

Stage 1

Public Engagement



URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

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1. INTRODUCTION

Public Engagement Programme

- 1.1 A common vision shared by the Government and the community is to create a world-class waterfront in Central which is vibrant, attractive, accessible and symbolic of Hong Kong. At the request of the Town Planning Board (TPB), the Planning Department (PlanD) commissioned an urban design study entitled “Urban Design Study for the New Central Harbourfront” (the Study) in late March 2007, which aims to refine the existing urban design framework and to prepare planning/design briefs for the key sites in the new Central harbourfront. The Study also examines the locations and design ideas for reconstructing the old Star Ferry Clock Tower and re-assembling Queen’s Pier.
- 1.2 The study area covers the new Central harbourfront stretching from the Central Ferry Piers to the west of the Hong Kong Convention and Exhibition Centre including eight key sites (**Figure 1**).
- 1.3 Public engagement with a view to consensus building is an integral part of the Study. The public engagement programme (**Figure 2**) comprises two stages. Stage 1 Public Engagement focuses on issues of general principles, including the urban design objectives, urban design issues and sustainable design assessment framework for the study area and the major design considerations for the key sites. Stage 2 focuses on formulating proposals for the refined overall urban design framework for the new Central harbourfront, the design concepts for the key sites, and the design options at different locations for reconstructing the old Star Ferry Clock Tower and re-assembling Queen’s Pier.

Stage 1 Public Engagement

- 1.4 The Stage 1 Public Engagement was launched on 3 May 2007. It lasted for about two months until 30 June 2007 but public views received up to September 2007 have been collated. A bilingual pamphlet for the Stage 1 Public Engagement was prepared and distributed through various channels including Public Enquiry Counters of PlanD, relevant District Offices, the Hong Kong Planning and Infrastructure Exhibition Gallery, the exhibition venue at the new Central Star Ferry Pier and major libraries. In addition, a webpage was set up to facilitate dissemination of relevant information on the Study and details of the public engagement programme. View collection forms (VCF) were widely distributed through the above channels to collect public opinions. The public was able to download the VCF from the study website and return their comments.

The public was also invited to make written submissions and provide comments on the Study.

1.5 A series of public engagement activities were organized during the Stage 1 Public Engagement:

Date	Activity	Purpose
5 May 2007	Focus Group Workshop	To collect views and ideas from members of the relevant professional groups and academic institutions with a view to facilitating in-depth discussions on the urban design issues pertaining to the Study.
12 May 2007	Community Engagement Forum	To collect views and ideas from the general public, relevant stakeholders and concern groups, and members of the relevant public and advisory bodies with a view to gathering wider community views on the Study.
May and June 2007	Exhibition held at the new Central Star Ferry Pier	To disseminate information and to collect public views.

1.6 In parallel, various briefings and consultation sessions were held with the following public and advisory bodies.

Date	Public and Advisory Bodies
4 May 2007	Town Planning Board (TPB)
10 May 2007	Harbour Enhancement Committee (HEC) Sub-committee on Harbour Plan Review
18 May 2007	Central and Western District Council
22 May 2007	Wan Chai District Council Planning, Traffic and Environmental Protection Committee

28 May 2007	Islands District Council Environmental Improvement and Food Hygiene Committee
18 June 2007	Planning Sub-committee of the Land and Building Advisory Committee (PSC of LBAC)
26 June 2007	Legislative Council (LegCo) Panel on Home Affairs' Sub-committee on Heritage Conservation
28 June 2007	The then LegCo Panel on Planning, Lands and Works' Sub-committee to Review the Planning for the Central Waterfront (including the Tamar Site)

- 1.7 Public views and suggestions received up to September 2007 were collated and analyzed in the Full Report and summarized in this Summary Report. Both reports are available at the webpage of the Study at the following address:

http://www.pland.gov.hk/p_study/prog_s/CRUDS/index_eng.htm

A diskette containing the Full Report is included in the back pocket of the Summary Report for easy reference.

2. FOCUS GROUP WORKSHOP

Introduction

- 2.1 The Focus Group Workshop (FGW) was held on 5 May 2007. It aimed to collect views and ideas from members of the relevant professional and academic institutions and to facilitate more in-depth discussions on the major issues examined in the Stage 1 Public Engagement.
- 2.2 Invitations were sent to the relevant professional and academic institutions to invite their members to attend the FGW. Individual members of the TPB and the relevant professional and academic institutions were invited to take up the roles of chairmanship and facilitators of the FGW. Members from a total of 10 relevant professional groups and academic institutions had participated in the workshop. Representatives of the relevant government departments were also invited and the consultancy team had helped facilitate exchange of views and provide relevant background information. The FGW was well attended by a total of 90 participants, including 11 government officials and 13 members of the consultancy team. Members of the following professional groups and academic institutions attended the workshop:
- Professional Groups
 - The Hong Kong Institute of Architects
 - The Hong Kong Institute of Planners
 - The Hong Kong Institute of Surveyors
 - The Hong Kong Institution of Engineers
 - The Hong Kong Institute of Landscape Architects
 - The Hong Kong Institute of Land Administration
 - The Chartered Institute of Logistics and Transport in Hong Kong
 - Association of Engineering Professionals in Society
 - Academic Institutions
 - Department of Architecture, the Chinese University of Hong Kong
 - Centre of Urban Planning and Environmental Management, the University of Hong Kong
- 2.3 The workshop was divided into two parts. In the first part, following the opening remarks by the Chairman, the consultant introduced the background and objectives of the Study, the existing urban design framework of the study area, the characteristics of the key sites, and the proposed urban design objectives, urban design issues and the sustainable design assessment framework for the study area. This was followed by group discussions and presentation on the concerned topics. The participants were divided into 4 groups for group discussion. The second part began with the consultant's introduction on the proposed alternative concepts for re-assembling Queen's Pier and reconstructing the old Star Ferry Clock Tower. This was again followed by group discussions and presentation.

Summary of Major Findings

Urban Design Objectives

- 2.4 Amongst the seven proposed urban design objectives, the following three were considered the most important by the participants :
- To improve public accessibility to the harbourfront
 - To create a sustainable design that contributes to economic vitality, commensurates with traffic, environmental and infrastructural capacity, and preserves local character and heritage
 - To create a vibrant harbourfront with a mix of uses and diverse activities for public enjoyment
- 2.5 Other views and proposals on the urban design objectives included, e.g. enhancing the urban design relationship between the existing and new reclamation areas, promoting a mixture of new and old buildings, enhancing attractiveness of the harbourfront, greening and improving air ventilation, balancing public and private developments in the area, and harmonizing with the surrounding developments.

Urban Design Issues

- 2.6 Amongst the seven proposed urban design issues, the following five were considered the most important :
- Appropriate built-forms, heights, massing and layout design to respond to the natural context and to integrate with the surrounding areas
 - Harbourfront enhancements, nodal attractions and anchoring public spaces to achieve vibrancy and sense of place
 - A sustainable transport system and comprehensive pedestrian linkages to enhance connectivity to the harbourfront
 - Environmentally friendly building design, landscape strategy and greening to enhance the quality of the environment
 - Harmonizing the design of utility buildings and infrastructure with the waterfront setting
- 2.7 Other suggestions included extending the economic and social vitality of the city core to the waterfront, building utility and infrastructure works underground if practicable, and relieving traffic congestion around the study area.

Urban Design Considerations for the Eight Key Sites

- 2.8 The important urban design considerations identified for the eight key sites in the study area are as follows:

Site 1: Comprehensive Development Area (CDA) at Central Piers No. 4-6

- Face-lift of the ferry piers
- Improve accessibility and connectivity with MTR
- Bring activities closer to the waterfront and ferry piers
- More activities for citizens to enhance liveliness
- Harmonize the developments with IFC II
- Limit site coverage to enhance visual comfort

Site 2: Commercial site adjacent to IFC II

- Not another skyscraper in front of IFC II
- Impose height restriction: a maximum of 28 storeys or not exceeding 140 metres
- Office space provision to be considered holistically for Sites 1, 2 and 3
- Integrate with existing retail facilities in the vicinity
- Harmonize with the design of IFC II

Site 3: CDA with landscaped pedestrian deck and commercial complex

- One group supporting having one complex, while others preferred dividing the development into smaller parcels for better air ventilation
- Building height limited to a maximum of 50 mPD or 9 to 10 storeys (or some suggested 3 storeys)
- Scale down the development with a lower plot ratio
- Underground commercial activities to spare ground level for landscaping and open space wherever possible
- Majority of the area to be used as open space
- More greening
- Continuously covered pedestrian network to facilitate accessibility to the harbourfront
- Maintain visual corridor

Site 4: Waterfront Related Commercial and Leisure Uses site north of City Hall

- Clearer definitions on the use, scale and functions needed for the site
- Integrate with existing facilities in the vicinity
- City Hall as the visual anchor
- Minimize site coverage of the development

Site 5: Government, Institution or Community (G/IC) site to the north of CITIC Tower

- Support cultural and leisure activities in the area
- Harmonize development with the architectural design of the proposed Tamar development

Site 6: Waterfront Related Commercial and Leisure Uses site to the north of CITIC Tower

- Extend the open space continuously towards the east
- Design with arts and cultural themes for performance and exhibition
- Develop mainly for recreational purposes with some commercial uses
- Integrate with the Hong Kong Convention and Exhibition Centre and the Golden Bauhinia Square

Site 7: Promenade along the waterfront of CR III

- Waterfront open space management by an entity with clear ownership of responsibility
- Water-related activities and water features
- Mix of active and passive uses
- Environmentally friendly transportation
- Natural shadings to pedestrians

Site 8: Waterfront Related Commercial and Leisure Uses site adjacent to the piers

- Support leisure uses with small scale commercial uses
- Water-related activities and water features
- Integrate with existing retail facilities in the vicinity

Sustainable Design Principles

2.9 Amongst the six proposed sustainable design principles, the following five were strongly emphasized by the participants :

- Diverse uses and activities
- Promoting harbourfront enhancement
- Improving accessibility and connectivity
- Promoting environmentally friendly building design and greening
- Responding to the natural context and existing urban fabric

Sustainability Criteria

2.10 The proposed sustainability criteria comprised three aspects, namely, social, environmental and economic.

Social Aspects

2.11 Amongst the ten proposed social sustainability criteria, the following four were considered the most important :

- Improving accessibility
- Public enjoyment and appreciation of the harbour
- Ease of movement between the hinterland and harbourfront

- Enhancing cultural vibrancy and leisure opportunities

Environmental Aspects

2.12 Almost all the environmental sustainability criteria were considered important by the participants. Nevertheless, amongst the eleven criteria proposed, the following nine were considered the most important :

- Compatible land uses and marine facilities
- 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, visual amenity and compatibility with the natural setting
- Enhancing openness and greenery
- Harmonizing utility buildings and infrastructure with the harbourfront setting

Economic Aspects

2.13 Amongst the ten proposed economic sustainability criteria, the following five were considered the most important :

- Enhancing the image and functions of Victoria Harbour
- Enhancing the identity of the city
- Maintaining attraction of the spectacular skyline and harbour views
- Opportunities for small scale waterfront related business uses
- Enhancing functioning of the Central Business District (CBD) by improved connectivity and ease of access

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

2.14 The following four alternative concepts were proposed for reconstructing the old Star Ferry Clock Tower and re-assembling Queen's Pier to facilitate group discussions at the Stage 1 Public Engagement:

A1- Re-assembling of Queen's Pier at its original location and with the Clock Tower close by.

A2- Re-assembling of Queen's Pier close to its original location and with the Clock Tower close by.

B1- City Hall, the Clock Tower and Queen's Pier standing on an axis with clear visual connection.

B2- Queen's Pier placed between Pier 9 and 10 and Clock Tower forming a visual link between the Harbour and the City.

- 2.15 According to the views at the FGW, Concept A1 could satisfy most of the performance criteria relating to spatial context, historical context, identity and accessibility. Concept A2 could satisfy the performance criterion relating to accessibility to the waterfront. Concept B1 could perform well against the performance criteria relating to accessibility, visual prominence and flexibility for planning. Concept B2 could achieve the performance criteria relating to planning flexibility and functionality.
- 2.16 Regarding the proposed location for re-assembling Queen's Pier, 3 out of 4 groups considered that this should be close to the harbour, while some participants within the groups considered it desirable to respect the Pier's relationship with the City Hall precinct.
- 2.17 For the location for reconstructing the old Star Ferry Clock Tower, half (2 out of 4 groups) considered that this should be related to City Hall and Queen's Pier.
- 2.18 Other suggestions for Queen's Pier included preserving Queen's Pier at the original location with a wide visual corridor to the harbour, rebuilding the Pier in contemporary style, demolishing the Pier without reconstruction, moving the Pier to another location to function as a pier, preserving Queen's Pier function as a pier, and adaptive re-use of Queen's Pier. For the old Star Ferry Clock Tower, there were suggestions that the Clock Tower should not be reconstructed since this would only be a replica and the spare parts of the Clock Tower should be exhibited.

