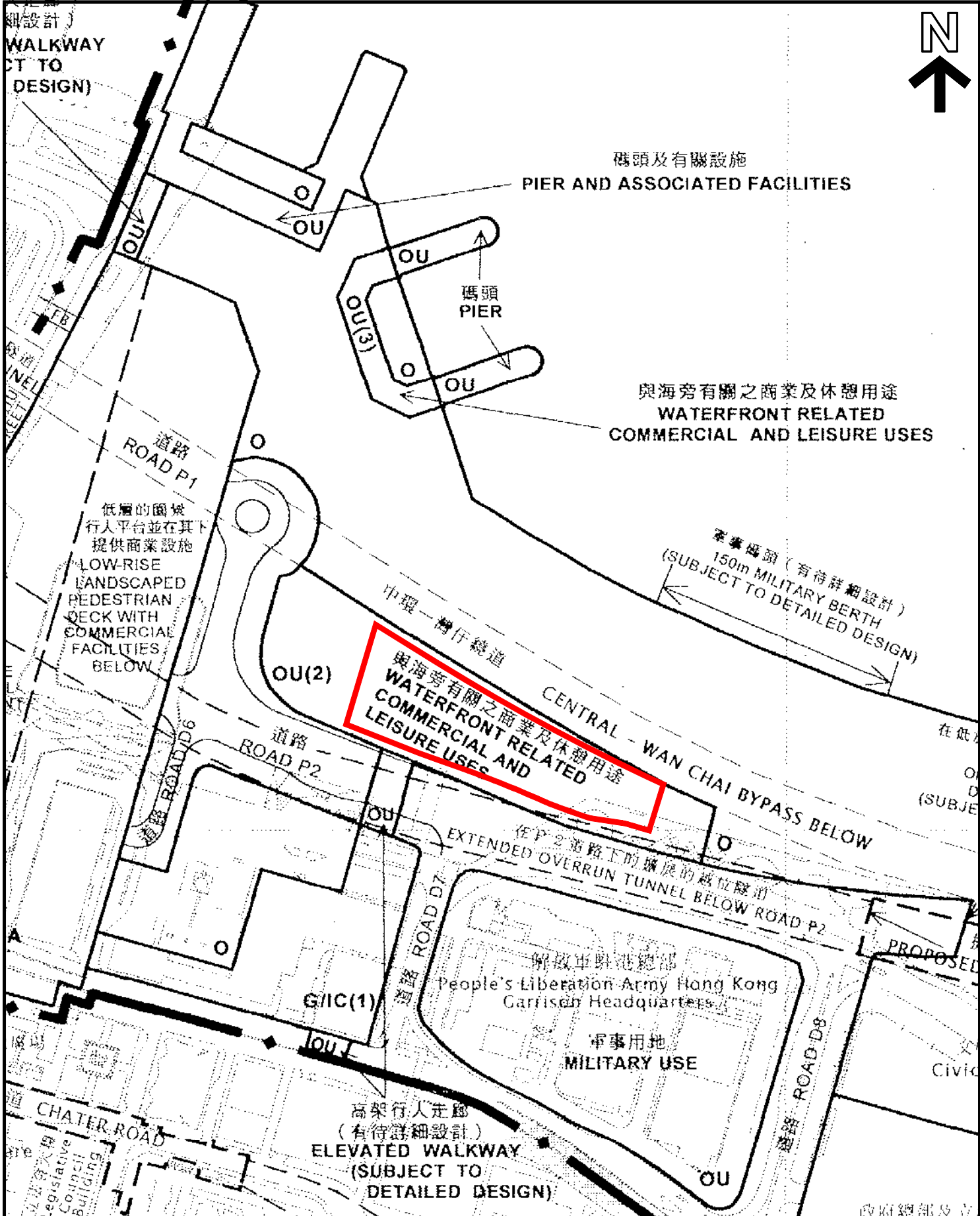



DEVELOPMENT CONCEPT AND REQUIREMENTS
(LANDSCAPED DECK LEVEL)

(Not to Scale)

