

Planning for Victoria Harbourfront: Approach and Process



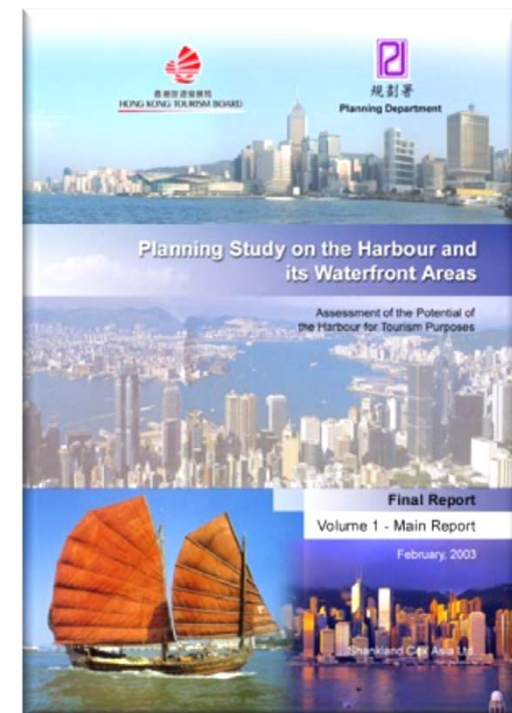
Planning Department
13 December 2013

Strategic Context for Harbourfront Planning

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

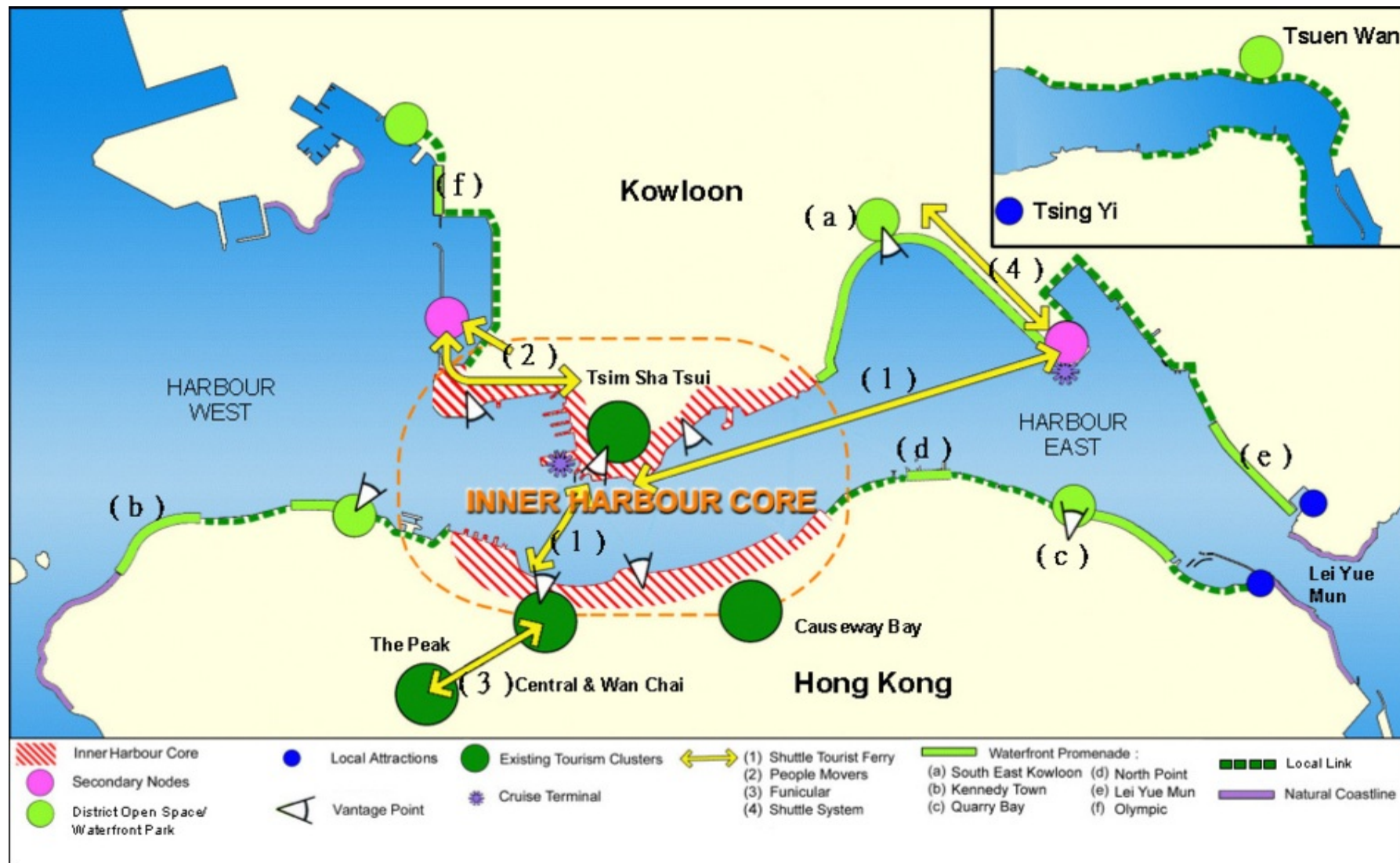
***To make Victoria Harbour attractive, vibrant,
accessible and symbolic of Hong Kong
– a harbour for the people and a harbour of life.***

- *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*



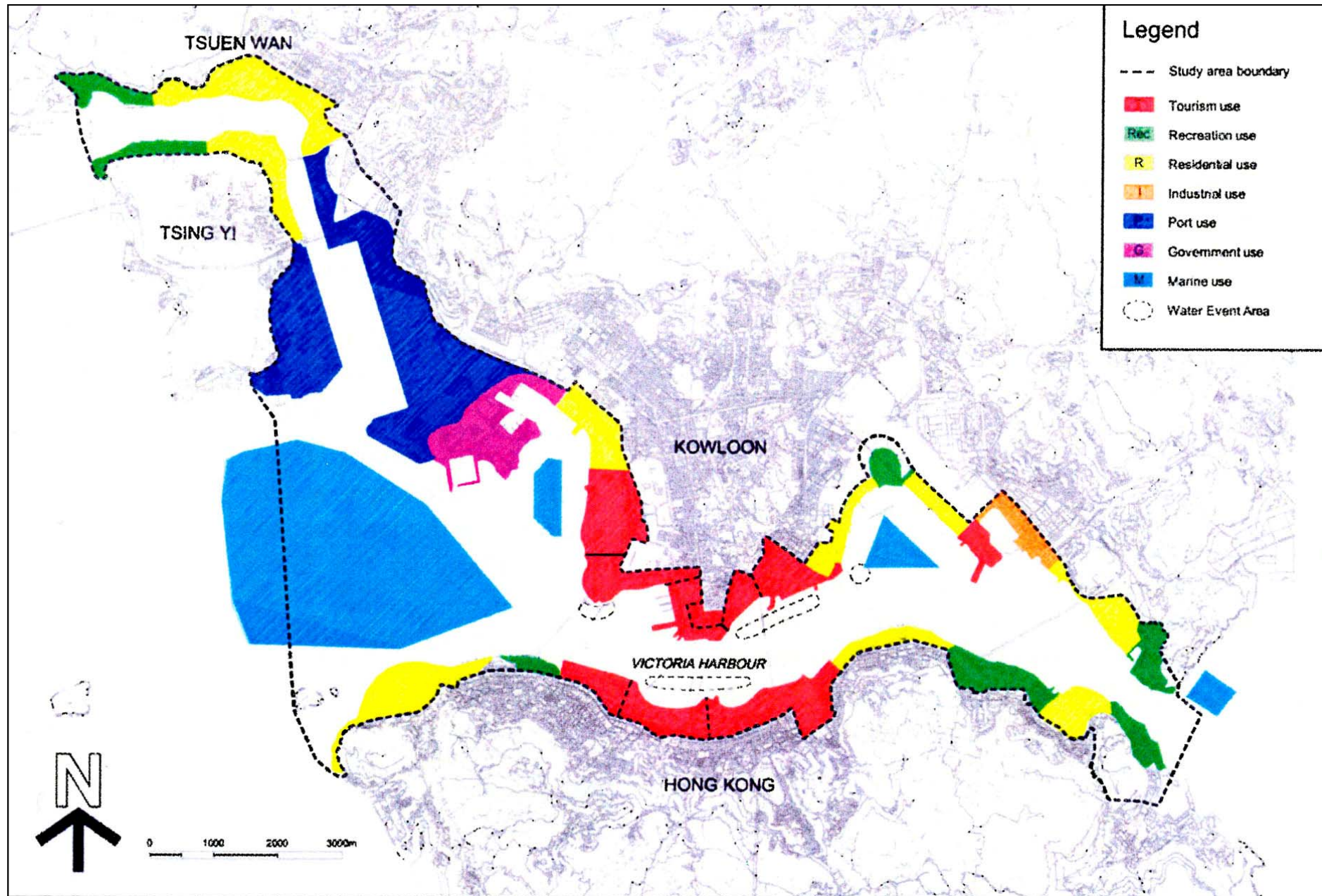
Planning Study on the Harbour and its Waterfront Areas