Photos of the Focus Group Workshop



3. COMMUNITY ENGAGEMENT FORUM

Introduction

- 3.1 The Community Engagement Forum (CEF) was held on 12 May 2007 to collect views and ideas from the general public, relevant stakeholders and concern groups, and members of the relevant public and advisory bodies on the Study. Invitations were sent to the various stakeholders, professional and academic institutions, concern groups, the then LegCo Panel on Planning, Lands and Works, TPB, HEC, relevant District Councils, and other relevant public and advisory bodies to invite their members to attend the CEF. Newspaper advertisements were posted to inform the general public of the CEF.
- 3.2 The CEF was well attended by a total of 150 participants, including 70 participants from the professional and academic institutions, concern groups, relevant district councils and other stakeholders as set out below, 4 government representatives, 12 members of the consultancy team and 64 members of the general public.
- Professional Groups (29 participants)
 - The Hong Kong Institute of Architects
 - The Hong Kong Institute of Planners
 - The Hong Kong Institute of Surveyors
 - The Hong Kong Institution of Engineers
 - Hong Kong Urban Design Alliance
 - Association of Engineering Professionals in Society
 - Professional Green Building Council
 - Academic Institutions (6 participants)
 - Hong Kong Baptist University
 - Centre for Environmental Policy and Resource Management, The Chinese University of Hong Kong
 - Concern Groups (24 participants)
 - Action Group on Protection of the Harbour
 - Society for Protection of the Harbour
 - Central and Western Concern Group
 - Civic Party
 - Democratic Alliance for the Betterment and Progress of Hong Kong
 - Designing Hong Kong
 - Green Sense
 - Heritage Hong Kong
 - Heritage Watch
 - Hong Kong Institute of Contemporary Culture
 - Local Action
 - The Conservancy Association

- District Councils (5 participants)
 - Central and Western District Council
 - Wan Chai District Council
 - Eastern District Council
- Other Stakeholders (6 participants)
 - Citybus Ltd.
 - Hong Kong & Kowloon Ferry Ltd.
 - Hong Kong Tramways Ltd.
 - Kowloon Motor Bus Co. Ltd.
 - Mass Transit Railway Corporation
 - Real Estate Developers Association of Hong Kong

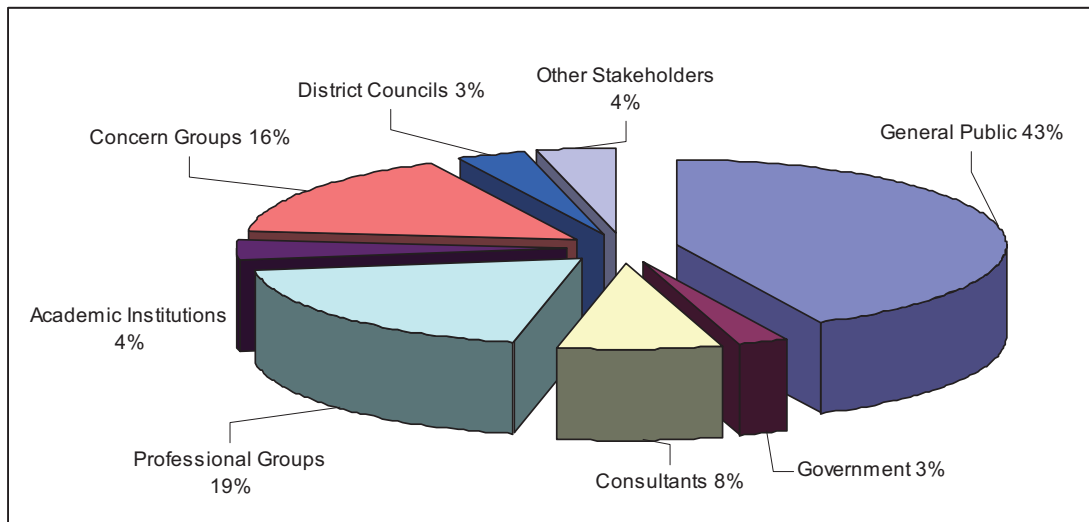


Figure 3: Distribution of Participants' Representation in the Community Engagement Forum

3.3 The participants were divided into 8 groups for group discussion. The format of the forum was the same as that of FGW.

Summary of Major Findings

Urban Design Objectives

3.4 Amongst the seven proposed urban design objectives, the following two were considered the most important by the participants in the group discussions :

- To respect the cultural and historical context of Central
- To create a sustainable design that contributes to economic vitality, commensurates with traffic, environmental and infrastructural capacity, and preserves local character and heritage

3.5 Others suggested including design compatible with the environment and people-oriented, focus on tourism, promoting the image of Central as the heart of

Hong Kong, etc.

Urban Design Issues

3.6 Amongst the seven proposed urban design issues, the following three were considered the most important :

- Conservation of the cultural heritage of Central
- Environmentally friendly building design, landscape strategy and greening to enhance the environmental quality
- Harbourfront enhancements, nodal attractions and anchoring public spaces to achieve vibrancy and sense of place

Urban Design Considerations for the Eight Key Sites

3.7 The important urban design considerations identified for the eight key sites are as follows (**Figure 1**):

Site 1: CDA at Central Piers No. 4-6

- Improve public accessibility
- Building height limit to be imposed
- Piers to be redesigned
- Continuous cycle tracks connecting Sites 1, 6, 7 and 8
- Improve connectivity with MTR
- More green areas

Site 2: Commercial site adjacent to IFC II

- Integrate and connect with the CDA site
- Low- to medium-rise development (height restriction of 28-storey)
- Improve linkage and connectivity from the CBD to the waterfront
- Integrate with the building design of Site 1

Site 3: CDA with landscaped pedestrian deck and commercial complex

- Street level linkages with plants for natural shading
- Low-density and low-rise development
- Pedestrian accessibility and connectivity
- Unobstructed view to the harbour
- Breaking up the development into parcels of acceptable size

Site 4: Waterfront Related Commercial and Leisure Uses site north of City Hall

- Visual corridor between the City Hall and the harbour
- Accommodate extended facilities of City Hall to enhance activities of arts

- and culture
- Improve accessibility

Site 5: G/IC site to the north of CITIC Tower

- No commercial development
- Design to be integrated with the new government building and developed as a low-rise
- Building height limit to be imposed

Site 6: Waterfront Related Commercial and Leisure Uses site to the north of CITIC Tower

- More greening
- Integrate with maritime and water-related themes
- Building height limit to be imposed

Site 7: Promenade along the waterfront of CR III

- Development for recreational use only
- Open space for arts and cultural activities
- The PLA military pier should be relocated elsewhere and/or it should be open for public use
- Building height limit to be imposed
- A continuous waterfront promenade

Site 8: Waterfront Related Commercial and Leisure Uses site adjacent to the piers

- Development for recreational use
- Development of street markets

Sustainable Design Principles

3.8 Amongst the six proposed sustainable design principles, the following three were strongly emphasized by the participants :

- Promoting harbourfront enhancement
- Respecting cultural heritage
- Promoting environmentally friendly building design and greening

Sustainability Criteria

3.9 The proposed sustainability criteria comprised three aspects, namely, social, environmental and economic.

Social Aspects

- 3.10 Amongst the ten proposed social sustainability criteria, the following three were considered the most important :
- Conserving natural heritage of the city
 - Public enjoyment and appreciation of the harbour
 - Conserving cultural heritage of the harbourfront

Environmental Aspects

- 3.11 Amongst the eleven proposed environmental sustainability criteria, the following six were considered the most important :
- Enhancing the setting of sites of cultural heritage value and interest
 - 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, visual amenity and compatibility with the natural setting

Economic Aspects

- 3.12 The economic aspects were considered less important in the sustainable design assessment framework than the social and environmental sustainability criteria. Nevertheless, amongst the ten proposed economic sustainability criteria, the following two were considered relatively more important by the participants :
- Enhancing the image and functions of Victoria Harbour
 - Enhancing the identity of the city

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

- 3.13 With respect to the different performance criteria, two out of eight groups had responded in details. Out of the four design concepts proposed for the Stage 1 Public Engagement, Concept A1 was considered the one that could satisfy most of the performance criteria, including spatial context, historical context, identity, accessibility, and visual prominence.
- 3.14 Regarding the proposed locations for re-assembling Queen's Pier, most of the participants of the CEF indicated that Queen's Pier should be preserved or reconstructed at its original location with enhancement or modified designs. This would maintain the original relationship and spatial context with City Hall and the surrounding buildings. Some participants considered it important to maintain the original pier function of Queen's Pier.
- 3.15 Regarding the proposed location for reconstructing the old Star Ferry Clock

Tower, some considered that the location should be integrated with City Hall and Queen's Pier, while a few considered that old Star Ferry Clock Tower should be reconstructed at its original location.

- 3.16 Apart from the above four proposed design concepts for re-assembling Queen's Pier and reconstructing the old Star Ferry Clock Tower, three other design alternatives were proposed:

Concept A0

- Queen's Pier was proposed to be retained and preserved at its original location while the old Star Ferry Clock Tower could either be integrated into the Pier or located at the new waterfront.

Concept A0 (modified)

- Queen's Pier and the old Star Ferry Clock Tower were proposed to be re-assembled and reconstructed at their original locations respectively.

Concept C

- Queen's Pier should be retained at its original location with an artificial lagoon built in front of the Pier connected by a drainage culvert or an open canal to the sea to remind people of its connection with water. In order for this lagoon to be built, Road P2 should be deleted. The old Star Ferry Clock Tower should be reconstructed at such a position with wide access road to the Clock Tower to increase pedestrian flow, and the Clock Tower should be restored to remind people of the memorable chimes. The reconstructed Star Ferry Clock Tower would become a focal point between IFC and City Hall.

- 3.17 There were also suggestions for preserving Queen's Pier at its original location with a new design which symbolized the historical meaning of the Pier while preserving its relationship with City Hall.

- 3.18 For the old Star Ferry Clock Tower, there were suggestions that it should be integrated with Queen's Pier, or located at the new waterfront, or should be reconstructed on an axis extending northward from Statue Square so that people standing at the Clock Tower would be able to see the new Star Ferry Pier, and that the original site of the old Star Ferry Clock Tower could be turned into public open space with a museum for the old Star Ferry Clock Tower.

Photos of the Community Engagement Forum



4. QUESTIONNAIRE SURVEY

Introduction

- 4.1 View collection forms (VCF) were distributed to the public through various channels to seek public views. A total of 137 VCF were collected in the Stage 1 Public Engagement. The results are summarized in the following sections.

Summary of Major Findings

Urban Design Objectives

- 4.2 The urban design objectives which were most strongly emphasized were to improve public accessibility to the waterfront, to create a vibrant harbourfront for public enjoyment, to create a sustainable design, and to create an attractive harbourfront in a luxuriant landscape setting. Others suggested including new and advanced design ideas, integration of oriental and western styles of architecture, and preservation of the special characteristics of Hong Kong, etc.

Urban Design Issues

- 4.3 The most important urban design issues were environmentally friendly building design, landscape strategy and greening to enhance the environmental quality; a sustainable transport system; a comprehensive pedestrian linkage; and harmonizing the design with the waterfront. Other suggestions included creative design, integrated activities, spacious pedestrian linkages, and sustainable development with flexibility in accommodating future social needs in land use planning and physical design.