規劃署
PLANNING
DEPARTMENT





 主題地點
SUBJECT SITE

LOCATION PLAN

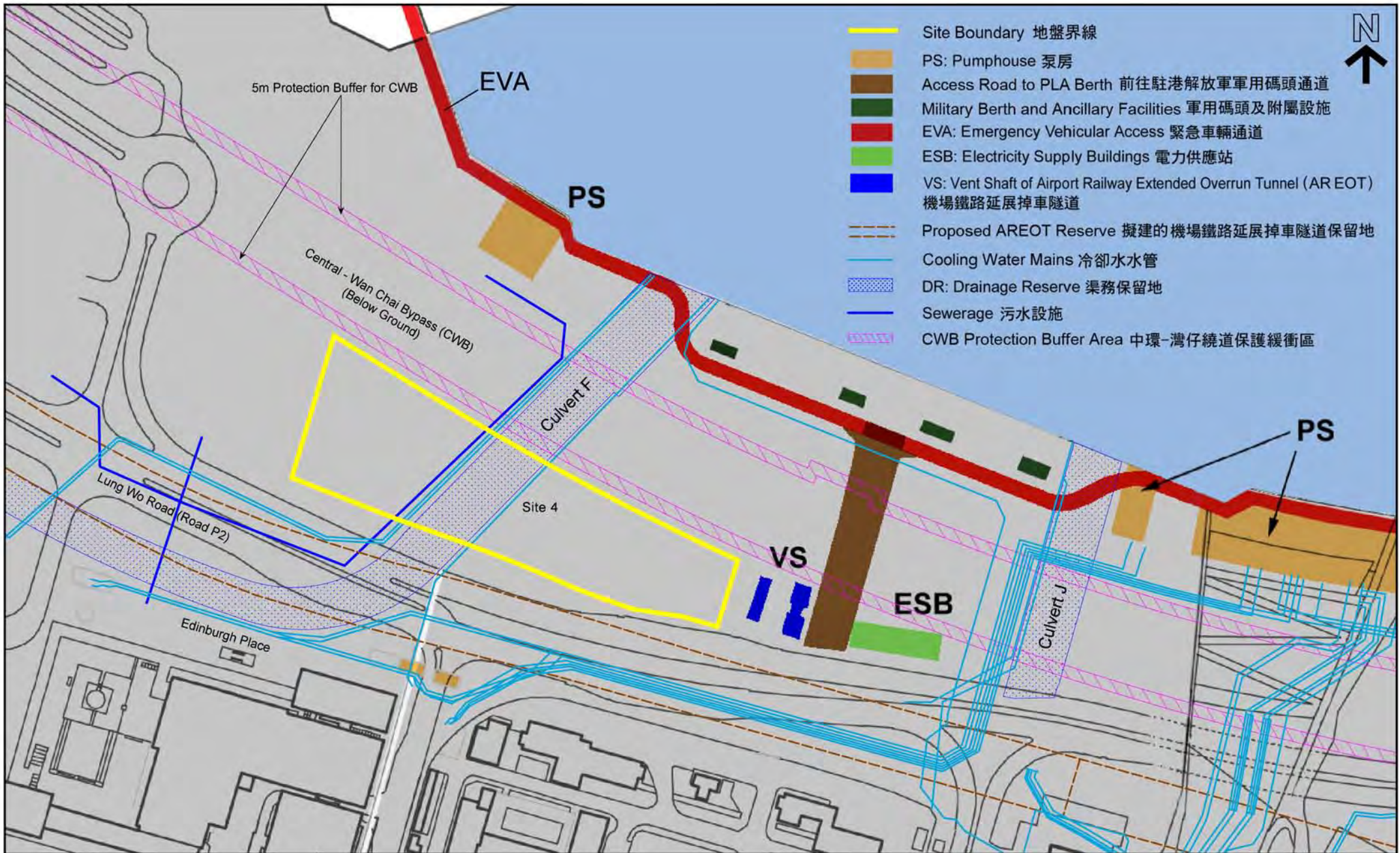
THE SITE

規劃署
PLANNING
DEPARTMENT



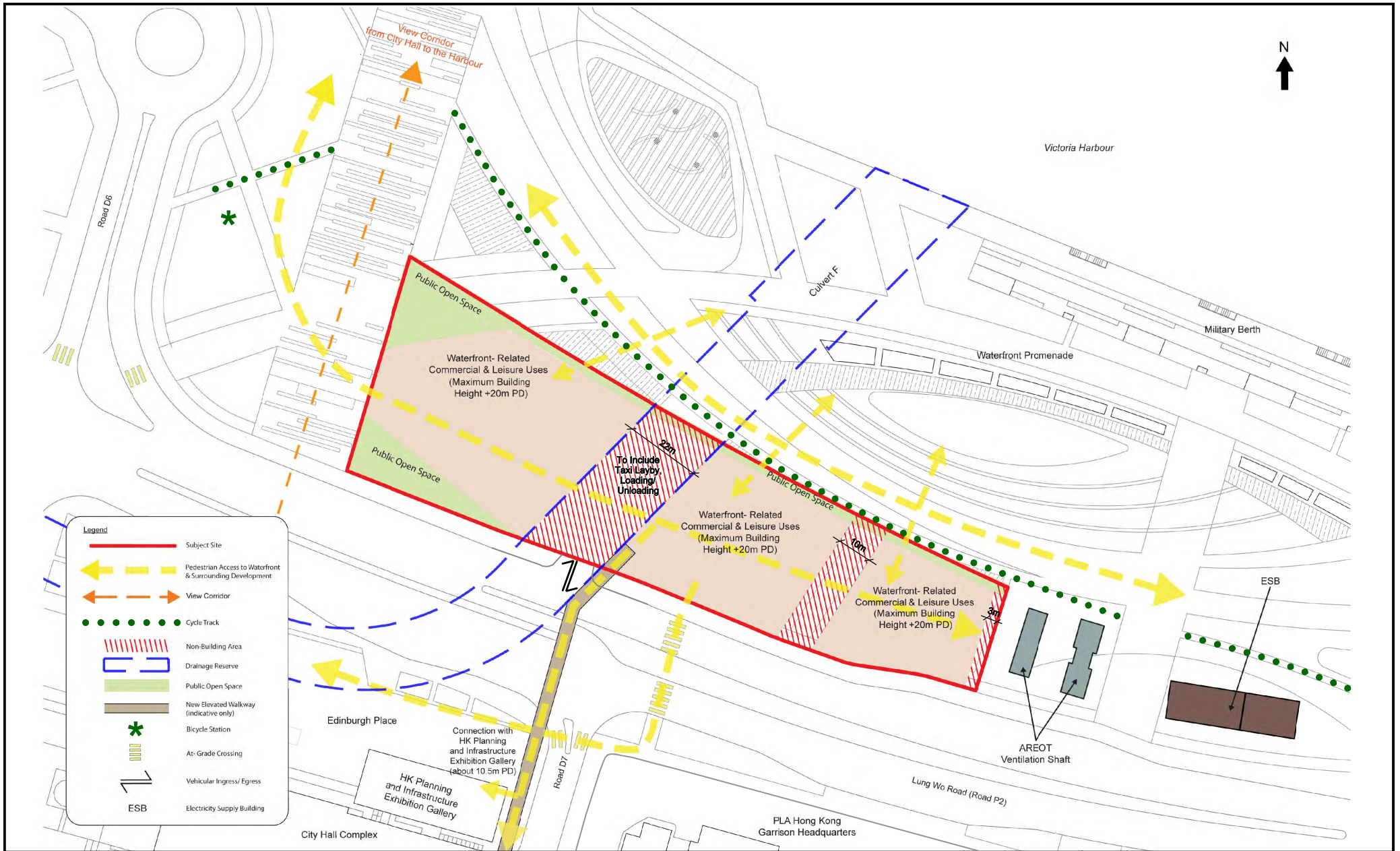
本摘要圖於2011年2月21日擬備，
所根據的資料為於2002年12月17日核准的
分區計劃大綱圖編號 S/H24/6
EXTRACT PLAN PREPARED ON 21.2.2011
BASED ON OUTLINE ZONING PLAN
No.S/H24/6 APPROVED ON 17.12.2002

