



# HUNG HOM DISTRICT STUDY



Agreement No.  
PLNQ 43/2006



規劃署  
Planning Department

## Final Report



in association with  
Ove Arup & Partners  
Hong Kong Ltd

Meinhardt Infrastructure and  
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PART B – PROCEDURES


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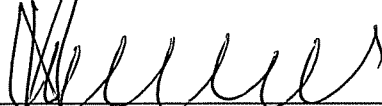
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- Appendix D Master Urban Design & Landscape Framework and Explanatory Statement

## **1 INTRODUCTION AND BACKGROUND**

### **1.1 Hung Hom District Study - Background**

On 26 May 2005, the Harbour-front Enhancement Committee (HEC) resolved to study districts around the harbour, including the Hung Hom District, as part of the Harbour Plan Review. The purpose of the Hung Hom District Study is to formulate a comprehensive district plan for the harbour-front area of Hung Hom including a revised land use and transport planning framework, an urban design framework and landscaping proposals, and to investigate the potential to improve vehicular and pedestrian circulation.

The Hung Hom District Study began on 1 December 2006. A Steering Group consisting of relevant government departments was appointed to oversee the Study. A Draft Inception Report, outlining the Study and providing a baseline review of the Study Area, was prepared for review and comment by government departments. Upon review, the comments were incorporated into the report and a Final Inception Report was issued. The Steering Group met on 7 March 2007 and endorsed the Final Inception Report subject to minor changes. On 30 March, the Planning Department (PlanD) approved the Final Inception Report, which serves as the Baseline Review for the development of proposals contained in the District Plan.

### **1.2 District Plan Formulation**

The District Plan Formulation Stage of the Hung Hom District Study requires the preparation of a district plan comprising a Recommended Outline Development Plan (RODP) covering the Study Area and Recommended Layout Plans, and a Master Urban Design and Landscape Plan. The preparation of all plans is required to address the planning of identified development sites and to incorporate planning proposals. Proposals for the individual development sites are required to be presented as individual drawings. Plan preparation has taken into account the findings in the Inception Stage and public views/vision collected during the public engagement exercises carried out concurrently under a separate consultancy study (Stage 1 and Stage 2 Public Engagement Exercises). This report contains a brief summary and background analysis of the Study Area and elaborates the concepts and justifications of the proposals contained within the plans. It includes illustrative figures for the concepts within the text and explanatory statements for the abovementioned plans.

### **1.3 The Study Area**

A brief summary describing the Study Area, its location and prevailing existing conditions is provided below. Detailed analyses of existing Study Area conditions (planning issues, land use, urban design and landscape conditions) are provided in subsequent report sections.

### **1.4 Location**

The Study Area includes the Hung Hom waterfront from the MTR Hung Hom Freight Terminal (formerly Kowloon-Canton Railway Corporation (KCRC) Freight Yard, and hereinafter referred as MTRC Freight Yard) to the Laguna Verde residential development. It is bounded by the Cross Harbour Tunnel portal and Hong Chong Road to the south west, existing developed areas of Hung Hom to the north and west, and the Hung Hom industrial area to the north east. The Study Area comprises approximately 51.5ha.

### **1.5 Existing Conditions and Overall Issues**

The Study Area itself conveys the impression of an area in transition. It has moved away from Hung Hom's traditional function as a housing area to an area that is also accommodating tourism support infrastructure. From a physical planning perspective, there are presently only limited practical opportunities to formulate major changes to the physical character of the district within the urban hinterland. The greatest opportunities arise at the waterfront where there are a number of sites where development can continue the momentum of change that has occurred with recently completed projects, which have introduced new tourism and commercial development.

The critical factor is not simply to install new development. New development needs to be properly conceived so that it creates interesting spaces and environments that help to activate and enhance the district.

An important factor is to cater for certain visitor facilities that can both enliven waterfront sites and establish identifiable nodes of activity related to the public realm. Within this context there are several key sites that will play an important role in the future development, spatial integration and establishment of a clear identity for the Study Area. These comprise:

- MTRC Freight Yard and International Mail Centre (IMC) sites
- Waterfront CDA site
- Waterfront promenade reserve west of Hung Hom Ferry Pier
- The Public Transport Interchange (PTI) site adjacent to Hung Hom Ferry Pier
- Designated open space sites along Hung Luen Road and Hung Lok Road

Integration of these sites and existing activity nodes through a network of pedestrian connections and streetscape improvements is a key task of the District Plan. At the same time, it is important to ensure that such schemes are technically practical and implementable.

## **1.6 Objectives of the District Plan**

These are:

- to define the role of the Study Area in context;
- to investigate potential improvements to waterfront accessibility;
- to identify potential development sites and to recommend development parameters;
- to investigate possible enhancements to physical integration and linkage;
- to create a harmonious built environment;
- to introduce uses/facilities that promote activity and help to create a sense of place;
- to establish in broad terms the technical and environmental acceptability of proposals; and
- to recommend outline implementation programmes.

## **1.7 Preparation of the Plan**

The preparation of the District Plan has given consideration to the following:

- the character and form of existing building developments and open spaces in the area and the connectivity with the existing hinterland;
- previous planning proposals for the Hung Hom District;
- the requirements of the Protection of the Harbour Ordinance and associated judicial reviews;
- the Town Planning Board's Vision Statement for Victoria Harbour, the HEC's Harbour Planning Principles (HPP) and Harbour Planning Guidelines (HPG), and the Urban Design Guidelines (UDG) of the Hong Kong Planning Standards and Guidelines (HKPSG);
- the current and indicative proposed alignments for the Shatin to Central Link (SCL) and the MTR Kwun Tong line extension (KTE);
- the long term relocation of the MTRC Freight Yard and IMC (it has been agreed with the relevant parties that it can be assumed that these will be relocated in the future); and
- comments and suggestions from Stage 1 and Stage 2 Public Engagement Exercise carried out as part of the planning process.

## **1.8 Overview**

The District Plan builds on the Baseline Review of the Study Area contained within the Inception Report. The following sections analyse additional inputs for preparation of the District Plan: the views collected during the public engagement programme, planning principles and goals and working assumptions used in formulating the District Plan proposals.

## 2 INITIAL PLANNING AND LAYOUT CONCEPTS

### 2.1 Overall Planning and Land Use Framework

#### 2.1.1 Planning Principles

The District Plan for the Hung Hom waterfront falls within the overall planning context of Victoria Harbour and the urban area of Kowloon. Due regard has been given to the Vision Statement for Victoria Harbour of the Town Planning Board (TPB), the HPP and HPG promulgated by the HEC, the UDG of the HKPSG as well as the community aspirations outlined in Section 5 below.

#### 2.1.2 Study Area Role and Overall Planning Goal

As stated in the Inception Report, Hung Hom is able to play a role in Hong Kong as a key tourist destination on the Inner Harbour in addition to its current housing function and its role as a major transport hub. Hung Hom will form part of the tourism cluster covering Tsim Sha Tsui, Tsim Sha Tsui East, Central, Wan Chai and Causeway Bay. Hung Hom offers opportunities for visitor and leisure expansion along the waterfront, as well as linking up extensive new waterfronts such as Kai Tak and West Kowloon. The Planning Area will also be a significant part of Hung Hom's role as a new commercial and tourism node. The newly completed office, hotel, retail facilities and open space combined with proposals contained within the report can jointly form a cluster at a potentially prime waterfront location. If carefully and comprehensively planned, these could help to promote activity within the District and form a signature development that provides a new gateway to Hung Hom from the waterfront.

### 2.2 Working Assumptions

Major working assumptions are drawn on several important issues for the formulation of the District Plan.

#### 2.2.1 Relocation Plans of MTRC Freight Yard and IMC Sites

A working meeting was held on 1 March 2007 with representatives of KCRC (now MTRC), Railway Development Office (RDO) of Highways Department (HyD), Hongkong Post and PlanD to discuss the freight yard and IMC. These uses were identified as major constraints in the Inception stage. The then KCRC presented its various long-term proposals and considerations with regard to the freight yard and Hung Hom Station. The Hongkong Post also expressed their open attitude on the relocation of the IMC upon identification of suitable location and site availability in the long run. Relocation of both the Freight Yard and IMC facilities depends on implementation of various rail projects elsewhere in HK Territory and the possible time frame for these scenarios to occur is within 10-15 years.

#### 2.2.2 Interface with Proposed Mass Transit Facilities

The Planning and Land Use Framework also considers proposed mass transit links that will interface with the Planning Area (see **Figure 2.1**). At the working meeting held on 1 March 2007 with representatives of KCRC (now MTRC), RDO of HyD, and PlanD, there were also discussions on the rail options in the vicinity of the site including the proposed MTR Kwun Tong Line Extension (KTE) to Whampoa as well as the Automated People Mover (APM) to be connected from Hung Hom Station to the Whampoa neighbourhood. The then KCRC studied the feasibility of the proposed SCL with a new station at Hung Hom KCR Station. To improve accessibility to the Station, it has proposed an APM system from Hung Hom Station to Whampoa. A separate proposed project, the MTR KTE, which proposed to extend the Kwun Tong Line from Yau Ma Tei to a new station serving Homantin and Whampoa were being considered. The Government has recently confirmed its decision to implement the KTE and discard the APM. Both the SCL and KTE projects will have significant impacts on the Planning Area by improving accessibility of the district and reducing dependence on surface vehicles. Construction of the SCL is scheduled to commence in 2010, while construction of the KTE is scheduled to commence in 2011 for commissioning in 2015.

#### 2.2.3 Hung Hom Station Area Redevelopment Plans

Plans for relocation of the Freight Yard and implementation of the SCL are subject to its proposed programmes for the comprehensive redevelopment of the Hung Hom Station Area. At the abovementioned working meeting held on 1 March 2007, the then KCRC tabled its proposed long term master plan for Station Area. The master plan addresses several issues, including: vehicular and pedestrian circulation around the Station, Metropolis development and Coliseum; redevelopment of the Freight Yard and IMC sites; and the introduction of new tourism and commercial uses in the

Station Area, including hotels, office, retail and exhibition facilities, to create a commercial/tourism node that takes advantage of the Station's rail links to Mainland China.

The proposals in the Draft District Plan have not sought to duplicate the former KCRC's redevelopment proposals for the Hung Hom Station Area. Instead, the planning principles enshrined in the scheme have been utilised where relevant to generate development options that are consistent with the overall objectives of the Hung Hom District Study.

### **2.3 Key Planning and Land Use Issues: Sub-District Analysis**

Six geographic and spatial Sub-Districts ('A' through 'F') have been identified within the Study Area (see **Figure 2.2**). Their overall characteristics have been utilised as a basis for identifying specific objectives and development options and as a tool for achieving the overall planning goals.

For reference purposes, the current statutory planning framework for the Study Area is illustrated (see **Figure 2.3**).

#### **2.3.1 Hung Hom Station Area, Coliseum and International Mail Centre (Area A)**

This area is presently a key activity node within the Study Area, the greater Hung Hom District and Tsim Sha Tsui East. Currently the area is separated from adjoining areas (including Areas 'B' and 'C') by the surrounding network of elevated and depressed roadways and by the elevation difference between the Station podium level and adjoining areas. The waterfront area is occupied by land uses that are incompatible with the potential creation of a leisure/tourism node and continuous waterfront promenade. The primary objectives for Area 'A' are:

- to investigate the potential redevelopment of the IMC site, MTRC Freight Yard and pier, providing for improved ground level pedestrian connections, soft planting and people-friendly leisure, retail and tourism related uses along the waterfront and pier;
- to consider the feasibility of integrating the Station area podium deck level with the redeveloped waterfront through the creation of new pedestrian linkages and application of landscape treatments;
- to provide for the extension of the Tsim Sha Tsui waterfront promenade to the promenade at the Harbourfront Horizon;
- to examine building enhancement measures that can improve the physical appearance of the planning area;
- to provide where possible for improvements and modifications to existing pedestrian connections between the Station area, central Hung Hom District and the new residential and commercial developments to the east of the Metropolis; and
- where possible, to provide for introduction of points of vehicular access to proposed new waterfront and podium level development.

#### **2.3.2 Area to the East of Cheong Tung Road South and North of Hung Luen Road (Area B)**

The area is dominated by high-rise residential/commercial blocks and grade separated road interchanges. There is physical division from adjoining areas (including Areas 'A' and 'C') and poor pedestrian inter-connection. The high-rise developments have intense physical massing, which creates a 'wall-like' effect.

The site at the corner of Hung Luen Road and Oi King Street, beside the Mau Tau Chung Government Primary School, is vacant and currently zoned 'Residential (Group A)2' (R(A)2) under the Hung Hom OZP. Across Oi King Street, it is adjoined by a designated Open Space site and the Harbour Place residential development (formerly the 'Hung Hom Peninsula'). This vacant site is treated as a 'Potential Development Site' in this Study.

With the exception of the abovementioned R(A)2 site, there are limited opportunities for redevelopment of sites within the area, so objectives for the area focus on application of landscape and façade treatments and improvement of pedestrian connections. These objectives are:

- to integrate designated open space parkland through improved pedestrian connections and landscape treatments;
- where possible, to reduce the visual impacts of buildings and roads through landscape treatments and other mitigation measures; and
- to provide more convenient and attractive pedestrian connections to the Hung Hom Station area.

### **2.3.3 Hung Luen Road to the Waterfront (Area C)**

The area includes several sites that allow new development and the redevelopment of existing uses. Newly built uses include the Harbourfront Horizon hotel development which adjoins the reserve for the waterfront promenade and the existing MTRC Freight Yard in Sub-District Area 'A'. The large CDA site will be fronted by a waterfront promenade and adjoined by district open space areas on its sides. Objectives for the area focus on the creation of a new waterfront activity node and the integration with adjoining areas along the waterfront promenade and new pedestrian connections with the hinterland. These are:

- to identify an appropriate urban form and development density for the CDA site, having regard to neighbouring uses, with integral connections, integration of open space elements and respect of existing view corridors;
- to foster uses within the CDA site that help to activate the waterfront edge so spatially defined destination spaces;
- to make provision for the relocation of the existing PTI as a component of the CDA development;
- to develop design proposals for the waterfront promenade at the Harbourfront Horizon and the CDA Site to provide a positive interface with new development, and at grade continuity with the existing promenade to the east;
- to investigate adjustments in road and land use arrangements that help to promote the quality of the public realm;
- to identify convenient linkages from Whampoa Garden and the new residential developments north of Hung Luen Road to the CDA site, reprovisioned PTI, and ferry pier;
- to integrate new District Open Space within the former PTI site with the new waterfront promenade; and
- to identify streetscape enhancement works that could be implemented within Hung Luen Road that will enhance the public realm.

### **2.3.4 Harbourfront Development (Area D)**

The area consists of the existing Harbourfront office complex, Harbour Plaza Hotel, Harbourfront Landmark residential tower and adjoining waterfront promenade. Objectives for the area are:

- to apply hard and soft landscape improvements to reinforce the character and enjoyment of the pedestrian links between Wan Hoi Street and the waterfront;
- to integrate street furniture and amenity features (seating, café, soft drinks outlet, etc.) with landscape treatments along the promenade;
- to enhance waterfront promenade linkages around the existing Water Pumping Station to the ferry pier area; and
- to enhance the public realm through the application of streetscape improvements along adjoining local streets.

### **2.3.5 Tai Wan Shan Park and Swimming Pool (Area E)**

The area includes a public park, swimming pool complex and G/IC facilities along the waterfront. Objectives for the area focus on improving the interface of these uses with the existing waterfront promenade. These are:

- to investigate means of softening the visual and physical impacts of the swimming pool wall;
- to investigate means through which the waters edge could be activated;
- to devise enhancement measures for negative visual elements such as the Marine Police pier; and
- to devise public realm enhancement measures.

### **2.3.6 Laguna Verde and Fisherman's Wharf (Area F)**

The area includes the Laguna Verde residential development and the adjoining Fisherman's Wharf shopping centre. Objectives for the area are:

- to identify means through which connectivity to and from the waterfront can be visually and physically enhanced; and
- to explore possibilities for integrating additional street furniture and amenity features with landscape treatments along the promenade.

## **2.4 Interface Issues**

Major interface issues consist mainly of ensuring accessibility of the Study Area with existing and proposed facilities outside its boundaries. The following interface issues concern pedestrian circulation and are addressed in more detail in Section 7:

- Pedestrian connections to Central Hung Hom
- Proposed Whampoa KTE Station
- Continuation of Waterfront Promenade to North East of Study Area

## **2.5 Initial Land Use Planning Proposals**

### **2.5.1 Introduction**

A series of land use proposals have been identified during the course of the Study. As noted above, these have taken cognisance of information drawn from the Stage 1 Public Engagement Programme (PEP) as well as other data and information gathered by the consultancy team. (The results of Stage 1 PEP are described in more detail in Section 5 together with the results of the Stage 2 PEP.)

The land use proposals are geared to directly address the primary objective of the Study, which is to structure the use of land in such a manner that materially serves to activate the waterfront. Whilst this section principally addresses initial land use concepts, later sections associated with the final proposals detail the urban design and landscape approaches to the development of the recommended options.

Land use options and proposals specifically address the following:

- (a) The identification of development sites within the Study Area that, with considered planning, could materially contribute to the enhancement and upgrading of the Study Area. A range of options have been devised for each site from which an initial preferred option has been selected and developed.
- (b) Minor structural modification in the arrangement of land use to effect enhancement objectives.

The following subsections outline the initial planning proposals that were developed and presented at the Stage 2 PEP. The proposals are illustrated with their urban design and landscape components in Sections 3 and 4.

## **2.6 Potential Development Sites**

Four major sites within the Study Area have been identified as potential development sites (referred to below as PDS1, 2, etc.) where significant new development/redevelopment is examined. These sites have been studied in detail and development options have been generated for each site. The initial preferred planning schemes including proposed development parameters are described below. Illustrations of potential development forms for the development options are included in Section 3, which outlines the urban design proposals for the sites.

### **2.6.1 PDS1: MTRC Freight Yard and IMC Sites**

The MTRC Freight Yard, the IMC, and a portion of the podium servicing the Hung Hom Station and the Coliseum have been combined into a new 'OU' site for 'Railway, Hotel, Waterfront Related Tourism, Commercial and Leisure Uses.' The site is proposed to contain a mix of complementary uses that will create a destination and activity space at the waterfront, replacing the former uses within the area. Planned redevelopment of the site will be able to incorporate possible future mass transit links such as the proposed SCL.

Three development options for the site have been prepared, to provide for a cumulative range of uses. It should be noted that the total building massing may be larger than implied by the plot ratio due to additional non-accountable and exempted GFA. However, as the plot ratios in the development schemes for PDS1 are relatively low, the additional GFA is not likely to be significant.

It should be noted that the focus of the current planning approach for PDS1 is on conceptual ideas on how to make the waterfront areas more user-friendly and harmonious. In the longer run, the entire Hung Hom Station area could be reviewed in a comprehensive manner.

*Option 1*

This option focuses on providing new open space and public amenity along the waterfront. Proposed uses include public amenity and open space and a limited amount of new retail. The open space and leisure uses are introduced to the waterfront area, which will be lined with a new promenade. New retail space is added along the edges of the Coliseum podium to provide a transition space with uses and integral connections that will lead people from the Station Area down to the waterfront level.

**Table 2.1: MTRC Freight Yard and IMC Sites: Option 1 Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 58,010 sq.m<br>(Site Area includes MTRC Freight Yard, IMC site and edges of Coliseum podium proposed for new commercial development. It excludes Coliseum building and adjacent podium area north of proposed new driveway) |
| <b>Zoning:</b>                  | OU  |
| <b>Planned Uses:</b>            | Retail and waterfront-related leisure uses  |
| <b>Plot Ratio:</b>              | 0.35  |
| <b>GFA:</b>                     | Retail 20,302 sq.m<br>TOTAL 20,302 sq.m   |
| <b>Maximum Building Height:</b> | Retail = 23mPD, along pier and waterfront = 15mPD   |
| <b>Non-Building Area:</b>       | 37,708 sq.m (65.0%)   |
| <b>G/IC:</b>                    | none  |
| <b>Open Space:</b>              | publicly-accessible waterfront promenade and plazas   |
| <b>Leisure Facilities:</b>      | possible harbour cruise pier and mooring, waterfront promenade  |

*Option 2*

This option strives to activate the waterfront by integrating retail uses with the open space and promenade. Proposed uses will include retail, waterfront restaurants and cafés, and public amenity and open space areas including a waterfront promenade. Building on Option 1, this option extends the retail space from the Coliseum podium down to the waterfront level. Restaurants and cafés have also been introduced to stimulate activity and interest along the waterfront. Development there will be low-rise and will act to define and delineate movement corridors. Approximately 50% of the site area is reserved as non-building area that primarily functions as public open space with only a small portion used for pedestrian and vehicular circulation. Maximum height restrictions of 15mPD along the pier and waterfront next to the Harbourfront Horizon development have been provided to limit buildings to one or two stories in height. The waterfront space north of the Hung Hom Bypass will have a height restriction of 23mPD.

**Table 2.2: MTRC Freight Yard and IMC Sites: Option 2 Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 58,010 sq.m<br>(Site Area includes MTRC Freight Yard, IMC site and edges of Coliseum podium proposed for new commercial development. It excludes Coliseum building and adjacent podium area north of proposed new driveway) |
| <b>Zoning:</b>                  | OU  |
| <b>Planned Uses:</b>            | Retail and waterfront-related leisure uses  |
| <b>Plot Ratio:</b>              | 1.16  |
| <b>GFA:</b>                     | Retail 67,181 sq.m<br>TOTAL 67,181 sq.m   |
| <b>Maximum Building Height:</b> | Retail = 23mPD, along pier and waterfront = 15mPD   |
| <b>Non-Building Area:</b>       | 29,473 sq.m (50.8%)   |
| <b>G/IC:</b>                    | none  |
| <b>Open Space:</b>              | publicly-accessible waterfront promenade and plazas   |
| <b>Leisure Facilities:</b>      | possible harbour cruise pier and mooring, waterfront promenade  |

*Option 3 – Initial Preferred Option*

This option adds hotel uses to the site to further stimulate the retail and tourism uses introduced in Option 2. Proposed uses will include retail, hotel, waterfront restaurants and cafés, and public amenity and open space areas including a waterfront promenade (it was not advocated that the proposed towers be solely restricted to hotels. Should demand dictate, other types of commercial development could be constructed). As in Option 2, almost 50% of the site area is reserved as public open space and promenade area. Development on the site will be low-rise with the exception of two building sites with maximum height restrictions of 75mPD for medium rise buildings set back from the waterfront towards the existing Coliseum podium edge.

A detailed development schedule of the preferred scheme is listed in the table below.

**Table 2.3: MTRC Freight Yard and IMC Sites: Option 3 (Preferred Option) Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 58,010 sq.m<br>(Site Area includes MTRC Freight Yard, IMC site and edges of Coliseum podium proposed for new commercial development. It excludes Coliseum building and adjacent podium area north of proposed new driveway) |
| <b>Zoning:</b>                  | OU  |
| <b>Planned Uses:</b>            | Retail, commercial/hotel, and waterfront-related leisure uses   |
| <b>Plot Ratio:</b>              | 1.64  |
| <b>GFA:</b>                     | Retail 67,181 sq.m<br>Hotel (317 rooms) 27,982 sq.m<br>TOTAL 95,163 sq.m  |
| <b>Maximum Building Height:</b> | Retail = 23mPD, commercial blocks = 75mPD, along pier and waterfront = 15mPD  |
| <b>Non-Building Area:</b>       | 29,473 sq.m (50.8%)   |
| <b>G/IC:</b>                    | None  |
| <b>Open Space:</b>              | publicly-accessible waterfront promenade and plazas   |
| <b>Leisure Facilities:</b>      | possible harbour cruise pier and mooring, waterfront promenade  |

**2.6.2 PDS2: Comprehensive Development Area (CDA)**

The CDA site at the junction of Hung Luen Road and Kin Wan Street is vacant and is intended for commercial development. The current planning brief setting out planning parameters and special design requirements to integrate development with adjoining areas had been prepared by Plan D and endorsed by the TPB in 2002. A Master Layout Plan and formal planning application will ultimately have to be prepared for the CDA site.

The overall intention is for this site and other commercial sites within the Reclamation Area to serve as an office and hotel node within Hung Hom District. A PTI is to be accommodated within the site. The current Planning Brief stipulates that future development will be subject to a maximum G.F.A. of 180,230 sq. m. and a maximum building height restriction ranging from 40mPD in the southern part to 75mPD in the northern part of the site, with a stepped building profile.

The CDA site is one of the few remaining development sites along the Hung Hom waterfront and will be a key node for waterfront related leisure activities as well as hotel, retail and office uses. It is thus important that the development is connected to adjoining facilities and areas by convenient and attractive pedestrian linkages. The development will adjoin the new waterfront promenade so it should contain uses that help to activate the waterfront edge so creating a destination space. Internal plazas and open air dining areas should open out towards the promenade.

As noted above for PDS1, total building massing is typically greater than the massing implied by the permitted plot ratio, because non-GFA-accountable and exempted ancillary facilities add to the total GFA and massing of the development. This factor was taken into account in the formulation of the CDA proposals to ensure that the development massing is appropriate for the site. The plot ratio given in the development parameters table for PDS2 is specifically intended to indicate total massing (accountable + non-accountable GFA) as opposed to the permissible plot ratio (accountable GFA only).

Three development options for the site have been prepared:

*Option 1*

This option focuses on integrating ground level open spaces and amenity areas at grade within the site to create a vibrant and interesting destination space on the waterfront. Proposed uses include retail, hotel and office.

**Table 2.4: CDA Site: Option 1 Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 29,990 sq.m.  |
| <b>Zoning:</b>                  | CDA   |
| <b>Planned Uses:</b>            | Retail, Office, Hotel, PTI  |
| <b>Plot Ratio:</b>              | 4.2 (includes accountable + non-accountable GFA)                      |
| <b>GFA:</b>                     |   |
| Retail                          | 14,360 sq.m   |
| Office                          | 62,440 sq.m   |
| Hotel (500 rooms)               | 49,200 sq.m   |
| TOTAL                           | 126,000 sq.m  |
| <b>Maximum Building Height:</b> | along waterfront = 20-40mPD, along Hung Luen Road = 75mPD             |
| <b>Non-Building Area:</b>       | 13,770 sq.m (45.9%)   |
| <b>G/IC:</b>                    | PTI   |
| <b>Open Space:</b>              | Internal open-air plazas and adjacent waterfront district open spaces |
| <b>Leisure Facilities:</b>      | Included in hotel are pool, spa and workout facilities                |

*Option 2*

In this option, the open space plazas and corridors are slightly reduced in area from Option 1, so that a more efficient development layout can be achieved, allowing for podium level circulation and better integration of uses on the site. Overall density is lower than the maximum permitted in the Planning Brief. Building heights are graduated to provide architectural interest. Thus some building heights are less than the maximum height restriction of 75mPD along the northern edge of the site. The building height along the waterfront edge is at approximately 25mPD. Proposed uses include retail, hotel and office. This option increases GFA from Option 1, but total GFA is still less than the maximum amount allowed by the Planning Brief due to the variation in building heights across the site. Total GFA is approximately 142,910 sq.m.

**Table 2.5: CDA Site: Option 2 Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 29,990 sq.m.  |
| <b>Zoning:</b>                  | CDA   |
| <b>Planned Uses:</b>            | Retail, Office, Hotel and PTI   |
| <b>Plot Ratio:</b>              | 4.77 (includes accountable + non-accountable GFA)                     |
| <b>GFA:</b>                     |   |
| Retail                          | 18,600  |
| Office                          | 44,100  |
| Hotel (800 rooms)               | 80,210  |
| TOTAL                           | 142,910 sq.m  |
| <b>Maximum Building Height:</b> | along waterfront = 15-25mPD, along Hung Luen Road = 53-75mPD          |
| <b>Non-Building Area:</b>       | 9,150 sq.m (30.5%)  |
| <b>G/IC:</b>                    | PTI   |
| <b>Open Space:</b>              | Internal open-air plazas and adjacent waterfront district open spaces |
| <b>Leisure Facilities:</b>      | Included in hotel are pool, spa and workout facilities                |

*Option 3 – Preferred Option*

This option increases the building heights in Option 2 to maximise GFA. As in Option 2, the development and the layout are the same. Proposed uses include retail, hotel and office. Uses and intensity of development within the CDA site have been carefully considered so that they help to activate the waterfront edge as well as creating a destination area. The hotel and office space is increased, raising the profile of the site as a tourist and commercial node that supports a wider variety of retail and leisure uses that will attract Hung Hom residents to the waterfront. The increased GFA is approximately 180,000 sq.m, the maximum allowed by the Planning Brief. A detailed development schedule of the preferred scheme is listed in the table below.

**Table 2.6: CDA Sites: Option 3 (Initial Preferred Option) Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 29,990 sq.m.  |
| <b>Zoning:</b>                  | CDA   |
| <b>Planned Uses:</b>            | Retail, Office, Hotel and PTI   |
| <b>Plot Ratio:</b>              | 6.0 (includes accountable + non-accountable GFA)                      |
| <b>GFA:</b>                     |   |
| Retail                          | 18,600  |
| Office                          | 65,170  |
| Hotel (960 rooms)               | 96,460  |
| TOTAL                           | 180,230   |
| <b>Maximum Building Height:</b> | along waterfront = 15-40mPD, along Hung Luen Road = 75mPD             |
| <b>Non-Building Area:</b>       | 9,150 sq.m (30.5%)  |
| <b>G/IC:</b>                    | PTI   |
| <b>Open Space:</b>              | Internal open-air plazas and adjacent waterfront district open spaces |
| <b>Leisure Facilities:</b>      | Included in hotel are pool, spa and workout facilities                |

**2.6.3 PDS3: Hung Luen Road Residential (Group A) 2 Site**

The site at the corner of Hung Luen Road and Oi King Street, beside the Mau Tau Chung Government Primary School, is vacant and currently zoned R(A)2 under the Hung Hom OZP. The site area is approximately 7,480sq.m. Under the current zoning the domestic plot ratio is limited to 7.5 and the non-domestic plot ratio is limited to 1.5. The maximum height is restricted to 120mPD.

*Option 1*

The option uses a three tower block on podium scheme (i.e. three 33-storey residential tower blocks on a 2-storey podium) to optimise views from the development and from adjoining residential developments. GFA is maximised to the amount permitted in the OZP. As mentioned in relation to PDS 1 and 2 above, the total building massing of the R(A)2 development is likely to be larger than implied by the plot ratio due to additional non-accountable and exempted GFA.

Taking this factor into account, the plot ratio given in the tables of development parameters below for all three options intends to indicate the total potential massing (i.e. accountable and non-accountable GFA) as opposed to the permissible plot ratio (i.e. accountable GFA only.)

**Table 2.7: Hung Luen Road Residential (Group A) 2 Site: Option 1 Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 7,480 sq.m  |
| <b>Zoning:</b>                  | R(A)2   |
| <b>Planned Uses:</b>            | Residential, Commercial (ground and 1 <sup>st</sup> floor)                    |
| <b>Plot Ratio:</b>              | Domestic 7.5, Non-Domestic 1.5 (includes accountable and non-accountable GFA) |
| <b>GFA:</b>                     |   |
| Domestic (744 flats, 3 blocks)  | 55,875  |
| Non-Domestic                    | 11,175  |
| TOTAL                           | 67,050  |
| <b>Maximum Building Height:</b> | 116 mPD   |
| <b>Non-Building Area:</b>       | 1,863 sq.m ( 25%)   |
| <b>Open Space:</b>              | Open space provided at podium level, peripheral landscape treatments          |
| <b>Leisure Facilities:</b>      | Clubhouse facilities  |

*Option 2*

A three tower block on podium scheme is used, however, the permitted plot ratio and maximum building height are lower than those permitted in Option 1.

**Table 2.8: Hung Luen Road Residential (Group A) 2 Site: Option 2 Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 7,480 sq.m  |
| <b>Zoning:</b>                  | R(A)2   |
| <b>Planned Uses:</b>            | Residential, Commercial (ground and 1 <sup>st</sup> floor)                    |
| <b>Plot Ratio:</b>              | Domestic 5.0, Non-Domestic 1.0 (includes accountable and non-accountable GFA) |
| <b>GFA:</b>                     |   |
| Domestic (528 flats, 3 blocks)  | 37,400  |
| Non-Domestic                    | 7,480   |
| TOTAL                           | 44,880  |
| <b>Maximum Building Height:</b> | 102 mPD   |
| <b>Non-Building Area:</b>       | 1,823 sq.m ( 25%)   |
| <b>Open Space:</b>              | Open space provided at podium level, peripheral landscape treatments          |
| <b>Leisure Facilities:</b>      | Clubhouse facilities  |

*Option 2A – Alternative Option*

An alternative option was examined, changing the local land use configuration and utilising an adjoining site to achieve a better overall development scheme within Sub-District B. The neighbouring district open space site across Oi King Street is swapped with the R(A)2 site. The residential development uses a similar three-tower block on podium scheme as Option 2. The site may offer a better disposition of development and building massing in relation to neighbouring residential developments and the CDA site. However, due to the proximity of the site to Hung Hom Road and government lands constraints, it is not feasible.

*Option 3 – Initial Preferred Option*

For urban design reasons, a two-tower block development scheme is preferred over a three-tower scheme. This is discussed further in Section 3. The Option 2 development plot ratio is used in a two-tower scheme.

A development schedule for the proposed scheme is provided in the following table.

**Table 2.9: Hung Luen Road Residential (Group A) 2 Site: Option 3 (Initial Preferred Option)**  
**Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 7,480 sq.m  |
| <b>Zoning:</b>                  | R(A)2   |
| <b>Planned Uses:</b>            | Residential, Commercial (ground and 1 <sup>st</sup> floor)                    |
| <b>Plot Ratio:</b>              | Domestic 5.0, Non-Domestic 1.0 (includes accountable and non-accountable GFA) |
| <b>GFA:</b>                     |   |
| Domestic (528 flats, 2 blocks)  | 37,400  |
| Non-Domestic                    | 7,480   |
| TOTAL                           | 44,880  |
| <b>Maximum Building Height:</b> | 120 mPD   |
| <b>Non-Building Area:</b>       | 5,236 sq.m ( 70%) at podium level   |
| <b>Open Space:</b>              | Open space provided at podium level, peripheral landscape treatments          |
| <b>Leisure Facilities:</b>      | Clubhouse facilities  |

#### 2.6.4 PDS4: Tai Wan Shan Park and Waterfront Promenade

The waterfront promenade within Sub-Districts D, E and F lacks adjacent uses that stimulate activity and attract visitors. Tai Wan Shan Park fronts the promenade but does not at present have a direct relationship. The types of uses along its waterfront edge (sitting-out area, playground and basketball court) only attract local residents. Furthermore, these uses are physically separated from the promenade by a low wall and fence. The Park could potentially serve as a destination space along the promenade by introducing waterfront related retail and leisure uses that are integrated with the promenade.

The proposed development options examine possibilities for removing the sitting-out area, playground and basketball court and using the space for introducing limited retail uses. In all options the existing football pitch and bleachers have been retained. Recreational facilities that are proposed to be removed from Tai Wan Shan Park are proposed to be reprovisioned elsewhere in the vicinity as appropriate (a new basketball court has been proposed on the designated open space site at the intersection of Hung Luen Road and Oi King Street).

##### Option 1

The waterfront frontage of Tai Wan Shan Park has been redesigned to better interface with the promenade. The use of the site for open space and leisure uses has been retained. No commercial uses are introduced. A development schedule for the proposed scheme is included in the **Table 2.10** below.

**Table 2.10: Tai Wan Shan Park: Option 1 Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 3,840 sq.m.   |
| <b>Zoning:</b>                  | O   |
| <b>Planned Uses:</b>            | Open Space and Recreation                           |
| <b>Plot Ratio:</b>              | 0.0   |
| <b>GFA:</b>                     |   |
| TOTAL                           | 0.0   |
| <b>Maximum Building Height:</b> | N/A   |
| <b>Non-Building Area:</b>       | 3,840 sq.m (100%)                                   |
| <b>Open Space:</b>              | publicly-accessible waterfront promenade and plazas |
| <b>Leisure Facilities:</b>      | waterfront promenade                                |

##### Option 2

This option is similar to Option 1, but the amount of retail is increased. Buildings are four to five storeys in height, allowing a variety of retail uses to serve adjoining residential developments. A development schedule for the proposed scheme is included in the **Table 2.11** below.

**Table 2.11: Tai Wan Shan Park: Option 2 Development Parameters**

|                                 |   |
|---------------------------------|---|
| <b>Site Area:</b>               | 3,840 sq.m.   |
| <b>Zoning:</b>                  | O   |
| <b>Planned Uses:</b>            | Waterfront oriented Retail and Leisure uses         |
| <b>Plot Ratio:</b>              | 1.1   |
| <b>GFA:</b>                     |   |
| Retail                          | 4,250 sq.m  |
| TOTAL                           | 4,250 sq.m  |
| <b>Maximum Building Height:</b> | 25mPD   |
| <b>Non-Building Area:</b>       | 1,715 sq.m (44.7%)                                  |
| <b>Open Space:</b>              | publicly-accessible waterfront promenade and plazas |
| <b>Leisure Facilities:</b>      | waterfront promenade                                |

*Option 3 – Preferred Option*

This option focuses on fostering a destination space rather than maximising retail GFA. The new space will accommodate small scale retail uses such as cafés that will provide a new activity node along the waterfront. The site will incorporate al fresco dining and leisure areas that open out onto the waterfront promenade and serve to activate this section of the promenade. A maximum height restriction of 15mPD has been provided, with buildings limited to one storey in height. A development schedule for the proposed scheme is included in the **Table 2.12** below.

**Table 2.12: Tai Wan Shan Park: Option 3 (Initial Preferred Option) Development Parameters**

|  |  |
|--|--|
| <b>Site Area:</b>  | 3,840 sq.m.  |
| <b>Zoning:</b>   | O  |
| <b>Planned Uses:</b>   | Waterfront oriented Retail and Leisure uses  |
| <b>Plot Ratio:</b>   | 0.08   |
| <b>GFA:</b>  |  |
| Waterfront Related Retail<br>(Café with outdoor patio and<br>amenity area) | 300 sq.m   |
| <b>Maximum Building Height:</b>  | 15mPD  |
| <b>Non-Building Area:</b>  | 3,540 sq.m (92%)   |
| <b>Service and Access Arrangements:</b>                                    | From Dyer Avenue and Wan Hoi Street  |
| <b>Parking and loading/unloading:</b>                                      | Existing parking to be used  |
| <b>Vehicular Circulation Network:</b>                                      | no changes proposed to street network  |
| <b>Pedestrian Circulation Network:</b>                                     | Access along waterfront promenade and by existing footpath through the open space area. The streetscapes along Wan Hoi Street and Dyer Avenue will be enhanced to provide more convenient and attractive access to the site from adjacent areas, including central Hung Hom and from the proposed KTE station in Whampoa Garden. |
| <b>G/IC:</b>   | None   |
| <b>Open Space:</b>   | publicly-accessible waterfront promenade and plazas  |
| <b>Leisure Facilities:</b>   | waterfront promenade   |
| <b>Implementation and Maintenance:</b>                                     | private sector to implement and maintain retail development and surrounding plaza, waterfront promenade and adjacent street edge and footpaths along Dyer Avenue. Public sector to implement and maintain streetscape improvements along remainder of Dyer Avenue and Wan Hoi Street.  |

## 2.7 Minor Land Use Restructuring

In addition to the land use proposals for the four major PDS within the Study Area, there are several proposals for minor land use restructuring.

### 2.7.1 Hung Hom Bypass Footbridge Landings

Modifications are proposed to the landings of the elevated pedestrian link that parallels the Hung Hom Bypass flyover, crossing over the MTRC Freight Yard site. Currently, the landings on either end of the bridge consist of long ramps that occupy valuable waterfront space. To better utilise this land, it is proposed to replace the ramps with lifts and a new stairway at the Tsim Sha Tsui bridge landing. The landing at the Harbourfront Horizon has an existing stairway.

This proposed modification will allow for a widening of the TST East promenade where the space is currently occupied by the bridge landing. The widened promenade in this location will facilitate the creation of an attractive entrance to the new uses at the redeveloped IMC/MTRC Freight Yard Site from TST East. At the west side of the Harbourfront Horizon, this proposed modification will allow the amenity space currently occupied by the ramp to be utilised as an access and service route (subject to detailed design) to the proposed new waterfront uses in this location.

### 2.7.2 Realignment of Kin Wan Street

Currently Kin Wan Street runs along the waterfront promenade reserve. This alignment effectively cuts off the designated open space area east of the Harbourfront Horizon from the promenade and the CDA Site. Realignment of the road and reconfiguration of the designated open space area is proposed to better integrate the open space with the CDA site and the promenade.

### 2.7.3 Possible introduction of activity uses along Harbour Plaza Hotel, Harbourfront Landmark and Laguna Verde Promenade Sections

Possibilities for integrating street furniture and amenity features (seating, café, soft drinks outlet, retail kiosks, etc.) along the promenade in these locations should be explored. Currently, the promenade consists of wide-open pedestrian spaces with limited street furniture. Adjacent commercial uses are physically separated from the promenade. The introduction of new uses could stimulate activity and make the promenade in this area a more vibrant destination space. These promenade sections are publicly accessible but belong to the adjacent private developments, thus opportunities for enhancement should be explored with the appropriate owners/managers and residents.

## 2.8 Enhancement of Pedestrian Circulation

### 2.8.1 Objectives

As noted above, existing pedestrian circulation within the Study Area and with adjacent districts is disjointed and connections are limited (see **Figure 2.4**).

Pedestrian accessibility to the harbour-front will be enhanced by a continuous waterfront promenade along the shoreline. The promenade will connect Tsim Sha Tsui with the Hung Hom waterfront and will be accompanied by new and improved pedestrian connections from the hinterland of Hung Hom District. The Hung Hom Station Area will also be enhanced by improved connections to the waterfront and to adjacent areas of central Hung Hom. Recommendations are also made for improved pedestrian connections outside of the Study Area. **Figure 2.5** illustrates the proposed pedestrian circulation network including the new and improved links described below.

### 2.8.2 Waterfront Promenade

New promenade links are planned as follows:

- **Extension of the TST East waterfront promenade upon redevelopment of the IMC and the MTRC Freight Yard.** An at-grade publicly accessible promenade will be developed along the waterfront edge of these sites as part of a comprehensive development plan, extending the existing TST East promenade to the waterfront adjacent to the Harbourfront Horizon.
- **Extension of the waterfront promenade from the MTRC Freight Yard to the Hung Hom Ferry Pier/PTI.** A 20m-wide strip is reserved as open space along the waterfront edge of the CDA site and the Harbourfront Horizon for development of a public promenade. In the short term, this section of

promenade will connect to the landing of the existing footbridge at the Harbourfront Horizon, providing an elevated connection to the TST East promenade. In the long term, this section of promenade will connect to the new at-grade promenade within the redeveloped IMC and MTRC Freight Yard sites.

Existing sections of the promenade will be upgraded to be more accessible and functional. The following sections are targeted for improvement:

- **Improvement of the existing promenade by the Ferry Pier / PTI.** The PTI will be relocated to the CDA site, and the former PTI site will be converted to open space. This allows for the improvement of the existing promenade and its integration with the new park. Also recommended is an improved promenade connection around the small Whampoa water pumping station to the existing promenade at the Harbourfront commercial development. Paving treatments and signage are recommended to create a clear promenade route, and possible façade treatments of the pumping station (e.g. paint, repair and clean-up of building exterior) are recommended to improve the interface of the facility with the promenade.
- **Improvement of the existing promenade to the north east termination of the Study Area as appropriate.** The interface of the promenade with Tai Wan Shan Swimming Pool and Park were proposed to be improved through the application of façade treatments along the swimming pool wall and the Marine Police facility (the latter was ultimately upgraded towards the conclusion of the Study.)

### **2.8.3 Links from the Hinterland to the Waterfront**

New and improved pedestrian connections are proposed to promote public access to the waterfront and enhance the existing circulation. The new pedestrian links will be provided between the hinterland and waterfront via at-grade crossings, footbridges and walkways integrating with the open space networks or the podium deck/pedestrian facilities in the existing buildings. Paving treatments and signage should be used along existing and new pedestrian footpaths and elevated connections to create clear and continuous routes that lead people to the waterfront. These routes include:

- At-grade pedestrian crossing of Salisbury Road from Science Museum Road to IMC site. (This link may require footbridge depending on detailed design.)
- Vertical connection (multiple routes via escalator, elevator and stairs) from Hung Hom Coliseum podium to harbour-front at redeveloped sites of IMC and the MTRC Freight Yard. These links will need to take into account proposed alignments of the SCL and other possible railway improvements.
- Improvement of at-grade pedestrian crossings at Hung Luen Road/Kin Wan Street intersection.
- Footbridge between the CDA development and Hung Luen Road R(A)2 development, providing 24-hour access through the CDA site to the waterfront, reprovisioned PTI and Ferry Pier.
- Footbridge between the Hung Luen Road R(A)2 development and the Harbour Place residential development.
- Footbridge between the Hung Luen Road R(A)2 development and the Mau Tau Chung School, connecting to the existing footbridge over Hung Hom South Road.
- At-grade pedestrian route through new open space area on former PTI site to waterfront, reprovisioned PTI and Ferry Pier.

### **2.8.4 Links from the Hinterland to the Hung Hom Station Area**

Improvements are recommended to pedestrian links from areas adjacent to Hung Hom Station and the Metropolis. The provision of convenient pedestrian access to Hung Hom Station will become even more important upon completion of the SCL. Existing footbridge and footpath connections need to be improved with better signage and landscape treatments to aid wayfinding along these routes. Specific improvements are recommended for the following links:

- At-grade pedestrian route from Hung Hom Station/Hong Kong Coliseum to the footbridge landing on Princess Margaret Link/Cheong Tung Road South via the existing driveway that extends through the Metropolis development (this would need to be coordinated with the Metropolis owner/management).
- At-grade pedestrian routes along Cheong Tung Road South to the Station Area.

### **2.8.5 Recommended Pedestrian Improvements Outside Study Area**

Improvements are recommended to the pedestrian network in the vicinity of the Study Area. The following sites and corridors are key areas that interface with the Study Area:

#### *At-grade pedestrian routes along Hung Hom South Road*

Hung Hom South Road is a wide boulevard that incorporates local open space areas and footpaths along its south west side. It also has a network of elevated pedestrian connections from the Royal Peninsula to the Harbour Place Residential Development. The corridor will serve as an important pedestrian link from central Hung Hom to the CDA site and associated waterfront.

Currently, the at-grade pedestrian network along this road is confusing and inconvenient. The footpaths along the south west side of the road are not integrated with the open space areas in a coherent fashion and the at-grade street crossings are inconveniently located.

There is also no clear relationship between the at-grade pedestrian network and the elevated pedestrian network. At various locations the at-grade and elevated pedestrian facilities duplicate or conflict with each other. The large ramps from the elevated network create dark and unattractive spaces that occupy significant area within the local open spaces.

Recommendations include:

- creation of an at-grade pedestrian network that provides a clear and convenient route along Hung Hom South Road towards the waterfront area (albeit that it will need to utilise the elevated crossing over the Hung Hom Bypass);
- integration of the footpaths with the local open space areas to foster an attractive pedestrian route;
- coordination of the at-grade pedestrian route with the elevated pedestrian route to avoid duplication and conflicts. (Improved signage to indicate connections from the at-grade footpaths to the elevated pedestrian network within the Harbour Place development would help in this regard);
- connection of pedestrian routes from Hung Hom South Road through the Harbour Place to those in the Study Area, including footbridges/elevated links between residential developments and the CDA; and
- replacement of pedestrian ramps with elevators in locations with heavy foot traffic to improve the attractiveness and utilisation of the at-grade streetscape. Further study of pedestrian volumes along Hung Hom Road South after completion and occupation of new developments in the area (e.g. Harbour Place, R(A)2 and CDA) would be needed to determine which street blocks would benefit most by replacing the ramps with elevators.

#### *At-grade pedestrian routes from the waterfront to the proposed Whampoa KTE Station*

The proposed MTR KTE will terminate at the proposed Whampoa Station, located at the junction of central Hung Hom and Whampoa Garden. The proposed mass transit project will vastly improve strategic connections to and from the Study Area.

The station at Tak On Street will serve the Study Area Sub-Districts C, D, E and F. To improve accessibility of the waterfront, it is important that there are clear, well-indicated and attractive pedestrian routes from the waterfront to Whampoa Station.

Recommendations include streetscape enhancements along Shung King Street and Tak On Street that will incorporate paving treatments and signage to aid wayfinding from the proposed Whampoa Station exits to the waterfront.

#### *Continuation of Waterfront Promenade to North East of Study Area*

Currently the waterfront promenade ends abruptly in front of the Fisherman's Wharf building where the waterfront undergoes a transition from a residential to an industrial area. To the north of the Study Area, the waterfront consists of the North Hung Hom Industrial Area and To Kwa Wan district, which contains a mix of open space, transport and industrial uses on the harbourfront. Further north is the Kai Tak area. Planning has been underway for the redevelopment of the Kai Tak site, for which preliminary proposals have included public promenades and other amenities along its waterfront. Long term planning for the area includes the creation of a continuous waterfront pedestrian promenade from the Study Area to the Kai Tak redevelopment.

