

Overview of Land Use Framework for Victoria Harbourfront

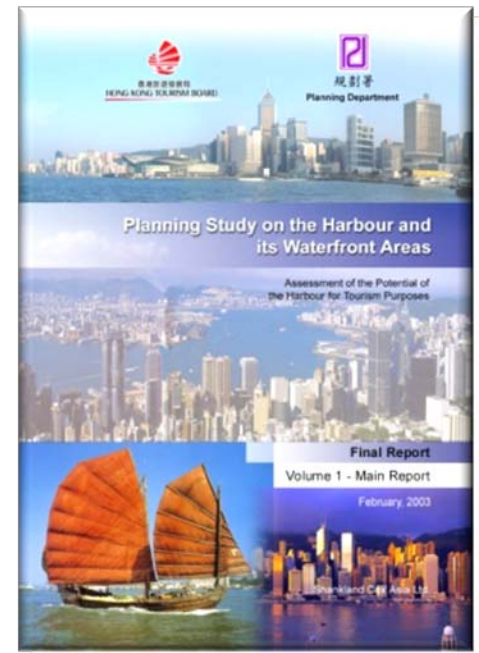
**Planning Department
February 2011**

Background

- *TPB set out Vision Statement for the Victoria Harbour in 1999*

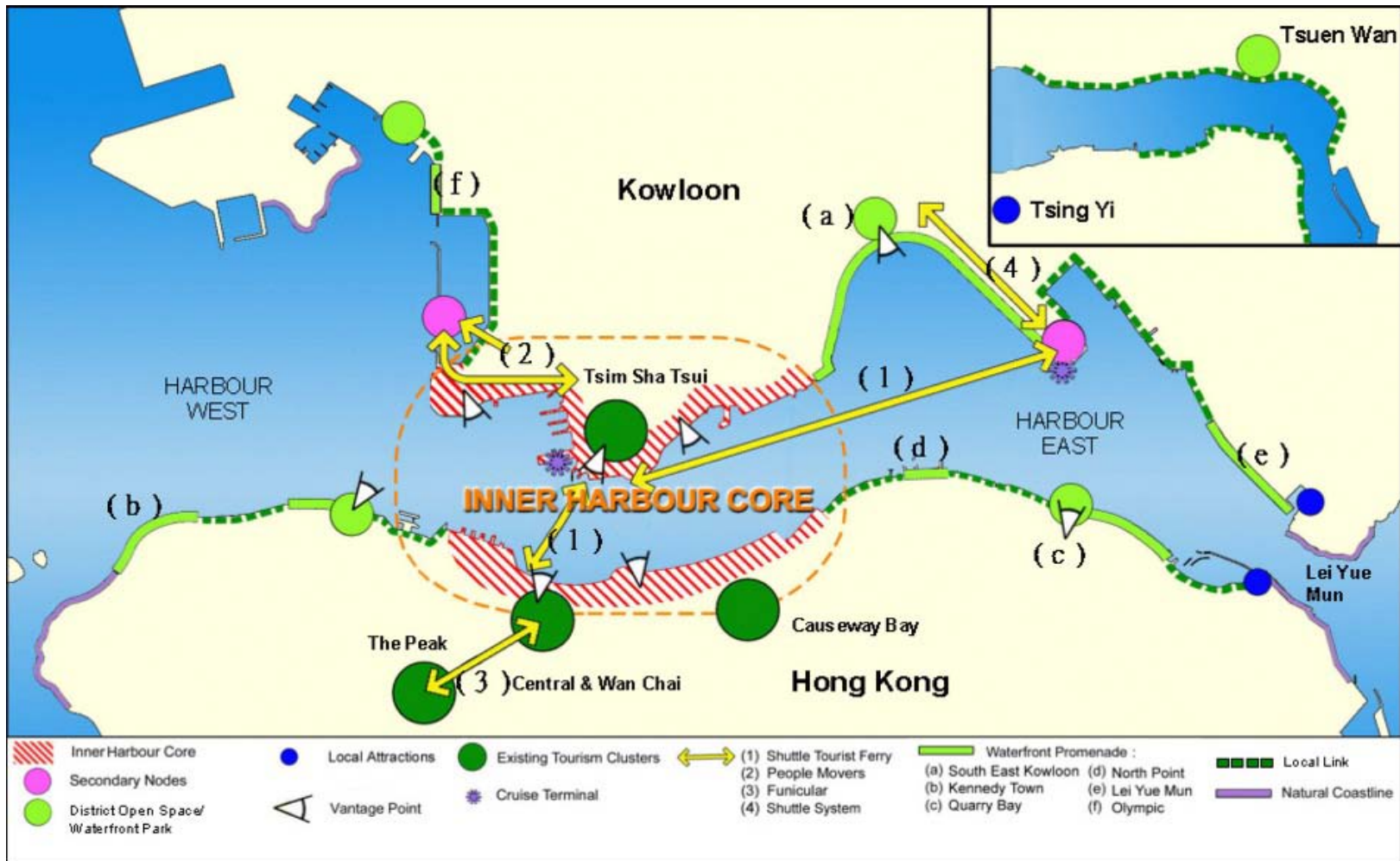
***To make Victoria Harbour attractive, vibrant,
accessible and symbolic of Hong Kong
– a harbour for the people and a harbour of life.***

- *Planning Study on the Harbour and its Waterfront Areas commissioned*
 - *to translate TPB's Vision Statement into a planning framework to guide the use of waterfront areas and the harbour*



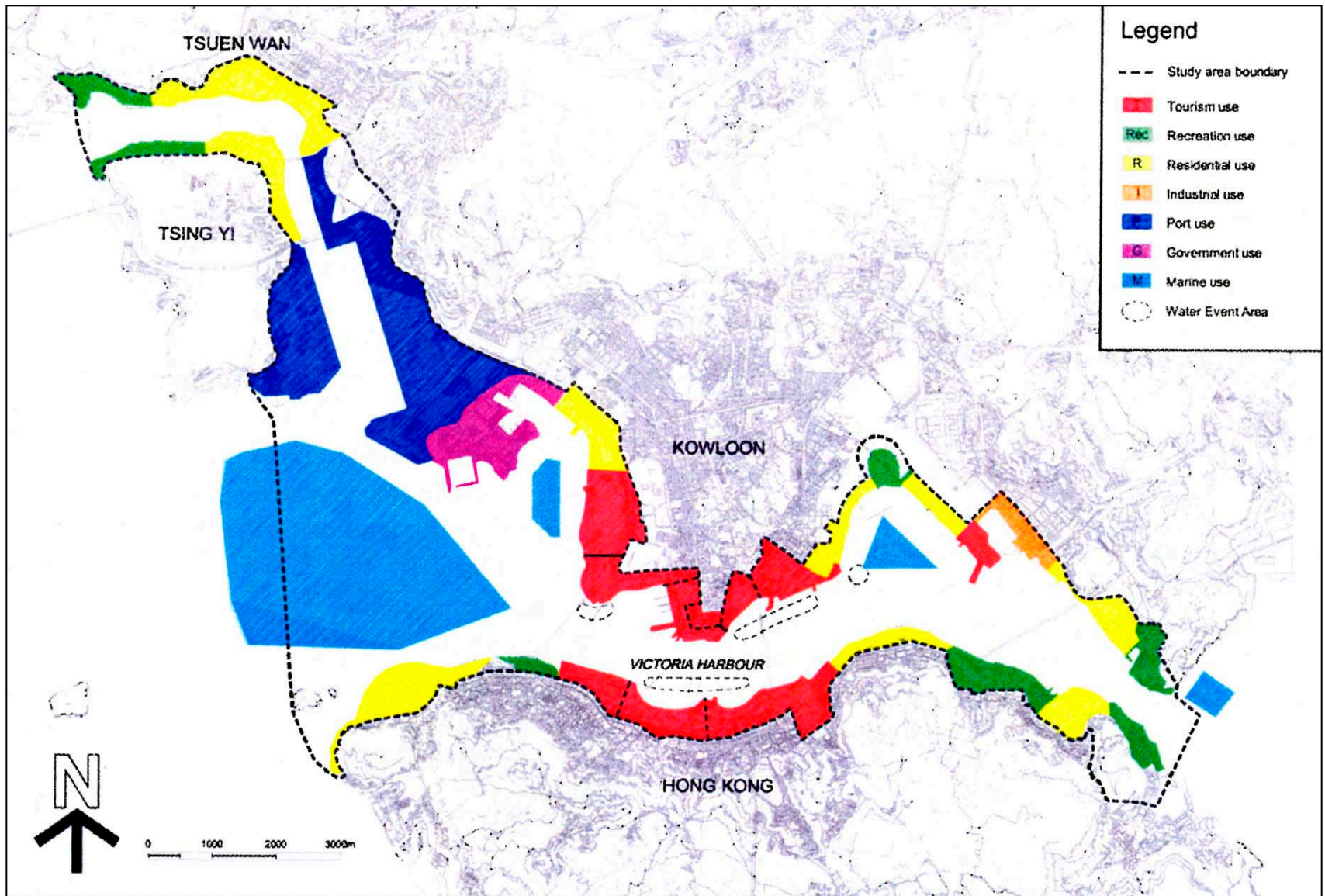
Planning Study on the Harbour and its Waterfront Areas

- A Harbour and Waterfront Plan (Harbour Plan)
- A set of urban design and landscape principles
- Recommended implementation framework



