

An Overview of Land Use Framework for Victoria Harbourfront

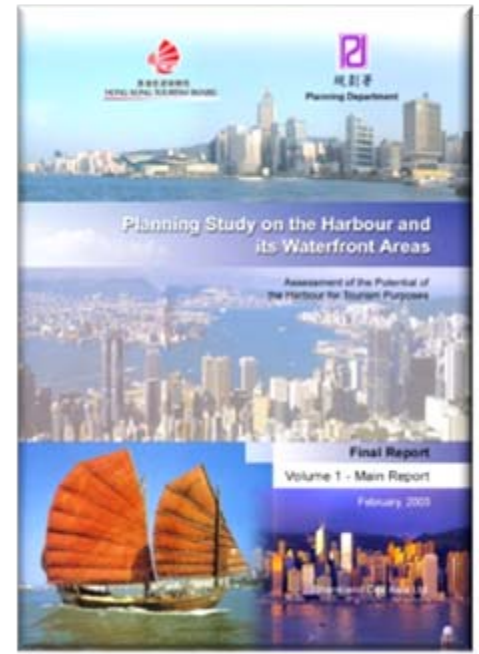
**Planning Department
November 2011**

Background

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

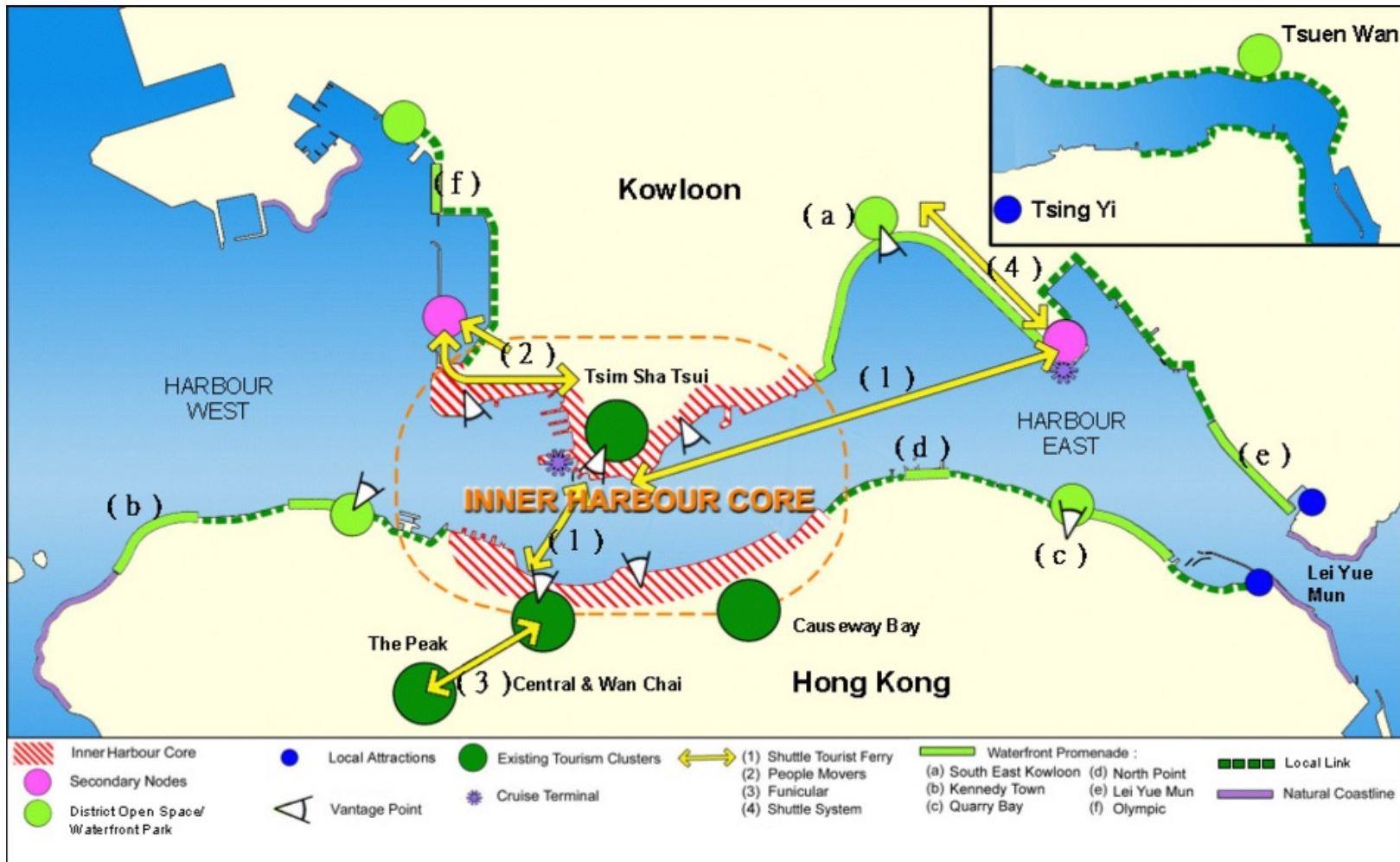
***To make Victoria Harbour attractive, vibrant,
accessible and symbolic of Hong Kong
– a harbour for the people and a harbour of life.***

- *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*



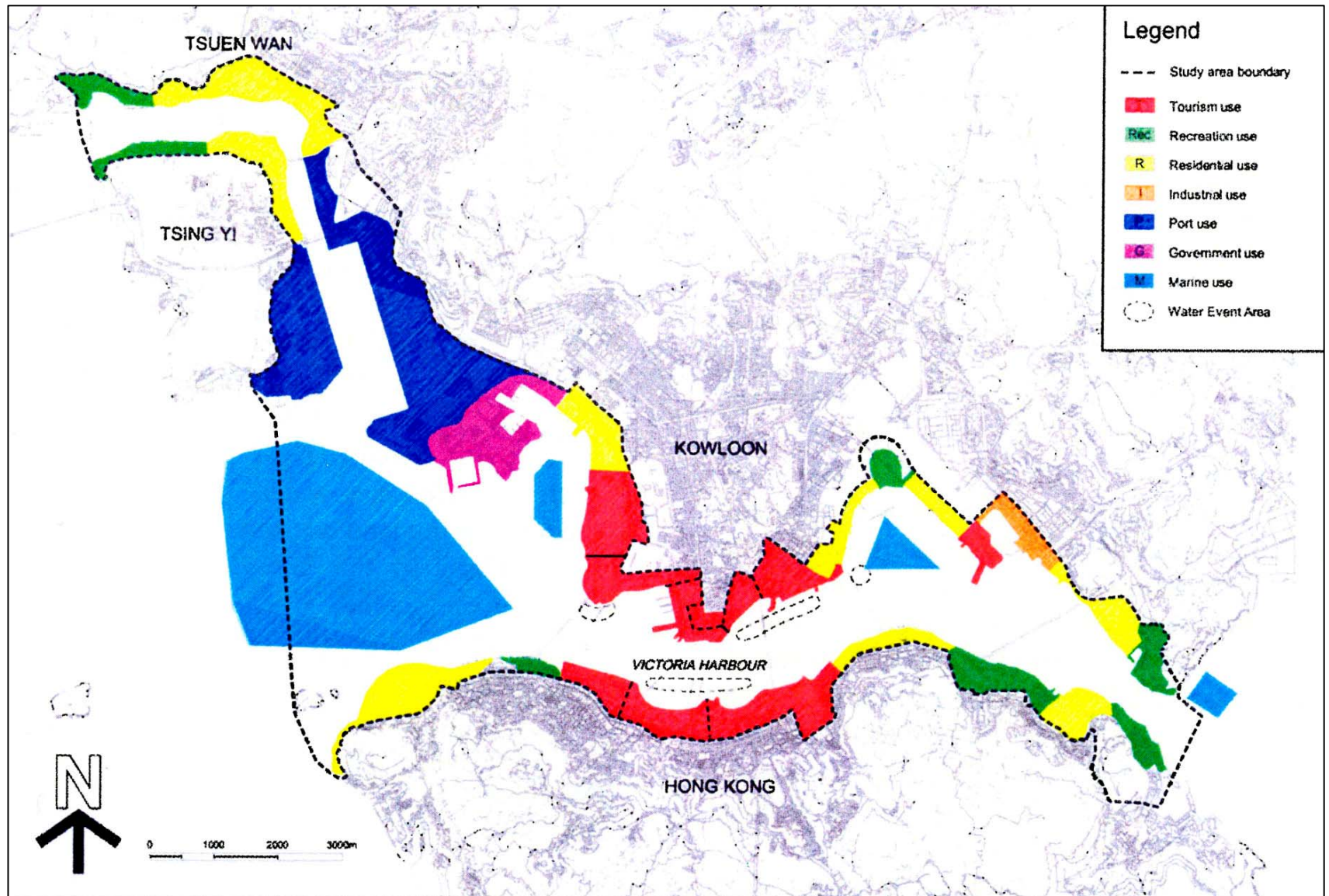
Planning Study on the Harbour and its Waterfront Areas

