

7. OVERALL CONCLUSION

- 7.1 The Stage 1 Public Engagement had been completed and public views and suggestions were collected on three major areas: (a) urban design objectives and issues for the Study and key urban design considerations for the key sites; (b) sustainable design principles and criteria for assessing the future proposals against the sustainable design framework, and (c) possible locations and design ideas for re-assembling Queen’s Pier and reconstructing the old Star Ferry Clock Tower. It was estimated that a total of about 530 individuals had participated in the various public engagement activities and/or submitted views and suggestions. Views and suggestions from stakeholders and the public were collected through the following channels/ platforms:
- the Focus Group Workshop (FGW)
 - the Community Engagement Forum (CEF)
 - the questionnaire survey using View Collection Forms (VCF)
 - written submissions
 - briefings to public and advisory bodies
- 7.2 Overall speaking, the opinions collected in the Stage 1 Public Engagement were diverse. The participants of the FGW had a balanced discussion, taking into account various design and technical considerations. For the CEF, which was mainly attended by members of the public and concern groups, the focus of discussion was more on the preservation of Queen’s Pier and the old Star Ferry Clock Tower, a hot issue at the time. The respondents to the VCF represented a wider spectrum of the society and the focus and opinions were more balanced.
- 7.3 The urban design objectives and issues, sustainable design principles and criteria, and urban design considerations for key sites appeared less controversial than the arrangements for re-assembling Queen’s Pier and old Star Ferry Clock Tower. There was general concurrence with the urban design objectives and issues, and sustainable design principles and criteria identified by the study consultant, though different priorities were accorded. For the re-assembly and reconstruction arrangements for Queen’s Pier and the old Star Ferry Clock Tower, opinions were divided on the original or waterfront locations. Other options including “no re-assembly” were also suggested.
- 7.4 The findings on the various issues examined in the Stage 1 Public Engagement are summarized as follows:

Urban Design Objectives for the New Central Harbourfront

- 7.5 The urban design objectives proposed by the main study consultant in the Stage 1 Public Engagement were generally agreed. Some of the proposed objectives were considered more important. The urban design objectives with refinements, taking into account the public views and suggestions received are:
- (a) to project a distinct identity for the CBD and the harbourfront;
 - (b) to create an attractive harbourfront with high quality development and a luxuriant landscape setting;
 - (c) to create a vibrant harbourfront with a mix of uses and diverse activities;
 - (d) to improve public accessibility to and enjoyment of the harbourfront;
 - (e) to ensure a sustainable design for the harbourfront;
 - (f) to create a harmonious visual and physical relationship with the ridgeline, harbour setting and CBD; and
 - (g) to respect the cultural and historical context of the Central District.
- 7.6 The public views and suggestions on the urban design objectives for the new Central harbourfront were generally consistent with the TPB's vision statement for Victoria Harbour and the Harbour Planning Principles and Guidelines promulgated by the HEC.

Urban Design Issues for the Study Area

- 7.7 There was general concurrence with the major urban design issues identified by the study consultant, although some issues were accorded higher priorities than the others. The major ones for further consideration are:
- (a) appropriate built forms, heights, massing and layout design responding to the natural context and integration with the surrounding areas;
 - (b) harbourfront enhancement;
 - (c) a sustainable transport system and comprehensive pedestrian linkages to enhance connectivity to the harbourfront;
 - (d) environmentally friendly design, a landscape strategy and greening; and
 - (e) establishing a sustainable design framework with preservation of cultural heritage.

Sustainable Design Assessment Framework

- 7.8 Generally speaking, the following sustainable design principles were considered the most important:
- (a) diverse uses and activities;

- (b) responding to the natural context and existing urban fabric;
- (c) promoting harbourfront enhancement;
- (d) respecting cultural heritage;
- (e) ease of pedestrian access to the harbourfront; and
- (f) promoting environmentally friendly building design and greening.

- 7.9 With respect to the social, environmental and economic sustainability criteria proposed in the pamphlet for the Stage 1 Public Engagement, the social and environmental sustainability criteria were generally given greater emphasis than the economic ones.
- 7.10 For the social aspects, the criteria for ensuring public enjoyment of the harbour, good accessibility, conserving the natural and cultural heritage were considered more important.
- 7.11 For the environmental aspects, 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; a better pedestrian environment; minimizing environmental pollution; improving urban climate and visual amenity; enhancing openness and greenery; and enhancing the setting for sites of cultural heritage value and interest were considered relatively more important.
- 7.12 For the economic aspects, 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.

Urban Design Considerations for Key Sites

- 7.13 Regarding the eight key sites, the major urban design considerations suggested were as follows:

Sites 1 and 2

- (a) harmony of development and design with IFC II and the waterfront;
- (b) careful control of building height;
- (c) integration of Sites 1 and 2 in design and improvement to the design of the piers and adjacent areas;
- (d) opportunity for leisure and catering facilities to add vibrancy;
- (e) greening opportunity; and

- (f) improving the pedestrian linkages with IFC II and the ferry piers, and providing a continuous promenade.

Site 3

- (a) urban design controls to prevent massive development;
- (b) at-grade open space as an alternative to a landscaped deck;
- (c) low-rise and low-density development preferred;
- (d) breaking up of the development footprints for diversified development and better air ventilation for the surrounding areas;
- (e) mixed uses including hotel, office, retail and open space;
- (f) visual permeability to the waterfront; and
- (g) enhancement of north-south pedestrian connections to the waterfront in different forms, and a continuous covered pedestrian network preferred.