Urban Design Considerations for Eight Key Sites

- 4.4 The major urban design considerations identified for the eight key sites in the study area are as follows:

Site 1: CDA at Central Piers No.4-6

- Improve accessibility to IFC II and the harbour
- Harmony of the development with IFC II
- Mix of commercial uses and open spaces
- Impose building height restrictions
- More waiting areas
- Utilize the piers for leisure and catering facilities
- Commercial activities to add vibrancy to the area
- A continuous waterfront promenade
- Utilize the spectacular view, prime location and good accessibility for commercial facilities to add vibrancy to the area

- Accessibility and quality of public space should be strengthened
- A new civic square
- More landscaping and planting

Site 2: Commercial site adjacent to IFCII

- Improve accessibility to IFC II and the harbour
- Commercial and financial facilities to add vibrancy
- More open space and landscaped facilities
- Impose building height restrictions
- Improve the existing transport facilities
- Integrate with retail facilities in the vicinity
- Provide benefits to its surroundings

Site 3: CDA with landscaped pedestrian deck and commercial complex

- Improve accessibility to IFC II and the harbour
- At-grade open space in lieu of a landscaped deck
- Mix of commercial and open space uses
- Retaining the cultural hub function in association with City Hall
- A terraced design without blocking views of the seafront
- Low-rise and maintenance of good air quality
- Smaller blocks and footprint
- Interesting built forms
- Covered pedestrian linkages and provision of traveller
- Interaction of public and private spaces for the landscaped pedestrian deck and commercial facilities to ensure physical and visual connectivity with the harbourfront
- Density control including lower plot ratio
- Free performance venues

Site 4: Waterfront Related Commercial and Leisure Uses site north of City Hall

- Open structures to avoid blocking vista of City Hall
- Less site coverage and harmony with City Hall
- Less commercial uses
- Smooth transition from the waterfront promenade
- Reduction in development intensity and respecting the existing cluster of City Hall, Edinburgh Place and Queen's Pier

Site 5: G/IC site to the north of CITIC Tower

- Integrate arts and cultural functions with the Academy for Performing Arts
- Development in harmony with the architectural design of adjacent buildings

- No tall buildings
- Iconic architecture for an interesting skyline
- Enhance the physical and visual connection with CITIC Tower, nearby buildings and harbourfront facilities
- Mainly be civic amenities for public enjoyment

Site 6: Waterfront Related Commercial and Leisure Uses site to the north of CITIC Tower

- Mix of leisure and small-scale commercial uses as well as a waterfront park
- Improve accessibility
- Dynamic and sustainable
- Provide venues for watersports and water taxi
- Integrate with the commercial core
- Connection with the Wan Chai harbourfront area

Site 7: Promenade along the waterfront of CRIII

- Vibrant, dynamic, world class and sustainable
- A continuous waterfront promenade with limited catering and sport facilities
- Natural shading and greening
- A variety of facilities for passive and active uses
- Activity spaces for street-dancing and performances
- Accessible for the disabled
- Relocate or remove the military berth
- Consideration of using a design competition to generate a world-class design with the future operation determined by public engagement; and setting up a body with substantial public participation to sustain the recurrent running of the waterfront in a vibrant manner

Site 8: Waterfront Related Commercial and Leisure Uses site adjacent to piers

- Avoid wall effect of structures to the harbour
- A continuous waterfront promenade
- Multi-functional facilities
- Integration with Site 7
- More cultural and leisure uses and less commercial uses

Sustainable Design Principles

- 4.5 The sustainable design principles of promoting environmentally friendly building design and greening, promoting harbourfront enhancement, responding to the natural context and existing urban fabric, and improving accessibility and connectivity were most strongly stressed in the questionnaire returns. Other

principles included special emphasis on economic sustainability, adaptive changes for future needs, and improving environmental quality/urban climate.

Sustainability Criteria

- 4.6 The proposed sustainability criteria comprised three aspects, namely, social, environmental and economic.

Social Aspects

- 4.7 Public enjoyment and appreciation of the harbour and improving accessibility were considered the most important social sustainability criteria.

Environmental Aspects

- 4.8 Among the proposed environmental sustainability criteria, minimizing environmental pollution and enhancing openness and greenery were considered the most important.

Economic Aspects

- 4.9 The economic aspects were generally considered marginally less important than the social and environmental aspects. Nevertheless, amongst the proposed economic sustainability criteria, maintaining attraction of the spectacular skyline and harbour views and enhancing the image and functions of Victoria Harbour were considered the most important.

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

- 4.10 Two versions of VCF were used in collecting views on this topic. VCF 1 was distributed after the launch of the Stage 1 Public Engagement up to the end of the FGW. VCF 2, a refined version, was prepared and distributed on subsequent occasions taking into account suggestions on VCF 1 received during the FGW. In VCF 2, "Spatial and Historical Context" was split into "Spatial Context" and "Historical Context" under the section on "Considerations for Reconstructing Old Star Ferry Clock Tower and Re-assembling Queen's Pier"; and by providing additional questions for seeking views on "Reconstructing the Old Star Ferry Clock Tower and Re-assembling Queen's Pier" including re-assembling Queen's Pier at its original location and reconstructing the old Star Ferry Clock Tower at the original location. 38 VCF 1 and 85 VCF 2 were completed on this topic, yielding a total of 123 valid responses for analysis (14 out of the total 137 questionnaires collected had this part left blank). For each alternative concept, the respondents could select a range of considerations against which they considered that the concept could perform well.
- 4.11 The respondents' assessment of the performance of the proposed alternative

design concepts against the following considerations is collated as follows:

VCF 1: collected up to FGW

(Number of VCF collected and analyzed =38)

6 Considerations	4 Alternative Concepts (No. of Ticks)			
	A1	A2	B1	B2
1. Spatial and Historical Context	22	7	16	7
2. Identity	24	5	13	9
3. Functionality	2	0	5	18
4. Accessibility	15	11	16	12
5. Visual Prominence	16	3	19	8
6. Flexibility for Planning	4	3	17	10
Total:	83	29	86	64

VCF 2: collected on subsequent occasions

(Number of VCF collected and analyzed = 85)

7 Considerations	4 Alternative Concepts (No. of Ticks)			
	A1	A2	B1	B2
1. Spatial Context	17	22	20	17
2. Historical Context	28	21	10	12
3. Identity	16	14	21	15
4. Functionality	13	17	16	20
5. Accessibility	19	16	21	17
6. Visual Prominence	14	11	26	20
7. Flexibility for Planning	12	21	17	15
Total:	119	122	131	116

4.12 The table below shows the total number of ticks for the four alternative design concepts:

Alternative Concepts	Total Number of Ticks against All Considerations		
	VCF1 Total No. of Ticks for 6 considerations	VCF2 Total No. of Ticks for 7 considerations	Combined
A1	83	119	202
A2	29	122	151
B1	86	131	217
B2	64	116	180

- 4.13 Among the four alternative design concepts, Concept B1 was considered to be able to satisfy most considerations and was the most preferred. Concept A1 was marked second, followed by Concept B2. On the other hand, Concept A2 obtained the smallest number of combined ticks for the considerations.
- 4.14 There were also suggestions that Queen's Pier must be re-assembled close to the harbour to maintain its pier functions, and that Queen's Pier and the old Star Ferry Clock Tower should be re-assembled close to Central Piers No. 9 and 10 to improve the proposed Concept B2. Some considered that the relationship between Queen's Pier and Edinburgh Place should be taken into account. Some opined that the removed structures of Queen's Pier and the Clock Tower should not be preserved and structures of contemporary design should be built instead.

5. WRITTEN SUBMISSIONS

Introduction

- 5.1 Apart from public opinions collected through the workshop, forum and view collection forms, the public was encouraged to submit their views or proposals. A total of 35 written submissions were received by fax, email or post from the public or parties/organizations of various backgrounds.
- 5.2 The suggestions and comments raised in the written submissions are detailed in the Full Report and are highlighted in the following section.

Summary of Written Submissions

Part I: Urban Design Objectives, Issues, Sustainable Design Principles and Criteria

Urban Design Objectives for the New Central Harbourfront

- 5.3 Some of the comments were in line with the urban design objectives proposed for the Study, e.g., projecting a high quality iconic image of Hong Kong, creating a vibrant waterfront for public enjoyment, improving pedestrian accessibility, ensuring a sustainable design, and people-oriented.

Urban Design Issues for the New Central Harbourfront

- 5.4 *Overall Design Framework*: some submissions stressed the importance of achieving a balance between economic development and the environment, and reviewing urban design controls to ensure compatible development with the new harbourfront. There were views reiterating the need to provide spacious waterfront and maximum opportunities for public enjoyment.
- 5.5 *Integration of the New Central Harbourfront with the surrounding Cultural Heritage*: some submissions emphasized the integration of the new Central harbourfront with the surrounding cultural heritage marked by the existing coastline and the architectural cluster around the City Hall precinct and Edinburgh Place.
- 5.6 *Pedestrian Connectivity*: there were suggestions on the enhancement of pedestrian connectivity between the waterfront and the hinterland.
- 5.7 *Transport and Infrastructure*: some submissions had raised concerns and suggestions relating to the transport and infrastructure aspect in the new Central harbourfront. For example, one submission pointed out that the planned infrastructure and transport network should only support the new Central harbourfront, keeping land for infrastructure and transport to a minimum.

Another submission proposed the introduction of administrative measures to curb the number of cars entering Central to solve the fundamental problem that causes traffic congestion.

Urban Design Considerations for Eight Key Sites

- 5.8 Site 1 and 2: CDA at Central Piers No.4-6 and Commercial site adjacent to IFCII: one submission stressed the harmony of the development and design with IFC II and the waterfront.
- 5.9 Site 3: CDA with landscaped pedestrian deck and commercial complex: some submissions preferred low-rise, low-density development and a smaller footprint. One submission suggested the imposition of urban design controls to prevent massive development. Air ventilation was also a concern.
- 5.10 Site 4: Waterfront Related Commercial and Leisure Uses site north of City Hall: some submissions were in favor of a low-rise and low-density development and the imposition of urban design control.
- 5.11 Site 5: G/IC site to the north of CITIC Tower: there were suggestions of developing the site for cultural and civic uses.
- 5.12 Site 6: Waterfront Related Commercial and Leisure Uses site to the north of CITIC Tower: there was a suggestion to retreat the marine basin.
- 5.13 Site 7: Promenade along waterfront of CRIII: there were some suggestions that the design must be “people-oriented”. The planned military berth should be compatible in design and open for public enjoyment when not in use. The waterfront promenade should have an integrated design with the Tamar development.
- 5.14 Site 8: Waterfront Related Commercial and Leisure Uses site adjacent to piers: one submission recommended turning the top level of the piers into a viewing deck.

Sustainable Design Assessment Framework

- 5.15 One submission urged for clarification of the logic, rationale and development process of the sustainable design assessment framework.

Part II: Alternative Concepts for Reconstructing the Old Star Ferry Clock Tower and Re-assembling Queen’s Pier

Queen’s Pier

- 5.16 Some submissions urged for in-situ preservation or re-assembling Queen’s Pier in-situ to preserve the collective memory. On the other hand, there was one

submission arguing that Queen's Pier lacked the qualities and characters to be declared a monument. There was support for locating the re-assembled Queen's Pier at the new Central waterfront and reviving its pier function. There was also a submission which suggested locating the re-assembled Queen's Pier marginally northwards from its original location with a view to maintaining the cluster relationship with City Hall and Edinburgh Place.

Old Star Ferry Clock Tower

- 5.17 Views were mixed on the suggestions on the location of the reconstructed old Star Ferry Clock Tower. Some were in favor of placing the old Star Ferry Clock Tower at its original location or close to it. There was also suggestion that the old Star Ferry Clock Tower should be placed further away from the new Central Star Ferry Pier.

(A summary table containing the views and suggestions raised in the written submissions and responses to these submissions from the main study consultant in consultation with the relevant government departments are included in **Attachment 1** to this Report.)

6. BRIEFINGS TO PUBLIC AND ADVISORY BODIES

Introduction

- 6.1 As part of the Stage 1 Public Engagement Programme, briefings and consultations were held with relevant public and advisory bodies such as the HEC Sub-committee, LegCo Panels and various relevant District Councils. Minutes of the consultation meetings were appended in the Full Report and the major views are highlighted below.

Town Planning Board

- 6.2 The meeting was held on 4 May 2007. TPB members supported the consultative approach of the Study and the engagement of the public in planning for the harbour. Furthermore, in order to facilitate public understanding of the Study, members suggested a roving exhibition with physical models to illustrate the detailed design concepts. Members had the following views in designing the New Central Harbourfront:

- Views from Kowloon towards the Central harbourfront should be preserved.
- Linkages bringing people to and from the harbourfront should be provided.
- Hong Kong's hot and humid climatic conditions should be taken into consideration in designing open space.

- 6.3 Regarding Queen's Pier and the old Star Ferry Clock Tower, some members had the following views:

- A balance between preservation and development should be attained.
- The old Star Ferry Clock Tower should integrate with the development in Site 3.
- The old Star Ferry Clock Tower should be reconstructed in-situ.
- Queen's Pier, City Hall and Edinburgh Place should form a cluster.

- 6.4 There were also comments on whether Site 3 and the military berth would be compatible with the surrounding environment.

HEC Sub-committee on Harbour Plan Review

- 6.5 Various questions and comments on the Study were raised at the ad hoc meeting on 10 May 2007. Members were concerned about how the public views received in the Stage 1 Public Engagement would be incorporated in the Study and stressed that comments received should be analyzed in an objective and scientific manner. Some members commented that the urban design objectives

and issues appeared to be universally applicable and insufficient for selecting the preferred options. Members considered that the proposed alternative design concepts without in-situ preservation of Queen's Pier could not fulfill public aspirations.

District Councils

- 6.6 Relevant District Councils had been consulted during the Stage 1 Public Engagement programme, viz. Central and Western DC on 18 May 2007, Planning, Traffic and Environmental Protection Committee of the Wan Chai DC on 22 May 2007, and the Environmental Improvement and Food Hygiene Committee of the Islands DC on 28 May 2007.
- 6.7 Central and Western DC opposed to any large-scale commercial developments to be developed along the harbourfront. Nevertheless, there could be cafés and souvenir shops could be provided to enhance the vibrancy of the harbourfront. Some members considered that the harbourfront of Central, Sheung Wan and Western District should be planned as a whole. Members also suggested the provision of more green open spaces, improvement of public accessibility to the waterfront and incorporation of the 'flying dragon' symbol in designing the new Central harbourfront.
- 6.8 A few Central and Western DC members commented that Queen's Pier should be reassembled at its original location. Some members suggested that the consultation materials had not provided sufficient background information and some figures were difficult to understand. They considered that information such as building heights and pedestrian facilities should be provided. PlanD explained that the relevant information was also provided in the website of the Study. More illustrative materials would be provided when the study proposals were to be presented in the next stage.
- 6.9 The Planning, Traffic and Environmental Protection Committee of the Wan Chai District Council supported the proposed Concepts A1 and B1. Members had diverse views on the location for re-assembling the Queen's Pier. Some considered that the future Pier should maintain its pier function and should be located at the waterfront, while some considered that the Pier should be preserved in-situ if it could not perform its pier function. Members also suggested that 3D models or animations should be employed to facilitate public understanding of the study proposals, and that the area occupied by the military berth should be opened for public enjoyment when was not in use. Members were also concerned about the functions of and delay to the construction of Road

P2 and the Central-Wanchai Bypass.

