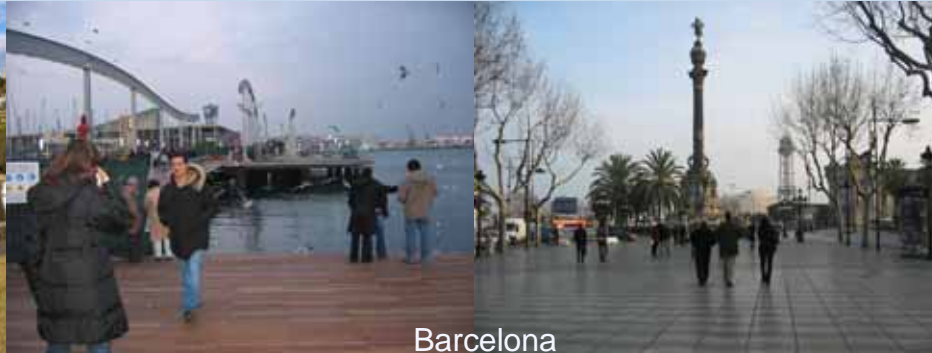


Harbour Business Forum Workshop

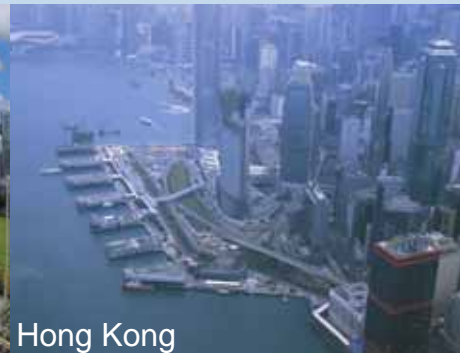
The Power of 10: Rethinking Our Harbour as a Vital Public Space



Sydney



Barcelona



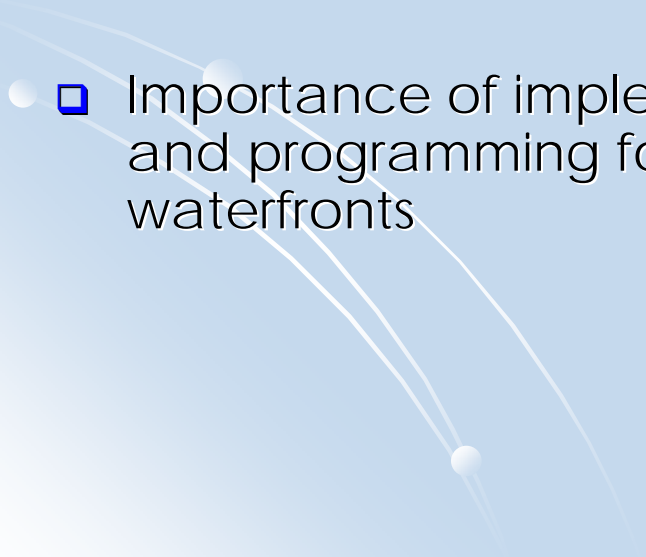
Hong Kong

Designing a New Central Harbourfront

June 22nd 2007

Dr. Sujata S. Govada

Repositioning Cities

- The significant role of successful waterfronts in remaking and repositioning cities
 - Need for good urban design, place making and place marketing strategies in waterfront regeneration
 - Importance of implementation, management, maintenance and programming for the sustainable development of waterfronts
- 

Battery Park, New York



Waterfront promenade for walking, jogging, biking etc.