Recommendations include:

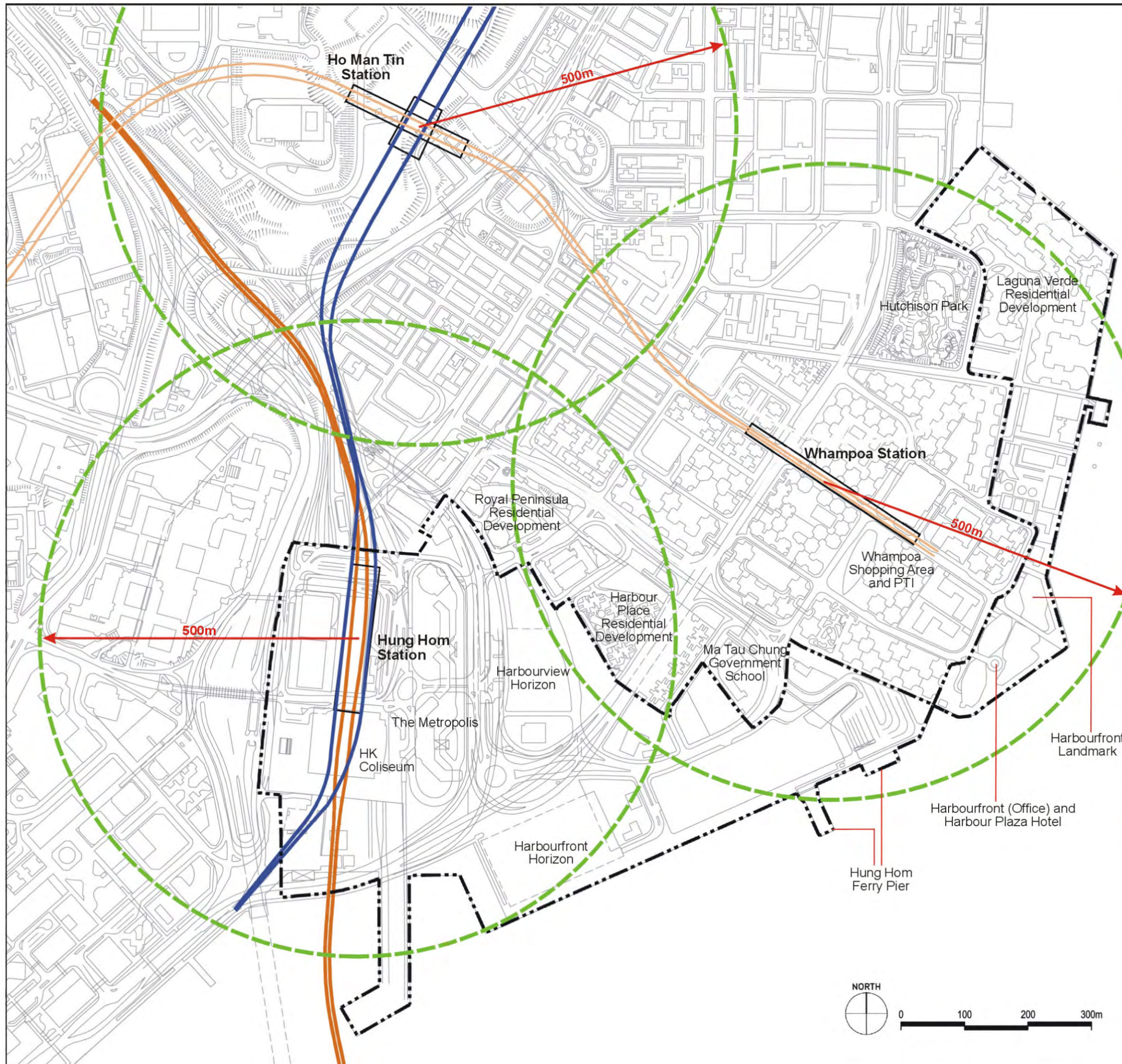
- development of long term plans for the waterfront of the Hung Hom Industrial Area and To Kwa Wan, which include construction of a continuous waterfront pedestrian promenade from Laguna Verde to the Kai Tak site; and
- investigation of interim pedestrian connections that can link the Hung Hom waterfront with existing and proposed promenade links along this corridor as waterfront sites are redeveloped.

### **2.8.6 Overview - Enhancement of Pedestrian Circulation**









Realisation of the proposed pedestrian improvements will require a combination of public and private interventions and actions. The successful implementation of the proposals will greatly improve the interconnectivity of areas within and adjacent to the Study Area and promote greater accessibility to the waterfront.

### **2.9 Overview**

The urban design and landscape components of the land use proposals outlined above are described in the following sections.



**LEGEND:**

-  Study Boundary
-  Stations
-  Station Catchment Boundary
-  Shatin to Central Link (SCL)
-  East West Line
-  Shatin to Central Link (SCL)
-  North South Line
-  Kwun Tong Line Extension (KTE)

Note: Detailed design and locations of railways alignments and stations are subject to further confirmation.



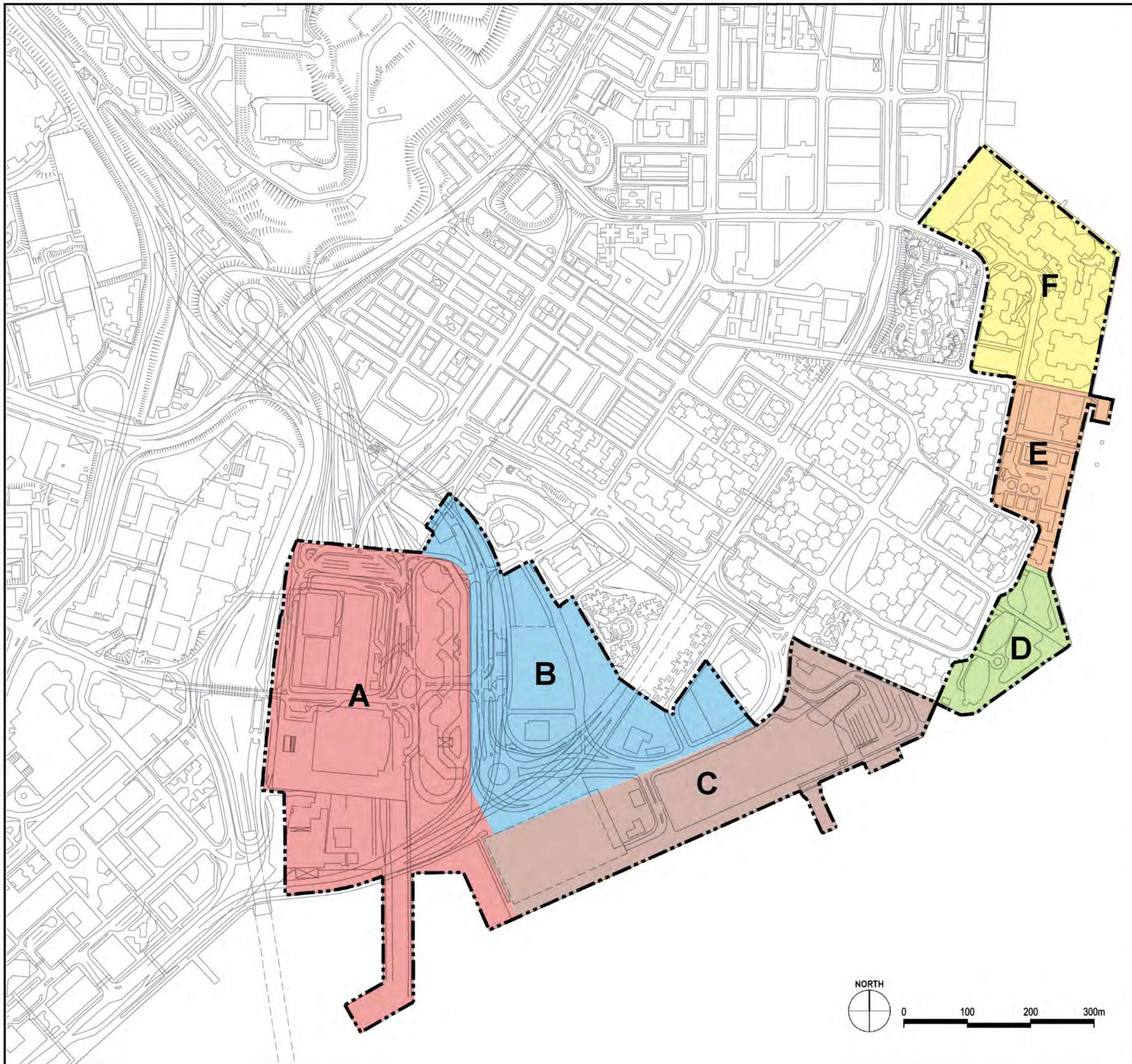
Agreement No.

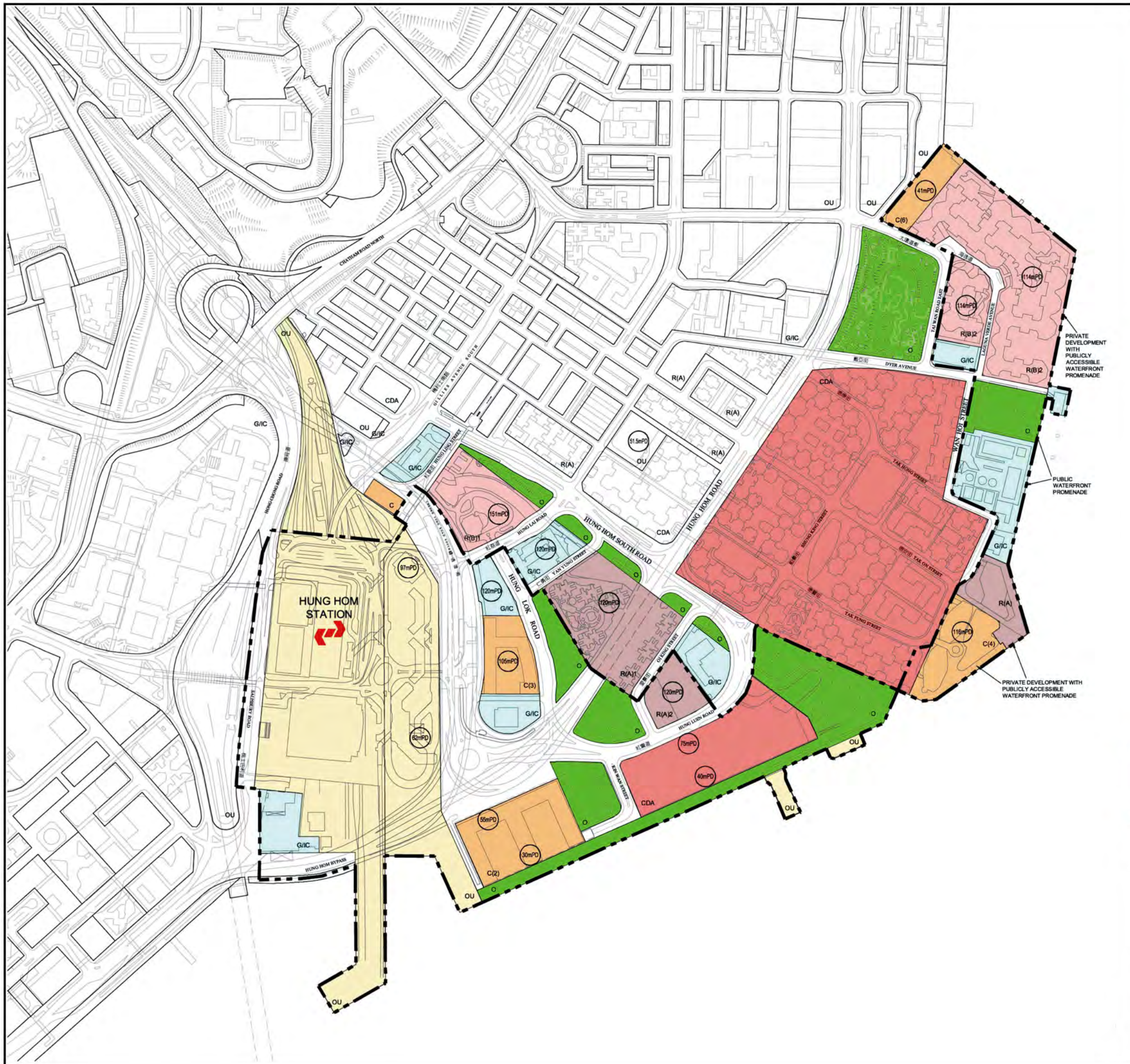
**PLNQ 43/2006**

Figure Title

**Possible Mass Transit Alignments, Stations and Catchment Areas**

Figure No.





**LEGEND:**

- COMPREHENSIVE DEVELOPMENT AREA
- COMMERCIAL
- RESIDENTIAL (GROUP A)
- RESIDENTIAL (GROUP B)
- GOVERNMENT, INSTITUTION OR COMMUNITY
- OTHER SPECIFIED USES
- ZONED EXISTING/ COMMITTED OPEN SPACE
- STUDY AREA BOUNDARY
- 55mPD MAXIMUM BUILDING HEIGHT ALLOWED IN OZP

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

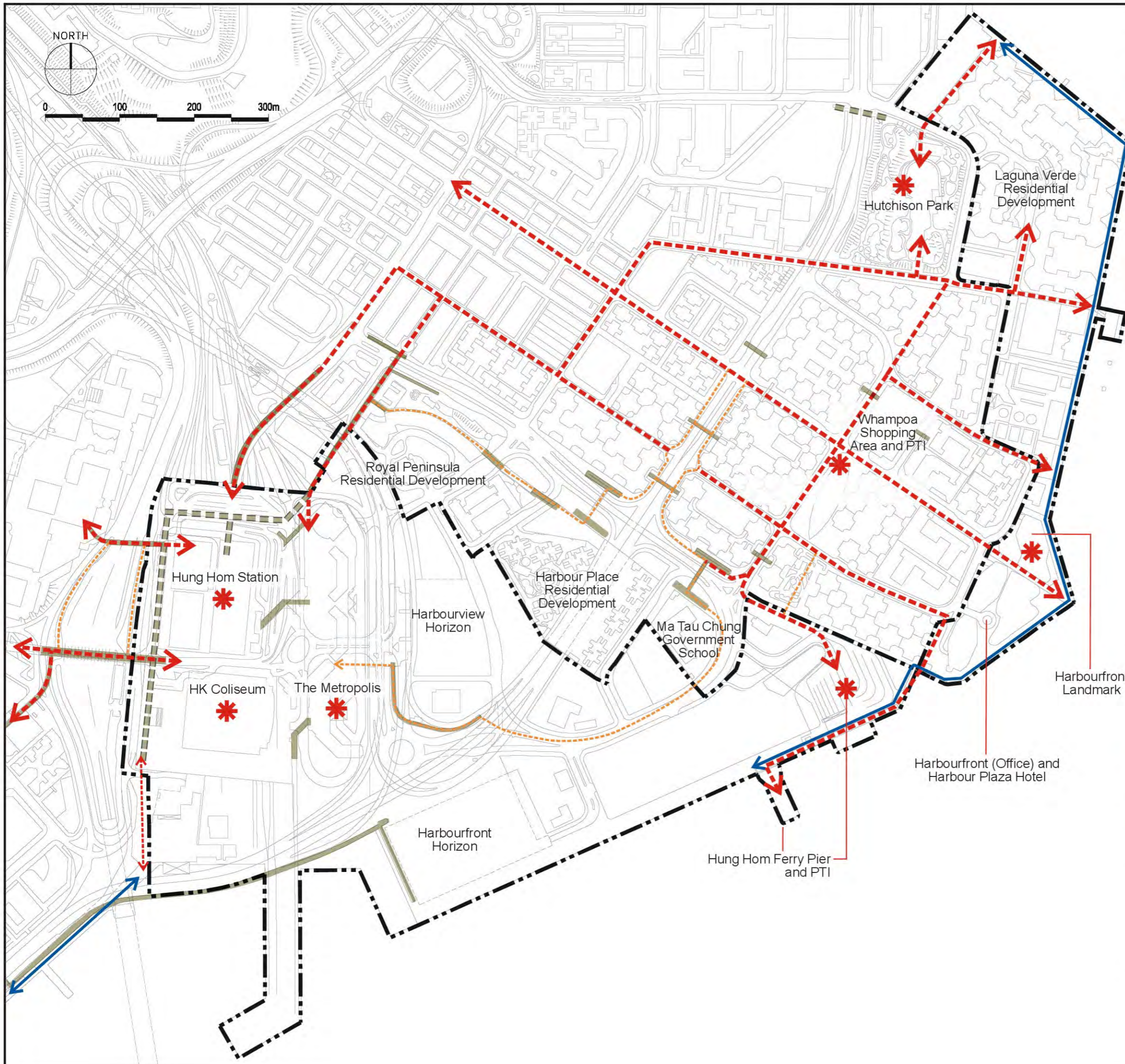
| 地帶 ZONES  | 大約面積及百分比<br>APP. AREA & % |               |
|---|---------------------------|---------------|
|   | 公頃<br>HECTARES            | 百分比<br>%      |
| <span style="border: 1px solid black; padding: 2px;">C</span> COMMERCIAL                                | 5.09                      | 9.88          |
| <span style="border: 1px solid black; padding: 2px;">CDA</span> COMPREHENSIVE DEVELOPMENT AREA          | 3.00                      | 5.82          |
| <span style="border: 1px solid black; padding: 2px;">R(A)</span> RESIDENTIAL (GROUP A)                  | 1.60                      | 3.11          |
| <span style="border: 1px solid black; padding: 2px;">R(B)</span> RESIDENTIAL (GROUP B)                  | 5.38                      | 10.45         |
| <span style="border: 1px solid black; padding: 2px;">G/I/C</span> GOVERNMENT / INSTITUTION OR COMMUNITY | 3.81                      | 7.40          |
| <span style="border: 1px solid black; padding: 2px;">O</span> OPEN SPACE                                | 6.61                      | 12.83         |
| <span style="border: 1px solid black; padding: 2px;">OU</span> OTHER SPECIFIED USES                     | 16.10                     | 31.28         |
| <span style="border-bottom: 1px solid black; width: 10px; display: inline-block;"></span> ROAD, ETC     | 9.91                      | 19.24         |
| <b>TOTAL PLANNING SCHEME AREA</b>   | <b>51.50</b>              | <b>100.00</b> |

**HUNG HOM DISTRICT STUDY** *Urban*

Agreement No. **PLNQ 43/2006**

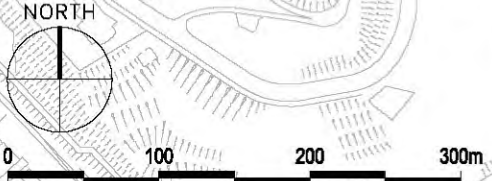
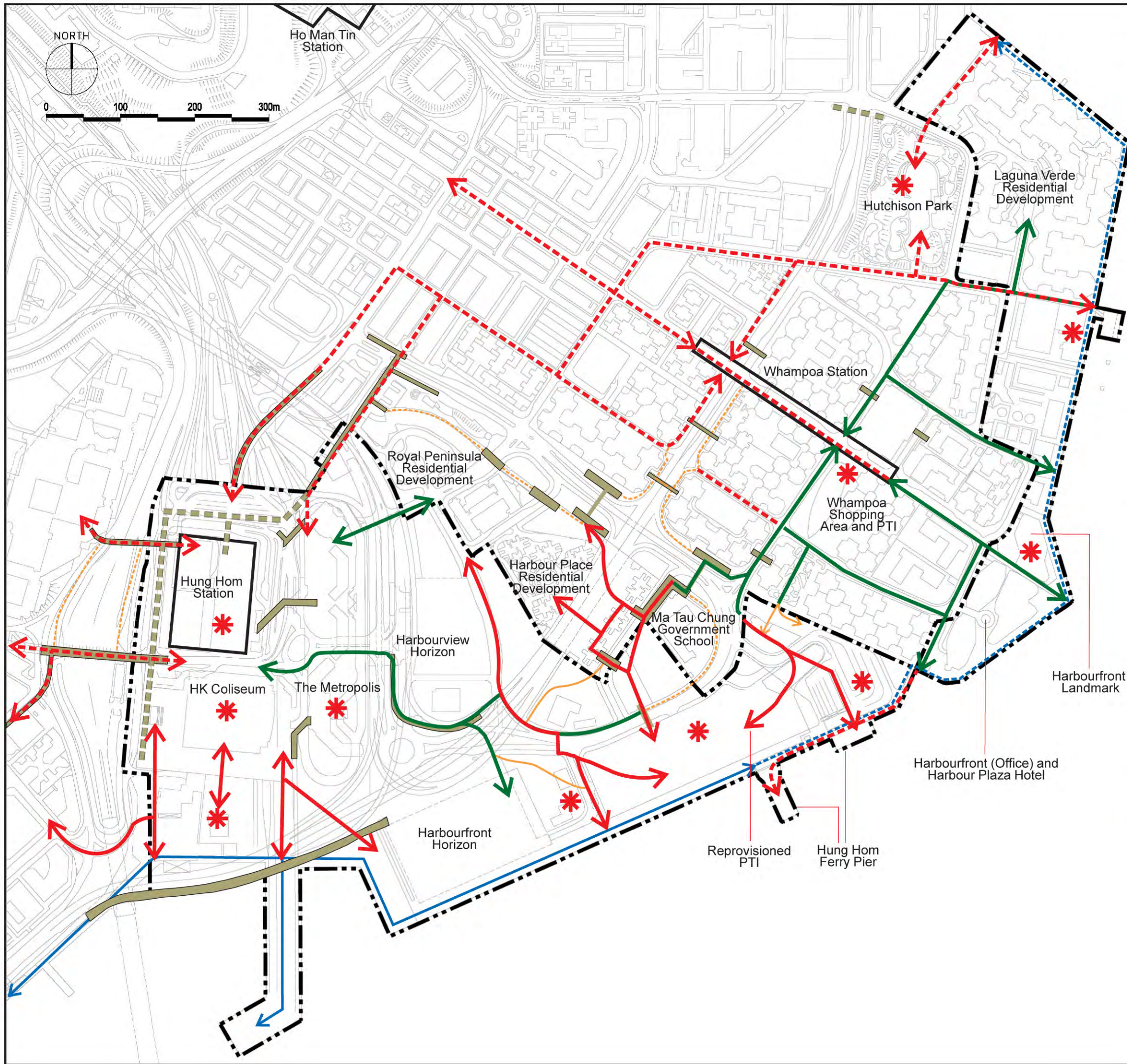
Figure Title  
**Current Planning Framework**

Figure No.  
**2.3**



**LEGEND:**

- Study Boundary
- ↔ Primary Pedestrian Circulation
- ↔ Secondary Pedestrian Circulation
- ↔ Waterfront Pedestrian Circulation
- Footbridge
- Subway
- ✱ Activity Generator



**LEGEND:**

- Study Boundary
- ↔ Existing Primary Pedestrian Circulation
- ↔ Existing Secondary Pedestrian Circulation
- ↔ Existing Waterfront Pedestrian Promenade
- ↔ Proposed Primary Pedestrian Circulation
- ↔ Proposed Secondary Pedestrian Circulation
- ↔ Proposed Waterfront Pedestrian Promenade
- ↔ Improved Pedestrian Routes to Proposed Rail Stations
- Footbridge
- Subway
- \* Activity Generator

**NOTES:**

Detailed design and locations of railway alignments and stations are subject to further confirmation.

**HUNG HOM DISTRICT STUDY**

Agreement No. **PLNQ 43/2006**

Figure Title **Proposed Pedestrian Circulation**

Figure No. **2.5**

### 3 URBAN DESIGN FRAMEWORK

#### 3.1 Introduction

This section analyses the existing urban design character and then outlines the urban design approaches adopted in this Study. Urban design proposals specifically address the following areas:

- The massing, composition and arrangement of development upon the four identified potential development sites. A series of options for each site have been prepared based on separate approaches; and
- other broader interventions for the public realm that could materially enhance the future attractiveness of the Hung Hom waterfront and Study Area hinterland.

#### 3.2 Existing Urban Design Character

Analysis of the existing physical character along the waterfront and across the Study Area reveals that it lacks a coherent pattern of development and open space. The urban pattern is characterised by a series of large sub-districts or single development areas, most of which are defined and separated by major road corridors. The district does not have a distinctive identity and overall image. There is a little physical continuity in the form, composition and massing between the individual neighbourhoods that make up the Study Area.

The individual physical and urban design character is described in the following paragraphs. Subsequent sections then examine how the character of each sub district could be enhanced. Chapter 4 addresses specific landscape initiatives that could also be applied to the Study Area.

##### 3.2.1 Sub-District A

The area is mainly occupied by a large podium that accommodates Hung Hom Station, a large PTI, a series of commercial developments and the Hong Kong Coliseum.

The Station building comprises a low-rise building steel and glass building designed by Lord Foster. It has little outward expression other than to an associated PTI. The station building is abutted by a car park building that has little architectural merit and does nothing to reflect the presence of the station and its role as a major gateway to Hong Kong. The station complex contains a number of integral pedestrian circulation corridors that connect with the bus station, pick up and drop off bays and footbridge connections to the west across Hong Chong Road, consolidating a number of partially hidden pedestrian connections at ground and elevated levels.

A large commercial and hotel development is located east of the station podium and adjacent to Princess Margaret Road. . The linear arrangement of this high-rise development creates a 'wall effect' that visually and physically separates the area from the waterfront. In this respect the development fails to create a relationship that gives cognisance to its current or prospective physical environs.

The Hong Kong Coliseum is one of Hung Hom's landmarks. The development is reflective of the period in which it was designed and exudes little recognition of its context. The podium upon which the Coliseum complex sits is a large featureless entity that has little or no physical continuity to the adjacent areas. It has no directional continuity and is poorly connected to the waterfront and surrounding areas.

At grade areas adjacent to the waterfront are occupied by the IMC and the MTRC Freight Yard. The majority of this area including a pier is currently used for cargo handling. The area is generally comprised of large functional sterile areas that relate specifically to the operations of each facility. The existing freight yard finger pier forms the central loading/unloading area for container operations. These physically and visually dominate the waterfront edge and prohibit public access along the waterfront.

The Hung Hom By-Pass follows an elevated alignment that traverses the Freight Yard and the IMC. This imposes a road dominated environment that contributes to the physical and visual severance of the waterfront from the urban hinterland.

Continuity of pedestrian circulation from Tsim Sha Tsui East to Hung Hom through the area occupied by the Freight Yard and the IMC is presently provided by an elevated walkway that is conjoined to the Hung Hom By-Pass. This offers a very poor pedestrian environment that discourages circulation along the waterfront to the core areas of Hung Hom.

In short the Hung Hom station development, adjacent commercial developments, the Coliseum and the IMC and the MTRC Freight yard exhibit little in the form of positive urban design attributes. Spaces around the developments are largely functional and do little to encourage users to remain in the area. Circulation to and along the waterfront at ground level is effectively prohibited by the presence of the IMC and the Freight Yard. These create an industrial edge to the waterfront. Thus, in short, the current arrangement and use of the area compromises the integration of the Hung Hom waterfront with the Kowloon Peninsula.

### **3.2.2 Sub-District B**

This area is visually dominated by major grade-separated highway infrastructure, high-rise towers, and a lorry park. The Royal Peninsula and Harbour Place residential developments create an almost continuous wall of development along the eastern edge of On Ching Road. There is little physical or visual connectivity or porosity through the developments that would provide visual inter-linkage from and to adjacent neighbourhoods.

This Sub-District contains two sites that have been designated as public open space and one site designated as R(A)2. None of the sites, which are located at the eastern part of the sub-district, has been developed. They are currently or have formerly been used as construction works, site office locations or other temporary uses.

Pedestrian circulation across the north/south highway channel is severed by the grade separated and ground level road network that dissects the area. East west linkage is solely achieved via the elevated footpath that abuts the Hung Hom By-Pass.

Whilst modern residential developments have been introduced to the sub-district, these have done little to enhance the physical environment of the area or to create a sense of character or identity. This is largely a result of the physical severance created by the road network and the manner in which it delineates a series of isolated sites. The vacant R(A)2 site will allow these issues to be addressed in future residential development in that location.

### **3.2.3 Sub-District C**

This Sub-District is principally occupied by Harbourfront Horizon (a recently constructed hotel development), an area reserved for open space development that extends to the waterfront and a Comprehensive Development Area (CDA) that is abutted at its southern edge by a twenty metre strip of land designated for a waterfront promenade. The latter is fenced off and is not accessible by the public.

A site designated for open space purposes located to the east of Harbourfront Horizon is cut off from the waterfront by Kin Wan Street. This road provides access to the southeastern edge of Harbourfront Horizon but has the effect of creating a physical barrier at the northern edge of the proposed waterfront promenade. The open space site is currently occupied by site offices and is used for open storage.

Harbourfront Horizon is a large imposing development, and the height and massing of which have been largely driven by height and development parameters contained within the relevant Outline Zoning Plan (OZP). In particular these circumscribe:

- a defined volume of development on site, and
- require a prescribed declination of development height towards the waterfront

The impact of the latter condition is largely imperceptible as the development has been developed as a single continuous building that extends along the full length of its site. Moreover the development depth is relatively small. The consequence of this is that the decline in building weight is not widely perceptible. The upshot is that the development creates a very imposing edge to the waterfront. At present the southern edge of the site adjacent to the proposed promenade is walled. This imposes a physical segregation of the development from the promenade.

A site zoned CDA located to the east of Kin Wan Street is currently vacant. This is fenced and is inaccessible to the public. As with the Harbourfront Horizon site, the current OZP prescribes a development volume for the site and a requirement that building height should decline from the north of the site south to the waterfront (i.e. from 75 mPD to 40 mPD). From an urban design perspective, it would be desirable that the massing and layout are carefully conceived upon this site to avoid repetition of the sort of development forms that have occurred on adjacent sites.

The eastern portion of the Sub-District is presently occupied by a PTI. This is to be incorporated into the CDA when it is developed. The PTI site is then to be developed as a park. Two piers are located adjacent to the PTI. These are of a functional design and offer little to the visual and physical context of the waterfront.

The requirement that the PTI is to be incorporated within the CDA site immediately imposes a development form upon the development. A development podium will have to be constructed if the developer is to realise the volume of development permitted by the OZP. The key design issue will be to ensure that the PTI and the enclosure upon it do not form a negative edge to the waterfront and other key edges of the site.

The CDA forms the last element of waterfront within Hung Hom. It is important that the form, composition and expression of the development engender a positive edge to the waterfront.

### **3.2.4 Sub District D**

This Sub-District is principally occupied by three large commercial developments (the Harbourfront, Harbour Plaza Hotel and the Harbourfront Landmark). The buildings comprise a mix of low-rise and tall blocks. The developments are self-contained and have little visual or physical relationship with Whampoa Garden to the west. The taller blocks within the development about low rise school sites in Whampoa Garden within the immediate hinterland to the south. The towers effectively terminate outward views from the central part of the estate. The Harbourfront Landmark is a tall and imposing development that rises to a building height that is significantly higher than adjacent development. Whilst the development height and massing of the development is imposing, the Harbourfront Landmark does establish a spatial landmark and reference point within the wider context of the harbour.

The development as a whole incorporates a varied development edge that enhances visual and physical variety. Nevertheless, whilst the developer of the complex has developed the promenade to a good standard, the development edge does not contain uses (e.g. dining outlets) that could serve to activate the waterfront. Thus in many ways the development have missed an opportunity to promote activity that would enhance the experience of the public realm at the waterfront.

### **3.2.5 Sub District E**

This Sub-District is currently occupied by a salt water pumping station, Tai Wan Shan swimming pool complex and Tai Wan Shan Park.

The pumping station is located to the west of the swimming pool complex and is located within an enclosure. Whilst as a matter of choice, a waterfront location may not be desirable, the facility at this site has been designed in a manner that does not engender it as an imposing element.

The swimming pool complex is enclosed at the promenade and along its three other sides by a vertical perimeter wall. The wall is painted in a bright painted powder blue colour that visually conflicts with the chromatic treatment of adjacent spaces and produces an unnecessarily strong visual element.

The park contains a soccer pitch, two basketball courts, a children's playground, seating, planting and hardscape treatments. There is no direct integration of the park with the waterfront.

### **3.2.6 Sub District F**

The Sub-District comprises the high-density Laguna Verde residential complex and Fisherman's Wharf commercial development. The angular design of residential blocks creates a series of landscaped 'entry courts' along this section of promenade which display a high quality of street furniture such as lighting features, seating, and balustrade elements. The area is terminated to the north by Fisherman's Wharf, a low-rise shopping centre. The design of the residential blocks and spaces within the private estate is reasonably permeable although public access routes to the waterfront side of the development are not readily apparent.

The private residential edge constrains the integration of potential public uses or amenities in juxtaposition with the promenade. The linear promenade provides an effective movement corridor, which could be enhanced by the introduction of a larger proportion of softscape treatments that could soften and visually break up the long alignment.

### **3.2.7 Overview**

The preceding paragraphs have sought to outline an urban design analysis of the Study Area by identified sub districts. The findings have been taken into account in the development of a series of design objectives and parameters for developments within the Study Area and the formulation of an urban design plan. The urban design objectives are outlined in the following paragraphs.

### 3.3 Urban Design Objectives

The approach to urban design encapsulates the following principal objectives:

- to establish place-making through urban design, wayfinding, spatial definition and continuity;
- to promote connectivity and accessibility, with special priority given to enhancing accessibility of the waterfront;
- to foster a built form that integrates with the existing urban fabric, emphasises variety of buildings and spaces, and responds to and enhances the public realm;
- to promote a massing and arrangement of development that is consistent within creating a quality waterfront environment at Hung Hom, one that includes periodic activity nodes and destination spaces;
- to investigate a range of development options for prospective development sites to identify a preferred option for each site with the objective of ensuring that the development is appropriate to each site and its development context;
- to create development forms within identified development sites that physically relate to the existing arrangement and composition of development within the urban hinterland to produce a consistent and readable urban form;
- to create a form, arrangement and massing of development that is consistent with HPP and HPG; and
- to identify and create recognisable high quality focal points for local residents and visitors.

### 3.4 Design Concerns

The Urban Design approaches have identified nine core concerns for the Study Area:

**Development Parameters and a Mix of Uses and Forms:** Successful places have a mixture of uses and built forms and, as a consequence, a varied townscape. Due to the importance of the waterfront promenade and a number of prominent sites abutting the waterfront (e.g. the MTRC Freight Yard and IMC, the CDA site within Sub District C etc.), a set of urban design and landscape design criteria have been devised to define development parameters and guide layout formulation. The major development parameters would also be stated in land lease conditions where appropriate. The parameters would allow a degree of design flexibility to the developers whilst at the same time ensuring the major design objectives are met. The proposed parameters and massing of development will be complemented by a network of open spaces and view corridors, which is illustrated in **Figure 3.1**.

A mixed-use scheme on each potential development sites will improve the vitality of the area and will extend hours of activity. Variations in building form within the development such as the CDA site will assist in creating an interesting and rich townscape experience for visitors and for those who live and work in Hung Hom.

**Accessibility:** Currently the Study Area is physically separated into different sub-districts or neighbourhoods due to the transport infrastructure and road system, and land ownership pattern. It is important that there is an improvement in interaction and permeability between the private and public area. The potential development sites as well as the general streetscape need to be accessible to all users through a connected series of developments, pedestrian crossings and elevated walkways. It is also necessary to provide choice and respond to natural connections and desire routes. Circulation should allow for walking, cycling and easy access to public transport, as opposed to reliance on cars as the prime mode of transport. Pedestrian movement should be promoted by achieving a safe and convenient route from the station to the town centre and major residential complexes as well as to the waterfront promenade. (Note that due to current Government policy, proposals do not include specific provision for bicycle transport.)

**Achieve Critical Mass:** This can be achieved by ensuring that development densities and the mix of development on the site are both viable and sustainable. Achieving an appropriate density will help to sustain a variety of uses and will add to the vitality of the development. Establishing a significant residential population within the site will also help to create a safe environment by providing evening surveillance over public spaces, streets and routes.

**Encourage High Quality Development:** The area must create a strong sense of place, which draws people to the area to live, work and visit. Quality architecture, together with the treatment of the public realm, is a major factor in the achievement of this. The creation of a hierarchy of streets is essential as an underlying framework which binds together the mix of uses. Good design must be used to indicate public and private streets, which together provide a balance

between vibrant activity and calm passive spaces. The design and layout of development should ensure that the street network is safe, secure, legible and accessible.

New development must be high quality and seek to respond to local characteristics and views of the harbour as well as the waterfront promenade. Character will be key to achieving the right development quality. The proposed scheme should relate in a contemporary fashion to the local context of Hung Hom District through responsive form and materials. The public realm and its defining buildings will need to be consistent and of a high architectural standard. Public art, bespoke street furniture and signage, effective and creative lighting, and consistent use of surfacing materials and planting are all essential tools in fostering a development with a sense of place and a unique identity.

The waterfront promenade, Station area waterfront redevelopment, and the CDA will be important destination spaces along the Hung Hom waterfront. **Figures 3.2 – 3.4** summarise the design objectives for them and include applicable examples of high quality development.

**Sustainable Development:** The built form of the potential development sites will need to encompass principles of sustainable development. The siting and orientation of buildings should be carefully selected to maximise climatic opportunities (shelter, solar gain, etc.). Development should integrate with the natural environment wherever possible by responding to the harbour and through the inclusion of quality landscape in both the public and private realm. The construction of buildings must use both tried and tested methods of achieving energy savings and innovation where possible. New buildings and development plots must be designed to be flexible with the capacity to adapt over time to accommodate new and different uses.

**Legibility:** Proposed development and the overall urban design approach need to create a logical and perceptible relationship of buildings and spaces. Legibility should be introduced through integrating a series of linked open spaces and activity centres within the development that tie into the existing streets and form a coherent extension to existing open space, retail and residential areas. This promotes a legible design framework based on strong links with the urban areas, and a co-ordinated pattern of nodes, landmarks and visual references.

**Visual Permeability:** The conceptual design for the general streets as well as the potential development sites should provide for a comprehensive pedestrian movement network that is easy to comprehend. This should at the same time provide an organised context for different uses on adjoining sites, and provide for alternative means of circulation between major activity nodes. It is also important to preserve existing view corridors to and from the harbour.

**Robustness:** The proposed level of robustness should be achieved through an informal extension of street and commercial activities at both a visual and physical level.

Each of the preceding has formed an integral approach to urban design and the formulation of schemes for identified development sites.

### **3.4.1 Initial and preferred options**

The following sections apply the urban design concepts described above to the land use proposals of the four potential development sites outlined in the Section 2. The proposals have been studied in detail, and illustrations of preferred options have been prepared.

## **3.5 Station and Waterfront Development**

Three design options have been prepared for the site based upon the mix of uses and approach to the sites functional, physical and visual integration with the urban hinterland; the development strategy advocated by the existing urban design framework taking into account the TPB's Vision Statement for Victoria Harbour, HEC's HPP and HPG, and the HKPSG with particular reference to the UDG contained in its Chapter 11.

Design for the waterfront site will need to incorporate proposed alignments and associated facilities of the SCL. Preliminary plans for the SCL include two alignments south of Hung Hom Station: "North South Line" and "East West Line". The North-South alignment will be below grade level and will require a ventilation and flood gate building between the current Coliseum podium edge and the waterfront. The East-West alignment is an at-grade alignment that descends to a below-grade alignment. These railway improvements will require urban design solutions that incorporate new rail alignments and facilities whilst fostering an attractive waterfront environment for leisure and tourism uses.

The three design options have focused upon creating a comprehensive approach capable of generating a new vibrant, mixed-use development that gives recognition to the harbour whilst at the same time providing linkage to and from the

Hung Station/Coliseum podium. The existing IMC and MTRC Freight Yard will be removed and replaced by the comprehensive development along the waterfront which is the core of this new development. This 'terraced development' allows for a wide variety of activities and the visual linkage to the opposite side of the harbour.

### **3.5.1 Option One: Minimum Development Option**

This option takes its cues from the site's physical and environmental context, creating a waterfront park environment that descends incrementally through a number of tiers from the station podium to the level of the waterfront (see **Figure 3.5**). The development consists principally of a retail tier that concludes with a cluster of waterfront retail outlets. The option also proposes a retail/ commercial edge around the Coliseum platform. The moderate volume of retail should help to activate the Coliseum podium and the waterfront.

### **3.5.2 Option Two: Medium Development Option**

The density of development under this option is moderately greater than that provided under Option 1 by expanding the retail edge further out from the podium (see **Figure 3.6**).

### **3.5.3 Option 3 – Preferred Option: Maximum Development Option**

The option is based on Option 2 with the incorporation of two medium-rise blocks that frame the Hong Kong Coliseum (see **Figures 3.7 and 3.8**). The commercial blocks will be relatively slender and located towards the corners of the Coliseum podium, thus maintaining views to the Coliseum from the harbour and Hong Kong Island.

The proposed uses include retail, hotel, waterfront restaurants and cafés, and public amenity and open space areas and a waterfront promenade. It is envisaged that the station will form the 'heart' of the scheme with a new transport interchange for harbour cruise, and public space through which a link road underneath the Coliseum will connect the north and south of the site.

The area around the Coliseum will be refurbished and enhanced. Commercial development for retail and dining will create a sense of place to the area and will assist its integration with the adjoining waterfront development. Refurbishment will create a positive image for the site and enhance a sense of arrival.

The waterfront retail which is the core of this new development has been developed in the form of 'terraced development' allowing for a wide variety of activities and visual linkage with the harbour.

The waterfront development will address the harbour frontage to maximise amenity. The visual and noise nuisance of the Bypass flyover will be partly ameliorated by locating a retail and dining venue along its edge to provide a buffer. A variety of possible uses of the space underneath the flyover should be explored to maximise utilisation of the site.

The proposal also focuses on renovating the existing pier with proposed kiosk, dining and retail development, creating a strong sense of place which draws people to the area to live, work and visit. Quality architecture together with the treatment of the public realm is a major factor in the achievement of this. A harbour cruise terminal is a possible use that may be integrated into the pier development.

Establishing a residential population (i.e. inclusion of hotel-like units) within the site will also help to sustain a variety of uses and will add to the vitality of the development. Option 3, the most comprehensive option, is preferred, as it will provide a 'critical mass' of uses and an attractive, interrelated mix of buildings and spaces.

### **3.5.4 Breakwater and Extended Promenade**

Initial designs of the Station Area waterfront proposed a new jetty west of the existing working jetty. These would together form two arms to symbolically embrace the harbour with the purpose of providing additional mooring space, viewing locations and improving the wave climate in the area. An extended promenade boardwalk along the seaward side of the Hung Hom Bypass would provide additional space for public circulation along the water's edge where views would not be impeded by the Bypass (see inset of **Figure 3.7**). The proposals may be regarded as contravening the Protection of the Harbour Ordinance and should not be pursued unless cogent and convincing materials have been demonstrated to satisfy the overriding public need in accordance with the Court of Final Appeal's judgment in respect of the reclamation in Victoria Harbour. Hence, these proposals have been excluded from the preferred option.

### **3.6 Comprehensive Development Area and Residential (Group A)2 Sites: Review of Development Density and Building Height**

In the generation of building massing and height on both the CDA and R(A)2 sites, a number of factors need to be taken into consideration :

- inward views from the harbour and from Hong Kong Island;
- the overall massing, form and height of buildings in the context of activities in the immediate vicinity along the Hung Hom Waterfront; and
- the massing and height of development in relation to visual outlook from nearby or adjoining developments.

In order to test the implications of massing on these sites, three basic options have been produced in schematic form for each of these sites. These utilise the conditions set out in the OZP as a starting point. We consider that, in reviewing these options and taking into account the above factors, any possible reduction in development density and height should only be considered if it could be shown conclusively that this is necessary to meet acceptable massing and layout conditions.

#### **3.6.1 Inward Visual Context**

When viewed from the south (i.e. from the harbour or North Point area), building massing along the Hung Hom waterfront essentially exhibits two characteristics. First - that development on waterfront sites and those sites immediately to the north form an almost solid visual 'wall' of development; and second - that although building heights vary somewhat, the size of major development sites or residential estates exerts a somewhat undifferentiated visual experience (with the exception of the Harbourfront Landmark tower at 235mPD in height). In this context the proposed massing and height of the CDA site is not excessive in terms of its impact on the skyline, and relates to similar overall storey heights at Harbourfront Horizon to the west.

#### **3.6.2 Immediate Visual Context**

The overall building distribution in the immediate area forms a combination of high density residential and hotel sites with interspersed areas of public open space. The open space provision to the east, west and north of the CDA site assists considerably in distinguishing the broad massing of development on this site from neighbouring development. It also visually offsets the central development focus when perceived from immediately adjoining locations including Hung Luen Road and the promenade. In addition the low-rise 2-storey deck above the PTI, together with the gradation in building heights within the CDA site, substantially reduces the extent of overall massing. In this context the proposed massing and height of development components is not considered excessive in terms of its impact on activities in the immediate vicinity.

#### **3.6.3 Adjoining Development Context**

In terms of the visual and experiential impact of height and development density from nearby sites, the developments most likely to be affected by the CDA site are certain blocks along the western edge of Whampoa Garden, the south eastern row of blocks of the Harbour Place development, and the adjoining R(A)2 site. The Whampoa Garden 'edge' (itself 15 storeys (60mPD)) is most closely related, in visual terms, with open space and a G/IC (school) site, and prospective development on the CDA site. The later is located approximately 200m from the development at the edge of Whampoa Garden. Given the waterfront locality of the CDA and R(A)2 sites, it is important that their proposed development parameters foster building massing that respects and is compatible with the surrounding developments.

### **3.7 CDA Site**

The three development options (described previously in Section 2 in terms of their land use) are discussed below in terms of their urban design, specifically within the context of the broad visual context and analysis. It is also considered necessary, in terms of locational attraction and catchment convenience, that the PTI is located in the same position on each of the options.

### **3.7.1 Option 1 : Low Density Mixed Use Development**

This option effectively minimises the amount of podium development and allows for a reduction in terms of tall building area. The scheme is predicated on spatial layering of development components across the site (see **Figure 3.9**).

In the southern portion of the site a curvilinear profile of 10 storey commercial retail, café and office development is set back from the promenade, so that the pedestrian-related space broadens out at various points to embrace soft planting and sitting areas, that might also be utilised for al fresco dining or café terraces.

An east-west internal mall then connects through the development on an east-west axis joining together the areas of open spaces parkland, and opening out into landscaped or intimate retail spaces at certain points along and opening its length.

Along the part of the main body of the site are located four 75mPD towers for either hotel or commercial development, with ground level service areas and underground parking. Buildings are spaced to break up the tall built edge, and to ensure attractive outward views. In the eastern part of the site, the PTI is located under a podium to the north of the mall, and a 75mPD hotel tower located in the north-eastern portion of the site to both ensure good harbour views and allow landscaped facilities to be located at podium level.

### **3.7.2 Option 2 : Medium Density Mixed Development**

This option is based on a more podium-oriented development, facilitating different and contrasting edge conditions associated with different parts of the scheme (see **Figure 3.9**).

The building height profile itself accords with the maximum conditions of the Brief, allowing for 40mPD in the southern portion of the site, to 75mPD to the north. Tower heights, therefore, allow a spatial gradation from north to a low edge alongside the waterfront, but also a gradation from 75mPD in the central part of the scheme to 53mPD at the eastern and western edges. This acts to accentuate the formality of the overall composition when seen from the harbour.

There is a visual and pedestrian crossing at the north-eastern corner of the site, which intends to tie the development into the newly designed open space and the urban fabric of the area. The positioning of the mixed use retail/office and hotel buildings at the northern end of the development offers the opportunity for the creation of a local landmark.

The transport interchange and bus terminus will be located at the ground level to the east of the site to provide seamless interchange between different modes of transport. This location provides convenient taxi, hotel drop off and bus connections and enhances pedestrian access to the development. There is a hotel development proposal on top of the podium of the transport interchange. The roof garden of this hotel development has been designed to with a degree of privacy and take the advantage of the harbour view. Car parking will be provided sensitively throughout the development at basement level.

### **3.7.3 Option 3 (Initial Preferred Option) : Maximum Development Density**

This option follows a similar overall plan form to Option 2, however, the tall commercial block forms to the north form a consistent row at a height of 75mPD that corresponds to the increase in GFA proposed in relation to the scheme (see **Figures 3.10 - 3.12**).

Both options 2 and 3 are designed to allow maximum pedestrian permeability within and through the development site at ground level, and these would be specified in design parameters.

The layout arrangement and massing of development on site avoid the drawbacks that are associated with Harbourfront Plaza. The arrangement of the towers provides visual corridors that permeate the development avoiding the creation of a wall-like development and encouraging visual porosity. Retail edges will be promoted that will have an aspect to the harbour. It is envisaged that these would contain a number of eateries and facilitate the promotion of al fresco dining.