- 6.10 The Environmental Improvement and Food Hygiene Committee of the Islands District Council supported the urban design concepts proposed in the Study. Members suggested that the Study should examine measures to enhance the connectivity between the Central CBD and the harbourfront as well as to improve transport planning of areas near the Central Post Office. Some members opined that public aspirations relating to Queen's Pier had not been fulfilled and urged that the Government should respond to the concerns expressed.

Planning Sub-committee of the Land and Building Advisory Committee

- 6.11 The Planning Sub-committee of the Land and Building Advisory Committee held a meeting on 18 June 2007. Regarding the proposed design concepts for Queen's Pier, some members supported Concept A1 and agreed that Queen's Pier should be re-assembled at its original location, whereas some members considered re-assembly of Queen's Pier not necessary. As Pier No. 10 was an important end of the axis extending from the City Hall precinct, members suggested that the height of the landscaped deck in Site 3 should be restricted. Members' suggestions on pedestrian linkages included the development of a continuous pedestrian link from the harbourfront to inland, provision of a landscaped deck linking Sites 5 and 6 and a balance of at-grade and underground links. Members also advised that a wide spectrum of public views should be collected before the finalization of the study recommendations.

Legislative Council Panels

- 6.12 The LegCo Panel on Home Affairs' Sub-committee on Heritage Conservation meeting was held on 26 June 2007. At the meeting, members considered that the proposed design proposals should include an option of re-assembling Queen's Pier and reconstructing the old Star Ferry Clock Tower at their original locations. Members requested the Administration to explore alternative concepts to re-assemble Queen's Pier and to reconstruct the old Star Ferry Clock Tower at their original locations taking into account Members' suggestions.
- 6.13 A meeting of the then LegCo Panel on Planning, Lands and Works' Sub-committee to Review the Planning for the Central Waterfront (including the Tamar Site) was held on 28 June 2007. Members suggested that an international design competition for the Central harbourfront should be organized to promote quality design for the harbourfront. Some members suggested the following in designing the harbourfront: reducing commercial

developments along the harbourfront, developing more open space for public enjoyment and reducing the development intensity. Members commented that more channels should be provided for the public to comment on the study and the public should be engaged early in the planning process.

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.

**Summary of Written Submissions and Responses
from Main Study Consultant
in Consultation with the Relevant Government Departments**

Stage 1 Public Engagement for the Urban Design Study for the New Central Harbourfront was launched on 3 May 2007 for a period of two months until 30 June 2007. Public views and suggestions received during this period as well as those received up to September 2007 were reported in the Stage 1 Public Engagement Full Report. Apart from collecting public opinions through the Focus Group Workshop, Community Engagement Forum and questionnaire survey, the public were also encouraged to submit their views or proposals. A total of 35 written submissions were received by various sources including fax, email and post. A summary of the written submissions is set out in this Attachment. This Attachment also provides responses to the written submissions from the main study consultant in consultation with the relevant government departments.

Organization/ Individual	Views and/or Suggestions	Responses
Part I: Urban Design Objectives, Issues, Sustainable Design Principles and Criteria		
A. Urban Design Objectives for the New Central Harbourfront		
Hong Kong Urban Design Alliance (HKUDA)	<ul style="list-style-type: none"> The urban design objectives are too broad and overlapping. 	<ul style="list-style-type: none"> The urban design objectives will be refined to take into account public views and suggestions.
The Hong Kong Institute of Architects (HKIA)	<ul style="list-style-type: none"> The new waterfront should be “people-oriented” with due respect to the existing context including historical and cultural. Any proposed new developments should be compatible to human scale. Pedestrian connectivity to the hinterland should be enhanced. The harbourfront should be for maximum enjoyment for the Hong Kong people and tourists. 	<ul style="list-style-type: none"> The comments are in line with the urban design objectives established in the Stage 1 Public Engagement. The key objectives include creating a new waterfront to be enjoyed by public. Its design will be “people-oriented” in various aspects, such as promoting mix of uses for public enjoyment and enhancing pedestrian accessibility etc. The development intensity, built form and massing of various key sites at the new waterfront will be reviewed to enhance its coherence with the urban context. Alternative design concepts in terms of built form and massing will be proposed for some key sites for public discussion in the next stage of public engagement. The development intensity of the new buildings along the waterfront promenade (i.e. Sites 4 and 6) is particularly low to ensure that they are of human scale in line with the planning intention.

Organization/ Individual	Views and/or Suggestions	Responses
Centre for Environmental Policy and Resources Management, Department of Geography and Resource Management, The Chinese University of Hong Kong (CEPRM)	<ul style="list-style-type: none"> • With reference to their study report entitled “Vision Study for Central Piers – A Vision Scheme”, the new Central harbourfront should be vibrant and sustainable, reflecting the unique characteristics of the area, while providing an icon for Hong Kong and a place for the general public to participate, enjoy and relax. 	<ul style="list-style-type: none"> • The comments are in line with the design objectives established for the Study, which include creating a waterfront with vibrancy for public enjoyment and with sustainable design that contributes to economic vitality, commensurates with traffic, environmental and infrastructural capacity and preserves local character and heritage. The new Central Harbourfront aims to project a distinct and high quality image which is iconic to Hong Kong.
Conservancy Association (CA)	<ul style="list-style-type: none"> • The new waterfront should be vibrant and convenient for public use, with emphasis on cultural activities and pedestrian-based or non-vehicular transportation mode. 	<ul style="list-style-type: none"> • The comments are in line with the design objectives established for the Study, which include creating a waterfront with vibrancy for public enjoyment. Pedestrian accessibility to the harbourfront will be enhanced by means of a comprehensive pedestrian network plan. An “Arts and Cultural Precinct” with emphasis on cultural activities will be proposed within the Study Area.

Organization/ Individual	Views and/or Suggestions	Responses
B. Urban Design Issues for the New Central Harbourfront		
(i) Overall Design Framework		
HKUDA	<ul style="list-style-type: none"> • The urban design issues are too broad and overlapping. Opportunities for ensuring a magnificent Central harbourfront have been reduced in view of the following aspects: <ul style="list-style-type: none"> - incompatible use designations - unsympathetic and over-scaled surface road corridors 	<ul style="list-style-type: none"> • The urban design issues were established in Stage 1 Public Engagement for detailed reference in the subsequent work stages. The key issues are ‘broad’ to cover all important design issues which should be focused during the refinement of urban design framework. Some key issues are inter-related and may give a sense of ‘overlapping’. • The statutory plans covering the new Central harbourfront are approved Outline Zoning Plans (OZPs) which have been prepared on the basis of comprehensive planning and urban design studies and have undergone a due process of public consultation under the provisions of the Town Planning Ordinance. The OZPs provide a land use framework to ensure a balanced development for various uses meeting different needs. • The planned roads are commensurating with the planned developments in the area.

Organization/ Individual	Views and/or Suggestions	Responses
	<ul style="list-style-type: none"> - inability to incorporate an interesting waterfront profile or projecting water edge uses through unquestioned adherence to an unnecessarily simplistic Protection of the Harbour Ordinance - overly scaled areas of zoned open space with little spatial definition - over-scaled buildings near the Central Piers - Government's reluctance to review the OZP in its entirety to ensure that the refinement of the land use framework and urban design framework are coincident 	<ul style="list-style-type: none"> • The attractiveness of the waterfront could be achieved by providing a mix of uses and various spatial characters along the waterfront promenade, with sound landscape and streetscape design, to be proposed during the subsequent work stages. Compliance with the Protection of the Harbour Ordinance does not preclude the creation of an attractive harbourfront. • The open spaces along the waterfront promenade will be defined with various spatial characters during the subsequent work stages. The proposed open space meets the aspiration for a significant green space for the public to enjoy. • The urban design issues of Sites 1 to 3 will be examined to enhance the visual permeability to ensure and compatible design with the surroundings. • While requesting the Government to undertake the Urban Design Study for the New Central Harbourfront, the Town Planning Board (TPB) has reaffirmed the land use framework of the approved Central District (Extension) OZP. The Study will provide urban design guidance for the detailed planning and design of future developments at the new Central harbourfront in addition to those prescribed in the OZP. • A holistic and balanced approach is suggested.

Organization/ Individual	Views and/or Suggestions	Responses
CEPRM	<ul style="list-style-type: none"> • The new Central harbourfront should balance between economic development and the environment, bring benefits to all sectors and characterized by: <ul style="list-style-type: none"> - a vibrant, integrated, people-oriented and sustainable waterfront - a green waterfront providing a sanctuary from bustling city life - a multi-level open space system 	<ul style="list-style-type: none"> • A balanced approach is agreed. • The comments are in line with the design objectives established for the Study, which include creating a waterfront with vibrancy for public enjoyment and with sustainable design that contributes to economic vitality, commensurates with traffic, environmental and infrastructural capacity and preserves local character and heritage. • The proposed waterfront promenade will provide a large area of green open space. • Open spaces will be planned and available at grade, on landscaped deck, podium garden, roof garden etc.

Organization/ Individual	Views and/or Suggestions	Responses
	<ul style="list-style-type: none"> - an environmentally friendly scheme with openings through green deck to allow air flow and natural lighting - a sunken Central-Wan Chai Bypass (CWB) in order to reduce noise and air pollution - a 40m wide landscaped promenade which is made possible by rationalization of on-street public transport facilities within the proposed public transport interchange - a series of elevated walkways and pier links to facilitate north-south and east-west integration with the surroundings - a vibrant commercial corridor along the waterfront 	<ul style="list-style-type: none"> • More openings and atriums could be provided for the development at Site 3, in order to allow better air permeability and natural lighting. • The CWB will be built in tunnel form within the Study Area. • A landscaped waterfront promenade with a width ranging from 30m to 120m has been planned. • In the Study, a comprehensive pedestrian network plan will be established to facilitate north-south and east-west pedestrian flow. The network will include elevated walkways, subways, at-grade connections and landscaped deck etc. • Vibrancy of the waterfront will be enhanced by providing diverse activities, including small-scale commercial and retail facilities, along the promenade for public enjoyment.

Organization/ Individual	Views and/or Suggestions	Responses
	<ul style="list-style-type: none"> - a pollution-free waterfront with the separation of traffic and pedestrian flow - iconic architecture for new boutique hotel and new pier structures to enhance the image of HK as a world city. 	<ul style="list-style-type: none"> • In the Study, a comprehensive pedestrian network plan will be established to enhance convenient pedestrian flow, with least interface with the vehicular traffic flow. Road P2 will be planned as a boulevard. No vehicular traffic will be allowed along the waterfront promenade except for emergency vehicles. • The requirement of architectural excellence in designing the buildings and pier structures as iconic buildings, but yet harmonizing with the waterfront context, will be included in the planning/design brief.

Organization/ Individual	Views and/or Suggestions	Responses
See Network (SEE)	<ul style="list-style-type: none"> • While it is the Government's intention not to review or modify the development intensity of the new Central harbourfront, development bulk or built form are urban design elements that are directly related to the permissible development intensity for the area. The Government should be open minded in accepting changes to reflect society aspirations and needs. • The amount of public space to be converted into private space should be minimized. 	<ul style="list-style-type: none"> • See responses to the last bullet of HKUDA. • The development intensity, building mass and form will be reviewed in the subsequent work stage to take into consideration public comments and opinions. • Public open spaces will be maximized, particularly at grade and at low level (e.g. podium level) of developments at the key sites.
Green Sense	<ul style="list-style-type: none"> • The new waterfront should be spacious with lots of open-air spaces. It is essential to restrict building heights for this area. Commercial floor spaces should be minimized. 	<ul style="list-style-type: none"> • Ample open spaces have been planned for the new Central harbourfront. Commercial floor spaces have been planned to enhance vibrancy and maintain the competitive status of our CBD. The proposed building heights of various new developments in the Study Area will be examined to ensure compatible design.

Organization/ Individual	Views and/or Suggestions	Responses
Hoi Chak Lau	<ul style="list-style-type: none"> The waterfront park should be divided into two parts. The first part comprises City Hall, Queen’s Pier and the old Star Ferry Clock Tower (the three landmarks), while the second part comprises the original planned district. The first part should put a design emphasis on the architectural style of the 60s and 70s, while the urban design framework for the second part could be kept. The two parts should be linked by a waterfront promenade. The extent of reclamation between Central Pier 10 and the City Hall precinct should be reduced. 	<ul style="list-style-type: none"> Comments noted.
(ii) Integration of New Central Harbourfront with Cultural Heritage		
HKIA Hoi Chak Lau	<ul style="list-style-type: none"> The Central harbourfront and its surrounding vicinity possess rich and valuable cultural heritage. These include 	<ul style="list-style-type: none"> The Study will take into consideration the existing cultural heritage features in the Study Area and integrate them in the setting of the new Central harbourfront.

