



THE HONG KONG INSTITUTE OF
SURVEYORS

9 July 2008

By Fax: 2577 3075

Special Duties Section, Planning Department
15/F North Point Government Offices
333 Java Road, North Point, Hong Kong
(Ref: Urban Design Study for the New Central Harbourfront)

Dear Sir,

Stage 2 Public Engagement on the Urban Design Study for the new Central Harbourfront

We refer to the captioned Consultation and are pleased to submit our views as attached.

Thank you for your kind attention and please keep us informed of future developments.

Yours faithfully,

Yu Kam Hung
President

Enc.



Position Paper

On

Planning Department

Urban Design Study for the New Central Harbourfront

Stage 2 Public Engagement

1. Overall Urban Design Vision and Objectives

As extracted from the Consultation Digest prepared by the Planning Department :

“Our design vision is to create a vibrant, green and accessible new Central Harbourfront that is symbolic of Hong Kong and that we are all proud of.

The urban design objectives are:

- *To project a distinctive identity for the Central Business District (CBD) and the harbourfront*
- *To create an attractive harbourfront with high quality development in a luxuriant landscape setting*
- *To create a vibrant harbourfront with a mix of uses and diverse activities*
- *To improve the accessibility to the harbourfront*
- *To ensure a sustainable design and greening*
- *To create a harmonious visual and physical relationship with the ridgeline, harbour setting and CBD*
- *To respect the cultural and historical context of Central”*

The Hong Kong Institute of Surveyors concur and agree with such design vision and objectives for our New Central Harbourfront.

2. Design concepts for the key sites

Sites 1 and 2 : Comprehensive Development Area (CDA) Site Adjoining Central Piers No. 4 to 6 and Commercial Site North to IFC II

The two proposed office/hotel blocks match neither the gigantic IFC II behind nor the ferry piers in front of them. If possible, low-rise structures providing facilities for better enjoyment of the harbour that cover a greater footprint are preferred.

It is important to make the harbour more enjoyable by the public and to provide easy access to the waterfront which should be extended further down to the western side.



HKIS recognizes the need to provide land for grade A office developments. It is considered that there are alternative sources of supply such as redevelopment of the Central Market and government offices in Wanchai North, redevelopment of industrial buildings in Kowloon Bay and Kwun Tong. To create supply at this location is not an absolute necessity.

Site 3 : CDA Site North of Statue Square

Good accessibility to the waterfront is critical to the success of the entire design. A larger landscaped deck that provides an unimpeded pedestrian movement segregated from vehicular traffic is preferred.

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

The number of blocks to accommodate the total planned GFA is not the major concern. To ensure such space is economically viable and functionally effective there is a need for a critical size of the floor space. Furthermore, the design should be able to blend the buildings into the adjoining open space.

The creation of view corridors and accessibility to the waterfront are also important considerations.

Sites 5 and 6 : Arts and Cultural Precinct

Site 5

The proposed arts and cultural uses are agreed as the site can serve as an extension to the Arts Centre, which is small in scale, to satisfy the pressing demand for such kind of facilities.

Site 6

The proposed uses are agreed to supplement Site 5 and also to enhance and encourage access and use of the new harbourfront.

Site 7 : Waterfront Promenade

It is hard to distinguish between “Urban Park” and “Urban Green”. In general, an open space capable of all types of community activities, a Park style, is preferred. A too passive open space may not be very attractive, especially in the hot summer days. Lessons should be learnt from the Tsim Sha Tsui East Promenade; the section beyond New World Centre is rarely patroned due to its “passiveness”.

Re-assembling Queen’s Pier and Site 8

HKIS strongly feels that a functionable Queen’s Pier should be re-assembled. Apart from being practical, a functionable pier along the waterfront can bring about more vivid memories than a “monumental” one.



Reconstructing Old Star Ferry Clock Tower

Concept A is preferred as the location of the Clock Tower is more prominent and is able to form a focus of the entire waterfront.

3. Accessibility

The Road P2 virtually segregates the hinterland from the harbourfront area. The main pedestrian connections are provided through Site 3, the CDA Site North of Statue Square, and the landscaped deck in front of the new Central Government Complex. The footbridge by the side of City Hall is small in scale and does not have a high “foot traffic” capacity. The lack of a major connection in front of City Hall and the PLA HQ may render the area to their north relatively inaccessible.

There should also be a good provision of facilities for parking, loading/unloading and public transportation within this whole planning area to cater for the different classes of uses. It is most important that this new waterfront be planned and suited for all sectors of our community.

4. Overview

It is noticed that the refined design has taken account of the public views collected in the Stage I public engagement. A green yet vibrant harbourfront is emerging in shape as the design is being developed and fine-tuned in due course.

HKIS considers that ease of access and pedestrian connectivity to the different parts of the two kilometers long harbourfront with supporting transport and parking facilities is of fundamental importance. These need to be further improved albeit there are various physical constraints; otherwise the effort and resources invested in this prime asset of our community may be devastated.

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