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



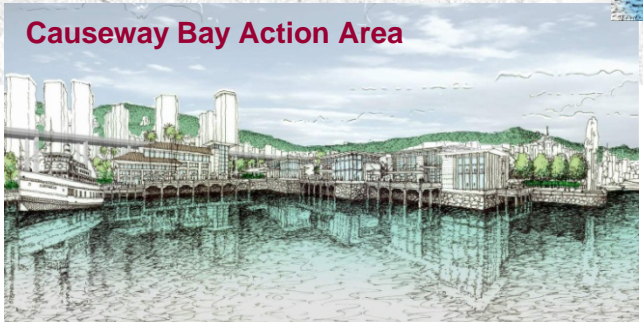
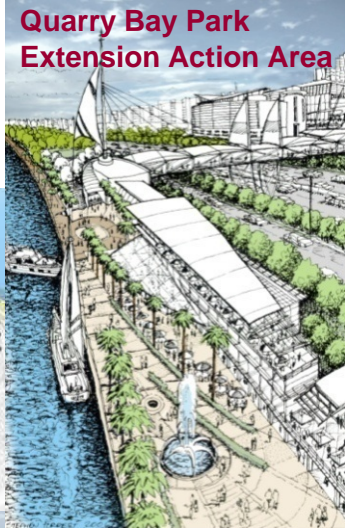
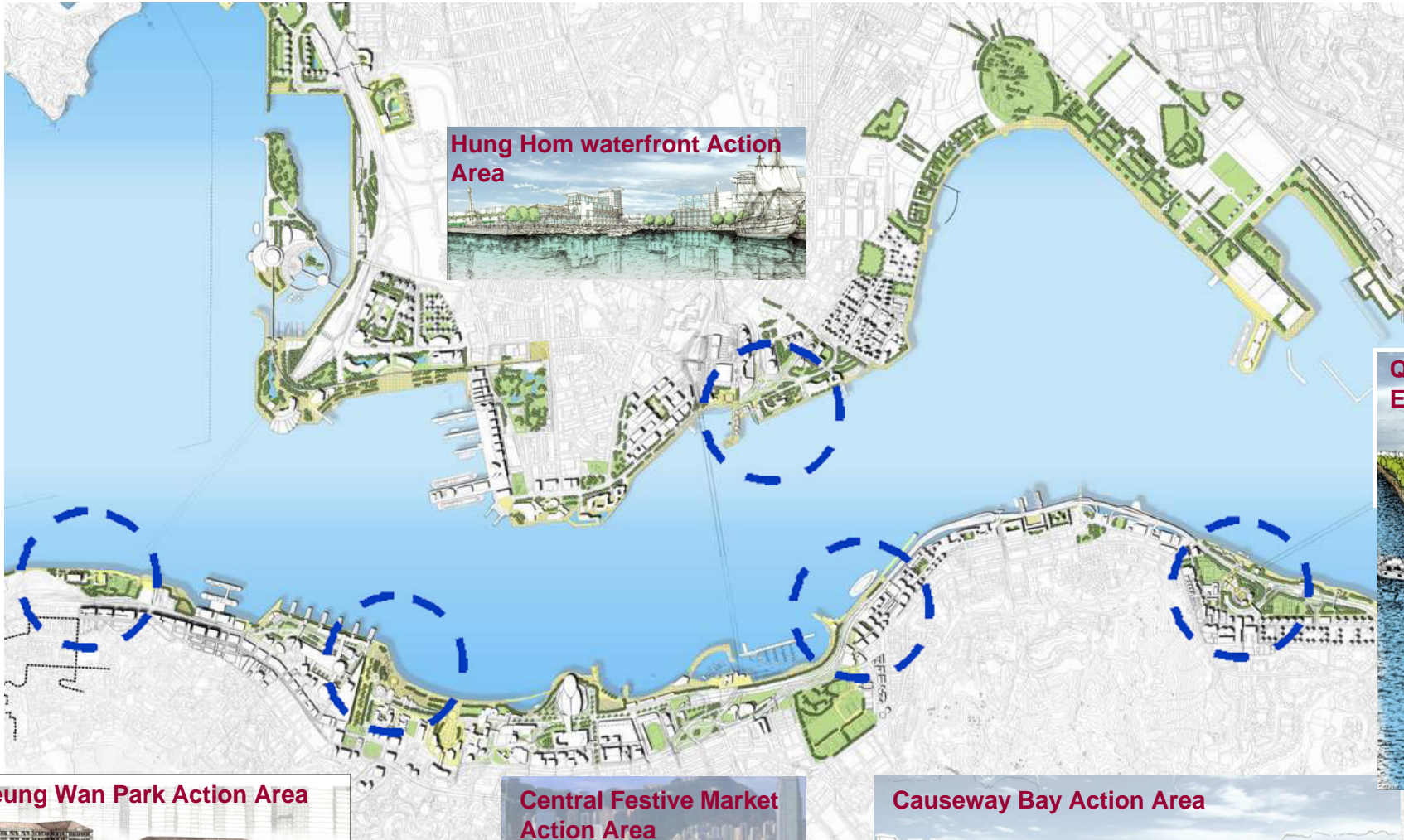
Planning Study on the Harbour and its Waterfront Areas

- *Functional Zone*



Planning Study on the Harbour and its Waterfront Areas

- *Action Area Plans*



Planning Study on the Harbour and its Waterfront Areas

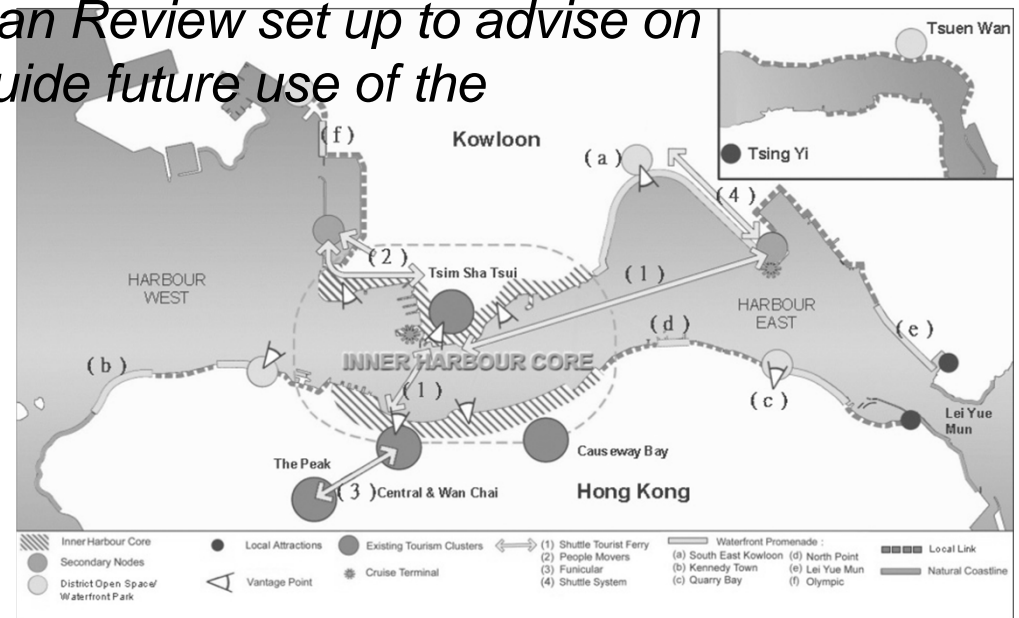
Study completed in early 2003

Court ruling in 2004

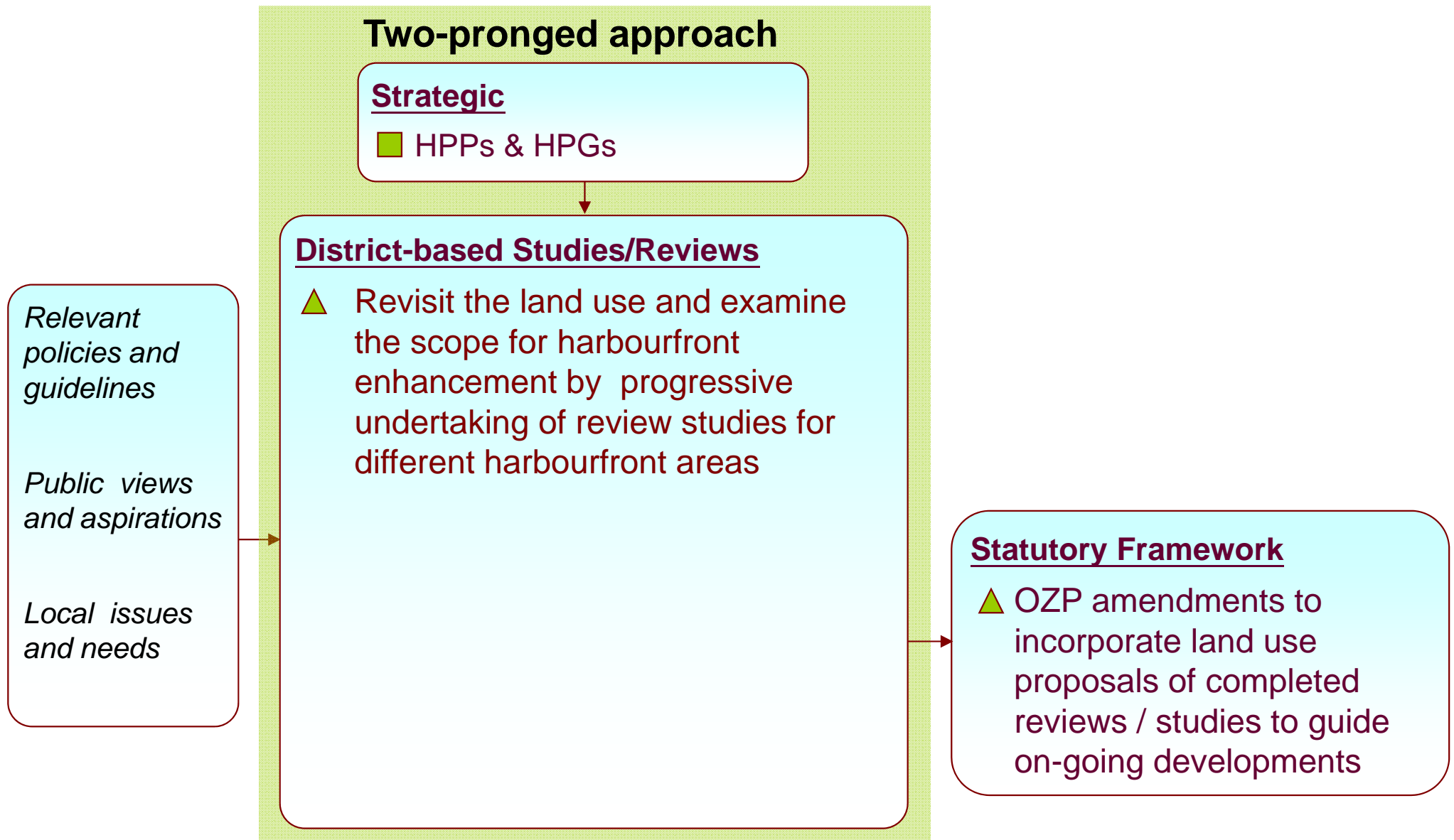
→ *Reclamation proposals either dropped or be critically reviewed.*