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



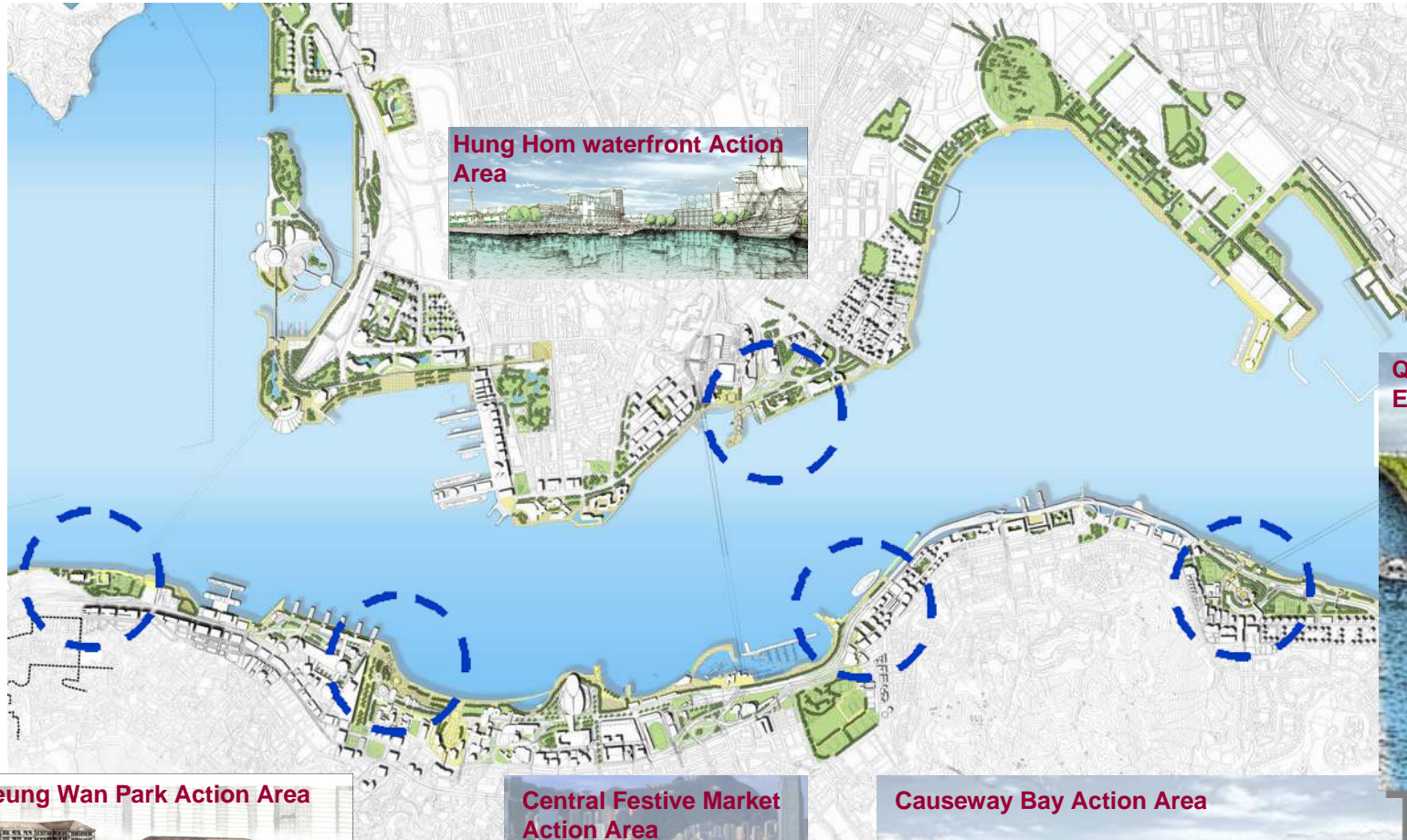
Planning Study on the Harbour and its Waterfront Areas

- *Functional Zone*



Planning Study on the Harbour and its Waterfront Areas

- Action Area Plans



Planning Study on the Harbour and its Waterfront Areas

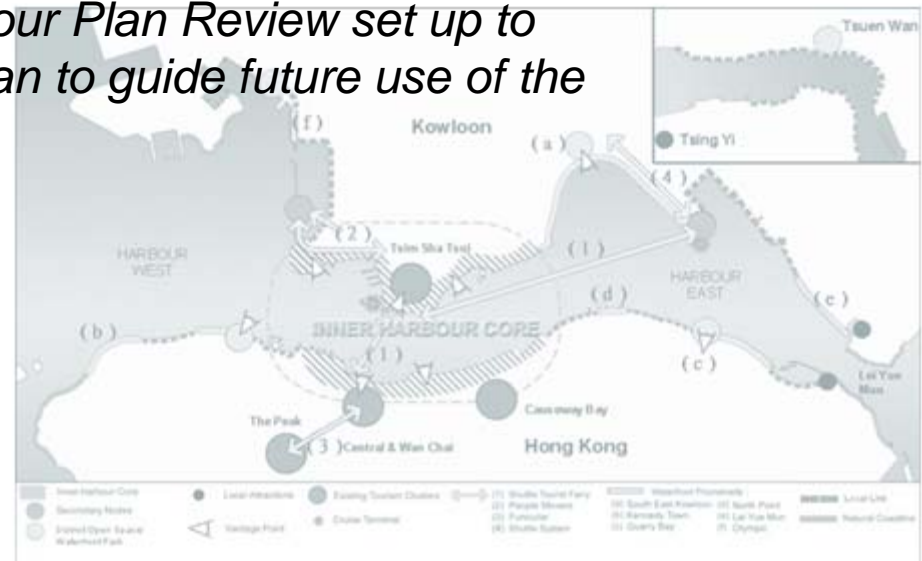
Study completed in early 2003

Court ruling in 2004

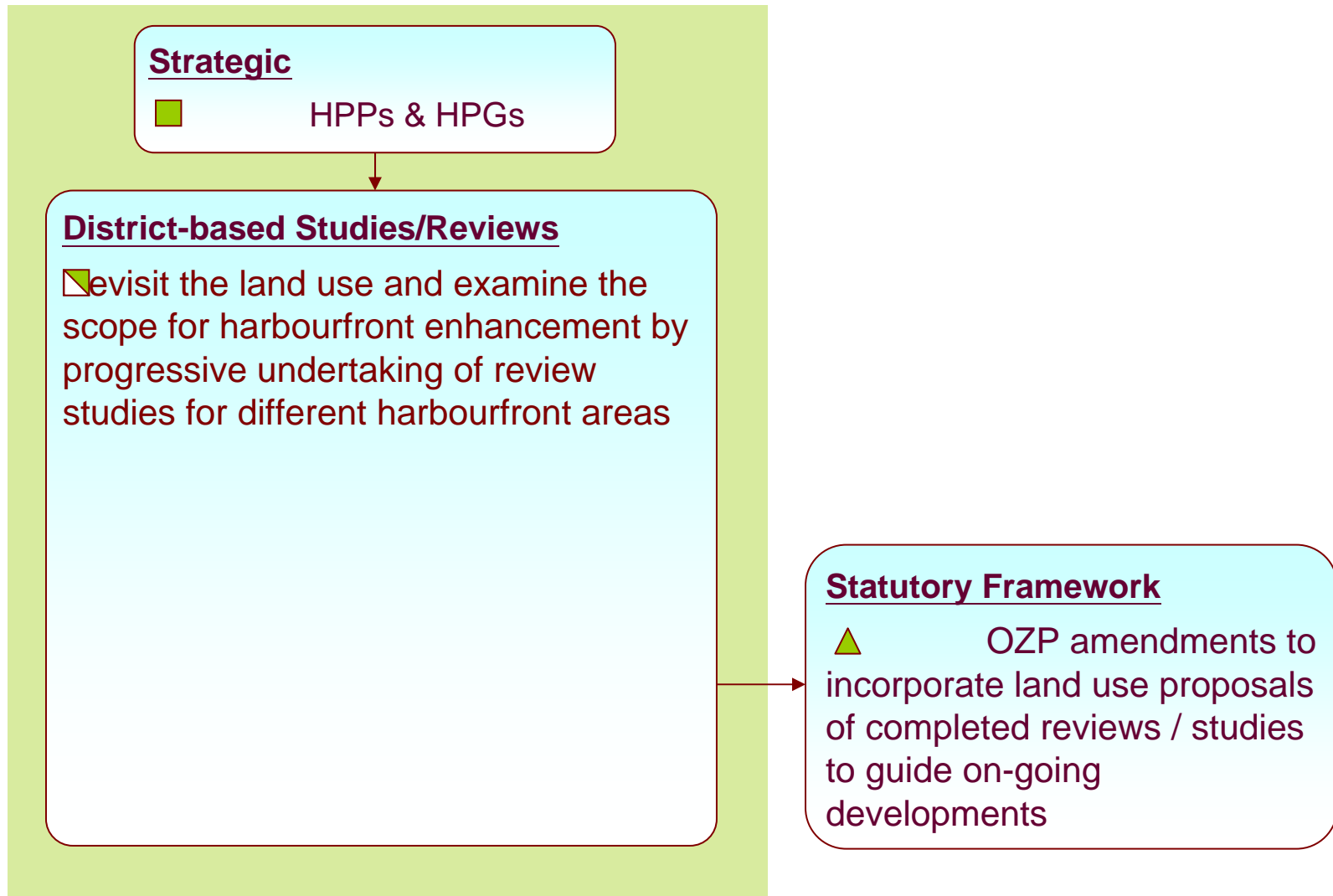
→ Reclamation proposals either dropped or be critically reviewed.