Thus, in short, current development allowances and heights provided under the OZP can be adopted to produce a development scheme that respects its context and promoted permeability.

### **3.7.4 Conclusion**

As stated previously, the schematic options have covered both different development densities and massing configurations. These have been reviewed in terms of the inward visual context (from the harbour), the immediate visual context (within the immediate district), and the adjoining visual context taking into consideration local area development

and massing, and outward views from these developments. These conditions take into account the TPB's Vision Statement for Victoria Harbour, as well as HEC's HPP and HPG.

### **3.8 R(A)2 Site**

Three spatial options have been produced in schematic form which accord with the given development capacity of the R(A)2 site. These have been developed in broad conjunction with massing proposals developed for the CDA site, but with due cognisance paid to the existing tall block massing and height of the Harbour Place to the north. A further option in terms of transfiguring the R(A)2 site and the adjoining 'Open Space' ('O') site has been considered.

#### **3.8.1 Option 1 : Maximum Development Intensity (PR = 9.0, 3 Towers)**

Three towers are proposed under this option at 33 storeys (116mPD) over podium. Spatially this provides an adequate arrangement of blocks. However in terms of the immediate visual context, the overall composition heightens the perception of continuous building blocks, and also compromises outward views from the Harbour Place and CDA sites (see **Figure 3.13**).

#### **3.8.2 Option 2 : Reduced Development Intensity (PR = 6.0, 3 Towers)**

This broadly follows the same criteria as Option 1 but with a reduced plot ratio that allows the three tower blocks to have a varied height profile. This provides for gradation in height across the site and improves the immediate visual context by reducing the height of the R(A)2 development below that of the Harbour Place (see **Figure 3.13**).

#### **3.8.3 Option 2A : Exchange of R(A)2 and 'O' Site Designation (PR = 6.0, 3 Towers)**

In terms of overall tall building massing, this option allows for a spatial continuation of three tall building forms as a western extension of the adjoining Harbour Place development. This also provides a wide band of low rise development (school site) and open space between Oi King Street and Hung Luen Road. It will act to minimise the development density on immediately adjoining sites and allow better outlooks for buildings situated on the R(A)1 (Harbour Place) and CDA sites, and would also allow the introduction of active recreation facilities in a central part of the area, and adjacent to the school. It can also alleviate the perception of continuous tall buildings south of the Hung Hom By-pass to the waterfront. Development of 3 towers on the development site to the West would, to some extent, reduce the linearity of the visual open space connection from the waterfront along Hung Lok Road, although this is already spatially compromised by the elevated By-pass structure. In terms of the inward view context i.e. from the south, there would be only a marginal adjustment in terms of visual perception, as the site is set well back from the waterfront open space.

It is concluded, however, that exchanging the R(A)2 and adjacent 'O' sites is not feasible from an environmental perspective, and accordingly the option has not pursued further.

#### **3.8.4 Option 3 (Initial Preferred Option) : Two Tower Blocks (PR = 6.0, 2 Towers)**

This broadly follows the same criteria as Option 2 but with two tower blocks to increase visual porosity through the site. This increases the maximum height of the towers to 120mPD but improves the immediate visual context by opening up views through the site from the Harbour Place and CDA development (see **Figure 3.13**).

### **3.9 Tai Wan Shan Park**

Three design options have been prepared as part of the initial design (see **Figure 3.14**).

#### **3.9.1 Option 1: Minimum Intervention**

This option introduces a series of landscape enhancement measures around the basketball court and playground with the goal of creating an integrated space with the promenade. These measures include enhancement of peripheral tree planting around the edges of the site, the introduction of intensified shrub planting and increased provision of seating.

#### **3.9.2 Option 2 : Mixed use Retail and Amenity**

This option responds to the capacity of the site in terms of critical mass. The design concentrates on the use of the local amenity such as large local playground and enclosed public plaza. A building height of 4 to 5 storeys is proposed for the retail blocks. This option seeks to create a critical mass of development that will create an activity node at the waterfront.

The scale of development is intended to match the scale of the remaining park areas. It is envisaged that structures will be light weight in character and will be designed to incorporate a degree of transparency.

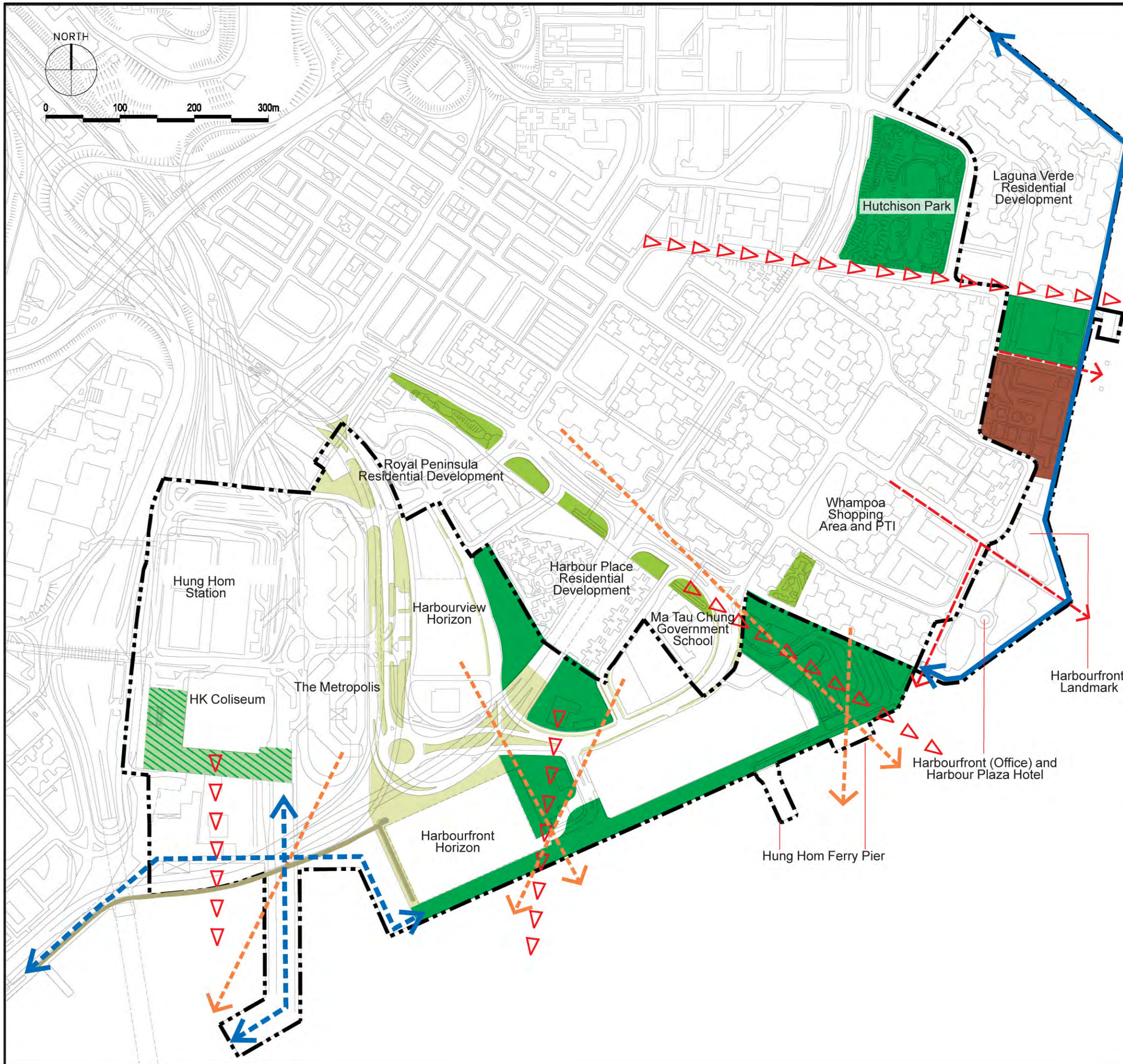
### **3.9.3 Option 3 : Initial Preferred Option**

This option combines elements from Options 1 and 2. The design integrates with the natural environment wherever possible by responding to the waterfront and through the inclusion of new landscape measure whilst incorporating a lower scale of development than that proposed under Option 2. The building structure is designed to be flexible with the capacity to adapt over time to accommodate new and different uses. All uses should however serve to create an activity node at a relatively dead area of the established waterfront. The proposed public square will be associated with the waterfront retail and can also provide a venue for al fresco dining.

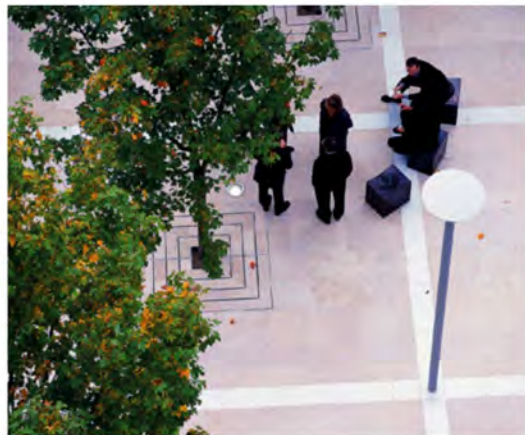
The waterfront outlet could be designed as a distinctive shell-like enclosure that will not only provide a new activity node along the waterfront but will also constitute a destination from where views out to the harbour can be enjoyed. The development will demonstrate architectural ability to enhance the quality and richness of the public realm. The site will open out onto the waterfront promenade and serve to activate this section of the promenade. A maximum height restriction of 15mPD would be provided to limit buildings to one storey in height.

### **3.10 Overview**

The proposals seek to create a form and arrangement of development along the Hung Hom waterfront that promotes a strong sense of place whilst at the same time taking cognisance of development within the urban hinterland. An attempt has been made to promote visual porosity so that continuous walls of development are avoided. At the same time strong emphasis has been made on promoting connectivity. All of the development proposals within the planning area enhance or make provision for connections to and from the water's edge and between districts. Massing and scale of each development respects context and seeks to ensure that development at the water's edge is at a human scale. The proposed developments along the waterfront will in turn activate the water's edge and create destination spaces.



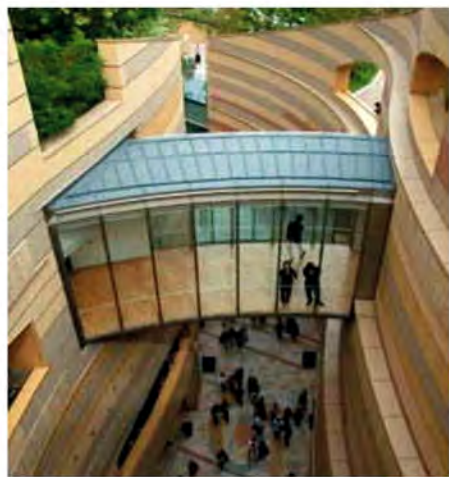
- LEGEND:**
- Study Boundary
  - District Open Space
  - Local Open Space
  - Elevated (Podium) open Space
  - Recreation Area
  - Amenity Area
  - ▷▷▷ Major View Corridor (at-grade)
  - ▷ Short Range View Corridor (at-grade)
  - ▷ View from development
  - Existing Footbridge
  - ↔ Existing Promenade
  - ↔ Proposed Future Promenade

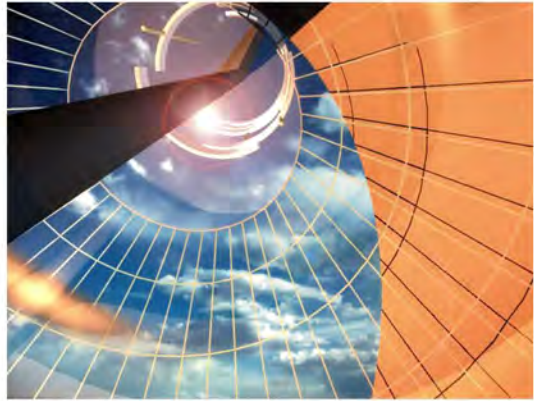


- To identify strategies for creating a high quality development along the waterfront
- To identify surfacing materials and planting that are capable of fostering a quality waterfront and to promote sense of place and unique identity.
- To establish a design strategy that provides lighting and planting regimes that are consistent with a high quality waterfront.
- To introduce elements along the waterfront that are capable of creating destinations and activity along the waters edge.
- To identify uses that are incompatible with promoting a publicly accessible waterfront and to suggest means through which they might be removed and redeveloped.

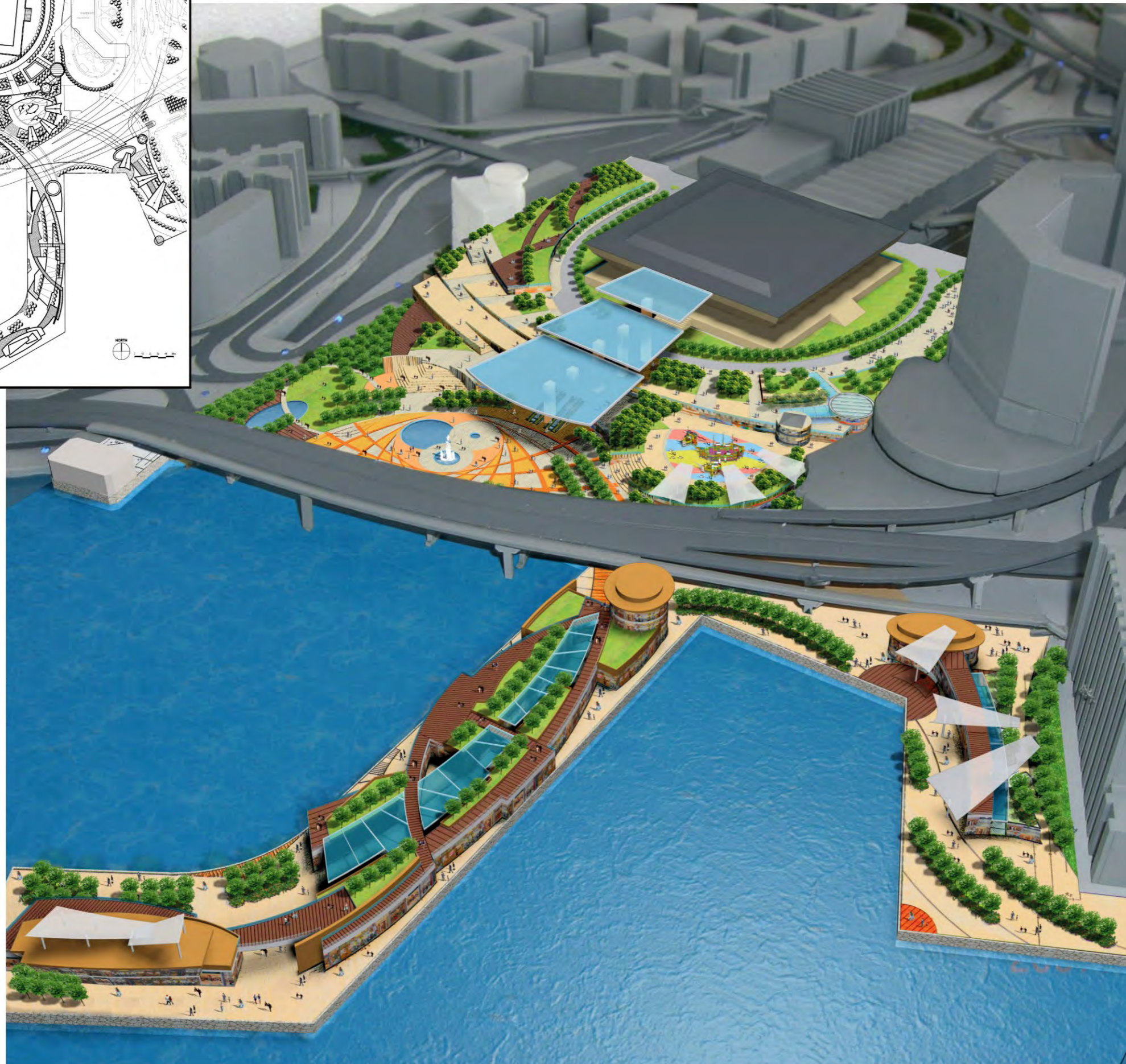
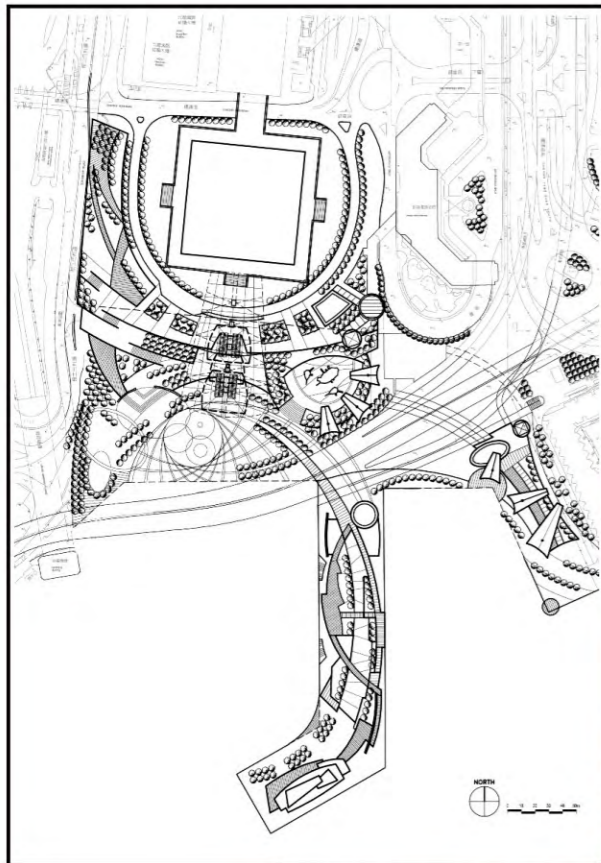


- To promote a wide variety of activities and visual linkages to the harbour.
- To provide for comprehensive linkage between the existing podium deck and the waterfront.
- To provide a scale and arrangement of development that is consistent with the Harbour Planning Principles, and which promote visual variety and diversity.
- To provide a front of development that relates to its environment and which forms a logical physical extension of the existing urban area.





- To develop a scale and massing of development that is in keeping with a waterfront location and which is in sympathy with its environs.
- To maximise climatic opportunities and views by careful siting and orientation of buildings.
- To promote the development of space corridors along key visual axes to promote views from the harbour-front.
- To extend the physical and visual influence of existing areas of open space through careful linkage and placement of buildings.
- To develop open space linkages from the existing urban area to the waterfront to ensure that development at the waters edge is at a human scale.
- To promote a mixed diversity of uses that create destination spaces and serve to activate the waterfront.



**Low Rise Option -  
Limited retail use at the  
southern edge of Hong Kong  
Coliseum**

**Option 1 Development Parameters**

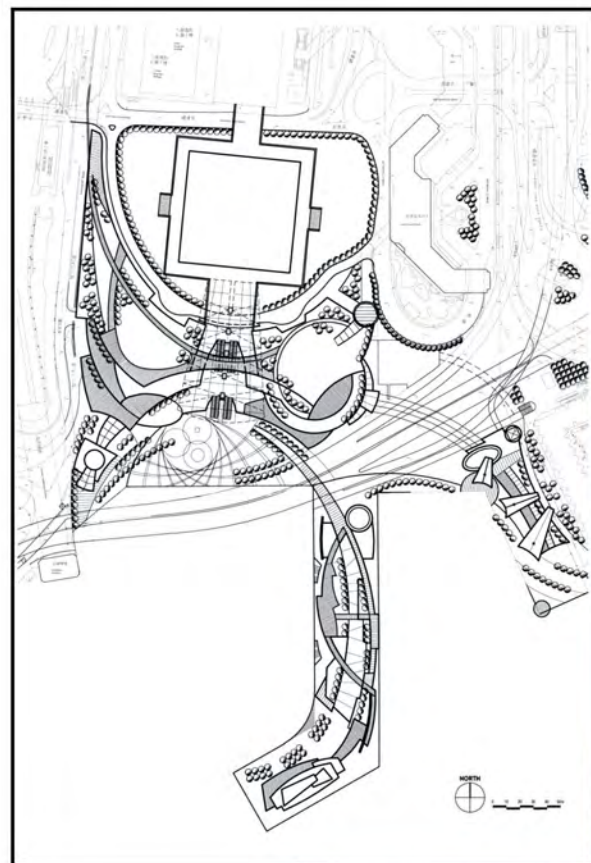
Site Area: 58,010 sq.m  
 Plot Ratio: 0.35  
 GFA: 20,302 sq.m Retail  
 Max. Building Ht.: 23mPD



Agreement No.  
**PLNQ 43/2006**

Figure Title  
**Hung Hom Station Area and  
 Waterfront Development: Option 1**

Figure No.  
**3.5**



**Medium Density Mixed Use -  
Option - Commercial Uses  
With dining and retail  
development**

**Option 2 Development Parameters**

Site Area: 58,010 sq.m  
 Plot Ratio: 1.16  
 GFA: 67,181 sq.m Retail  
 Max. Building Ht.: 23mPD



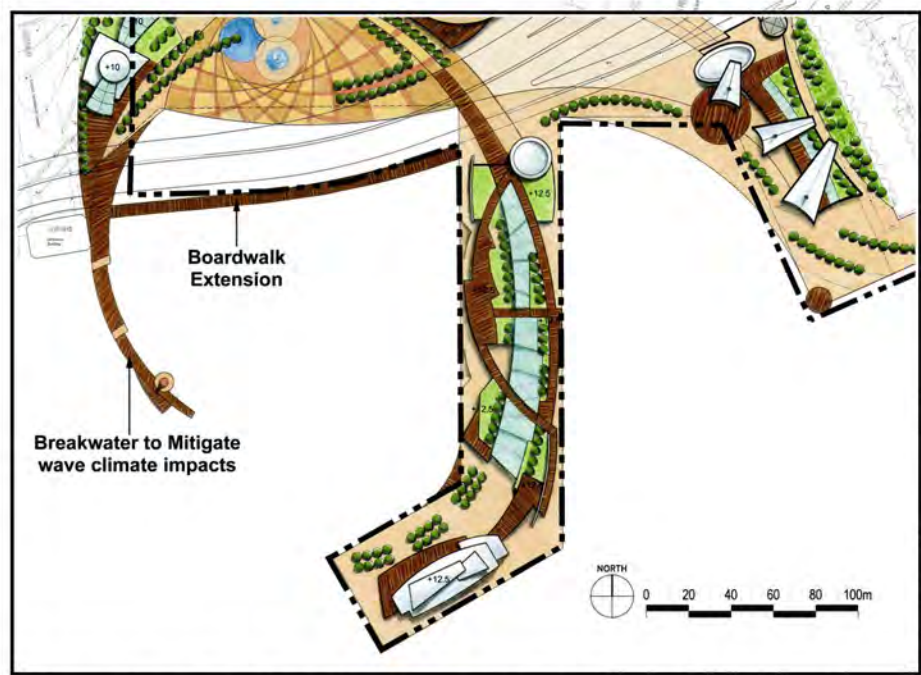
Agreement No.

**PLNQ 43/2006**

Figure Title

**Hung Hom Station Area and  
Waterfront Development: Option 2**

Figure No.



Alternative with Breakwater and Extended Promenade



**Intensified Medium Density Mixed Use Option**

**LEGEND:**

- A. Proposed Low-Rise Retail Development
- B. Proposed Medium-Rise Hotel
- C. Proposed Access/Egress Providing Connection to Grade at Waterfront
- D. Proposed Medium-Rise Hotel
- E. Proposed Low-Rise Retail
- F. Proposed Vehicular / Servicing Access (Deck Level)
- G. Proposed Vehicular / Servicing Access (At Grade)
- H. Retail Entrance Providing Access to Deck Level
- I. Proposed Public Waterfront
- J. At Grade SCL Alignment underneath Retail Podium
- K. Approximate Location of SCL Ventilation Building (subject to detailed design)
- L. Waterfront Kiosks and Harbour Cruise Departure Point
- M. Retail / Dining Outlets
- N. Proposed Service Access from Cheong Tung Road South (At Grade underneath Metropolis, subject to detailed design)
- O. Proposed Demolition of Ramp at Either End of Existing Walkway and Introduction Of Lifts and Stairs to Enable Enhancement Works and Access
- P. Pedestrian Access under Hung Hom Bypass
- Q. Existing Coach Park to be Reconfigured

**Option 3 Development Parameters**

|                    |                             |
|--------------------|-----------------------------|
| Site Area:         | 58,010 sq.m                 |
| Plot Ratio:        | 1.64                        |
| GFA:               | 67,181 sq.m Retail          |
|                    | 27,982 sq.m Hotel           |
|                    | 95,163 sq.m TOTAL           |
| Max. Building Ht.: | Retail blocks = 23mPD       |
|                    | Hotel Blocks = 75mPD        |
|                    | Waterfront and pier = 15mPD |



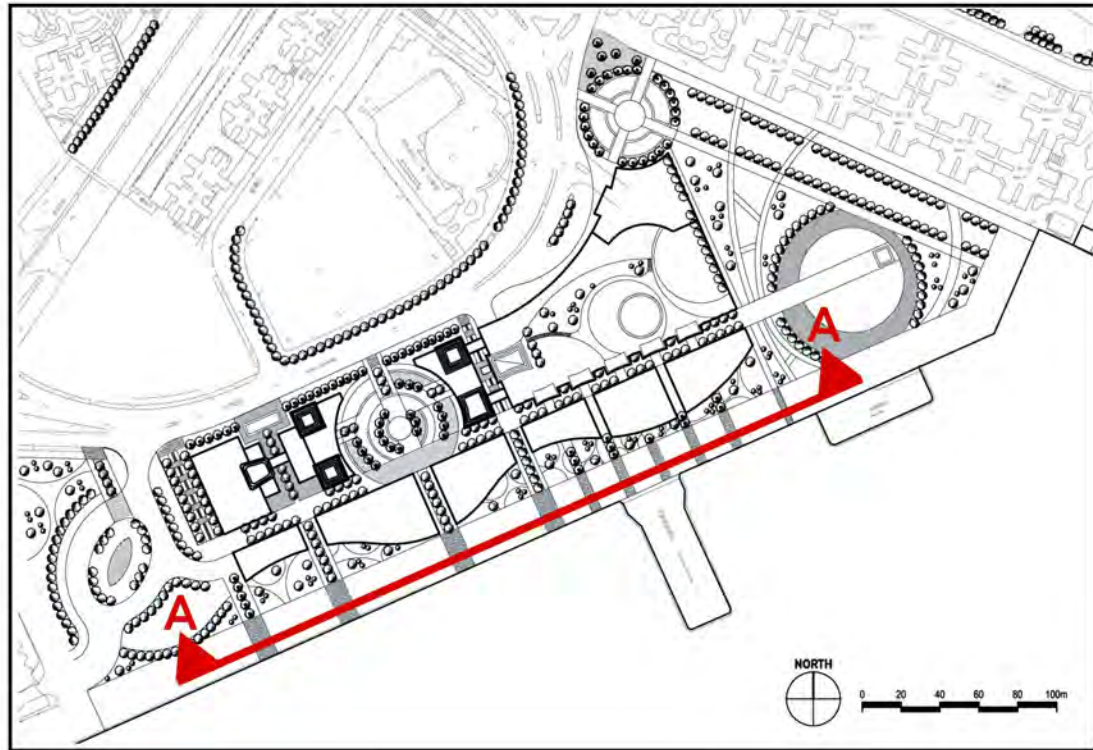
Agreement No. **PLNQ 43/2006**

Figure Title  
**Hung Hom Station Area and Waterfront Development:  
 Option 3 - Recommended Option**

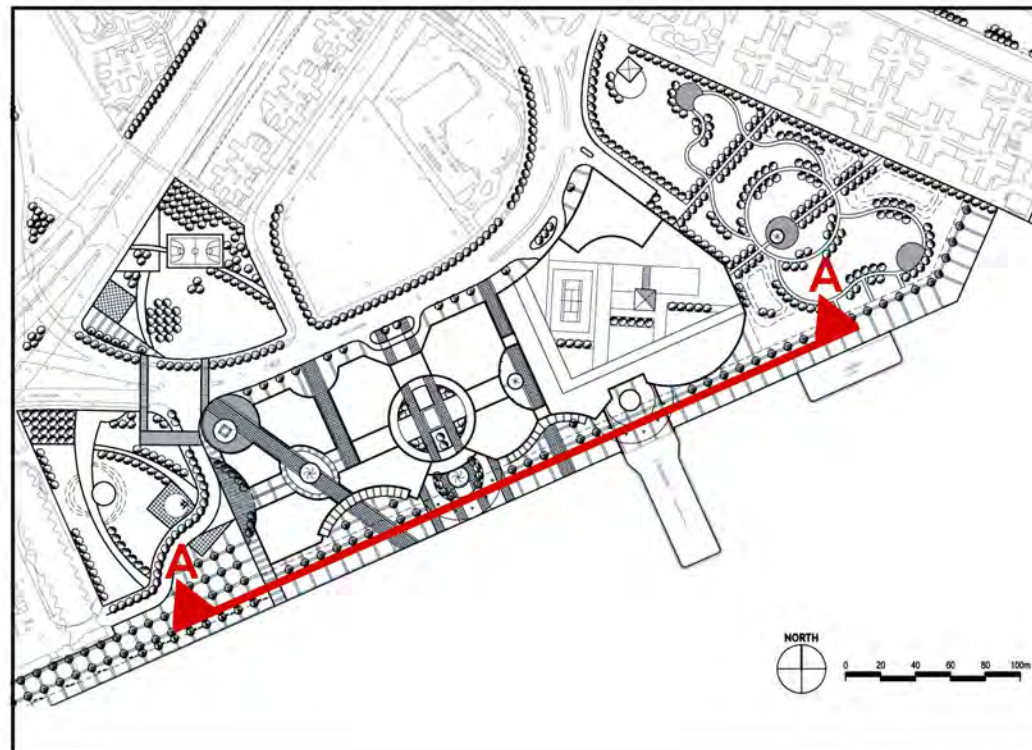
Figure No. **3.7**



### Option 1



### Option 2



**Section A-A**



**Section A-A**



**LEGEND:**

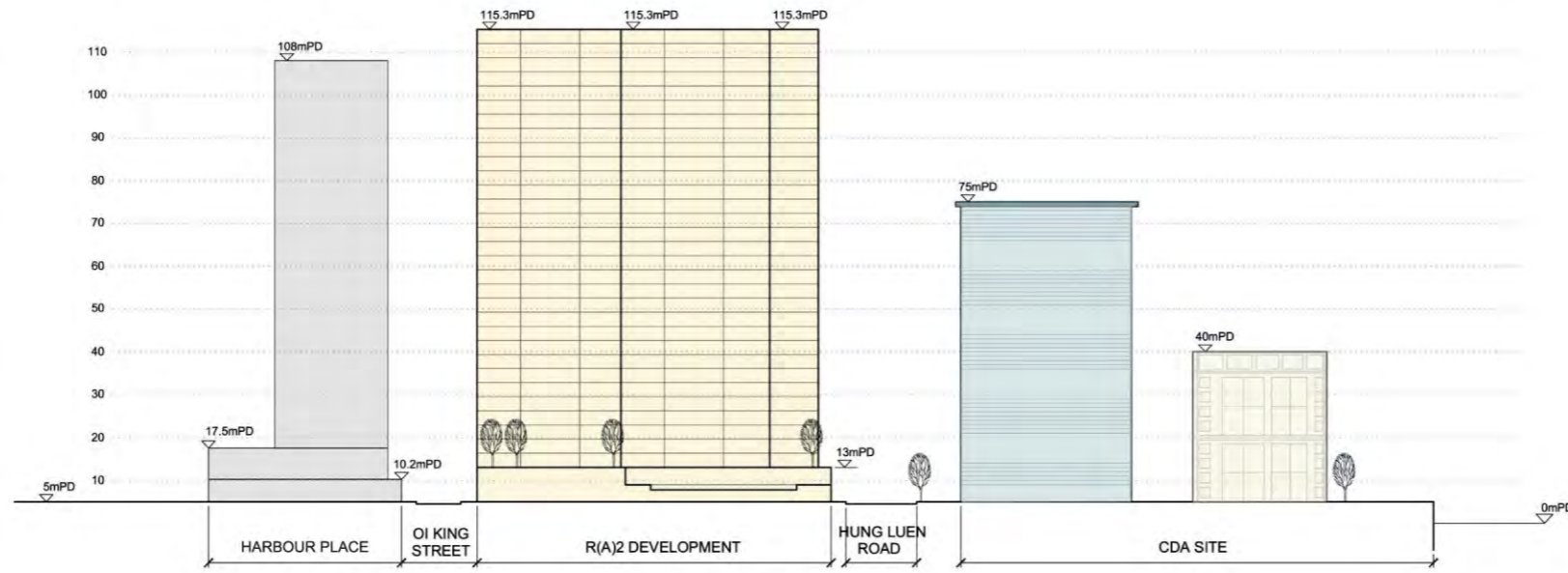
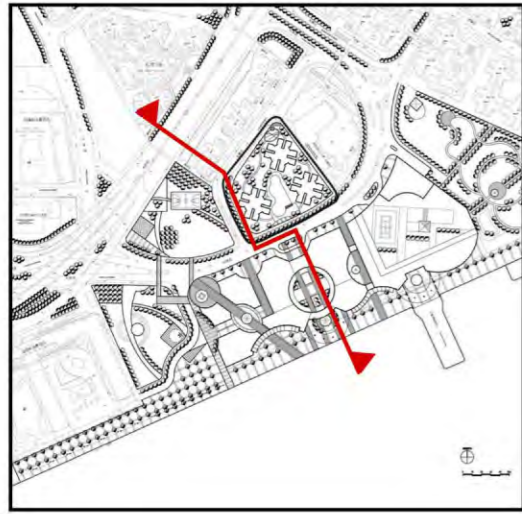
- A. Realigned Access Road (Subject to Detailed Design) and Open Space
- B. Proposed Improved Pedestrian Crossing at Grade
- C. Open Space
- D1-D4. Office, Hotel Use and Retail within CDA
- E. Waterfront Entrance to Retail and Hotel
- F. Hotel Over Podium with PTI at Grade
- G. Hotel Drop Off and Access to Basement Parking
- H. Waterfront Entrance to PTI Reprovisioned within CDA and Possible Connection to Upper Level Retail from 2nd Level of Ferry Pier
- I. Waterfront Promenade
- J. New Urban Park
- K. Access / Egress to Reprovisioned PTI
- L. Ground Floor Retail and AI Fresco Dining
- M. Retained Ferry Pier possibly Upgraded and Re-clad in Conjunction with Development of CDA Site
- N. Relocated PTI at Grade
- O. Retail and Hotel Ground Floor Lobby

Ground Floor Layout of PTI, Hotel Lobby and Retail

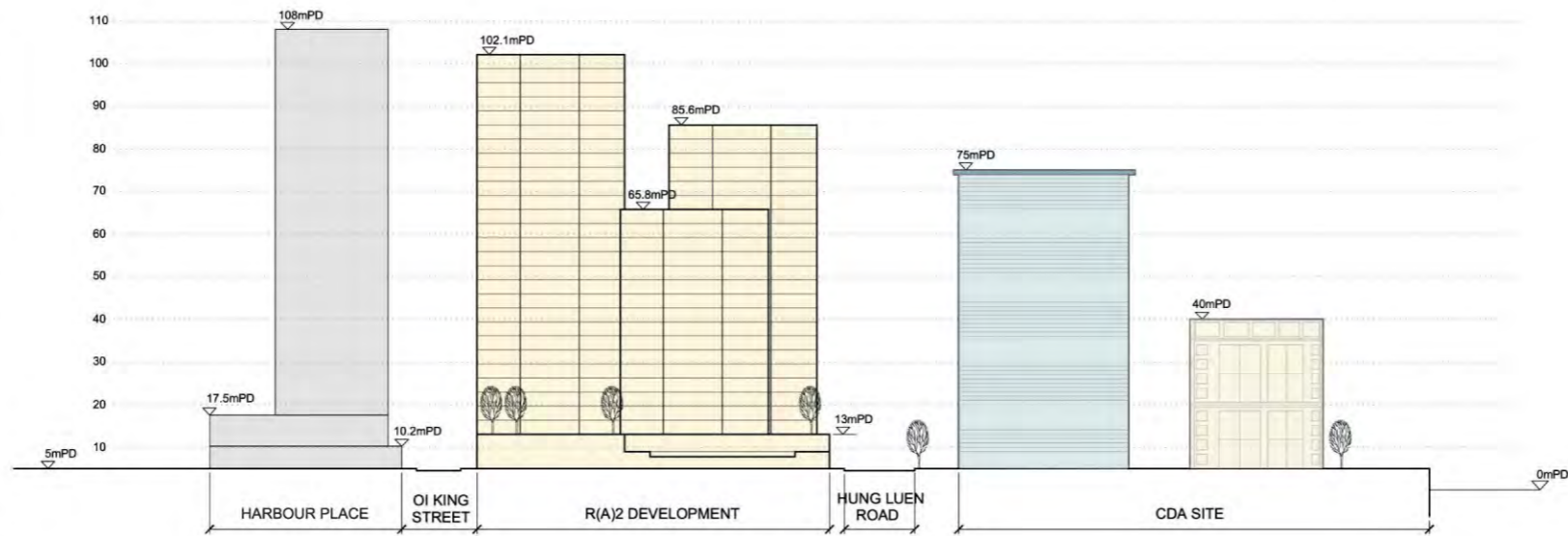
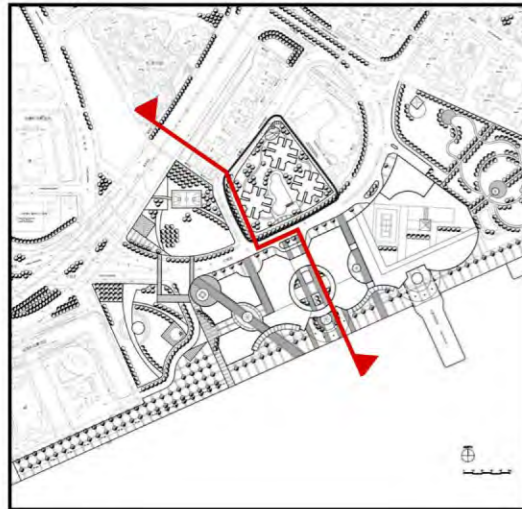
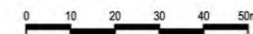


**Section A-A**

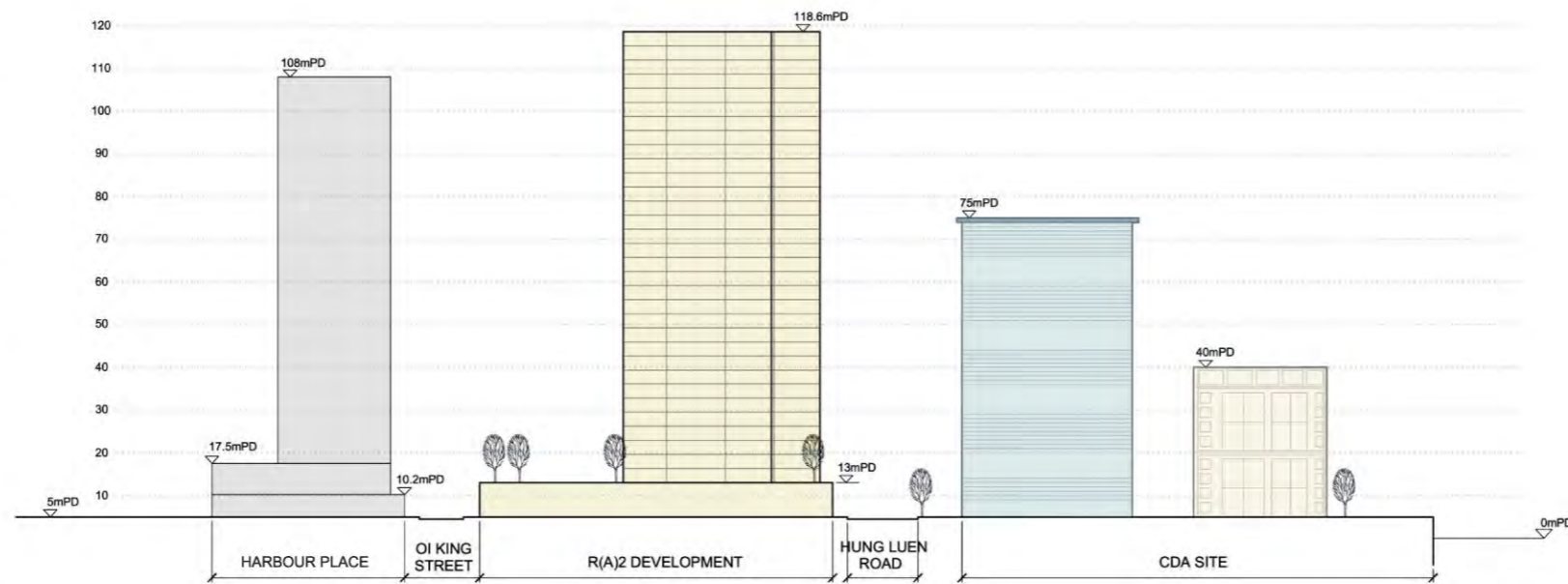
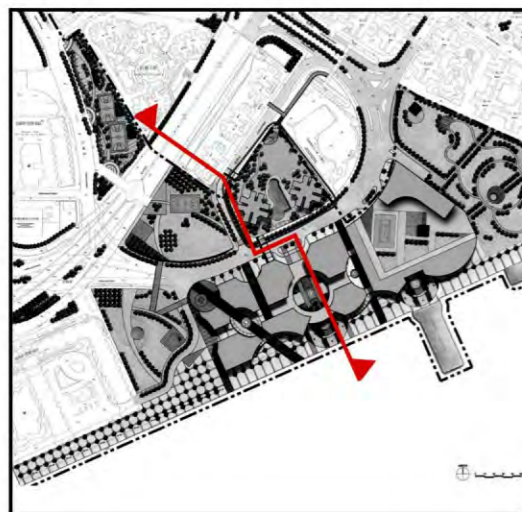
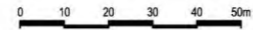




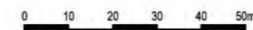
Option 1



Option 2



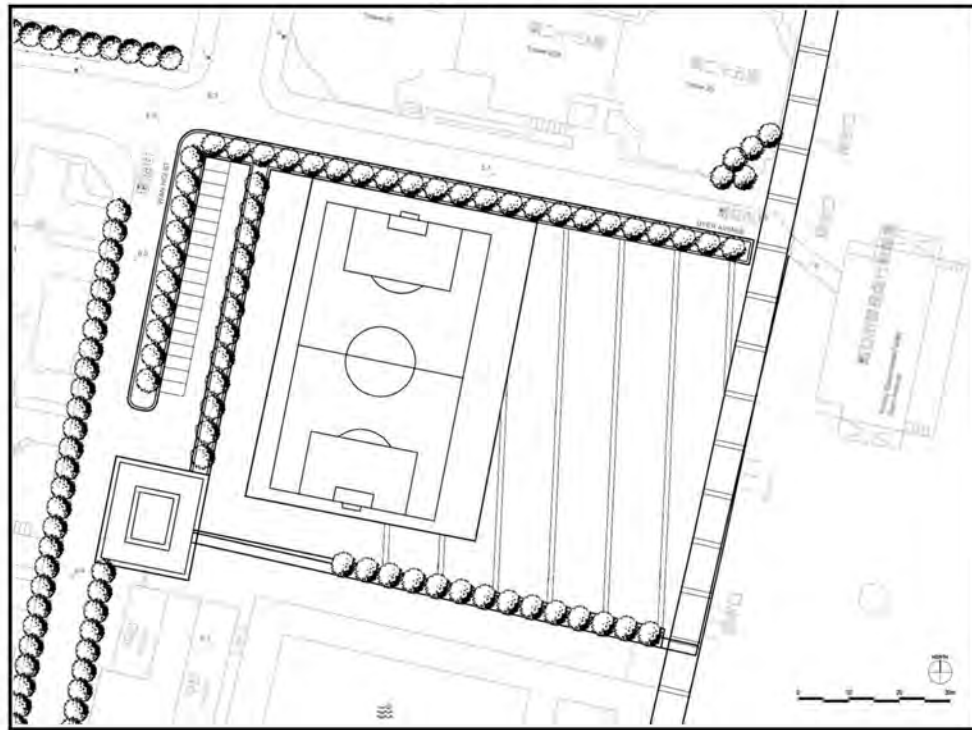
Option 3



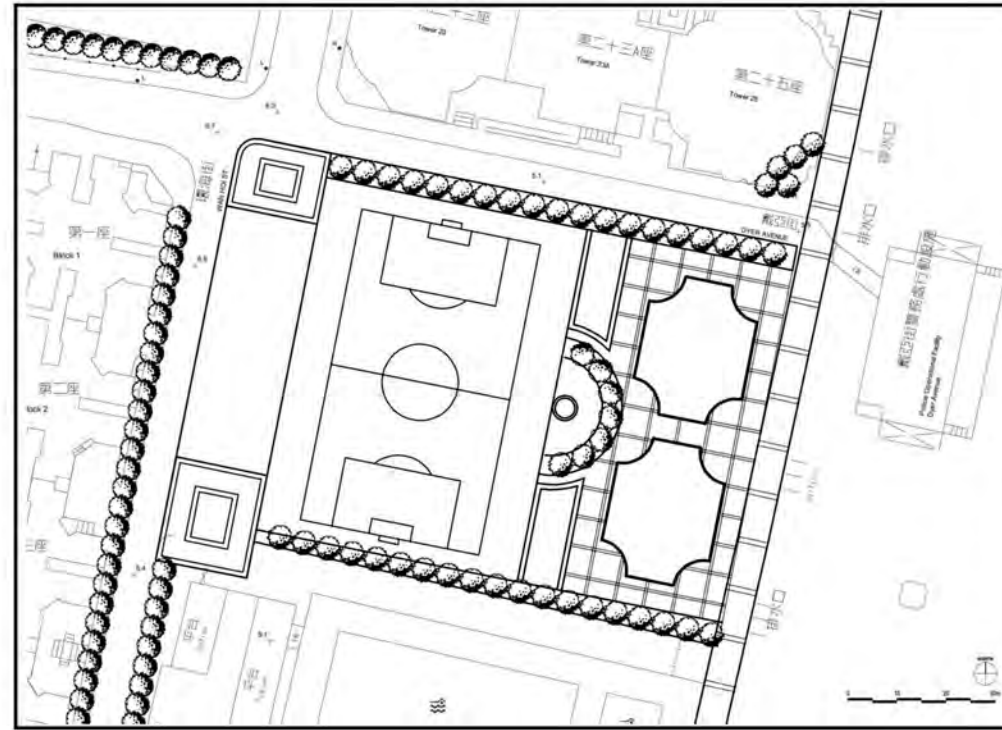
**LEGEND:**

 Proposed Building Height in mPD

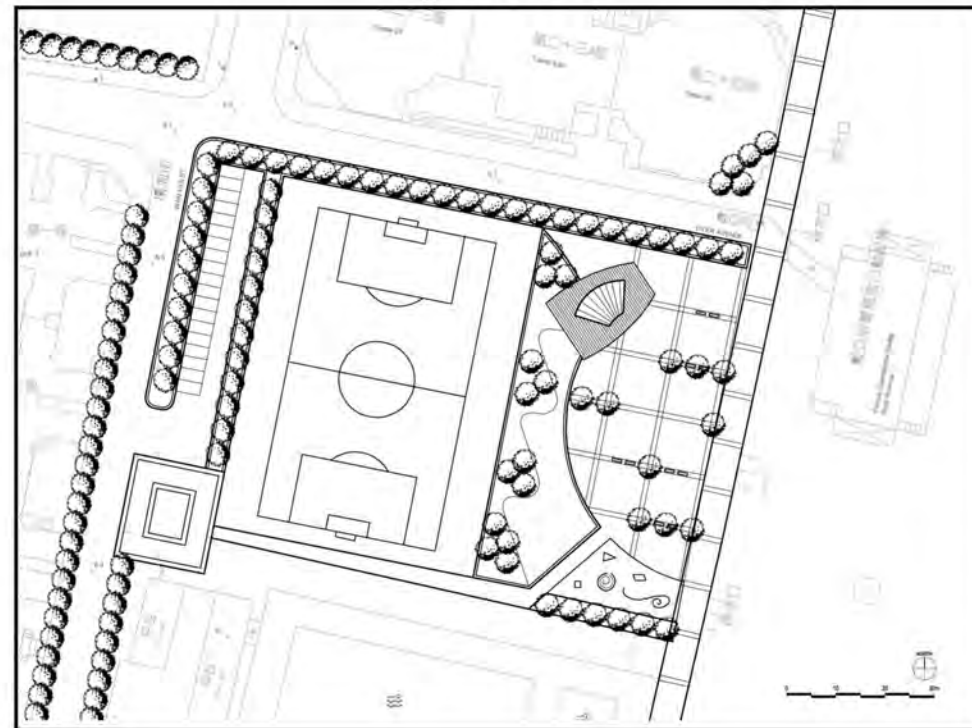
**Option 1**



**Option 2**



**Option 3**



**Option 3 Section: North/South section through Tai Wan Shan Park with Cafe and public square on the waterfront area**

## 4 LANDSCAPE FRAMEWORK

### 4.1 Introduction

This section analyses the existing landscape and open space character and then outlines the landscape planning and landscape design proposals that have been applied to the Study Area.