→ *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*

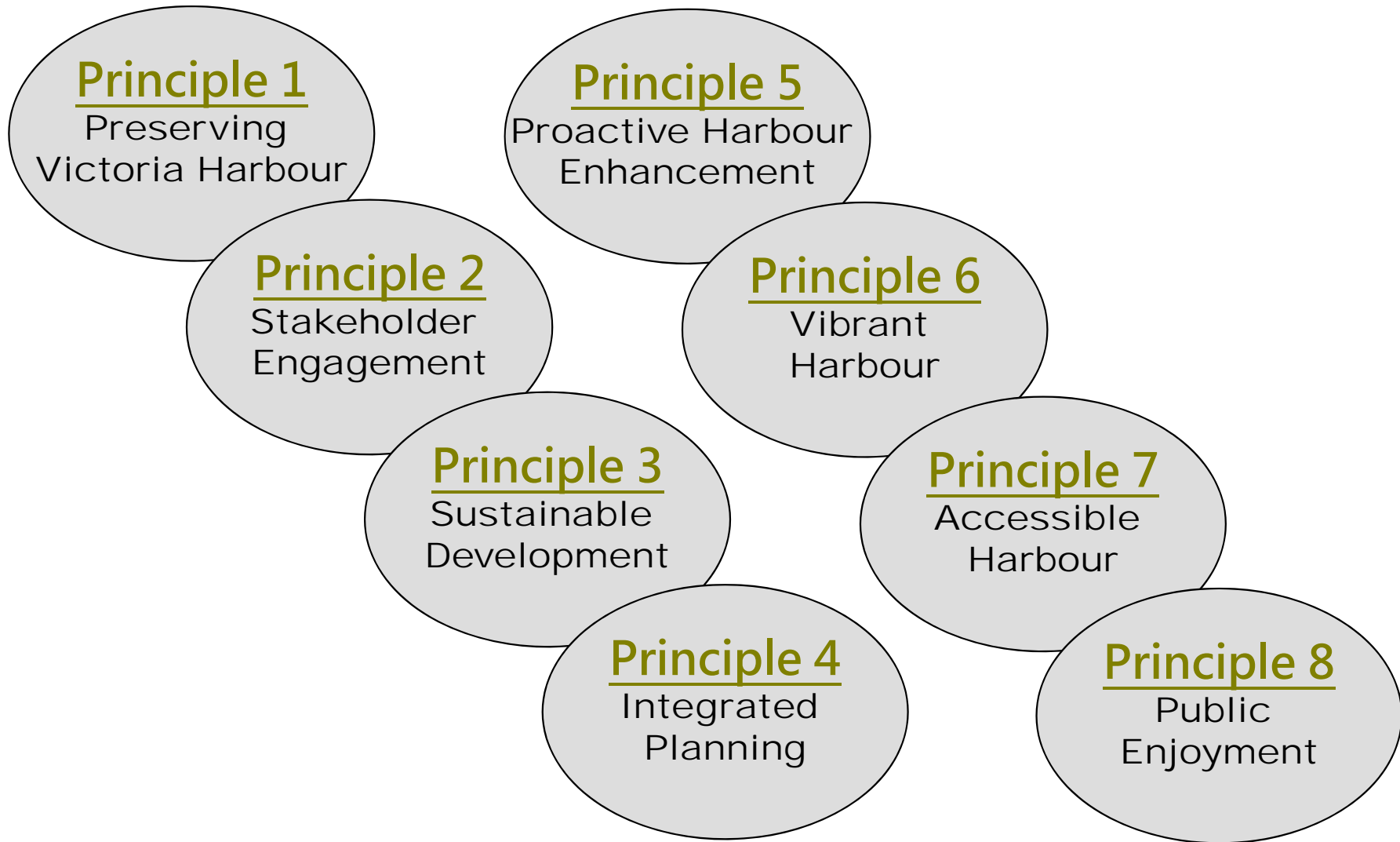


Harbour Plan Review – Overall Approach



■ Completed ▣ In progress ▲ On-going

Harbour Planning Principles



Harbour-front Enhancement Committee (2006)

Harbour Planning Guidelines



Public Engagement

- Comprehensive public engagement programme
- Consult stakeholders proactively
- Provision of sufficient information



Land Use Planning

- Diversity of land uses
- Continuous promenade and integration of harbourfront open space
- Preserve cultural heritage
- Minimize infrastructure facilities and utility installations along the harbourfront



Urban Design

- Lower development density
- Descending and varying building height profile
- Preserve visual corridors and breezeways
- Active street frontage and high quality street furniture



Landscaping

- Suitable planting species and thematic plantings
- Minimize hard surface paving
- Landscape schemes forming part of all proposed harbourfront developments



Physical Linkage

- Traffic-free environment along harbourfront
- Continuous pedestrian at-grade access
- Integrated public transport infrastructure to enhance accessibility
- Direct and safe pedestrian linkage to the waterfront



Land Formation

- No reclamation unless an overriding public need can be demonstrated
- Minimum extent of reclamation



Harbourfront Management

- Private sector involvement
- Proactive, supportive, coordinated and flexible approach
- Waterfront promenades and open spaces open to the public during both day and night time
- Prevent pollution of the harbour



Sustainable Development

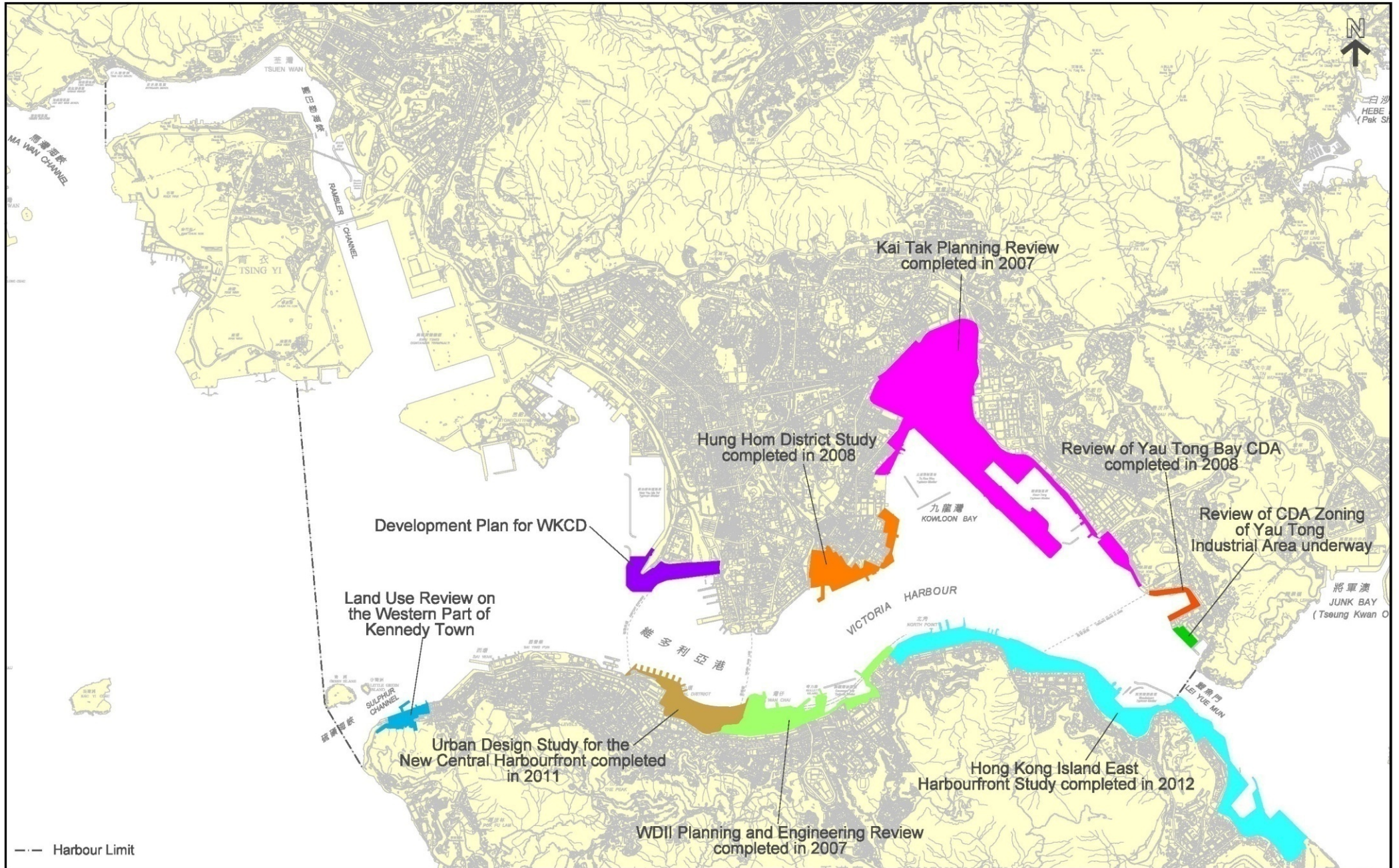
- Sustainability implications from economic, social and environmental perspectives
- Long-term benefits versus short-term cost effectiveness
- Sustainability assessment
- Adopt green building principles/Use of environmentally friendly materials



Temporary Land Uses

- No adverse impacts to the locality
- Minimize temporary structures affecting visual access to the harbour
- Quick-win enhancement encouraged to promote public enjoyment

District-based Studies/Reviews



1. 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

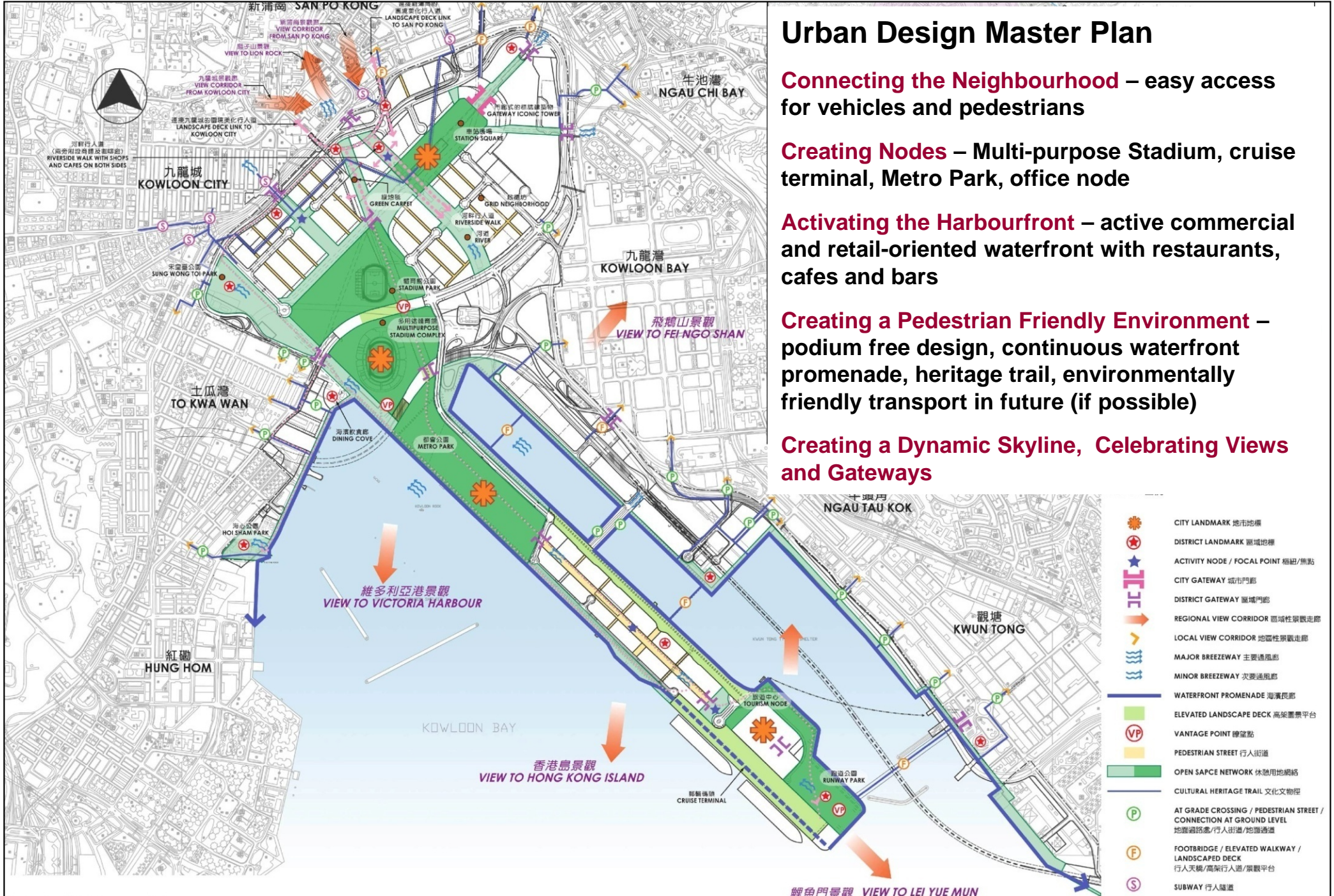
Metro Park - a sizeable park on a piled deck above a 600m wide opening (created to improve the water circulation)