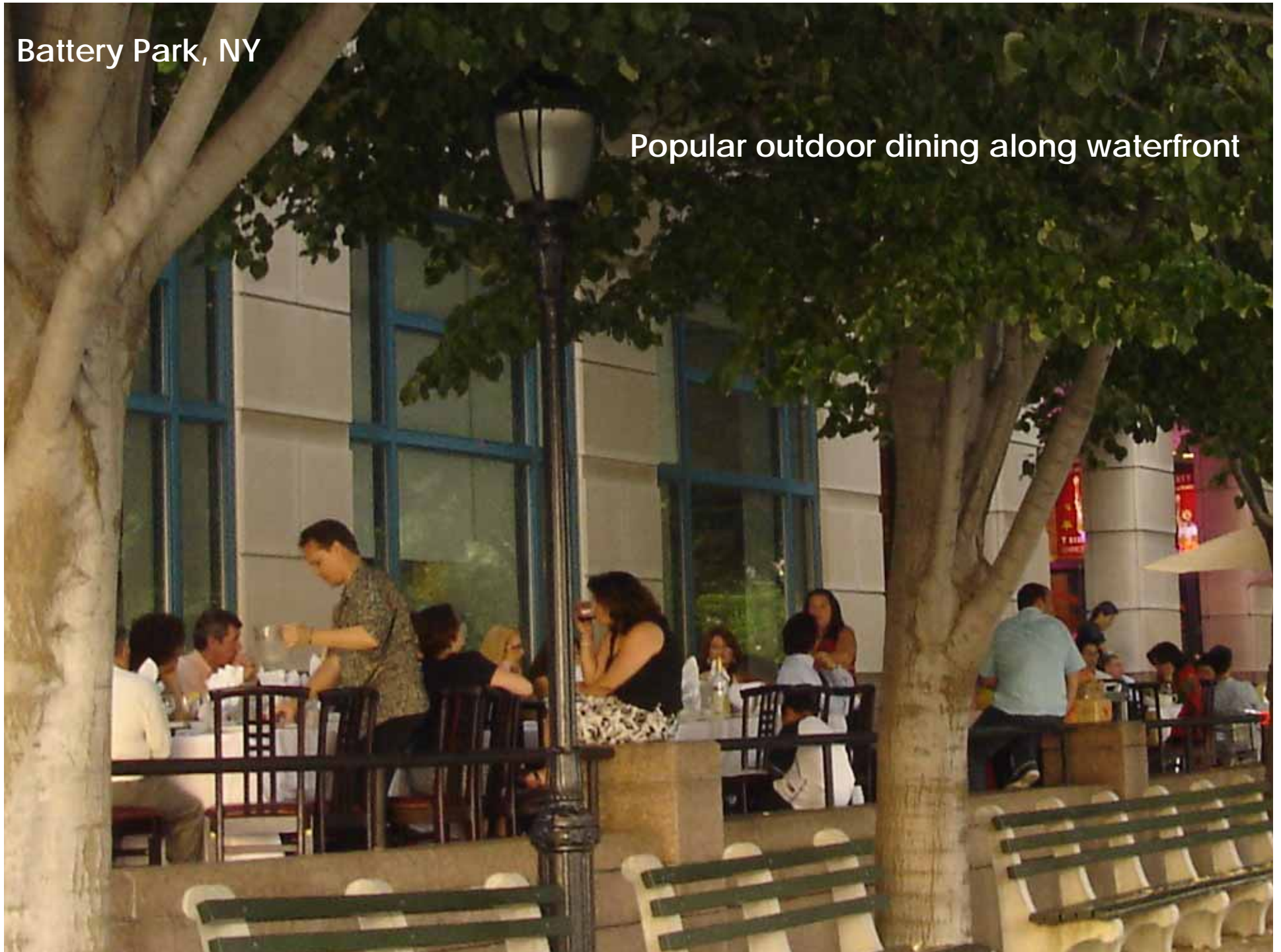
Battery Park, NY



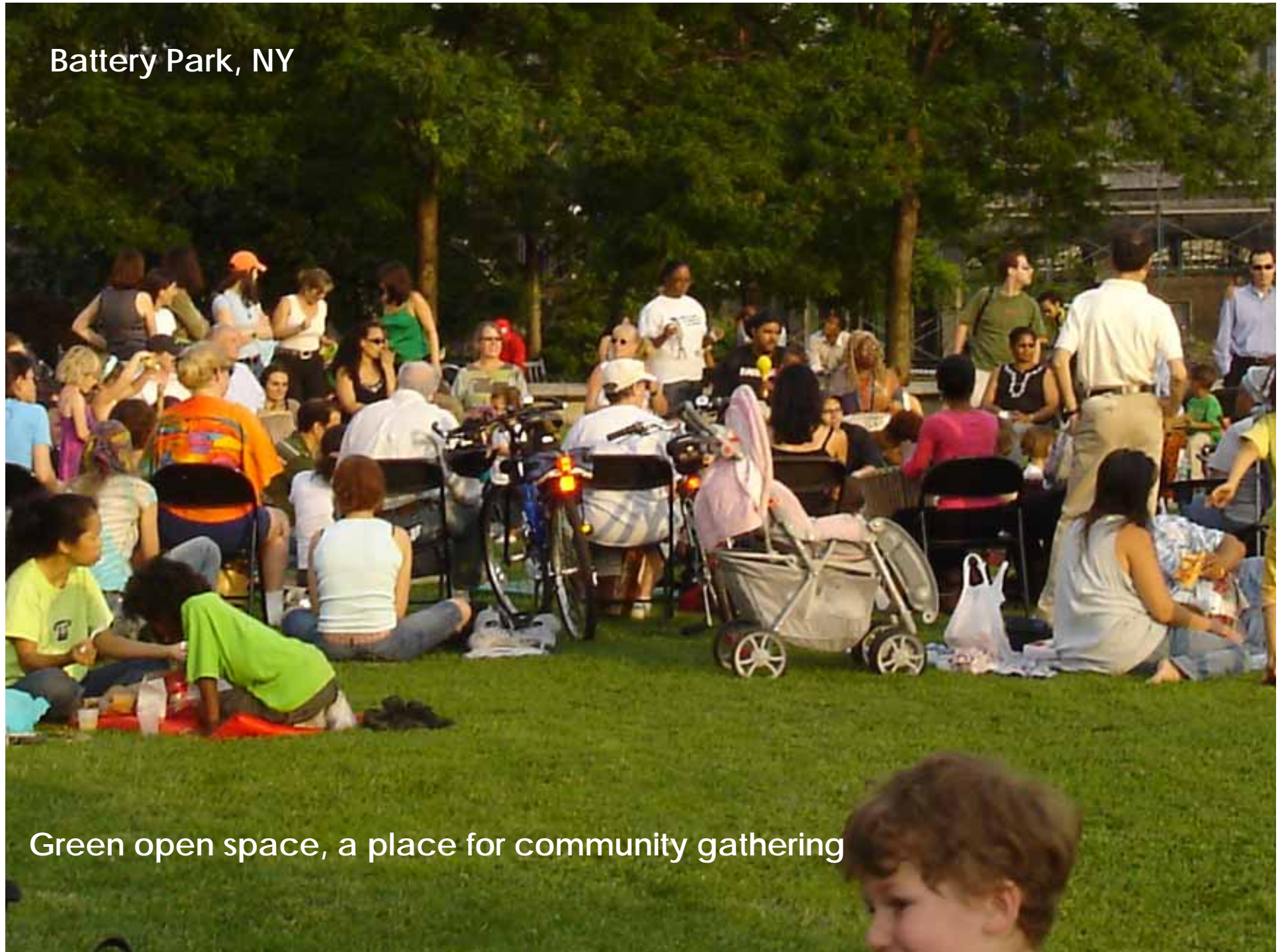
Visual and physical connection to the waterfront