Organization/ Individual	Views and/or Suggestions	Responses
	<p>the Legislative Council Building, Statue Square Corridor, City Hall, Edinburgh Place, Queen’s Pier complex and the demolished Star Ferry Pier. These building clusters, urban space and skyline form the built heritage of Hong Kong. The new waterfront must be designed to integrate with these heritages.</p>	
SEE	<ul style="list-style-type: none"> • Consideration should be given to mark the existing coastline, which is of historical significance, by using special paving to indicate between the old and new areas and city development. The footprint of the old Star Ferry Pier can be outlined by using another set of paving. The paving will become one of the urban design elements for the new Central harbourfront as well as one way to commemorate the pier and make a new place of tourist interest. 	<ul style="list-style-type: none"> • The proposal of using special paving for indicating the old coastline and footprint of old Star Ferry Pier would be subject to detailed design.

Organization/ Individual	Views and/or Suggestions	Responses
(iii) Pedestrian Connectivity		
HKIA	<ul style="list-style-type: none"> • The connection of Statue Square and the new Star Ferry Pier by a large podium is not acceptable in terms of visual connectivity to the foreshore. At-grade and/or below grade pedestrian linkages should be considered. Below grade pedestrian connection outside the City Hall Low Block could easily be provided along the submerged box culvert. • The cul-de-sac at the junction of Roads P2 and D6 should be eliminated to enhance pedestrian linkages. 	<ul style="list-style-type: none"> • As Connaught Road Central is a busy road corridor, it is not recommended to allow pedestrians crossing the road at-grade. • An alternative concept for Site 3 development with scope for more at-grade pedestrian connections will be explored for public discussion at Stage 2 Public Engagement. In this scenario, the pedestrian will have to rely on at-grade crossings to access from the Statue Square to the new Star Ferry Pier. • Road D6 to the south of Road P2 is needed to serve the “CDA” site.
SEE	<ul style="list-style-type: none"> • The width of the roads should be reconsidered to make them pleasant to walk along. Car speed limits on Road P2 should be low enough to allow safe pedestrian crossings at regular junctions for people to get to the new 	<ul style="list-style-type: none"> • The layout and width of Road P2 are commensurating with the planned land uses in the area. Roadside trees will be planted to create a pleasant walking environment. Road P2 is not a high-speed road and its speed limit will be confined to 50 km/hr. Both at-grade signal-controlled crossings and grade-separated pedestrian links will be provided to enable pedestrians to cross the road safely.

Organization/ Individual	Views and/or Suggestions	Responses
	open space and waterfront.	
Wah Chor	<ul style="list-style-type: none"> There should be pedestrian linkages between the waterfront and Central/Admiralty/Wan Chai via waterfront promenade and footbridges. Design integration of the footbridges and the waterfront promenade should be considered to highlight the arts and leisure characteristics. 	<ul style="list-style-type: none"> Both at-grade signal-controlled and grade separated pedestrian crossing facilities will be provided to connect the hinterland with the new waterfront.
(iv) Transport and Infrastructure		
HKIA	<ul style="list-style-type: none"> Infrastructure and transport network shall only support the new Central harbourfront, but not dominate and overwhelm it. Land use for infrastructure and transport should be kept to the minimum. Road P2 would weaken the connectivity to the hinterland. The land-take of Road P2 appears too wide and 	<ul style="list-style-type: none"> The layout and width of ground level roads are commensurating with the planned land uses in the area. Both at-grade signal-controlled crossings and grade-separated pedestrian links will be provided along Road P2 to connect the hinterland with the new waterfront.

Organization/ Individual	Views and/or Suggestions	Responses
	over-designed.	
CA	<ul style="list-style-type: none"> The Study should facilitate public discussion on the alignment and layout of Road P2 and CWB, which are integral urban design issues. 	<ul style="list-style-type: none"> The need, alignment and layout of Road P2 and CWB are outside the scope of the Study.
SEE	<ul style="list-style-type: none"> Administrative measures should be used to curb the number of cars entering Central to solve the fundamental problems that cause traffic congestion. 	<ul style="list-style-type: none"> Administrative measures alone cannot solve traffic congestion problems. The Transport Department is adopting a three-pronged approach, namely improving transport infrastructure, expanding and improving public transport, and managing road use to tackle traffic congestion.
Hoi Chak Lau	<ul style="list-style-type: none"> Delete roads to avoid air pollution. 	<ul style="list-style-type: none"> The planned roads are needed to support the planned land uses in the area.
Chan Diki	<ul style="list-style-type: none"> North Hong Kong Island Line (NIL) should be developed to alleviate traffic congestion in Wan Chai. Private cars should use Road P1, leaving other roads for public transport. Tramway should be extended along Road P2. 	<ul style="list-style-type: none"> A reserve for NIL has been included in the OZP. NIL is outside the purview of the Study. There are no traffic management justifications to restrict private cars to use Road P1 only. The proposed tram system would take up valuable road space and would require widening of some of the roads to

Organization/ Individual	Views and/or Suggestions	Responses
		<p>accommodate the reserve. Its commercial viability is in doubt particular if it is to be a standalone system.</p> <ul style="list-style-type: none"> As set out in the Explanatory Statement of the OZP, the feasibility and design of an environmentally and pedestrian-friendly transport system on the promenade would be studied. The present study will examine such provision along the waterfront promenade.
Richard Yu Lap Kee	<ul style="list-style-type: none"> It is undesirable to have Road P2 bisecting the Tamar site and the waterfront promenade. The road should be laid underground to ensure an integrated public space. 	<ul style="list-style-type: none"> The section of Road P2 to the north of the Tamar site will be built in the form of a submerged road.
C. Urban Design Considerations for the Eight Key Sites:		
Site 1: Comprehensive Development Area at Central Piers No.4-6		
HKIA	<ul style="list-style-type: none"> The proposed planning parameters (plot ratio and building height) are arbitrary from an urban design perspective. Future developments should not be taller than the podium of IFC to ensure people-oriented design. 	<ul style="list-style-type: none"> The planning parameters are based on previous comprehensive feasibility studies including planning, urban design and technical assessments. The urban design issues of Site 1 will be reviewed and detailed in the planning/design brief for the site.

Organization/ Individual	Views and/or Suggestions	Responses
Site 2: Commercial site adjacent to IFC II		
HKIA	<ul style="list-style-type: none"> The proposed planning parameters (plot ratio and building height) are arbitrary from an urban design perspective. Future developments should not be taller than the podium of IFC to ensure people-oriented design. 	<ul style="list-style-type: none"> The planning parameters are based on previous comprehensive feasibility studies including planning, urban design and technical assessments. The urban design issues of Site 2 will be reviewed and detailed in the planning/design brief for the site.
Site 3: CDA with landscaped pedestrian deck and commercial complex		
The Hong Kong Institute of Planners (HKIP)	<ul style="list-style-type: none"> The existing zoning and GFA permitted for the site could result in incompatible development. The Study provides a good opportunity to seriously examine various design options. Design guidelines and planning briefs should be formulated and openly discussed by the public to ensure suitable development at the site. The development density of the site should be reviewed and reduced. The site should be broken down 	<ul style="list-style-type: none"> The following urban design issues/concepts of Site 3 will be reviewed at the next stage of the Study: <ul style="list-style-type: none"> -Break down the building mass; -Reduction of the building footprint; -Enhance natural sunlight penetration by introducing more atriums to the lower portion of the development and air ventilation; and -Enhance the visual connection along the Statue Square Corridor. An alternative concept for Site 3 development with scope for more at-grade pedestrian connections will be explored for public discussion at Stage 2 Public Engagement. In this scenario, the pedestrian will have to rely on at-grade crossings to access from the Statue Square to the new Star Ferry Pier. Mixed-use development will be planned for

Organization/ Individual	Views and/or Suggestions	Responses
	<p>into two sites with smaller parcels to avoid single dominating development. Mixed uses to include hotel, office and retail space (not mega shopping mall type) may be incorporated. Design parameters including smaller building footprints, diversified uses, visual corridors, natural ventilation, north-south connectivity, lower plot ratios, and changing P2 into a boulevard should be examined and incorporated in the OZP. The possibility of rezoning to incorporate findings of the study should not be pre-empted.</p>	<p>Site 3 to include office and retail spaces.</p> <ul style="list-style-type: none"> • The urban design concepts and parameters will be included in the planning/design brief for the site for public discussion. • As directed by TPB, the current Study will refine the existing urban design framework for the new Central harbourfront.
HKIA	<ul style="list-style-type: none"> • Urban design control must be imposed in order to prevent massive development. The building density, site coverage, building height and future built form should be determined after a careful massing study 	<ul style="list-style-type: none"> • Urban design control will be formulated in preparing the planning/ design brief of this Site. • Air ventilation assessment (AVA) and visual analysis will be conducted.

Organization/ Individual	Views and/or Suggestions	Responses
	with visual and ventilation corridor.	
SEE	<ul style="list-style-type: none"> To break up the site into smaller lots to diversify developments and to achieve human-scale design. In view of the proximity to different means of public transportation, no parking spaces should be provided within the development except for loading/unloading and drop-off activities. 	<ul style="list-style-type: none"> See responses to HKIP. Public parking spaces will be provided for re-provisioning those at the Star Ferry Carpark. No additional public parking spaces will be provided. Private parking, loading/ unloading spaces will be required for the office/ retail facilities but the provision will be reduced to the minimum required. The required and maximum number of parking spaces will be specified in the planning/design brief.
GS Rosa Chen	<ul style="list-style-type: none"> The groundscraper would aggravate heat island effect due to hot air emission from air conditioners, glass walls and wall effect associated with its building width of over 200m. Fresh air flow into Central would be hindered, especially around Statue Square and Chater Garden which is the only public open area for people working in Central. There are too many shopping malls but too 	<ul style="list-style-type: none"> AVA will be conducted to ensure the proposed development at Site 3 will not bring adverse impact to the air ventilation to Central. Open green space will be proposed along the Statue Square Corridor.

Organization/ Individual	Views and/or Suggestions	Responses
	little green space.	
Shu Lok Shing	<ul style="list-style-type: none"> The Edinburgh Place Car Park should be preserved with landscaping at rooftop. The General Post Office should be kept. The northern portion of the “CDA” site (about 3.25 ha) should be used as a indoor swimming pool in preparation of the Asian Olympics, with a maximum building height of 20m (2 to 3 storeys). The G/F could be used as swimming pool. 2/F and 3/F for offices, bowling/ping-pong centre, and sports practice venues, viewing deck and kiosks. The roof could be used as a landscaped garden. 	<ul style="list-style-type: none"> The Edinburgh Place Car Park and the General Post Office sites are included within the “CDA” site intended for comprehensive redevelopment and provision of pedestrian linkages between the hinterland and the new waterfront. In-situ preservation of the existing uses would defeat the planning intention and reduce the design flexibility of the site. The site would not be suitable for indoor swimming pool for the Asian Olympics in view of the traffic implications and its location within the CBD.
Site 4: Waterfront Related Commercial and Leisure Uses site north of City Hall		
HKIP	<ul style="list-style-type: none"> The existing zoning and GFA permitted for the site could result in incompatible 	<ul style="list-style-type: none"> The urban design issues / concepts of Site 4 will be reviewed at the next stage of the study for public discussion: <ul style="list-style-type: none"> - Allow slight realignment of Road P2 for

Organization/ Individual	Views and/or Suggestions	Responses
	<p>developments. The Study provides a good opportunity to seriously examine various design options. Design guidelines and planning briefs should be formulated and openly discussed by the public to ensure suitable development at the site.</p> <ul style="list-style-type: none"> • The development density of the site should be reviewed and reduced. The site should be broken down into two sites with smaller parcels to avoid single dominating development. Design parameters including smaller building footprints, diversified uses, visual corridors, natural ventilation, north-south connectivity, lower plot ratios, and changing P2 into a boulevard should be examined and incorporated in the OZP. The possibility of rezoning to incorporate findings of the Study should not be pre-empted. 	<p>the alternative concept in re-assembling the Queen’s Pier at its original location;</p> <ul style="list-style-type: none"> - Break the building mass to allow visual corridor to the waterfront; and - Ensure the development is compatible with human scale <ul style="list-style-type: none"> • The planning/ design brief will be formulated to include the control mechanisms. • As directed by TPB, the current Study will refine the existing urban design framework for the new Central harbourfront.