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



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

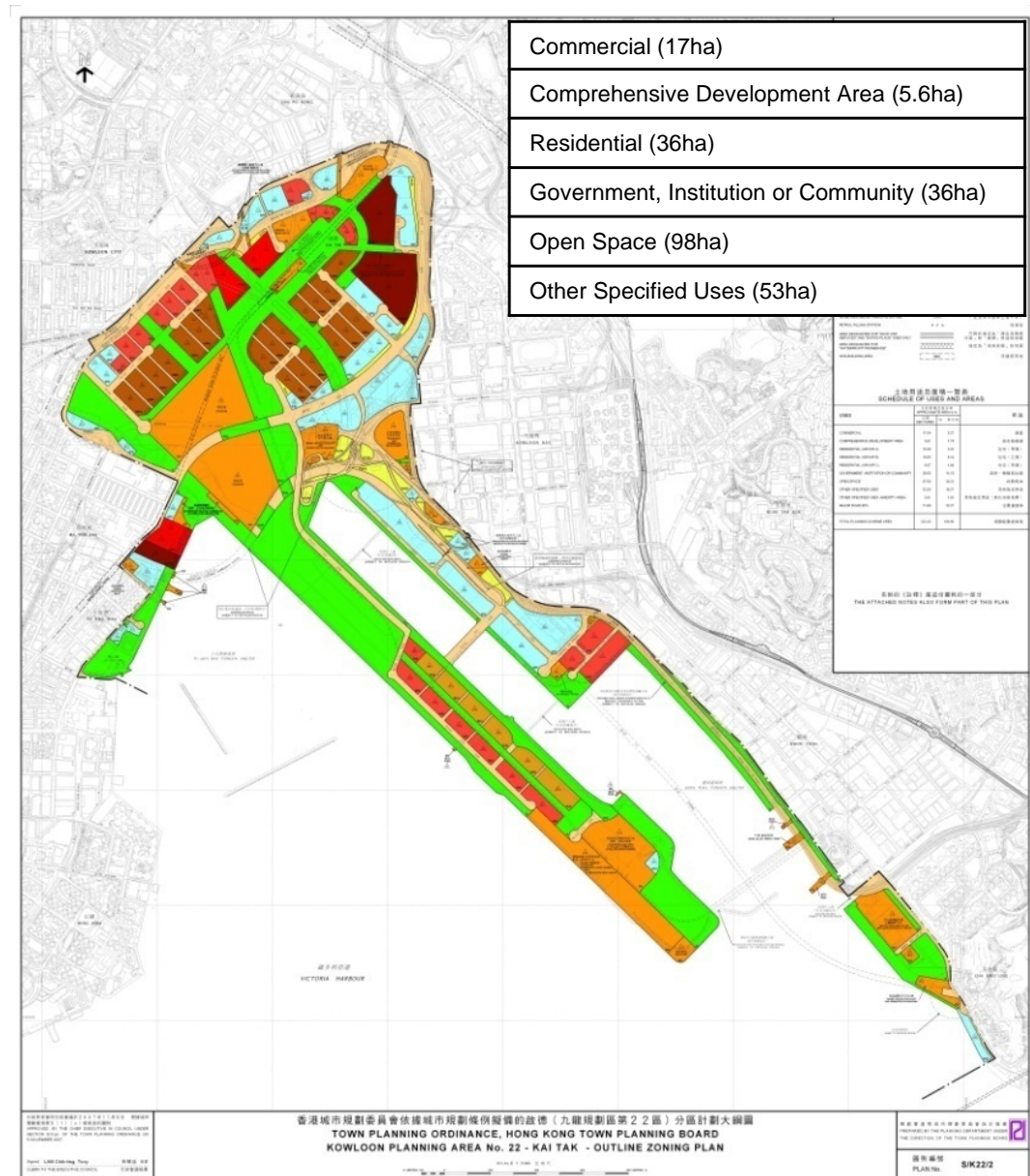
Total no. of new flats: 30,000

Total job opportunities: 83,000

Total office GFA: 911,000m²

Total retail GFA: 430,000m²

Total no. of hotel rooms: 6,400

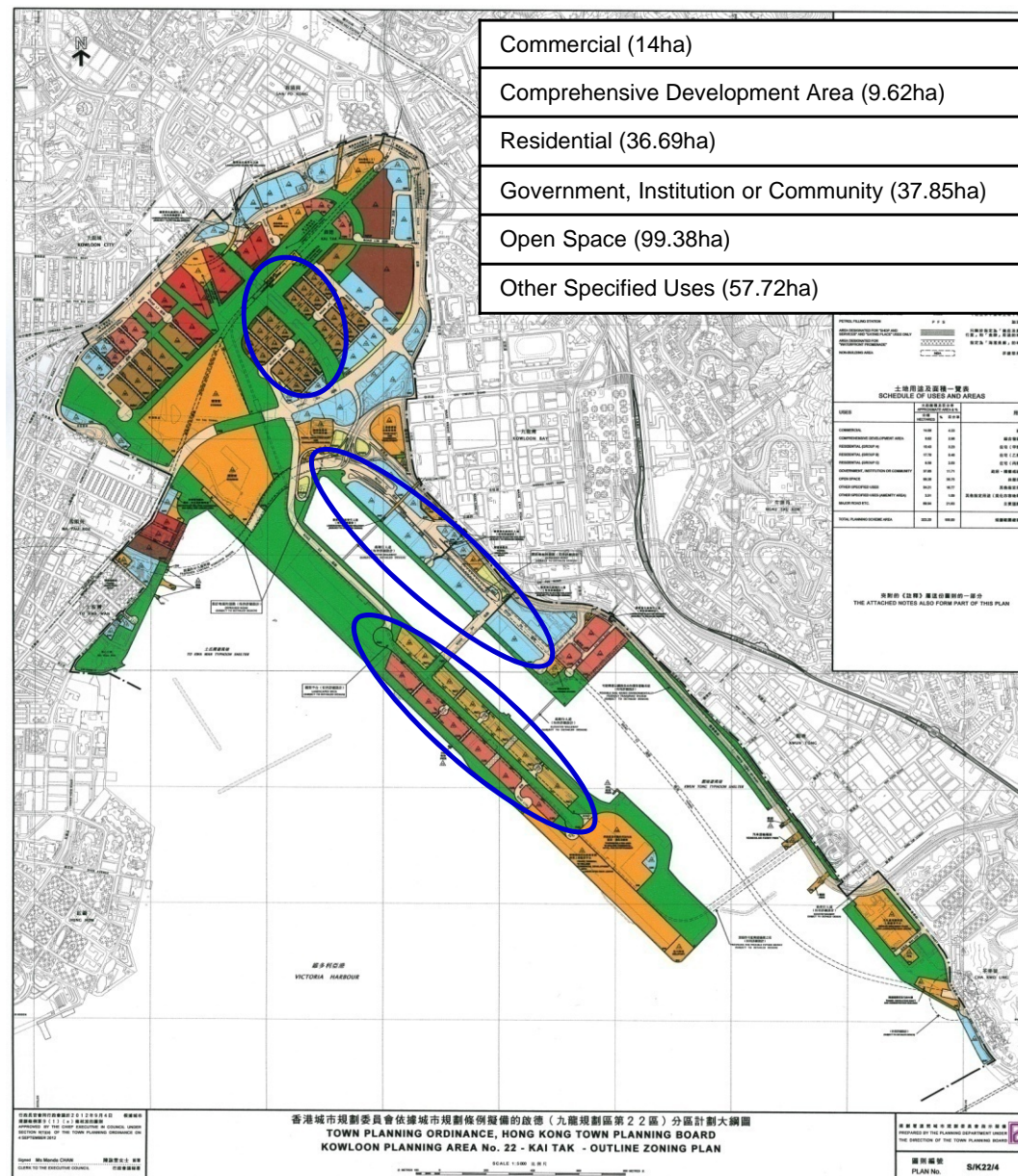


Approved Kai Tak Outline Zoning Plan No. S/K22/2

Kai Tak Planning Review

Major enhancements to the urban design after completion of the review:

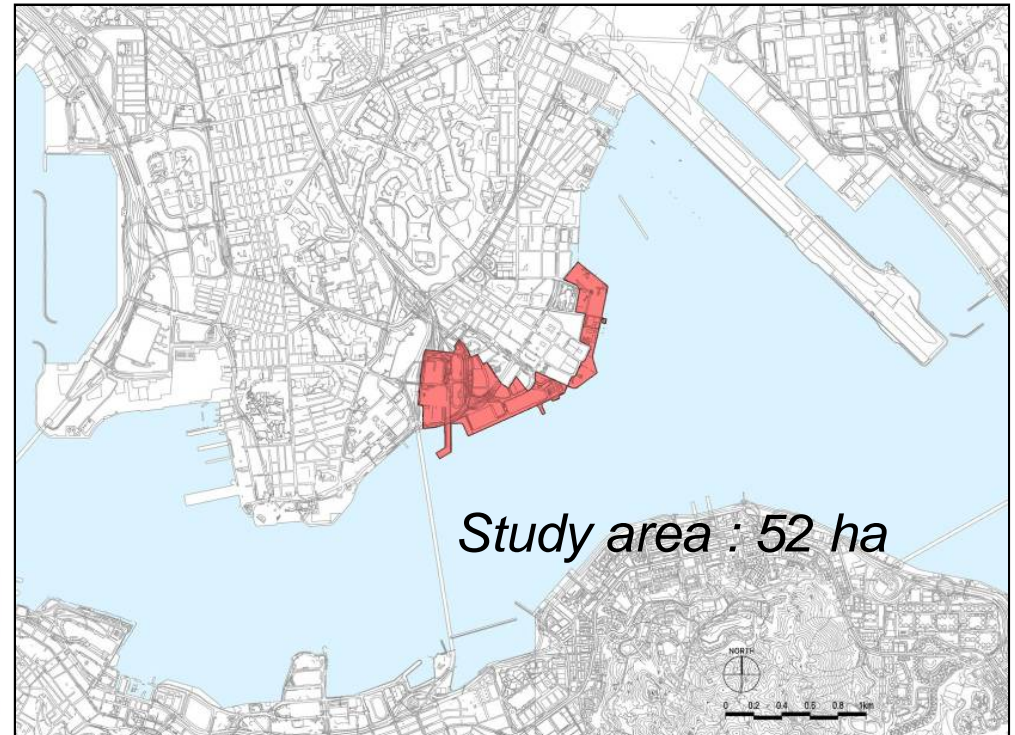
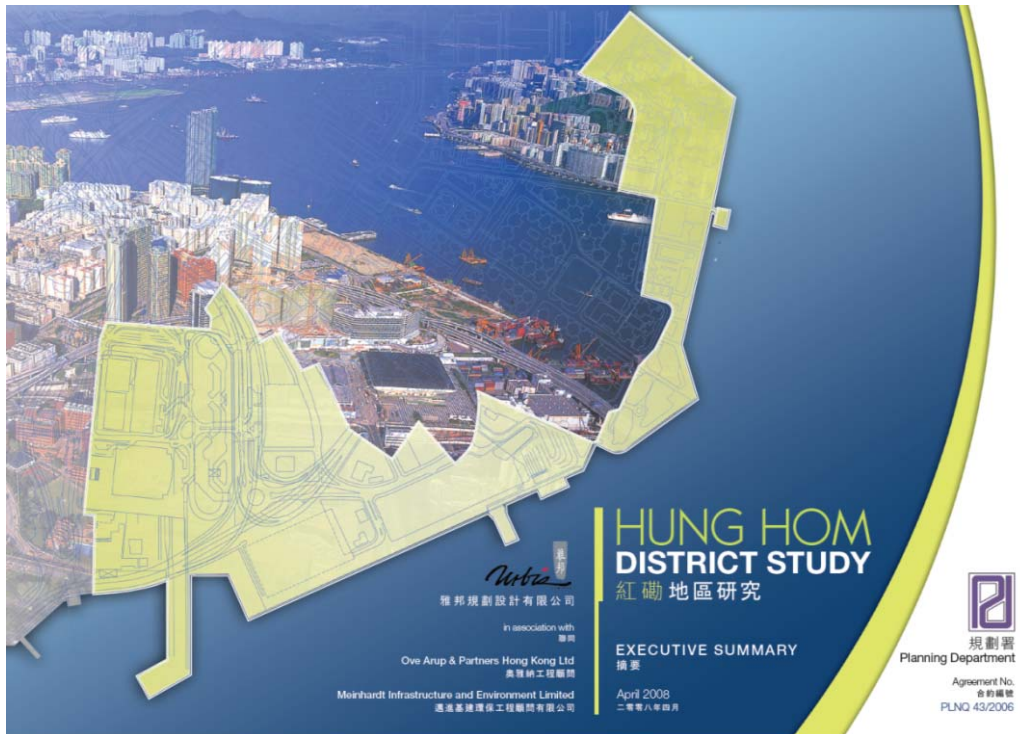
- revised layout of the northern part of Kai Tak City Centre to accommodate the Lung Tsun Stone Bridge Preservation Corridor
- relocation of roads away from the waterfronts of the Runway and South Apron areas to enhance accessibility
- open space provision increased to 99.38ha