Battery Park, NY

Popular outdoor dining along waterfront



Battery Park, NY



Green open space, a place for community gathering

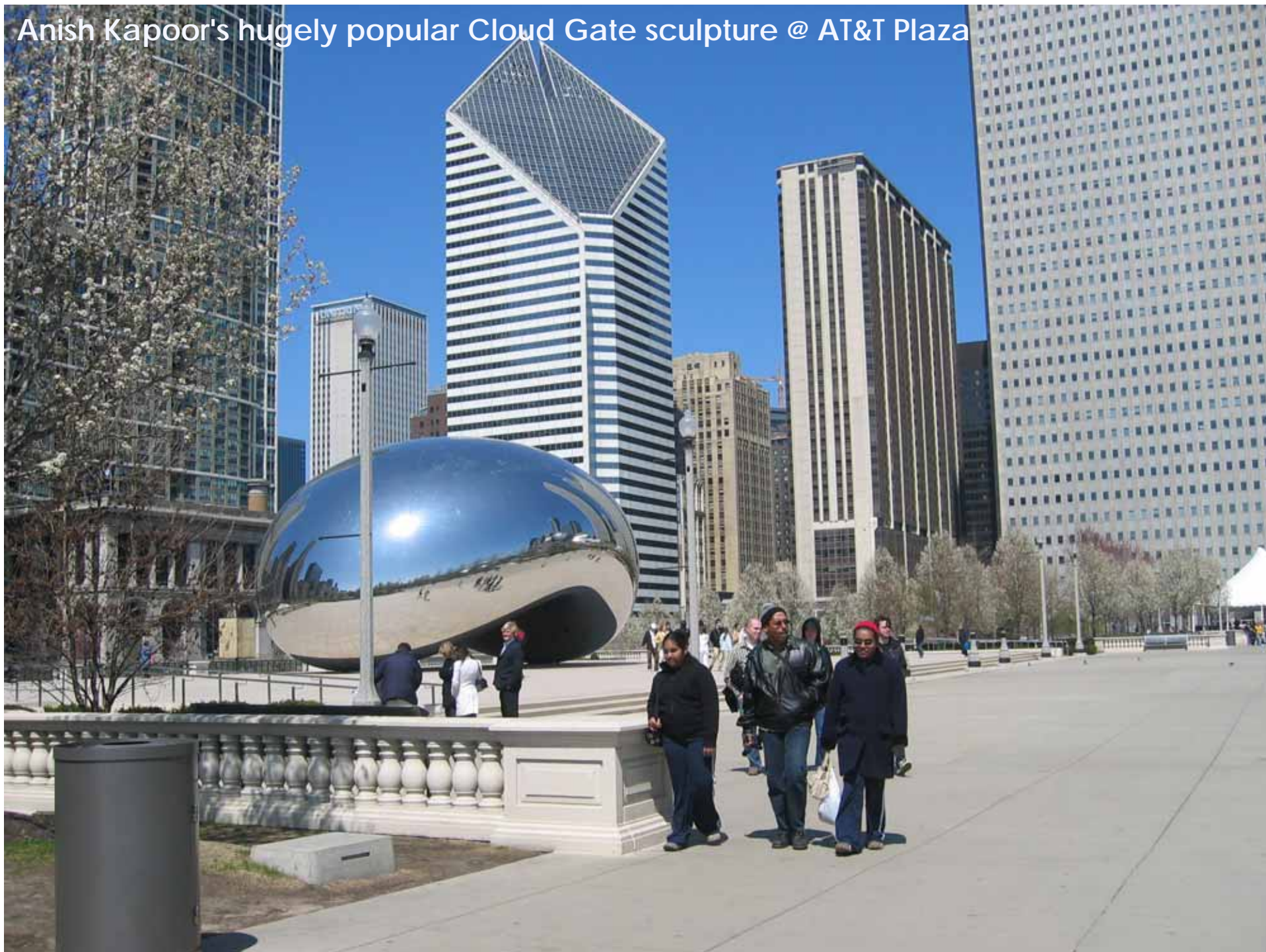
Chicago's Harbour @Lake Michigan





Millennium Park - Interactive Crown Fountain by Jaume Plensa

Anish Kapoor's hugely popular Cloud Gate sculpture @ AT&T Plaza





The Award Winning Frank Gehry - designed Jay Pritzker Pavilion

Infrastructure as art - pedestrian bridge connecting the park to the lakefront



Singapore's Marina Bay



- ❑ Place marketing and repositioning Singapore both regionally and internationally
- ❑ A regional player for sometime.....emerging as a truly international city in Asia?