→ 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

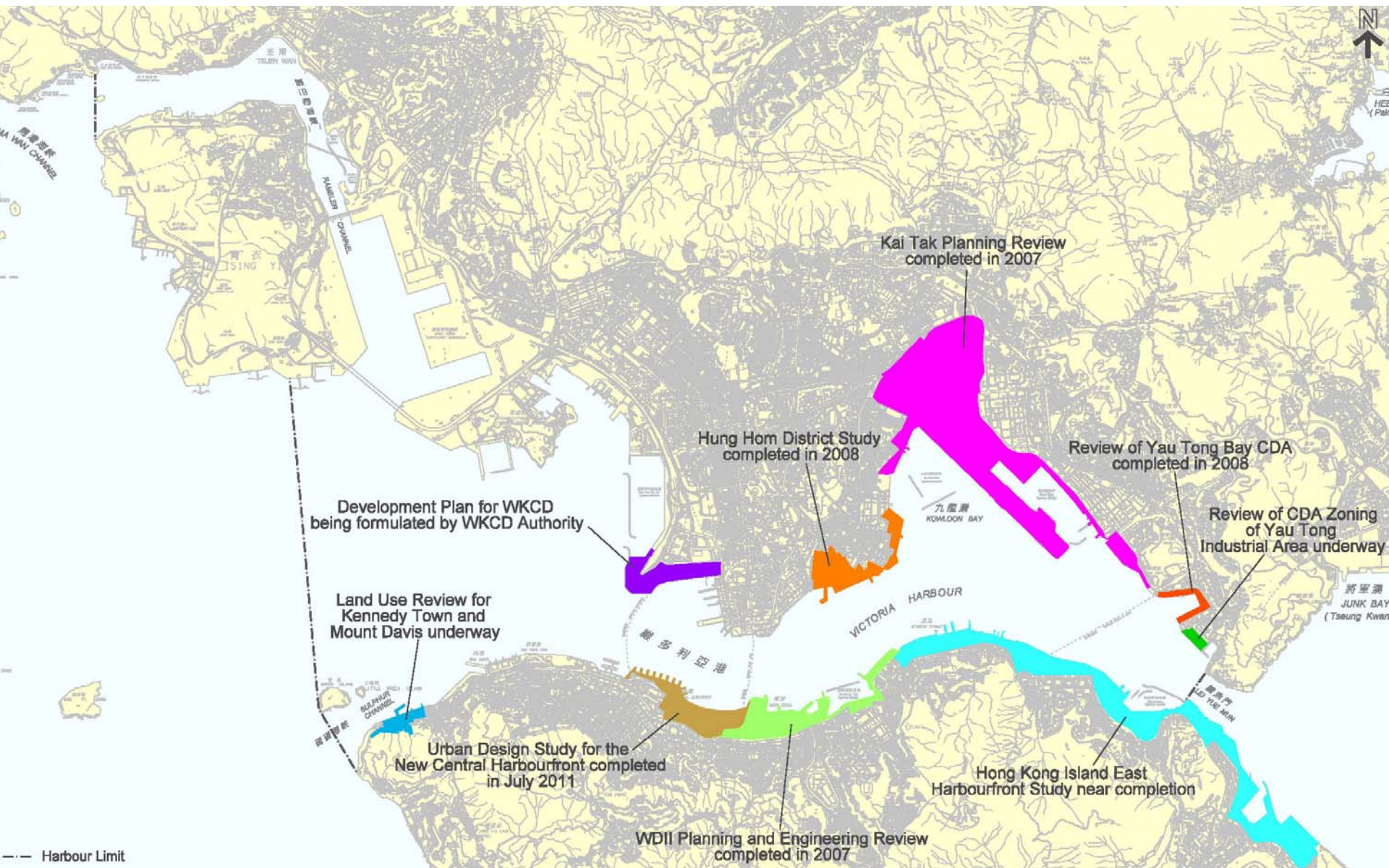


Harbour Plan Review – Overall Approach



■ Completed ▣ In progress ▲ On-going

District-based Studies / Reviews



Kai Tak Planning Review

SEKD Statement
Study (1993)

Reclamation
- 300 ha



Feasibility Study
for SEKD (1998)

Reclamation
- 299 ha



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

Reclamation
- 133 ha



No reclamation as a starting point

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

Review completed in 2007



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

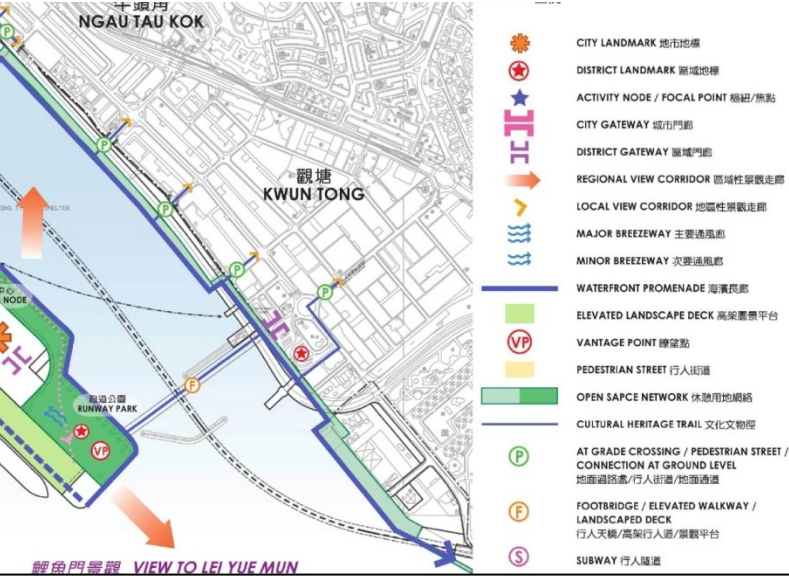
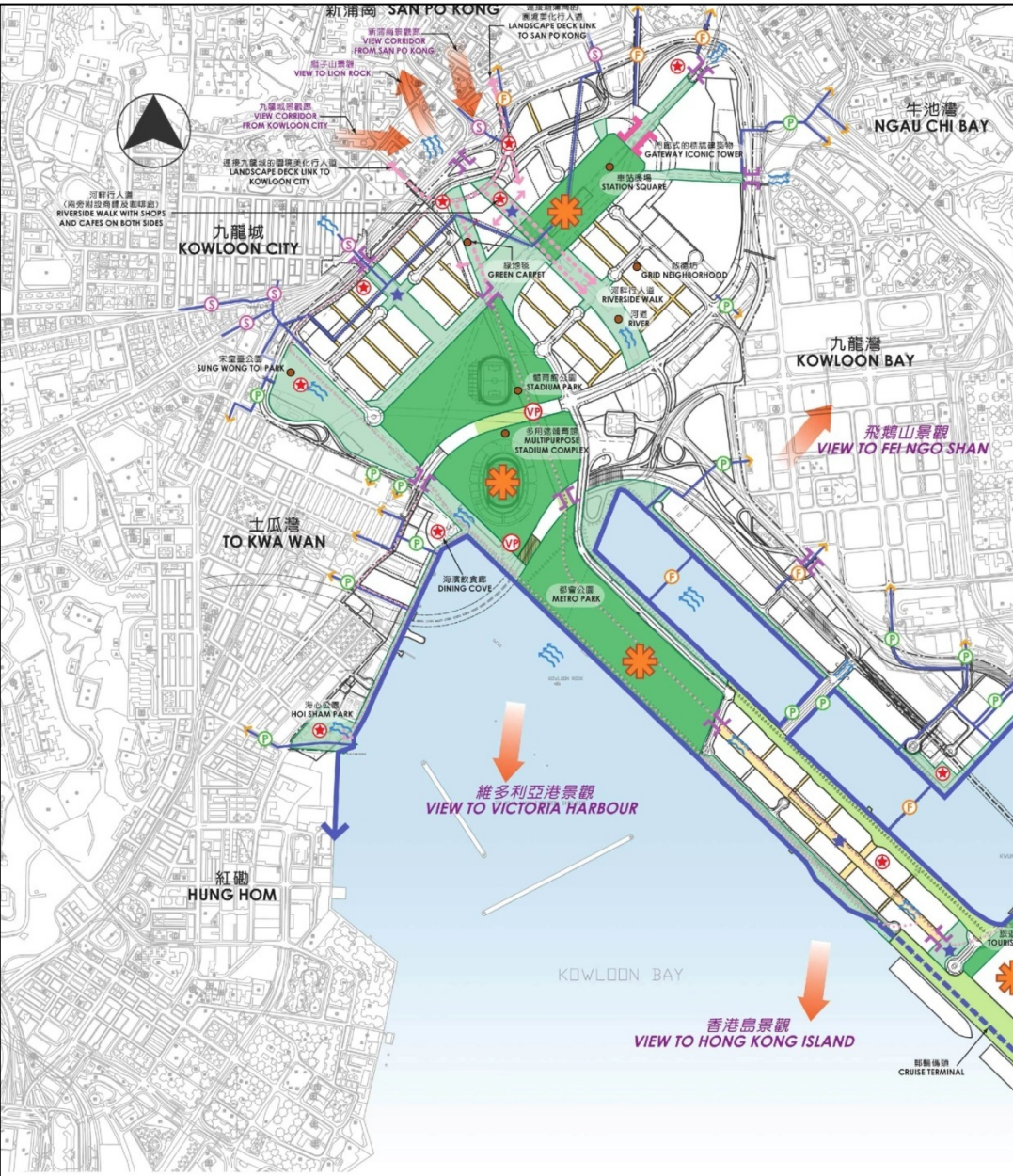
Connecting the Neighbourhood – easy access for vehicles and pedestrians

