5. RECOMMENDED DEVELOPMENT OPTION

5.1. Development Schedule and Conceptual Master Layout Plan

5.1.1. The technical assessments demonstrated the Preferred Development Option is feasible in environmental, traffic, geotechnical engineering and financial terms. However the following revision is proposed:

- Make an allowance for the removal of existing trees on the two sides of the proposed EVA to make way for the proposed retaining wall and slope stabilisation work. New planting is proposed on the stabilised slopes.

5.1.2. The Preferred Development Option, incorporating the above revision, is therefore adopted as the Recommended Development Option (RDO) in the study.

5.1.3. The main theme of the RDO is to create a hub of contemporary retail and cultural markets. The main features are as follows:

- Preservation of all historical buildings on the Site, except for the existing welfare handicraft shop (ungraded) near Salisbury Road to provide a grand entrance.

- Provision of a mix of tourist and cultural uses in the existing historical buildings (after appropriate conversion) and in new accommodation under the platform. The following uses will also be accommodated:
  - Chinese Cuisine Promotion Centre of around 2000m², including fun kitchen and a “Marine Police-themed” restaurant at the basement, G/F and courtyard of the Main Building
  - Time Museum at Signal Tower, where the early practice of hoisting and dropping the time ball (at 1:00 p.m.) is to be resumed
  - Around 6000 m² of themed and general retail and food & beverage on the 1-2/F of the Main Building, former fire station, under-platform levels and along the streetfront

- Re-creation of a open lawn area in front of the Main Building to give prominence to the Main Building, to enhance appreciation of the facade and provide an area for public gathering.

- Creation of an unfolding entrance from Salisbury Road to the platform with shop front and restaurants on its side(s).
• Creation of a courtyard at street level by the former fire station to act as a gathering node.

5.1.4. The Development Schedule of RDO is basically the same as the preferred one in Table 3.6. The conceptual Master Layout Plan, land use plans for under platform levels 1 and 2, section and 3D sketch of the scheme are shown in Figures 5.1-5.4. Other more detailed recommendations on urban design aspect are enclosed in Appendix V.

5.2. Conceptual Master Landscape Plan

5.2.1. A conceptual Master Landscape Plan has been prepared, which has taken into consideration the proposed theme, uses and the original ambience of the Site (Figure 5.5). The overall ambience reflects the original colonial character established by the preserved architecture, and enhanced pedestrian movement, accessibility and open views. Considerations such as ease of implementation, cost effectiveness and maintenance issues have also been taken into account.

Street Level Landscape

5.2.2. This includes sidewalk widening, street tree planting, paving, and signage. It is also about creating a sense of continuity with the proposed and existing subway connections. The majority of work will be along Canton Road and Salisbury Road where the main pedestrian flow is. The sidewalk of Kowloon Park Drive will be widened with street trees, and slope treatment with creepers and edge treatment on the platform level will create a focal vista from Middle Road.

5.2.3. A 5m sidewalk to the south of Canton Road is proposed to allow better engagement of pedestrian with the proposed streetfront retail. While it is the design intention to preserve as far as practicable the existing trees, any tree loss during the implementation process will be compensated by street tree planting along the sidewalk. A few large trees to the corner of Canton Road and Salisbury Road will be highlighted as a central feature to mediate the road junction. Paving pattern in concrete pavers and natural stone will provide a sense of continuity with the existing urban fabric, while enhancing the unique character of the Site. Proposed entrances on the street level and plaza area will also be highlighted with natural stone pavers. Due to geotechnical constraints, the slope to the north abutting the proposed EVA will be replaced by new tree clusters to ensure the natural character is maintained.

Platform Level Landscape

5.2.4. The landscape at the Platform Level can be divided into 3 zones, the Central Court, the Front Lawn and the Market Plaza. These are briefly described below:
Figure 5.2a: Level 1 (Street level)

Figure 5.2b: Level 2

- Commercial Use
- Open Space
Section of Recommended Development Option
• Central Court

The Central Court is a central internal focus within the Main Building for arts and cultural venues and retail shops. The court space will be partially planted, and paved areas will be utilised to provide for the extension of uses from the building such as alfresco dining. To minimise structural constraints, it is envisioned that the court space will be primarily planted with lawn, low shrub and potted planters. The paving materials will be primarily terra cotta pavers/ brick and natural/ cobble stone set in geometric orders.

• Front Lawn

The Front Lawn acts as a forecourt to the Main Building. It is also the main circulation space that connects the Main Building with the Market Plaza. As such, the lawn is to remain open to ensure an immediate visual connection from the Main Building with the Market Plaza. A glass atrium with the possibility of a surrounding water ring (as opposed to a traditional water fountain) is the central focus of the space. The paving of the space will be natural/ cobble stone paving, with brick for accent as a continuation of the Central Court.

• Market Plaza

The Market Plaza is a formal plaza that acts as the stage for the Time Museum. Pocket spaces are created by formal tree plantings, a water feature and paving pattern for the Flag Post, and Time Museum. Open views of Victoria Harbour are provided along with informal seating areas beneath tree shades.