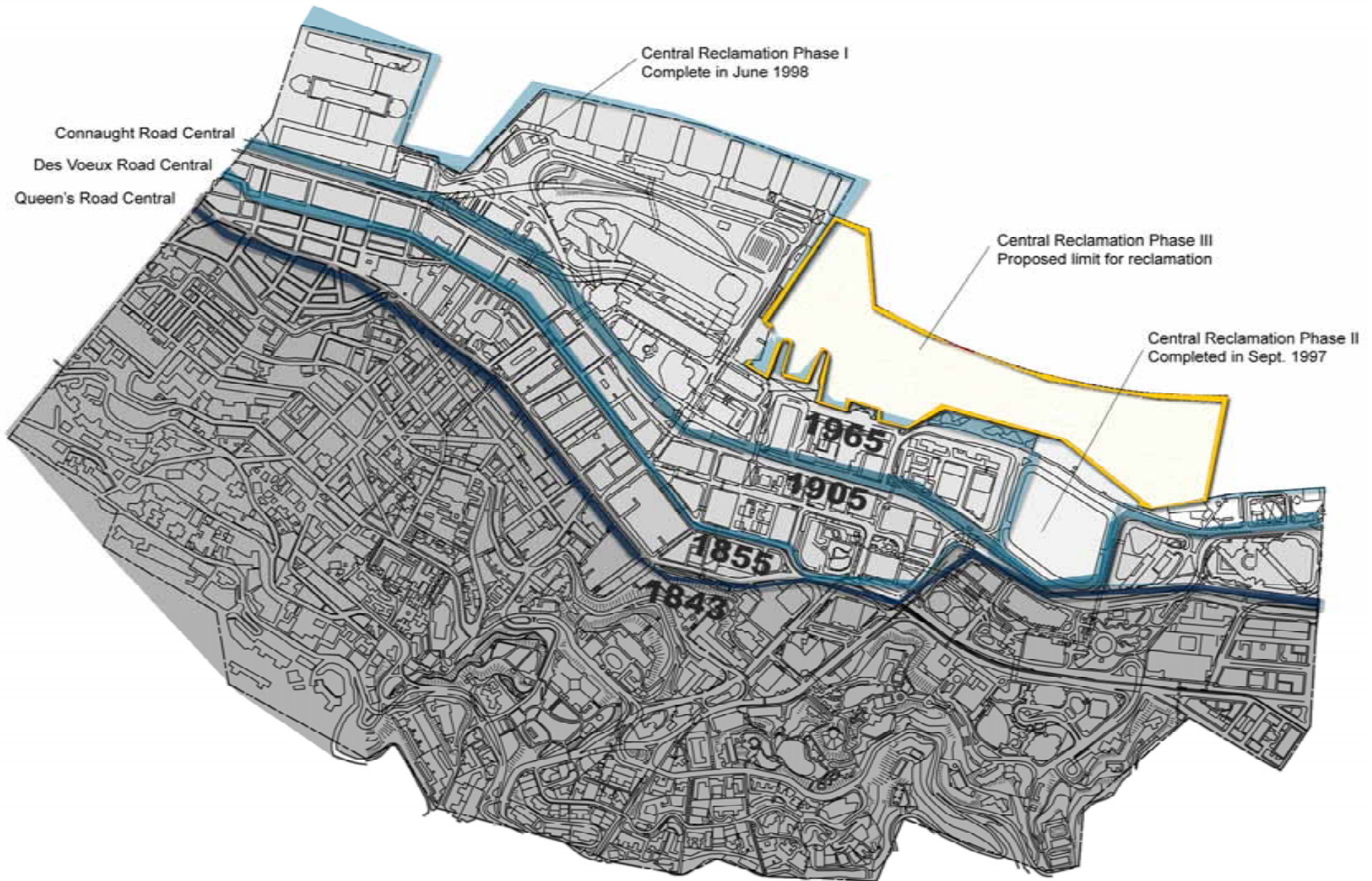
The Harbour District



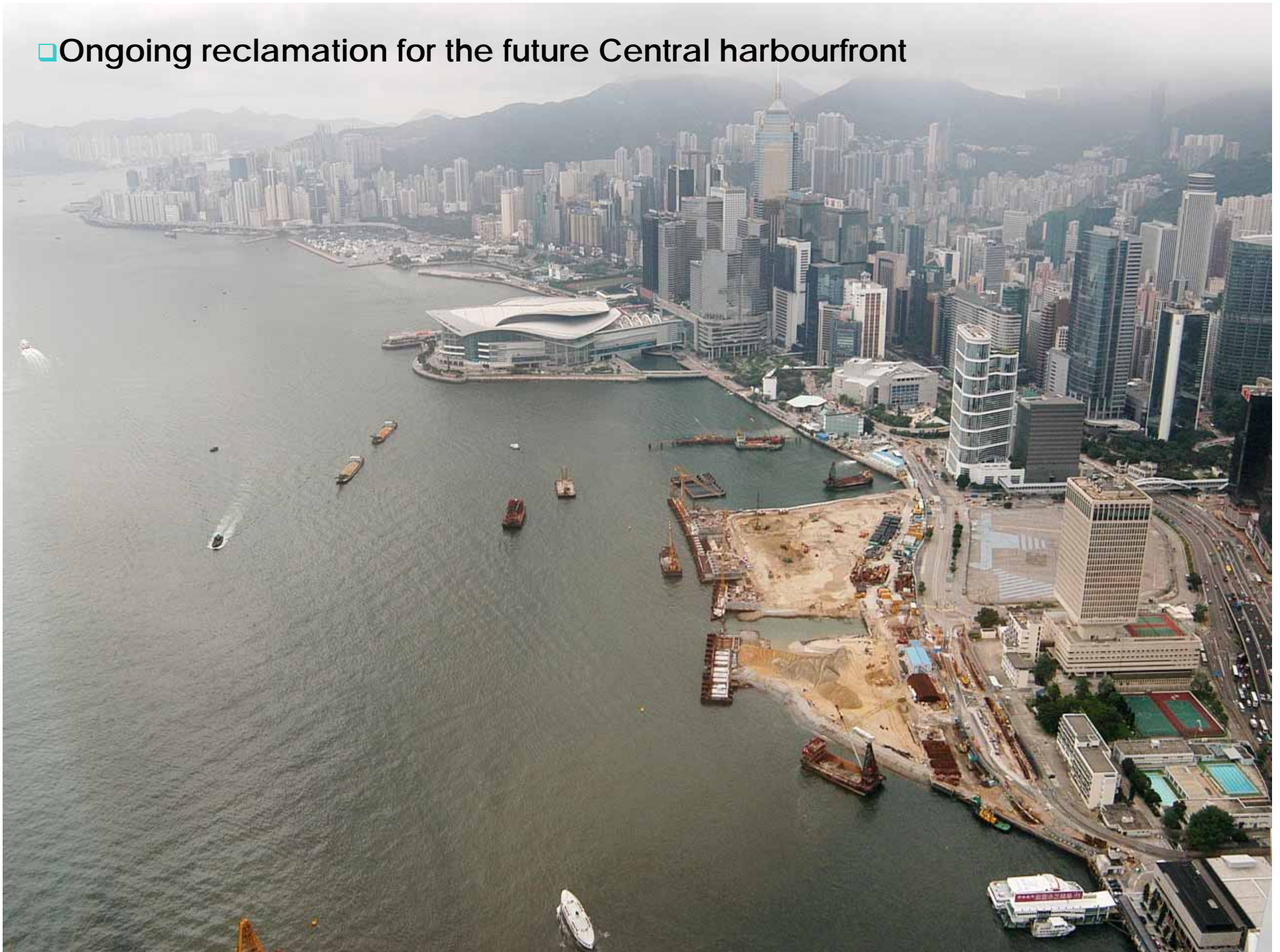
Central Harbourfront Area



Central Reclamation over the years



□ Ongoing reclamation for the future Central harbourfront



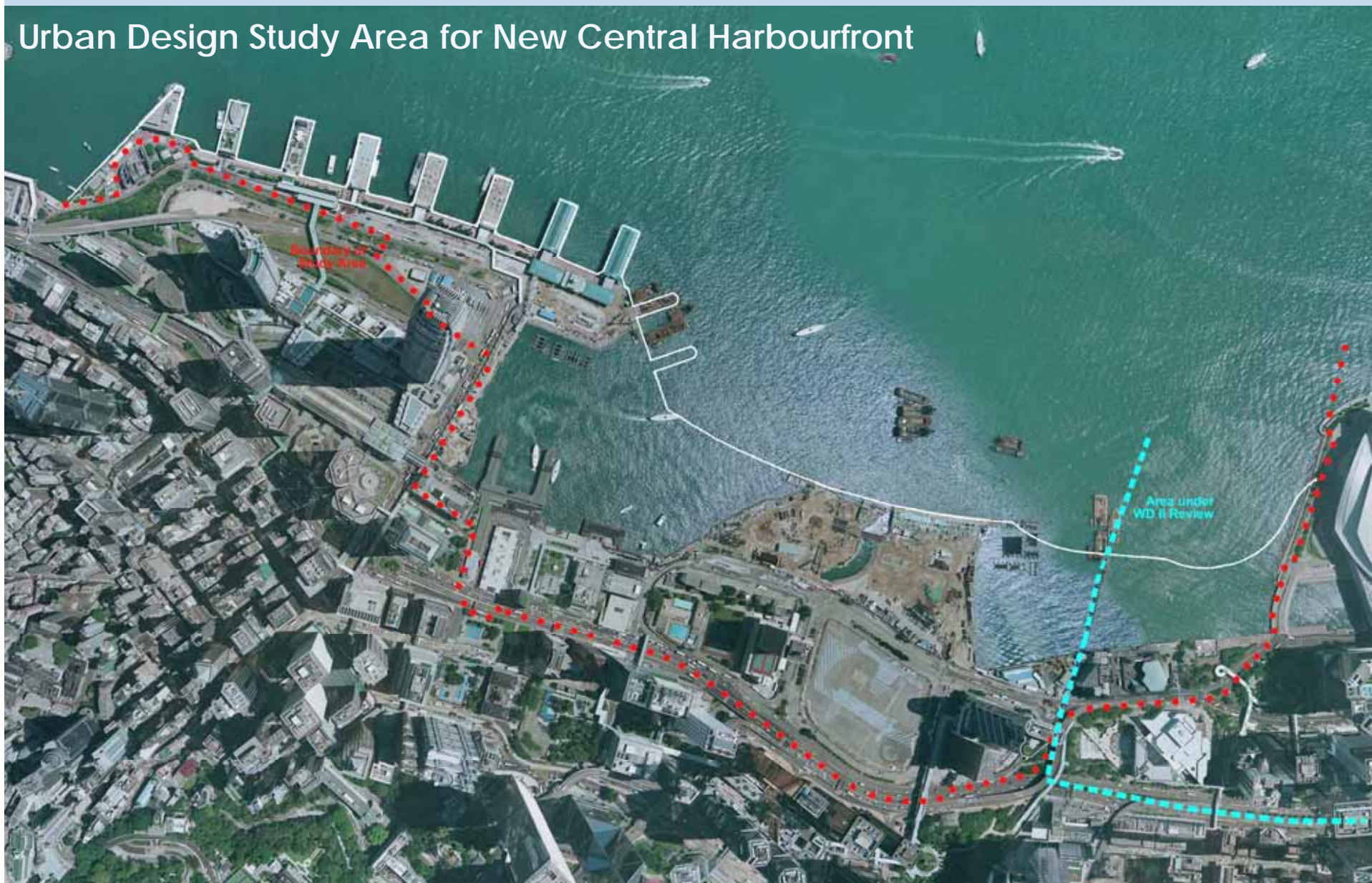