SCALE 1:3 000 比例尺
* METRES 50 0 50 100 METRES *



SITE CONSTRAINTS

規劃署
PLANNING DEPARTMENT



DEVELOPMENT CONCEPT AND REQUIREMENTS

(Not to Scale)



(有待詳細設計)
TARY BERTH
TAILED DESIGN)

與海旁有關之商業及休憩用途
WATERFRONT RELATED
COMMERCIAL AND LEISURE USES

在低於地面的P2道路上的休憩平台
(有待詳細設計)
OPEN SPACE DECK OVER
DEPRESSED ROAD P2
(SUBJECT TO DETAILED DESIGN)

海港
MARIN

OU(2)

OU(1)

SS BELOW

ROAD D8

擬議鐵路車站
PROPOSED RAILWAY STATION

道路 ROAD P2

文娛廣場
Civic Square



G/IC(2)

G/IC
灣仔西污水處理廠
Wan'Chai West
Sewage
Screening Plant

政府總部及立法會大樓
Government Headquarters and
Legislative Council Building

中信大廈
Citic Tower

高架行人走廊
ELEVATED
(SUBJECT TO D

G/IC(3)

G/IC(4)

夏愨道

HARCOURT ROAD

ADMIRALTY STATION
海軍中心
Admiralty
Centre

正義道擴建部分
JUSTICE DRIVE
EXTENSION

主題地點
SUBJECT SITE

LOCATION PLAN

THE SITE

規劃署
PLANNING
DEPARTMENT



本摘要圖於2011年2月22日擬備，
所根據的資料為於2002年12月17日核准的
分區計劃大綱圖編號 S/H24/6
EXTRACT PLAN PREPARED ON 22.2.2011
BASED ON OUTLINE ZONING PLAN
No.S/H24/6 APPROVED ON 17.12.2002