The proposals are two fold in character:

- landscape planning proposals and treatments for potential development sites, inclusive of public and private open spaces and recreational areas within the sites;
- landscape treatments and enhancement proposals for the public realm, inclusive of the waterfront promenade, public open spaces and principal public roads.

### 4.2 Current Landscape Character and Open Space Framework

Key landscape issues, current open space provision and landscape treatments within the Study Area are analysed below.

#### 4.2.1 Study Area Key Landscape and Open Space Issues

In general the principal key issues are as follows:

- the linkage between areas is poor and involves vertical as well as horizontal separation;
- hard and soft landscape treatments are inconsistent across the Study Area, mirroring the poor integration of land uses between sub districts;
- the open space pattern lacks coherency as a number of designated open spaces are currently undeveloped, are presently works areas, or, are being used for transportation purposes;
- there is a high level of spatial 'compartmentalisation' associated with the high rise private enclaves; and
- there are substantial physical separators in terms of wide, and occasionally grade-separated, road corridors; and the generally poor interface between private and public areas.

The existing landscape and open space character of the Study Area sub districts is as follows.

#### 4.2.2 Sub-District A

The area is largely comprised of a large Station area podium with featureless landscape. Planting measures are limited to raised planters along the edge of the Coliseum podium and amenity areas on the raised podia and along the driveway of the Metropolis development. At-grade areas adjacent to the waterfront are hard spaces occupied by transport and freight infrastructure with virtually no distinctive landscape character. There is some planting along the footpath that connects the TST East promenade to the IMC and Coliseum podium.

#### 4.2.3 Sub-District B

This Sub-District contains two sites that have been designated as public open space but not yet implemented. The two sites are located to the east of the sub-district. Each is either fallow or is occupied by site offices and storage facilities. The sites are currently covered with scrub and have no landscape character. A large part of Sub-District B is committed to roads. Several of the roads have elevated alignments. Soft landscaping has been implemented within amenity areas along and underneath the network of flyovers and on at-grade roads consisting of the Hung Hom Bypass, Princess Margaret Road link and Cheong Tung Road South. Along other streets such as Hung Lok Road, Hung Luen Road and Oi King Street, the density of planting is generally limited and warrants enhancement. The newly completed Harbourview Horizon development has a number of hard landscape treatments but limited soft landscape. Immediately to the south the large pumping station facility is set in a visually prominent fenced site with no landscape planting.

#### 4.2.4 Sub-District C

The Sub-District is principally occupied by Harbourfront Horizon, an area reserved for open space development that extends to the waterfront, and a Comprehensive Development Area (CDA) that is abutted at its southern edge by a twenty metre strip of land designated for development as a waterfront promenade. The latter is fenced off and is

currently barren with no landscape character. The adjacent open space is cut off from the waterfront by Kin Wan Street. This road provides access to the southern edge of Harbourfront Horizon but has the formal effect of creating a physical barrier at the northern edge of the proposed waterfront promenade. The area of open space located between the CDA site and Harbourfront Horizon is currently occupied by site offices and is used for open storage. Formal landscape treatments are entirely absent. At the present time the responsibility for designing and implementing the promenade has not been formally defined (it has been suggested that the developers of adjacent properties should be encouraged to develop and possibly maintain the promenade). Harbourfront Horizon has recently been completed and landscape designs have been implemented within the curtilage of the hotel site, which are generally of a high standard. The southern edge of the site adjacent to the proposed promenade has been walled eliminating any immediate landscape interaction.

The eastern portion of the Sub-District is presently occupied by a PTI. This is to be relocated within the CDA site upon its disposal. The existing site will then be developed (possibly by LCSD) as a public park abutting the waterfront. The present PTI is currently a large featureless hard space, save for a measure of planting to the north west of the site.

#### **4.2.5 Sub-District D**

The Sub-District is principally occupied by three large commercial developments (the Harbourfront, Harbour Plaza Hotel and the Harbourfront Landmark). These are large landmark developments that have been developed with high standard finishes. Landscape measures have principally concentrated on hardscape (paving etc). Softscape is limited to planting within planters. The adjacent promenade has been implemented by the developers of the adjacent developments and is finished to a good standard.

#### **4.2.6 Sub-District E**

The Sub-District is currently occupied by a swimming pool complex and Tai Wan Shan Park. The periphery of the swimming pool complex is delineated by a boundary wall that has been painted powder blue. The colour of the wall contrasts sharply with the colour of the beige and brown paving that has been applied to the promenade producing an extremely negative chromatic interface. Wan Hoi Street, along the western edge of the swimming pool and park, has very limited tree planting, with the exception of a row of trees in movable planters within the Tai Wan Shan Park car park.

#### **4.2.7 Sub-District F**

The Sub-District is predominantly occupied by the Laguna Verde and Fisherman's Wharf development. These are respectively residential and commercial developments. The former has its own internalised landscape treatments. The developer has also taken the responsibility of developing the promenade. The quality of materials used is of a good standard. There is a deliberate level change between the promenade and Laguna Verde development which discourages the general public from entering into the private realm within the Laguna Verde site.

#### **4.2.8 Private and Public Realm Open Space in Adjacent Areas**

In addition to the above, local open spaces are provided within the Whampoa Garden Development. This is specifically allocated to local residents and is managed by the development's management company. The remaining major open space within the environs of the Study Area is Hutchison Park. This is a popular park that has been in use for over 15 years.

### **4.3 Proposed Open Space and Landscape Framework: Design Approach**

This section outlines improvements to the public realm and landscape strategies that could be applied to the individual development sites within the Study Area. The overall landscape strategy seeks to create a consistent and readable series of open space and destinations as well as suggesting specific improvements to the public realm.

#### **4.3.1 Landscape Design Objectives**

Principal design objectives that have been applied and adopted for the landscape proposals are as follows:

- to provide an approach to landscape design and implementation that ensures consistency in the quality and treatment of the public realm;

- to establish a strong sense of place through the promotion of locally distinctive character, the incorporation of special streetscapes, landscape themes and sympathetic design that should come to symbolise local identity;
- to visually consolidate and demarcate street blocks and building edges in defining a sense of proportion and comfort to public streets and spaces, consistent with the human scale;
- to ensure that the variety of type, character and scales of open space can accommodate different levels of use for young and old alike;
- to maximise greenery and trees along streets and spaces in keeping with the overall landscape framework;
- to provide a sanctuary from the existing high density residential developments within the hinterland with large areas of soft landscape areas for passive or informal recreation;
- to enhance visual and physical connectivity;
- to establish a high level of pedestrian permeability throughout the area, ensuring that all facilities, spaces, waterfront areas and amenities are easily accessible;
- to introduce tangible design references related to the pedestrian level of activity which can act as points of identity and help to articulate specific urban conditions e.g. landmark corners, gateways, landscape focal points, lighting and signage; and
- to maintain, reinforce and extend existing views from the hinterland to the harbour and also to provide visual interest and character along the waterfront.

Each of the above has been applied to the design of the public and private realms where relevant.

#### **4.4 Design of Principal Open Spaces**

Open space is envisaged to provide areas for both passive or informal and active recreation activities as well as conduits for pedestrian circulation. A number of open spaces within the Study Area will promote pedestrian movement from the existing hinterland to the waterfront. Landscape treatments applied to each open space link will help to reinforce visual and functional integration between the existing hinterland and the new waterfront. The larger spaces are designated as District Open Spaces as they are being developed for the benefit of all while the smaller spaces are designated as Local Open Space, developed for the benefit of the adjoining residential areas.

A set of principals has been applied to the design of the major open spaces within the Study Area. These seek:

- to encourage diversity wherever possible. This can include such things as specially designed kiosks to meet the local needs;
- to enrich the public realm and the open spaces and park through the integration of elements which widen the urban sensory experience through the use of purposeful decoration, artworks, landmarks, special landscape treatment, street furniture and material selection within the open spaces and the proposed urban park;
- to promote interactive spaces: Wherever possible amenities for seating, people watching & contemplation will be provided within the public domain to encourage social interaction;
- to ensure that edges to major spaces are not be treated as blank facades but as an opportunity to provide an animated and exciting edge to the development; and
- to create focal open spaces for lively outdoor activities and as viewpoints at intervals along waterfront.

The following sections outline how the above have been applied to the overall open space framework and the specific development sites located within the Study Area.

##### **4.4.1 Open Space Landscape Design Proposals**

A number of selected modifications have been suggested to enhance the disposition and arrangement of development and to encourage the creation of new activity nodes. The broad concepts that have been applied to the treatment of open space are described below. In all a total of about 38,500 sq.m of land zoned 'O' will be provided within the Study Area (this excludes the area of Tai Wan Shan Park, the future and existing promenades as well as private open space).

#### **4.4.2 Park between CDA site and Harbourfront Horizon**

The park will be developed subsequent to the removal of temporary uses that are currently located upon it. It is proposed that Kin Wan Street is realigned at its southern extent to remove the direct interface of the road with the waterfront promenade. Treatments applied to the promenade will be extended to the southern edge of the road. The treatment of the road and adjacent pavements will adopt similar paving to downplay the presence of the road and to give it the visual appearance of being an integrated component of the park. The edge of the pedestrian circulation space will be delineated by low level bollards.

The conceptual layout of the park adopts an interplay of bold curvilinear lines that provides a strong form that can be reinforced by low level shrub planting and shade tree planting. Paving textures will adopt soft browns and beige colours that will be highlighted by edge pavers. A water feature will be located central to the park to promote a sense of activity and movement. In normal circumstances the park would be implemented by government. Nevertheless given its proximity to the CDA, it is possible that the CDA developer might, subject to the formulation of a suitable arrangement, take responsibility for implementation. This may be done with the assistance of the owner of Harbourfront Horizon.

#### **4.4.3 Parks along Hung Lok Road and Hung Luen Road/Oi King Street**

It is envisioned that these parks will primarily serve local residents of the adjacent residential developments (Harbourview Horizon, Harbour Place and future R(A)2 development). As such they should incorporate appropriate sitting-out areas and small-scale recreational facilities appropriate for these users. The parks are also part of the open space chain that connects to the waterfront and should thus incorporate continuous paths for pedestrian circulation. There is an existing walkway and associated amenity area underneath the Hung Hom Bypass that connects these two parks. This should be improved and connected to the pedestrian crossing of Hung Luen Road, which links to the waterfront promenade and CDA.

#### **4.4.4 Park on Former PTI Site**

The site of the current PTI enjoys a waterfront location and is of sufficient size that it can be developed as an urban park that attracts users from the hinterland of Hung Hom. It will be integrated with the waterfront promenade and is adjacent to activity generators and transport interchanges, so it will have higher numbers of visitors and daily users than other open spaces in the vicinity. Gardens, landscape features and passive recreation facilities should be designed in accordance with its role as a significant waterfront leisure space. Incorporation of pedestrian circulation routes between Whampoa Garden and the CDA, PTI and Ferry Pier will need to be considered in the park layout.

The park will be developed subsequent to the removal of the PTI and ancillary roads (a short stretch of Wah Shun Street will be retained to provide access to the future PTI) that are currently located upon the site. The eastern edge of the retained section of Wah Shun Street will have a wall introduced at the back of the footpath to limit the visual and noise impacts of buses upon park users. Dense shade tree planting should be aligned along the edge of the CDA site to screen the outside wall of the PTI. The southern park edge will be designed in accordance with the promenade's hard and soft treatments so that a seamless transition between the two is achievable. As with the park on the western side of the CDA site, an arrangement for private sector implementation by the CDA developer may be feasible.

### **4.5 Promenade Design and Development**

The existing form and facilities of Hung Hom's waterfront open spaces and promenades tend to be lacking in amenities that create a destination space and promote a variety of leisure activities. Facilities are mainly limited to the walkway and parapet, with some associated planting. Comfortable seating and sufficient shading is only sporadically provided to allow visitors to rest and enjoy the view.

It is recommended that future promenades should be designed to include amenities that facilitate enjoyment of the space, such as areas to sit, vantage points, café and dining areas, and kiosks to provide tourist items and necessities. It is also suggested that some existing waterfront areas could be adapted to incorporate a number of these landscape treatments and facilities. Harbour cruise facilities may be provided at major activity nodes (e.g. future waterfront development at Hung Hom station) to allow visitors a fuller experience of the harbour and its setting.

Appropriate landscaping should be provided as part of an overall framework to enhance promenade areas. Planting to provide shade is particularly important. To this extent dense planting along the back edge of the promenade (leaving clear space for circulation, maintenance and emergency access) is proposed. It is suggested that tree canopies should be interlocking. This will require the spacing of trees at 6.0 metre centres. Salt resistant shade trees such as *Hibiscus*

*tiliaceus* should be uniformly adopted. Where space permits, double rows of trees should be provided. This will further enhance shade and produce a cooling effect.

Where utility structures, such as water intake facilities, are necessary along the promenade, they should be designed as far as possible to fit in with the character of the waterfront.

#### **4.5.1 Promenade Enhancement and Design**

There is sufficient waterfront area to accommodate activities that can be enjoyed by all sectors of the community and suit all tastes. At present, most promenades only offer opportunities for walking. Comfortable seating is rarely provided. A waterfront is an ideal location for a range of other activities, especially outdoor dining, informal entertainment, and "fun" amusements. Some of these depend on the availability of suitable locations such as piazzas or waterfront buildings that can offer terraces and platforms. Others may require a more relaxed regulatory regime and a somewhat greater integration of management and maintenance arrangements than occurs at present. It is suggested that the following general parameters be applied to the design of promenade spaces:

- improved lighting, planting and connections will be promoted at the waterfront to enhance safety and shelter;
- to design public space facing the waterfront wherever possible to provide a waterfront view. This will help to increase the value of the development as well as provide an important source of amenity;
- to give tourism/recreation uses which can benefit from waterfront access priority in the Inner Harbour, while balancing the needs of other uses;
- group tourist attractions in clusters;
- improve pedestrian accessibility to the waterfront from public transport access points;
- provide continuity of waterfront promenades to link tourism clusters from Tsim Sha Shui;
- integrate hinterland areas with the public waterfront, through improved visual, landscape and pedestrian linkages; and
- to create strong visual links to waterfront from hinterland activity centres (e.g. parks and shopping, employment and residential areas).

Hung Hom has good examples of the private sector successfully implementing good quality promenades (albeit that elements to activate the water's edge are largely missing). It is suggested that where practicable the private sector should also intervene and implement and maintain the remaining promenade areas within the Study Area.

#### **4.6 Potential Development Sites**

The landscape approach to each of the development site is described briefly below. Each proposal has sought to incorporate the design principles that have been outlined above. Each proposal is depicted in the Master Urban Design and Landscape Framework plan.

##### **4.6.1 Hung Hom Station Area and Waterfront Development**

The development proposed at Hung Hom is set out in a series of curvilinear layers. The proposed landscape treatments follow the line of these layers to accentuate the built form. Paving textures and colours should be incorporated into the new waterfront open space and promenade to create an interesting plaza space. Shade planting is recommended to enhance and soften the physical environment at the waters edge and in proximity to the abutments of the Hung Hom Bypass to visually screen this structure. At the same time shade planting and low level shrubs are introduced at podium level to soften the podium edge, removing the emptiness and lack of colour that exists at present. Other visual elements in the vicinity such as the existing car park structure can be improved by façade treatments (see 'Interventions in the Public Realm' below).

Due to the complexity of the scheme, it is suggested that the scheme should be implemented by a single developer to ensure consistency in design and implementation. In any event and prior to the formation of the site it is suggested that detailed landscape and urban design parameters be prepared for the site (these would also enable subdivision of the site to separate developers).

#### 4.6.2 Comprehensive Development Area (CDA)

The CDA site layout and design has been designed to respond to its environs and to encourage through movement. A large circulation space and plaza are located at the core of the CDA. These allow circulation to retail elements within the site. The circulation spaces are largely hard paved. Granite pavers with a range of colours will be used to accentuate and define circulation space. Two additional pedestrian spaces dissect the CDA to facilitate movement to and from the hinterland and extending to the waterfront promenade. Points of entry from the promenade to the development can be defined by paving elements and accentuated by carefully positioned tree planting. Landscape elements need to be carefully coordinated with the adjacent promenade, parks and streetscapes.

Treatments at podium level are related to leisure amenities associated with the proposed hotel development. Shade planting is introduced to act as a cooling element and to produce a comfortable recreational environment.

Where practicable it is suggested that green roof technology and vertical greening be introduced. This is in line with current government recommendations and would have marked environmental advantages.

#### 4.6.3 Tai Wan Shan Park

The park will be enhanced with tree planting and low and medium level shrub planting. It is proposed to better integrate the park with the promenade by redesigning the park frontage. The current wall separating the park and promenade should be pulled back a few metres to allow for the incorporation of seating, shelters and tree planting along the promenade. This will also create a small semi-plaza that can break up the monotony of the straight promenade and provide amenity for its users. Redesigning the small set of stairs between the promenade and park to create a visual gateway between the spaces will also improve their functional integration. These enhancements will require relatively little space allowing all of the playground facilities and promenade to be retained, albeit some re-design of the playground area will be required.

Suggested enhancement of façade treatments to the Tai Wan Shan Swimming Pool perimeter wall are described below.

#### 4.6.4 R(A)2 Site

The development will comprise residential blocks on top of a retail podium. Ground level circulation areas around the podium edge should be planted with shade trees to provide shade and shelter and to enhance the adjacent streetscapes. The podium level will include private recreational open space. Rooftop softscape, incorporating planting of small trees complimented by low level shrubs planting, can create shaded areas for rest and recreation whilst enhancing the micro-climate.

### 4.7 General Enhancement Measures

#### 4.7.1 Landscape Palette

To improve the street character and enjoyment of the pedestrian linkages and general streetscape within the Study Area, landscape design palettes have been devised to respond to separate conditions. One palette is specifically orientated to treatments within the development sites whilst the remaining palette is specifically geared for wider use within the district. The main emphasis behind devising the palettes is to institute a formal set of design parameters governing the design of street furniture, amenity features, seating etc. The key components of the palettes are summarised below.

- to promote street trees and structural planting along streets as well as the waterfront promenade to link spaces and to create a generous height and form for proposed landscape treatments (see **Figures 4.1 and 4.2**). Care will be taken in the selection of plant species to suit local light intensity and micro-climatic conditions;
- it is essential to provide a public realm that is functional. Seating will be used to encourage people to spend more time in the open areas. Advertising, bus shelters, litter bins and lighting columns will be planned and incorporated into the public realm. Care will be taken to avoid clutter, especially along the main thoroughfares. The design of street furniture will assist in the creation of a distinct identity;
- paving materials will be of cohesive design, linking the streets and spaces through the use of common elements within the development itself as well as the general streetscape. Different paving materials will be used to create the hierarchy of the street and to address the development sites. Paving materials will

identify the private space, semi-private space as well as the public space. Development access routes and pedestrian walkways, most notably the waterfront promenade will be more intimate in scale and be marked by a change in paving, a diverse range of planting approaches and the provision of seating and public art; and

- public art will be used to animate the public realm and provide a focus to public spaces. Consideration will be given to the use of art within paving, furniture and elevational treatments. There is an opportunity to encouraging local artists, designers and craftspeople to embellish the public realm. Such elements can serve to enhance the baseline design palette.

The application of the palettes can help to engender an identity and a sense of place if implemented in a considered manner. They can also serve to enhance the readability of spaces and define specific area functions. Thus, their use and application as an urban tool can prove a positive guiding reference source.

#### 4.7.2 Lighting

Lighting treatments are at the core of creating quality spaces. The proposed use of lighting is described below:

- lighting will be utilised in response to issues of safety, security, pedestrian flow and traffic management. Lighting will also be used creatively to add drama by lighting important elevations and public buildings/structures;
- the provision of a general standard of lighting required to create a safe night-time environment;
- the use of a lighting strategy should contribute not only functionally, but aesthetically to create various lighting moods across the property relating to activity;
- the use of a combination of lighting types and possibly light colour to enhance the ambiance of the scheme; and
- the provision of lighting in relation to CCTV requirements.

Lighting will also be introduced into the landscape elements of the new open spaces and public realm of the PDS. The combination of treatments will serve to engender quality spaces and a distinctive character for the Study Area.

#### 4.7.3 Signage

Signage, like other types of landscape treatments, is important in assisting wayfinding and in establishing a high-quality district identity. Wayfinding signage is especially important due to the general lack of connectivity within the Study Area. It should be implemented in conjunction with general improvement of key pedestrian routes and streetscape enhancements. Pedestrian routes from the hinterland to the waterfront should be clearly indicated through strategically placed directional signage. Routes between public transport and activity nodes should also be clearly indicated.

New signage should be coordinated with existing signage to avoid redundancy and confusion. Government-accepted forms of signage for tourism and other directional purposes shall be utilised.

#### 4.8 Interventions in the public realm

Three specific interventions are proposed to enhance the landscape and physical environment within the Study Area. These in brief are as follows:

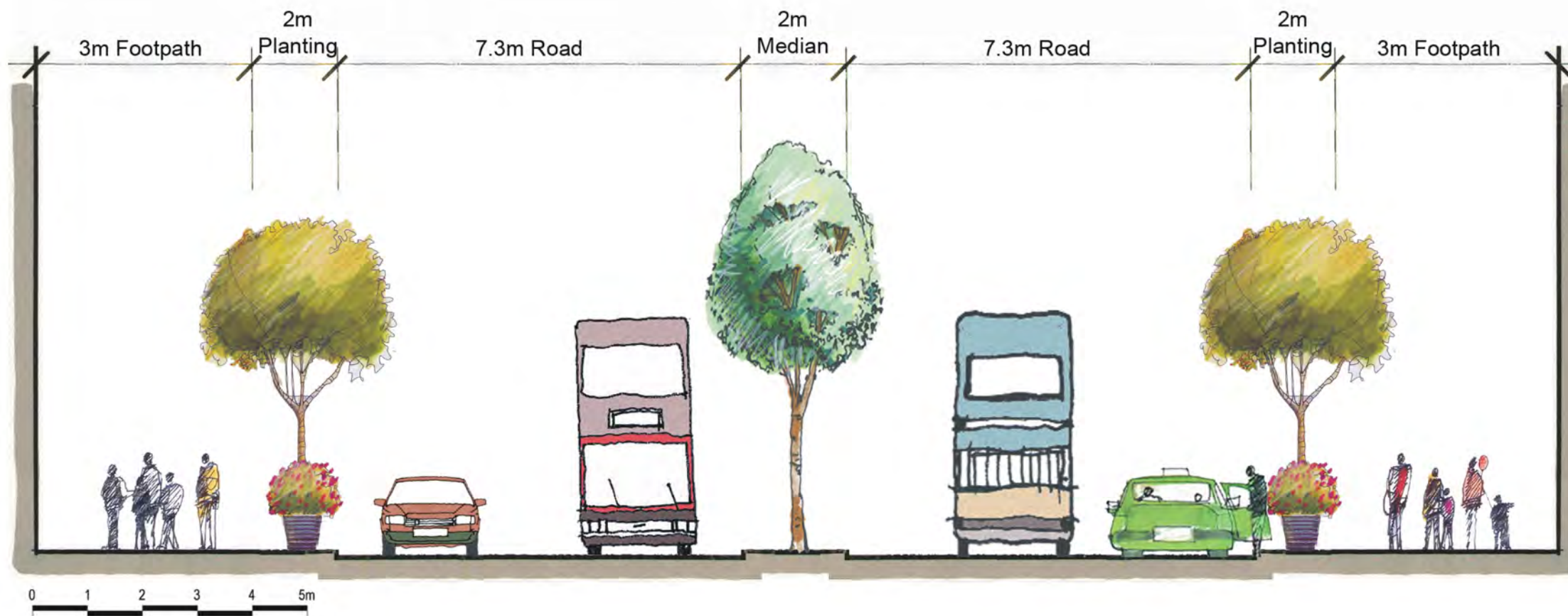
- the introduction of public art or treatments to the swimming pool wall adjacent to Tai Wan Shan Park to produce a sympathetic interface between the wall and the current promenade paving (see **Figures 4.3 to 4.4**); and
- renovation and recladding of the façade of the multi-storey car park adjacent to Hung Hom Station (see **Figure 4.5**). This will improve the visual appearance of the structure making it more consistent with the architectural character of the Foster designed railway station and more sympathetic to possible future development at the IMC and MTRC Freight Yard..

The preceding proposals will complement other interventions proposed in the private and public realms. A suggestion was made early in the Study that the perimeter cladding to the Marine Police facility at the promenade fronting Tai Wan Shan Park be upgraded and enhanced. This was subsequently implemented during the course of the Study.

#### **4.9 Overview - Urban Design and Landscape Strategy**

The urban design and landscape strategy has addressed both the public and private realms and has set out the means through which specific enhancements of the Study Area can be designed and implemented. The final recommended landscape proposals are shown in the Landscape Structure Plan, and the combined landscape and urban design proposals are shown in the Master Urban Design and Landscape Framework, both of which are included in Section 6 of the report.

The initial proposals described above in Sections 2 - 4 are developed into final proposals based on the Stage 2 PEP results, which are outlined in the following section.



General Streetscape

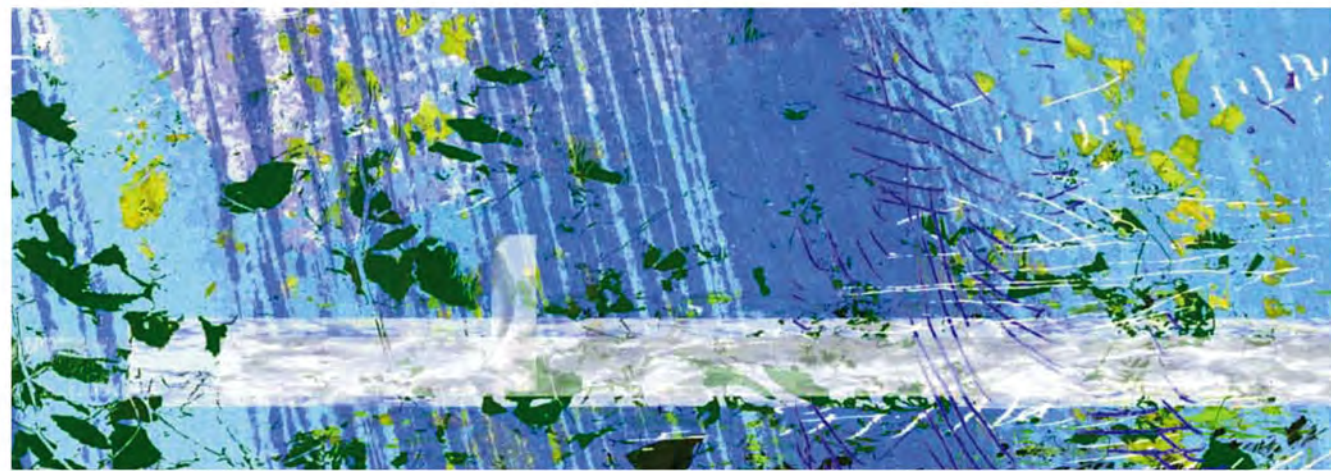


Development Site/ Waterfront Streetscape





The Existing Swimming Pool Boundary Wall provides a Stark Edge to Waterfront Promenade and conflicts with chromatic treatments applied to the promenade



The Use of Public Art can add Visual Interest and Enhance the Quality of Negative Features





Possible Upgrading of Swimming Pool Wall and Environs

Existing



Agreement No.

**PLNQ 43/2006**

Figure Title

**Possible Swimming Pool Wall Treatments**

Figure No.

**4.4**

Existing



Agreement No.

**PLNQ 43/2006**

Figure Title

**Suggested Building  
Facade Enhancement:  
Hung Hom Station Parking Structure**

Figure No.

## 5 VIEWS COLLECTED DURING THE STAGE 1 AND STAGE 2 PUBLIC ENGAGEMENT EXERCISES

### 5.1 Introduction

Two stages of public engagement were conducted for the Study under a separate consultancy and are reported in separate working papers and reports.

The first stage gathered stakeholder and public views on baseline conditions in the Study Area and future development and enhancement. The second stage gathered views on initial proposals developed by the Consultants. This section describes findings of the public engagement process and their incorporation into the Study proposals.

### 5.2 Stage 1 PEP Summary and Detailed Analysis of Views

The purpose of the Stage 1 PEP was to collect the views of stakeholders and the public regarding the general enhancement of the Hung Hom District Study Area, as summarised in the Baseline review.

Views were collected through:

- site visit and brainstorming session held on 3 February 2007;
- questionnaire surveys;
- District Council and HEC Sub-committee on Harbour Plan Review meetings; and
- written submissions.

These views served as inputs for the Draft District Plan Formulation stage. A comprehensive and integrated planning approach is highlighted in the summary findings of the Stage 1 PEP Final Working Paper.

The comments from Stage 1 PEP are grouped according to topic and analysed in the sections below.

#### 5.2.1 Connectivity – Inter-district and Intra-district Linkages

Among the major concerns and aspirations of the respondents, the primary one is connectivity. The respondents expressed a desire for improved connectivity among the following areas:

- between Hung Hom District and the adjoining areas via public transport and pedestrian facilities;
- between the hinterland and the harbour-front; and
- along the waterfront promenade to Tsim Sha Tsui East and also to To Kwa Wan and the future Kai Tak development north of the Study Area.

#### 5.2.2 Harbour-front Enhancement

The respondents shared the common aspirations of enhancing the harbour-front as a leisure and recreation space with visual amenity, quality landscaping and open space. Respondents generally desired the provision of passive facilities and activities close to residential development and active facilities in non-residential areas. Small-scale commercial elements such as retail kiosks, alfresco cafés and other points of interest were suggested as ways to improve the vibrancy and attractiveness of the waterfront.

#### 5.2.3 Development Density

Respondents were concerned about development density. Most comments expressed concern at the massing, height and density of developments at the waterfront. Concern was expressed on the volume of development that might be accommodated within the CDA site. A strong desire was expressed for regulating development density and building height, preventing 'wall-effect' and maintaining visual permeability to the harbour from existing development areas.

#### 5.2.4 Compatibility of Land Uses

The MTRC Freight Yard and, to a lesser degree, the IMC, were identified by respondents as being incompatible with adjoining uses. These existing uses obstruct public access to the waterfront and need to be addressed if the Hung Hom waterfront is to be developed into a new tourism, leisure and commercial node.

### **5.2.5 Summary of Findings: Overall Planning Principles**

From the results of the Stage I Public Engagement Exercise, as summarised above, several planning principles stand out: accessibility, vibrancy, land use compatibility, and design quality in planning for the Hung Hom waterfront area. The subsections below describe how these planning principles are used in developing the land use, urban design and landscape proposals for the Study Area.

## **5.3 Use of Stage 1 PEP Findings in Formulation of the Draft District Plan**

Based on the working assumptions used in this Study, the Draft District Plan incorporated the findings and resulting planning principles of the Stage 1 PEP as described below.

### **5.3.1 Connectivity**

As discussed, the District Plan assumes the future implementation of the SCL. Further, the extension of the MTR to the District would provide strategic linkages to many parts of Hong Kong without reliance on surface-based transport. These together will improve connectivity between the Study Area and adjoining areas.

The Plan also assumes the long-term redevelopment of the IMC and the MTRC Freight Yard sites into new uses allowing improved connectivity along the waterfront as well as from the Coliseum podium to the waterfront. Building on these assumptions, the planning and design frameworks seek to maximise accessibility to the waterfront throughout the Study Area and connectivity along the waterfront promenade and major pedestrian routes within the Study Area. The proposals also examine improvements to connectivity between Hung Hom and adjoining districts.

The District Plan also considers connectivity of the Ferry Pier and re-provisioned PTI within the CDA site, adjoining land uses, and pedestrian routes within the area.

### **5.3.2 Land Use Planning and Harbour-front Enhancement**

The relocation of the MTRC Freight Yard and IMC will have the benefit of removing uses that are largely incompatible to the opening up of the waterfront for public use and the introduction of tourism, commercial and leisure uses. Similarly, the relocation of the PTI into the CDA site will allow its current site to be redeveloped as open space along the waterfront promenade. The Study proposals examine these and other opportunities to foster compatible land uses. Where existing land uses cannot be relocated, the District Plan examines ways to improve their appearance through façade and landscape treatments.

The proposals strive to create a more vibrant waterfront by introducing new land uses that activate the promenade and establishing urban design and landscape frameworks that create attractive spaces for leisure, tourism and commercial activities. It is intended that the existing and proposed open spaces are capable of providing public venues for a variety of events and activities that are capable of providing life and vibrancy to the harbour-front.

### **5.3.3 Development Density and Architectural and Landscape Design**

The proposals addressed the concerns regarding development density within the Study Area. They also consider the contribution of non-GFA-accountable ancillary facilities to the total building massing. For the CDA and R(A)2 sites, the suggested development parameters have plot ratios lower than those contained in the OZP. For the proposed Hung Hom Station waterfront development, the suggested plot ratio is significantly lower than those of most waterfront developments in Hong Kong.

Proposals contained in the District Plan incorporate building height restrictions to ensure and promote a stepped building profile. (Such proposals are in fact enshrined in HEC's HPP and HPG, PlanD's urban design proposals and development parameters specified for a number of sites within the Study Area.) This is in keeping with a desire to promote development at a human scale at the waterfront as well as the desire to protect views of the Kowloon ridgeline from the harbour and Hong Kong Island. Major view corridors will be respected to provide visual relief within the inner part of Hung Hom as well as along the waterfront. Proposals for the CDA and other proposed development sites have sought, where practical, to showcase quality architectural and landscape design and land use integration with the adjoining areas.

## **5.4 Stage 2 PEP Summary and Detailed Analysis of Views**

The purpose of the Stage 2 PEP was to collect the views of stakeholders and the public regarding initial proposals for enhancement of the Hung Hom District Study Area. Views were collected through:

- Public Forum held on 15 September 2007;
- feedback forms;
- meetings of the TPB, Planning Sub-committee of Land and Building Advisory Committee, District Councils, and the HEC Sub-committee on Harbour Plan Review;
- meetings with local residents; and
- written submissions.

The results of the Stage 2 PEP have been summarised in the Working Paper prepared by the PEP consultant. These views serve as inputs for finalization of the District Plan.

The comments from Stage 2 PEP are grouped according to topic and analysed in the sections below.

### **5.4.1 Overall comments**

As per the Working Paper on the Stage 2 PEP, the public generally considered that the draft District Plan proposals had responded to four main concern issues raised by the public in Stage 1 PEP. The public views on draft District Plan proposals received via various engagement activities were clear and consistent. Their views and recommendations were considered valid inputs for further refinement of the proposals.

Specific comments on the Draft District Plan were amalgamated and summarised by category as below.

### **5.4.2 PDS1**

- The public queried the need for 2 hotels.
- Although the feedback form result indicates that most respondents agree to develop the site for water-related tourism, commercial and leisure uses, they preferred more open space and greenery instead of commercial uses.
- While it was the common consensus to relocate the MTRC Freight Yard, IMC and the Green Island Cement (Holdings) Ltd. pier to provide a continuous promenade connecting Hung Hom southwards with Tsim Sha Tsui and northwards with Kai Tak and Kwun Tong, the public raised concern on the schedule and implementation of the proposed plan.
- Some respondents viewed that the Government should fully consult respective operators and users to seek their agreement on any relocation plans if their land right would be affected.
- There was suggestion to include the triangular area of vested land to the north of the MTRC Hung Hom Station (North Hung Hom Area) and the Cross Harbour Tunnel Toll Plaza to form a larger Potential Development Site for comprehensive review purpose.

### **5.4.3 PDS2**

- Residents queried the need for hotel and commercial development at the CDA site. Individual respondents objected to the hotel development above the proposed PTI. Others suggested that the PTI should be an open air facility.
- Respondents called for other land use proposals (e.g. open space for leisure and recreation uses, G/IC for community uses, other innovative land use proposals and etc.) to be available for the public to comment upon and choose.
- A number of respondents considered that the revised proposed plot ratio and building height proposed for PDS2 were still too high and suggested that they should be lower than those of Whampoa Garden.
- Various plot ratios ranging from 0 to 4.5 were suggested.
- Respondents suggested that a diminution of building height and plot ratio towards waterfront should be advocated.

- The public supported the provision of an urban park adjacent to the CDA site but considered that the proposed size was not adequate. Some respondents suggested that it should be extended to cover all, or part, of the CDA site.
- Respondents suggested that Government to include conditions relating to disposition and allocation of buildings in the Conditions of Sale / OZP to avoid 'wall-like' development and to preserve view corridors.

#### **5.4.4 PDS3**

- The majority of respondents felt that the building height of 120mPD was excessive and requested that this be lowered to a height not higher than that of Whampoa Garden.
- Various plot ratios ranging from 0 to 4.5 were suggested.
- Respondents suggested imposing stepping down profile of both building height and plot ratio towards waterfront.
- Respondents called for land use proposals other than residential use to be examined, for example open space for leisure and recreation uses, G/IC for community uses, other innovative land use proposals and etc. Some considered that presenting variations in development parameters of the same land use proposal was not adequate.
- Respondents again suggested that the Government should include conditions relating to disposition and allocation of buildings in the Conditions of Sale / OZP to avoid 'wall-like' development and preserve view corridors.

#### **5.4.5 PDS4**

- There were strong local sentiments against the proposals to turn the basketball court into an area for waterfront-related commercial and leisure uses such as a small-scale café.
- It was considered that the basketball court was highly utilized, whilst commercial uses in this locality might not be needed and would create a nuisance for residents.

#### **5.4.6 Enhancement of Transport and Connectivity**

- Although the public generally welcomed the connectivity enhancement proposals, some commented that the proposals did not address the overall traffic problems of the district, in particular traffic congestion and segregation within the existing road network.
- There were also concerns on the possible adverse traffic impact brought about by the proposed tourist and commercial activities, which might worsen the existing traffic congestion problems.
- Comprehensive transport improvement measures in tandem with the land use proposals was suggested to be included in the District Plan.

#### **5.4.7 Enhancement of the Public Realm**

- Most respondents indicated a preference for more public open space and greenery instead of commercial uses.
- The public supported the provision of an urban park but considered that only scattered pockets of open space were provided in the draft District Plan proposals. The public also suggested appropriate land use and connectivity measures to integrate the fragmented open spaces.
- The public welcomed the proposals for the waterfront promenade and streetscape enhancement.

#### **5.4.8 Summary of Findings**

The comments received expressed general support for the initial Study recommendations to improving connectivity of the Study Area, enhancing the public realm and streetscape, controlling development density and relocating incompatible land uses, but with concerns regarding the proposed development intensity for the CDA and R(A)2 sites. Other issues such as traffic volumes in the core of Hung Hom District, G/IC facilities, schedule for relocation of MTRC Freight Yard and IMC, etc were also raised. A number of these cannot be addressed under the scope of the current Study.

## **5.5 Use of Stage 2 PEP Findings in Formulation of the Final District Plan**

Based on the working assumptions used in this Study, the Final District Plan incorporates the findings and resulting planning principles of the Stage 2 PEP as described below.

### **5.5.1 PDS1**

The proposals retain considerable area (i.e. about 29,000 sq.m) of open space for leisure and tourism uses. A minimum development volume is necessary for a viable commercial development that can in turn support private implementation of waterfront amenity areas. The types of commercial uses proposed are those considered to be most feasible at the site and most compatible with proposed waterfront oriented leisure uses and urban design objectives. Hotel use is only one type of possible commercial development that would activate the waterfront. Other land uses such as small scale convention and exhibition facilities, office and retail may also be suitable, subject to technical feasibility, and provided that the waterfront area is retained for open space and small-scale, low-rise retail facilities. It should be noted that the northern portion of the site, including the Hung Hom Station, has been excluded from the proposal as there is no programme for the relocation or deletion of the existing uses and facilities in the near future. The recommended development option is a long-term proposal which should be refined over time to take into account the changes of the existing and surrounding conditions.

Current Study proposals are premised upon the assumption that the MTRC freight yard and IMC will be relocated in the medium- to long- term (around 10 to 15 years) and the site could then be used for waterfront related tourism, commercial and leisure uses. The implementation details and programme will, however, need to be further studied.

### **5.5.2 PDS2**

Proposals for the CDA site sought to foster the creation of an activity node on the Hung Hom waterfront. This, however, requires a minimum level or 'critical mass' of development to support an interesting variety of commercial uses. The incorporation of significant open space areas, amenity areas, plazas, etc. also requires a minimum level of development to support implementation and maintenance. The CDA proposals also place development at an existing major transport node (the Ferry Pier and adjacent PTI), integrating land use and transport functions in a purposeful manner. The Hung Hom Ferry Pier offers a direct connection to Central and Wan Chai Districts and is an under-utilised resource. Locating new development where it can be served efficiently by public transport serves to maximise utilisation of existing public transport facilities and raises the quality of the development. These proposals for PDS2 are also consistent with government policy that the site should be reserved for future commercial development.

Development height of the initial options is consistent with neighbouring waterfront development. It is equally important to note that development forms incorporate significant visual porosity in contrast to many older waterfront developments in Hong Kong; this addresses the "wall effect" concern. Building forms currently "step down" towards the waterfront as well.

Development intensity and orientation of building massing have been reviewed in response to comments received. Revised proposals are outlined in the sections below. Requirements can be specified in the land sale conditions, statutory OZP and/or government planning documents to address the concerns of development mass and urban design issues.

Government has not identified a need for provision of G/IC facilities within the CDA site. Beside, G/IC facilities at prime waterfront location may not represent the most efficient use of land. A Government Joint-Users Complex is proposed at Bailey Street and will house a community hall, multi-purpose game hall, maternal and childcare centre, and Government Offices. Moreover, there are two undesignated 'G/IC' sites within the district that could be made available for community facilities based on determined need. With the implementation of the urban park, promenade and other adjacent open spaces, there will be sufficient provision of public open space in this part of the area. Further development of the CDA site for open space will not represent an optimal use of scarce land resources. Furthermore, the recommended development scheme incorporates a considerable area of the site for publicly-accessible plazas and other open areas (approximately 9,000sq.m of the site).

### **5.5.3 PDS3**

For the R(A)2 site, a development lower than Whampoa Garden would be almost entirely blocked by the adjacent CDA site. Allowing the R(A)2 site building massing to reach above the proposed 75mPD maximum height of the CDA would create a more desirable residential development.

Government policy has not identified a need for community/institutional facilities uses or additional district open space on this site. As mentioned above, other sites in the vicinity have been reserved for G/IC facilities.

The recommended building height and intensity of the R(A)2 site have been reviewed in response to comments received. Revised proposals are outlined in the section below.

#### **5.5.4 PDS4**

In response to the strong local support for retaining the basketball court in situ and opposition to introduction of small-scale retail/leisure uses such as small-scale café, the proposal was withdrawn. As an alternative, landscape enhancement at the interface of Tai Wan Shan Park and the waterfront promenade is proposed.

#### **5.5.5 Enhancement of Transport and Connectivity**

Many comments concerned existing traffic congestion outside the Study Area, and in locations not directly affected by the Study proposals. Those comments pertaining to traffic issues within the Study Area are addressed in Section 7 on "Traffic and Transportation". A broad-brush TIA was undertaken under this Study and the results indicated that there would be no adverse traffic impact induced by the proposals on the adjacent road network. All road junctions at the waterfront area were anticipated to operate at satisfactory levels and would have spare capacity during both morning and evening peak periods.

#### **5.5.6 Enhancement of the Public Realm**

Appropriate land use and connectivity measures including streetscape enhancements, landscape treatments, pedestrian improvements have been proposed to better integrate the fragmented open spaces. One of the most significant features of the Study Area is the continuous waterfront promenade that will connect open spaces along the Hung Hom waterfront as well as serving as an open space by itself.

### **5.6 Overview**

The views of the public as expressed in the Stage 2 PEP have been utilised for the refinement and revision of the initial planning proposals. The further development and technical assessment of specific land use, urban design and landscape proposals are described in the following sections.

## 6 RECOMMENDED PROPOSALS

### 6.1 Introduction

The initial land use proposals identified during the initial planning phase of the Study have been reviewed and revised in light of the Stage 2 PEP. The recommended land use proposals for the overall Study Area are illustrated in the Recommended Outline Development Plan (RODP) (see **Appendix A**).

The recommended proposals for the four potential development sites are described below.

### 6.2 MTRC Freight Yard and IMC Sites: Recommended Option

#### 6.2.1 Option 3: Development Scheme

As described in Section 2, the proposed uses comprise retail, hotels, waterfront restaurants and cafés, and public amenity and open space areas including a waterfront promenade. Convention and exhibition uses may also be suitable at this locality given its proximity to the railway network. However, as these facilities generate large volumes of traffic and often require large floorplans, their technical feasibility and urban design compatibility would need to be assessed.

Maximum height restrictions of 15mPD along the pier and waterfront next to the Harbourfront Horizon development have been provided to limit buildings to one or two storeys. The waterfront space north of the Hung Hom Bypass will have a height restriction of 23mPD. Two building sites with maximum height restrictions of 75mPD are provided for the medium rise buildings towards the existing Coliseum podium edge. A site for a ventilation/flood gate building for the SCL north-south alignment has been noted (this will be subject to detailed design). The site has a 25mPD height restriction.

New pedestrian and vehicular access routes to the Coliseum podium edge and waterfront area are necessary to serve the proposed new uses. Several new pedestrian routes have been outlined as part of the overall pedestrian circulation network. The vehicular circulation around the Hung Hom Station and Hong Kong Coliseum podium will be redesigned. A new driveway will provide direct vehicular access at the rear of the Coliseum, serving the main entrance to the new commercial development. This driveway will necessitate the redesign of the existing coach park, requiring some additional space to the south of its current location. The existing driveway into the IMC from Salisbury Road will be realigned to provide vehicular access to the waterfront level. A new service access route from Cheong Tung Road South (via service routes underneath the Metropolis development) will serve the eastern portion of the site.

Public access should be required for key open space areas within the site. Specifically, the Coliseum podium area will continue to be publicly accessible. Waterfront areas will be publicly accessible, although privately maintained.

As noted above, the total building massing may be slightly larger than implied by the plot ratio due to additional non-accountable and exempted GFA. The permissible plot ratio recommended for PDS1 has not been adjusted downward to anticipate non-accountable and exempted GFA as the plot ratios in the development schemes for PDS1 are relatively low and the additional GFA is not likely to be significant. Further reductions in the plot ratio may adversely affect the feasibility of the scheme due to the complexity of the site conditions and proposed development form.

A detailed development schedule of the recommended scheme is listed in **Table 6.1** below.

**Table 6.1 : MTRC Freight Yard and IMC Sites: Option 3 (Recommended Option)  
Development Parameters**

|   |  |
|---|--|
| <b>Site Area:</b>                       | 58,010 sq.m (Site Area includes MTRC Freight Yard, IMC site and edges of Coliseum podium proposed for new commercial development. Site Area excludes Coliseum building and adjacent podium area north of proposed new driveway)  |
| <b>Zoning:</b>                          | OU   |
| <b>Planned Uses:</b>                    | Retail, Hotel, Waterfront-related leisure uses   |
| <b>Plot Ratio:</b>                      | 1.64   |
| <b>GFA:</b>                             |  |
| Retail                                  | 67,181 sq.m  |
| Hotel (317 rooms)                       | 27,982 sq.m  |
| TOTAL                                   | 95,163 sq.m  |
| <b>Maximum Building Height:</b>         | Retail = 23mPD, hotel blocks = 75mPD, along waterfront and pier = 15mPD  |
| <b>Non-Building Area:</b>               | 29,473 sq.m (50.8%)  |
| <b>Service and Access Arrangements:</b> | New driveway around Hung Hom Coliseum<br>New entrances to site from Salisbury Road and Cheong Tung Road South (under Station/Metropolis podium)  |
| <b>Parking and loading/unloading:</b>   |  |
| Carparking                              | 227 nos.   |
| L/UL Bays                               | 58 nos.  |
| Car/Taxi Lay-bys                        | 4 nos.   |
| Lay-by for tour coach                   | 2 nos.   |
| <b>Vehicular Circulation Network:</b>   | see 'Service and Access Arrangements' above  |
| <b>Pedestrian Circulation Network:</b>  | <ul style="list-style-type: none"> <li>• Extension of the TST East waterfront promenade</li> <li>• Replacement of elevated footbridge ramps with elevator lifts</li> <li>• At-grade pedestrian crossing at Salisbury Road from Science Museum Road to IMC site</li> <li>• Vertical connection (multiple routes via escalator, elevator and stairs) from Hung Hom Coliseum podium to harbour-front at redeveloped sites of IMC and MTRC Freight Yard</li> </ul> |
| <b>G/IC:</b>                            | none   |
| <b>Open Space:</b>                      | publicly-accessible waterfront promenade and plazas  |
| <b>Leisure Facilities:</b>              | possible harbour cruise pier and mooring, waterfront promenade   |
| <b>Implementation and Maintenance:</b>  | Private sector to implement and maintain development, publicly accessible waterfront promenade and plazas, and associated improvements. Public sector to implement and maintain improvements to footbridge along Hung Hom Bypass (i.e. installing new elevator lifts to replace ramps)   |

### 6.2.2 Option 3: Urban Design

The urban design proposals described in Section 3 and shown in **Figures 3.7 and 3.8** are retained in the recommended option.