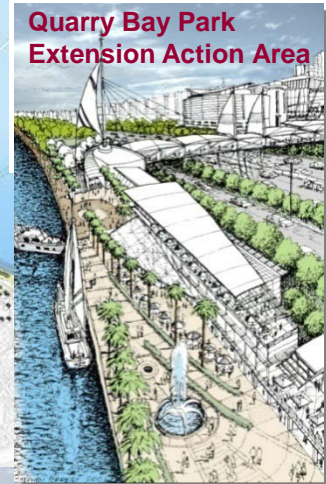
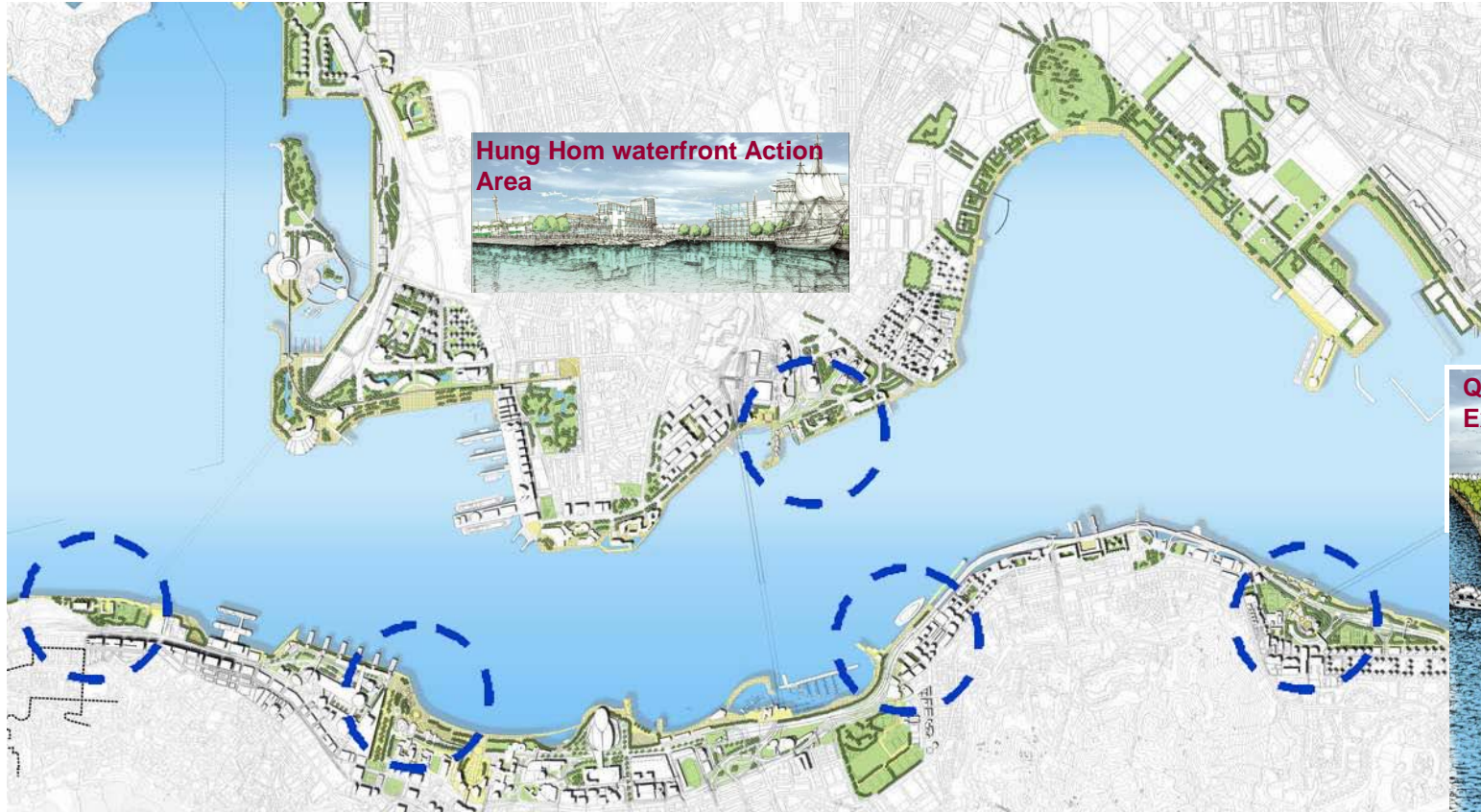
Planning Study on the Harbour and its Waterfront Areas

- Functional Zone



Planning Study on the Harbour and its Waterfront Areas

- *Action Area Plans*



Planning Study on the Harbour and its Waterfront Areas

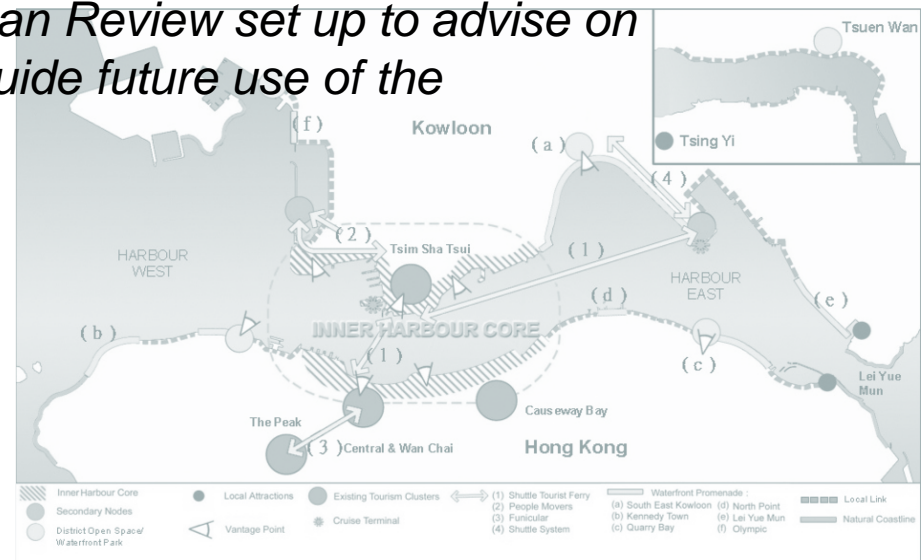
Study completed in early 2003

Court ruling in 2004

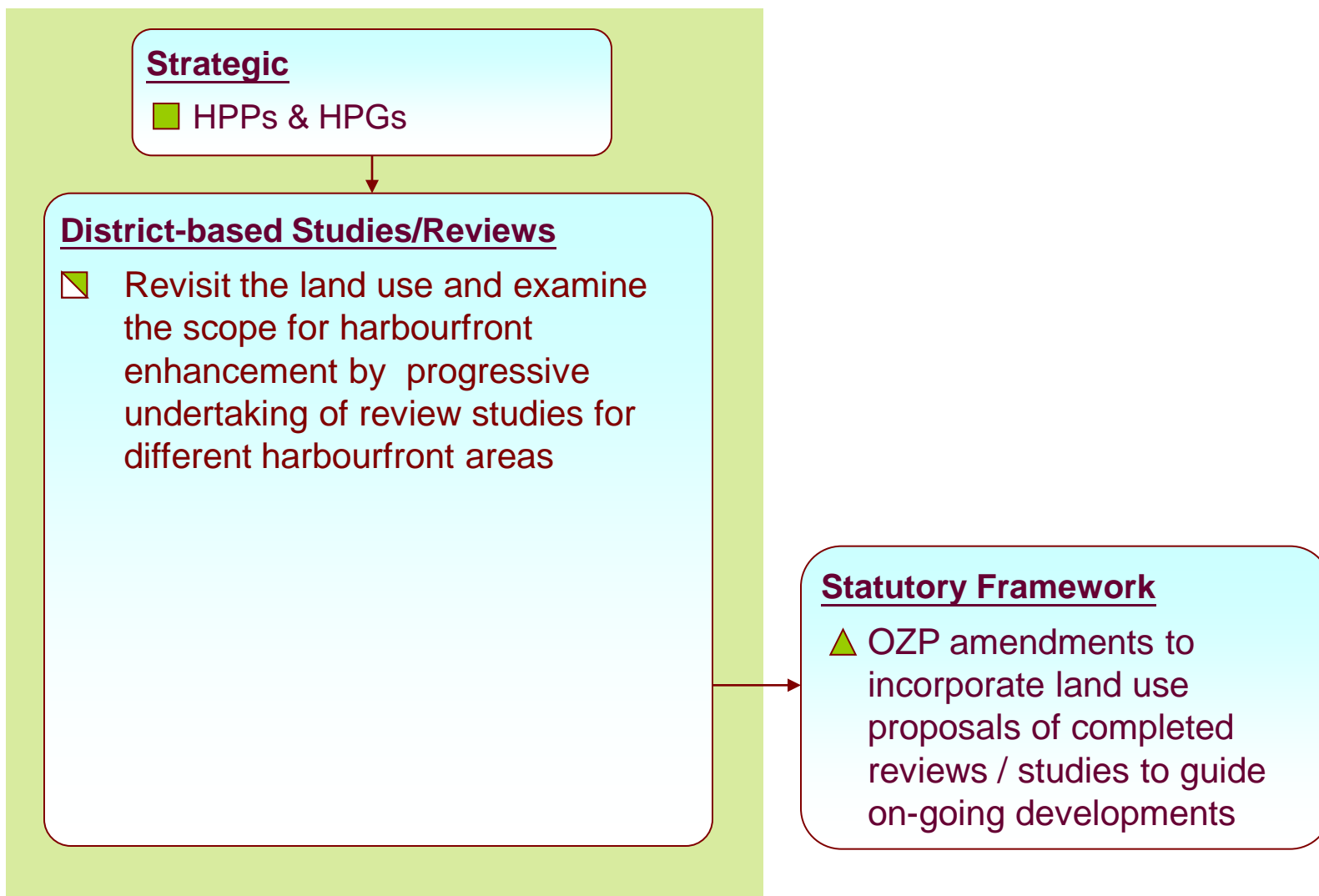
→ *Reclamation proposals either dropped or be critically reviewed.*