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

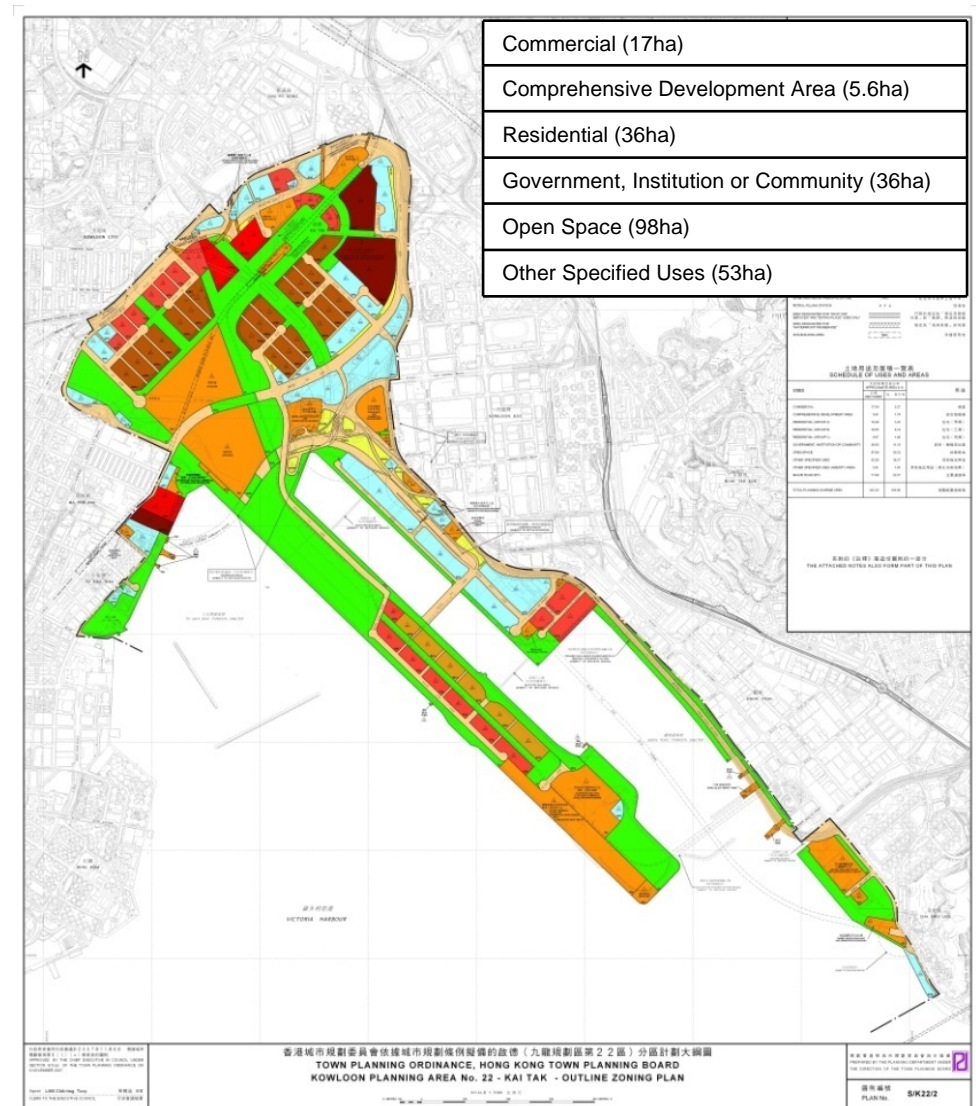
Total no. of new flats: 30,000

Total job opportunities: 83,000

Total office GFA: 911,000m²

Total retail GFA: 430,000m²

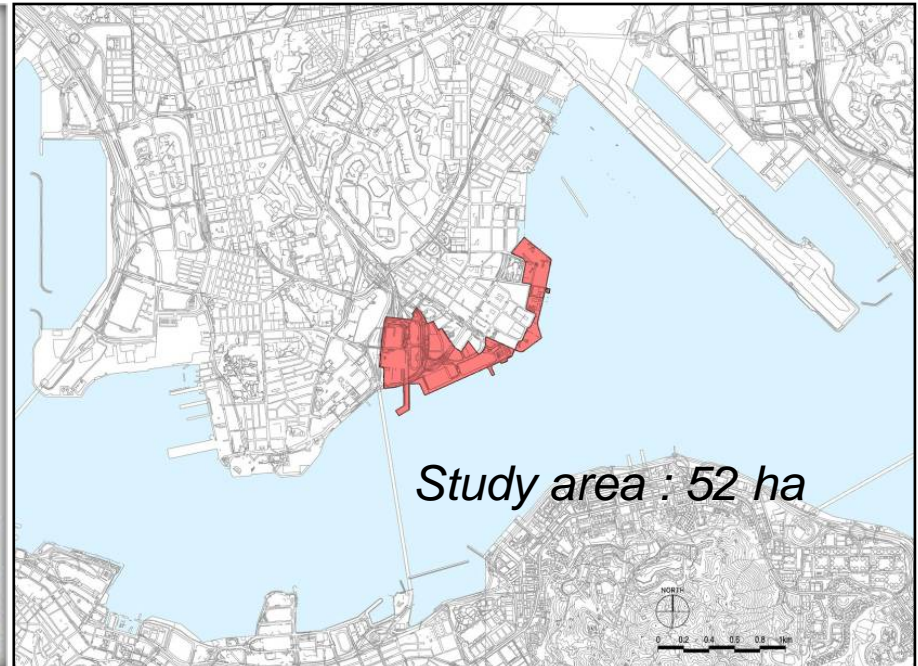
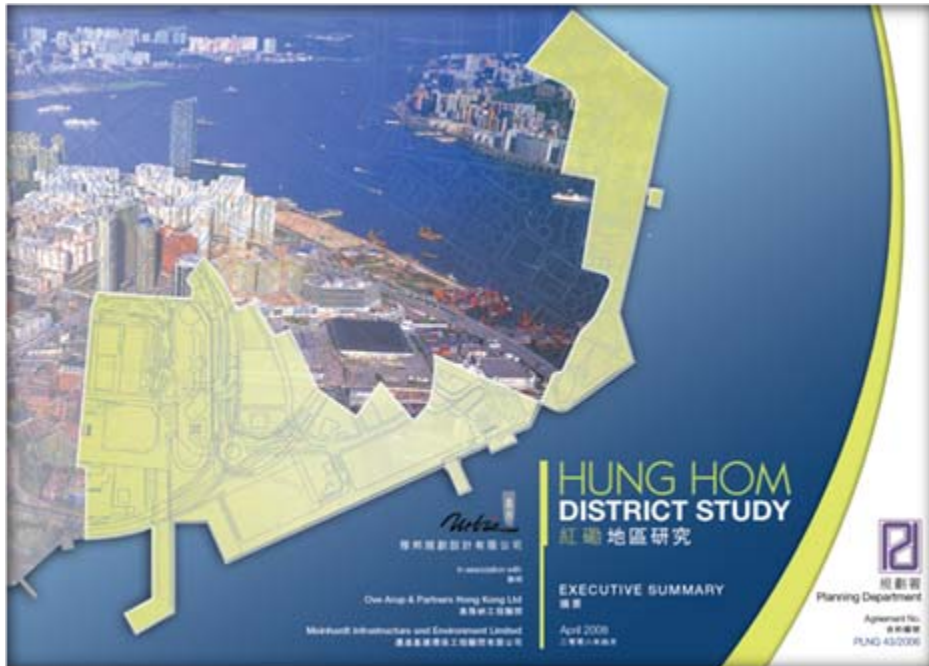
Total no. of hotel rooms: 6,400