Site 4

- (a) urban design controls to prevent massive development;
- (b) low-rise development preferred;
- (c) smaller development footprints and lower site coverage;
- (d) harmony of design with the City Hall cluster and maintenance of visual permeability between City Hall and the harbour;
- (e) clearly defined uses of the site; and
- (f) pedestrian accessibility to the waterfront promenade.

Site 5

- (a) harmony of design with the adjacent developments, including the Tamar development;
- (b) careful control of building height;
- (c) arts, cultural, leisure or civic uses for public enjoyment preferred; and
- (d) physical connectivity with and visual permeability to the adjacent buildings and facilities.

Site 6

- (a) harmony of design with the waterfront and the developments in Wan Chai;
- (b) careful control of building height;
- (c) leisure uses and water-related activities preferred;
- (d) more greening; and
- (e) improving accessibility and connectivity to the Wan Chai waterfront.

Site 7

- (a) a 'people-oriented' design;
- (b) integration with the Tamar development;
- (c) integration of the design of the promenade and the PLA berth which should be open to the public when not in use;
- (d) a mix of uses including open spaces, arts, cultural and/or recreational uses;
- (e) careful control of building height;
- (f) provision of water-related activities and water features;
- (g) a continuous waterfront promenade with natural shadings for pedestrians; and
- (h) provision of environmentally friendly transportation for east-west movement.

Site 8

- (a) integration of the design with the waterfront promenade;
- (b) a multi-functional design, including leisure uses with ancillary commercial uses;
- (c) provision of water-related activities and water features; and
- (d) provision of a continuous waterfront promenade.

Alternative Concepts for Re-assembling Queen's Pier and Reconstructing the Old Star Ferry Clock Tower

7.14 Four alternative concepts for re-assembling Queen's Pier and reconstructing the old Star Ferry Clock Tower were proposed for the Stage 1 Public Engagement to facilitate public discussion.

7.15 The major views and suggestions on these alternative concepts are outlined as follows:

(a) **Queen's Pier**

There were diverse public views on the future location and design ideas for re-assembling Queen's Pier. On the one hand, there was support for re-assembling Queen's Pier at its 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 re-assembled Queen's Pier at the new Central waterfront and adopting an axial approach in re-assembling Queen's Pier (Concept B1) to achieve visual prominence

while ensuring an integrated relationship between the re-assembled Queen's Pier, the reconstructed Star Ferry Clock Tower, and the City Hall complex. There was also support for adopting a functional approach in re-assembling Queen's Pier at the waterfront (Concept B2) and views that the pier design should be carefully integrated with that of Central Piers Nos. 9 and 10 while preserving the pier function. Relatively speaking, there was less support for re-assembling Queen's Pier adjacent to (or slightly shifted from) its original location (Concept A2). There were also other suggestions for in-situ preservation of Queen's Pier (instead of re-assembly) or no re-assembly of the Pier at all. Some considered that there should be some water elements in the future design of the re-assembled Queen's Pier at the original location while some considered a natural setting at the waterfront was important. Some also suggested demolishing Queen's Pier without reconstruction, while others suggested moving the Pier to another location.

(b) Old Star Ferry Clock Tower

Generally speaking, there was support for locating the reconstructed old Star Ferry Clock Tower along the new Central harbourfront 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 Clock Tower at its original location. However, some considered that the Clock Tower should not be rebuilt as a replica. There were also a few suggestions for placing the reconstructed Clock Tower further away from the new Star Ferry Pier, or in other parts of Hong Kong.

7.16 Other views were also collected from the various briefings to the relevant public and advisory bodies. For example, some Town Planning Board members suggested that a roving exhibition should be organized in future with physical models to illustrate the detailed design concepts. HEC members were concerned about how the public views received would be incorporated in the Study. Various DC members had commented on the Stage 1 Public Engagement and raised issues of concern such as the form of commercial developments at the Central harbourfront, provision of more green open space, improvement of transport and public accessibility to the waterfront, and preservation of Queen's Pier. The LegCo Panel on Home Affairs Sub-committee on Heritage Conservation had requested the Administration to explore alternative concepts for re-assembling Queen's Pier and reconstructing the old Star Ferry Clock Tower at their original locations taking into account Members' suggestions. The then LegCo Panel on Planning, Lands and Works Sub-committee to Review

the Planning for the Central Waterfront suggested organizing an international design competition for the new Central harbourfront.

- 7.17 The above findings will be considered carefully by the main study consultant in developing proposals for refining the existing urban design framework for the new Central harbourfront and devising the design concepts of the key sites. The proposals will be presented to the public in the Stage 2 Public Engagement.
- 7.18 In addition to the findings of the Stage 1 Public Engagement, the main study consultant has also taken into consideration the various submissions relating to the Central harbourfront made by relevant stakeholders before the commencement of the Study as well as the entries to the “International Planning and Urban Design Competition on the Central Waterfront of Hong Kong” which was organized by Designing Hong Kong and took place from mid 2007 to late 2007. The main study consultant’s design responses to the public views are summarized in **Attachment 2** to this Report.