→ *Harbour Plan to be reviewed to respond to changing community aspirations*

→ *HEC Sub-committee on Harbour Plan Review set up to advise on the review of the Harbour Plan to guide future use of the harbourfront areas*

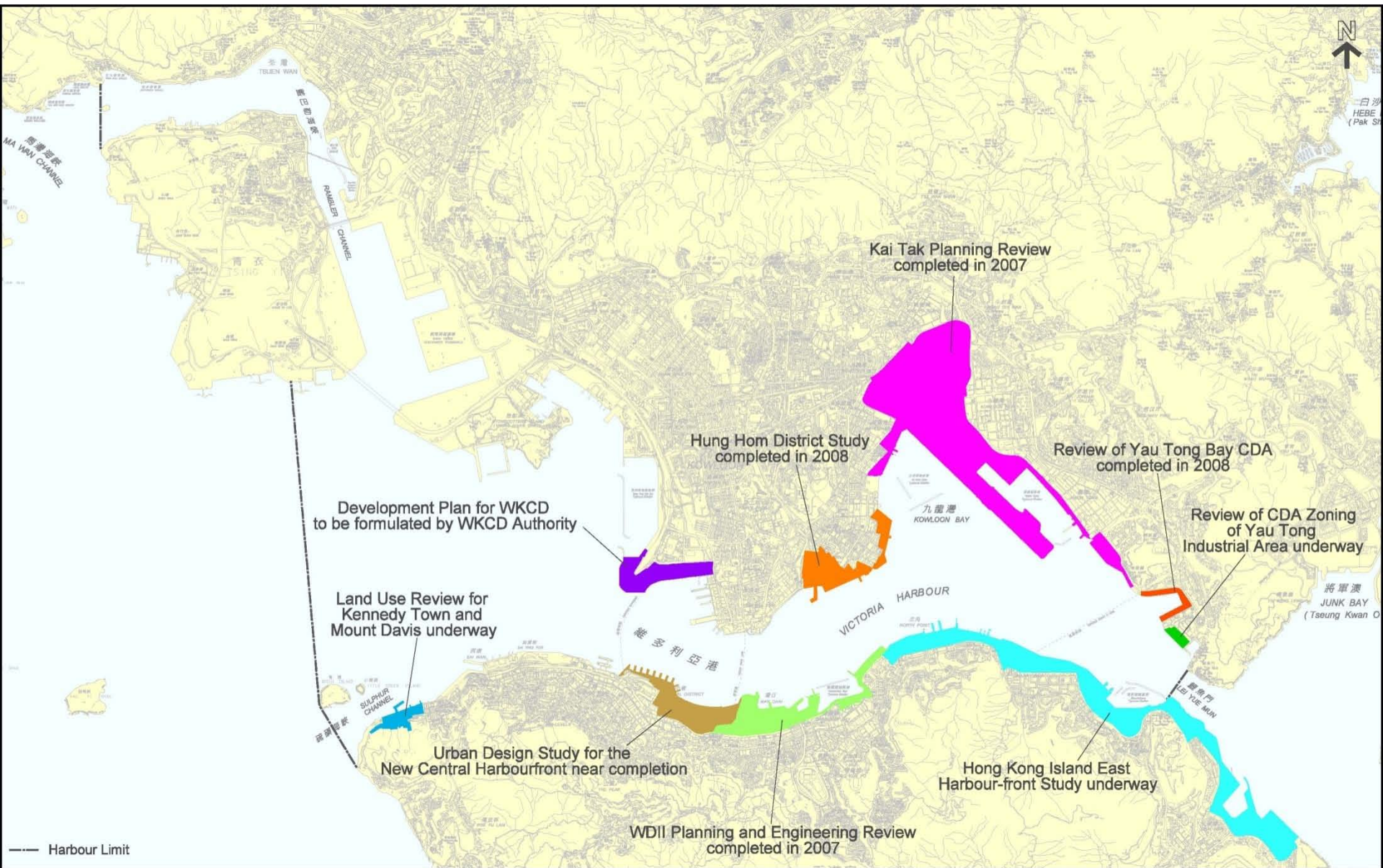


Harbour Plan Review – Overall Approach



■ Completed ▣ In progress ▲ On-going

District-based Studies / Reviews



Kai Tak Planning Review

SEKD Statement
Study (1993)

Reclamation
- 300 ha



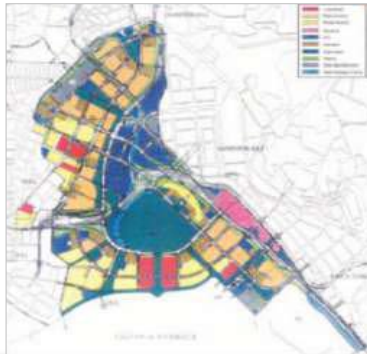
No reclamation as a starting point

*Connecting and integrating adjacent
neighbourhoods, stitching together
existing communities*

Review completed in 2007

Feasibility Study
for SEKD (1998)

Reclamation
- 299 ha



Comprehensive
Feasibility Study
for the Revised
Scheme of SEKD
(2001)

Reclamation
- 133 ha



Kai Tak Planning Review

Planning Concepts

Kai Tak City Centre - commercial belt to meet strategic demand, clusters for residential neighbourhood, large public park (Station Square) with cafes and restaurant

Sports Hub - with an iconic multi-purpose stadium complex

Metro Park - a sizeable park on a piled deck above a 600m wide opening (created to improve the water circulation)

Runway Precinct - low-density residential and hotel developments and a shopping street to enhance vibrancy

Tourism and Leisure Hub - cruise terminal as an anchor and heliport for cross-boundary services

Mixed Use Corner - commercial and GIC uses to regenerate the surrounding areas



Kai Tak Planning Review

Urban Design Master Plan

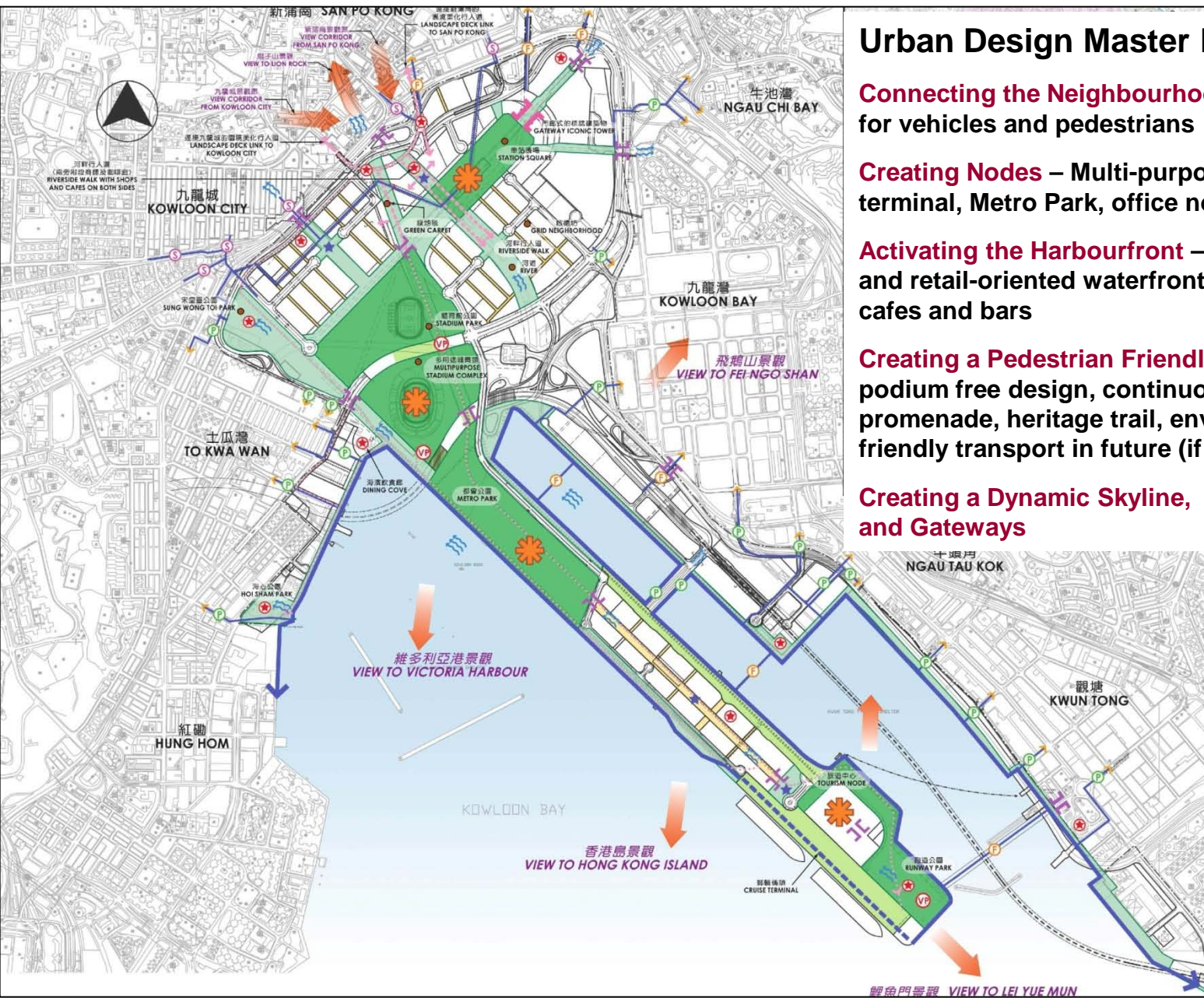
Connecting the Neighbourhood – easy access for vehicles and pedestrians