## 6.3 Comprehensive Development Area: Recommended Option

### 6.3.1 Option 4: Development Scheme

Changes in both the development intensity and design of the initial preferred option have been made. The following changes have been made to the initial preferred option:

- overall development intensity has been reduced. The effective plot ratio (accountable plus non-accountable GFA) is reduced from 6.0 to 5.0, and the recommended permissible PR (accountable GFA only) is about 4.0 on assumption that the non-accountable/exempted facilities will contribute approximately 25% additional GFA above the maximum permissible GFA;
- a 20m-wide open space corridor in the middle of the site is stipulated as a requirement. This does not increase the total area of ground-level non-building area, however, it does create a large central open space area. This effectively splits the development into two sites. The general mix of land uses from Option 3 is retained, however, hotel/retail development will be reserved at the eastern portion (above the PTI), whilst office/retail will be reserved at the western portion of the site;
- the layout of the PTI has been modified to accommodate the requirements from Transport Department;
- the hotel block has been re-oriented to better maintain views to the harbour from Whampoa Garden. The block has been turned to face south east rather than south west; and
- increased height variation in the buildings has been introduced. This is more feasible due to the decrease in plot ratio.

On the above basis and taking into consideration other site development constraints, Option 4 would not contravene acceptable height, massing and density requirements. This option with a plot ratio of 4.0 (lower than the OZP permissible plot ratio of 6.0) is recommended.

Building site coverage should be limited to approximately 75% of the whole site to ensure that the urban design objectives for building form, open space and visual porosity are maintained (see urban design recommendations below). Public access should be required for key open space areas within the site. Specifically, the central open space corridor (approximately 2,800sq.m) should be publicly accessible for 24 hours each day. Internal ground level open-air corridors should be publicly accessible during daytime and evening, with possible closure during late night hours (after closure of food and beverage outlets, Ferry Piers, etc.) at the discretion of the management. Open areas along the waterfront edge of the building edge will be mostly utilised for alfresco dining, such areas will be publicly accessible at the discretion of the owner. Thus, a minimum of 80% of the non-building area of the site should consist of publicly-accessible open space, some of which may be closed to the public during late night hours as described above.

A detailed development schedule of the recommended scheme is listed in **Table 6.2** below.

**Table 6.2: CDA Site: Option 4 (Recommended Option) Development Parameters**

|   |  |
|---|--|
| <b>Site Area:</b>                       | 29,990 sq.m.   |
| <b>Zoning:</b>                          | CDA  |
| <b>Planned Uses:</b>                    | Retail, Office, Hotel and PTI  |
| <b>Plot Ratio:</b>                      | 4.0  |
| <b>GFA:</b>                             |  |
|   | Retail 21,850  |
|   | Office 42,000  |
|   | Hotel 45,400 (approx. 730 rooms)   |
|   | PTI 10,750   |
| TOTAL                                   | 120,000  |
| <b>Maximum Building Height:</b>         | along waterfront = 40mPD, along Hung Luen Road = 75mPD, 15mPD at SE corner of PTI podium   |
| <b>Non-Building Area:</b>               | Approx. 7,200 sq.m (24% of the Site Area).   |
| <b>Service and Access Arrangements:</b> | From Hung Luen Road and Kin Wan Street.<br>Access to the PTI will be from a separate driveway entrance on the east side of the CDA.  |
| <b>Parking and loading/unloading:</b>   |  |
|   | Carparking 247 nos.  |
|   | L/UL Bays 38 nos.  |
|   | Car/Taxi Lay-bys 5 nos.  |
|   | Lay-by for tour coach 3 nos.   |
| <b>Vehicular Circulation Network:</b>   | Kin Wan Street will be realigned to allow for the district open space to be redesigned and integrated with the waterfront promenade. Access to the CDA and Harbourfront Horizon from Kin Wan Street will be unchanged. PTI to be re-provisioned within CDA adjacent to current site.   |
| <b>Pedestrian Circulation Network:</b>  | <ul style="list-style-type: none"> <li>• Waterfront promenade</li> <li>• Improved at-grade pedestrian crossing of Hung Luen Road at Kin Wan Street intersection.</li> <li>• Footbridge between the CDA development and new residential development north of Hung Luen Road, providing 24-hour access through the CDA site to the waterfront, re-provisioned PTI and Ferry Pier.</li> <li>• At-grade pedestrian route through new open space area on former PTI site to waterfront, re-provisioned PTI and Ferry Pier.</li> </ul> |
| <b>G/IC:</b>                            | PTI  |
| <b>Open Space:</b>                      | Internal open-air plazas and adjacent waterfront 'DO' areas  |
| <b>Leisure Facilities:</b>              | Included in hotel are pool, spa and workout facilities   |
| <b>Implementation and Maintenance:</b>  | Private sector to implement and maintain development. A possible Public Private Partnership (such as recommended by the Steering Committee on Greening) is recommended to implement streetscape improvements along south side of Hung Luen Road, waterfront promenade and adjacent district open space areas. Private sector implementation of Kin Wan Street realignment is recommended. Public sector to implement and maintain improvements along DO site on north side of Hung Luen Road.                                    |

The CDA has been split into two development parcels:

- CDA(1): the eastern portion of the site, contains the PTI, hotel and retail uses.
- CDA(2): the western portion of the site, contains the open space corridor, office and retail uses.

The delineation of the CDA(1) and CDA(2) is shown in Appendix C. Development schedules for the two CDA parcels are included in the tables below.

**Table 6.2A: CDA(1) Development Parameters**

|                                       |   |
|---------------------------------------|---|
| <b>Site Area:</b>                     | 16,000 sq.m.  |
| <b>Zoning:</b>                        | CDA   |
| <b>Planned Uses:</b>                  | Retail, Hotel and PTI   |
| <b>Plot Ratio:</b>                    | 4.0 (accountable GFA)   |
| <b>Approx. GFA:</b>                   |   |
| Retail                                | 7,850   |
| PTI                                   | 10,750  |
| Hotel (730 rooms)                     | 45,400  |
| TOTAL                                 | 64,000 sq.m   |
| <b>Maximum Building Height:</b>       | along waterfront = 40mPD, along Hung Luen Road = 75mPD, 15mPD at SE corner of PTI podium                      |
| <b>Non-Building Area:</b>             | 1,600 sq.m (10%)  |
| <b>Parking and loading/unloading:</b> |   |
| Carparking                            | 35 nos.   |
| L/UL Bays                             | 12 nos.   |
| Car/Taxi Lay-bys                      | 5 nos.  |
| Lay-by for tour coach                 | 3 nos.  |
| <b>G/IC:</b>                          | PTI   |
| <b>Open Space:</b>                    | Open-air plazas and adjacent waterfront district open spaces  |
| <b>Leisure Facilities:</b>            | Included in hotel are pool, spa and workout facilities; AI fresco dining and other waterfront oriented retail |

**Table 6.2B: CDA(2) Development Parameters**

|                                       |  |
|---------------------------------------|--|
| <b>Site Area:</b>                     | 13,990 sq.m.   |
| <b>Zoning:</b>                        | CDA  |
| <b>Planned Uses:</b>                  | Retail and Office  |
| <b>Plot Ratio:</b>                    | 4.0 (accountable GFA)  |
| <b>Approx. GFA:</b>                   |  |
| Retail                                | 14,000   |
| Office                                | 42,000   |
| TOTAL                                 | 56,000 sq.m  |
| <b>Maximum Building Height:</b>       | along waterfront = 40mPD, along Hung Luen Road = 75mPD   |
| <b>Non-Building Area:</b>             | 5,600 sq.m (40%)   |
| <b>Parking and loading/unloading:</b> |  |
| Carparking                            | 212 nos.   |
| L/UL Bays                             | 26 nos.  |
| <b>G/IC:</b>                          | None   |
| <b>Open Space:</b>                    | 20m-wide open space corridor, internal open-air walking streets and adjacent waterfront district open spaces |
| <b>Leisure Facilities:</b>            | AI fresco dining and other waterfront oriented retail  |

### 6.3.2 Option 4: Urban Design

The urban design advantages of Option 3 (e.g. the relatively high degree of visual porosity) have been retained whilst some adjustments have been made based on the new development scheme (see **Figures 6.1 – 6.3**).

The core of this major development will be focused around the open space plaza situated in the centre of the development. This internal plaza, open air dining area and retail streets have been designed to open out towards the waterfront promenade and to provide visual porosity to the north. The wide central open space is created by the introduction of a 20m-wide corridor in the middle of the site. This will provide a view corridor through the site, however, the commercial blocks on either side are still close enough that the development remains integrated in character and circulation.

A curvilinear development edge with setback from the promenade reserve is recommended to provide visual interest and to create spaces for al fresco dining and other activities. This will provide a transition space between the public realm of the promenade and the private realm of the commercial uses.

The hotel block has been re-oriented to better maintain views to the harbour from Whampoa Garden. It has also been broken up into separate blocks to provide a degree of visual porosity to the north. Increased height variation in the buildings has also been introduced to provide a more interesting height profile.

The podium block that includes the PTI is wider, allowing for more flexibility in the layout of ground-floor hotel functions, retail and vehicular access along Hung Luen Road.

Photomontage images have been prepared for the CDA and its environs (see **Figures 6.4 – 6.6**) depicting:

- the interface of the development edge with the waterfront promenade;
- the relationship of the promenade to the adjacent urban park; and
- open-air plazas and al fresco dining opportunities along the development's waterfront edge.

An aerial perspective drawing has been prepared to illustrate the overall development and promenade (see **Figure 6.7**).

## 6.4 Hung Luen Road Residential (Group A) 2 Site: Recommended Option

The recommended building height and intensity of the R(A)2 site have been reviewed in response to comments received.

### 6.4.1 Option 4: Development Scheme

Whilst maintaining the development intensity, the maximum development height of Option 3 is reduced. The following changes have been made to the initial preferred option:

- the effective building massing (accountable plus non-accountable GFA) of an overall plot ratio of 6.0 has been retained. The permissible plot ratio (accountable GFA) is 4.5 (4.0 domestic and 0.5 non-domestic) on the assumption that non-accountable/exempted facilities will contribute approximately 30% additional GFA above the maximum permissible GFA;
- the maximum building height is reduced from 120mPD to 100mPD; and
- domestic site coverage of 30% has been specified to achieve urban design objectives.

A development schedule for the recommended scheme is provided in **Table 6.3** below. The urban design and landscape character of Option 4 is discussed in more detail in the following section.

**Table 6.3: Hung Luen Road Residential (Group A) 2 Site: Option 4 (Recommended Option)**  
**Development Parameters**

|   |   |
|---|---|
| <b>Site Area:</b>                       | 7,480 sq.m  |
| <b>Zoning:</b>                          | R(A)2   |
| <b>Planned Uses:</b>                    | Residential, Commercial (ground and 1 <sup>st</sup> floor)  |
| <b>Plot Ratio:</b>                      | Domestic 4.0, Non-Domestic 0.5  |
| <b>GFA:</b>                             |   |
| Domestic (352 flats)                    | 29,920  |
| Non-Domestic                            | 3,740   |
| TOTAL                                   | 33,660  |
| <b>Maximum Building Height:</b>         | 100 mPD   |
| <b>Non-Building Area:</b>               | 5,236 sq.m ( 70%) above podium level  |
| <b>Service and Access Arrangements:</b> | From Oi King Street.  |
| <b>Parking and loading/unloading:</b>   |   |
| Carparking                              | 51 - 78   |
| L/UL Bays                               | 4 - 6   |
| <b>Vehicular Circulation Network:</b>   | No changes proposed to adjacent street network  |
| <b>Pedestrian Circulation Network:</b>  | <ul style="list-style-type: none"> <li>• At-grade pedestrian crossings of Oi King Street.</li> <li>• Footbridge between the CDA development and new residential development north of Hung Luen Road, providing 24-hour access through the CDA site to the waterfront, reprovisioned PTI and Ferry Pier.</li> <li>• Footbridge to Harbour Place podium level</li> <li>• Footbridge to Ma Tau Chung School/Harbour Place and to existing footbridge across Hung Hom South Road</li> </ul> |
| <b>G/IC:</b>                            | None  |
| <b>Open Space:</b>                      | Open space provided at podium level, peripheral landscape treatments  |
| <b>Leisure Facilities:</b>              | Clubhouse facilities  |
| <b>Implementation and Maintenance:</b>  | Private sector to implement and maintain development and streetscape improvements along Oi King Street and Hung Luen Road. Public sector to implement and maintain improvements along district open space.  |

#### 6.4.2 Option 4: Urban Design

The maximum height limit was reduced to 100mPD. This further improves the visual context (see **Figure 6.8**). Footbridge connections to the adjacent CDA and Harbour Place will connect through the first storey of the R(A)2 development podium, which will incorporate retail as well as domestic facilities such as lobby, clubhouse and car parking. The podium roof will include residential open-air amenities and recreation facilities.

The two-tower development form will facilitate visual porosity through the site to the open space corridor within the CDA. This will allow for a view corridor from Harbour Place through the R(A)2 and the CDA sites to the harbour. Conditions in the OZP will be needed to ensure that the R(A)2 building massing takes this into account. One measure that will facilitate the visual porosity is to set a maximum domestic site coverage of 30%, which would still provide flexibility in the development form.

#### 6.5 Tai Wan Shan Park and Waterfront Promenade: Recommended Option

In response to comments received during the Stage 2 PEP, the park facilities will be retained in situ. Neither reprovisioning of the basketball courts nor introduction of a small-scale retail use are proposed. Nevertheless, landscape proposals were recommended to enhance the area and the quality of the park.

##### 6.5.1 Option 4: Landscape Enhancement

The park will be enhanced with tree planting and low and medium level shrub planting (see **Figure 6.9**). It is proposed (subject to detailed design) to promote integration of the park with the promenade by modifying the design of the park frontage. The current wall separating the park and promenade should be pulled back a few metres to allow for the

incorporation of seating, shelters and tree planting along the promenade. This will also create a small semi-plaza that can break up the monotony of the straight promenade and provide amenity for its users. Redesigning the small set of stairs between the promenade and park to create a visual gateway between the spaces will also improve their functional integration. These enhancements will require relatively little space allowing all of the playground facilities and promenade to be retained, albeit some re-design of the playground area will be required.

Façade treatments of adjacent elements such as the Tai Wan Shan Swimming Pool wall as described in the Section 4 and shown in **Figures 4.3 – 4.4** will complement the enhancement of the Park.

## **6.6 Minor Land Use Restructuring**

The proposed minor adjustments to land use described in Section 2 are retained.

## **6.7 Pedestrian Circulation**

The proposals to enhance pedestrian circulation described in Section 2 and shown in **Figure 2.5** have been retained.

## **6.8 Recommended Urban Design and Landscape Framework**

The urban design and landscape proposals described in Sections 3 and 4 have been retained with the incorporation of the recommended development options for the PDS outlined above. The appropriate massing and heights of development have been maintained under the recommended options. Existing and proposed development height along the waterfront is depicted in **Figure 6.10**. Maximum building heights allowed in the current OZPs and proposed building heights for the PDS are shown in **Figure 6.11**.

The urban design and landscape proposals have been combined into a coordinated Master Urban Design and Landscape Framework. This seeks to create a structure, arrangement and form of development that will engender the preconditions through which a quality waterfront edge can be realised at Hung Hom. The assembly of recommended development and urban design options are combined with landscape design options. The Framework is depicted at scale of 1:2500 in **Appendix D** and at a reduced scale in **Figure 6.12**.

The Landscape Structure Plan (see **Figure 6.13**) is an extract of the Master Urban Design and Landscape Framework that focuses on open space and landscape elements. It seeks to reinforce and enhance the structure and quality of open space provision and landscape treatments. From a landscape and visual standpoint, there are major opportunities to enhance the environment of Hung Hom. There are also opportunities to enhance pedestrian movement and circulation through the district whilst also satisfying open space requirements.

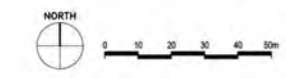
## **6.9 Summary**

The planning framework focuses on achieving the goal of a vibrant waterfront that is connected to central Hung Hom based on the planning principles and working assumptions outlined above. Major changes are proposed only for the MTRC Freight Yard/IMC, CDA and R(A)2 sites. They are accompanied by minor land use restructuring, an improved pedestrian circulation network, and a comprehensive urban design and landscape framework.

Technical assessments for the Study recommendations are outlined in the following sections.

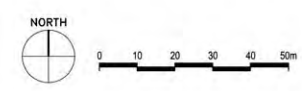


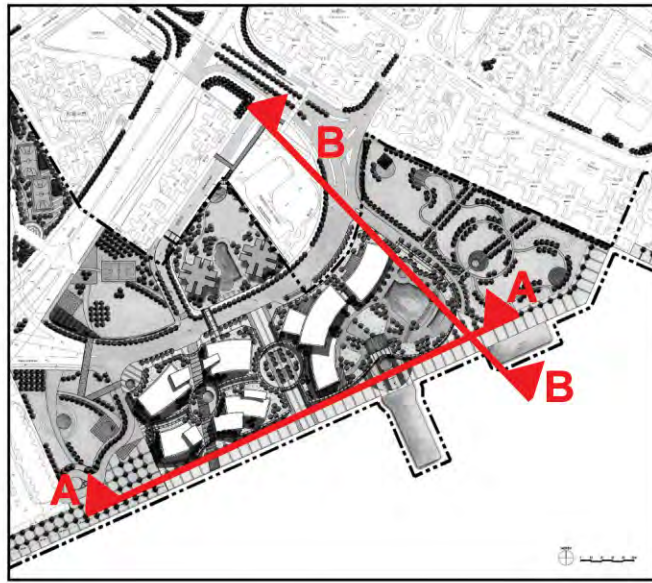
- LEGEND:**
- A. Realigned Access Road and Open Space
  - B. Proposed Improved Pedestrian Crossings at Grade
  - C. Open Space
  - D1-D4. Office Blocks with Retail on Ground/1st Floors
  - E. Central Open Space Corridor and Plaza
  - F. Podium with Reprovisioned PTI, Hotel Lobby, and Retail on Ground/1st Floors
  - G. Drop-off and Access to Basement Parking
  - H. Ferry Pier Arrival Plaza and Waterfront Entrance to Reprovisioned PTI within CDA
  - I. Waterfront Promenade
  - J. New Urban Park
  - K. Access / Egress to Reprovisioned PTI
  - L. Layby / Drop-off
  - M. Access to Basement Parking and Loading / Unloading Area





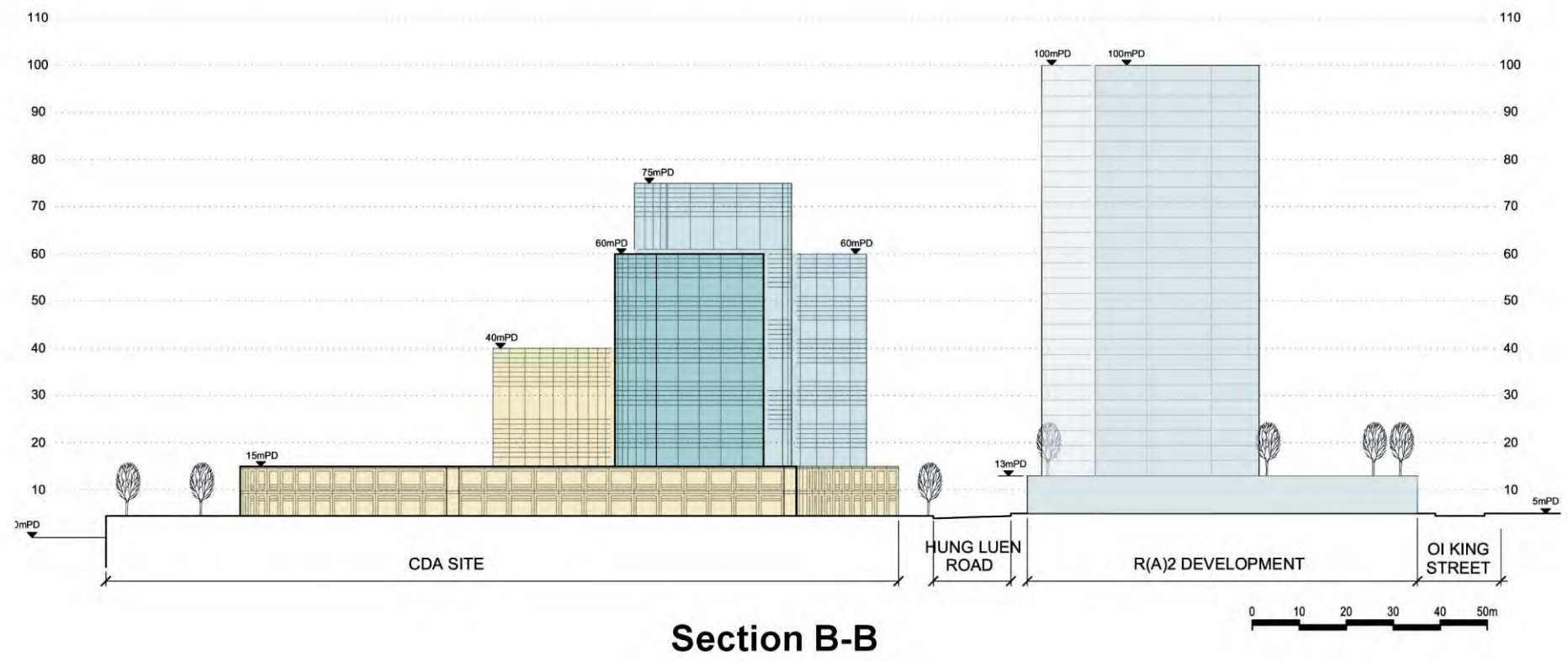
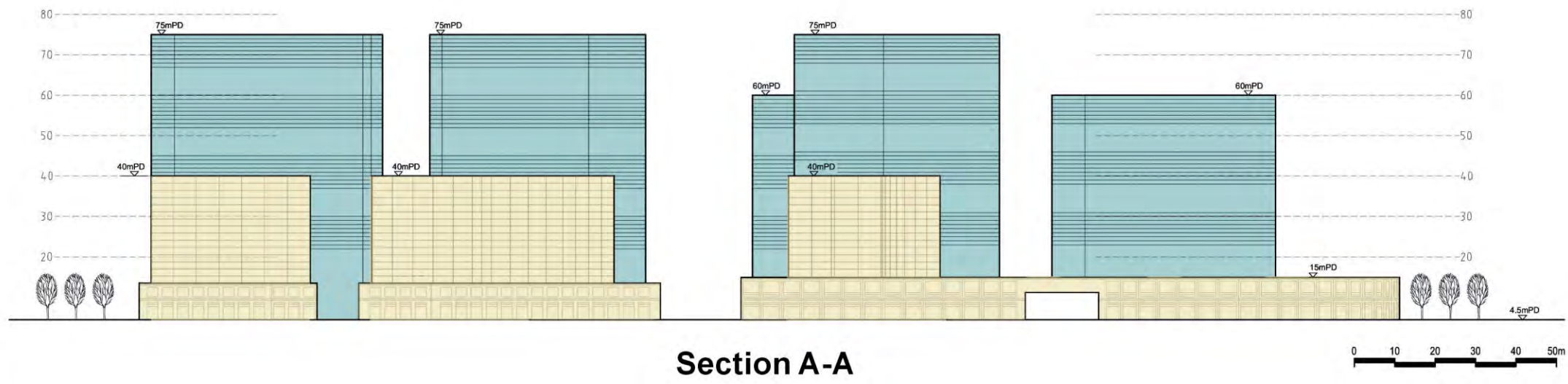
- LEGEND**
- A.** Realigned Access Road and Open Space
  - B.** Proposed Improved Pedestrian Crossings at Grade
  - C.** Open Space
  - D1- D4.** Office Blocks with Retail on Ground/1st Floors
  - E.** Central Open Space Corridor and Plaza
  - F1-F3.** Hotel over Podium with Reprovisioned PTI and Retail on Ground / 1st Floors
  - G.** Drop-off and Access to Basement Parking
  - H.** Ferry Pier Arrival Plaza and Waterfront Entrance to Reprovisioned PTI within CDA
  - I.** Waterfront Promenade
  - J.** New Urban Park
  - K.** Access / Egress to Reprovisioned PTI
  - L.** Layby / Drop-off
  - M.** Access to Basement Parking and Loading / Unloading Area





**LEGEND:**

- Proposed Building Height: 60 to 75mPD
- Proposed Building Height: 15 to 40mPD



Agreement No.  
**PLNQ 43/2006**

Figure Title  
**CDA Site: Option 4 (Massing) - Recommended Option**

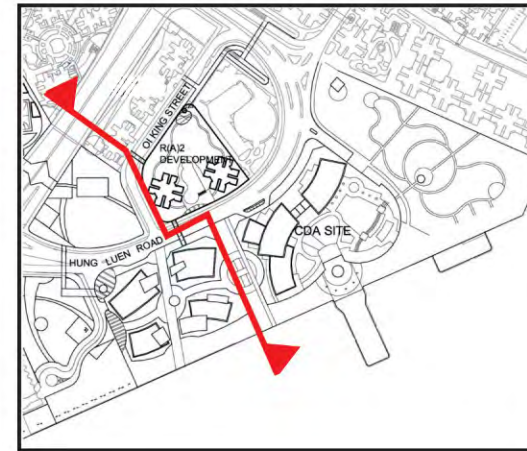
Figure No.  
**6.3**





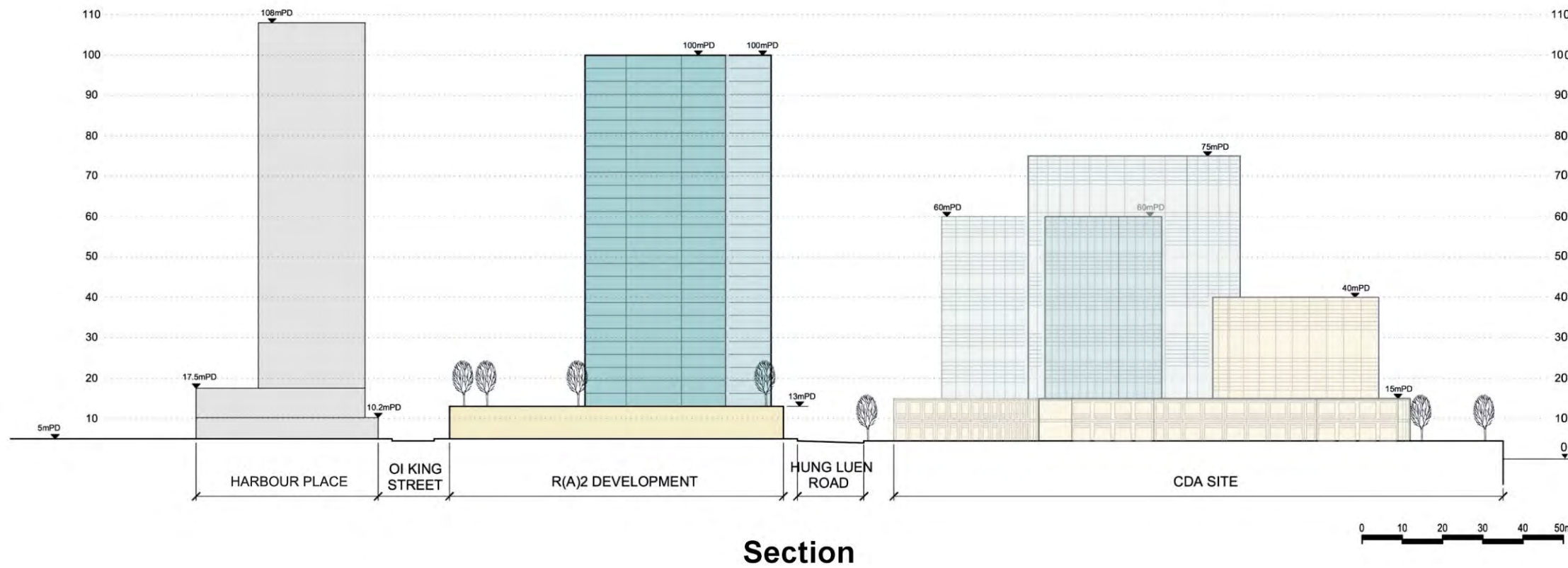






**LEGEND:**

 Proposed Building Height in mPD



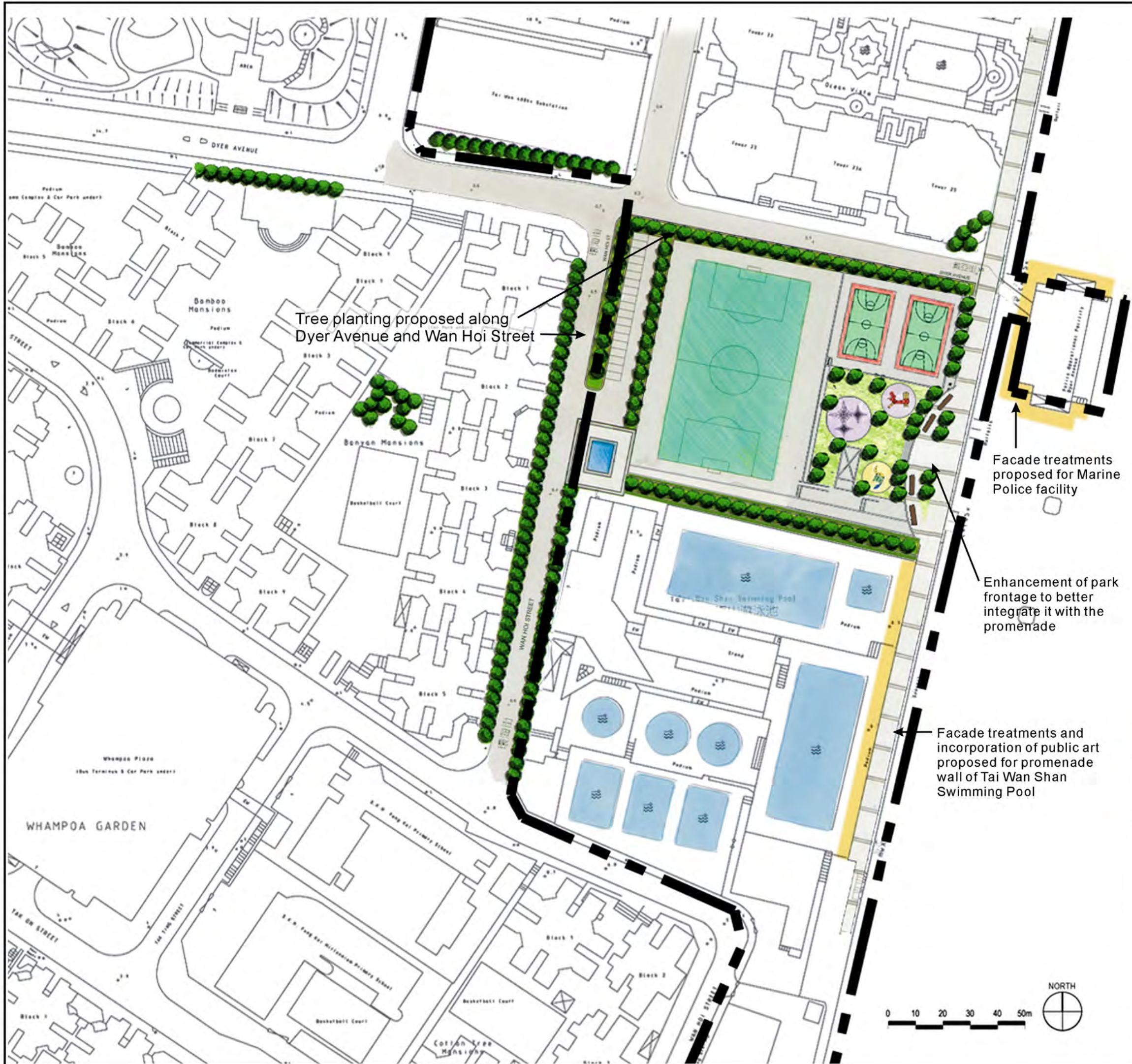
Agreement No.

**PLNQ 43/2006**

Figure Title

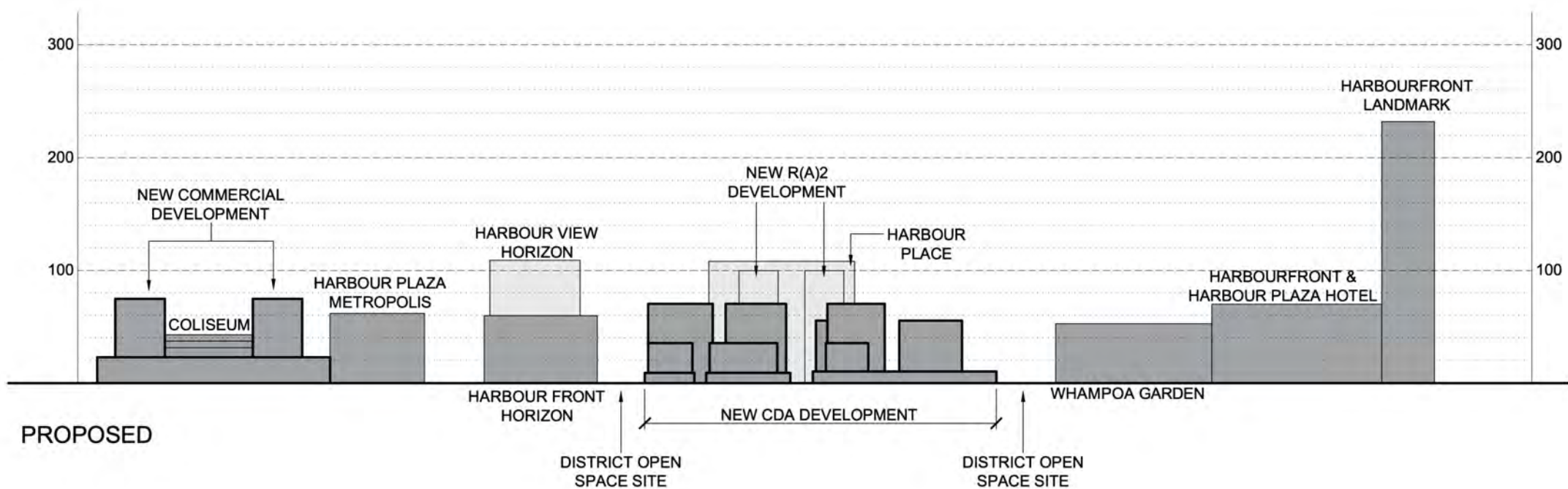
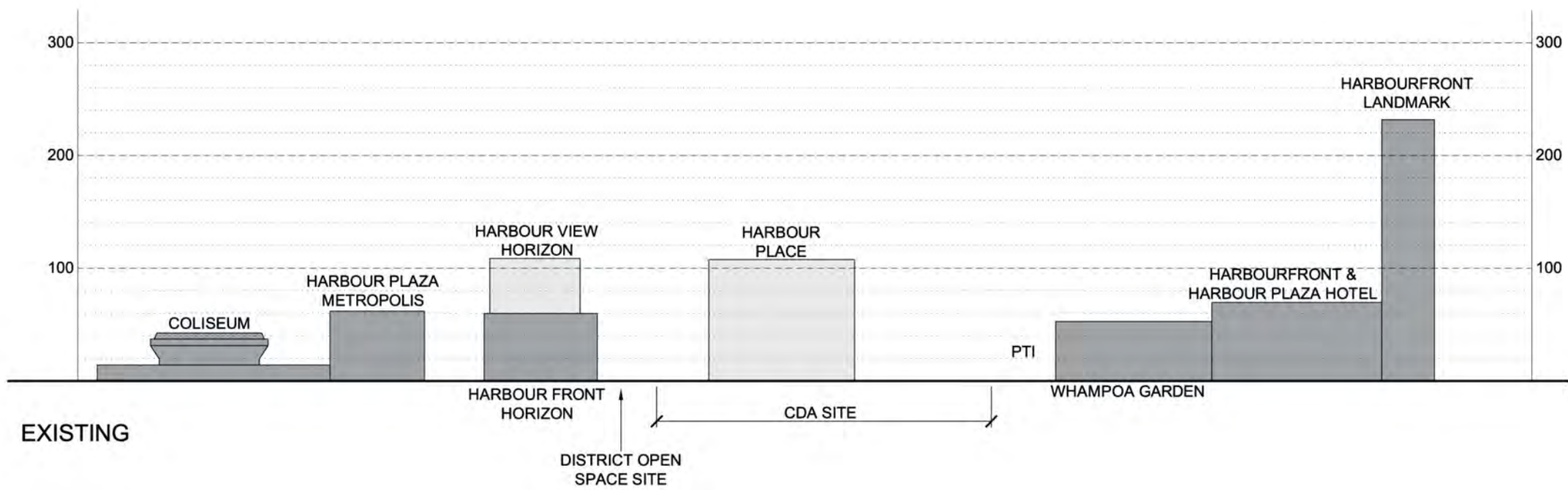
**R(A)2 Site: Option 4 - Recommended Option**

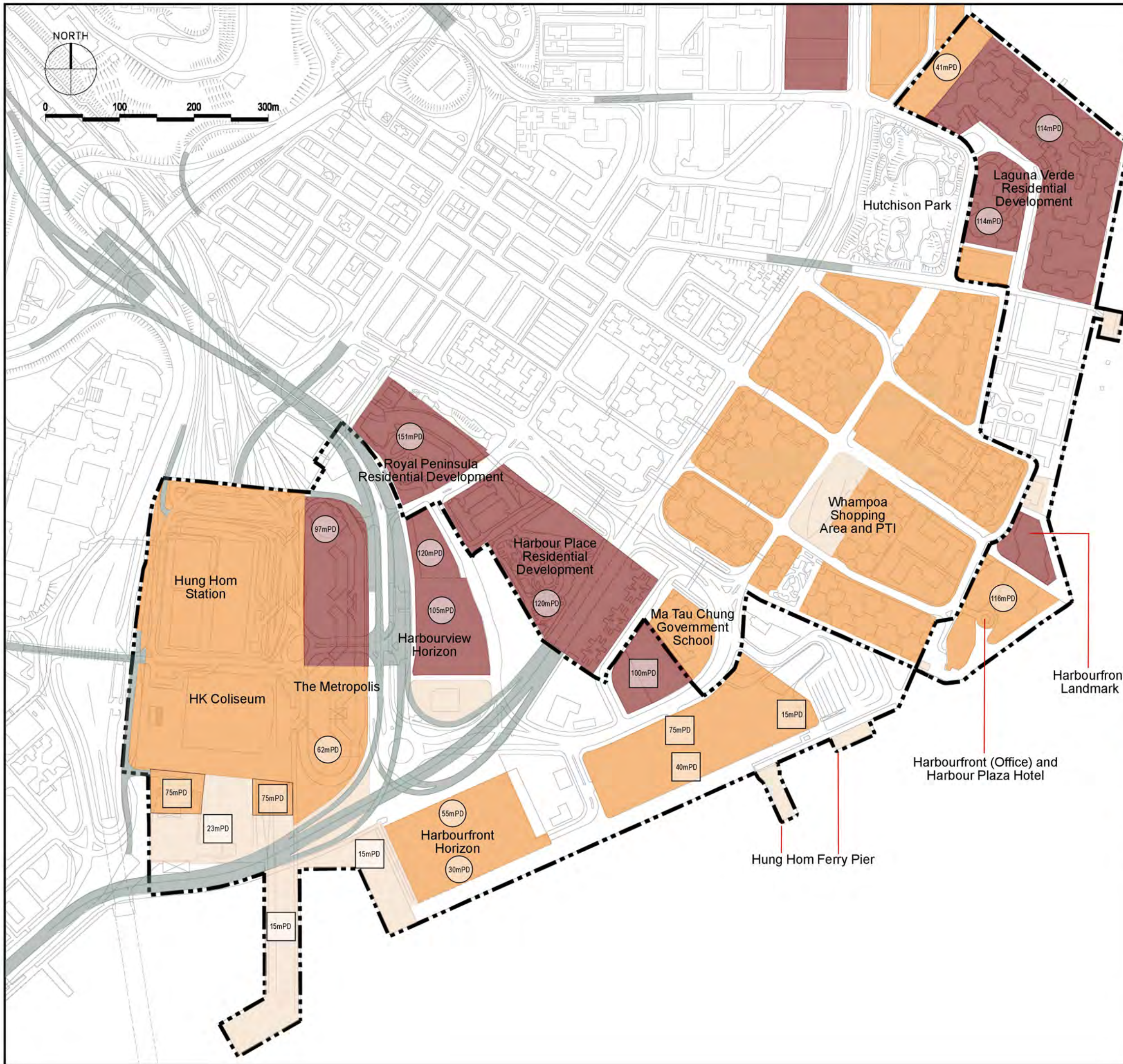
Figure No.



**LEGEND:**

----- Study Area Boundary





**LEGEND:**

- Study Boundary
- Low Rise Development (<30mPD)
- Medium Rise Development (30-80mPD)
- High Rise Development (>80mPD)
- 114mPD Existing Development Height Allowed in OZP
- 75mPD Proposed Maximum Development Height
- Elevated Road

**HUNG HOM DISTRICT STUDY** *Urban*

Agreement No. **PLNQ 43/2006**

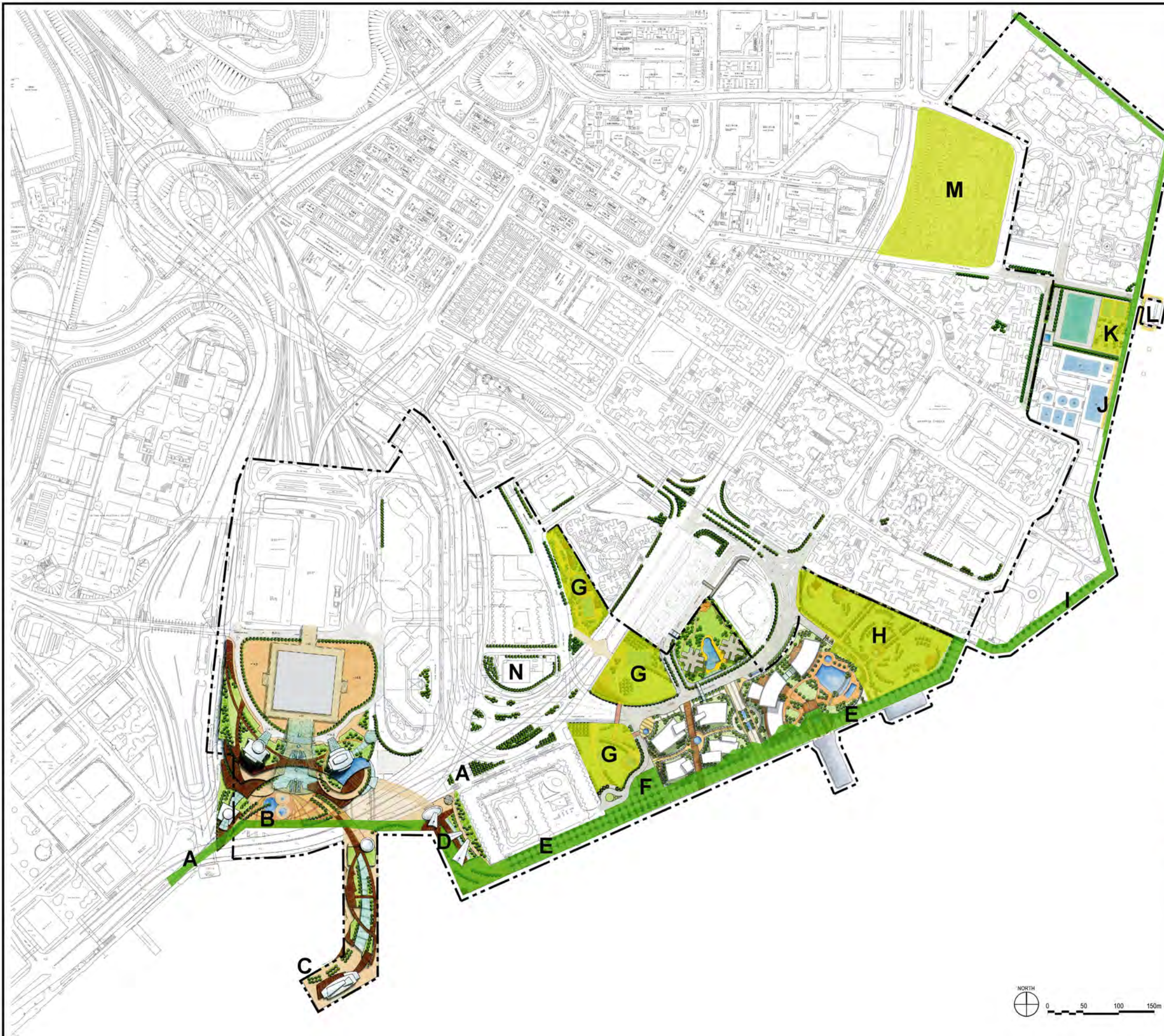
Figure Title **Proposed Study Area Building Height Profile**

Figure No. **6.11**



**LEGEND:**

- Proposed increase to tree planting regime density and shrub planting to enhance shade cover and environmental quality
- A.** Removal of ramps either side of elevated walkway and Introduction of stairs and lifts. Soft landscape treatments introduced to area formerly occupied by ramp
- B.** Provision of public plaza and at-grade promenade along waterfront upon relocation of International Mail Centre and KCRC Freight Yard.
- C.** Introduction of shade and shelter along pier and paving and softscape treatments
- D.** Upgrading of Promenade with Introduction of Hard and Soft Treatments at Proposed Retail / Dining Venue
- E.** Introduction of Soft and hard Treatments to Enhance Visual Quality and User Experience of Future Promenade
- F.** Adjustment of Kin Wan Street to Increase Extent of Waterfront Promenade and to Remove Road from Waterfront. Uniform Paving will extend from Footpath across New Road to Reduce Visual Impact of Road and to Integrate it within Open Space
- G.** New District Open Spaces extending along an Open Space Corridor to Hinterland
- H.** New District Open Space implemented after Closure and Relocation of PTI
- I.** Upgrading of Existing Promenade with Hard and Soft Treatments
- J.** Introduction of Public Art to Swimming Pool Wall to enhance it as a Positive Visual Resource
- K.** Tai Wan Shan Park (Existing)
- L.** Marine police mooring facility to be re-cladded.



**LEGEND:**

- Existing and Proposed / Enhanced Public Open Space
  - Waterfront Promenade Incorporating Hard and Soft Treatments and Selected Upgrading
  - Hard and Soft Landscape Upgrading including paving upgrading and increase to tree planting density
  - Proposed increase to tree planting regime density and shrub planting to enhance shade cover and environmental quality
- A. Removal of ramps either side of elevated walkway and Introduction of stairs and lifts. Soft landscape treatments introduced to area formerly occupied by ramp
  - B. Provision of public plaza and at-grade promenade along waterfront upon relocation of International Mail Centre and KCRC Freight Yard.
  - C. Introduction of shade and shelter along pier and paving and softscape treatments
  - D. Upgrading of Promenade with Introduction of Hard and Soft Treatments at Proposed Retail / Dining Venue
  - E. Introduction of Soft and hard Treatments to Enhance Visual Quality and User Experience of Future Promenade
  - F. Adjustment of Kin Wan Street to Increase Extent of Waterfront Promenade and to Remove Road from Waterfront. Uniform Paving will extend from Footpath across New Road to Reduce Visual Impact of Road and to Integrate it within Open Space
  - G. New District Open Spaces extending along an Open Space Corridor to Hinterland
  - H. New District Open Space implemented after Closure and Relocation of PTI
  - I. Upgrading of Existing Promenade with Hard and Soft Treatments
  - J. Introduction of Public Art to Swimming Pool Wall to enhance it as a Positive Visual Resource
  - K. Tai Wan Shan Park (Existing). Frontage along waterfront promenade to be enhanced.
  - L. Marine police mooring facility to be re-cladded.
  - M. Hutchison Park (Existing)
  - N. Landscape Treatments along Boundary of Existing Pumphouse



Agreement No.

**PLNQ 43/2006**

Figure Title

**Landscape Structure Plan  
(Public Realm)**

Figure No.

## 7 TRAFFIC AND TRANSPORTATION

### 7.1 Road Hierarchy Plan

#### 7.1.1 Primary Distributor Roads

There are three main vehicular corridors which are classified as "Primary Distributors" within Hung Hom District. They are Chatham Road South, Chatham Road North and Salisbury Road.