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

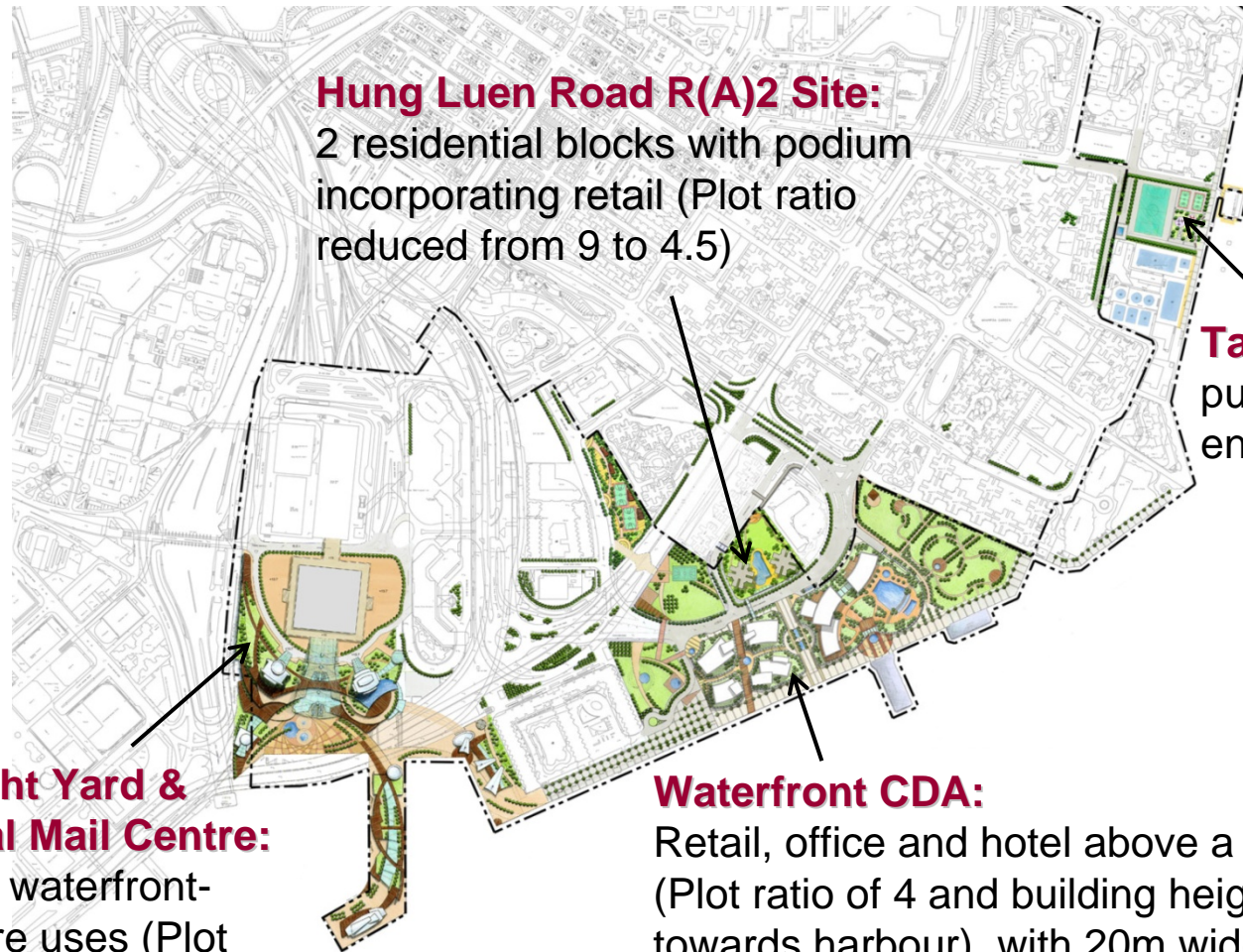
Creation of interesting and recognisable spaces, places and destinations

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



- *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*
- *Hung Hom Waterfront Promenade Initial Development opened for public use in September 2011*

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*



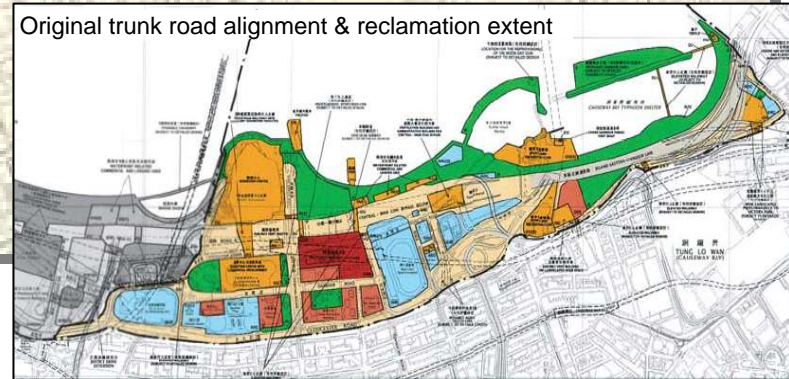
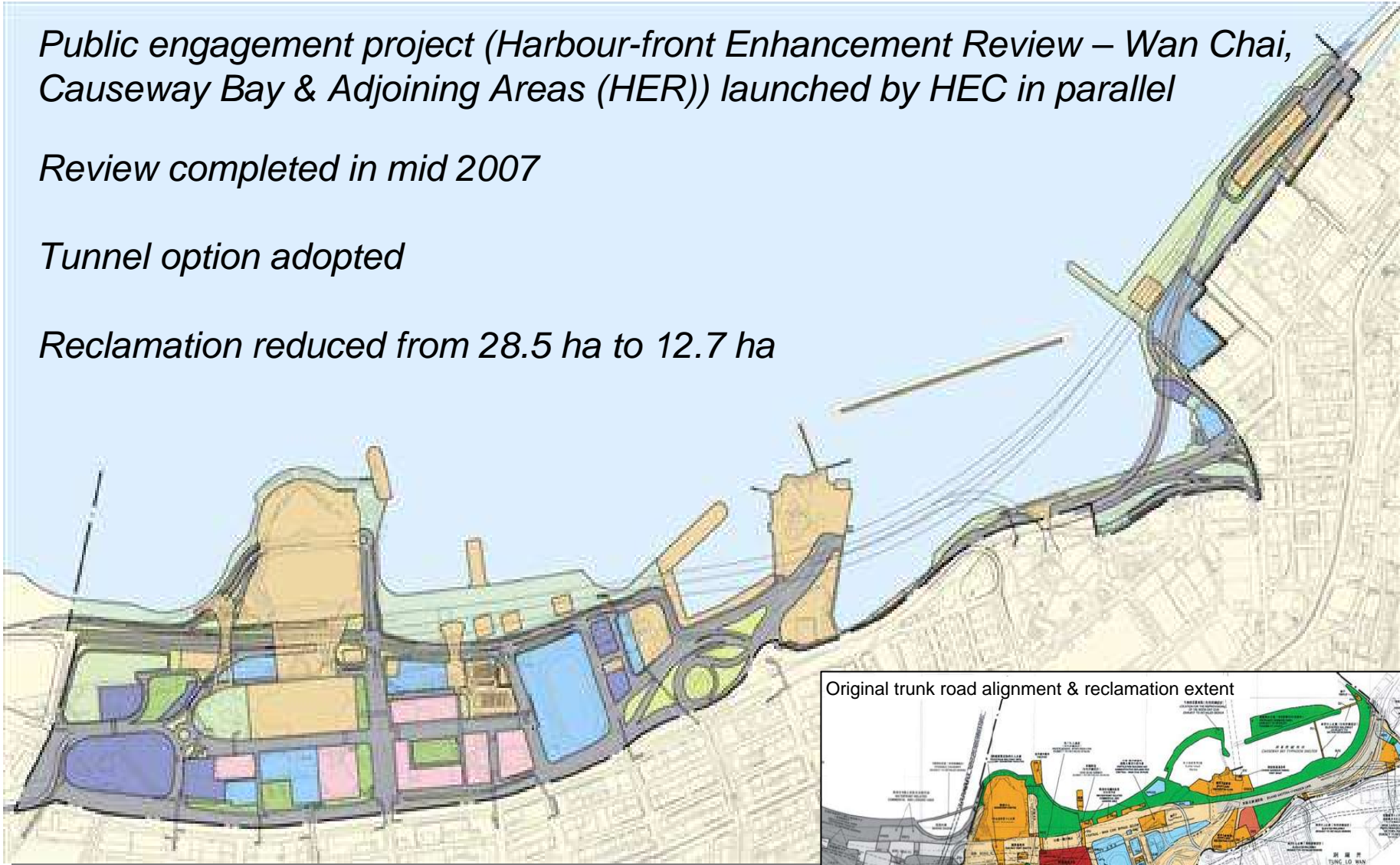
Wan Chai Development Phase II Planning & Engineering Review