Creating Nodes – Multi-purpose Stadium, cruise terminal, Metro Park, office node

Activating the Harbourfront – active commercial and retail-oriented waterfront with restaurants, cafes and bars

Creating a Pedestrian Friendly Environment – podium free design, continuous waterfront promenade, heritage trail, environmentally friendly transport in future (if possible)

Creating a Dynamic Skyline, Celebrating Views and Gateways



Kai Tak Planning Review

Lower development intensity

- Private housing: PR of 3.5 - 5.0
- Public housing: PR of 5.5 and 6.3
- Office and hotel: PR of 3.5 – 9.5

98ha (about 1/3 of total site area) of interconnected greenery space to integrate key developments and link up surrounding areas

Mixed use at the waterfront to ensure vibrancy

Total population: 86,000

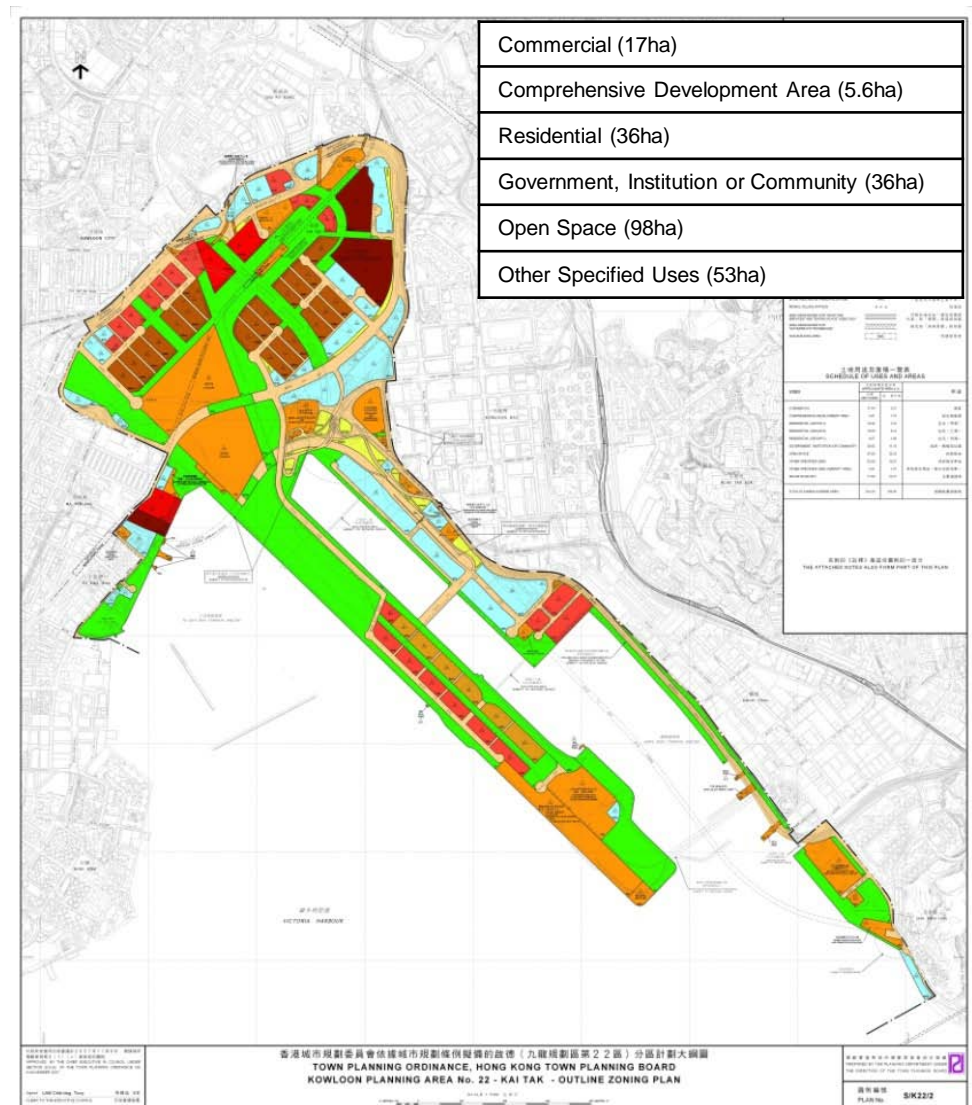
Total no. of new flats: 30,000

Total job opportunities: 83,000

Total office GFA: 911,000m²

Total retail GFA: 430,000m²

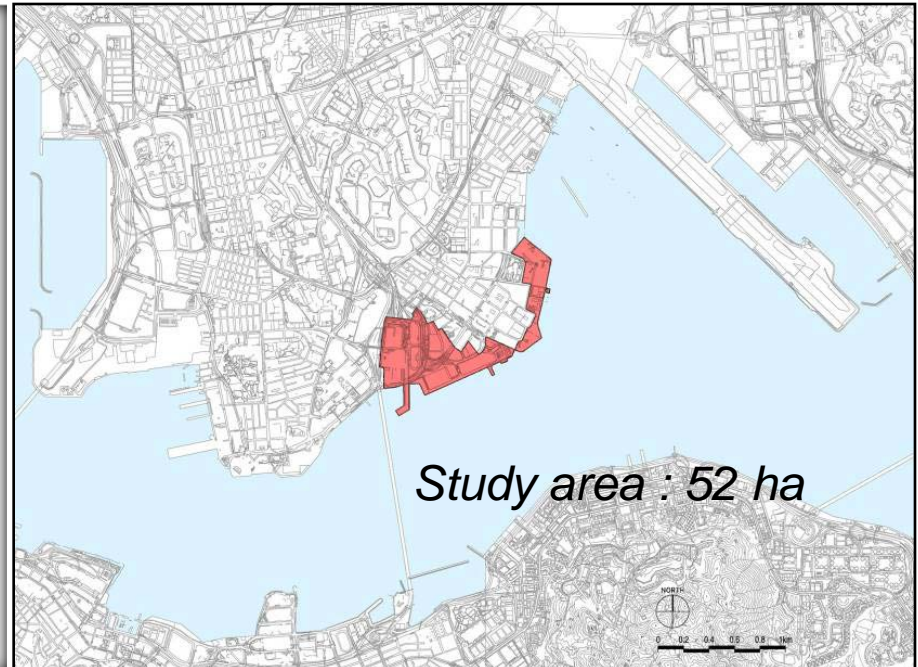
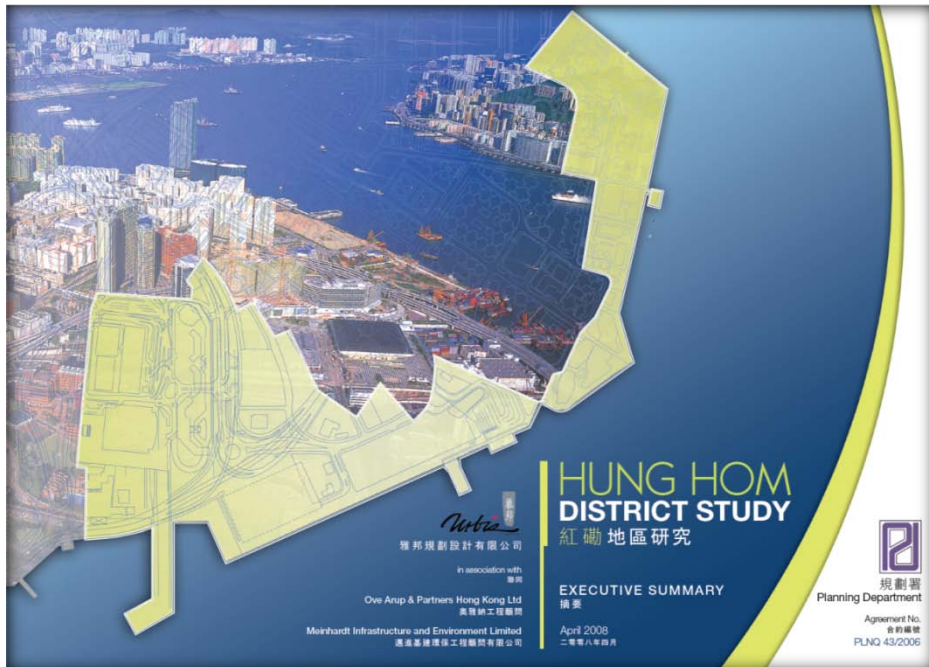
Total no. of hotel rooms: 6,400