Organization/ Individual	Views and/or Suggestions	Responses
HKIA	<ul style="list-style-type: none"> Urban design control must be imposed in order to prevent massive development. The low rise commercial development should not obstruct the visual linkage between Edinburgh Place – City Hall and the waterfront. 	<ul style="list-style-type: none"> Site 4 will be planned to be a low-density and low-rise development. The massing and building disposition of Site 4 will allow visual connection between City Hall and the waterfront. Design control will be formulated in the preparation of planning/design brief.
Shu Lok Shing	<ul style="list-style-type: none"> Proposed to be used as a performance venue. 	<ul style="list-style-type: none"> Open performance venue could be proposed along the waterfront promenade, at the node of the Civic Corridor, which is at immediate east of Site 4. Other performance venues will be planned at the “Arts and Cultural Precinct”, where Arts Centre, HKAPA and its proposed extension are located. Site 4 will be low-rise building with alfresco dining, café and tourist shops etc.
Site 5: Government, Institution or Community site to the north of CITIC Tower		
Shu Lok Shing	<ul style="list-style-type: none"> Proposed to be used as a Chinese opera complex with performance venues and information centre. The complex should be about 1 ha, with a 	<ul style="list-style-type: none"> The proposed use as Chinese opera complex is in line with the planning and design concept of the Art and Cultural Precinct but the site suitability and availability should be viewed in a wider territorial context.

Organization/ Individual	Views and/or Suggestions	Responses
	<p>maximum building height of 25m. Tamar station of the Shatin-Central Link should be located underground.</p>	
Richard Yu Lap Kee	<ul style="list-style-type: none"> Proposed to be used as the new premises of the Court of Final Appeal. 	<ul style="list-style-type: none"> The proposal is noted. The specific GIC use of the site falls outside the scope of the Study.
Site 6: Waterfront Related Commercial and Leisure Uses site to the north of CITIC Tower		
Shu Lok Shing	<ul style="list-style-type: none"> The marine basin should be retreated by about 0.96 ha to allow better view for the waterfront promenade. 	<ul style="list-style-type: none"> According to the Wan Chai Development Phase II (WDII) Review and the Cogent and Convincing Materials Report, the reclamation limit at the marine basin could be set back and the area near the waterfront has been earmarked for development under the theme of an “Arts and Culture Precinct”. The Urban Design Study will examine the urban design of this part of the waterfront.
Site 7: Promenade along the waterfront of CRIII		
HKIP	<ul style="list-style-type: none"> It is understood that the PLA Pier would not be subject to heavy use and should be designed for shared use by the public to provide for diversity of waterfront activities and to 	<ul style="list-style-type: none"> The planning intention is that the military berth will be open for public access as part of the future waterfront promenade when it is not in use by the PLA.

Organization/ Individual	Views and/or Suggestions	Responses
	<p>maximize public access to the water.</p>	
HKIA	<ul style="list-style-type: none"> The PLA Pier should be free from barriers and open for public enjoyment when not in use. The connection between the current PLA Headquarters and the PLA Pier should not dissect the promenade. 	<ul style="list-style-type: none"> The military berth will be open for public access when it is not in use. The connection between the Central Barracks and the berth is leveled with the adjacent ground and there will not be any fence separating it from the promenade.
CA	<ul style="list-style-type: none"> The PLA Pier is incompatible with the surroundings. The design of the PLA Pier, which is supposed to integrate with the waterfront promenade, should be included in the study. 	<ul style="list-style-type: none"> The PLA berth will be in the form of a vertical seawall with landing steps. The design of the berth will be integrated with the waterfront promenade. The berth and the surrounding EVA will be paved to match with the surrounding waterfront promenade.
Wah Chor	<ul style="list-style-type: none"> The design of the waterfront promenade must be “people-oriented”. There should be room for the setting up of non-profit oriented art bazaar and provision of free entertainment for the public. 	<ul style="list-style-type: none"> The eastern portion of the promenade will be planned to be an “Arts and Cultural Precinct” to promote art-related activities. Amphitheatre/ Performance Stage/ Outdoor Media Show will be considered as a venue for free entertainment.
Richard Yu Lap Kee	<ul style="list-style-type: none"> The waterfront promenade should have an integrated design with the Tamar development. A more 	<ul style="list-style-type: none"> The planning of the waterfront promenade will take into consideration the winning design of Tamar development. Helicopter pad is proposed east of the HKCEC under WDII.

Organization/ Individual	Views and/or Suggestions	Responses
	<p>spacious waterfront promenade should be planned, with reclamation to smoothen the shoreline of the new waterfront. The civic square at Tamar should be planned and designed as a “Reunion Square” to highlight the reunion of HKSAR with China. Reference could be made to the design of Piazza Campidoglio at Roma for the design of the ‘Administrative Precinct’. A helicopter pad should be provided for emergency purpose.</p>	
Site 8: Waterfront Related Commercial and Leisure Uses site adjacent to the piers		
Chiu Wing Chiu	<ul style="list-style-type: none"> The top level should be turned into a viewing deck. 	<ul style="list-style-type: none"> The proposal is noted.
D. Sustainable Design Assessment Framework		
HKIP	<ul style="list-style-type: none"> The sustainability matrix and how it will be used remain unknown to the public. There is a need to clarify and state the 	<ul style="list-style-type: none"> The sustainable design assessment framework will be used to evaluate the urban design proposals of the Study. The framework covers the sustainable design principles and how the various design components would perform in respect of the

Organization/ Individual	Views and/or Suggestions	Responses
	logic, rationale and development process of the sustainable design assessment framework.	social, economic and environmental aspects.
<p align="center">Part II - Alternative Concepts for Reconstructing Old Star Ferry Clock Tower and Re-assembling Queen's Pier</p> <p>Section A : Alternative Concepts</p>		
<p>(i) In-situ preservation of Queen's Pier</p>		
HKIA Tony Chan	<ul style="list-style-type: none"> • Queen's Pier should be preserved in-situ. Water elements (e.g. lagoon) should be incorporated to integrate with Queen's Pier structure to preserve its reminiscence. 	<ul style="list-style-type: none"> • The preservation of Queen's Pier has been thoroughly discussed in the past few months and funding has been approved by the Finance Committee of the Legislative Council for preserving the above-ground structure for the pier as far as practicable and storing them for re-assembling at an agreed location to be examined in the current Study with the participation of professional bodies and the general public. • There are reservations on the proposed lagoon for the following reasons: <ul style="list-style-type: none"> (a) The feasibility of the proposed lagoon would be constrained by the planned underground infrastructures, e.g. Airport Railway Extended Overrun Tunnel. (b) A large lagoon will require realignment of Road P2, which will adversely affect the programme of Road P2. (c) The proposed lagoon would form a

Organization/ Individual	Views and/or Suggestions	Responses
		physical barrier for pedestrian access from the hinterland to the waterfront area.
HKUDA Franklin Lam c1 Six individuals	<ul style="list-style-type: none"> Queen’s Pier should be kept in its original location to maximize its preservation value. 	<ul style="list-style-type: none"> See responses to HKIA.
CA GS ckc 1987	<ul style="list-style-type: none"> Supporting in-situ preservation of Queen’s Pier, as supported by the majority of the participants in the Community Engagement Workshop. Edinburgh Place, the preserved Queen’s Pier, City Hall, the reconstructed Star Ferry Clock Tower should form part of the waterfront historical corridor. Queen’s Pier encapsulates the colonial history and marks the coastline. 	<ul style="list-style-type: none"> See responses to HKIA. In the proposed alternative concepts for re-assembling Queen’s Pier at its original location, or in the close proximity to the original location, the relationship among the reconstructed old Star Ferry Clock Tower, Edinburgh Place and City Hall is respected.
Franco Kam	<ul style="list-style-type: none"> Queen’s Pier could be preserved in-situ by building a marine basin or water channel. This could enhance the cultural heritage while a bridge could be built on top to allow 	<ul style="list-style-type: none"> See responses to HKIA.

Organization/ Individual	Views and/or Suggestions	Responses
	vehicular flow traffic between Central and Wan Chai.	
Lawman	<ul style="list-style-type: none"> Queen's Pier should be preserved as it is a Grade I Historic Building. The Town Planning Board should reconsider preserving Queen's Pier in-situ to meet public aspirations. 	<ul style="list-style-type: none"> See responses to HKIA.
Canran Huang	<ul style="list-style-type: none"> Preserving Queen's Pier in-situ should be technically feasible by digging an underground road through the pier. 	<ul style="list-style-type: none"> See responses to HKIA.
Chu Kai Fai	<ul style="list-style-type: none"> Agrees in-principle to preserve Queen's Pier in-situ. To preserve the pier without affecting reclamation, voids or protection benches could be built along the three sides of the pier during reclamation, and the voids could be turned into lagoons after reclamation for public enjoyment. Road P2 could be built underneath the lagoons while maintaining its 	<ul style="list-style-type: none"> See responses to HKIA.

Organization/ Individual	Views and/or Suggestions	Responses
	alignment.	
Shu Lok Shing	<ul style="list-style-type: none"> Queen’s Pier should be preserved for collective memory. Road P2 could be shifted northwards. The drainage culvert between Man Yiu Street and Road D7 should also be shifted northward by about 50m and convert the originally proposed pipeline to MTR subway. A subway could be built underneath the pier to allow pedestrians to see through the pier structures. A public pipeline could also be built underneath the pier. 	<ul style="list-style-type: none"> See responses to HKIA.
Richard Yu Lap Kee	<ul style="list-style-type: none"> Queen’s Pier should not be preserved in-situ. It has inadequate ‘qualities and characters’ to be declared as monument. The activists are individualistic and ignore public interests. 	<ul style="list-style-type: none"> The Pier is a Grade I historic building. The Urban Design Study for the New Central Harbourfront will take this into account and propose alternative concepts of re-assembling the Pier in different locations; and yet minimizing the adverse impact to the CRIII.

Organization/ Individual	Views and/or Suggestions	Responses
(ii) Re-assembling Queen’s Pier In-situ		
HKIP	<ul style="list-style-type: none"> Queen’s Pier should be re-assembled at its original location. 	<ul style="list-style-type: none"> See responses to HKIA
SEE	<ul style="list-style-type: none"> It is of paramount importance that Queen’s Pier must be reinstated at the same location. The location of Queen’s Pier is more important than its function. New use or a combination of uses can be given to the pier, such as a rest area, a bus stop along Road P2, etc. Queen’s Pier, City Hall complex and Edinburgh Place should be considered as one single place of cultural significance that cannot be separated. Vehicles should not be allowed to enter or park in Edinburgh Place to make it a truly safe public space. 	<ul style="list-style-type: none"> See responses to HKIA. The importance of Queen’s Pier location is recognized in 2 ways; firstly about its close proximity to the City Hall Complex and Edinburgh Place, and secondly its relationship with the coastline that was changing with the reclamation since late 19th century. In this regard, two main series of alternative concepts were proposed in the Stage 1 Public Engagement, namely “Queen’s Pier with City Hall” and “Queen’s Pier by the Harbour”. The functions of the re-assembled Queen’s Pier will be proposed for public discussion in Stage 2 Public Engagement. Edinburgh Place at north of the City Hall Complex is proposed to be a landscaped open space for public enjoyment. Vehicles are not allowed to enter except for emergency vehicles.
Canran Huang	<ul style="list-style-type: none"> If in-situ preservation of Queen’s Pier is not technically feasible, the 	<ul style="list-style-type: none"> While Queen’s Pier has its historical role in relation to colonial governors’ inauguration, the Pier also has its role as a public pier and

Organization/ Individual	Views and/or Suggestions	Responses
	<p>Pier should be re-assembled in-situ. Queen's Pier is different from Star Ferry Pier. While Star Ferry Pier is only a "collective memory" and has little architectural merits, Queen's Pier has historical values as it was where the colonial Governors inaugurated. Concept A1 should be further improved by adding a lagoon in front of the re-assembled pier.</p>	<p>a place for waterfront activities such as harbour viewing, fishing, etc.</p> <ul style="list-style-type: none"> • Regarding proposed lagoon, see responses to HKIA.
Lee, Joseph K.K.	<ul style="list-style-type: none"> • If Queen's Pier were to be re-assembled at Edinburgh Place, the proposed Road P2 should be moved further away to avoid traffic emission problems. 	<ul style="list-style-type: none"> • For the alternative concept in re-assembling the Pier at its original location, Road P2 will be slightly realigned to its north. • The traffic emission problems can also be mitigated by planting more trees/shrubs along Road P2, which will be turned into a boulevard.
(iii) Re-assembling Queen's Pier Near its Original Location		
Ng Hau Yee	<ul style="list-style-type: none"> • Locating the re-assembled Queen's Pier marginally northwards from its original location is acceptable and could 	<ul style="list-style-type: none"> • Alternative concept of re-assembling the Pier at the waterfront has been included as Concept B2 in the Stage 1 Public Engagement. Preserving the pier function will be further explored under the Stage 2 Public Engagement.