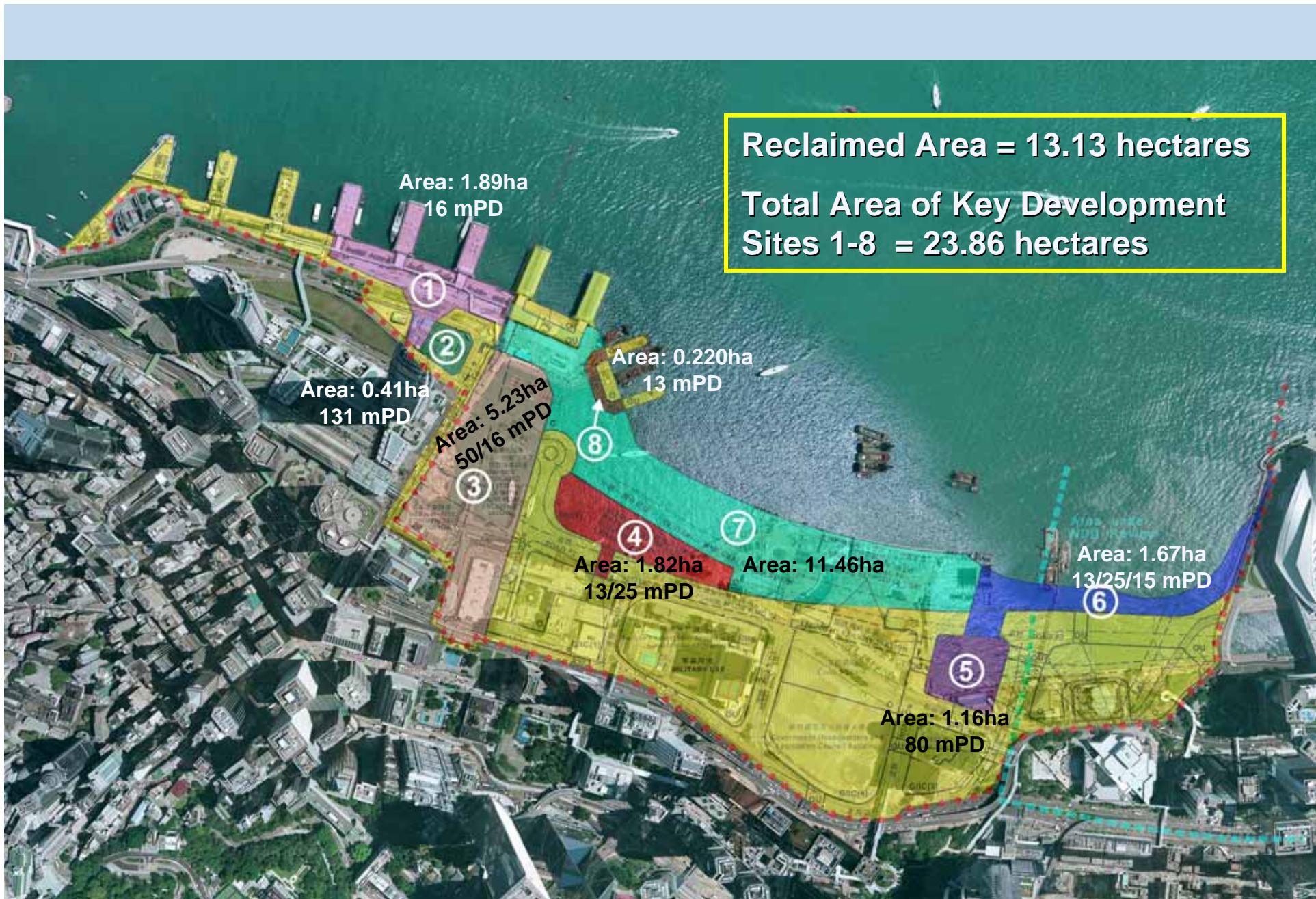
- ❑ Minimum opportunity for land marine interface
- ❑ Incompatible uses and lack of continuity along the harbourfront
- ❑ Lack of physical linkages and visual corridors to the harbourfront
- ❑ Lack of mixed-grain and mixed use development