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



Wan Chai Development Phase II Planning & Engineering Review

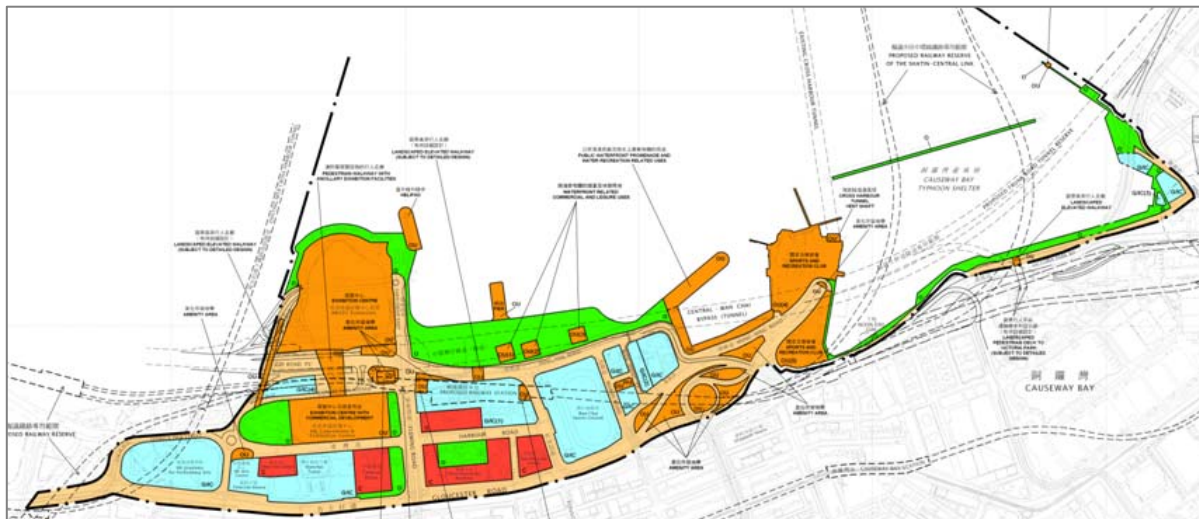
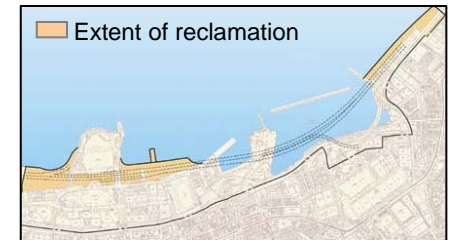
Overall planning concept

- 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 TPB*
- *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



Legend 圖例

Anchoring Public Spaces along the waterfront 海濱的匯聚公共空間

Leisure and Recreation Facility 消閒及康樂設施

- A1 Board Walk 木板步行徑
- A2 Ferry Plaza 渡輪廣場
- A3 Statue Square Corridor
(with Landscaped Deck and Landscaped Open Space at-grade)
皇后會場走廊 (包括園景平台及地面園景林休憩用地)
- A4 Clock Tower & Gallery 鐘樓及展覽館
- A5 Entrance Plaza 入口廣場
- A6 Reassembled Queen's Pier 重組的皇后碼頭
- A7 Bicycle Station 單車站
- A8 Water Feature 水景
- A9 Edinburgh Place 愛丁堡廣場
- A10 Harbour Place
(Waterfront-related Commercial and Leisure Uses)
海港廣場 (與海濱有關之商業及休憩用地)
- A11 Viewing Platform 觀景平台
- A12 Cycle Track 單車徑
- A13 Food and Beverage Kiosk 餐飲設施
- A14 Festival Lawn 草坪
- A15 Harbourfront Promenade 海濱長廊
- A16 Viewing Platform (Sculpture Garden Theme)
觀景平台 (雕塑花園主題)
- A17 Woodland 園景林地
- A18 Waterfront Event Plaza 海濱廣場
- A19 Green Carpet 草坡
- A20 Marine Place
(Waterfront-related Commercial and Leisure Uses)
海洋廣場 (與海濱有關之商業及休憩用地)
- A21 Le Rambles 林蔭步行徑
- A22 Art Event Plaza 藝術廣場
- A23 Public Landing Steps 公眾登陸樓梯
- A24 Marine Place Boardwalk 海洋廣場走廊

Public Facility 公共設施

- B1 Elevated Walkway 高架行人走廊
- B2 CWB Ventilation Building 中環灣仔繞道通風大樓
- B3 Landscaped Deck 園景平台
- B4 Electricity Supply Station (below elevated walkway)
電力供應站 (於高架行人走廊之下)
- B5 Environmentally Friendly Transport Reserve
環保交通工具預留空間
- B6 Tree-Lined Boulevard 綠樹林蔭道
- B7 PLA Berth 解放軍軍碼頭
- B8 Ventilation Shaft 通風塔
- B9 Military Access 軍用通道
- B10 Electricity Supply Station 電力供應站
- B11 Hong Kong Academy for Performing Arts Extension
香港演藝學院擴建部分
- B12 Proposed Hong Kong Visual Arts Education Centre
擬建之香港視覺藝術教育中心
- B13 Landscaped Deck to HKCEC West
通往香港會議展覽中心西面的園景平台