Approved Kai Tak Outline Zoning Plan No. S/K22/2

Hung Hom District Study

- Commissioned in 2006 to formulate a comprehensive district plan for enhancement of the Hung Hom waterfront



Hung Hom District Study

*Conventionally a residential area,
with tourism related developments
introduced recently*

*Principal objective is to ensure that
the remaining waterfront sites are*

- developed with uses that are compatible with their environs
- developed at a volume and intensity that is complementary to existing development and to an extent and composition that is publicly acceptable; and
- comprised of development that is capable of activating the water's edge



Hung Hom District Study

Urban Design & Landscape Framework



Creation of a continuous waterfront promenade

Promotion of a strong identity

Improvement of connectivity and accessibility

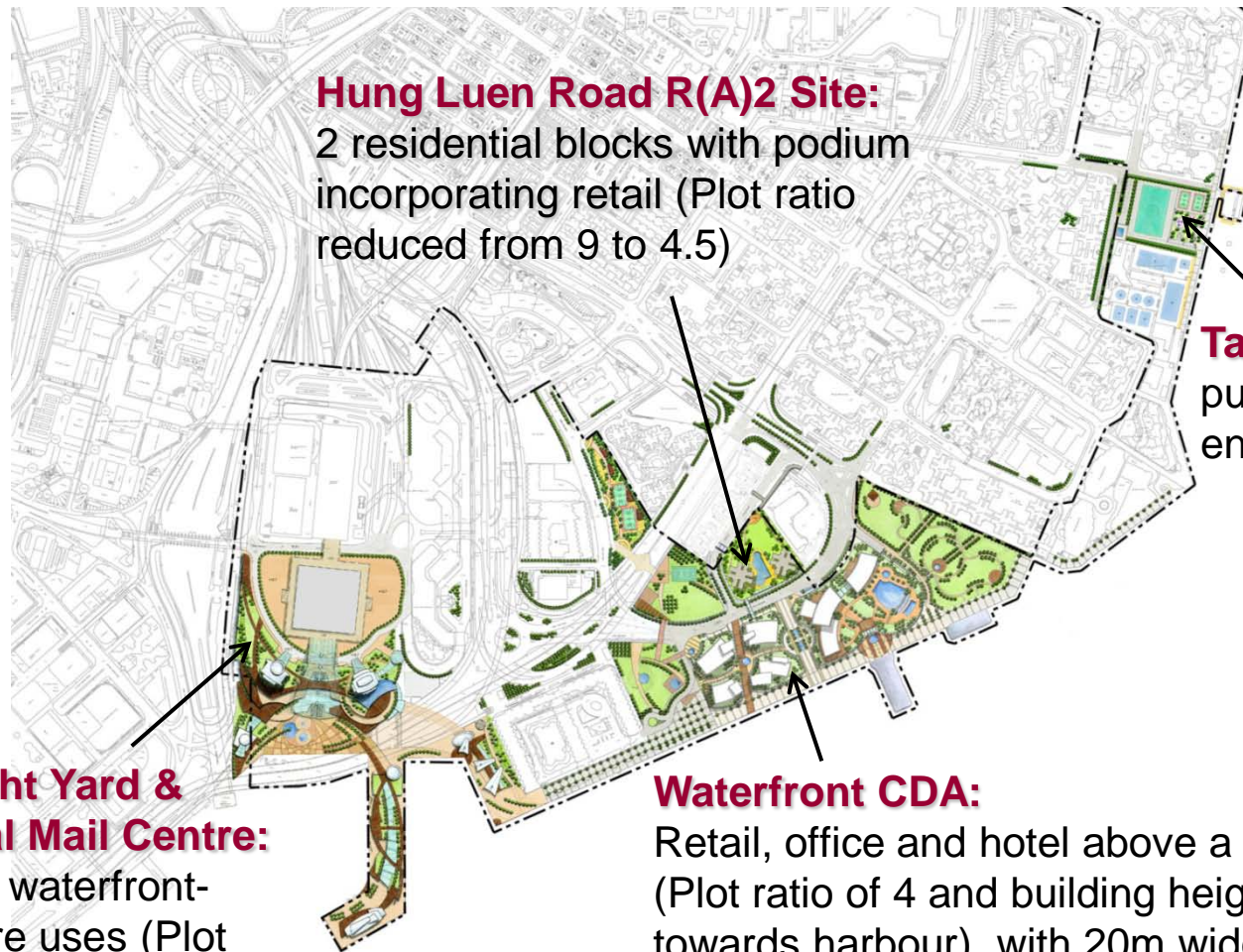
Creation of interesting and recognisable spaces, places and destinations

Avoiding walled effect development, promoting visual permeability

Developing an appropriate form, massing and scale of developments at the water's edge

Hung Hom District Study

Proposals for Potential Sites



Hung Luen Road R(A)2 Site:

2 residential blocks with podium incorporating retail (Plot ratio reduced from 9 to 4.5)

Tai Wan Shan Park:

public realm enhancements

MTRC Freight Yard & International Mail Centre:

Retail, hotel, waterfront-related leisure uses (Plot Ratio: 1.64) and a public waterfront promenade

Waterfront CDA:

Retail, office and hotel above a podium over PTI (Plot ratio of 4 and building heights descending towards harbour), with 20m wide open space in central, shopping streets and possible eating dining venues adjacent to promenade

- *Hung Hom District Study completed in 2008*
- *Hung Hom OZP amended in Feb 2008 to incorporate the land use proposals of the waterfront CDA site and Hung Luen Road R(A)2 site*
- *Long term proposal for the MTRC Freight Yard and IMC kept under review*
- *Beautification Works for Tai Wan Shan Park (Promenade) completed in April 2009*

Wan Chai Development Phase II Planning & Engineering Review

- *Commenced in 2004*
- *Main objective of WDII : To provide land for completing the missing link of the strategic road network along the north shore of Hong Kong Island to alleviate traffic congestion*
- *Land formed for trunk road also provides opportunity for enhancement of harbourfront for public enjoyment*



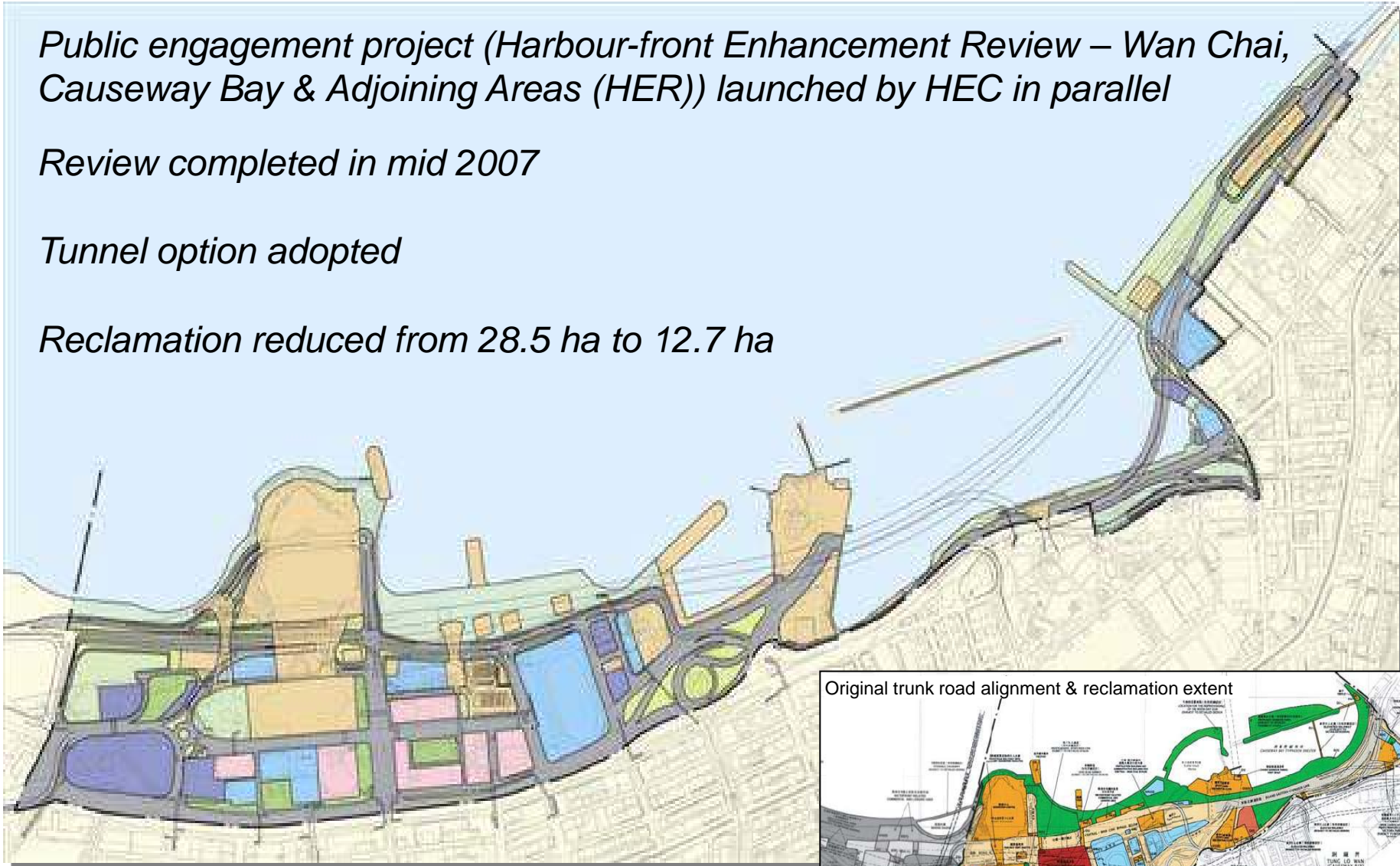
Wan Chai Development Phase II Planning & Engineering Review