- ❑ Lack of spatially well defined open space and ground level activity
- ❑ Structures not of human-scale and large block development
 - ❑ Predominantly elevated pedestrian linkages from hinterland to waterfront
 - ❑ Traffic congestion and large road footprint closer to the harbourfront



Urban Design Study Area for New Central Harbourfront





Scale Comparisons

Tsim Sha Tsui, Hong Kong



West Kowloon, Hong Kong



Image © 2007 DigitalGlobe

© 2007 G

Baltimore Inner Harbour, Maryland, USA

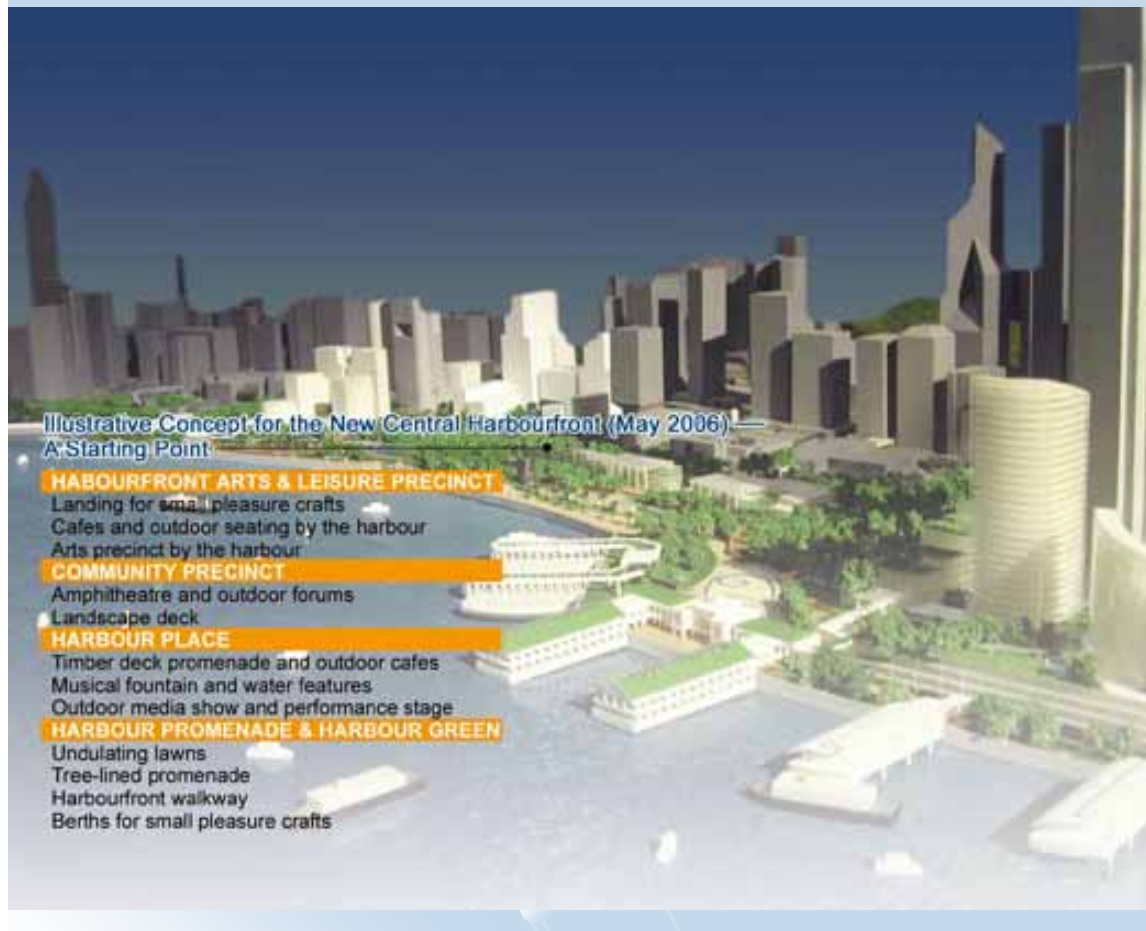


Sydney Harbourfront, Sydney, Australia



Government Plans

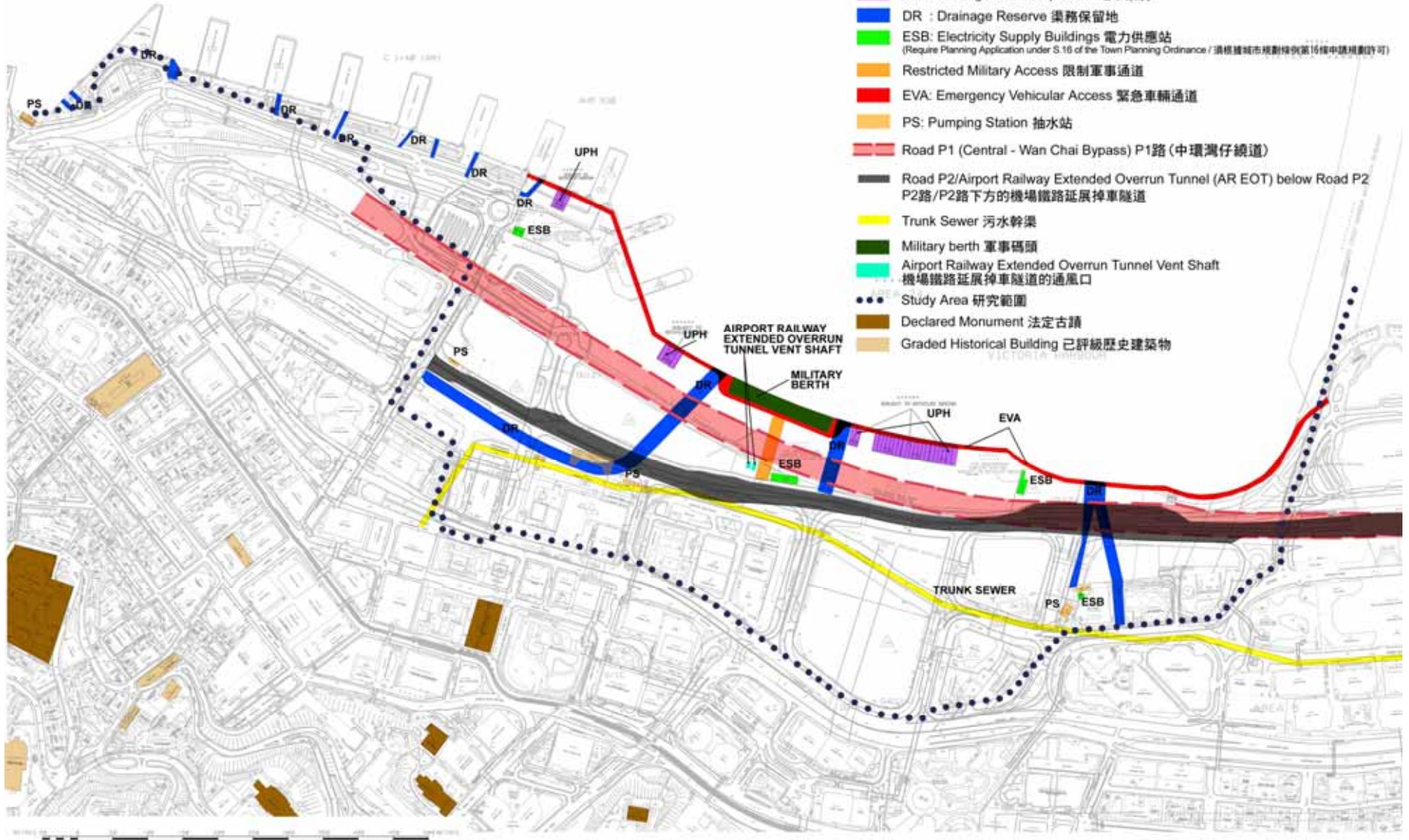
- Illustrative concept for the New Central Harbourfront



Urban Design Study Objectives