Approved Kai Tak Outline Zoning Plan No. S/K22/4

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

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:

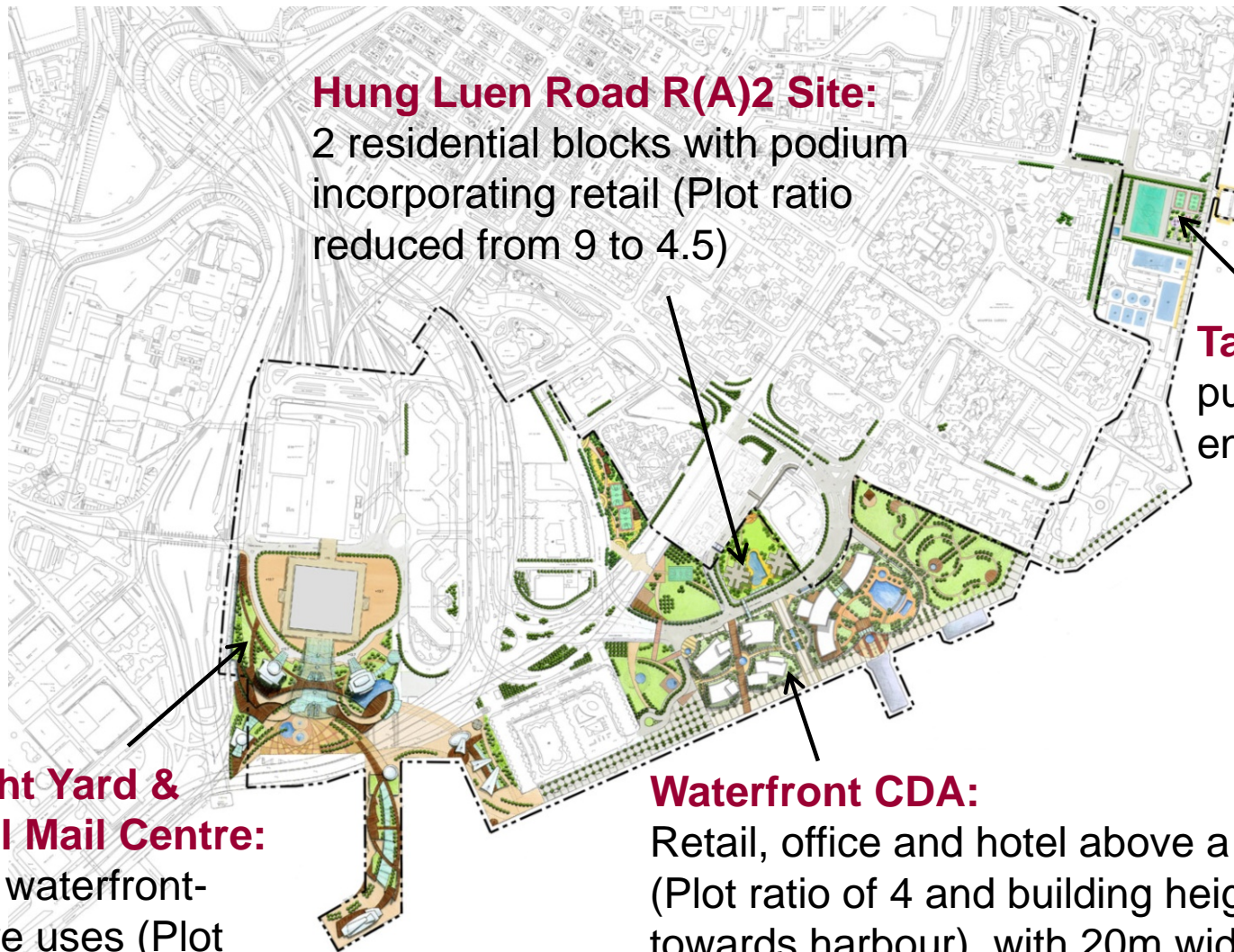
public realm enhancements

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*

3. Development Plan for WKCD

WKCD will be developed in phases. The Park is targeted to open in 2015 followed by the phased completion of art and cultural facilities

Possible piers, landing steps, art pontoons and viewing platform along the waterfront

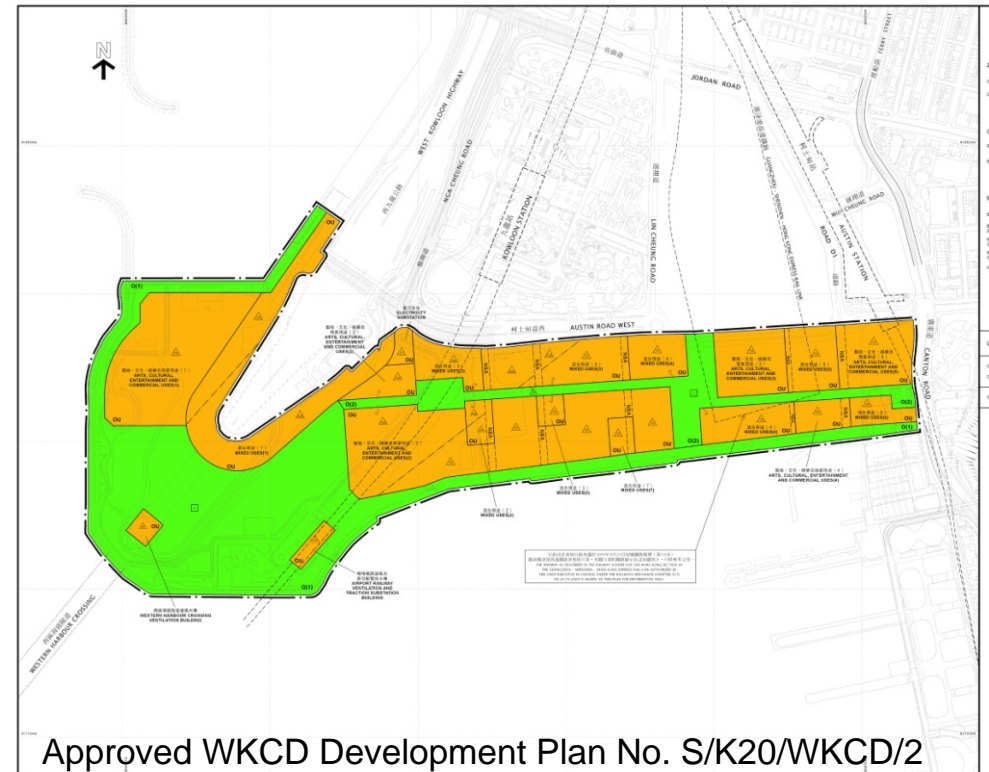
Development area: 40.91ha

Overall plot ratio: 1.81

Development mix (% of total GFA) -

- Art and Cultural Facilities: 35-40%
- Retail/Dining/Entertainment: 15-20%
- Hotel/Office: 20-25%
- Residential: Not more than 20%
- GIC: Not less than 1%