Organization/ Individual	Views and/or Suggestions	Responses
	<p>maintain the cluster relationship with City Hall and Edinburgh Place. In-situ preservation of Queen's Pier without a pier function is ridiculous.</p>	
<p>(iv) Axial Relationship among City Hall, Clock Tower and Queen's Pier</p>		
<p>Hui Yee, Kit</p>	<ul style="list-style-type: none"> The seaward portion fronting the re-assembled Queen's Pier needs not be reclaimed to give an impression that it is still a pier. Fishing should be allowed and flagpoles should be erected for ceremonial purpose. Photos and historical information of the old pier should be displayed on the walls of the re-assembled pier. 	<ul style="list-style-type: none"> For the alternative concepts with Queen's Pier re-assembled by the Harbour, waterfront activity is possible at the coastline. Placing of flagpoles will be considered to integrate them into the plaza design in front of the Pier.
<p>(v) Functional Approach for Re-assembling Queen's Pier</p>		
<p>Wah Chor</p>	<ul style="list-style-type: none"> It is important to preserve the functions of Queen's Pier for pier uses, not just preserving the outlook of the structures. 	<ul style="list-style-type: none"> In the Stage 1 Public Engagement, the waterfront location of the pier is proposed to be maintained in alternative Concept B2. This concept B2 will be reviewed and refined, with consideration of public comments on preserving the pier function,

Organization/ Individual	Views and/or Suggestions	Responses
	<p>Consideration should be given to relocating the pier near the seashore of Murray House at Stanley to provide ferry services, making it a tourist attraction. A fall-back option is Concept B2, i.e. placing the re-assembled pier between Central Piers 9 and 10, which is functional and compatible with the surroundings.</p> <p>Queen’s Pier has no architectural merit. Its historical value is not high, and is not worth mentioning when compared to Murray House at Stanley. The notion of “collective memory” is transient only.</p>	<p>for further public discussion at the Stage 2 Public Engagement.</p> <ul style="list-style-type: none"> • Re-assembling Queen’s Pier at Stanley may not be an appropriate alternative, as the Pier has long been located at the Central waterfront. The historical value of the Pier is closely related to its location at Central and the reclamation history of Hong Kong.
Victoria Caplan Captain M.C. Yeung	<ul style="list-style-type: none"> • Agreeing to a letter in the South China Morning Post written by Captain M.C. Yeung, proposing to relocate Queen’s Pier to Kennedy Town where there is a deserted pier off the old abattoir. 	<ul style="list-style-type: none"> • Re-assembling Queen’s Pier at Central is much preferred than in Kennedy Town, as the Pier has long been located at the Central waterfront. The Pier has witnessed the history of the Central, and HK’s economic growth, since its birth at early 20th century. The 1st Queen’s Pier was completed in 1925 at the old shoreline and the existing one was completed in 1953-54.

Organization/ Individual	Views and/or Suggestions	Responses
Economic and Labour Affairs Committee of Eastern District Council	<ul style="list-style-type: none"> Queen's Pier should be re-assembled near Lei King Wan and Siu Sai Wan to help foster the economy of the area. 	<ul style="list-style-type: none"> See response to Victoria Caplan and Captain M.C. Yeung.
Lee, Joseph K.K.	<ul style="list-style-type: none"> Concept B2 is most acceptable as it brings back the pier function. The design of the Queen's Pier structure should be integrated with the modern design of Central Piers 9 and 10. 	<ul style="list-style-type: none"> The alternative Concept B2 will be reviewed and refined, with consideration of public comments on preserving the pier function, for further public discussion in the Stage 2 Public Engagement. Integrating the design of Central Pier Nos. 9 and 10 with Queen's Pier will be explored.
Kam Kin Pong Unknown 2	<ul style="list-style-type: none"> Concept B2 is preferred. Having Queen's Pier forming part of Central Piers 9 and 10 could give a sense of mix between old and new. Café and small gallery could also be included. 	<ul style="list-style-type: none"> The alternative Concept B2 will be reviewed and refined, with consideration of public comments on preserving the marine operation, for further public discussion in the Stage 2 Public Engagement. Integrating the design of Central Pier Nos. 9 and 10 with Queen's Pier will be explored. New functions for the Pier will be explored and subject to further study.
(vi) Star Ferry Clock Tower		
HKUDA	<ul style="list-style-type: none"> The rebuilding of the Clock Tower is likely to have little or real association with the original which acted to mark an activity centre, transport node and 	<ul style="list-style-type: none"> The proposed new location for the reconstructed Clock Tower will be planned as an attractive node at the new Central Harbourfront. For Stage 2 Public Engagement, alternative concepts, including reconstruction of the Clock Tower at its original location, will be explored for public

Organization/ Individual	Views and/or Suggestions	Responses
	<p>gateway. The most appropriate location for a new clock tower monument would be associated with the original site, maintaining its relationship with City Hall and Edinburgh Place.</p>	<p>discussion.</p> <ul style="list-style-type: none"> The reconstructed Clock Tower in this alternative concept will be planned as a focal point along the Statue Square Corridor.
<p>HKIP HKUDA CA</p>	<ul style="list-style-type: none"> The Star Ferry Clock Tower should be reconstructed at or close to its original location. 	<ul style="list-style-type: none"> See responses to HKUDA.
<p>GS</p>	<ul style="list-style-type: none"> The Star Ferry Clock Tower should be reconstructed in-situ as it is a ‘collective memory’ of the public, signifies the coastline before reclamation, and a testimony of the ‘Star Ferry Incident’. 	<ul style="list-style-type: none"> See responses to HKUDA.
<p>SEE</p>	<ul style="list-style-type: none"> It is regrettable that the Star Ferry Pier and Clock Tower were demolished and their cultural significance has not been properly addressed and acknowledged. Yet, the Clock Tower should not be rebuilt as a 	<ul style="list-style-type: none"> Views on not reconstructing old Star Ferry Clock Tower noted. The heritage value can be exemplified by the reconstruction of the old Star Ferry Clock Tower, in which the salvaged item like the retained clock faces, chimes and mechanical parts of old Star Ferry Clock Tower will be re-assembled. A historic gallery exhibiting history of the Star Ferry Pier is also proposed at close proximity of

Organization/ Individual	Views and/or Suggestions	Responses
	<p>replica could not exemplify the cultural significance of the original Clock Tower. The heritage value of the Star Ferry Pier and Clock Tower should be brought out through creative and innovative means which address the past and look forward to the future, integrating into a new environment and be presented in the modern context. The surviving components of the Clock and Bells should be used as an anchor to exemplify the heritage value of the Star Ferry Pier.</p>	<p>the reconstructed Clock Tower.</p> <ul style="list-style-type: none"> • The reconstructed Clock Tower will be integrated with the setting of the new Central harbourfront, as an anchoring place and landmark for public and tourists to gather.
Ng Hau Yee	<ul style="list-style-type: none"> • The Clock Tower should not be located along the axis of the re-assembled Queen's Pier and City Hall as it is against the original design principle. 	<ul style="list-style-type: none"> • The intention of proposing the reconstructed Clock Tower along the axis of Queen's Pier and City Hall was to strengthen such axial visual relationship, with introduction of a new focus. This concept will be reviewed with consideration of public comments. • Alternative concepts, including the reconstruction of the Clock Tower at its original location, will be explored for public discussion in the Stage 2 Public Engagement.
Chu Kai Fai	<ul style="list-style-type: none"> • The old Star Ferry Clock Tower should be 	<ul style="list-style-type: none"> • See responses to HKUDA.

Organization/ Individual	Views and/or Suggestions	Responses
	<p>reconstructed along the open space between Statue Square and the new Star Ferry Pier to respect its original location and reflect the previous shoreline.</p>	
<p>Lee, Joseph K.K.</p>	<ul style="list-style-type: none"> • The reconstructed Clock Tower should be moved further north at a more spacious and central location. • It should be as distant from the new Clock Tower as possible. • It could also be placed between Central Piers 3 and 4 to mark the other end of the Central Piers in a symmetrical manner. 	<ul style="list-style-type: none"> • In order to maintain visual permeability and access continuity along the waterfront promenade, the reconstructed Clock Tower is recommended not to move further north from the previous proposed locations. • The proposed reconstructed Clock Tower will be visually separated from the new Clock Tower. • The proposal would be subject to further study. As a preliminary recommendation, the proposed location between Central Piers Nos. 3 and 4 is not preferred as the open space allowed near Central Pier Nos. 3 and 4 is comparatively less than those along the Statue Square Corridor and the promenade. Open space adjacent to the reconstructed Clock Tower can enhance the visual connection of Tower and other areas in the new Central harbourfront.

Organization/ Individual	Views and/or Suggestions	Responses
(vii) Other Comments or Suggestions		
HKIP	<ul style="list-style-type: none"> The Study has assumed that Queen’s Pier will be demolished and reconstructed in early May 2007 when the consultation document was issued. The alternative concepts are misleading. 	<ul style="list-style-type: none"> The Study has allowed for re-assembling Queen’s Pier at its original location. The alternative concepts proposed for public consultation during the Stage 1 Public Engagement was formulated on the basis of the Government’s undertaking to examine the design ideas and suitable locations for re-assembling Queen’s Pier in the new Central harbourfront under the Urban Design Study for the New Central Harbourfront. Nevertheless, it was emphasized in the consultation materials that the alternative concepts were not exhaustive and other ideas and suggestions were welcome.
Chan Diki	<ul style="list-style-type: none"> Queen’s Pier has no historical or architectural values. It is a waste of money to re-assemble the pier. The preservation of the plaques would suffice. 	<ul style="list-style-type: none"> Views on not re-assembling Queen’s Pier noted. The historical value of Queen’s Pier has been recognized by AAB, which assessed the Pier as a Grade I historical building.

Organization/ Individual	Views and/or Suggestions	Responses
Comments on the Stage 1 Public Engagement		
HKUDA	<ul style="list-style-type: none"> • The urban design emphases and sustainable design assessment framework in the consultation documents are vague. The urban design issues are devoid of any realistic rationale and are difficult to understand. The plan of the study area and key sites has no key or description. While the aim of the document is to invite public views, the rationale for absorbing and evaluating these views in any meaningful way is not set out. • The description and sketches showing the various options for re-assembling Queen’s Pier and reconstructing the old Star Ferry Clock Tower are not clear. 	<ul style="list-style-type: none"> • The Stage 1 Public Engagement covered three main aspects, viz. the urban design objectives, issues and sustainable design assessment framework for new Central harbourfront; the urban design issues for the eight key sites; and the possible locations and design concepts for reconstructing the old Star Ferry Clock Tower and re-assembling Queen’s Pier. At this stage, the public was provided with relevant information and urban design issues as well as some proposed initial concepts to stimulate discussion and to provide views and suggestions. • Legends are provided for the plans. The legibility of the plans will be improved. • The description and sketches contains the necessary information. It will be more elaborated with supplement of sketches and physical models in the Stage 2 Public Engagement.

Organization/ Individual	Views and/or Suggestions	Responses
Designing Hong Kong Harbour District	<ul style="list-style-type: none"> The questionnaire is biased and can't be answered. The mandate of the study has been set without public participation. The Government must relinquish the control over the study to an independent party to minimize conflict of interest and to ensure that all planning benefits are valued in a balanced and sustainable manner. 	<ul style="list-style-type: none"> Public inputs are complied in an open, transparent and collaborative process. At this stage, it is intended to collect public views on some general aspects and objectives regarding the urban design of the new Central harbourfront. Hence the view collection forms were drafted with design terminologies so as to focus on conceptual ideas. Respondents could qualify and elaborate their responses. After collecting all public views received, proposals on the refined urban design framework and planning/design briefs with more precise design requirements would be formulated in the next stage of the Study. There will be further opportunity for the public to express their views on these proposals.
HKIP CA GS Bobby Lau	<ul style="list-style-type: none"> The consultation documents and the Community Engagement Forum did not provide adequate background materials for the public discussion. The view collection form is repetitive and difficult to understand. 	<ul style="list-style-type: none"> Relevant background materials have been included in the pamphlet and website and tabled at the Community Engagement Forum for the Stage 1 Public Engagement to facilitate public discussion. For comments on the views collection forms, see responses to DHKHD.
Unknown 1	<ul style="list-style-type: none"> The public engagement process is not genuine. 	<ul style="list-style-type: none"> The public are engaged in an open, transparent and collaborative manner in various stages of the Study.
Harbour Business Forum	<ul style="list-style-type: none"> The public engagement process should adopt the Council for Sustainable 	<ul style="list-style-type: none"> While respecting the 5-stage public engagement process devised by the Council for Sustainable Development as a good

Organization/ Individual	Views and/or Suggestions	Responses
	<p>Development's approach in involving the public in setting the agenda and including all stakeholders from the outset. Any background materials should be as comprehensive and straightforward as possible. The questions raised should be clear, with some explanation given on how the questions should be interpreted.</p>	<p>practice for community consultation on public policy, the method of engagement should vary to suit the different needs of different types of planning tasks. The Urban Design Study is more of technical nature with clearly defined scope assigned by the TPB.</p>

Design Responses to Public Views on the New Central Harbourfront

(submitted to Harbour-front Enhancement Committee
Task Group on Urban Design Study
for the New Central Harbourfront on 31 January 2008)

1. Background

This Paper summarizes the public views and comments on the new Central Harbourfront received in the course of the Stage 1 Public Engagement exercise of the Urban Design Study for the New Central Harbourfront (the Study) and from other channels, and the responses from the Study consultant. The responses would be incorporated in the Refined Urban Design Framework Plan (RUDFP) and the Master Layout Plans (MLPs) which will be presented for public discussion in the Stage 2 Public Engagement.