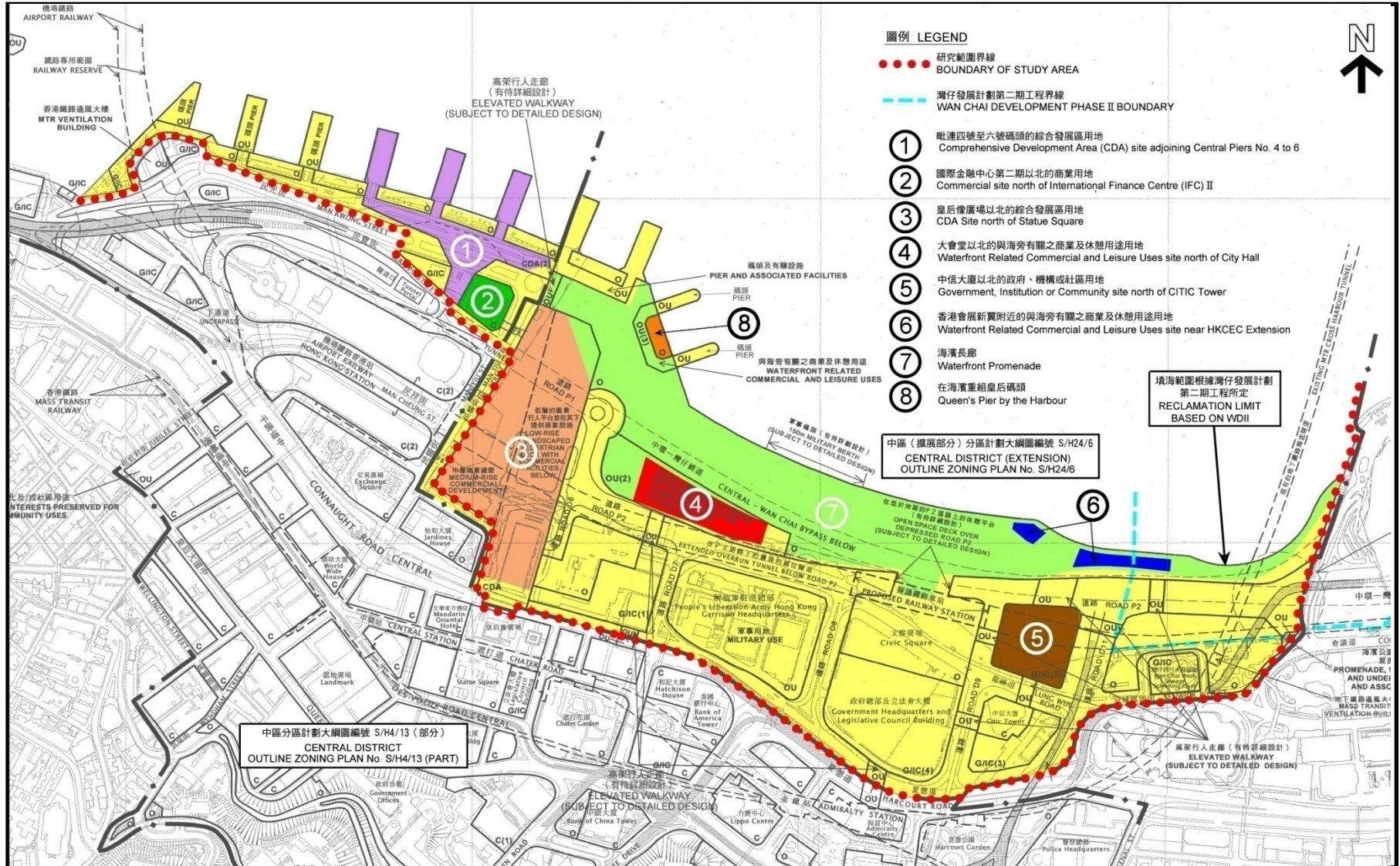
Commercial Facility 商業設施

- C1 Retail / Cafe / Alfresco Dining over the Pier
碼頭上蓋之零售商店/茶座/露天飲食設施
- C2 Retail / Exhibition / Gallery
零售商店及展覽館
- C3 Iconic Building 地標性建築
- C4 Office with Retail below
辦公室大樓及低層零售商店
- C5 Landscaped Podium with Retail below
園景平台及低層零售商店
- C6 Retail 零售商店
- C7 Office 辦公室大樓
- C8 Landscaped Podium 園景平台
- C9 Hotel 酒店

- **Transport & Utility Infrastructures**
- **Public Spaces**
- **Commercial & Leisure Uses**

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 1.3 km long waterfront promenade and 9.9 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



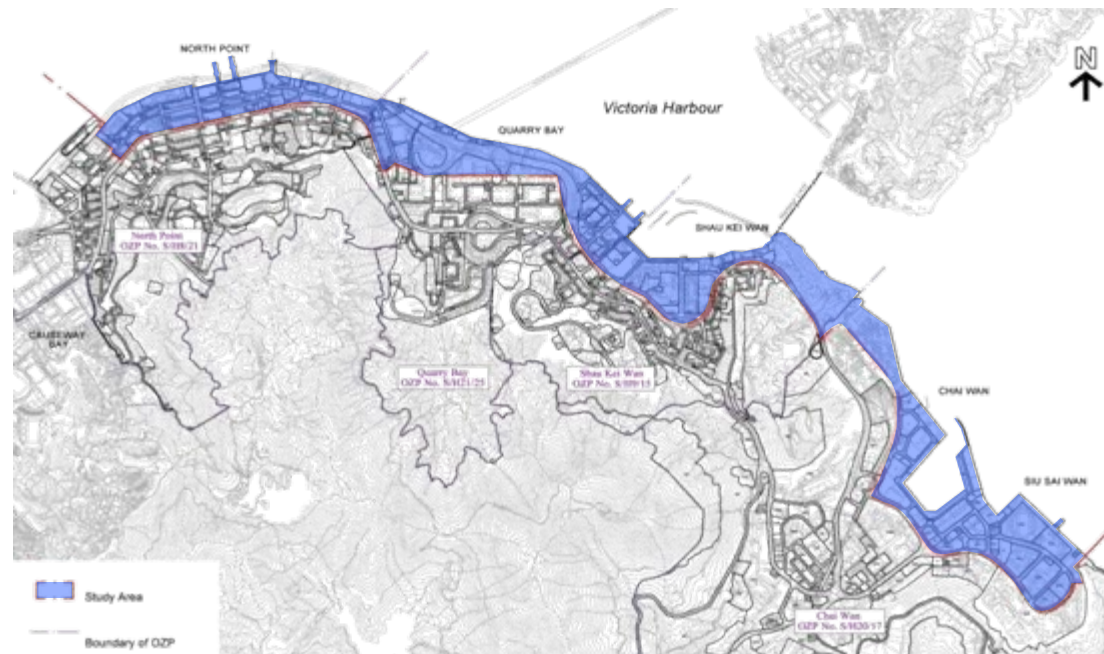
Study completed in 2011

Land use proposals to be incorporated into relevant OZPs

Advance Promenade (including Green Carpet fronting Tamar Development) 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