WKCD Development Plan approved on 8 January 2013



4. 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*



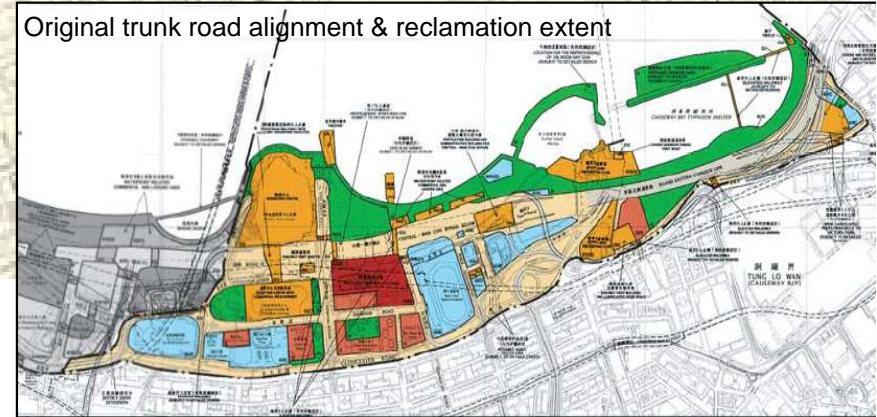
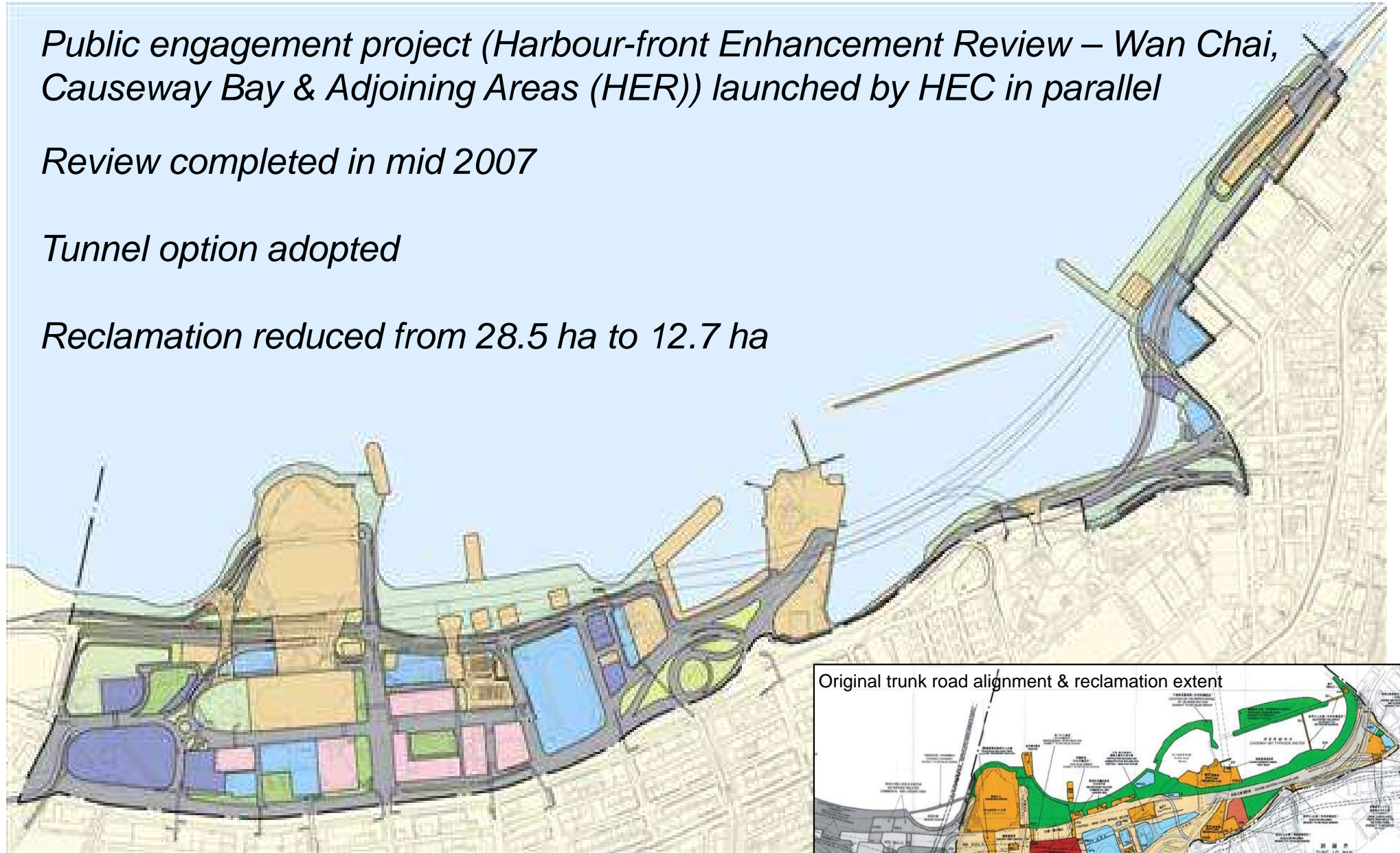
Wan Chai Development Phase II Planning & Engineering Review

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

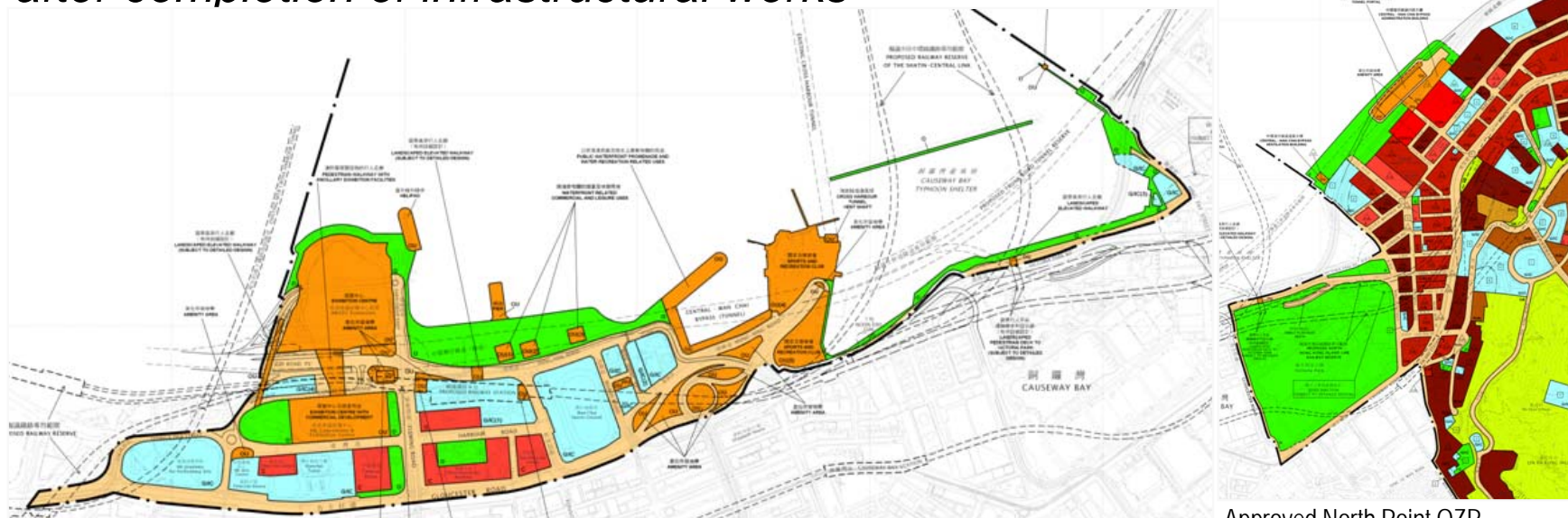
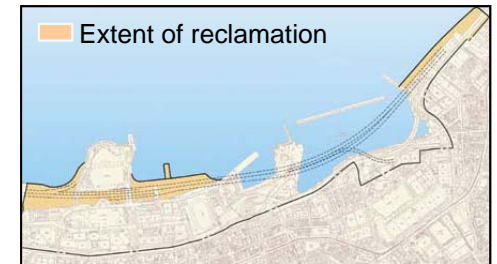
Overall planning concept

- 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*
- *Urban design study for the waterfront areas to be commissioned to tie in with the staged land availability in 2018-2020 after completion of infrastructural works*



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

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

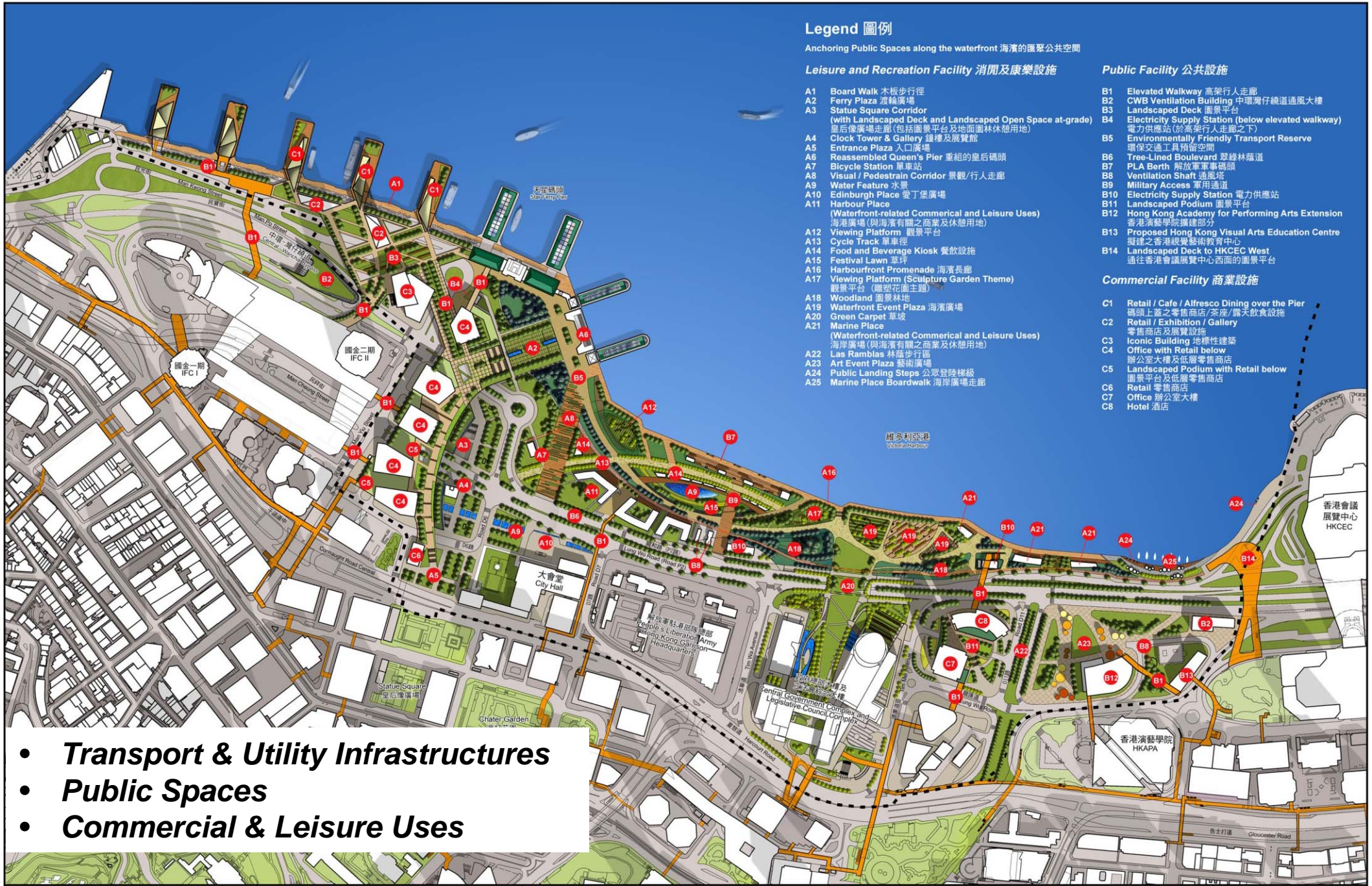
5. Urban Design Study for the New Central Harbourfront