Public engagement project (Harbour-front Enhancement Review – Wan Chai, Causeway Bay & Adjoining Areas (HER)) launched by HEC in parallel

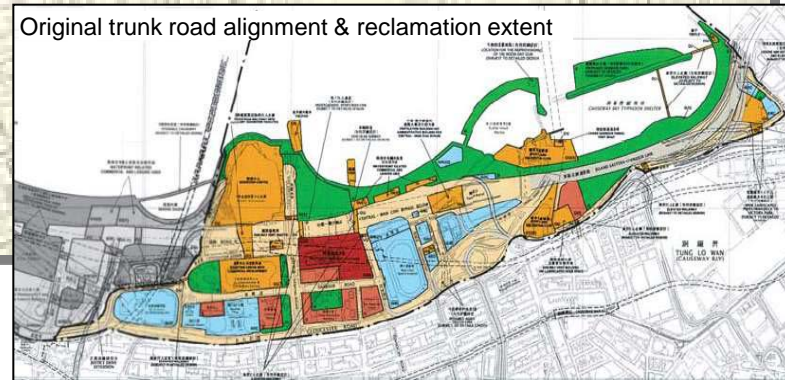
Review completed in mid 2007

Tunnel option adopted

Reclamation reduced from 28.5 ha to 12.7 ha



Original trunk road alignment & reclamation extent



Wan Chai Development Phase II Planning & Engineering Review

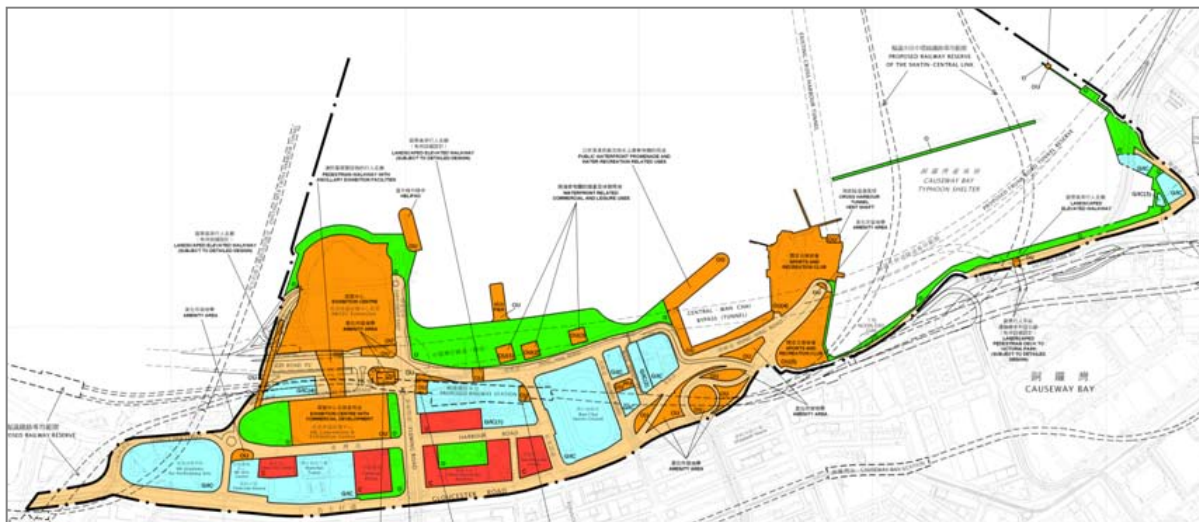
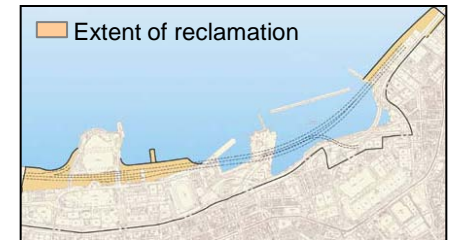
Overall planning concept

- Create a waterfront with distinctive character and attractions, emphasising the relation between the harbour and the cultural and historical context of Wan Chai, Causeway Bay and adjoining areas
- Five Character Precincts
- 4km long waterfront promenade from Central to Oil Street in North Point



Wan Chai Development Phase II Planning & Engineering Review

- *Wan Chai North and North Point OZPs amended in July 2007 to incorporate proposals of WDII Review (minimum reclamation, CWB in tunnel form, original harbour park scrapped)*
- *OZPs subsequently refined during statutory representation process and approved by CE in C in May 2009*
- *Works for WDII and CWB commenced in December 2009*



Approved Wan Chai North OZP No. S/H25/2



Approved North Point OZP
No. S/H8/22 (part)

Urban Design Study for the New Central Harbourfront

- *Commissioned in 2007 upon request of Town Planning Board*
- *To refine the existing urban design framework for the Central Reclamation*
- *To prepare planning and design briefs for key development sites*



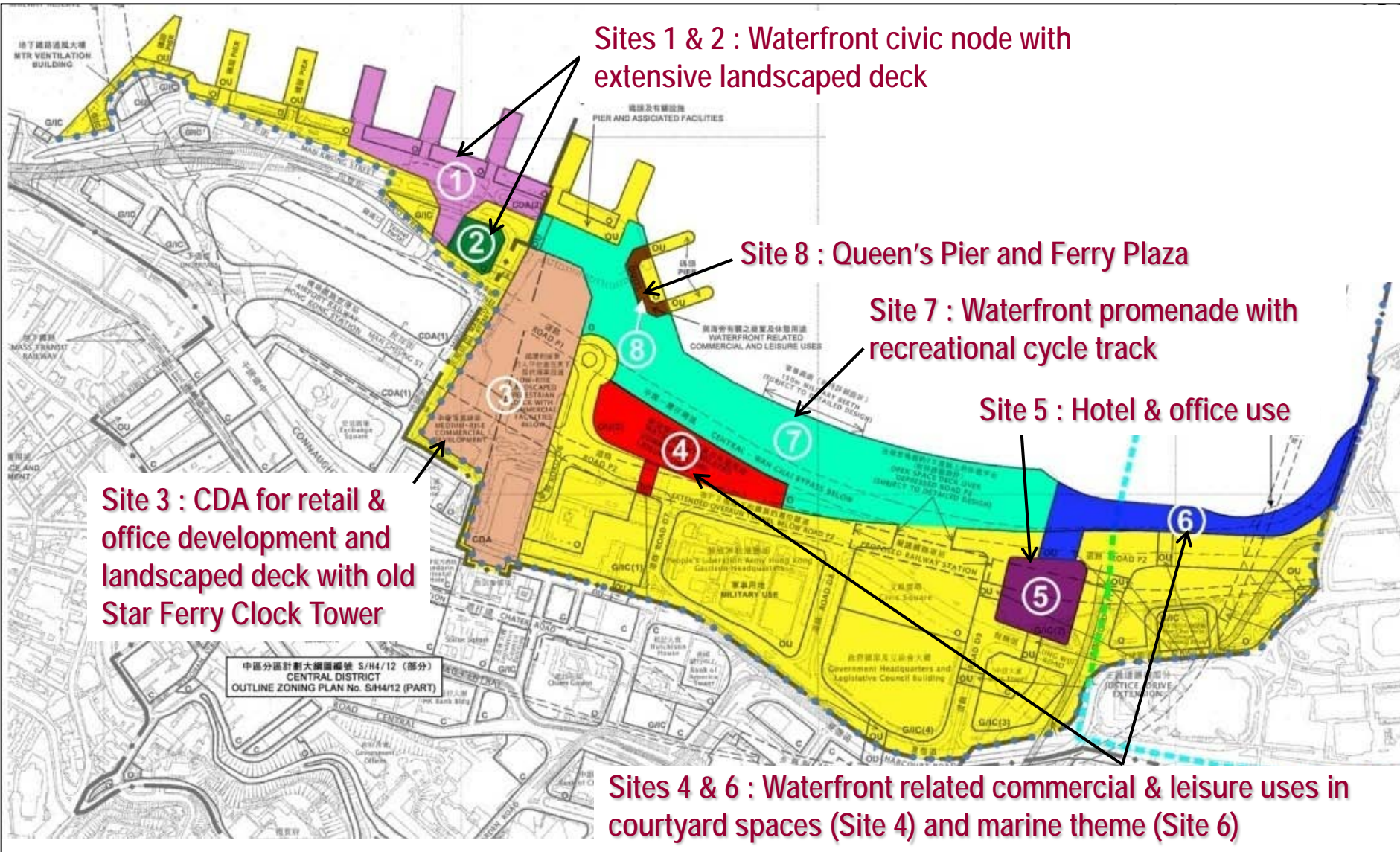
Urban Design Study for the New Central Harbourfront