SCALE 1:3 000 比例尺
* METRES 50 0 50 100 METRES *

Site Boundary 地盤界線

PS: Pumphouse 泵房

Access Road to PLA Berth 前往解放軍軍用碼頭通道

Military Berth and Ancillary Facilities 軍用碼頭及附屬設施

EVA: Emergency Vehicular Access 緊急車輛通道

ESB: Electricity Supply Buildings 電力供應站

VS: Vent Shaft of MTR 香港鐵路通風口

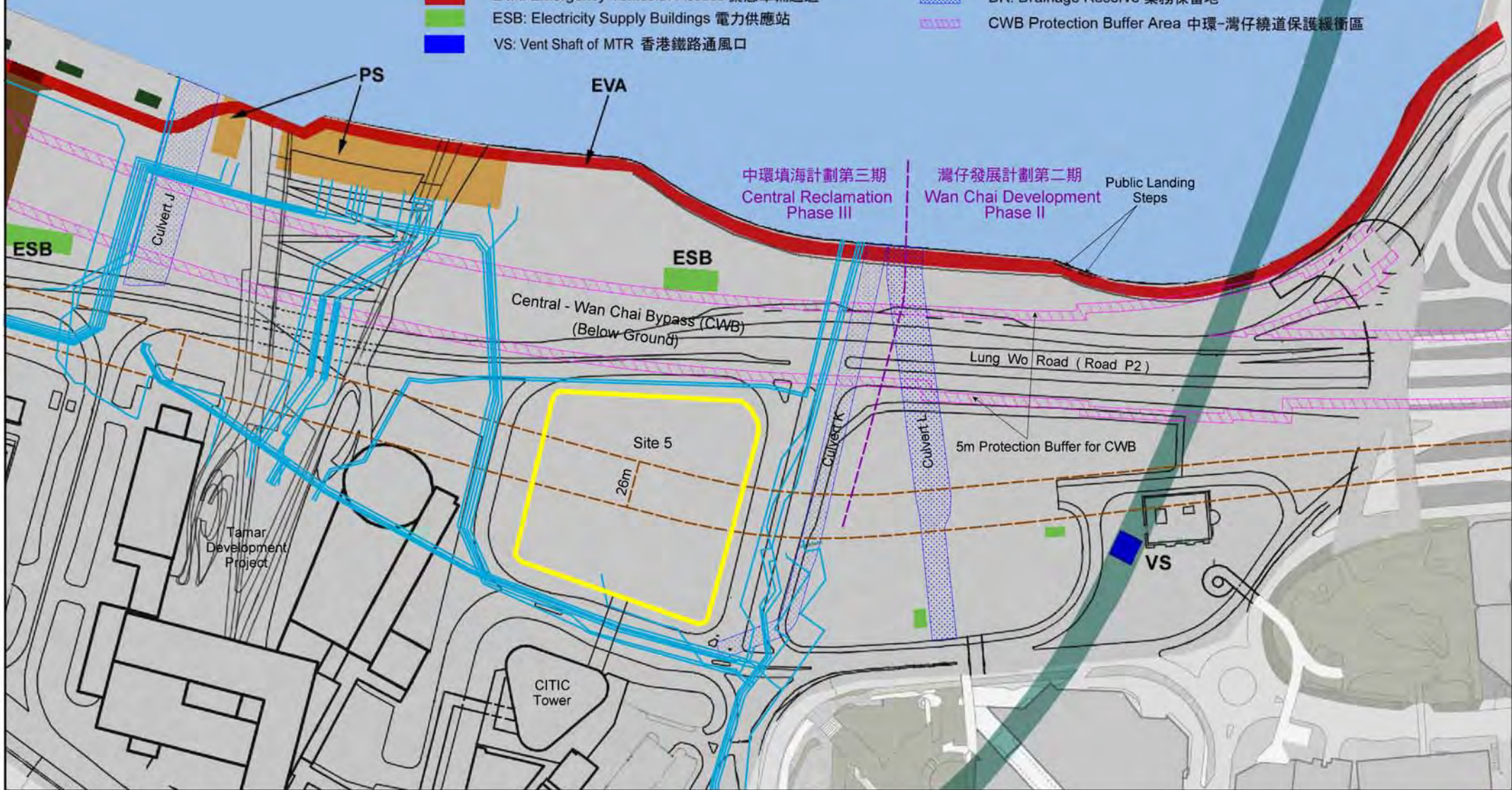
Proposed Railway Reserve 擬建的鐵路保留地

Existing MTR Cross Harbour Tunnel and Tsuen Wan Line
現有的香港鐵路過海隧道及荃灣線

Cooling Water Mains 冷卻水水管

DR: Drainage Reserve 渠務保留地

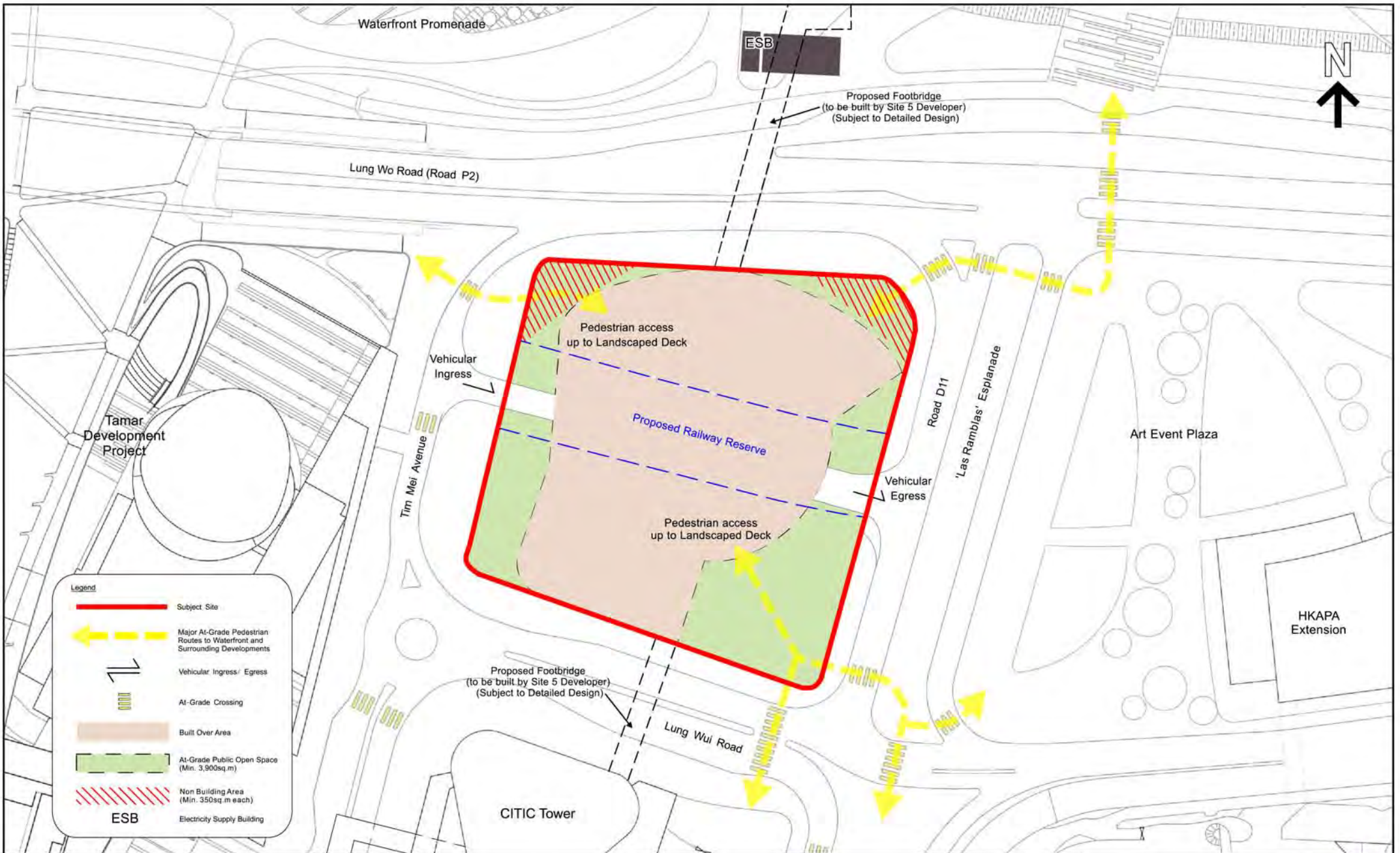
CWB Protection Buffer Area 中環-灣仔繞道保護緩衝區



SITE CONSTRAINTS

規 劃 署
PLANNING DEPARTMENT









- Site Boundary 地盤界線
- PS: Pumphouse 泵房
- Access Road to PLA Berth 前往駐港解放軍軍用碼頭通道
- Military Berth and Ancillary Facilities 軍用碼頭及附屬設施
- EVA: Emergency Vehicular Access 緊急車輛通道
- ESB: Electricity Supply Buildings 電力供應站
- VS: Vent Shaft of MTR 香港鐵路通風口
- - - Proposed Railway Reserve 擬建的鐵路保留地
- Existing MTR Cross Harbour Tunnel and Tsuen Wan Line 現有的香港鐵路過海隧道及荃灣線
- Cooling Water Mains 冷卻水水管
- ▨ DR: Drainage Reserve 渠務保留地
- ▨ CWB Protection Buffer Area 中環-灣仔繞道保護緩衝區