- *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*



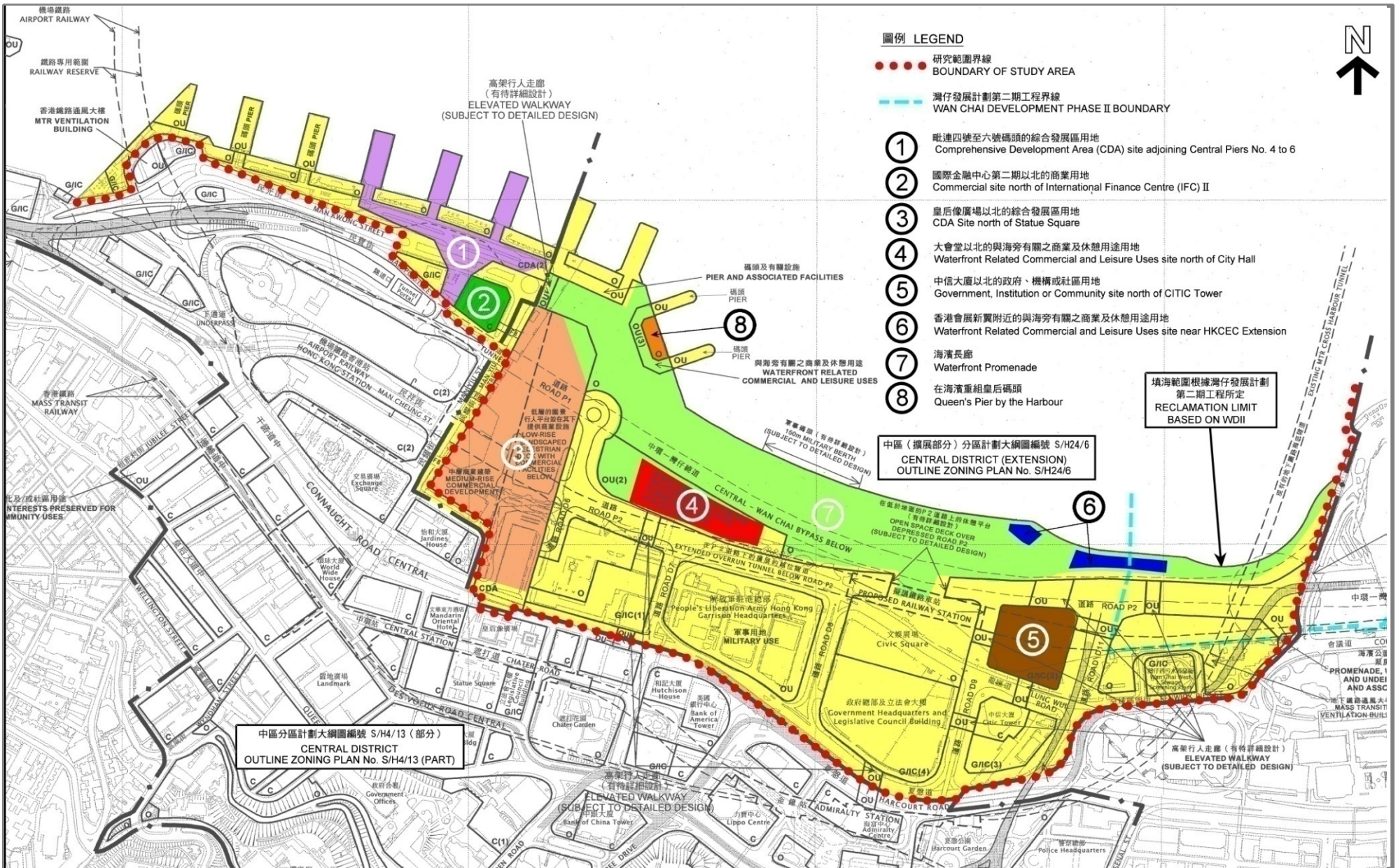
Urban Design Study for the New Central Harbourfront

Master Layout Plan



Urban Design Study for the New Central Harbourfront

Planning & Urban Design Concepts for Key Sites



Urban Design Study for the New Central Harbourfront



Study completed in 2011

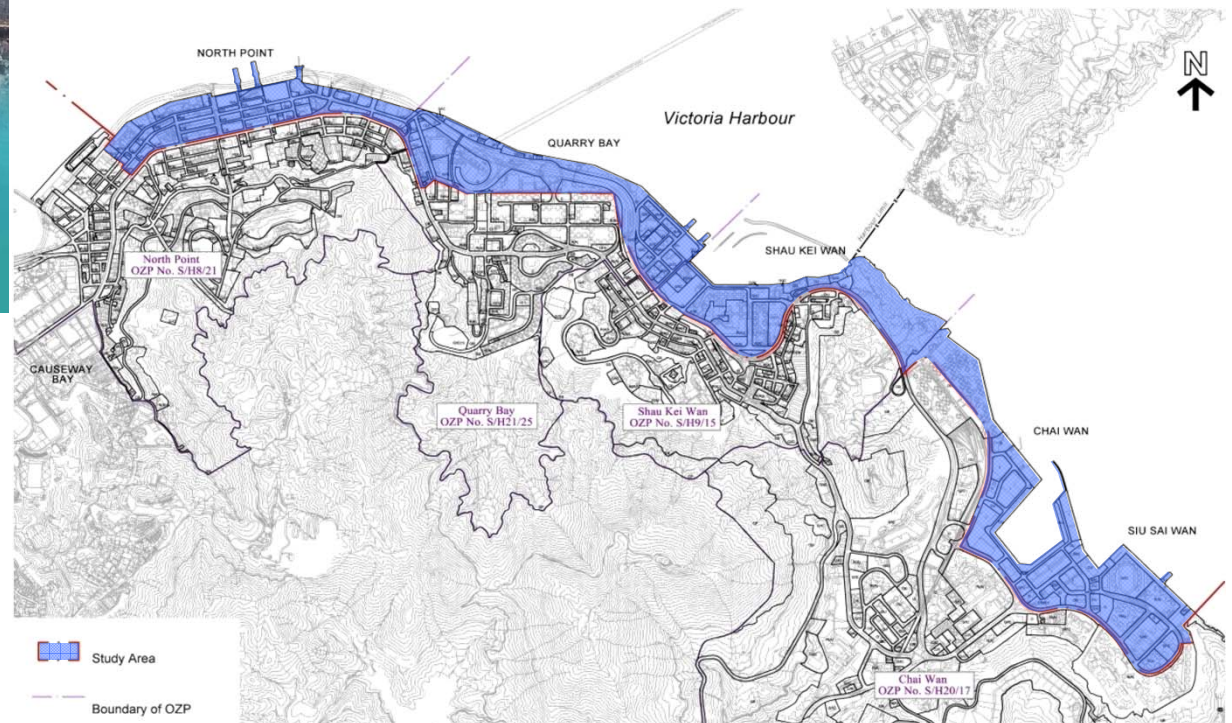
Land use proposals to be incorporated into relevant OZPs

Advance Promenade (named Central and Western District Promenade – Central Section) opened to public in November 2012