Master Layout Plan



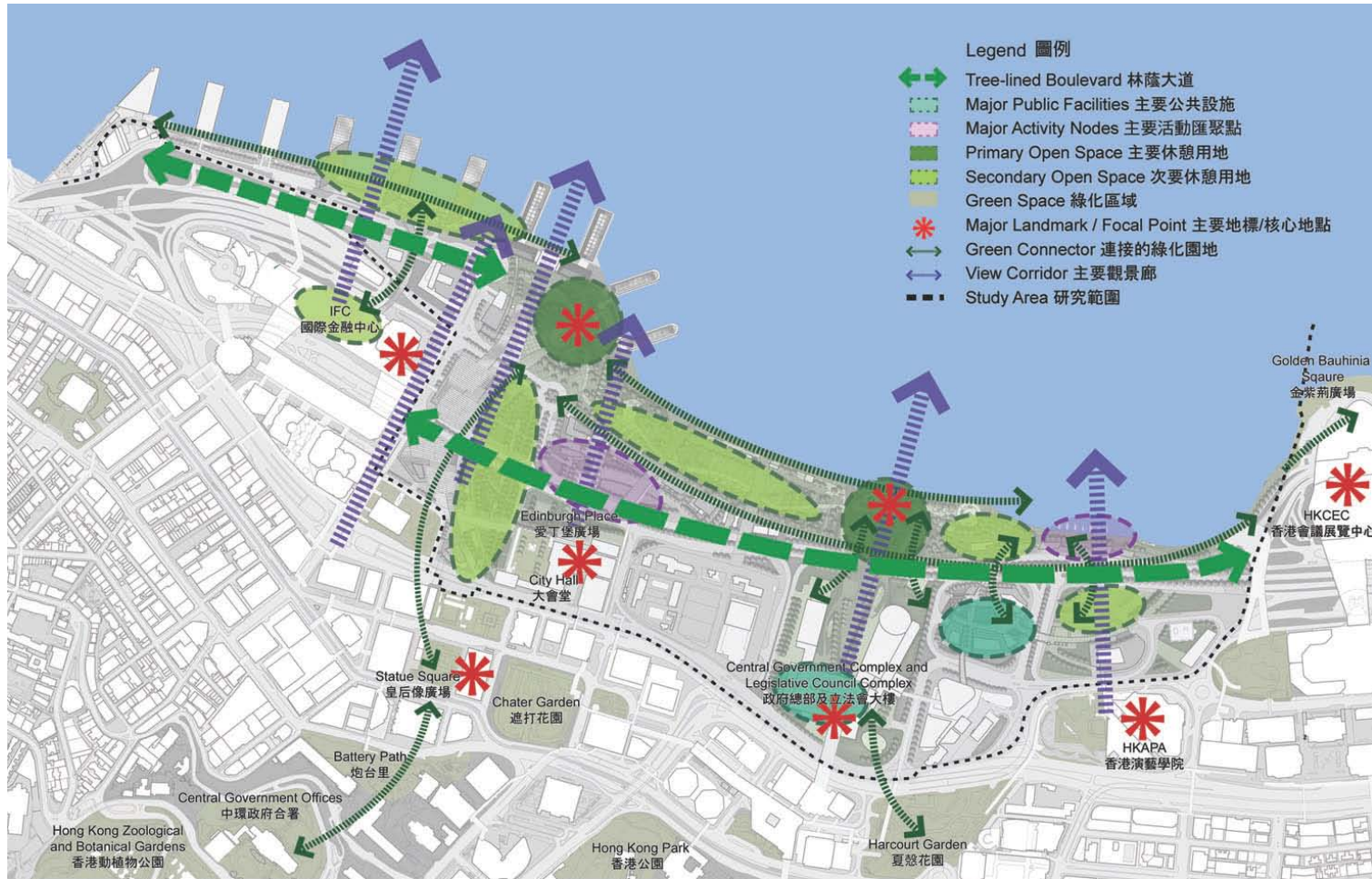
Urban Design Study for the New Central Harbourfront

Planning & Urban Design Concepts for Key Sites



Urban Design Study for the New Central Harbourfront

Open Space Network Plan



A 2 km long waterfront promenade and 11 ha of harbourside public open space to form a green edge with a diversity of uses and activities to provide different harbourfront experiences

Urban Design Study for the New Central Harbourfront



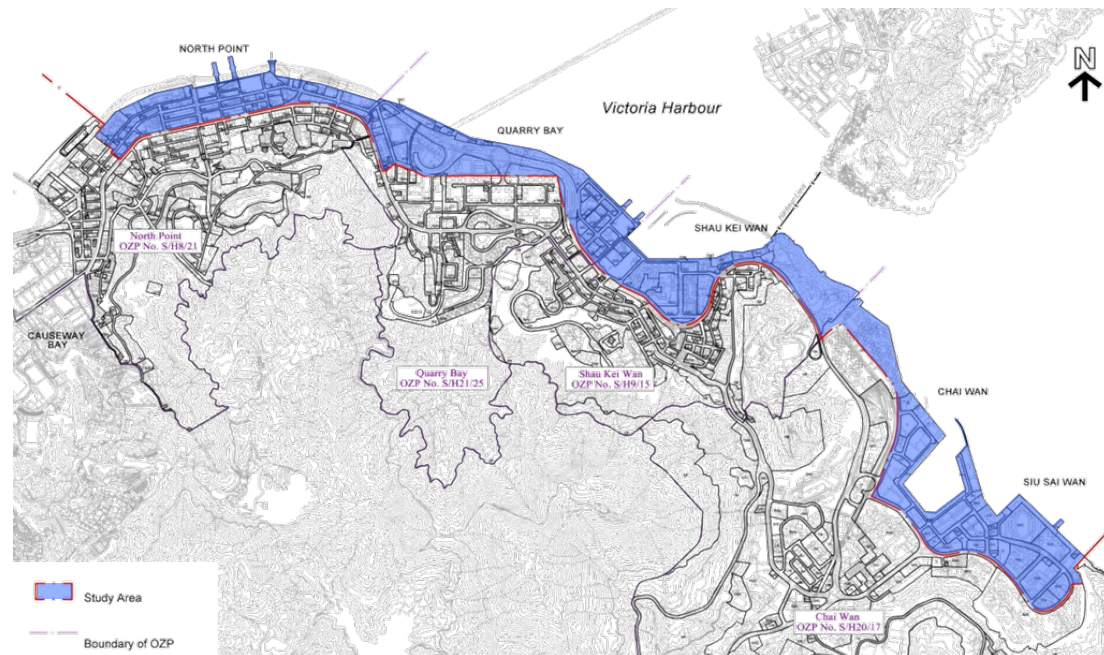
Relevant OZPs to incorporate the land use proposals after completion of the Study

Green Carpet within Tamar Development to be completed in 2011

Advance Promenade to be completed in early 2012

Hong Kong Island East Harbour-front Study

- Commissioned in 2009 to formulate a comprehensive enhancement plan for the Hong Kong Island East harbourfront focusing on connectivity



Hong Kong Island East Harbour-front Study

Stage 3 Public Engagement to be launched shortly



Hoi Yu Street waterfront: Tourism & entertainment with iconic footbridge



North Point Ferry Piers: Vibrant entertainment waterfront with civic plaza



Boardwalk underneath IEC



Sky Trail near HK Museum of Coastal Defence



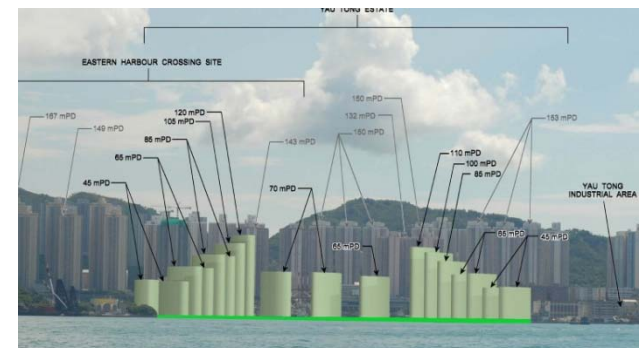
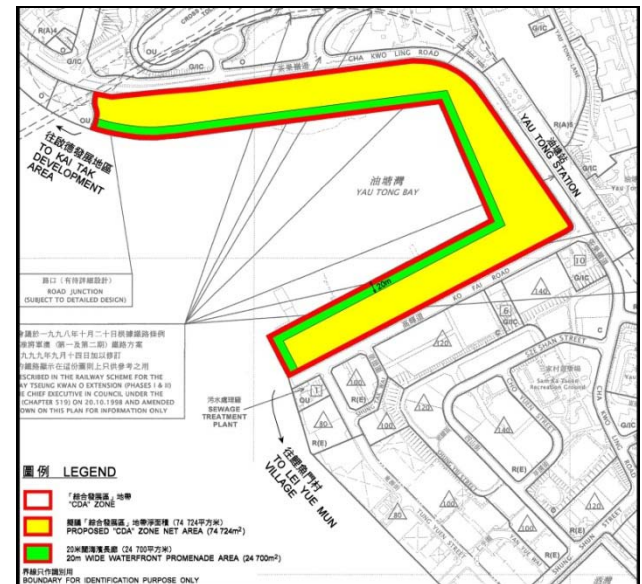
Streetscape enhancement for 9 streets

Land Use Review of Yau Tong Bay CDA

OZP amended in May 2008 to adjust the boundary of the CDA zone by excising water area

Residential / Commercial uses with open space and GIC facilities (Plot ratio of 4.5; maximum building height ranging from 60mPD at western ends to 120mPD)