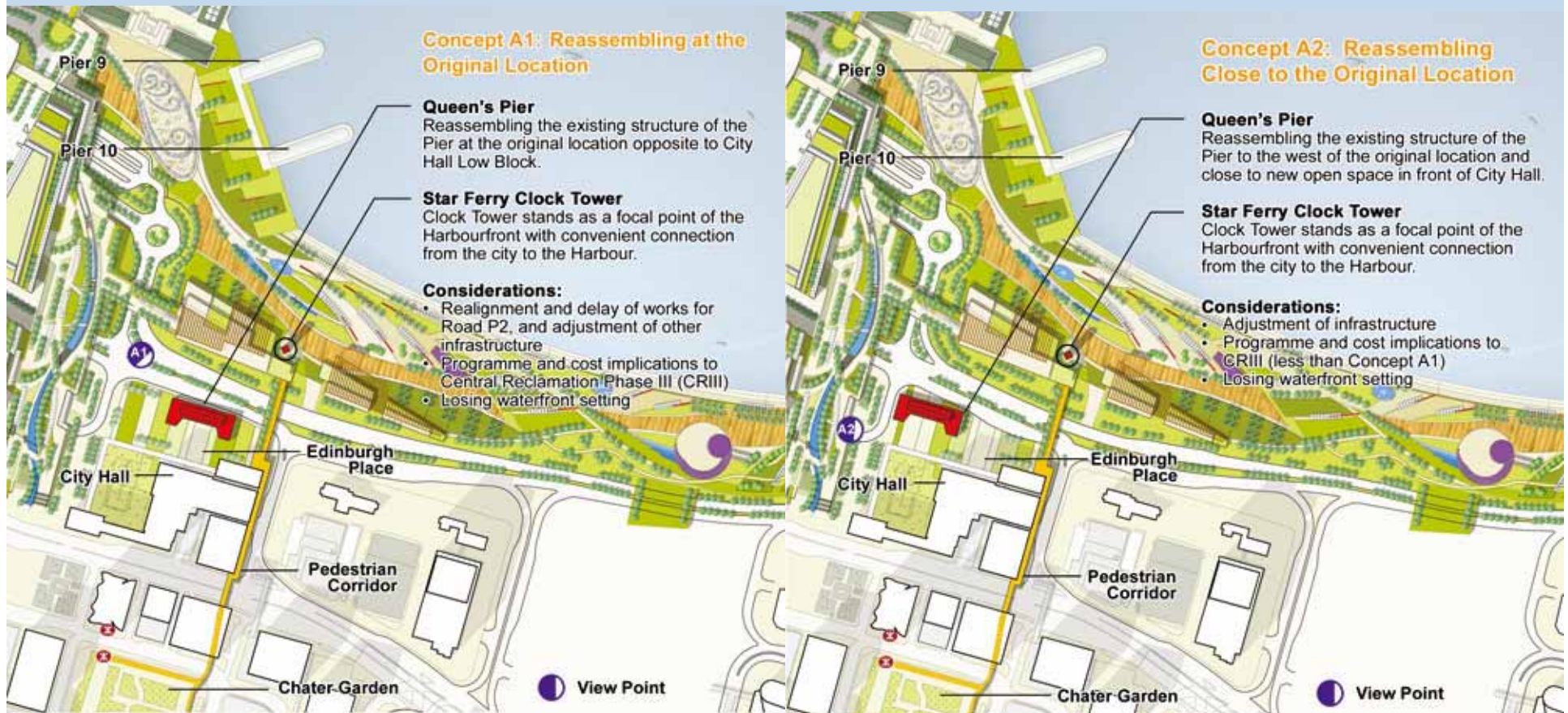
1. To project a distinctive and high quality image for the CBD and the new harbourfront
2. To create an attractive harbourfront with quality public and private developments in a luxuriant landscape setting
3. To create a vibrant harbourfront with a mix of uses and diverse activities for public enjoyment
4. To create a harmonious visual and physical relationship with the ridgeline, harbour setting and the CBD
5. To respect the cultural and historical context of Central
6. To improve public accessibility to the harbourfront
7. To create a sustainable design that contributes to economic vitality, commensurate with traffic, environmental and infrastructural capacity, and preserves local character and heritage