Tamar Park including Green Carpet Extension opened by phases from 2011-12

6. 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

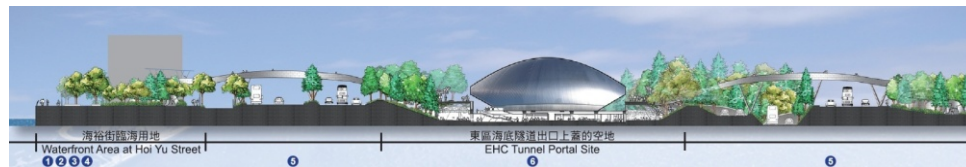


Hong Kong Island East Harbour-front Study

Study completed in March 2012



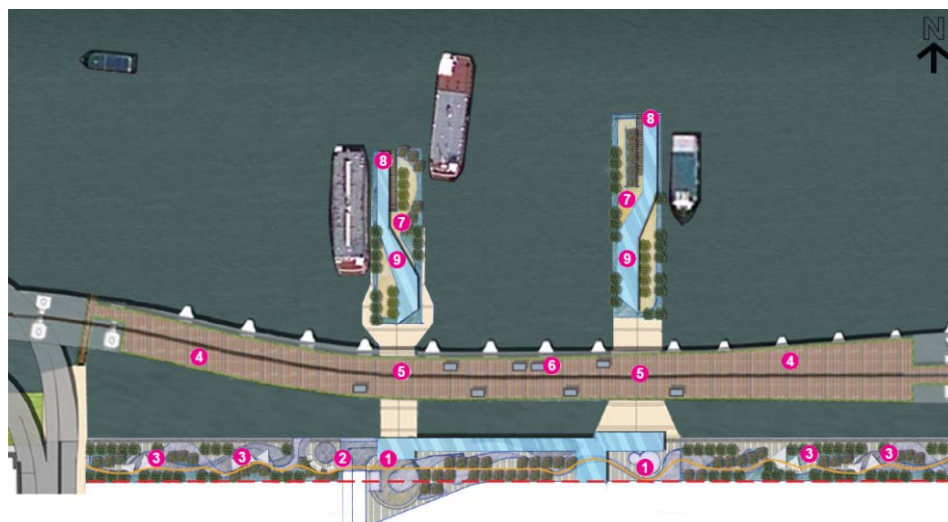
Boardwalk underneath IEC



Hoi Yu Street waterfront: Tourism and entertainment-themed waterfront



Sky Trail along the hillside of HK Museum of Coastal Defence



North Point Ferry Piers: Vibrant entertainment-themed waterfront



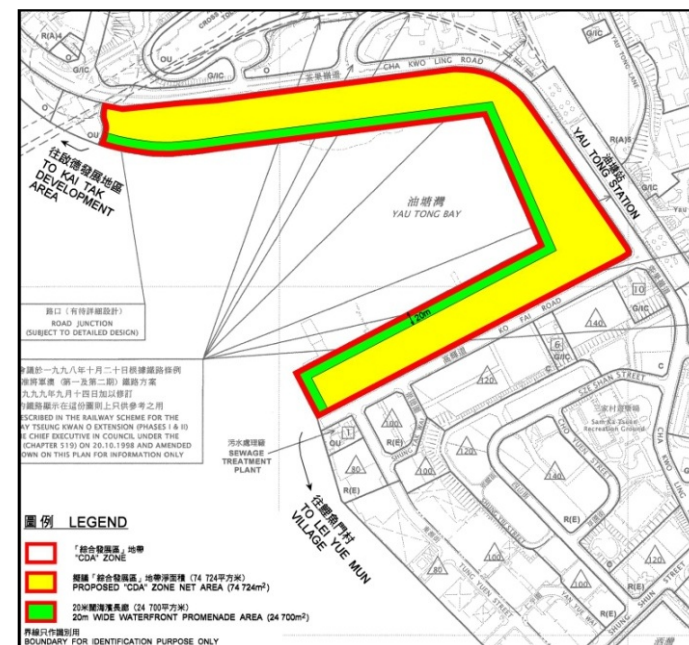
Streetscape enhancement for 9 streets

7. Land Use Review of Yau Tong Bay CDA

Adjust the boundary of the CDA zone by excising water area to remove reclamation

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



OZP amended in May 2008

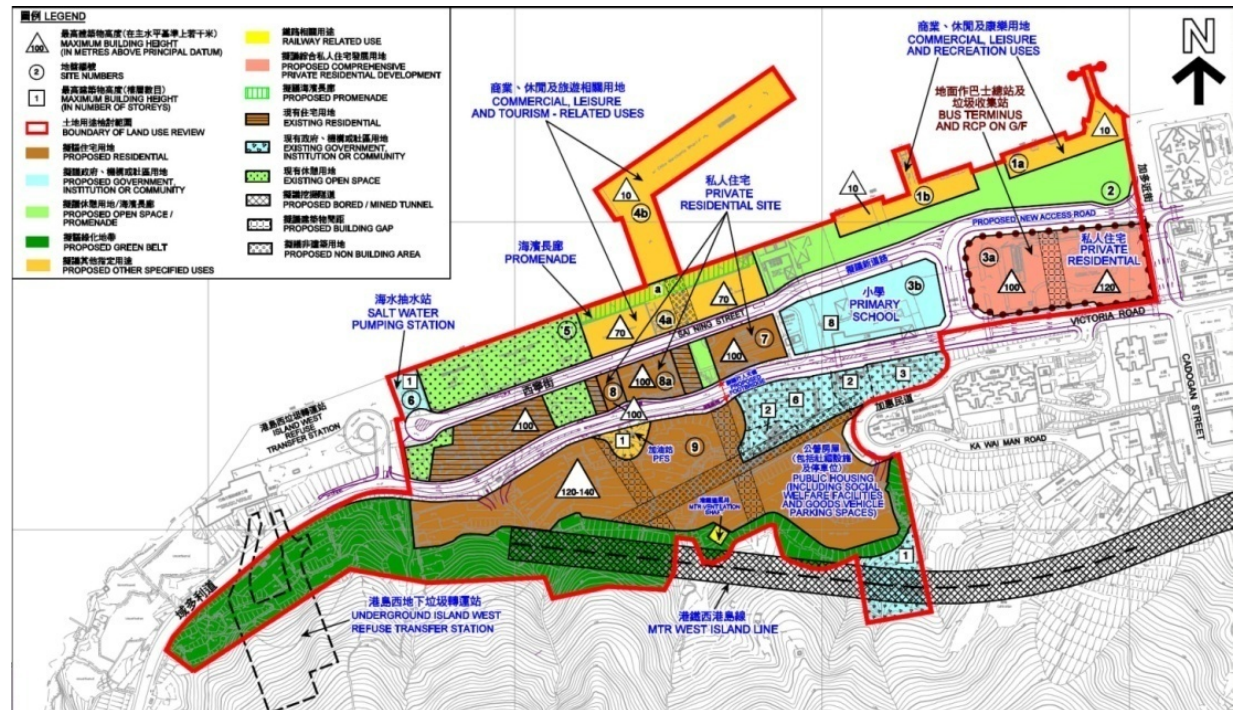
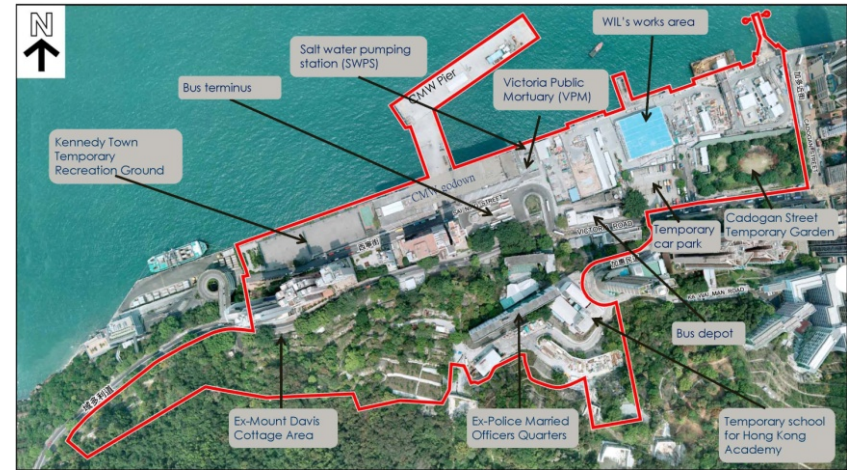
MLP approved with conditions by TPB on 8 February 2013



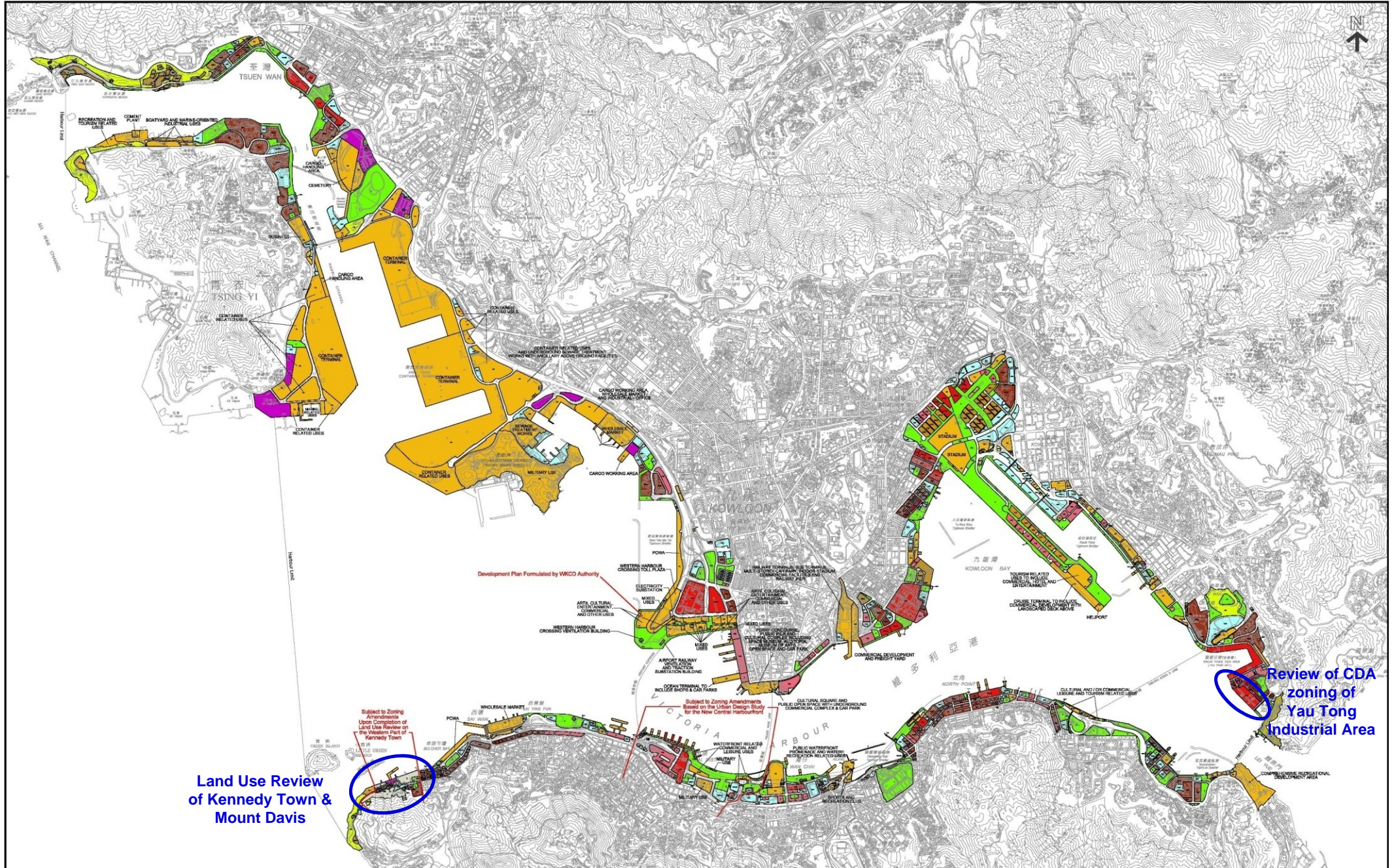
8.Land Use Review on the Western Part of Kennedy Town

The Central and Western District Council (DC) and the HC Task Force on Hong Kong Island were consulted on the preliminary proposals on 23 May 2013 and 7 June 2013 respectively.

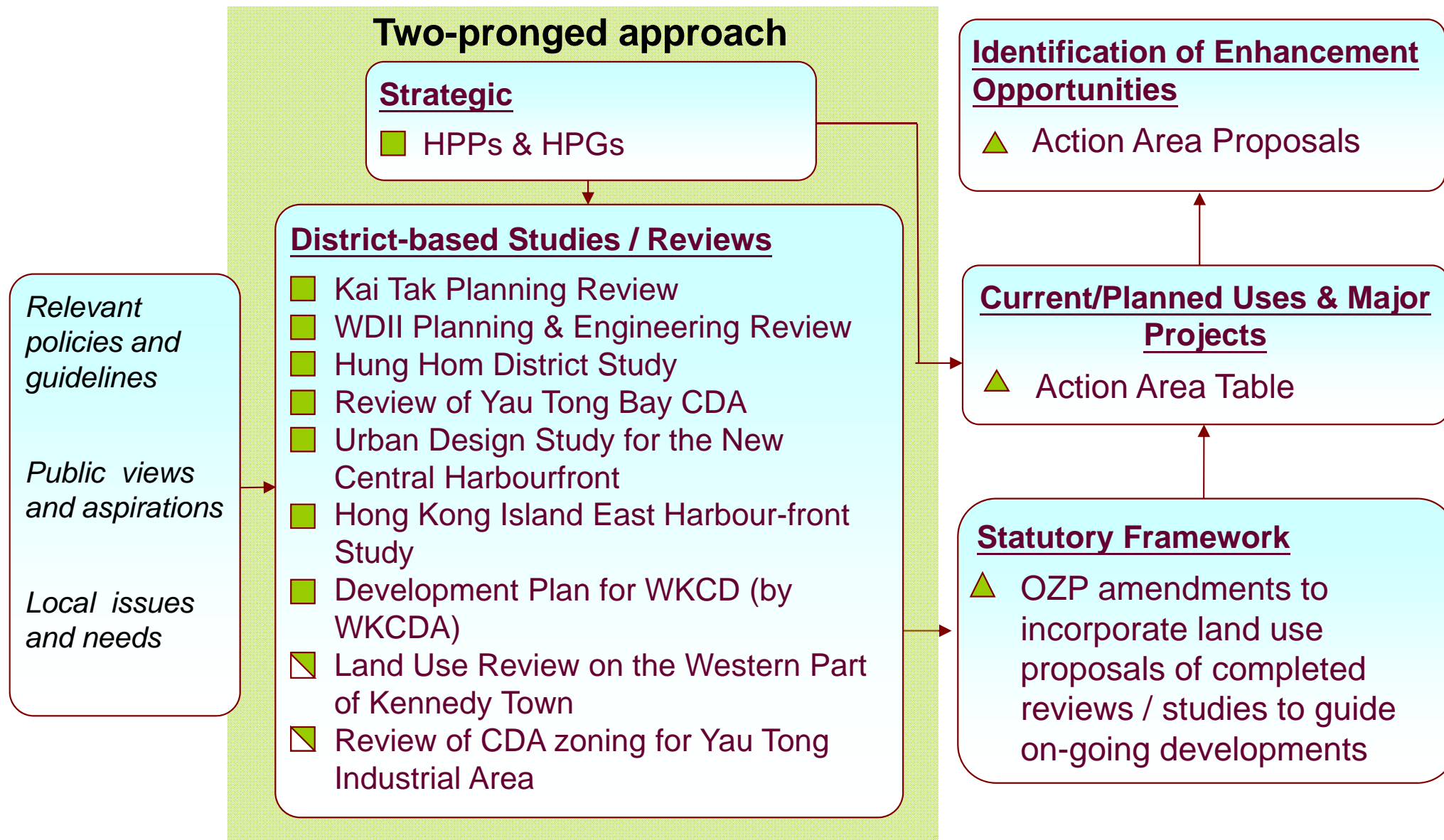
The proposals will be further revised taking into account the DC's views and Task Force members' comments.



Land Use Framework for Victoria Harbourfront



Conclusion



■ Completed ▣ In progress ▲ On-going



Quarry Bay Promenade



Hung Hom Promenade



Kwun Tong Promenade Stage I

Thank You



Sun Yat Sen Memorial Park



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