Public waterfront promenade of not less than 15m wide and with a site area of not less than 24,700m²



Land Use Framework for Victoria Harbourfront

Development Plan for WKCD

Land Use Review of Kennedy Town & Mount Davis

Urban Design Study for the New Central Harbourfront

HK Island East Harbour-front Study

Review of CD zoning of Yau Tong Industrial Area

Land Use Framework for Victoria Harbourfront

The map illustrates the Land Use Framework for the Victoria Harbourfront, showing various land use zones and planning studies. Key areas and studies highlighted include:

- Development Plan for WKCD** (Kowloon Cultural District)
- Land Use Review of Kennedy Town & Mount Davis**
- Urban Design Study for the New Central Harbourfront**
- HK Island East Harbour-front Study**
- Review of CD zoning of Yau Tong Industrial Area**

Land Use Framework for Victoria Harbourfront

Development Plan for WKCD

Land Use Review of Kennedy Town & Mount Davis

Urban Design Study for the New Central Harbourfront

HK Island East Harbour-front Study

Review of CD zoning of Yau Tong Industrial Area

Land Use Framework for Victoria Harbourfront

Development Plan for WKCD

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HK Island East Harbour-front Study

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Land Use Framework for Victoria Harbourfront

Development Plan for WKCD

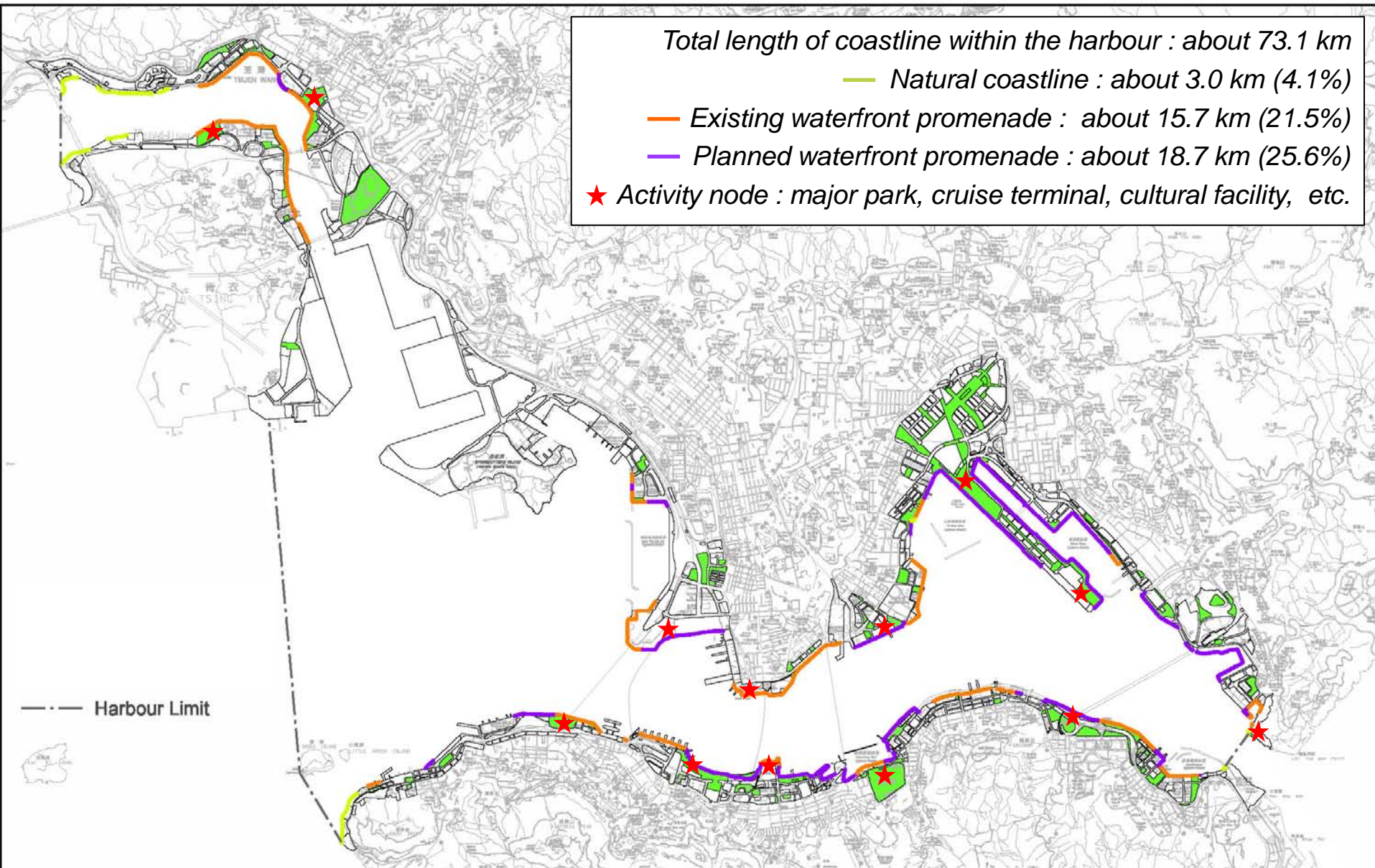
Land Use Review of Kennedy Town & Mount Davis

Urban Design Study for the New Central Harbourfront

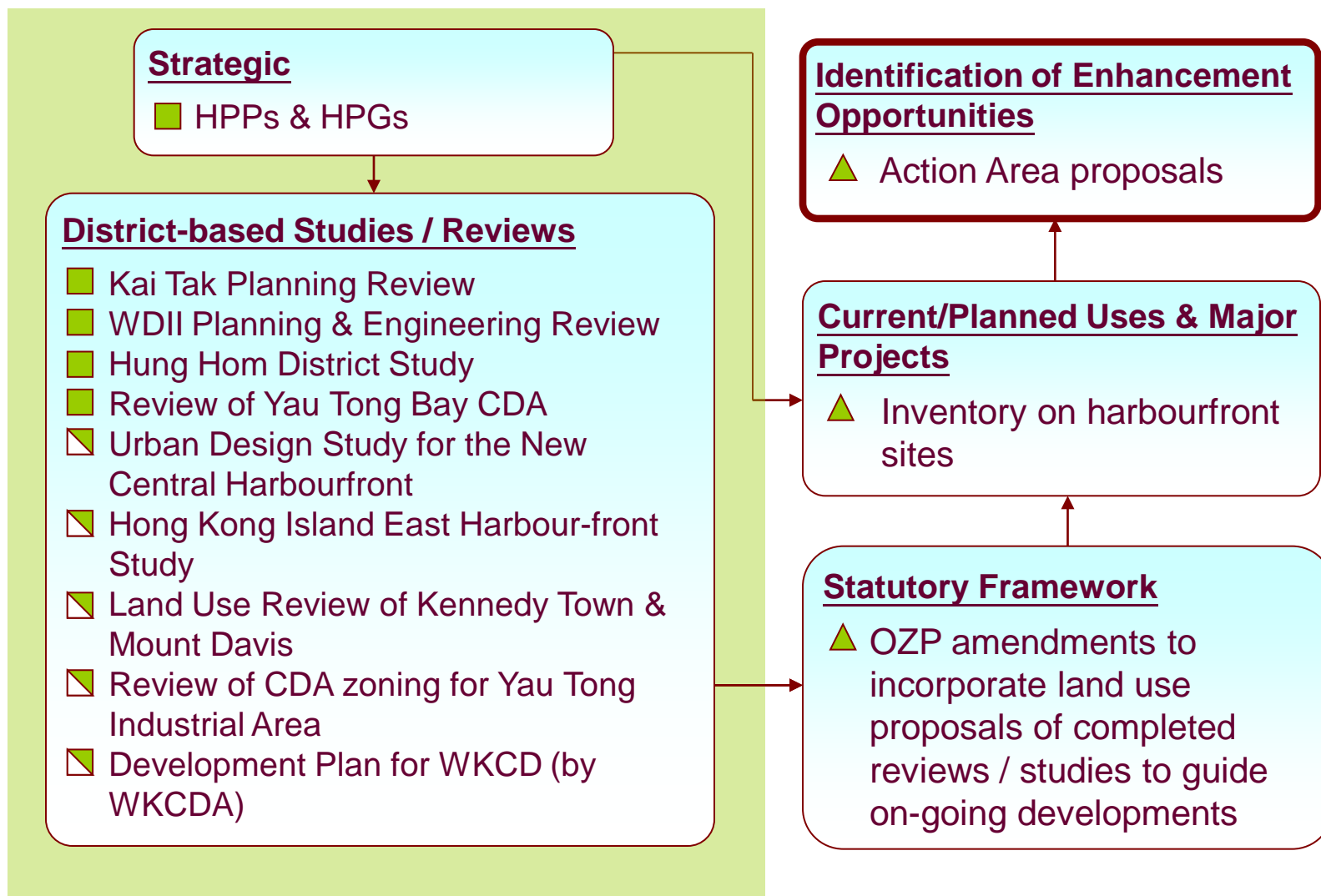
HK Island East Harbour-front Study

Review of CD zoning of Yau Tong Industrial Area

Connectivity along Victoria Harbourfront



Conclusion



■ Completed ▣ In progress ▲ On-going



Kwun Tong Promenade Stage I



West Kowloon Waterfront Promenade

Thank You



Sun Yat Sen Memorial Park



*Central & Western District Promenade
(Sheung Wan Section)*