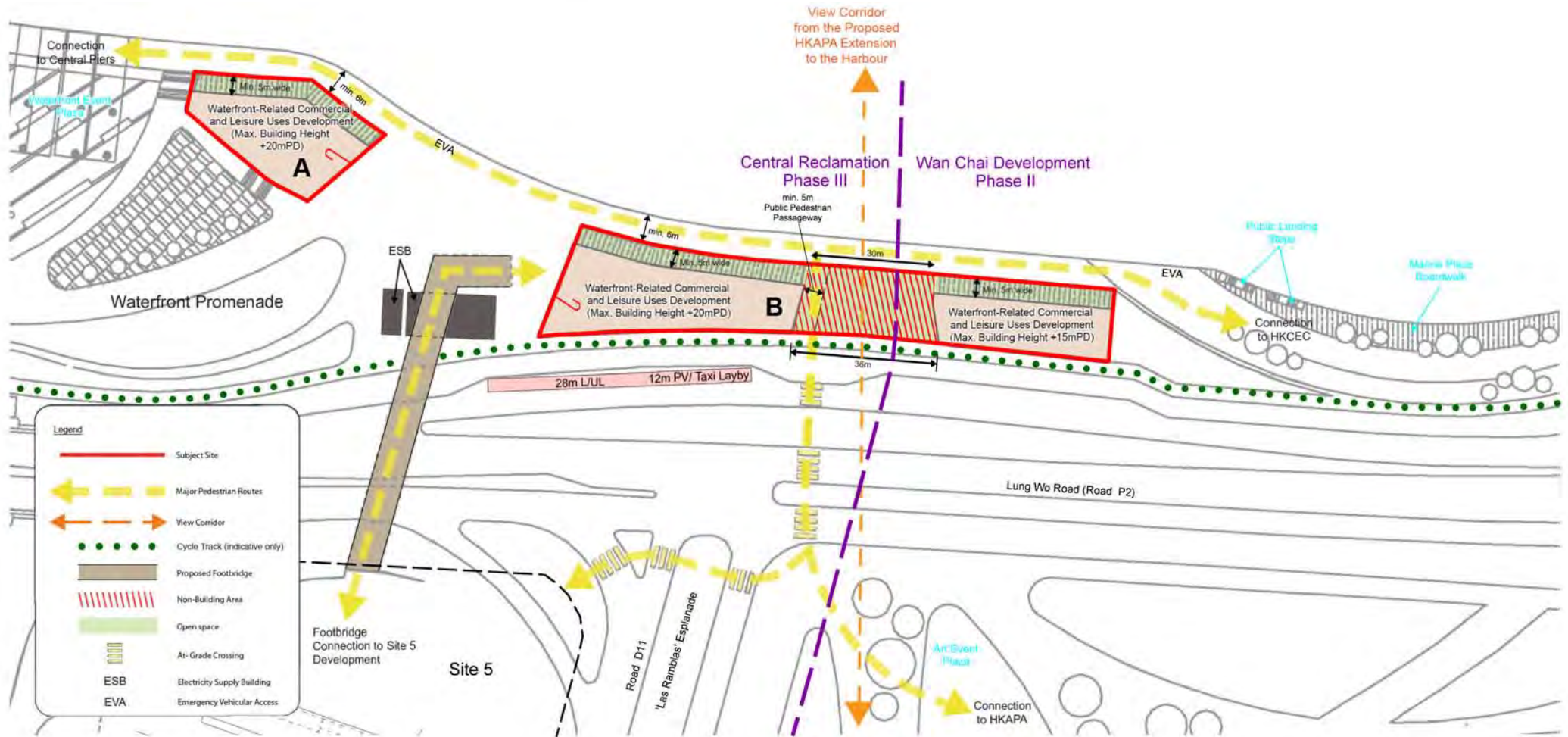


SITE CONSTRAINTS

規 劃 署
PLANNING DEPARTMENT



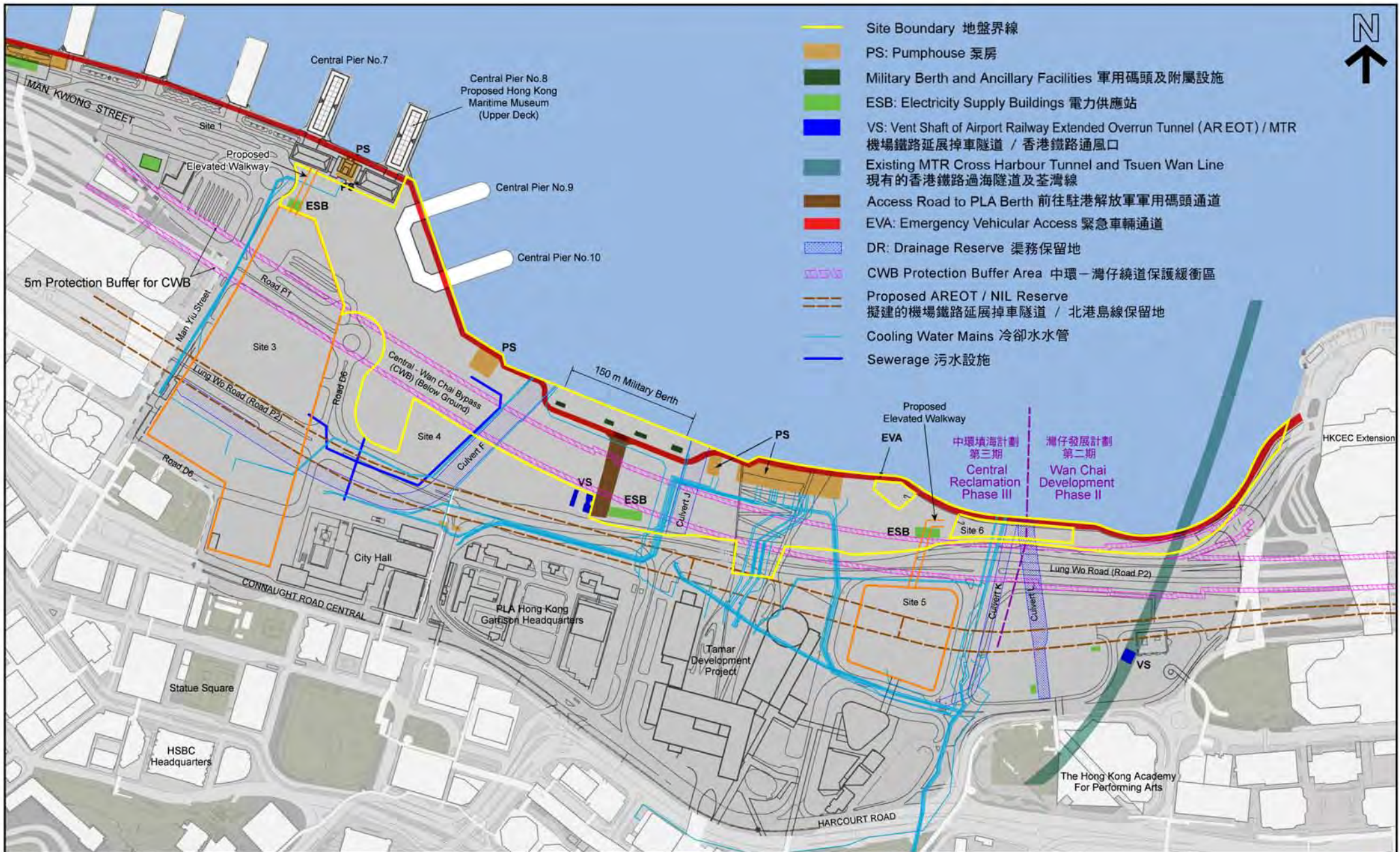
Victoria Harbour



DEVELOPMENT CONCEPT AND REQUIREMENTS

規劃署
PLANNING DEPARTMENT





- Site Boundary 地盤界線
- PS: Pumphouse 泵房
- Military Berth and Ancillary Facilities 軍用碼頭及附屬設施
- ESB: Electricity Supply Buildings 電力供應站
- VS: Vent Shaft of Airport Railway Extended Overrun Tunnel (AREOT) / MTR 機場鐵路延展掉車隧道 / 香港鐵路通風口
- Existing MTR Cross Harbour Tunnel and Tsuen Wan Line 現有的香港鐵路過海隧道及荃灣線
- Access Road to PLA Berth 前往駐港解放軍軍用碼頭通道
- EVA: Emergency Vehicular Access 緊急車輛通道
- DR: Drainage Reserve 渠務保留地
- CWB Protection Buffer Area 中環－灣仔繞道保護緩衝區
- Proposed AREOT / NIL Reserve 擬建的機場鐵路延展掉車隧道 / 北港島線保留地
- Cooling Water Mains 冷卻水水管
- Sewerage 污水設施

本摘要圖於2011年2月22日擬備
EXTRACT PLAN PREPARED ON 22.2.2011