The summarized public views and comments include those previously expressed by various stakeholders and concern groups on the Central Harbourfront before the commencement of this Study (**Appendix**), the public views collected in the Stage 1 Public Engagement ended in June 2007, and those presented in the entries of "International Planning and Urban Design Competition on the Central Waterfront of Hong Kong" organized by Designing Hong Kong.

2. Previous Public Views before Commencement of the Study

2.1 Spectrum of Public Views

A wide spectrum of public views on the future development of the new Central Harbourfront have been expressed through various channels. However, there is some general consensus in the following aspirations which are in line with the Harbour Planning Principles (HPP) and Harbour Planning Guidelines (HPG):

- To create a harbourfront with open spaces that can be enjoyed by the public
- To lower the density, building mass and building height of the new developments at the waterfront
- To enhance vibrancy of the waterfront by enhancing mixes of uses and activities
- To enhance accessibility to the harbourfront
- To respect the historical buildings or structures

Although there are some voices opposing to any form of reclamation, majority of the public accept that the planned Central and Wan Chai reclamations can provide land for the most vital transport link on the northern shore of Hong Kong Island to alleviate traffic congestion on existing road networks. While some members of the public proposed zero developments on the reclaimed land, most agreed that developments with appropriate density and scale and serving the public and tourists could enhance the vibrancy and attractiveness of the area.

2.2 Major Public Views and Alternative Proposals

Major public views on the New Central Harbourfront are summarized below.

2.2.1 Urban Design Objectives

The public generally considers that the urban design objective of the New Central Harbourfront should be based on providing an urban space for the people. It should proactively preserve the buildings/ structures with historic or community significance. More attention is called for the pedestrian space and less focus on vehicular space.

2.2.2 Enjoyable Waterfront Setting

One of the major common concerns in the community is to create an enjoyable waterfront. Vibrant developments along the waterfront and some street-level open air activities are generally acceptable. It is also emphasized that the building height of any development near the waterfront should be low and of a human scale. To enhance the setting, shelters or flexible covers should be provided along the harbourfront promenade.

2.2.3 Vibrant Land Uses and Attractions

Some are concerned about the lack of vibrancy after office hours if the harbourfront is designed only with limited activities and it will not be an attractive destination for residents and tourists.

Besides, there is a concern that the proposed promenade lacks some points of attraction. It is therefore proposed that some activities should be provided to make the area a “must see” destination for residents and tourists.

2.2.4 Extensive Open Space

There is a call for creating extensive open space at the harbourfront. A multi-level open space system which provides a green outlet for leisure, entertainment, cultural and retail activities is proposed.

2.2.5 Accessibility to Waterfront

The public generally agrees that good accessibility to the waterfront for the public is crucial to ensure that the promenade area is popular. Some members of the public have commented that the ground level of the reclaimed land is dominated by Road P2 and public transport interchange rather than vibrant activities. Some are concerned that there would be little activities at street level as the pedestrian connectivity to the waterfront is broken up by the roads.

2.2.6 Scale of Development

The public is particularly concerned about the scale of development of Site 3. Some propose that Site 3 should be re-configured into smaller parcels with ground level access. It is considered that a giant retail complex would only attract world brands which will crowd out the local offerings that tourists favour, and small block sizes will encourage developments of more human scale and interests at street level and provide opportunity for multiple uses and multi-players to promote competition and prosperity.

Besides, some concern groups have strong reservation over a large scale development as it will block view from the hinterland to the waterfront and deprive pedestrians of ground level connections. Some comment that the development at Site 3 may also create the problem of poor air quality. The public also emphasizes the sustainability of the overall development.

2.2.7 Compatibility with Surrounding Developments

The public considers that the future development at the new Central Harbourfront should be compatible with the surrounding developments, particularly the Tamar development and the future waterfront promenade.

2.2.8 Development at Ferry Piers

Ferry services operators are concerned about the possibility of improving Central Ferry Piers to enhance the long-term viability of ferry operation, for example, by allowing some commercial activities which can be enjoyed by public. A sector of the community considers that the piers should be made available for public use such as for non-profit making organizations to provide services.

2.2.9 Heritage Concerns

The public has shown concerns on the preservation arrangements of the old Star Ferry Clock Tower and Queen's Pier.

3. Public Views in the Stage 1 Public Engagement

The Stage 1 Public Engagement of this Study commenced in early May 2007 and officially ended on 30 June 2007. Views received up to early September 2007 were also included for assessment of public views received for the Stage 1 Public Engagement. Details of the public views and suggestions received are collated and analyzed in a full report being finalized.

3.1 Urban Design Considerations for the Study Area and Key Sites

Public opinions on the urban design objectives/issues, sustainable design criteria, and the major urban design considerations for the key sites were not controversial, and differences in opinions were only on the priority order of various criteria and

considerations. Various design considerations for each key site have been suggested by the public. The following are the major considerations which are common to all sites:

- (a) Harmony of development with the surroundings
- (b) Careful control of building height, footprint and massing
- (c) Imposition of urban design control
- (d) Vibrancy of the sites
- (e) Enhanced pedestrian linkages
- (f) Visual connectivity
- (g) More greening
- (h) Water-related activities and water features to be provided at the promenade
- (i) Natural shading along the promenade

3.2 Alternative Concepts for Re-assembling Queen's Pier (QP) and Reconstructing the old Star Ferry (SF) Clock Tower

There were diverse public views on the arrangements for re-assembling QP and reconstructing the old SF Clock Tower. Some preferred locating them at their original locations, while some suggested other locations or no re-assembling or reconstruction at all. There was support for re-assembling QP at a waterfront location and with the pier function revived, and for locating the reconstructed SF Clock Tower at the new Central waterfront to create a visual linkage between the harbour and the city.

4. Ideas and Concepts of the Entries of "International Planning and Urban Design Competition on the Central Waterfront of Hong Kong"

The "International Planning and Urban Design Competition on the Central Waterfront of Hong Kong" was organized by Designing Hong Kong in mid 2007. The competition had received 82 nos. of entries from which 4 finalists were selected to the second round of competition.



(left) MLP of finalist no. 501; (right) Model of finalist no. 501¹

¹ The MLP and model photos are extracted from website: www.designinghongkong.com

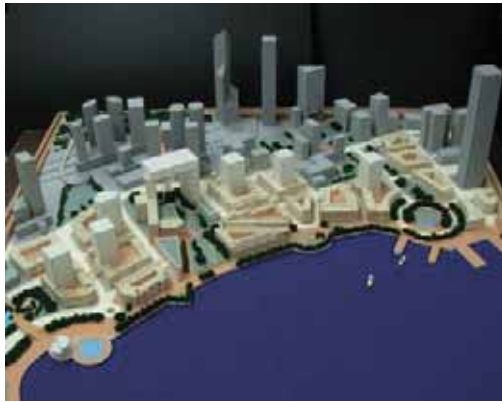


(left) model photo of finalist no. 502 (right) Perspective of the Promenade (finalist no. 502)



(top) MLP of finalist no. 503 (bottom) model photo of finalist no. 503²

² The MLP and model photos are extracted from website: www.designinghongkong.com



(left) model photo of finalist no. 504 (right) MLP of finalist no. 504³

4.1 Common Design Opportunities and Design Issues

Although there are different focus and diverse design concepts and ideas in the entries, common design opportunities and issues are also found in many of the submissions:

- A vibrant waterfront with diversity
- Large amount of enjoyable public open spaces
- The harbourfront as a green unifying edge to the harbour and CBD
- Enhanced accessibility between the harbourfront and the hinterland
- Green and sustainable design

The competition organizer has set out “*innovative, yet practical and feasible*” as the prime assessment criteria. While some entries show innovative planning and design concepts, some of their proposals may not be feasible or may be very difficult to implement. The innovative ideas, however, have been carefully considered in the Study and some would be incorporated into the MLPs prepared for public discussion in the Stage 2 Public Engagement.

4.2 Design Merits

With an overview of all the entries and a more detailed review on the four finalists’ submissions, their design merits are identified as listed below:

- A vibrant waterfront with diverse activities for public enjoyment
- Enhanced accessibility
- Visual corridors
- Natural topography (e.g. undulating landscapes)
- Maximized greenery
- Reduced massing and footprints
- Intimate human-scale open spaces
- Place making
- Water elements

³ The MLP and model photos are extracted from website: www.designinghongkong.com

5. Design Responses to Public Aspirations

Although there is general consensus on the urban design objectives and issues, diverse design ideas have been received.

The following summarizes the major design responses that could be incorporated:

5.1 Vibrancy and Diversity

The urban design framework has been refined to provide design corridors and precincts each with different characters and activities to enhance the vibrancy of the new Central Harbourfront. A refined Urban Design Framework Plan (UDFP) is being drawn up and will be presented for public discussion in the Stage 2 Public Engagement. The promenade design would particularly take into consideration the mix of activities for public enjoyment.

5.2 Extensive Open Space

Extensive open spaces are planned in the Study Area, with consideration of the existing provision in the hinterland. A Landscape Strategy Plan (LSP), which identifies new and existing open spaces is being drawn up and will be presented to the public in the Stage 2 Public Engagement.

The proposed open spaces have also been reviewed to enhance the intimacy and scale, which are found as an aspiration from some competition entries.

5.3 Enhanced Accessibility

Multi-level pedestrian linkages for enhanced accessibility to the harbourfront are already taken into consideration. A Pedestrian Network Plan (PNP) in a mix of at-grade walkway, elevated walkway and subway is being proposed for presentation to the public in the Stage 2 Public Engagement. The PNP has also taken into consideration the location of public transport, drop-off areas, etc. Although enhanced accessibility is a key design issue, public parking is not encouraged in the Study Area.

In order to enhance the east-west connection along the promenade, the scope for an environmentally friendly transport system would also be proposed. Tourists and locals alike, and in particular children, the elderly and disabled persons, can benefit from this environmentally friendly system for sightseeing. Natural shading has also been factored in the promenade design.

5.4 Visual Corridors

View corridors have been proposed in the refined urban design framework to preserve visual permeability from various significant locations to the harbour. The refined design concepts of the various key sites have been taken into consideration. Visual analysis has been conducted to ensure that the visual impact is minimized.

5.5 Reduced Massing and Footprints

The development parameters of all key sites are being reviewed. Consideration is being given to reducing the development intensity in terms of massing and footprints in the MLPs. Design control mechanisms will be incorporated into the planning/design briefs of all key sites.

5.6 Compatibility to Surroundings

The MLPs would be prepared in consideration of the surroundings to ensure compatibility. Apart from visual analysis, an Air Ventilation Assessment is being conducted to ensure the new developments at key sites 1-4 will not cause adverse impact to air ventilation. The promenade design would also take into consideration the winning design of the future Central Government Complex at Tamar.

5.7 Maximized Greenery and Sustainable Design

Green open spaces are planned as much as possible. Green roofs are adopted and planned in all building developments in Sites 1 to 6 while landscaped decks and terraces would also be provided at Site 3.

5.8 Natural Topography

Undulating lawns and urban mounds along the promenade would be considered as one of the alternatives. The landscape would be designed to look like a natural topography, forming a strong image to the waterfront. The landscaped promenade would provide a series of public anchoring spaces as key destinations and magnets.

5.9 Place-Making

A Ferry Plaza and other feature plazas are planned at the end of the design corridors to act as attractive anchoring spaces and public realms in the waterfront promenade.

5.10 Water Elements

Water features are proposed along the promenade and the Statue Square Corridor. A water feature would also be considered at the re-assembled Queen's Pier to symbolize the original harbour setting. Suggestions to restore a large waterbody around the re-assembled pier however are not feasible due to conflict with the planned underground infrastructure.

5.11 Alternative Concepts of Re-assembling QP and Reconstructing old SF Clock Tower

Two alternative concepts are being prepared and would be incorporated in the MLPs for public discussion, to respond to the two major streams of public concerns.

6. Next Step

Various design proposals including the MLPs, refined UDFP, PNP, LSP, etc., will be submitted to the TGUDS at a separate working session.

**Aedas Limited
Planning Department
January 2008**

**Previous Public Views on Planning for the New Central Harbourfront
before the Commencement of the Study**

List of Commenters

1. The then LegCo Panel on Planning, Lands and Works (PLW Panel)
2. Harbourfront Enhancement Committee (HEC)
3. Harbour Business Forum (HBF)
4. The Chinese University of Hong Kong
(Centre for Environmental Policy & Resource Management and Architectural Projects Unit,
Department of Architecture)
5. Designing Hong Kong Harbour District (DHKHD)
6. Civic Exchange
7. Central and Western District Council (C&WDC)
8. Citizen Envisioning @ Harbour
9. Hong Kong Policy Research Institute (HKPRI)
10. Action Group on Protection of the Harbour
11. Hong Kong Institute of Architects (HKIA)
12. The Conservancy Association
13. Media Reports