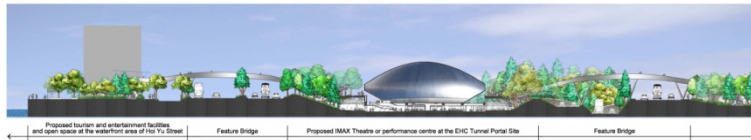


Hong Kong Island East Harbour-front Study

Stage 3 Public Engagement completed in April 2011



Boardwalk underneath IEC



Hoi Yu Street waterfront: Tourism & entertainment with iconic footbridge



Sky Trail near HK Museum of Coastal Defence

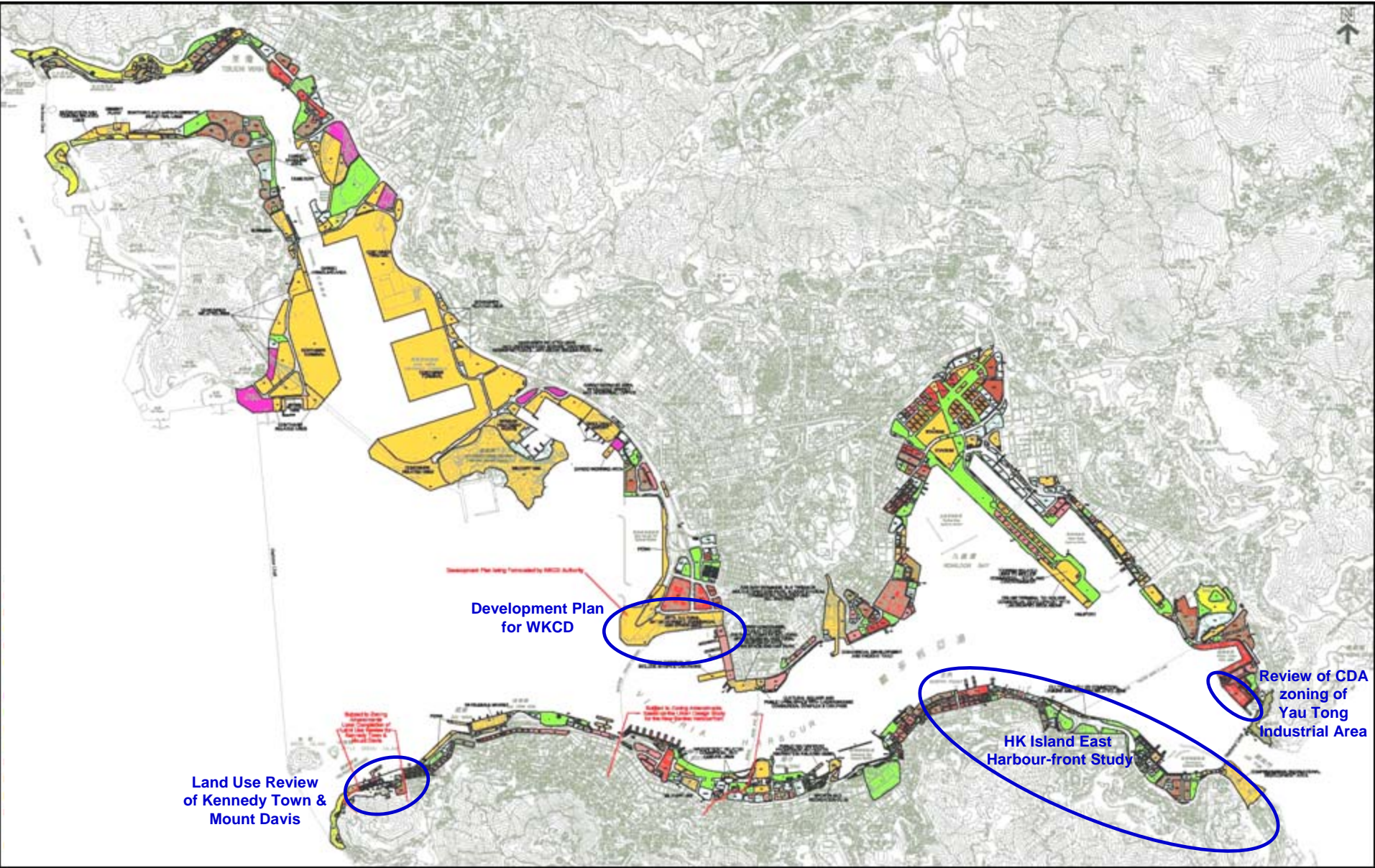


North Point Ferry Piers: Vibrant entertainment waterfront with civic plaza

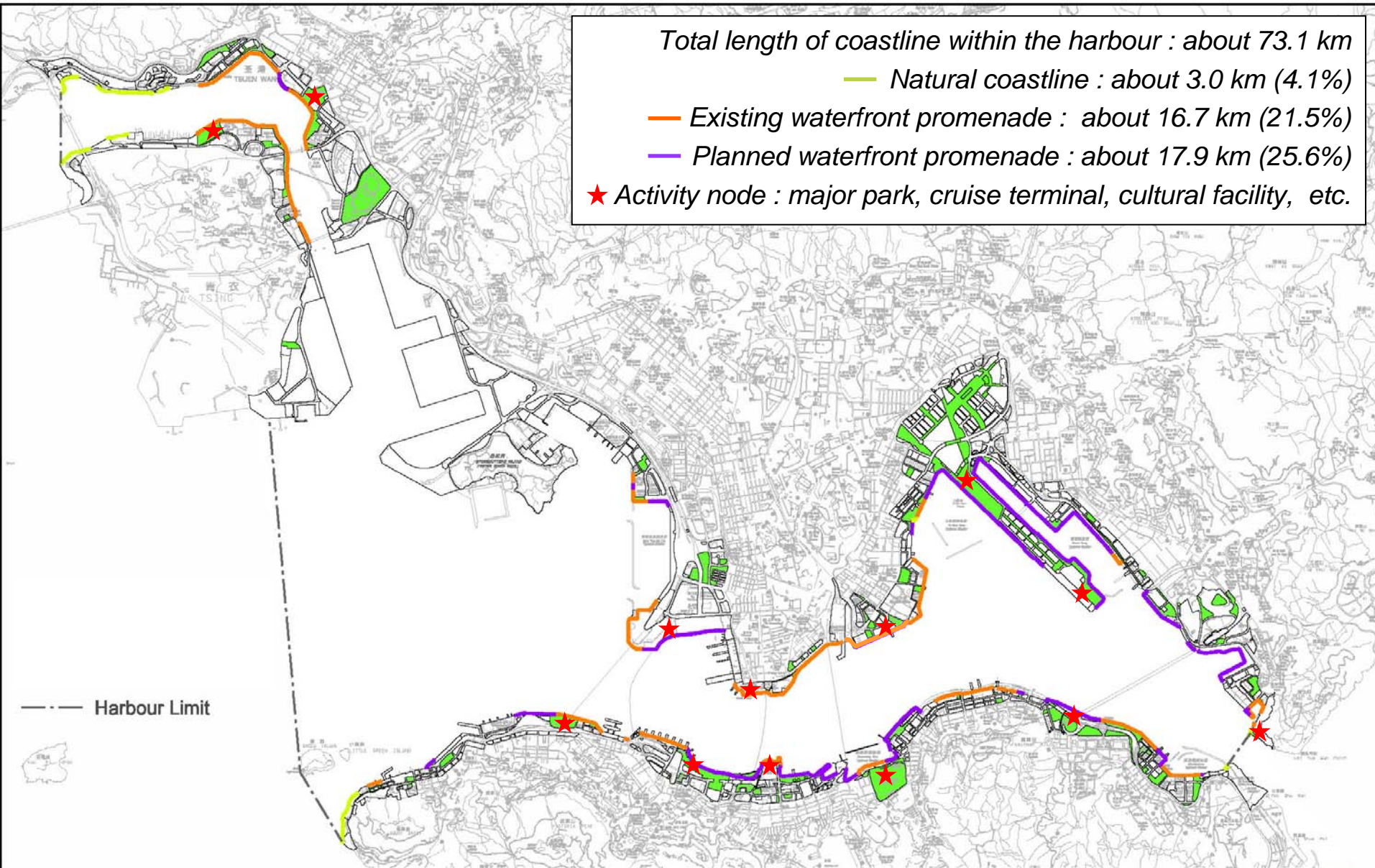


Streetscape enhancement for 9 streets

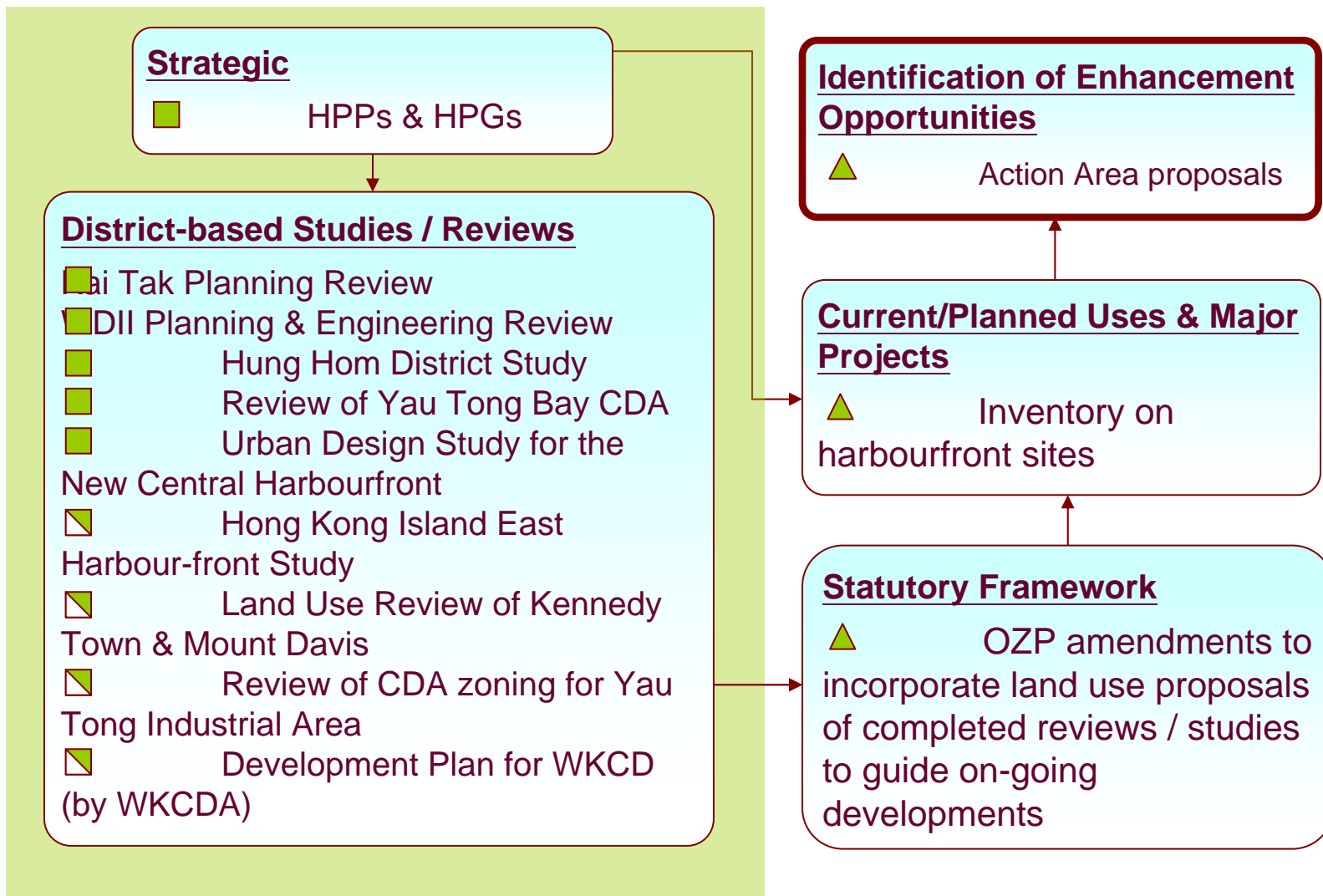
Land Use Framework for Victoria Harbourfront



Connectivity along Victoria Harbourfront



Conclusion



■ Completed ▣ In progress ▲ On-going



West Kowloon Waterfront Promenade



Hung Hom Promenade



Kwun Tong Promenade Stage I

Thank You



Sun Yat Sen Memorial Park



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