Chatham Road South is a primary distributor, which connects Princess Margaret Road to the north and Salisbury Road to the south. Chatham Road South is a dual carriageway road with 3 lanes running in each direction. It is the main access road serving the districts of Jordan and Tsim Sha Tsui. It is also one of the main bus corridors in the area.

Chatham Road North is the other major primary distributor, which provides key access for vehicles travelling between West Kowloon and Central Kowloon via Gascoigne Road and Chatham Road South. It also serves as a major corridor for cross-harbour traffic approaching or leaving Central Kowloon.

Salisbury Road is a primary distributor, which connects Hong Chong Road to the north and the Tsim Sha Tsui Star Ferry Pier Bus PTI to the south. It forms a loop road system with Hung Hom Bypass and Princess Margaret Road Link and, with the latest completion of the Salisbury Road Underpass, it provides the most direct route for traffic between Tsim Sha Tsui and Hung Hom district.

#### 7.1.2 District Distributor Roads

There are several "District Distributor Roads" running both east-west and south-north within Hung Hom area. Those running in east-west directions include Man Yue Street, Tak Man Street, Hung Hom South Road, Hung Lok Road and Cheong Tung Road South. For carriageways running in south-north direction, they include Gillies Avenue South, Ma Tau Wai Road, Hung Hom Road, and Hung Luen Road.

The road hierarchy described above is illustrated in **Figure 7.1**.

### 7.2 Broad-brush Traffic Impact Assessment

Traffic forecasts adopted in this broad-brush traffic impact assessment (TIA) are primarily based on the Base District Traffic Model (BDTM) Kowloon East (KE). The BDTM was developed by the Strategic Roads Division (SRD) of Transport Department (TD) and recently updated against the 2004 traffic conditions with the use of latest 2003 available TPEDM planning data. The results of Year 2016 traffic forecasts on key traffic corridors within Hung Hom are indicated in **Diagram 7.1** below.

As indicated in **Diagram 7.1** (below), major north-south traffic movements within the Study Area are mainly concentrated along Gilles Avenue South, Ma Tau Wai Road and Hung Hom Road. Two-way flows on these roads typically range from around 1,700 to 2,600 pcus/hr.

Many of the east-west local road links are operated two-way for dissipation of traffic throughout the district. Traffic flows on the east-west road links are typically less than 1,500 pcus/hr two-way, with most carrying less than 1,000 pcus/hr.

In general, two-way AM peak hour flows are higher than PM peak hour flows, indicating the typical traffic pattern for a district in which domestic traffic predominates. The development sites could be easily accessed via the existing highway network which can gain access to northern part of Kowloon via Cheong Tung Road South, to Tsim Sha Tsui area via Hung Hom Road/Hung Hom By-Pass, and to Kowloon East via Hung Hom Road. It is therefore envisaged that the introduction of commercial land uses within the district will unlikely induce significant traffic loading to the local road system. These commercial land uses would have different travelling directions and fewer trips during the AM peak as compared with domestic traffic in the District.

All junctions at the waterfront area are anticipated to operate with satisfactory levels of capacity except some junctions identified in **Diagram 7.2** (below) which are anticipated to operate close to capacity in year 2016. They are mainly located at the inner part of Hung Hom directly connecting to Chatham Road North, which is the congested traffic corridor for the cross-harbour traffic. In general, the road junctions along the waterfront area are anticipated to operate at satisfactory levels with spare capacity during both morning and evening peak periods.

The main access routes for the existing and proposed activity generators within the Study Area (see **Figure 7.2**) will not pass through the busy road junctions near Chatham Road North. Hence, the waterfront area and the MTRC Freight Yard/IMC and CDA development sites in particular would not impose additional traffic burden on the critical road junctions near Chatham Road South. As the proposed scale of the developments is reduced, the traffic generation/attraction should be less than the original plan. The development sites would be adequately served by the road system in the waterfront area. Hung Hom Road and Hung Hom South Road have adequate capacity to handle the additional traffic volumes generated by new activity on these development sites.

**Diagram 7.1: Year 2016 Traffic Forecasts in Hung Hom**

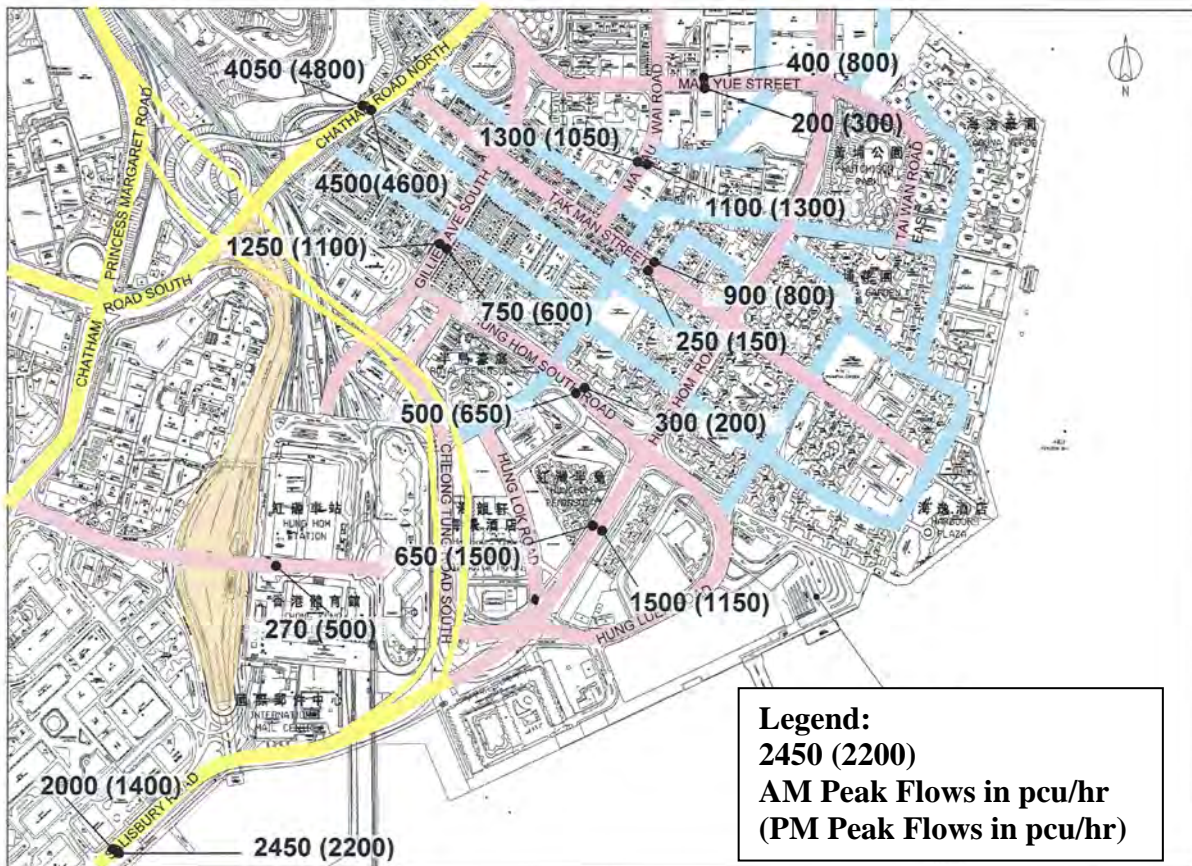
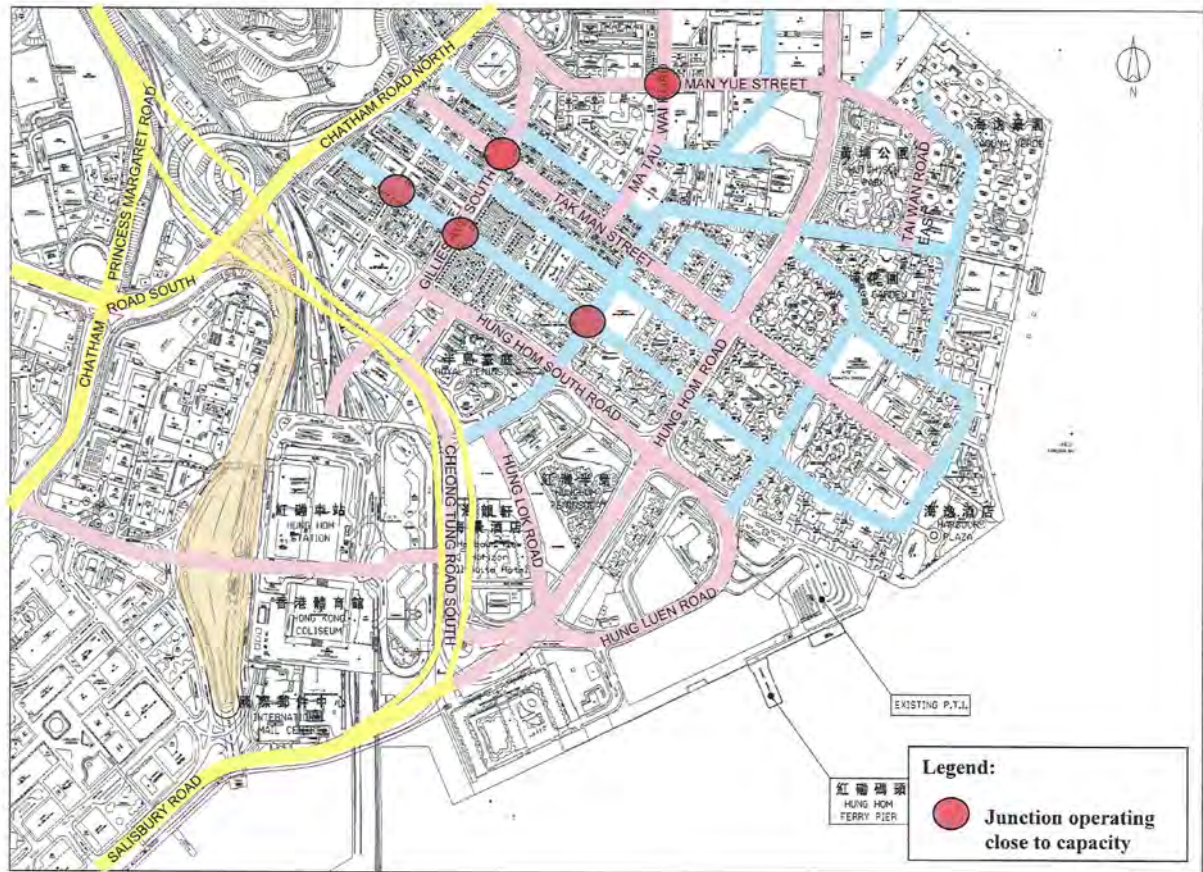


Diagram 7.2: Overall Traffic Performance at Key Road Junctions in Year 2016



### 7.3 Potential Development Sites

The proposed development at the existing MTRC Freight Yard/IMC sites for retail/ hotel development would require conversion and reconstruction works of the existing uses, including: i) IMC; ii) MTRC Freight Yard Office iii) Kowloon Freight Building (Customs) and iv) Entrance Building. It is proposed to provide a total of 317 hotel guest rooms (of which 186 are for extended stay), whilst other commercial development may be an alternative, with a shopping arcade of 67,181m<sup>2</sup> GFA.

A CDA site is located adjacent to Harbour Place and Whampoa Garden and is designated for retail/ office/ hotel uses and the reprovisioning of the PTI. Upon completion of development, the CDA site could provide a total of 730 hotel guest rooms (of which 230 are for extended stay), a shopping arcade of 21,850m<sup>2</sup> GFA and office area of 42,000m<sup>2</sup> GFA.

A R(A)2 site is located at the junction of Hung Luen Road and Oi King Street and is designated for residential/commercial uses. Upon completion of development, the residential development could provide a total of 352 flats and retail area of 3,740m<sup>2</sup> GFA.

The likely amount of traffic generated by the MTRC Freight Yard/IMC, CDA and R(A)2 sites was estimated based on relevant trip rates provided in Transport Department's Data Record No. 439 (see **Table 7.1**).

**Table 7.1: Traffic Generation Rates from DR439**

| Component   | AM Peak    |            | PM Peak    |            |
|---|------------|------------|------------|------------|
|   | Generation | Attraction | Generation | Attraction |
| Serviced Apartments<br>(termed 'hotel-extended<br>stay' in this report)<br>(pcus/hr/room) | 0.20       | 0.22       | 0.22       | 0.23       |
| Hotel Development<br>(pcus/hr/room)   | 0.052      | 0.058      | 0.062      | 0.066      |
| Retail<br>(pcus/hr/100sq.m GFA)   | 0.18       | 0.27       | 0.23       | 0.25       |
| Office<br>(pcus/hr/100sq.m GFA)   | 0.23       | 0.32       | 0.31       | 0.30       |
| Residential R(A)2<br>(pcu/hr/flat)  | 0.265      | 0.047      | 0.062      | 0.173      |

Source: DR 439 Traffic Generation Characteristics published by Transport Department (Traffic and Transport Survey Division)

Based on the above trip rates, the traffic generation by the subject development is derived and listed in **Table 7.2**. It is anticipated that, under the proposed development schedule, the OU Site would induce 395 (2-way) during the morning peak hour and 424 pcus (2-way) during the evening peak hour; the CDA Site would induce 481 (2-way) during the morning peak hour and 529 pcus (2-way) during the evening peak hour; and the R(A)2 site would induce 127 (2-way) during the morning peak hour and 101 pcus (2-way) during the evening peak hour.

**Table 7.2: Estimated Site Traffic Generation (in pcus/hr)**

| Component   | No. of Rooms/<br>Area | AM Peak    |            | PM Peak    |            |
|---|-----------------------|------------|------------|------------|------------|
|   |                       | Generation | Attraction | Generation | Attraction |
| <b>OU Site (MTRC Freight yard and International Mail Centre Site)</b> |                       |            |            |            |            |
| Hotel (extended stay)<br>(pcus/hr)                                    | 186 nos.              | 37         | 41         | 41         | 43         |
| Hotel Development<br>(pcus/hr)  | 131 nos.              | 7          | 8          | 8          | 9          |
| Retail<br>(pcus/hr)   | 67,181m <sup>2</sup>  | 121        | 181        | 155        | 168        |
| Office<br>(pcus/hr)   | --                    | --         | --         | --         | --         |
| <b>Total</b>  | --                    | <b>165</b> | <b>230</b> | <b>204</b> | <b>220</b> |
| <b>CDA Site</b>   |                       |            |            |            |            |
| Hotel (extended stay)<br>(pcus/hr)                                    | 230 nos.              | 46         | 51         | 51         | 53         |
| Hotel Development<br>(pcus/hr)  | 500 nos.              | 26         | 29         | 31         | 33         |
| Retail<br>(pcus/hr)   | 21,850 m <sup>2</sup> | 39         | 59         | 50         | 55         |
| Office<br>(pcus/hr)   | 42,000 m <sup>2</sup> | 97         | 134        | 130        | 126        |
| <b>Total</b>  | --                    | <b>208</b> | <b>273</b> | <b>262</b> | <b>267</b> |
| <b>R(A)2 Site</b>   |                       |            |            |            |            |
| Retail<br>(pcus/hr)   | 3,740 m <sup>2</sup>  | 7          | 10         | 9          | 9          |
| Residential<br>(pcus/hr)  | 352 nos.              | 93         | 17         | 22         | 61         |
| <b>Total</b>  | -                     | <b>100</b> | <b>27</b>  | <b>31</b>  | <b>70</b>  |

#### 7.4 Provision of Transport Facilities

The required provision of parking and loading/unloading facilities in accordance with the HKPSG is shown below in Tables 7.3 - 7.5.

**Table 7.3: Required Parking and Loading/Unloading Facilities for OU Site (MTRC Freight Yard and IMC Sites)**

| Development                                 | Facility              | HKPSG Standard  | Requirement  |
|---|-----------------------|---|--------------|
| Hotel (extended stay)<br>(186 nos. of room) | Carparking            | 1 space per 100 rooms   | 2 nos.       |
|   | L/UL Bays             | 0.5 - 1 goods vehicle bay for every 100 rooms   | 1 no.        |
|   | Car/Taxi Lay-bys      | Min. 2 for <299 rooms   | 2 nos.       |
|   | Lay-by for tour coach | Min. 1 for <299 rooms   | 1 no.        |
| Hotel<br>(131 nos. of room)                 | Carparking            | 1 space per 100 rooms   | 1 no.        |
|   | L/UL Bays             | 0.5 - 1 goods vehicle bay for every 100 rooms   | 1 no.        |
|   | Car/Taxi Lay-bys      | Min. 2 for < 299 rooms  | 2 nos.       |
|   | Lay-by for tour coach | Min. 1 for <299 rooms   | 1 no.        |
| Retail<br>(67,181m <sup>2</sup> )           | Carparking            | 1 car space per 200 - 300m <sup>2</sup> GFA   | 224-336 nos. |
|   | L/UL Bays             | 1 loading/unloading bay for goods vehicles for every 800 to 1,200m <sup>2</sup> or part thereof, of gross floor area. | 56-84 nos.   |

**Table 7.4: Required Parking and Loading/Unloading Facilities for CDA Site**

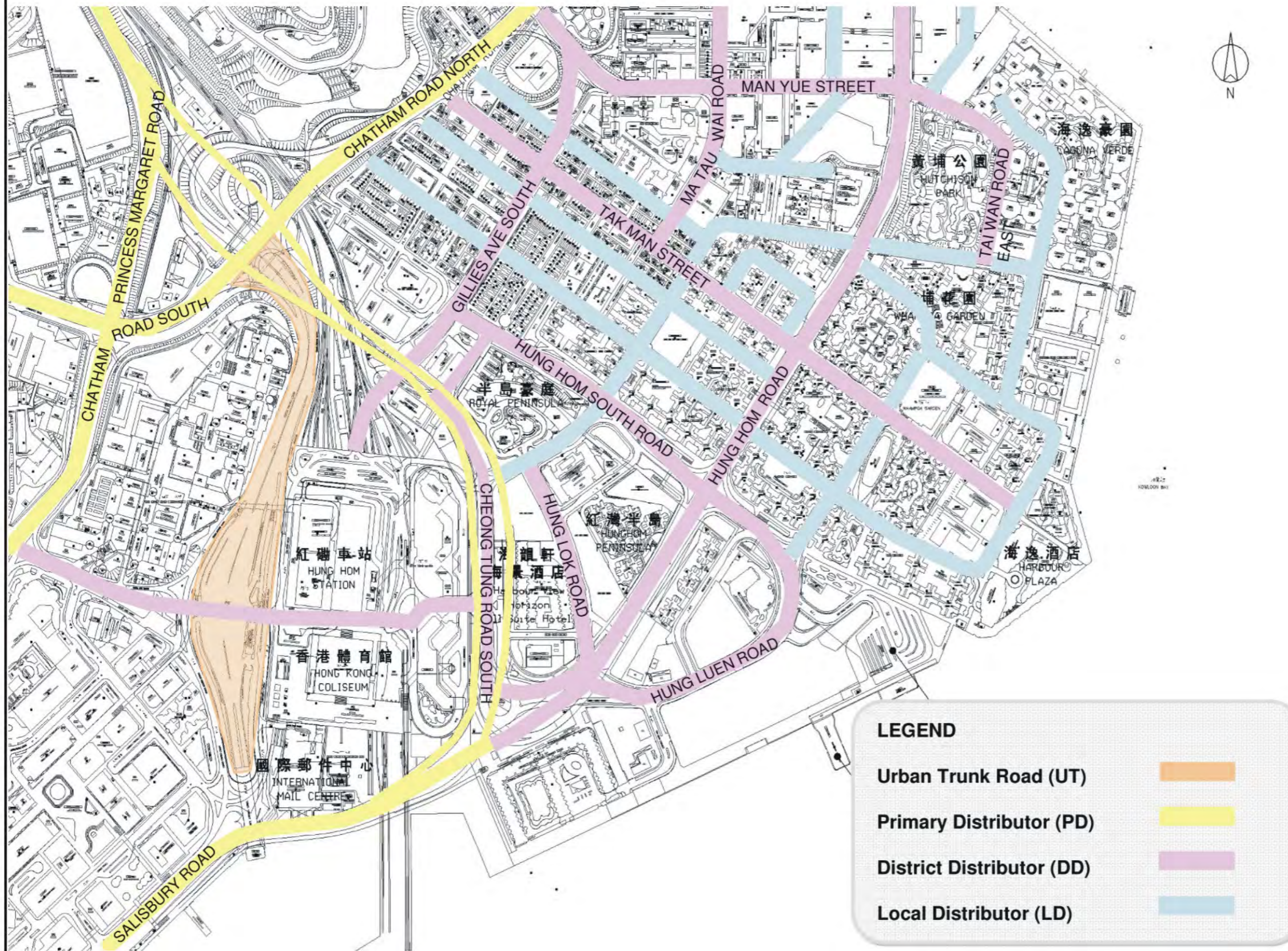
| Development                                 | Facility              | HKPSG Standard   | Requirement   |
|---|-----------------------|--|---------------|
| Hotel (extended stay)<br>(230 nos. of room) | Carparking            | 1 space per 100 rooms  | 3 nos.        |
|   | L/UL Bays             | 0.5 - 1 goods vehicle bay for every 100 rooms  | 2 no.         |
|   | Car/Taxi Lay-bys      | Min. 3 for 300-599 rooms   | 2 no.         |
|   | Lay-by for tour coach | Min. 2 for 300-899 rooms   | 1 nos.        |
| Hotel<br>(500 nos. of room)                 | Carparking            | 1 space per 100 rooms  | 5 nos.        |
|   | L/UL Bays             | 0.5 - 1 goods vehicle bay for every 100 rooms  | 3 nos.        |
|   | Car/Taxi Lay-bys      | Min. 3 for 300-599 rooms   | 3 nos.        |
|   | Lay-by for tour coach | Min. 2-3 for 300-899 rooms   | 2 nos.        |
| Retail<br>(21,850 m <sup>2</sup> )          | Carparking            | 1 car space per 200 - 300m <sup>2</sup> GFA  | 73 - 109 nos. |
|   | L/UL Bays             | 1 loading/unloading bay for good vehicles for every 800 to 1,200m <sup>2</sup> or part thereof, of gross floor area.   | 18 - 27 nos.  |
| Office<br>(42,000 m <sup>2</sup> )          | Carparking            | For the first 15,000m <sup>2</sup> GFA :1 car space per 150 - 200m <sup>2</sup> GFA<br>Above 15 000m <sup>2</sup> GFA :1 car space per 200 - 300m <sup>2</sup> GFA | 165 - 235s.   |
|   | L/UL Bays             | 1 loading/unloading bay for goods vehicles for every 2,000 to 3,000m <sup>2</sup> , or part thereof, of gross floor area.  | 14 - 21 nos.  |

**Table 7.5: Required Parking and Loading/Unloading Facilities for R(A)2 Site**


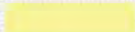


| Development                              | Facility   | HKPSG Standard  | Requirement  |
|--|------------|---|--------------|
| Retail<br>(3,740 m <sup>2</sup> )        | Carparking | 1 car space per 200 - 300m <sup>2</sup> GFA   | 12 - 19 nos. |
|  | L/UL Bays  | 1 loading/unloading bay for goods vehicles for every 800 to 1,200m <sup>2</sup> or part thereof, of gross floor area. | 3 -5 nos.    |
| Residential R(A)2<br>(352 nos. of flats) | Carparking | 1 car space per 6 – 9 flats   | 39 – 59 nos  |
|  | L/UL Bays  | 1 loading/unloading bay for goods vehicles for every 800 flats  | 1 no.        |

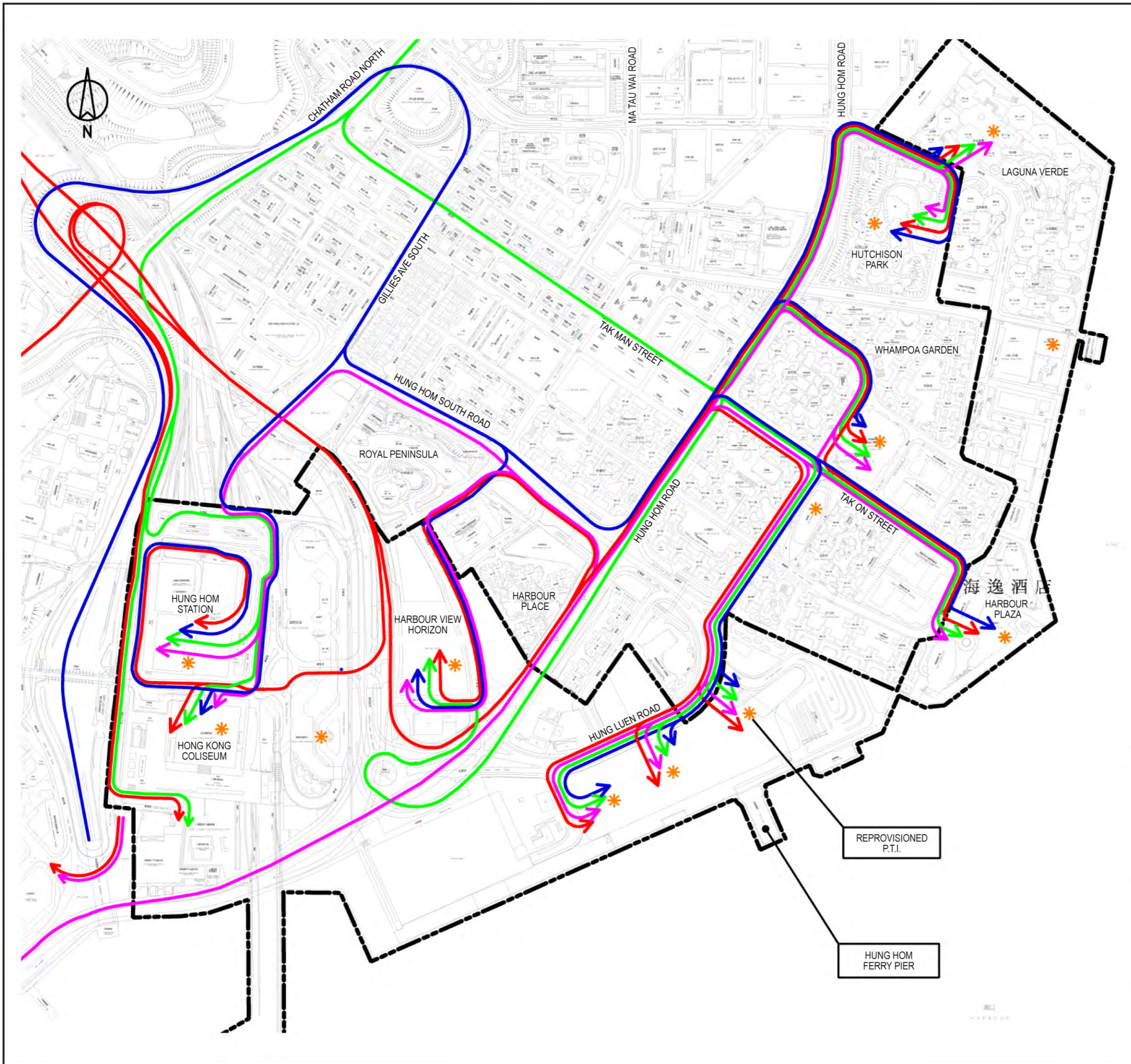
### 7.5 Overview

The above findings confirm the development to be sustainable at the volumes proposed. The modifications suggested that the access arrangements are all workable and will not compromise traffic flows or circulation.



**LEGEND**

|                           |   |
|---------------------------|---|
| Urban Trunk Road (UT)     |  |
| Primary Distributor (PD)  |  |
| District Distributor (DD) |  |
| Local Distributor (LD)    |  |



## 8 ENVIRONMENTAL AND OTHER RELATED ASSESSMENTS

### 8.1 Introduction

This section is a Preliminary Environmental Assessment (PEA) and other related assessments intended to establish the environmental acceptability of the land use and the transport infrastructure proposals for the Study Area. As required by the Study Brief, the assessments conducted are qualitative assessments and have followed a broad-brush approach.

It is worth remembering that the purpose of the Hung Hom District Study is to formulate a comprehensive district plan for the harbour-front area of Hung Hom including a revised land use and transport planning framework, an urban design framework, landscaping proposals as well as improving vehicular and pedestrian circulation. As such the Study is aimed at making the Study Area more 'user friendly' notably by enhancing its sustainability aspects and this will incorporate positive environmental aspects.

#### 8.1.1 Historical Context of the Study Area

The Hung Hom district has predominantly been residential in nature but has also acted as a major transport hub with supporting transport infrastructure as well as trans-shipment facilities and mixed commercial / industrial uses. A key feature has historically been the harbour-front area with marine access including a ferry pier and other marine landing areas which have influenced its development. The harbour-front areas have undergone several land reclamation projects which have progressively filled in much of Hung Hom Bay.

#### 8.1.2 Baseline Conditions

Hung Hom still exhibits a predominantly residential character but also with some mixed commercial and industrial uses. The Study Area is approximately 51.5ha in area. The existing land uses include residential, commercial, open space (with recreation and leisure use), transport and transport related facilities, utilities and infrastructure, vacant areas (with interim use), Government, institution & community uses and access for marine vessels.

Significant sites / features within the Study Area which influence the overall character include:

- The Hung Hom Railway Station
- The MTRC Freight Yard
- The IMC
- The Hong Kong Coliseum
- An undeveloped waterfront CDA site
- An undeveloped residential site
- A PTI site
- A Ferry Pier
- A waterfront Promenade
- Hotels

**Air Quality:** The Study Area is characterized by densely populated residential areas mixed with some commercial zones. The existing air pollution sources are mainly traffic emissions generated from vehicles within the district and, to a certain extent, the vessels in Victoria Harbour. One of the nearest EPD General Stations for air quality monitoring is located in Central/Western district and is considered similar to the Study Area in that its air quality will be influenced by traffic emissions, it does not have major industrial air pollution emission sources and the area has a significant length of Harbour frontage. This station recorded 100% compliance with the short-term Air Quality Objectives (AQO) in 2006 for most parameters, except the 1-hour ozone and 24-hour NO<sub>2</sub>. For the long-term air quality (1-year) AQO, full compliance was recorded for all the measured air quality parameters.

**Noise:** The main noise sources in the Study Area will be the railway with trains entering / leaving Hung Hom Station, the MTRC Freight Yard and road traffic using the PTI and on the main roads in the area particularly the Hung Hom Road, Hung Hom South Road and Hung Luen Road. Marine traffic on the Harbour could also contribute noise to the waterfront areas particularly during periods of low visibility.

**Water Quality:** There is no natural surface water in the Study Area other than Victoria Harbour which lies to the south of the Study Area.

**Waste Management:** The existing waste management issues within the Study Area relate largely to general refuse from residential properties, commercial waste from shops & restaurants and construction and demolition materials / wastes from any construction project ongoing in the area.

**Land Contamination:** There is no known land contamination within the Study Area.

**Terrestrial Ecology:** The terrestrial ecology within the Study Area is confined to areas of undeveloped (currently derelict and unused) scrubland and man-made habitats in the form of landscaped areas and planters etc.

**Marine Ecology:** The proposals do not involve any marine works and there will not be any construction or activity in the Harbour.

The existing landscape and visual resources have been discussed in earlier chapters of this Report.

There are no archaeological, historical or cultural assets or resources within the Study Area or its immediate vicinity.

### **8.1.3 Key Issues, Opportunities and Constraints**

The key issues for the area are manifold but include achieving the correct balance of facilities, maintaining and improving the transport facilities and pedestrian linkages, increasing public access and views to the harbour-front, increasing the amount and usability of public open space etc.

Opportunities exist to replace or re-provision some facilities, which may be considered unpopular and incompatible with the stated aims of the HEC to make the harbour front area more user-friendly, more vibrant and more accessible to the public and visitors and this would help remove some associated pollution emissions from the area. Examples of these facilities are the MTRC Freight Yard and the IMC. While it has been assumed that these will be relocated, this will be likely to depend on future rail developments within the whole Territory and the availability of alternative sites and the timescale is in the next 10-15 years.

Sites currently vacant such as the CDA and R(A)2 sites offer opportunities for early development. .

Constraints within the Study Area are that the area does not provide a 'blank slate' allowing unlimited development flexibility, and majority of the existing developments and transport facilities will need to be retained. Existing hotels, residential areas including the Laguna Verde development, piers etc also create constraints to future development.

There will be no significant increase in traffic volumes over and above that anticipated by the OZP and the situation should be significantly better in this regard as the volume of development has been significantly reduced below levels advocated in the OZP.

## **8.2 Environmental Assessments**

### **8.2.1 Air Quality**

#### ***Construction Phase***

The key potential impacts arising from the construction phase will be the generation of dust. Sulphur dioxide (SO<sub>2</sub>) and nitrogen dioxide (NO<sub>2</sub>) would be emitted from the diesel-powered equipment used, together with some smoke but under normal operation, equipment with proper maintenance is unlikely to cause significant smoke or gaseous emissions and the Air Quality Objectives (AQOs) would not be anticipated to be exceeded.

The principal sources of dust during the construction phase will be from site clearance, excavation, demolition works such as concrete breaking, handling of construction materials, any exposed site areas and any wind erosion on the site. The works area is relatively large and adjacent to the harbour and therefore, there is potential for dust nuisance to the surrounding existing high-rise residential developments, particularly to the east (Blocks 5 to 10 of Lily Mansions) and inland (Harbour Place, Blocks 1 to 3). The Ma Tau Chung Government School will be directly adjacent to the proposed new residential development to its west and close to the remaining proposed waterfront commercial development on the opposite side of Hung Luen Road and as such will also be at risk from potential dust impacts. The future development of the IMC/MTRC Freight Yard and area surrounding the Hong Kong Coliseum is also likely to require major demolition and other potentially dust generating activities. The closest sensitive receivers to this would be the Metropolis hotel and residential blocks to the north-east.

However, prevailing winds in the Hung Hom area are from east to west and this would assist in dispersing any wind-blown dust away from the closest residential areas. Notwithstanding, the winds could carry dust towards the densely populated Tsim Sha Tsui and Kowloon Peninsula if dust emissions are not controlled and mitigated.

With the implementation of mitigation measures as stipulated in the Air Pollution Control (Construction Dust) Regulation, it would be unlikely that the proposed Project would result in adverse construction dust impact on the nearby sensitive receivers. Best practice mitigation measures which comply with the requirements of the Air Pollution Control (Construction Dust) Regulation such as watering of exposed areas in dry conditions covering or watering of stockpiles etc. should be required.

### ***Operational Phase***

Operational air quality impacts would be largely associated with vehicle exhaust emissions, in particular Nitrogen Dioxide (NO<sub>2</sub>) and respirable suspended particulates (RSP), from the surrounding roads, including the Hung Hom Road and the Cross Harbour Tunnel from the Hung Hom Station Area development, with emissions from other local access roads also contributing. In particular, the roads that lead to the PTI next to the Hung Hom Ferry Pier, Hung Luen Road and Hung Hom Road South, and the open air bus terminus itself will be key sources of pollutants. The Ma Tau Chung Government School and residential properties at Lily Gardens are potentially affected. The future residential towers and hotel developments would also be sensitive to operational air quality impacts, as would the Metropolis residential development to the north-east of the Hung Hom Station development site. However, it is expected that the existing Metropolis Hotel to the north-east of the station development site, Hotel Nikko and Inter-continental Grand Stanford Hotel to its west and future hotel developments would have centralised air conditioning and sealed windows.

The existing air quality for NO<sub>2</sub> and RSP should be well within the AQP (based on the measurement of one of the nearest EPD monitoring stations sharing similar location characteristic) and no significant air pollution sources will be introduced by the development proposals (which include residential and commercial developments but no industrial, major increases in traffic or other significant air pollution sources). In addition, the distance from the Cross Harbour Tunnel portal and its approach roads (which is greater than 500m to the residential R(A)2 site) and the set back distance from the local roads is such that no unacceptable air quality impacts will occur. On this basis, but without quantitative air quality assessment, it is expected that the general air quality in the area should be acceptable.

Proposed development of the CDA site includes re-provisioning the existing open-air PTI beneath the hotel complex within the CDA site. This would present an improved situation for air quality in the area and particularly for the residents of Lily Garden and the future hotel in terms of reducing exposure to vehicle emissions by moving the PTI away and containing it. However, it would be necessary to ensure that there is not only sufficient ventilation provided for the covered PTI, but that the emission outlet for the ventilation is also positioned such that it would not cause any localised air quality impacts. Detail design of the PTI should follow the requirements of Practice Note on Control of Air Pollution in Semi-confined Public Transport Interchanges (ProPECC PN1/98.) Further detailed assessment would be required for the proponent to determine the location of the ventilation emission outlet which would afford the maximum dispersion, and this is likely to be close to the waterfront to benefit from the unobstructed prevailing easterly wind directions.

In terms of the MTRC Freight Yard and IMC sites, the replacement of the major industrial uses of the waterfront in front of the Coliseum to largely landscaped open space with commercial/hotel and small scale retail outlets is likely to have some very localised improvement to the air quality. However, this site is located next to the Cross Harbour Tunnel and vehicle emissions from the approach roads to the tunnel will continue to dominate.

## **8.2.2 Noise**

### ***Construction Phase***

The school and surrounding residential developments could be affected by construction noise impacts. Construction noise criteria during non-restricted hours including the daytime hours on working days which are not a Sunday or a public holiday between 07:00-19:00 is 75 dB(A) for residential properties and 70 dB(A) for schools (65 dB(A) during exam periods).

The school is particularly at risk given that it is directly adjacent to the proposed high-rise residential tower development and approximately 10m from the construction works area and it is likely that works during the exam periods at the school would need to be avoided. Careful scheduling of the development, such as building certain elements like the high-rise residential blocks and commercial complex F first, so as to provide a screen for the remaining construction works from

the sensitive receivers. Construction noise at the MTRC Freight Yard and IMC sites would also need to be controlled to avoid disrupting any activities at the Coliseum although the majority of the land uses surrounding this site are industrial/commercial and would not be considered sensitive to noise.

Other mitigation measures to be considered including use of quiet equipment, portable noise barriers, proper maintenance and regular servicing etc. Application of sufficient mitigation measures by proponent of the future development should allow construction noise impacts to be significantly reduced.

### **Operational Phase**

Operational noise will be generated from traffic and also from any fixed plant such as chillers, ventilation shafts etc.

The area is already subject to traffic noise impacts from the major surrounding roads and the PTI. Relocation of the PTI to below Complex F will provide an environmental benefit to the existing (particularly Lily Mansions) and future sensitive receivers during the operational stage by removing a major potential source of noise. The Ma Tau Chung Government School will still be located adjacent to the approach road to the PTI as will the residential R(A)2 site. These may be subject to a small amount of additional traffic volumes generated by new activity at the development sites. Noise mitigation including the application of administrative controls may need to be explored to protect the school from any noise impacts in excess of the 65 dB(A) criterion. Appropriate mitigation measures should also be considered by the proponent of the R(A)2 development. In designing the PTI, attention should be given to the location of ingress/egress to minimize the noise nuisance to adjacent sensitive receivers.

The situation at Lily Mansions is expected to improve with the relocation of the PTI, and the future residential blocks at the R(A) site are some distance from the major roads and partly screened at the back by the Harbour Place development. It is likely that locally, an increase in traffic to the new MTRC Freight Yard and IMC sites would be off-set by a decrease in heavy vehicles currently visiting these sites. However, operational noise at the MTRC Freight Yard and IMC sites is currently dominated by the Cross Harbour Tunnel approach and this will remain the case for the future developments. As with the new residential blocks at the R(A)2 site, for the future developer's reference, careful design of these properties including the use of features such as sufficient glazing, architectural features and projections and podiums would help ameliorate any noise impacts.

The Noise Control Ordinance regulates noise emissions from fixed plant such as cooling towers. According to the Technical Memorandum for the Assessment of Noise from Places Other than Domestic Premises, Public Places or Construction Sites, this area will correspond to an ASR of 'B' in this urban area. The noise limit during the night-time period is an LAeq(30mins) of 55 dB(A) for this area taking into account the high-rise nature of some of the surrounding developments and the local noise sources. During the daytime, the limit would be 10dB(A) higher and would apply to the neighbouring Ma Tau Chung Government School. The emissions from the new development to the surrounding neighbourhood would also need to comply with the HKPSG, which is the NCO legal limit, minus 5 dB(A).

Given the tight noise control criteria and the fact that the fixed plant will likely be located on top of the roof of the lower rise commercial developments (Areas D and F in **Figure 6.2**) and therefore exposing large numbers of residents in both the existing and future high rise development surrounding the commercial properties to potential fixed plant noise, it is likely that noise mitigation for the plant will be needed in the form of enclosures for the chillers. Positioning of the plant as far away as possible from sensitive receivers will also be important. Noise from the operation of ventilating systems of the future PTI would also be a noise source. However, fresh air ventilation from the northern vehicular access and the pedestrian access in the south could be utilised as far as possible to reduce the use of mechanically forced ventilation systems but without jeopardising the air quality guidelines for public transport interchange at semi-confined location as set out in ProPECC PN1/98.

### **8.2.3 Water Quality**

The only water quality sensitive receiver is Victoria Harbour which lies adjacent to and south of the Study Area.

### **Construction Phase**

The potential sources of water quality impact associated with the proposals would include:

- Construction site runoff and drainage
- General construction activities
- Sewage effluent produced by on-site workforce

#### Construction Site Runoff and Drainage

Silt-laden runoff from the construction works sites may contain increased loads of earth and sediment materials, other suspended solids and contaminants. Potential sources of pollution from site drainage include:

- Runoff and erosion from exposed soil surfaces, earth working areas and stockpiles
- Release of grouting and cement materials with rain wash
- Wash water from dust suppression sprays
- Fuel and lubricants from maintenance of construction vehicles and mechanical equipment

Silt-laden runoff during construction works for the proposed improvement works, if uncontrolled, may carry pollutants (adsorbed onto the particle surfaces) into the harbour, leading to increased suspended solids concentrations. Mitigation measures should be implemented to control construction site run-off and drainage from the works areas, and to prevent runoff and drainage water with high levels of suspended solids from entering the harbour. With the implementation of adequate construction site drainage and provision of silt removal facilities, it would be anticipated that no adverse water quality impacts would occur.

#### General Construction Activities

On-site construction activities may cause water pollution from the following:

- Uncontrolled discharge of debris and rubbish, e.g. packaging, construction materials and refuse
- Spillages of liquids stored on-site, e.g. oil, diesel and solvents etc, would likely cause water quality impacts if they enter the adjacent watercourses or storm drains

Good construction and site management practices should be implemented to ensure that litter, fuels and solvents would not enter the harbour through the local storm drainage system.

#### Sewage Effluents

A small amount of sewage would be generated by the workforce during the construction phase. The numbers of construction workers working at any one time would be small. However, this temporary sewage can be adequately treated by interim sewage treatment facilities, such as portable chemical toilets, which can be installed within the construction site. It is unlikely that sewage generated from the site would have a significant water quality impact, provided that sewage is not discharged directly to the harbour and chemical toilets where used are properly maintained.

### **Operational Phase**

Potential water quality impacts arising from the proposals during the operational phase would be any extra sewage generated by additional visitors and tourists etc. Although the numbers of extra visitors and therefore the associated quantity of sewage is uncertain at this moment, the current practices for sewage treatment procedures will be implemented as usual, hence significant impacts would not be anticipated.

## **Mitigation Measures**

The following mitigation measures are recommended to minimise any potential water quality impacts arising from the proposed construction works during the construction stage. With the full implementation of these measures, no unacceptable residual impacts on water quality would be anticipated.

### ***Construction Site Run-off and Drainage***

The practices outlined in EPD's ProPECC PN 1/94 Construction Site Drainage should be implemented in order to minimise any surface runoff and erosion, and to retain and reduce any suspended solids prior to discharge. These practices generally include items such as, sealing of nearby sewage and drainage connections, provision of silt/sand traps, covering of large stockpiles etc.

### ***General Construction Activities***

Debris and refuse generated on-site should be collected, handled and disposed of properly to avoid entering the harbour and local storm water drains. Stockpiles of cement and other construction materials should be kept covered when not being used.

Oils and fuels should only be used and stored in designated areas with pollution control facilities. To prevent spillage of fuels and solvents to the nearby harbour, all fuel tanks and storage areas should be provided with locks and be sited on sealed areas, within bunds of a capacity equal to 110% of the storage capacity of the largest tank. The bund should be drained of rainwater after a rain event.

### ***Sewage from Construction Workforce***

Temporary sanitary facilities, e.g. portable chemical toilets, should be provided on site. A licensed contractor should be responsible for regular and appropriate disposal and maintenance of these facilities.

## **8.2.4 Waste**

### **Introduction**

Waste management concerns are mainly relevant to the construction phase with only very small amounts of municipal solid waste expected from the operational phase of the proposals. Many of the construction work items in the proposals would be anticipated to generate wastes.

Activities during the construction and operational (post completion) phases of the proposed development will result in the generation of a variety of wastes which can broadly be classified into distinct categories based on their nature and the options for their disposal. A list of the types of waste expected is given below:

#### ***Construction Phase***

- Excavated material, land-based fill materials
- C&D waste, some of which may be suitable for reclamation and fill. This category also includes any vegetation to be cleared at the commencement of the works
- Chemical waste
- General refuse and municipal solid waste
- Sewage (from the construction work force)
- The majority of materials to be generated will comprise material from the removal of the existing ground, paving and surfacing materials. It is anticipated that much of this material will be suitable for reuse. However, due to the nature of the works in this project, there may be little scope for reuse within the project itself.

### Excavated Material

Excavated material from earthworks will include soil and rock material, the majority of which is expected to be of good usable quality and thus not a waste product. There will also be materials from paving and surfacing materials, utilities diversion, demolition, upgrading and resurfacing of the PTI and other areas and some of this may be reusable either in this proposed development or in other projects.

### C&D Waste

To minimise the generation of C&D waste, they should be considered and planned early on during the design stage in order to reduce the amount of earthworks required. Potential reuse of inert C&D waste generated from the construction works should be maximised at various stages. However, given the nature of the works as renewal and upgrading, there will only be limited opportunity for reuse within the project, if any. Any C&D waste that can be reused should be transported and temporarily stockpiled at the designated areas.

It is recommended that all falsework should be steel instead of wood. As steel falsework is a proprietary system, it can be reused throughout the project and subsequent projects. Specification of the use of steel will substantially reduce the amount of waste wood that the project will generate. It is also recommended that the inert fractions of the material that may be suitable for public fill should be separated from the waste stream to reduce the amount to be disposed of at landfill.

### Chemical Waste

Any chemical wastes likely to be generated during the construction will, for the most part, arise from the maintenance of plant and equipment. These may include spent filters, lubricants, scrap batteries etc.

Chemical wastes can pose environmental and health and safety hazards if not stored and disposed of in an appropriate manner. However, it is unlikely for any large quantities of chemical wastes to be generated during the construction and operational phases of this proposed development. If this waste is handled, stored, transported and disposed of in an appropriate manner, significant impacts from the chemical waste issues are not expected.

### General Refuse

The construction works will result in the generation of a variety of general refuse requiring disposal. General refuse may include office waste, newspapers, food wastes and packaging waste and will generally be disposed of at landfill. Release of general refuse into the harbour should be prohibited. Effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into the aquatic environment. The work sites may also attract pests and vermin if the waste storage area is not well maintained and cleaned regularly. Disposal of refuse at sites other than approved waste transfer or disposal facilities can also result in similar impacts. Significant impacts from the general refuse issues would be unlikely if it is handled, stored and disposed of properly.

### Sewage

The construction workforce will produce sewage and sludge which requires proper disposal. Chemical toilets should be provided. In order to avoid unacceptable odour problems and to safeguard the health of the workers, nightsoil will need to be removed and disposed of off site frequently. Also, sewage from the site offices will require proper collection and disposal.

The quantities of the various waste types which will arise are unknown at this stage.

### **Operational Phase**

The type of wastes arising from the proposals during the operational phase will be general refuse, municipal solid waste and sewage largely generated by the future tourists, cafes, etc. Although the quantity of these wastes is unknown at this moment, the current practices and waste handling procedures will be implemented and no unacceptable impacts are anticipated.

### **Mitigation Measures**

#### **Construction Phase**

Mitigation measures are required to ensure the proper handling, storage, transportation and disposal of waste is carried out during the construction phase. Also measures to ensure that the generation of waste is avoided and minimised and that waste materials are recycled and treated as far as practicable. The recommended mitigation measures for all

categories of waste will include good site practices such as, nominating staff responsible for waste management, recording quantities of waste arisings, covering trucks transporting waste etc., and instituting waste reduction measures segregation of wastes, recycling, proper materials storage to prevent wastage and contamination etc.

A Waste Management Plan should be prepared (reference to ETWB TCW No. 15/2003 for details).

#### Excavated Material and C&D Waste

To minimise off-site disposal of public fill, the excavated material with suitable characteristics/size should be reused on-site as fill material as far as practicable.

C&D material generated from demolition of existing structures and facilities should be sorted on-site into inert C&D materials and waste. Suitable areas should be designated within the works sites for temporary stockpiling.