Design Constraints

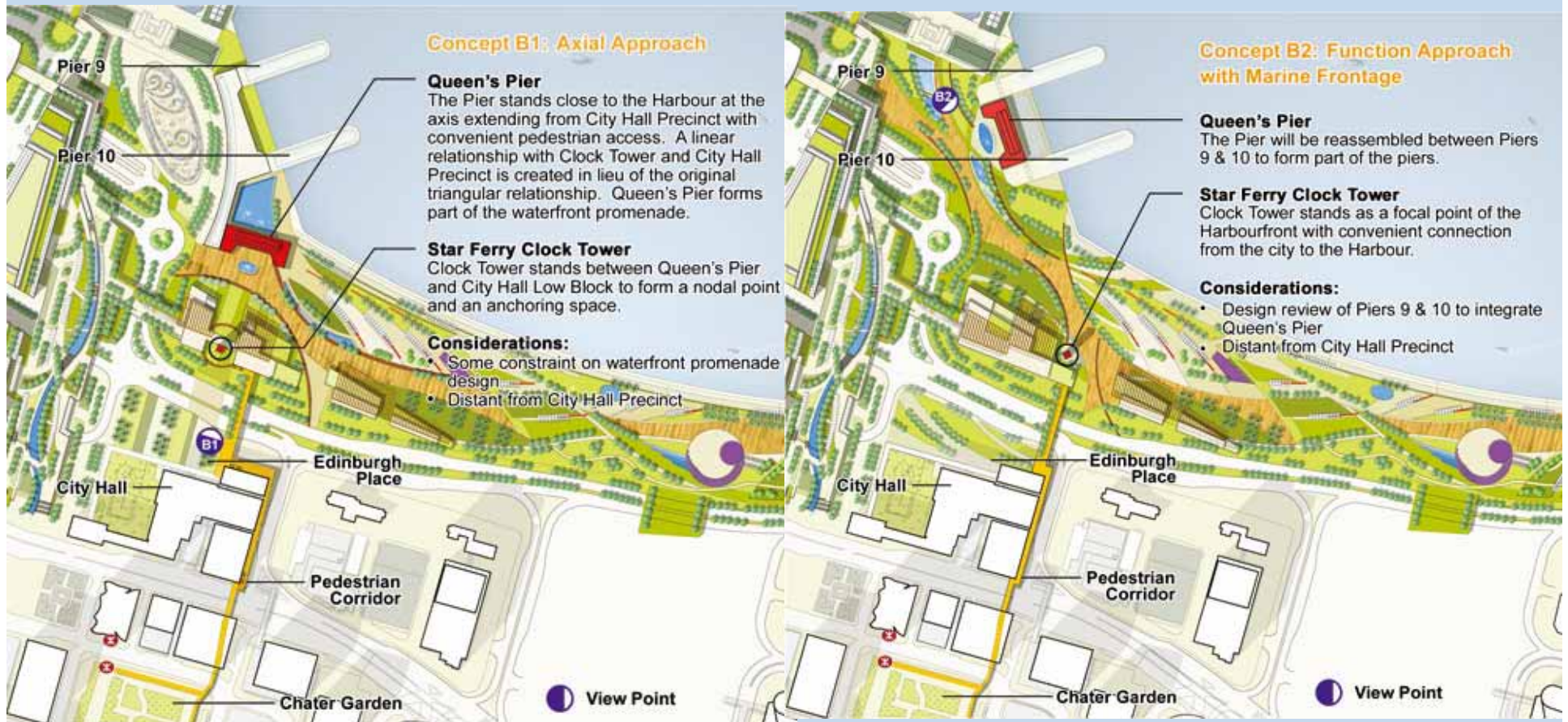


- Alternative concepts for relocating Queen's Pier and the Old Star Ferry Clock Tower

Concept A Series:



Concept B Series:



UDA's Response

- ❑ Incompatible use and lack of linkage to maritime history of the harbour
- ❑ Unsympathetic and over-scaled road surfaces
- ❑ Limitations to incorporate an interesting waterfront profile
- ❑ Spatially undefined and overly scaled areas of zoned open space
- ❑ Over-scaled buildings - especially in front of IFC and the groundscraper
- ❑ Unwillingness to review the OZP in its entirety

Learning from the HER Wan Chai Experience

Wan Chai and Causeway Bay, a continuous promenade in the future





Community Workshop



Tin Hau Temple




Noon Day Gun



Wanchai Harbourfront Enhancement Project

http://www.harbourfront.org.hk/eng/content_page/doc/her/RS_Digest_final.pdf

Hong Kong's Current Limitations

- ❑ The **Harbour Protection Ordinance** and **CFA judgement** protects the harbour while leading to an uninteresting water edge?
 - ❑ **Reclamation for roads** in order to alleviate traffic congestion is currently considered a public need....
 - ❑ Can **harbourfront enhancement** pass the "**Overriding Public Needs**" Test?
- 

Victoria Harbour District





Key Questions



- ❑ Can Hong Kong successfully create a **World Class Harbour** destination to reposition Hong Kong as Asia's World City and improve the **Quality of Life** of its people ?
- ❑ How to create an unique identity for "**Island North Shore**" and "**Kowloon Peninsula's Shoreline**" on either side of the Victoria Harbour?
- ❑ What is the place of Central Harbourfront within our harbour district, a true "**Gateway**" to Hong Kong's Island North Shore?

Future Central Harbourfront

- How can Central Harbourfront be transformed to become **one of the key destinations**?
 - What does it take to create a "*Central Harbour Place*", a memorable, vibrant & attractive harbourfront?
 - What scale of development, mix of land-marine uses and type of open space is needed to create an **unique** harbourfront?
 - How can you ensure a **high quality pedestrian experience** and create **strong visual and physical links** from the hinterland?
 - How can we design a human-scale, **transit and pedestrian oriented** district to ensure the **sustainable development**?

Time to Envision....

Thank You!