To avoid creating secondary environmental impacts, the following measures should be implemented: (1) covering material during heavy rainfall; (2) locating stockpiles to minimise potential visual impacts; and (3) minimising land intake of stockpile areas as far as possible.

#### Chemical Wastes

The contractor should register with the EPD as a Chemical Waste Producer and to follow the guidelines stated in the "Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes".

Good quality containers compatible with the chemical wastes should be used, and incompatible chemicals should be stored separately. Appropriate labels should be securely attached on each chemical waste container indicating the corresponding characteristics of chemical waste, e.g. explosives, flammable, oxidising, irritant, toxic, harmful, corrosive, etc.

The contractor should use licensed collectors to collect and dispose of chemical wastes at the Chemical Waste Treatment Centre at Tsing Yi or other licensed facilities.

#### General Refuse

General refuse should be stored in enclosed bins or compaction units separated from the C&D materials. Reputable waste collectors should be employed to collect general refuse from the site. An enclosed and covered area should be provided for temporary storage of general refuse to reduce the occurrence of "wind blown" light materials.

#### Sewage

Nightsoil arising from chemical toilets should be transported by a licensed contractor to a Government sewage treatment works for disposal.

With the implementation of all reasonable mitigation measures, significant residual adverse impacts from the handling, storage, transportation or disposal of the waste generated by the proposed Works will not be anticipated.

#### **Operational Phase**

With the implementation of the existing waste management measures currently being practised in the area, there will be no operational phase impacts anticipated from the proposed Works.

### **8.3 Other Related Assessments**

#### **8.3.1 Terrestrial Ecology**

The terrestrial ecology resources within the Study Area include a variety of habitat types but are mainly limited to man-made terrestrial habitat and associated bird community. There are several areas of scrubland with no particular ecological or landscape value and there is some 'soft' landscaping in the form of planters. There are no terrestrial sensitive receivers within the Study Area or in its vicinity. There are a few isolated trees in various locations within the Study Area.

The ecological resources present within the Study Area are considered to be of low ecological value. It is anticipated that no specific mitigation measures will be required to address any potential ecological impacts. The proposed landscaping

for the area will provide some additional but very localised micro-ecological habitats within the Study Area and no unacceptable terrestrial ecological impacts are anticipated.

### **8.3.2 Land Contamination**

There is no known major land contamination within the Study Area. Possible sources of pollution would include the MTRC Freight Yard which could have handled a wide range of materials including chemicals. The possible activities where pollution could arise would be from storage of materials both prior and post transportation, spillage while materials are on site and during handling and possibly on arrival. It is also possible that materials such as grease and oil were used within the freight yard, however no details are available. A full site history may identify any activities which were undertaken and could lead to pollution occurring. A land contamination assessment / review of the Freight Yard site area should be conducted when the site is to be reprovisioned. It is possible that documentary records of the goods and materials handled and any pollution related incidents could have been kept. The requirement for further study on the contamination issue should be listed as a condition/requirement that the development proponents of the freight yard must fulfil, including technical feasibility, in the scrutinising/consideration process.

The PTI at Hung Luen Road has been operating as a bus station only and there has not been any servicing or maintenance of vehicles at the site. It is not therefore expected to generate major land contamination that would have to be addressed at redevelopment.

### **8.3.3 Landscape and Visual Impacts**

A landscape and visual impact assessment (LVIA) has been conducted to assess the impacts of the proposed developments within the Hung Hom project area, for both the construction and operation phases, on the surrounding area. Landscape and visual mitigation measures would be achieved principally through the realisation of a Master Landscape Plan encompassing the following objectives:

- the establishment of a network of open spaces providing for a range of functions including pedestrian circulation and as a venue for community events;
- the creation of major landscape spaces forming pedestrian arteries linking the waterfront with existing open spaces, proposed and existing adjacent developments and other areas of the city;
- the establishment of an integrated, pedestrian oriented streetscape which will enhance pedestrian movement, integrate the proposed and existing developments within an overall landscape framework and generally improve the quality of the public environment;
- the provision of green buffer areas to mitigate negative environmental conditions associated with transport corridors;
- the development of an integrated, fully co-ordinated design, incorporating all foreseeable functional requirements such as utilities and, drainage reserves;
- the creation of a large public park on the current PTI site and adjacent to the waterfront that will provide a major new open space resource for existing and prospective new residents and employees within the environs of the study area;
- the creation of a high quality waterfront promenade which will reflect and integrate with adjacent CDA development; and
- the provision of waterfront open space and tourism development fronting the Hong Kong Coliseum will positively enhance the waterfront which is currently committed to industrial, marine and rail transportation purposes.

The ability to create a quality harbour frontage, in respect of visual and landscape impacts, is somewhat constrained in the area abutting the south western edge of the MTRC Freight Yard and IMC sites. This is due to the dominating visual presence of the Hung Hom By-Pass and also because vistas to the harbour are from the screening of the By-Pass is unlikely to be achievable.

During the construction phase, the potential impacts would be:

- minor landscape impacts to street tree planting within the environs of the CDA site; and

- minor to moderate visual impacts on a number of buildings in Hung Hom and at the Hung Hom Station that have a harbour outlook. The various developments proposed under the study will create change in views during construction.
- For the operation phase, after all mitigation measures have been implemented and have matured over 10 years, there would still be some residual adverse landscape and visual impacts, primarily those resulting from the blockage of harbour views by the proposed CDA development which are of moderate to high levels.

### **Landscape Transition**

Aside from the elements discussed above there will be a marked and considerable change to the landscape character within the study area. At present the majority of sites within the study area are either brownfield sites or are committed to rail related transit and freight and the sorting and processing of international mail. With respect to the latter it has been agreed that these uses will be relocated over the next 10-15 years. This will provide for opportunities to introduce new uses and landscape treatments that are more conducive to a prime waterfront location.

The planning intention is to develop the majority of brownfield sites into public parks (these will be maintained and developed by LCSD). A large fallow site currently covered by scrub is zoned as a CDA and will be developed into a mixed use development (the site will in turn accommodate its own areas of open space which will be designed and constructed by the developer). The conceptual landscape design proposals for the CDA site are depicted in **Figure 6.12** and are depicted in a series of computer generated views (see **Figures 6.4 to 6.7**).

The development of the waterfront south of the Hung Hom Station will involve the creation of waterfront open space and a promenade. This will materially transform the waterfront from a space largely committed to industrial type activities to a space that will be largely passive and recreational in character. The edges of the waterfront will be activated by waterfront dining facilities and facilities for tourist related harbour trips. The proposals for the MTRC Freight Yard and IMC sites are depicted in **Figure 6.12**.

In addition to the above, landscape proposals have also sought to introduce upgrading measures within the public realm abutting the site. At present, treatments are fairly spartan. Proposed upgrading measures include the following:

- The development and application of individual and separate hard and soft design palettes for the established urban area and the waterfront (see **Figure 4.2**);
- The densification of tree and shrub planting along roadside areas within the established urban area (see **Figure 4.1**); and
- Façade treatments to hard features (e.g. the application of surface treatments to the present public swimming pool perimeter wall to render it more appropriate to its environs - see **Figures 4.3 to 4.5** for examples of facade treatments).

Overall the proposed landscape treatments in combination with the introduction of new land uses will result in a positive improvement over current conditions.

### **Key Visual Impacts**

The sensitive receivers that will be affected during the construction period are depicted in **Figure 8.1**. The drawing indicates the field of vision that will be impacted by the construction of the proposed development proposed within the principal development sites located within the study area. A number of existing receptors will be in partial or direct line of sight of the proposed developments. The degree of impact will vary according to the location of the individual receptors. Every effort has been made in the layout and design of the development to mitigate impacts to views and vistas. This has been attempted through:

- the orientation and disposition of development on the individual development sites with a view to maintaining vistas where practical and possible; and
- the provision of through views by the inclusion of view corridors within each of the development packages with the objective to promote visual porosity and to avoid continuous unbroken walls of development.

The extent of impacts to existing development resulting from the construction and operation stages of the individual development packages is summarised in **Table 8.1**. A brief description of the broad impacts to existing visual receptors is outlined below.

**Table 8.1 Summary of Visual Impacts**

| VSR ID No. | Key Visually Sensitive Receivers (VSRs) | Degree of Visibility of Source(s) of Visual Impact (Full, Partial, Glimpse) | Approx. Distance Between VSR & Nearest Source(s) of Impact | Magnitude of Impact (Low, Medium, High) | Receptor Sensitivity (Low, Medium, High) | Receptor Number (Very Few, Few, Many) | Impact Characteristic during Construction Phase | Impact Characteristic during Operation Phase |
|------------|---|---|--|---|--|---------------------------------------|---|--|
| HH/1       | The Metropolis Tower                    | Partial   | 420m   | Low                                     | Low                                      | Very Few                              | Slight  | Slight                                       |
| HH/2       | The Metropolis Residence                | Partial   | 370m   | Low                                     | Low                                      | Very Few                              | Slight  | Slight                                       |
| HH/3       | Harbour Plaza Metropolis                | Partial   | 250m   | Medium                                  | Medium                                   | Many                                  | Moderate  | Moderate                                     |
| HH/4       | Coliseum                                | Full  | 75m  | Low                                     | Low                                      | Few                                   | Slight  | Slight                                       |
| HH/5       | Harbour Place                           | Full  | 60m  | High                                    | High                                     | Many                                  | Moderate  | High   |
| HH/6       | Whampoa Garden                          | Partial   | 120m   | Low                                     | Medium                                   | Few                                   | Slight  | Moderate                                     |
| HH/7       | Ma Tau Chung Government Primary School  | Full  | 20m  | Low                                     | Low                                      | Very Few                              | Moderate  | Slight                                       |
| HH/8       | Harbourfront Horizon Hotel              | Partial   | 110m   | Medium                                  | Medium                                   | Many                                  | Slight  | Moderate                                     |

***The Metropolis Tower (HH/1)***

The Metropolis tower will have a small proportion of its current vistas to the harbour obscured by the proposed western commercial tower. Views to the harbour will however be generally possible and thus the overall impact during the operation of the tower will be slight.

***The Metropolis Residence (HH2)***

The principal aspect of the Metropolis Residence Towers generally aspect westward and are only likely to have a small proportion of its current vistas to the harbour obscured by the proposed western commercial tower (views to the east are largely obscured by existing development). Views to the harbour and other existing views be generally be maintained, and, thus, the overall impact during the operation of the tower (i.e. the proposed western commercial tower within the proposed OU site) will be slight.

***The Harbour Plaza Metropolis (HH3)***

The Harbour Plaza Metropolis tower will have a small proportion of its current vistas to the harbour obscured by the proposed western commercial tower. Views to the harbour will however be generally possible and thus the overall impact during the operation of the tower will be slight.

***The Coliseum (HH/4)***

The Coliseum has no openings that aspect towards the harbour thus no impacts from within the Coliseum will occur. A proportion of patrons and workers at the Coliseum will experience minor visual impediment at the opening of the new commercial towers. This is unlikely to pose a long term issue.

### ***Harbour Place (HH/5)***

Harbour Place will be directly impacted by proposed development within the proposed R(A)2 site and the proposed CDA development. Whilst view corridors have been introduced within each of these developments (the height of the R(A)2 development is also slightly lower than Harbour Place thus high level views will be obtainable), a significant proportion of Harbour Place will aspect directly to the proposed new development. The R(A)2 towers have also been placed to in such a way that vistas will be obtainable from a significant proportion of Harbour Place. Nevertheless, impacts during the construction and operation phases will respectively be medium to high.

### ***Whampoa Garden (HH6)***

The facades along the western perimeter of the Whampoa Garden will have views partially obscured during the construction and operation stage. Whilst the development impeding views within the CDA site has been orientated in such a way to mitigate impacts where practical, this has not comprehensively maintained current vistas. The residential facades at the central and north western portion of the western perimeter of Whampoa Garden will be principally affected. Overall impacts will range from slight to significant (it should be noted that generally only those units with a south facing vista will be principally affected).

### ***Ma Tau Chung School (HH7)***

The school is currently surrounded by a high perimeter wall. Accordingly no views are possible from lower floors. Upper levels will have a degree of impact to current views that will occur through the development of the R(A)2 site and the CDA site (both are located immediately adjacent to the school). As the principal openings from the school are eastward-oriented, and not directly towards the proposed new developments, the overall impact will be slight to moderate.

### ***Visual Impacts: Overview***

Harbour Place will be the principal development affected by the new developments proposed within the planning area. Although views will be permitted from the development, the extent of visual impact is likely to be significant. Elsewhere the extent of impacts to development will not be beyond acceptable limits. Progressively the new development will be accepted as part of the prevailing urban fabric and its visual context.

### ***Other Considerations***

The remaining landscape and visual impacts would be adverse impacts of slight or insubstantial significance, or beneficial impacts of slight or moderate significance.

Overall, it is considered that, the residual landscape and visual impacts of the Hung Hom project are acceptable with mitigation measures.

An Urban Design and Landscape Framework Plan, which illustrates the landscaping intentions for the Hung Hom project, is presented in **Figure 6.12**.

## **8.4 Environmental Benefits, Designs, Key Protection Measures and Enhancements**

The key benefits associated with the proposals will be the provision of land required for the future commercial, hotel and recreational development, and the provision of a new waterfront promenade for the enjoyment and benefit of the public. Moreover, the following should be noted:

- In accordance with the HKPSG, the key air quality sensitive receivers are located upwind (in terms of the predominant north-easterly wind direction in Hong Kong) from major air pollution sources such as the Cross Harbour Tunnel portals and toll area, and buffer distances between the tunnel portal area / local roads and the key ASRs exceed the guidelines. As identified in the report, no adverse operational air quality impacts due to the proposed developments are anticipated;
- the existing noise sensitive receivers will be protected from adverse construction noise impact by the adoption of quiet powered mechanical equipment during the construction phase;

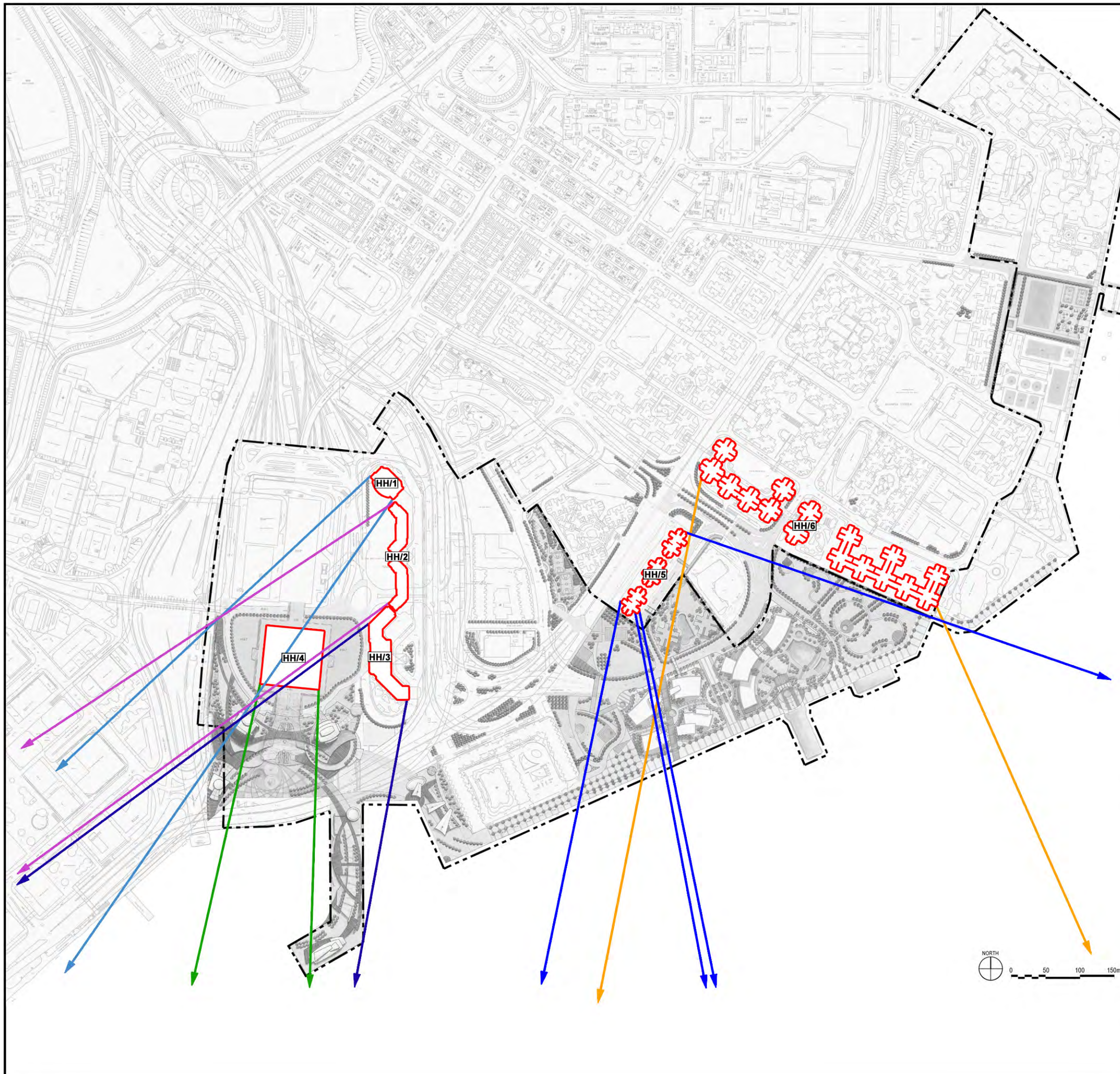
- no adverse road traffic noise impacts will occur (save minor impacts to the R(A)2 site) as the majority of development is considered non-sensitive; and
- significant enhancement of the Study Area will be brought about through:
  - the inclusion of new public open spaces upon existing brownfield sites;
  - the creation of a continuous waterfront promenade connecting Hung Hom to Tsim Sha Tsui; and
  - the removal of undesirable freight processing and other activities from waterfront areas at the MTRC Freight Yard and IMC sites.

## **8.5 Overall Conclusion**

The findings of this broad environmental assessment have provided information on the nature and extent of environmental impacts arising from the construction and operation of the Project. Where appropriate, mitigation measures have been identified.

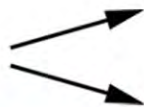







Overall, the assessment has predicted that the Project will generally comply with environmental standards and legislation after the proposed construction and operation stage mitigation measures are implemented. Environmental monitoring and audit mechanisms are recommended before and during construction and operation, where necessary, to verify the accuracy of the environmental assessments and the effectiveness of recommended mitigation measures. The future development is not expected to result in significant volumes of additional traffic and as such, significant air quality impacts are not expected to arise due to the developments as compared to the existing situation. The distance from the Cross Harbour Tunnel and its approach roads to the key ASRs and the set back (buffer) distances from the local roads means that no significant air quality impacts are expected. Noise mitigation may need to be explored to protect the school from any noise impacts in excess of the 65dB(A) criteria. Proposed development schemes for the Study Area are not expected to create unacceptable environmental impacts. In the design and implementation of the sites identified for development, proponents should make reference to Chapter 9 of The Hong Kong Planning Standards and Guidelines (HKPSG) to avoid any possible adverse environmental impacts from the proposed developments.

In conclusion, it should be noted that the preceding qualitative assessment has only considered environmental and related impacts in broad detail. More detailed environmental assessments in respect of the MTRC Freight Yard and IMC sites and the CDA site should be undertaken during the approval process by the proponents. The OZP for the CDA site will be amended by Planning Department after completion of the HHDS to reflect the study findings and at this stage conditions for environmental conditions could be added. Relevant requirements could be reflected in the town plans to provide necessary guidance to the future developments.



**LEGEND**

**KEYS TO VISUALLY SENSITIVE RECEIVERS**

-  MAJOR SIGHT LINES FROM PRINCIPAL FACADE OF ORIENTATION
-  VIEW SENSITIVE BUILDINGS
-  THE METROPOLIS TOWER
-  THE METROPOLIS RESIDENCE
-  HARBOUR PLAZA METROPOLIS
-  COLISEUM
-  HARBOUR PLACE
-  WHAMPOA GARDEN

## 9 AIR VENTILATION ASSESSMENT

### 9.1 Air Ventilation Assessment

An Air Ventilation Assessment – Expert Evaluation (AVA – EE) has been undertaken to assess the implications of the major proposed developments within the Study Area. The following table summarises the key attributes of each development proposals identified by the AVA - EE.

**Table 9.1 : Summary of Key Attributes**

| Area / Site   | Type of usage   | Air ventilation attributes   |
|---|---|--|
| MTRC Freight Yard and IMC                             | Retail, commercial/hotel and waterfront-related leisure | <ul style="list-style-type: none"> <li>The medium-rise blocks for hotel or commercial use located to the south of the podium edge of Hong Kong Coliseum are well separated, facilitating wind penetrations for winds from all prevailing wind directions.</li> <li>The low-rise buildings ranging from 15mPD to 23mPD are integrated into the terrace design of the site to capture the southerly winds.</li> <li>Open areas are generally spacious and relatively unobstructed by large or tall buildings, facilitating wind penetration from all prevailing wind directions.</li> </ul>  |
| CDA (1)   | Hotel, retail and a PTI                                 | <ul style="list-style-type: none"> <li>The cluster of hotel buildings of a maximum of 75 mPD atop a 15 mPD podium have a varied height and are well spaced out on the podium roof.</li> <li>The form, orientation, spacing and height effect of the buildings provide good permeability from the southerly direction to the school site in the north.</li> <li>The buildings capture some downwashes onto the podium roof for winds from southerly and the lowered wing of 40mPD allows air penetration from the easterly direction.</li> <li>The covered PTI at ground level is serviced by a pedestrian access via the waterfront promenade and a vehicle egress/access at the north corner of the site. These accesses will provide some air ventilation into the PTI.</li> </ul> |
| CDA (2)   | Office and retail                                       | <ul style="list-style-type: none"> <li>Separations between buildings are more than 20m in width, thereby allowing better air penetrations for winds from the east and south.</li> <li>The varied height of buildings captures stronger winds at higher levels as downwashes, particularly from the southerly winds.</li> <li>The height, form and spacing of buildings lessen wind blockage effects provide good permeability throughout the site.</li> <li>The recommended development option is unlikely to adversely affect the pedestrian level wind conditions within the Study Area, Hung Hom and surrounding areas.</li> </ul>  |
| R(A)2   | Residential buildings                                   | <ul style="list-style-type: none"> <li>The two tall residential buildings of about 100 mPD are similar in height with surrounding buildings.</li> <li>The two buildings are separated by approximately a 20m-wide corridor, which allows penetration of winds from the southerly direction.</li> <li>The height and spacing of the two buildings lessening wind blockage effects.</li> <li>The two building protrude above the cluster of buildings (75 mPD and 40 mPD) directly in front, capturing stronger winds at higher levels as downwashes, particularly from the southerly winds.</li> </ul>  |
| Pedestrian and open areas including Tai Wan Shan Park | Public passageways and open areas within the study area | <ul style="list-style-type: none"> <li>Open areas are generally spacious and relatively unobstructed by large buildings, facilitating wind penetrations from all prevailing directions.</li> <li>The spiral café at Tai Wan Shan Park has been removed and replaced by landscape treatments.</li> </ul>  |

## **9.2 Summary of Findings**

The overall findings in terms of general comments on and recommendations for pedestrian level wind conditions in and around the Recommended Options of the four potential development sites are:

- The terraced form of the proposed scheme at the MTRC Freight Yard and IMC sites would allow wind penetration into the area from southerly direction.
- The revised development options and the initial preferred options for the CDA site essentially share the same design features in terms of building height, spacing and stepped profile design.
- The form and orientation of the hotel development within CDA(1) have been revised under the Recommended Option that allow better wind penetration from the easterly direction.
- Air ventilation within the PTI on the ground floor of the CDA(1) site would be improved under the revised PTI layout with the provision of pedestrian spaces along the perimeter. The situation can be further improved by employing mechanically forced ventilation to facilitate better wind penetration.
- The block layout of CDA(2) is similar to that of the initial preferred option, with the provision of a 20m-wide open space corridor. This revised layout is unlikely to adversely affect the pedestrian level wind conditions within the Study Area, Hung Hom and surrounding areas.
- The reduced number of residential block for the R(A)2 site is a significant improvement in terms of air ventilation compared with the OZP scenario that envisaged taller and/or more closely spaced buildings.
- Removing the spiral café at Tai Wan Shan Park and replacing it by landscaping will be beneficial to the pedestrian level wind conditions in Tai Wan Shan Park and its immediate surroundings.

## **10 SUSTAINABILITY CONSIDERATIONS AND ASSESSMENT**

### **10.1 Background**

As part of the process of studying and reviewing the districts surrounding Victoria Harbour, the Hung Hom District has been reviewed. The purpose of this review is to formulate a comprehensive outline development plan for the harbour-front area. In particular, it reviews the land use planning framework of the area and aims to enhance physical linkages and integration with the surroundings.

The review process includes consideration of the sustainability aspects and features of the existing land use and its performance when viewed from a sustainability standpoint and identifying opportunities to introduce new features or enhance existing aspects as part of the improvement. The review will effectively be part of a larger review of the whole Harbour, which is being undertaken on a district-by-district basis but with a common purpose and goals.

As required by the Study Brief, the Sustainability Assessment has been undertaken with reference to CASET indicators. A separate Air Ventilation Assessment has been undertaken under a separate consultancy. This has concluded that air circulation will not be negatively affected by the development proposals described in this report. Its findings are therefore not repeated in this section.

### **10.2 Existing Situation and Need for Improvement**

As has already been discussed in this report, the Victoria Harbour waterfront areas have been judged by many people to be generally deficient particularly when compared with other world famous harbour-front areas around the world. In addition, it is recognised that there is a high (and growing) level of public aspiration for a better quality and more user-friendly environment. There are opportunities for enhancement of the sustainability of the various harbour-front districts.

#### **10.2.1 Existing Situation of Study Area**

The Hung Hom harbour-front district extends from the IMC, located at the edge of Tsim Sha Tsui East, to the Laguna Verde residential development to the north west.

The existing land uses include residential, commercial, open space (with recreation and leisure uses), transport, utilities & infrastructure, vacant areas (includes interim uses), government institution & community uses, as well as small vessel access.

The main elements within the Study Area include:

- The Hung Hom Railway Station and adjoining PTI, car park and administration buildings
- The Hong Kong Coliseum
- The IMC
- The MTRC Freight Yard
- The Harbourfront Horizon Hotel and nearby Harbourview Horizon Hotel, set back from the waterfront
- An undeveloped CDA site
- An undeveloped residential site
- A few parcels of undeveloped planned open space including a waterfront promenade
- A Ferry Pier
- A PTI
- The Harbourfront, Harbour Plaza Hotel and Harbourfront Landmark
- Tai Wan Shan Swimming Pool
- Tai Wan Shan Park
- Marine Police Mooring Facilities
- Laguna Verde

Much of the Hung Hom District is typical of old urban areas of Hong Kong and its harbour-front areas can be considered to have features which are representative of many of the negative aspects identified for Victoria Harbour as a whole.

Overall, Hung Hom District is predominantly a residential area but also contains important trans-shipment facilities and mixed commercial /industrial uses. These are, however located in a discrete and relatively isolated area to the west of the study area. The harbour-front areas have undergone several land reclamation projects that have gradually filled in

much of Hung Hom Bay. The planning of each of the successive stages of reclamation has unfortunately resulted in poor connectivity between neighbourhoods within the Hung Hom area. The latest reclamation in the 1980's has in turn created a development area with limited pedestrian and traffic connections to its surrounding areas such as the Hung Hom Station.

The development of large-scale hotel complexes has transformed Hung Hom into a tourist location and there is potential for the provision of additional and associated tourism attractions and facilities (a number have been included in the proposals presented in the preceding sections of this report). To the north west of the current Study Area, central Hung Hom District still exhibits a predominantly residential character but also with some mixed commercial and industrial uses. The proposed schemes would provide additional employment opportunities within the area and this is considered beneficial to Hung Hom.

### **10.3 Summary of Constraints**

Given the overall vision for Victoria Harbour and the anticipated role and nature of more sustainable harbour-front areas (e.g. as set out in HEC, Plan D etc guidelines), it is apparent that the Hung Hom harbour-front and its immediately adjacent land currently contain some constraints to sustainable development.

Notable constraints include relatively poor interconnectivity between the main elements and sub-districts, poor direct public access to the Harbour, few attractions to draw visitors, attract public use or retain their interest, few focal points or meeting and sitting-out areas where local residents might congregate, creating a sense of community and activating the area. Similarly, it is lacking in activities and events, which will cause the public to use and linger in the area and it does not provide pedestrian friendly environments and pedestrian linkages.

In addition, the Hung Hom Study Area hosts a number of land uses which are incompatible with the desired improvements such as, the IMC and the MTRC Freight Yard.

In summary, the Hung Hom harbour-front area currently fits the description which has been applied to much of the Victoria Harbour waterfront which is that it fails to fully capitalise on its privileged location to attract stakeholders such as nearby residents, local visitors and tourists to participate and fully utilise the area. It is currently lacking in terms of providing attractions, facilities, interest, public and pedestrian access, new business opportunities and generally does not provide a user-friendly experience. The area would therefore be currently assessed as a poor performer in sustainability terms. However, it possesses good potential for significant improvement.

### **10.4 Proposed Land Uses and Infrastructure Development**

The planning for the Hung Hom area and the preparation of the RODP has been guided by the Planning Study on the Harbour and its Waterfront Areas (2003), the HPP, HPG and the Vision Statement for Victoria Harbour. Hung Hom has been identified as a Waterfront Action Area and as suitable for tourism uses. In addition, as part of the Inner Harbour Core in the Metro area, Hung Hom will be able to play a role as a key tourist destination for Hong Kong and as a commercial node in addition to its current housing function and role as a major transport hub. Hung Hom would form part of the tourism cluster covering Tsim Sha Tsui, Tsim Sha Tsui East, Central, Wan Chai and Causeway Bay.

The proposed land use and infrastructure developments will have a strong influence on the nature and direction Hung Hom will take. This is considered to be both appropriate and desirable for many reasons, including ensuring consistency in approach and compatibility (without duplication) for the planning of the various harbour-front districts.

A qualitative review of the sustainability of the proposed developments for the Study Area shows significant improvements, particularly when compared with the existing (without the proposed developments) area. Some examples of the main aspects and improvements, which are relevant to the future sustainable status (these are described under principal sustainability indicator headings) of the area, include:

#### **10.4.1 Greater Accessibility**

A number of accessibility improvements are anticipated. There are proposed mass transit links which will interface with the planning area, such as the SCL with a new station at the Hung Hom Station and the KTE (which would extend the Kwun Tong Line from Yau Ma Tei to a new station serving Homantin and Whampoa Garden). The rail projects would improve access to the Study Area. Construction of the SCL is scheduled to commence in 2010, while construction of the KTE is scheduled to commence in 2011 for commissioning in 2015. All proposed transit projects are considered as working assumptions in this study. The availability of mass transit could help to reduce dependence on road traffic.

#### **10.4.2 Improved Linkage**

The proposed planning framework has placed strong emphasis on the development of proposals that address current deficiencies in pedestrian circulation. The proposals will enhance and contribute to the sustainability of the District. Principal proposals will comprise:

- the proposed relocation of the PTI to the adjoining CDA site enables the creation of a new waterfront urban park and new section of promenade, which will connect with existing sections to create a continuous promenade walkway through to the Star Ferry Pier in TST and north to, and including the front of, Laguna Verde in the north west of the Study area;
- integration of the Hung Hom Station podium deck level with the new waterfront; and
- emphasis on key linkages between the older part of Hung Hom and the promenade by enhancement of streetscapes along Dyer Avenue and other streets.

#### **10.4.3 Increased Open Space / Community Resources**

The Hung Hom area comprises a dense urban fabric with only limited recreational possibilities. The planning proposal seeks to address these and consequently provide for the following:

- introduction of new urban park within the former PTI site;
- open space area at the junction of Kin Wan Street and Hung Luen Road;
- open space areas along Hung Lok Road and Hung Luen Road/Oi King Street;
- enhancement of the waterfront promenade in front of Tai Wan Shan Swimming Pool and Park;
- an overall net increase in open space above that planned in the OZP due to the incorporation of publicly-accessible open space within private developments sites; and
- provision of public realm enhancements to provide amenity and promote sense of community.

#### **10.4.4 Improved Pedestrian Connections**

As cited under paragraph 10.4.2 connectivity within the District could benefit from enhancement. This is provided by a number of proposal that include:

- integration of Hung Hom Station podium deck with the developed waterfront through improved pedestrian linkages;
- provision of convenient linkages from Whampoa Garden and new residential areas to CDA site and promenade;
- integration of designated open space parkland through improved pedestrian connections; and
- realignment of Kin Wan Street to enable formation of an entrance to the waterfront promenade.

#### **10.4.5 Removal of Incompatible Land Uses**

Incompatible uses within the study area not commensurate with harbour planning objectives nor best waterfront planning practice should be relocated, such as the MTRC Freight Yard and IMC. Recommended proposals for the potential development sites aim to ensure that the development parameters would respect the waterfront locality.

#### **10.4.6 Greening and Landscape Improvements**

The proposed open spaces are currently derelict brown field sites and much of the public realm is deficient in landscape treatments. Consequently the following are proposed:

- landscaping and soft planting areas at various locations including the Hung Hom Station area, the waterfront, pier, promenade, etc;
- integration of designated parklands through landscape treatments;
- use of structure planting along road margins, pumping station site, pedestrian ramps and footbridges;
- the number of significant landscape features would be increased / enhanced; and
- the substantially increased greening should provide cooling and localised ecological micro-habitats.

#### **10.4.7 Environmental Related Improvements**

Given the preceding and other factors a number of environmental improvements are proposed to promote sustainability.

- the visual amenity would be enhanced by removal of unsightly land uses and visual connectivity would be enhanced;
- views of the Harbour would be increased /improved;
- the environmental impacts within the area (including noise and air pollution) should be reduced by removal of incompatible land uses from a largely residential area; and
- the increase in economic and tourism activities will have cause some minor environmental impacts, however, these will be far outweighed by improvements in other sustainability indicators.

#### **10.4.8 Increased Cultural and Heritage Exposure**

Sustainability could be promoted through enhancement of culture and heritage. The following are suggested interventions:

- increased provision of open air space and facilities for cultural and heritage provision;
- a greater number of cultural and heritage related events including historical aspects could be held in new public spaces; and
- the events and activation of areas such as the new waterfront promenade would bring vibrancy and promote a sense of community.

#### **10.4.9 Increased Employment and Business Opportunities**

The introduction of new land uses will inevitably bring a range of opportunities. Principal among these will be the following:

- the new tourism, leisure and entertainment related facilities such as, hotels, commercial and retail developments will offer increased employment opportunities;
- similarly there should be a net increase in economic activity from the increased tourism and business activities and increased numbers of events; and
- the anticipated increase in business activity would also help bring about economic benefits.

#### **10.4.10 Summary of Sustainability Indicators and net gains that will promote the sustainability of proposals and the planning area**

The following table lists the net gains to sustainability that will result from proposals advocated by the planning framework recommended in the Study.

**Table 10.1 : Sustainability Indicators and Sustainability benefits from Planning Proposals**

| Indicator  | Benefit to Sustainability  |
|--|--|
| <b>Economic</b>  |  |
| Increased employment opportunities   | <p>The proposed development scheme will include commercial activities that may include retail and office spaces. These will provide employment opportunities. Hotel development will also produce significant employment opportunities.</p> <p>Approximate employment generation for the proposed scheme is estimated at 6,885 job places (employment breakdown is in the ratio of the following - retail: 1/25m<sup>2</sup>, office: 1/15m<sup>2</sup> and hotel: 2/room)</p>   |
| Increased business opportunities   | <p>The proposals will significantly increase business and employment opportunities, and visitors to the area. (see preceding). This will serve to activate what is otherwise a dormant area and to produce an environment where a 'live-work' situation could emerge. This will infer a positive net gain to the economics and sustainability of the planning area and, possibly, the wider district.</p>  |
| <b>Natural Resources</b>   |  |
| General Refuse   | <p>The proposed scheme will generate some commercial and domestic wastes. Conventional waste collection should be able to address arisings.</p>  |
| Numbers of point-based significant landscape features and/or area of area-based significant landscape features | <p>The proposed scheme will generally improve and expand the existing quality of open space and landscape elements. Linkages will be provided to enhance connectivity and allow easy access by the public. Principal open space will consist of two smaller parks north west of the CDA site and a new major park east of the CDA. The area will also include a major new recreational promenade. The MTRC Freight Yard and IMC sites will include major recreational waterfront spaces that will be enjoyed by locals and tourists.</p> |
| <b>Environmental Quality</b>   |  |
| Major noise sources  | <p>Upon relocation of the MTRC Freight Yard, noise sources will be limited to traffic and marine noises..</p>  |
| Air Ventilation Assessment (AVA)   | <p>AVA conducted separately for the Study Area concluded that there would be no negative consequences arising from the proposed development.</p>   |
| Removal of incompatible land uses and unwanted facilities  | <p>Removal of un-wanted facilities will include the existing MTRC freight yard and cargo area. These would be removed within a 1-2 year period once the decision to go ahead is made (note that this likely to be within 10-15 years). Development of the CDA site will provide for the regeneration of the area through the inclusion of new promenades, open space, commercial and recreational uses.</p>  |

|  |   |
|--|---|
| <b>Leisure and Cultural Vibrancy</b>   |   |
| Increases in leisure, sports or cultural facilities.<br>Likely increase of opportunity for peoples' participation in leisure, sports or cultural activities. | The proposed development scheme will increase the quality of open spaces and leisure facilities by expanding the recreation facilities along the waterfront and making it easily accessible. The usual ratio of use within open space is 50/50 split between active and passive recreation.   |
| Increase in community resources  | Essentially this will be restricted to the new areas of open space / recreational facilities that will be provided. A total of about 6.6 hectares of new public open space will be provided (5.7 hectares from area zoned 'O' and 0.9 hectare from publicly-accessible open space within the CDA site) and a further 2.9 hectares for waterfront related open space located south of the Hung Hom Rail Terminus. Thus, about 18% of the total planning area will be committed to new publicly accessible open space.  |
| Increase/ decrease in percentage of people living in area with shortfall of public open space  | With the increased open space, convenience location to the PTI (and possible future MTR development), and easy access to the waterfront with retail and dining facilities, the proposed development scheme will address any current short falls in public open space (new residential development will have private open space) and will also meet the requirements of employees working in the area.   |
| Any archaeological, historical or cultural assets present and any change such as enhanced the asset, improved access to it etc                               | There are no archaeological, historical or cultural assets in the surrounding area or within the planning area. However, the promotion of specific activities could engender a sense of culture and heritage amongst the community.   |
| <b>Mobility</b>  |   |
| Enhanced community infrastructure  | The proposed PTI will enhance connectivity to external transport system. Possible future initiatives such as the Yau Ma Tei to Hung Hom link would also serve to enhance connectivity.<br><br>Enhanced pedestrian connections of the Study Area aim to promote safe and convenient access within the Study Area and as well as to/from the adjacent areas.  |
| Key enhancement and sustainability factors   | It will create value for the currently vacant CDA site. New open space will be created on vacant sites north west of the CDA site and this will also make this prime waterfront location usable for the general public.<br><br>In short a whole range of recreational opportunities will result from new passive and active open space. At the same time new employment generating developments can promote active work environment. The new hotel will promote tourism and tourist related activities in the area, thus enhancing the local economy and assisting in supporting the proposed new commercial-retail facilities. |

## **10.5 Public Engagement Programme**

An important aspect of sustainability and sustainable development is transparency and the need for early and thorough consultation with the various stakeholders. This is essential in order to ensure that proposed developments correctly identify the needs and aspirations of the various parties and meet their expectations within practical limits. The public engagement programmes conducted for the Baseline Review and for the District Plan satisfy these fundamental requirements. Moreover, the public views expressed during consultation have been enshrined where possible and practicable in the proposals contained in this report.

## **10.6 Discussion and Conclusion**

The proposed changes and developments for the Study Area will, when implemented, improve major aspects of daily life for local residents in the Hung Hom area and the harbour-front area in particular. The developments are substantial in total, and it will be important for the developments to be undertaken in a phased manner so as not to completely disrupt on-going activities and overwhelm the current users of the area.

Key issues such as district access, access to the harbour-front, linkage to important elements within the area and to adjacent areas, pedestrian convenience & safety, environmental aspects, activities, visitor, tourist & community facilities, employment, business opportunities and open space areas will all be increased / improved. This will have a significant impact on the sustainability and likely vitality of the district and is in accordance with agreed development strategies to enhance the harbour frontage areas. It is highly likely to increase the numbers of visitors to the area and also the numbers of tourists staying in the existing and proposed new hotels.

Based on sustainability criteria, principles and indicators, the recommended developments and land use changes would be expected to make the Hung Hom District Study Area significantly more sustainable and user friendly / responsive than the existing situation (i.e. without the proposed developments).

## 11 IMPLEMENTATION AND MAINTENANCE

### 11.1 Institutional Framework

A number of factors will need to be considered as part of the formulation of an appropriate institutional framework within which to implement the proposed planning schemes outlined in the District Plan. This would also involve consideration as to the appropriate co-ordination mechanism and the resource allocation mechanism within the Government. Various issues of consideration as to whether the existing institutional framework is appropriate in connection with the implementation of the planning schemes, or a modified approach should be adopted, are briefly discussed below.

#### 11.1.1 Existing Framework

Under the existing framework, each Government Department will adopt a specific role with regard to the completion of individual tasks associated with implementation. This would involve the preparation of relevant amendments to the town plans by the Planning Department (e.g. to depict modified road layouts, land use, etc.), with the Lands Department being responsible for land disposal. The various Works Departments would be responsible for the procurement of infrastructure so as to allow each of the individual facilities to be constructed. The District Councils may also play a role in implementation of specific items. The future land in-take and allocation for the purpose of implementation will be subject to further consideration of Government as whether to proceed with implementation or not.

If private sector involvement in the implementation of public facilities / amenities is to be encouraged, it is considered that an appropriate element of flexibility will need to be incorporated within both the statutory and administrative procedures, as well as in the way that land is granted for individual projects, in order to ensure that interested parties are not discouraged from participating in the scheme.

Given the need to dispose new sites and address tenancies on existing sites, Lands Department will have a central co-ordination role. Lands Department will be primarily responsible for co-ordinating the disposal of lands, preparing lease conditions and assigning responsibilities to support the developments wherever these might be required. LCSD will also have a major role due to the number of inter-connected open space sites that will require detailed design, construction, maintenance and management in a co-ordinated manner. Developments on individual sites (including footbridges between them) will be implemented by the private sector and managed and overseen by individual Government Departments (i.e. those involved in implementation) or private sector developers based upon the current practice adopted by Government.

#### 11.1.2 The Appropriate Institutional Framework

The appropriate institutional framework to be adopted for the purpose of implementation will ultimately depend upon the objectives of Government in relation to the scheme and the extent to which it can resource. If the scheme is seen as having an important role in the long-term development of the Hung Hom District waterfront, and if a policy decision is reached that the scheme should be pro-actively implemented to secure wider benefits for the residents of Hung Hom and the wider territory, then a modified approach to the existing framework may be required that encourages greater involvement of the private sector. If, however, this is not the case, then the existing framework may be adequate. This would infer that government would be responsible for the entire development and maintenance of the public realm (i.e. waterfront promenades, open space, etc.) **Tables 11.1 and 11.2** outline the tentative implementation, management and maintenance roles for the land use and landscape proposals included in this Study (excluding those included in private sector developments).

**Table 11.1: Tentative Implementation, Management and Maintenance Agents for Land Uses (Schedule of Responsibilities)**

| Land Use/Site   | Implementation Agency                        | Management Agency                            | Maintenance Agency                                  |
|---|--|--|---|
| Waterfront Promenade*   | LCSD / Private Developer of adjacent site    | LCSD / Private Developer of adjacent site    | LCSD/ASD (PSB) / Private Developer of adjacent site |
| Waterfront Leisure/Commercial Uses on former sites of IMC and MTRC Freight Yard | Private Developer of Station Area Waterfront | Private Developer of Station Area Waterfront | Private Developer of Station Area Waterfront        |
| Reprovisioned PTI at CDA  | Private Developer of CDA                     | TD   | HyD   |
| Enhancement of Swimming Pool Wall   | LCSD/ASD                                     | LCSD/ASD                                     | LCSD/ASD  |
| Railway Related Structures  | MTR Corp.                                    | MTR Corp.                                    | MTR Corp.   |
| Road Related Structures* (excluding footbridges)                                | TD/HyD                                       | TD/HyD                                       | HyD   |
| Footbridges**   | Private Developer of adjacent site           | TD/HyD                                       | HyD   |

\* Also see Table 11.2 for landscape related responsibilities.

\*\*Includes modification of Hung Hom Bypass footbridge landing next to Harbourfront Horizon. Footbridge connection across front of Ma Tau Chung School is likely to be implemented by private sector.

**Table 11.2: Tentative Implementation, Management and Maintenance Agents for Landscape Framework (Schedule of Responsibilities)**

| Enhancement Measure   | Implementation Agency                     | Management Agency                         | Maintenance Agency                        |
|---|---|---|---|
| <b>Public Open Spaces</b>   |   |   |   |
| DO (hard landscape)   | LCSD                                      | LCSD                                      | ASD (PSB)                                 |
| DO (soft landscape)   | LCSD / Private Developer of adjacent site | LCSD / Private Developer of adjacent site | LCSD / Private Developer of adjacent site |
| <b>Infrastructure related</b>   |   |   |   |
| Sensitive aesthetic design of road-related structures, including subways, footbridges, & noise barriers.          | HyD (Struc)                               | HyD (Struc)                               | HyD (Struc)                               |
| Attractive streetscape design of hard landscape elements, dwarf walls, paving, furniture, lighting, signage, etc. | In accordance with ETWB TC(W) 2/2004      | In accordance with ETWB TC(W) 2/2004      | In accordance with ETWB TC(W) 2/2004      |
| Attractive soft landscape in amenity areas adjoining roads to screen traffic and roads from adjacent land uses.   | In accordance with ETWB TC(W) 2/2004      | In accordance with ETWB TC(W) 2/2004      | In accordance with ETWB TC(W) 2/2004      |
| Soft Landscape at Ching Shan Street Pumping Station   | ASD                                       | ASD                                       | ASD                                       |

| <b>Enhancement Measure</b>                                | <b>Implementation Agency</b> | <b>Management Agency</b> | <b>Maintenance Agency</b> |
|---|------------------------------|--------------------------|---------------------------|
| Re-clad and façade treatment to Marine Police Facility    | ASD                          | ASD                      | ASD                       |
| Re-clad car parking building adjacent to Hung Hom Station | MTR Corp.                    | MTR Corp.                | MTR Corp.                 |

There are opportunities for private sector involvement in provision of public facilities/amenities by incorporating them as part of the adjacent private property development packages. However, this approach involves policy support and requires the concerned bureaux/departments to initiate the proposal and obtain the necessary approval at policy level. It is noted that the Government's Steering Committee on Greening has recently endorsed a set of guidelines on public private partnerships (PPP) for streetscape improvement and handling streetscape improvement initiated by the private sector. In this connection, it would be worth exploring in the future the opportunity for implementing the subject waterfront promenade through the PPP approach.

Government would be responsible for the arrangement of land servicing and provision of engineering infrastructure. It is considered that the programming relating to the disposal of development rights associated with the private property developments should be carefully formulated, with the programming relating to the provision of the necessary infrastructure to be appropriately matched.

Preparation for the disposal of individual sites should be undertaken in parallel with the processing of the relevant town planning procedures, amendments to the Hung Hom and Tsim Sha Tsui OZPs, such that the land sale programme could commence on completion of the planning procedures.

Under a conventional arrangement, the infrastructure projects to serve the redeveloped waterfront areas would be included into the Resource Allocation Exercise (RAE). The detailed design would then proceed after successful inclusion in the RAE. The construction of the necessary infrastructure would be programmed taking account that these new developments are to be implemented in phases.

Nevertheless to short-cut this process, private sector should be encouraged to participate in implementation. This could, subject to agreement, involve combining the development of elements of the public realm with the implementation and development of key development sites. For the CDA site, elements adjacent to it that are potentially suited for private sector implementation by the CDA developer include:

- Waterfront promenade
- Designated open space areas (former PTI site and open space along Kin Wan Street)
- Street edge and footpaths along CDA development on south side of Hung Luen Road
- Proposed realignment of Kin Wan Street
- Possible Ferry Pier upgrades

For the public sector

- Construction of footpaths along open space areas along north side of Hung Luen Road

Private sector improvements can be financed by different methods depending on the type of improvement and relationship to the private development. Some improvements may be performed on a cost-reimbursable basis. Improvements that benefit multiples parties may benefit through cost sharing arrangements between developers. For example, the proposed realignment of Kin Wan Street affects both the Harbourfront Horizon and the CDA site, and the project benefits both parties. Coordination of the works and sharing of costs would be advantageous in this case. Similar to implementation, maintenance of works would be by the implementing parties, private sector or public sector.

## 11.2 Broad-brush Cost / Revenue Assessment

### 11.2.1 Costs

Construction of parks/promenade areas and streetscape enhancements will be the major implementation responsibilities of government. As mentioned above, the share of responsibility will depend on possible implementation of some public realm improvements by the private sector in association with private development projects.

Broad costs have been estimated for public realm enhancements assuming full implementation by government (see **Table 11.3**). If this approach is taken, the total cost to government would be approximately HKD \$240 million. The bulk of this cost will be for construction of the new park and promenade areas.

**Table 11.3: Broad Cost Estimates for Proposed Public Realm Enhancements**

| Project Type            | Average Cost / Metre Square (HKD/sq.m)* | Approx. Area (sq.m) | Cost Total (HKD) |
|-------------------------|---|---------------------|------------------|
| Open Space              | \$ 3,500                                | 38,500              | \$ 134,750,000   |
| Promenade               | \$ 3,500                                | 18,870              | \$ 66,045,000    |
| Amenity Area            | \$ 800                                  | 12,220              | \$ 9,776,000     |
| Streetscape Enhancement | \$ 1,500                                | 18,500              | \$ 27,749,250    |
| TOTAL                   | ~                                       | 92,560              | \$ 238,320,250   |

\* Estimates as of November 2007

### 11.2.2 Revenues

Project revenues will be generated by land sales of the two vacant development parcels, which include the CDA and R(A)2 sites, and the commercial spaces provided under the OU site i.e. the redevelopment of the MTRC Freight Yard and IMC. The sale figures and rental values will depend on market conditions at the time of sale. Government planning requirements and lease conditions attached to the sites will influence the market values of the sites, however, the ultimate sales prices and revenue generated will largely depend on market demand. Anticipated revenues of the three sites are based on a hypothetical Accommodation Value (AV) approach. The analyses that have been undertaken are solely based on market trends and should be used as an indicator, but not replacing a formal and appropriate valuation.

#### *OU Site*

Preliminary research was conducted on the recent commercial property transactions in mid-2007, selecting comparable sites in proximity to the Study Area.

Taking into account the difference between land sale price and disposal price, as well as other key factors, a land sale price of HK\$4,298 per sq.ft. (or 46,235 per sq.m.) is estimated as the reference point. Assuming that these sites are comparable to the OU site in Hung Hom, the hypothetical AV of the proposed retail floor area is shown below in Table 11.4.

**Table 11.4: Indicative Accommodation Value for the OU Site**

| Site Area<br>(sq.m.) | P.R.       | Permitted GFA<br>(sq.m.) | Median Sales Price**<br>(HKD/sq.m) | Hypothetical AV (HKD) |
|----------------------|------------|--------------------------|------------------------------------|-----------------------|
| 58,010               | About 1.64 | 95,163                   | 46,235                             | 4.40 billion          |

\* The hypothetical AV for this site is calculated based on the commercial GFA of 95,163 sq.m.

\*\* Based on mid-2007 property sales data

For the other two sites, the CDA and R(A)2 sites, the Study has recommended a decrease in development intensities from those currently allowed by the OZP. Anticipated revenues can be expected to decrease accordingly. For purely indicative purposes, a hypothetical Accommodation Value (AV) approach examines the potential impacts on government revenue. Under a hypothetical scenario, it is assumed that the percent reduction in P.R. from the OZP can be translated into a proportionate reduction in AV.

**CDA Site**

Given the close proximity to the OU site, the same reference value of HK\$4,298 per sq.ft. (or \$ 46,235 per sq.m.) has been applied to the CDA site. The hypothetical AV and estimated reduction in value due to proposed changes in the permitted plot ratio are shown below in **Table 11.5**.

**Table 11.5: Indicative Accommodation Values for the CDA Site**

| Site Area<br>(sq.m)                                 | Plot Ratio | Permitted GFA (sq.m) | Median Sales Price**<br>(HKD/sq.m) | Hypothetical AV (HKD) |
|---|------------|----------------------|------------------------------------|-----------------------|
| 29,990  | About 6.0  | 180,230              | \$ 46,235                          | \$ 8.33 billion       |
| 29,990  | 4.0        | 109,210*             | \$ 46,235                          | \$ 5.05 billion       |
| Hypothetical Loss in AV = HK \$3.28 billion (39.4%) |            |                      |                                    |                       |

\* The GFA of the reprovisioned PTI (10,750sq.m.) has been excluded from the total permitted GFA of 119,960sq.m for the purpose of this assessment. The hypothetical AV for this site is thus calculated based on the commercial GFA of 109,210sq.m.

\*\* Based on mid-2007 property sales data

**R(A)2 Site**

The median sale price per square metre of permitted G.F.A. generated in most recent residential land sales in West Kowloon (waterfront or near waterfront sites on reclaimed land) was \$65,734 (as of mid-2007). These sites all had Domestic Plot Ratios of 7.5. (No recent land sales could be drawn as reference points for R(A) sites with P.R. of 4.5)

Assuming that these sites are comparable to the R(A)2 site in Hung Hom, the hypothetical AV and estimated reduction in value due to proposed changes in the permitted plot ratio is shown below in **Table 11.6**.

**Table 11.6: Indicative Accommodation Values for the R(A)2 Site**

| Site Area<br>(sq.m)                                 | Plot Ratio | Permitted GFA (sq.m) | Median Sales Price*<br>(HKD/sq.m) | Hypothetical AV (HKD) |
|---|------------|----------------------|-----------------------------------|-----------------------|
| 7,480   | 9.0        | 67,320               | \$65,734                          | \$ 4.43 billion       |
| 7,480   | 4.5        | 33,660               | \$65,734                          | \$ 2.21 billion       |
| Hypothetical Loss in AV = HK\$ 2.21 billion (50.0%) |            |                      |                                   |                       |

\* Based on mid-2007 property sales data

The total revenue generated, based on the sum of the hypothetical Accommodation Values of the OU, CDA and R(A)2 sites, is approximately HK \$11.66 billion.

### **11.3 Overview**

In short, there are two paths to implementation:

- The government takes full control of implementation and maintenance of elements within the public realm whilst the private sector implements developments within sites, or;
- The private sector is encouraged (with incentives) to develop and maintain elements of the public realm.

The latter model has already been applied to the Hung Hom area with some degree of success. Thus expansion of the utilisation of the model should not prove institutionally problematic if the end state objectives of the public and private sectors can be reconciled.

## **12 CONCLUSION**

The District Plan will aid the objectives of tourism and leisure expansion along the waterfront of Hung Hom. It presents a comprehensive planning framework for the harbour-front and adjacent sites. The promenade, open space and parks will provide resources that can be enjoyed by visitors and the population working and living in the District. Similarly, new major commercial, tourist attractions and facilities, including hotels, office, tourist-oriented retail and restaurant uses can help to strengthen Hung Hom's role as a commercial and recreational node. Improvements to the Planning Area's existing uses through landscape and façade treatments, streetscape enhancements, planting, and pedestrian linkages will further enhance the character of this waterfront district.

APPENDIX A:

HUNG HOM WATERFRONT DRAFT RECOMMENDED OUTLINE DEVELOPMENT PLAN  
EXPLANATORY STATEMENT

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## 1. INTRODUCTION AND BACKGROUND

### 1.1 Introduction

This explanatory statement is intended to assist in understanding the planning proposals contained in the Recommended Outline Development Plan (RODP) for the Hung Hom District Waterfront. This RODP covers sub-areas of the Outline Zoning Plan (OZP) Planning Scheme Areas of the Kowloon Planning Area No. 9 (Hung Hom) and No. 1 (Tsim Sha Tsui). The explanatory statement sets out the planning intention and the objectives for the various land use zonings on the RODP.

### 1.2 Background

On 26 May 2005, the Harbour-front Enhancement Committee (HEC) resolved to study the various districts around the harbour, including the Hung Hom District, as part of the Harbour Plan Review. The purpose of this study is to formulate a district plan for the harbour-front area of Hung Hom including a revised land use and transport planning framework, an urban design framework, landscaping proposals and improved vehicular and pedestrian circulation networks. These findings and the recommendations arising from Hung Hom District Study have informed the content of the RODP.

### 1.3 Objectives of the Plan

The RODP shows the existing uses and broad long-term land use planning proposals for the Hung Hom District waterfront areas on the basis of which more detailed planning and design work can proceed.

This explanatory statement accompanying the RODP provides a written elaboration of the planning and engineering proposals for the Planning Area. Although the RODP has no statutory effect, it serves as a basis for the preparation and updating of the relevant OZPs for the Planning Area and provides guidance for the detailed planning, programming, development control, site reservation and public works planning. All development and redevelopment in the area should conform to the statutory requirements of the relevant statutory plans.

### 1.4 Preparation of the Plan

The preparation of the RODP has given consideration to the following:

- the character and form of existing building developments and open spaces in the area and the connectivity with the existing hinterland;
- previous planning proposals for the Hung Hom District;
- the requirements of the Protection of the Harbour Ordinance and related judicial reviews;
- the current proposed alignments for the Shatin to Central Link (SCL) and the MTR Kwun Tong line extension (KTE);
- the long term relocation intentions of the MTR Hung Hom Freight Terminal (formerly Kowloon-Canton Railway Corporation (KCRC) Freight Yard, and hereinafter referred as MTRC Freight Yard), and International Mail Centre (IMC); and
- comments and suggestions from the Stage 1 public engagement exercise carried out as part of the planning process.

### 1.5 The Planning Area (Parts of Kowloon Planning Areas No. 9 and No. 1)

The RODP Planning Area includes the Hung Hom waterfront from the MTRC Freight Yard to the Laguna Verde residential development. It is bounded by the Cross Harbour Tunnel portal and Hong Chong Road to the south west, existing developed areas of Hung Hom to the north and west, and the Hung Hom industrial area to the north east. The Planning Area comprises approximately 51.5ha of land.

### 1.6 Population and Employment

New development within the Planning Area will generate additional commercial and residential activity in the district. New commercial development will contribute to an overall increase in employment. Development on the following sites will generate significant employment:

- Redevelopment of the MTRC Freight Yard / IMC site: approximately 3,000 workers.
- Development of the waterfront 'Comprehensive Development Area' ('CDA') site: approximately 5,400 workers.

Only one site is designated for new residential development. It also has a commercial component and will generate a small amount of employment.

- Development of the 'R1' Site: approximately 800 residents and 130 workers.

## 2. PLANNING AND URBAN DESIGN FRAMEWORK

### 2.1 Overall Framework

As part of the Inner Harbour Core in the Metro area, Hung Hom is playing an increasing role in Hong Kong as an area providing tourist accommodation in addition to its current housing function and role as a major transport hub. Hung Hom has progressively grown to form part of a tourism accommodation cluster that extends from Tsim Sha Tsui and Tsim Sha Tsui East. Hung Hom offers further opportunities for visitor and leisure expansion along the waterfront, as well as to create a key link between new waterfronts at Kai Tak and West Kowloon.

If suitably activated and planned, the promenade, open space and parks will be in more intensive use for events, activities and visitors' enjoyment apart from the working and living population in the District. The Planning Area will also facilitate the development of Hung Hom as a new commercial node. The newly completed office, hotel, retail facilities and open space, combined with proposals for the area, will form a cluster occupying a prime waterfront location, giving new life to the District and serving as a gateway to central Hung Hom.

Due regard has been given to the Vision Statement for Victoria Harbour of the Town Planning Board (TPB), the Draft Harbour Planning Principles and Harbour Planning Guidelines for Victoria Harbour and its harbour-front areas promulgated by the HEC, the Urban Design Guidelines (UDG) under Chapter 11 of the Hong Kong Planning Standards and Guidelines (HKPSG) as well as findings from the Public Engagement Programme for the Hung Hom District Study.

The RODP has also considered proposed mass transit links that will interface with the Planning Area. The proposed SCL will have a new station at Hung Hom Railway Station. The proposed MTR Kwun Tong Line Extension (KTE), which would extend the Kwun Tong Line from Yau Ma Tei will have a new station serving central Hung Hom and Whampoa Garden. Both the SCL and KTE projects will have significant impacts on the Planning Area by improving accessibility of the district and reducing dependence on surface vehicles. Construction of the SCL is scheduled to commence in 2010, while construction of the KTE is scheduled to commence in 2011 for commissioning in 2015.

### 2.2 Objectives

The overall planning and urban design objective is to create a waterfront with unique character and attraction for the enjoyment of the public, emphasizing its relation with the harbour, the cultural and historical context of the Hung Hom hinterland, and the surrounding environment. Specific objectives are:

- to promote activities along the harbour-front and create a sense of place attractive to both local residents and tourists;
- to improve accessibility of the Hung Hom waterfront through integration and physical linkage between the adjoining existing built-up areas and the waterfront;
- to create a continuous waterfront promenade connecting the existing promenade in Tsim Sha Tsui East and that fronting Laguna Verde at the north east limit of the Planning Area;
- to identify potential development sites and make recommendations on the appropriate land uses and development parameters;
- to create a harmonious built environment within the Planning Area through formulation of an urban design and landscape framework; and
- to achieve a sustainable waterfront district that meets the needs of the public, is commensurate with the traffic, environmental and infrastructural capacity of the area and preserves the cultural heritage of the Harbour.

## 2.3 Sub-Districts

Six geographic and spatial sub-districts have been identified within the Planning Area (see Figure 2.2 of the main Report). Their overall characteristics have been noted as a basis for identifying specific planning proposals.

### 2.3.1 Hung Hom Station Area, Coliseum and International Mail Centre (Area A)

This area is a key activity node for the Planning Area and also for the greater Hung Hom District and Tsim Sha Tsui East. Currently the area is separated from adjoining areas (including Areas 'B' and 'C') by the surrounding network of elevated and depressed roadways and by the elevation difference between the Station podium level and adjoining areas. The waterfront area is occupied by land uses that are incompatible with the potential creation of a leisure/tourism node and continuous waterfront promenade. The primary planning proposals for the area are:

- Redevelopment of the IMC site, MTRC Freight Yard and pier, providing for improved ground level pedestrian connections, soft planting and people-friendly leisure, retail and tourism related uses along the waterfront and pier;
- Integration of the Station area podium deck level with the redeveloped waterfront through the creation of new pedestrian linkages and application of landscape treatments;
- Extension of the Tsim Sha Tsui waterfront promenade, connecting to the promenade at the Harbourfront Horizon;
- Application of façade treatments to existing structures, such as the multi-storey car park, to improve the Station area environment;
- Improvements and modifications to existing pedestrian connections between the Station area, central Hung Hom District and the new residential and commercial developments to the east of the Metropolis; and
- Introduction of points of vehicular access to proposed new waterfront and podium level development.

### 2.3.2 Area to the East of Cheong Tung Road South and North of Hung Luen Road (Area B)

The area is dominated by high-rise residential/commercial blocks (both within and outside of the Planning Area) and grade separated road interchanges. There is spatial division from adjoining areas (including Areas 'A' and 'C') and poor pedestrian inter-connection. The high-rise developments have intense physical massing, which creates a development 'wall' effect. There is only one vacant development site and opportunities for redevelopment of other sites within the area are limited. As such, objectives for the area generally focus on application of landscape and façade treatments and improvement of pedestrian connections. Planning proposals include:

- Integration of designated open space parkland through improved pedestrian connections and landscape treatments;
- Use of structure planting along the road margins to reduce the visual impacts of buildings and roads;
- Improvement of the Ching Shan Street pumping station site by means of soft landscape; and
- The development of design and planning parameters for a Residential (Zone 1) site located north of the waterfront 'CDA' site.

### 2.3.3 Hung Luen Road to the Waterfront (Area C)

The area includes several sites that allow new development and the redevelopment of existing uses. Newly built uses include the Harbourfront Horizon hotel development which adjoins the reserve for the waterfront promenade and the existing MTRC Freight Yard in Sub-District Area 'A'. A large 'CDA' site will be fronted by a waterfront promenade and adjoined by district open space areas on its sides. Objectives for the area focus on the creation of a new waterfront activity node and the integration with adjoining areas along the waterfront promenade and new pedestrian connections with the hinterland. Planning proposals are:

- Creation of an appropriate urban form on the 'CDA' site, having regard to neighbouring uses, with integral connections, integration of open space elements and respect and promotion of existing view corridors (the form and massing of development has been deliberately constructed to facilitate visual porosity);

- Fostering uses within the 'CDA' site that help to activate the waterfront edge so creating spatially defined destination spaces;
- Relocation of the existing Public Transport Interchange (PTI) as an internal component of the 'CDA';
- Design of the waterfront promenade in front of the Harbourfront Horizon and 'CDA' site to provide an exhilarating interface with new site development, and at-grade continuity with the existing promenade to the east;
- Realignment of Kin Wan Street to allow creation of an open space activity node along the waterfront that will serve as an entrance space to the promenade;
- Design of a complimentary open space area between Kin Wan Street and Hung Luen Road that will assist in guiding people to the waterfront and 'CDA' site;
- Provision of convenient linkages from Whampoa Garden and the new residential developments north of Hung Luen Road to the 'CDA' site, reprovisioned PTI, and ferry pier;
- Introduction of new District Open Space within the former PTI site that is comprehensively integrated with the new waterfront promenade; and
- Improvement of Hung Luen Road with roadside tree planting that ties into a new pattern of landscaped open space on the waterfront sites.

#### **2.3.4 Harbourfront Development (Area D)**

The area consists of the existing Harbourfront office complex, Harbour Plaza Hotel, Harbourfront Landmark residential tower and adjoining waterfront promenade. Planning proposals for the area are:

- Application of hard and soft landscape improvements to reinforce the character and enjoyment of the pedestrian links between Wan Hoi Street and the waterfront;
- to integrate street furniture and amenity features (seating, café, soft drinks outlet, etc.) with landscape treatments along the promenade;
- Recommended improvement of the waterfront promenade link around the Water Pumping Station to the ferry pier area through urban design and landscape; and
- Recommendation of streetscape improvements along adjoining local streets.

#### **2.3.5 Tai Wan Shan Park and Swimming Pool (Area E)**

The area includes a public park, a swimming pool complex and G/IC facilities along the waterfront. Objectives for the area focus on improving the interface of these uses with the existing waterfront promenade. Planning proposals are:

- Landscape enhancement and better integration of the frontage of Tai Wan Shan Park with the waterfront promenade;
- Incorporation of public art upon the harbour facing swimming pool wall to soften the impact of the wall and create an attractive promenade edge. (This could be done under the auspices of a public competition.);
- Improvement to the façade of the Marine Police pier; and
- Enhancement of the streetscape along Wan Hoi Street.

#### **2.3.6 Laguna Verde and Fisherman's Wharf (Area F)**

The area includes the Laguna Verde residential development and the adjoining Fisherman's Wharf shopping centre. Planning proposals for the area are:

- Improvement of pedestrian connections from the promenade terminus to adjoining areas and transport nodes; and
- Enhancement of the streetscape along Dyer Avenue with street tree planting between Hung Hom Road and the waterfront to emphasise its role as a key link between the older part of Hung Hom and the promenade.

## 2.4 View Corridors

The planning framework seeks to maintain, reinforce and extend existing views from the hinterland to the harbour and also to provide visual interest and character along them. The corridors are located mainly along major roads or at major open spaces. The physical functions of the view corridors are to:

- reinforce linkages along pedestrian circulation routes;
- provide a series of interconnected open spaces that define and articulate distinctive and readable urban morphology as part of the urban design framework; and
- provide visual relief to the existing congested hinterland.

The major view corridors are located (from west to east):

- between the Coliseum and the waterfront
- from the junction of Hung Luen Road and Hung Lok Road to the harbour via Kin Wan Street and the adjacent open space area.
- along Hung Hom South Road to the harbour
- Along Wan Hoi Street to the harbour
- along Tak On Street to the harbour
- along the footpath between Tai Wan Shan Park and the Tai Wan Shan Swimming Pool complex to the harbour
- along Dyer Avenue to the harbour

Measures adopted to reinforce each view corridor include:

- streetscape improvements including the provision of avenue tree planting and the introduction of distinctive paving patterns that help to define each corridor;
- defining building edges by specifying building line restrictions and guidelines that assist in maintaining the integrity of the views; and
- introduction of development controls to ensure that no intervening structures will compromise the integrity of view corridors.

## 2.5 Building Height Strategy

In accordance with the UDG of the HKPSG, low- to medium-rise developments with stepped heights are proposed in proximity to the harbour in order to respect the waterfront setting and to promote diversity in building forms. The profile allows a gradation of building heights descending towards the waterfront, and this also engenders development at a more human scale which is in keeping with promoting a pedestrianised environment along the waterfront. The building massing and tower arrangements enhance visual permeability and avoid creating a 'wall effect'. Feature developments are generally higher than adjacent development to provide visual diversity, variations in height and variety in building form.

Building height restrictions have been applied to developments within the Planning Area with due regard to the development scale and the building heights of the nearby existing developments. Waterfront related tourism, commercial and leisure uses are all subject to building height restrictions.

## 2.6 Pedestrian Circulation

Pedestrian accessibility to the harbour-front will be enhanced by a continuous waterfront promenade along the shoreline. The promenade will connect Tsim Sha Tsui with the Hung Hom waterfront and will be accompanied by improved pedestrian connections from the hinterland of Hung Hom District.

### 2.6.1 Waterfront Promenade

New promenade links are planned as follows:

- **Extension of the TST East waterfront promenade upon redevelopment of the IMC and the MTRC Freight Yard sites.** An at-grade publicly accessible promenade will be developed along the waterfront

edge of these sites as part of a comprehensive development plan, extending the existing TST East promenade to the waterfront adjacent to the Harbourfront Horizon.

- **Extension of the waterfront promenade from the MTRC Freight Yard to the Hung Hom Ferry Pier/PTI.** A 20m-wide strip is reserved as open space along the waterfront edge of the 'CDA' site and the Harbourfront Horizon for development of a public promenade. In the short term, this section of promenade will connect to the landing of the existing footbridge at the Harbourfront Horizon, providing an elevated connection to the TST East promenade. In the long term, this section of promenade will connect to the new at-grade promenade within the redeveloped IMC and MTRC Freight Yard sites.

Existing sections of the promenade will be upgraded to be more accessible and functional. The following sections are targeted for improvement:

- **Improvement of the existing promenade by the Ferry Pier/PTI.** The PTI will be relocated to the 'CDA' site, and the former PTI site will be converted to open space. This allows for the improvement of the existing promenade and its integration with the new park. Also recommended is an improved promenade connection from the former PTI site to the east around the water pumping station to the existing promenade along the waterfront of the Harbourfront commercial development. Paving treatments are recommended to create a clear promenade route.
- **Improvement of the existing promenade to the north west termination of the Planning Area as appropriate.** The promenade along Tai Wan Shan Swimming Pool and Tai Wan Shan Park will be improved through the application of façade treatments along the swimming pool wall and the Marine Police facility.

### 2.6.2 Links from the Hinterland to the Waterfront

New and improved pedestrian connections are proposed to promote public access to the waterfront and enhance the existing circulation. The new pedestrian links will be provided between the hinterland and waterfront via at-grade crossings, footbridges and walkways integrating with the open space networks or the podium deck/pedestrian facilities in the existing buildings. These include:

- At-grade pedestrian crossing of Salisbury Road from Science Museum Road to IMC site. (This link may require footbridge depending on detailed design.)
- Vertical connection (multiple routes via escalator, elevator and stairs) from Hung Hom Coliseum podium to harbour-front at redeveloped sites of IMC and MTRC Freight Yard. These links will need to take into account proposed alignments of the SCL and other possible railway improvements.
- Improvement of at-grade pedestrian crossings at Hung Luen Road/Kin Wan Street intersection.
- Footbridge between the 'CDA' development and Hung Luen Road 'R1' development, providing 24-hour access through the 'CDA' site to the waterfront, reprovisioned PTI and Ferry Pier.
- Footbridge between the Hung Luen Road 'R1' development and the Harbour Place residential development.
- Footbridge between the Hung Luen Road 'R1' development and the Mau Tau Chung School, connecting to the existing footbridge over Hung Hom South Road.
- At-grade pedestrian route through new open space area on former PTI site to waterfront, reprovisioned PTI and Ferry Pier.

### 2.6.3 Links from the Hinterland to the Hung Hom Station Area

Improvements to pedestrian links are needed from areas adjacent to Hung Hom Station and the Metropolis. The areas immediately adjacent to the Hung Hom Station Area will need enhanced pedestrian routes. The provision of convenient pedestrian access to Hung Hom Station will become even more important upon completion of the SCL. Existing footbridge and footpath connections need to be improved with better signage and landscape treatments to aid wayfinding along their routes. Specific improvements are recommended for the following links:

- At-grade pedestrian route from Hung Hom Station/Hong Kong Coliseum to footbridge landing on Princess Margaret Link/Cheong Tung Road South via existing driveway through the Metropolis development (this would need to be coordinated with the Metropolis owner/management).

- At-grade pedestrian routes along Cheong Tung Road South to the Station Area.

### 3. LAND USE ZONINGS

#### 3.1 Land Use Budget

The approximate distribution of various land uses and their site areas are as follows:

**Table 3.1 Land Use Budget**

| <u>Uses</u>                    | <u>Hectares</u> | <u>%</u> |
|--------------------------------|-----------------|----------|
| Commercial                     | 5.09            | 9.88     |
| Comprehensive Development Area | 3.00            | 5.82     |
| Residential – Zone 1           | 6.98            | 13.56    |
| Government                     | 2.29            | 4.45     |
| Institution or Community       | 0.74            | 1.44     |
| District Open Space            | 6.61            | 12.83    |
| Amenity                        | 2.44            | 4.74     |
| Other Specified Uses           | 17.15           | 33.30    |
| Road                           | 7.20            | 13.98    |
| TOTAL STUDY AREA               | 51.50           | 100.00   |

#### 3.2 Land Use Zonings

This section describes the context and zonings applicable to developed and available sites in the Planning Area.

##### 3.2.1 Commercial ('C')

This zone is intended primarily for commercial developments. A number of sites within the Planning Area are zoned 'C' to reflect the existing office and commercial uses. Existing uses include the Harbourfront Horizon hotel/service apartments, the Harbourview Horizon hotel/service apartments, the Harbourfront office complex, Harbour Plaza Hotel, and the Fisherman's Wharf shopping centre. This zone is subject to a maximum plot ratio of 12.0, while each sub-area of this 'C' zone is restricted to a specific GFA.

##### 3.2.2 Comprehensive Development Area ('CDA')

The 'CDA' site at the junction of Hung Luen Road and Kin Wan Street is vacant and intended for commercial development. A planning brief setting out planning parameters and special design requirements to integrate development with adjoining areas has been prepared by PlanD and endorsed by the Town Planning Board. It will be revised to reflect the latest proposals for the site.

The overall intention is to create a commercial development that provides an attractive and vibrant destination on the waterfront, that is compatible with the scale of adjacent mid-rise waterfront development. The existing PTI by the Ferry Pier will be reprovisioned within the 'CDA' site. Future development will be subject to a stepped building profile, with a maximum building height restriction ranging from 40mPD in the southern part to 75mPD in the northern part of the site. The southeastern portion of the site is subject to a building height restriction of 15mPD to preserve views across the site from Whampoa Garden. The development will incorporate publicly-accessible open-air plazas and orientate buildings to maximise visual porosity through the site.

The 'CDA' site is one of the few remaining development sites along the Hung Hom waterfront and will be a key node for waterfront related leisure activities as well as hotel, retail and office uses. It is thus important that the development is connected to adjoining facilities and areas by convenient and attractive pedestrian linkages. The design should cater for footbridges to new residential developments north of Hung Luen Road, internal linkages to the re-provisioned PTI and ferry pier, and at-grade connections to Whampoa Garden and adjoining open space areas.

The development will adjoin the new waterfront promenade so it should contain uses that help to activate the waterfront edge and create a destination space. Internal plazas and open air dining areas should open out towards the promenade. Landscape treatments should likewise be coordinated with those of the promenade, adjacent open spaces and streetscapes. Parking should be provided in the basement level. Moreover, to facilitate implementation, the 'CDA' site is divided into two parcels. The eastern parcel will be developed into hotel, retail and PTI uses, while the western parcel will be developed into office and retail uses.

### **3.2.3 Residential Zone 1 ('R1')**

This zone is intended for residential developments, some of which contain commercial uses on the ground and first floors. Existing residential sites within the Planning Area that are zoned 'R1' to reflect their current use include the Harbourfront Landmark and Laguna Verde developments. Both developments include public access along the pedestrian promenades and Laguna Verde includes G/IC facilities and a PTI.

The site at the junction of Oi King Street and Hung Luen Road (adjacent to Mau Tau Chung Government School) is zoned 'R1' and will be developed with a maximum plot ratio of 4.5 and a maximum building height of 100mPD. The central part of the site has a maximum building height of 15mPD with a view to providing a 20m wide view corridor above podium structure from north to south axis perpendicular to the waterfront. Parking should be provided in the basement level.

### **3.2.4 Government ('G')**

The planning intention of the 'G' zone is for the provision of Government facilities. A number of existing Government buildings/facilities are within the Planning Area and will be retained. These include the pumping station on Ching Shan Street, the Tai Wan Shan Salt Water Pumping Station, Tai Wan Shan Swimming Pool, and the Marine Police pier. The IMC site is proposed to be re-designated as a new 'OU' site described below.

### **3.2.5 Institution or Community ('IC')**

The 'IC' zone includes the institution and community facilities not operated by the Government. Existing IC facilities within the Planning Area comprise the Hong Kong Polytechnic University Community College development and the Tai Wan electricity substation.

### **3.2.6 District Open Space ('DO')**

The 'DO' zone is intended for medium-sized recreational open space to meet the needs of the district. Existing open space in the Planning Area is the Tai Wan Shan Park at Wan Hoi Street.

Designated, but currently undeveloped, open space areas include the sites adjacent to Hung Lok Road, Hung Luen Road and Oi King Street, the site adjacent to Kin Wan Street, the existing PTI site on Wa Shun Street, and the reserve for the waterfront promenade in front of the Harbourfront Horizon and 'CDA' sites. These sites should be designed in harmony with their surroundings, providing pedestrian circulation routes and district greening. They will include appropriate park facilities to meet district needs.

### **3.2.7 Other Specified Uses ('OU')**

This zoning covers land allocated for specific uses. Within the Planning Area there are several existing developments within this zone. Two new 'OU' sites are proposed.

Existing 'OU' Sites:

- MTRC Freight Yard and the 'Metropolis' commercial developments above - The ground level serves as an extension of the existing freight yard and accommodates cargo-handling activities with container

stacking adjacent to waterfront cargo berths. Mixed office / hotel / retail development is located on a commercial podium above the northern part of the freight yard extension. The southern ground level portion of the site has been allocated to a new proposed 'OU' site described below.

- Railway Terminus, bus terminus, multi-storey car park, Hong Kong Coliseum, commercial facilities and the MTRC pier - The portion of the site south of the Coliseum and Cheong Wan Road has been allocated to a new proposed 'OU' site described below.
- Other 'OU' sites are the two ferry piers on the waterfront south west of Whampoa Garden.

Proposed 'OU' Sites:

- The former sites within the MTRC Freight Yard and IMC have been combined into the new 'OU' site for 'Railway, Hotel, Waterfront Related Tourism, Commercial and Leisure Uses.' The site will contain a mix of complimentary uses that will create a destination and activity space on the waterfront, replacing the former uses of the site. Uses comprise retail, hotels, waterfront restaurants and cafés, and public amenity and open space areas including a waterfront promenade. Development on the site will be low-rise with the exception of sites for two medium rise buildings set back from the waterfront towards the existing Coliseum podium edge. Maximum height restrictions of 15mPD along the pier and the waterfront next to the Harbourfront Horizon development have been provided to limit buildings to one or two stories in height. The waterfront space north of the Hung Hom By-pass will have a height restriction of 23mPD. Two building sites with maximum height restrictions of 75mPD are provided for the medium rise buildings towards the existing Coliseum podium edge.
- The SCL will require a ventilation building and flood gate above the proposed alignment south of the Coliseum podium. A new 'OU' site has been reserved for this facility which will be subject to a maximum height restriction of 25mPD. The facility should be designed to be compatible with the future commercial development.
- The existing East Rail ventilation facility will also be incorporated into the development of the 'OU' site.

### 3.2.8 Amenity ('A')

Amenity spaces comprise roadside landscaped/planted areas and other landscape planting areas. The amenity areas complement the public open space to enhance the greenery of the Area. Existing 'A' areas will be retained.

The 'A' area along the west side of the Harbourfront Horizon development is currently occupied by the pedestrian ramp extending from the footbridge. By replacing the ramp with an elevator lift, the space can be utilised to serve the proposed OU development on the waterfront as an at-grade access route with soft planting along its edge.

## 4. LANDSCAPE FRAMEWORK

### 4.1 Key Issues

The landscape framework seeks to reinforce the structure and quality of the Planning Area. The objective is to create a vibrant new waterfront district fronting Victoria Harbour. Open spaces and amenity areas will require imaginative and high quality design solutions to ensure their success. A co-ordinated design, construction and maintenance approach will be required for proper implementation.

The primary objective is to maximise the use of soft and hard landscape treatments along the waterfront, open spaces, amenity areas, public footpaths and roadside planting areas. This will help to tie together the various components of the Planning Area. Semi-mature trees will be planted as soon as possible along the new sections of promenade and open space areas to provide shading and add structure to the waterfront within an intended early implementation period. Improvements to paving and high quality street furniture, including benches, signage, drinking fountains, lights, bins, etc., will be provided along the waterfront promenade. This will require a co-ordinated approach to maintenance and management by various relevant departments.

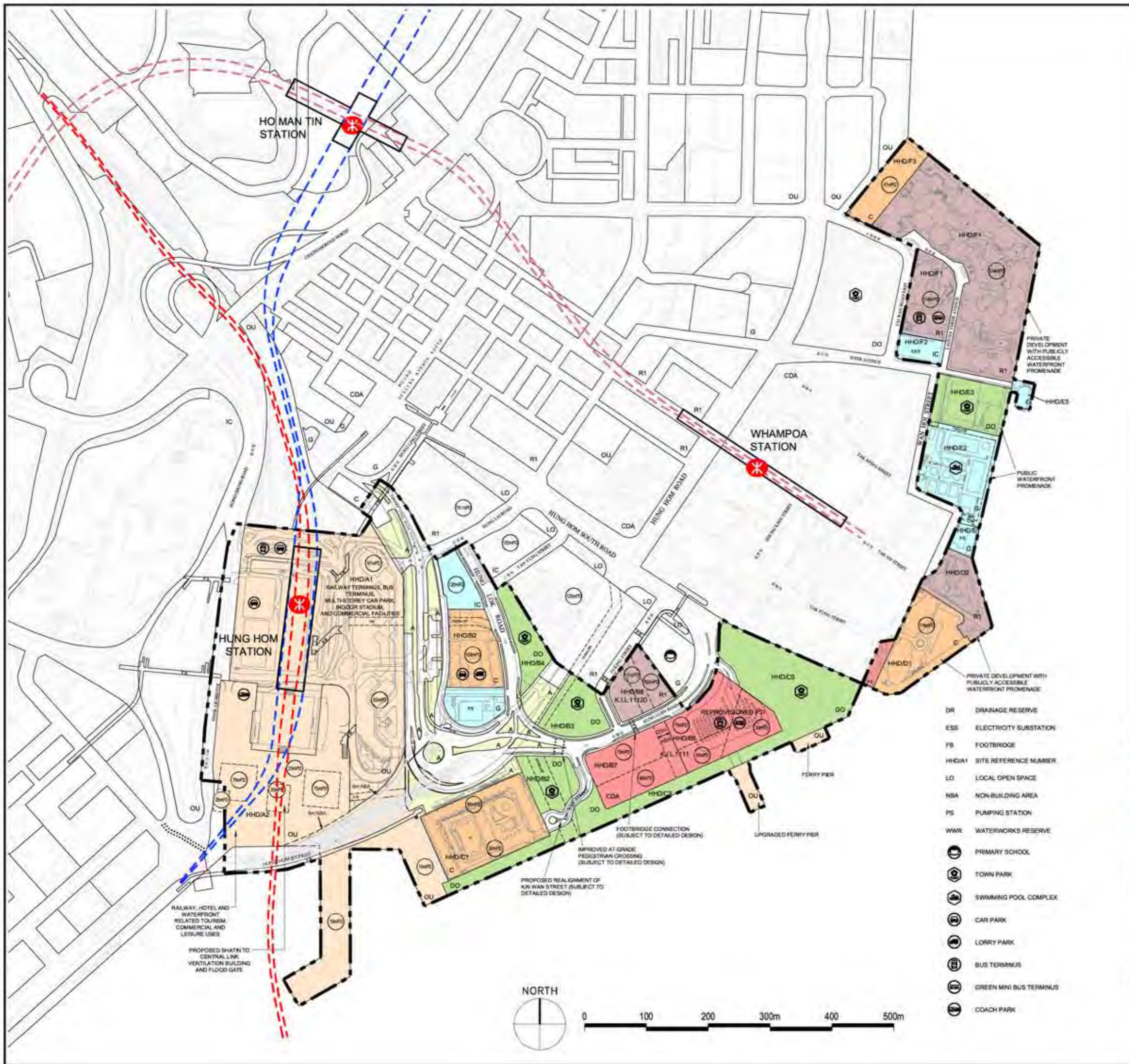
A two-tier approach is proposed for selection, implementation and maintenance of landscape treatments.

- Tier One is for the public realm, which comprises publicly maintained streetscapes, footpaths, promenades and public parks. Implementation and maintenance of landscape treatments are by the appropriate government department.
- Tier Two is for the semi-public realm, which comprises streetscapes, footpaths, promenades and parks adjoining new private developments. Implementation and maintenance of landscape treatments are by the private developer of the adjoining development, however, the spaces will remain publicly accessible. Tier Two landscape applications will use the same landscape palettes as adjacent Tier One applications, but will incorporate higher quality materials.

The approach to landscape design is depicted in a sister plan to the ODP (i.e. the Master Urban Design and Landscape Plan). The approach is described in an accompanying explanatory statement.

## 5. OVERVIEW

The RODP will aid the objectives of tourism and leisure expansion along the waterfront of Hung Hom. The promenade, open space and parks will provide resources that can be enjoyed by visitors and the population working and living in the District. Similarly, new major commercial, tourist attractions and facilities, including hotels, office, tourist-oriented retail and restaurant uses can help to strengthen Hung Hom's role as a commercial and recreational node. Improvements to the Planning Area's existing uses through landscape and façade treatments, streetscape enhancements, planting, and pedestrian linkages will further enhance the character of this waterfront district.



**LEGEND:**

- COMPREHENSIVE DEVELOPMENT AREA
- COMMERCIAL
- RESIDENTIAL
- GOVERNMENT, INSTITUTION OR COMMUNITY
- OTHER SPECIFIED USES
- AMENITY
- ZONED EXISTING/ COMMITTED OPEN SPACE
- STUDY AREA BOUNDARY
- PROPOSED MTR ALIGNMENT (INDICATIVE ONLY)
- SHATIN TO CENTRAL LINK NORTH-SOUTH LINE (INDICATIVE ONLY)
- SHATIN TO CENTRAL LINK EAST-WEST LINE (INDICATIVE ONLY)
- RAIL STATION (INDICATIVE ONLY)
- MAXIMUM BUILDING HEIGHT (EXISTING AND PROPOSED)

**土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS**

| 地帶 ZONES  | 大約面積及百分率<br>APP. AREA & % |               |
|---|---------------------------|---------------|
|   | 公頃<br>HECTARES            | 百分率<br>%      |
| <span style="border: 1px solid black; padding: 2px;">C</span> 商業<br>COMMERCIAL                          | 5.09                      | 9.98          |
| <span style="border: 1px solid black; padding: 2px;">CDA</span> 綜合發展區<br>COMPREHENSIVE DEVELOPMENT AREA | 3.00                      | 5.82          |
| <span style="border: 1px solid black; padding: 2px;">R1</span> 住宅發展區第一區<br>RESIDENTIAL - ZONE 1         | 8.96                      | 13.56         |
| <span style="border: 1px solid black; padding: 2px;">G</span> 政府<br>GOVERNMENT                          | 2.29                      | 4.43          |
| <span style="border: 1px solid black; padding: 2px;">IC</span> 機構或社區<br>INSTITUTION OR COMMUNITY        | 0.74                      | 1.44          |
| <span style="border: 1px solid black; padding: 2px;">DO</span> 地區休憩用地<br>DISTRICT OPEN SPACE            | 6.61                      | 12.63         |
| <span style="border: 1px solid black; padding: 2px;">A</span> 美化市容<br>AMENITY                           | 2.44                      | 4.74          |
| <span style="border: 1px solid black; padding: 2px;">OU</span> 其他指定用途<br>OTHER SPECIFIED USES           | 17.15                     | 33.30         |
| 道路等<br>ROAD, ETC  | 7.20                      | 13.98         |
| <b>規劃範圍總面積<br/>TOTAL STUDY AREA</b>   | <b>51.51</b>              | <b>100.00</b> |

- DR DRAINAGE RESERVE
- ESS ELECTRICITY SUBSTATION
- FB FOOTBRIDGE
- HHDA1 SITE REFERENCE NUMBER
- LO LOCAL OPEN SPACE
- NBA NON-BUILDING AREA
- PS PUMPING STATION
- WWR WATERWORKS RESERVE
- PRIMARY SCHOOL
- TOWN PARK
- SWIMMING POOL COMPLEX
- CAR PARK
- LORRY PARK
- BUS TERMINUS
- GREEN MINI BUS TERMINUS
- COACH PARK



Agreement No. **PLNQ 43/2006**

Figure Title  
**HUNG HOM DISTRICT STUDY  
RECOMMENDED OUTLINE  
DEVELOPMENT PLAN**

Figure No.  
**APPENDIX A**

## APPENDIX B:

### EXPLANATORY STATEMENT

#### KOWLOON PLANNING AREAS NO. 9 (PART) AND NO. 1 (PART) HUNG HOM WATERFRONT (STATION AREA) - LAYOUT PLAN 'A'

| <u>Contents</u>              | Page |
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**EXPLANATORY STATEMENT**  
**KOWLOON PLANNING AREAS NO. 9 (PART) AND NO. 1 (PART)**  
**HUNG HOM WATERFRONT (STATION AREA) - LAYOUT PLAN 'A'**

**1. Background**

- 1.1. This explanatory statement (ES) is intended to assist an understanding of the planning proposals contained in the Layout Plan for the Hung Hom Waterfront (Station Area). This Layout Plan covers sub-areas of the Outline Zoning Plan (OZP) Planning Scheme Areas of the Kowloon Planning Area No. 9 (Hung Hom) and No. 1 (Tsim Sha Tsui). The ES sets out the planning and urban design intention and the objectives for the various land use zonings and site parameters.
- 1.2. The proposals for the Hung Hom waterfront are presented in two Layout Plans (LP), each accompanied by a separate ES. This ES provides written elaboration of the planning proposals for the western portion of the Hung Hom Waterfront and is to be read in conjunction with the Hung Hom Waterfront (Station Area) Layout Plan 'A'.
- 1.3. The LP provides a framework for future redevelopment and infrastructure projects within the Planning Area. The current waterfront in the Hung Hom Station area is occupied by the MTR Hung Hom Freight Terminal (formerly Kowloon Canton Railway Corporation (KCRC) Freight Yard, and hereinafter referred as MTRC Freight Yard), the International Mail Centre (IMC) and an associated customs facility. Government plans are to relocate these facilities to sites outside of the Planning Area in the medium-to-long term. The proposed Shatin to Central Link (SCL) railway is planned to connect to Hung Hom Station with two alignments extending south of the Station through the waterfront area. These projects and the removal of existing facilities create opportunities for redevelopment of the waterfront as a public amenity space and tourism, leisure and commercial node integrated with the existing Hong Kong Coliseum and Hung Hom Station.

**2. Objectives of the Plan**

- 2.1. The LP outlines general land use planning intentions for the Planning Scheme Area. It offers a general framework for administering detailed planning and engineering works and in exercising development control.

**3. The Planning Scheme Area**

- 3.1. The Planning Scheme Area covered by this LP is demarcated by the Cross Harbour Tunnel portal and Hong Chong Road to the west. It is demarcated to the north by the Station podium edge across to the intersection of Cheong Tung Road South/Hung Ling Street. It is demarcated to the east by Cheong Tung Road South, the roundabout at the intersection of Cheong Tung Road South/Hung Luen Road, and the Harbourfront Horizon site to the east. It is demarcated to the south by Victoria Harbour. Areas east of Cheong Tung Road South are addressed by the Hung Hom Waterfront (Comprehensive Development Area and Vicinity) Layout Plan 'B'. The total site of the LP Area measures 21.80 ha.

**4. Land Use Zoning**

- 4.1. Other Specified Uses ("OU"): Total Area 16.28 ha.

“OU(Railway Terminus, Bus Terminus, Multi-Storey Car Park, Indoor Stadium, and Commercial Facilities)”: Total Area 9.09 ha.

- 4.1.1. The main “OU” area (HHD/A1) includes the existing Hong Kong Coliseum, Hung Hom Station, Metropolis commercial development and associated facilities. It will continue to be reserved for railway, bus terminus, multi-storey car park, indoor stadium and commercial facilities.
- 4.1.2. The current maximum height restrictions for the Metropolis development are maintained. Maximum height restrictions consistent with the existing building heights are proposed for the Hong Kong Coliseum, Hung Hom Station, MTRC administration building and car park structure. These maximum heights are several metres above the current building heights to accommodate possible minor structural improvements on the rooftops.
- 4.1.3. Pending future redevelopment plans of the station area, the recommended height profile should be revisited based on the likely uses proposed.

“OU(Railway, Hotel and Waterfront Related Tourism, Commercial and Leisure Uses)”: Total Area 7.19 ha

- 4.1.4. The former sites within the MTRC Freight Yard and IMC have been combined into the new “OU” site (HHD/A2) for railway, hotel and waterfront related tourism, commercial and leisure uses. The site will contain a mix of complementary uses that will create a destination and activity space on the waterfront, replacing the former uses of the site.
  - 4.1.4.1. The Coliseum podium edge (HHD/A2-1) is reserved for a retail development and hotel-related functions along the west and south sides. Railway operations will continue to be operated underneath the podium. The site is subject to a maximum height restriction of 23mPD.
  - 4.1.4.2. The area to the south of the current Coliseum podium edge (HHD/A2-2) will provide a transition space from the Coliseum podium down to the waterfront level. A tiered development of retail that includes pedestrian linkages between the Coliseum podium and the waterfront is envisaged. Amenity and open space areas including a waterfront promenade and plaza will be incorporated in the development. The terraced commercial development is subject to a maximum height restriction of 23mPD. Two building sites are provided for the medium rise buildings towards the corners of the existing Coliseum podium edge. These sites will maintain mostly unobstructed views of the Coliseum building. Maximum height restrictions of 75mPD apply to the sites. The height bands shown on the Layout Plan are intended to be indicative of the approximate building locations, providing flexibility for the footprints of the tower blocks within these envelopes.
  - 4.1.4.3. The waterfront area south of the Hung Hom By-pass, which includes the finger pier and waterfront to the west of the Harbourfront Horizon, is proposed for waterfront related tourism, commercial and leisure uses (HHD/A2-3). The space will incorporate restaurants and cafes, and public amenity and open space areas including a waterfront promenade. The site is subject to a maximum height restriction of 15mPD.
  - 4.1.4.4. The existing East Rail Ventilation Building will be incorporated into the “OU” site (HHD/A2-4) and should be incorporated into the design of the “OU”

development as well. It is subject to a maximum height restriction of 25mPD.

4.1.4.5. A proposed ventilation and flood gate building for the north-south alignment of the proposed SCL will be incorporated into the “OU” site (HHD/A2-5) and should be incorporated into the design of the “OU” development as well. It is subject to a maximum height restriction of 25mPD. The facility should be designed to be compatible with the adjacent retail development as far as possible. As the railway may predate the proposed development, architectural solutions for the structure, should be of the highest possible quality to avoid negative physical interfaces. Possible use of the roof for an observation deck associated with the commercial development should be explored. The height band shown on the Layout Plan is intended to be indicative of the approximate building location, however, this is subject to further railway design.

4.1.5. The site should be subject to a maximum plot ratio of approximately 1.64 (based on a developable site area of approximately 58,000 sq.m, which excludes areas unsuitable for development, such as underneath the Hung Hom By-pass and podium circulation and amenity areas immediately adjacent to the Coliseum). Maximum permissible GFA is approximately 95,000 sq.m (excluding existing GFA within the Coliseum podium). Possible uses within the site include retail and hotel. Based on the recommendations for development massing and design, the following GFAs are intended to be broadly indicative of a possible development scheme which could be accommodated within the site:

- Retail = approximately 67,000 sq.m
- Hotel = approximately 28,000 sq.m (317 rooms)

4.1.6. A significant portion of the site should be reserved as publicly accessible open space. Approximately 50% of the site (exclusive of undeveloped space underneath elevated roadways and existing open space to be retained on the Coliseum podium) or approximately 29,500 sq.m should be retained as non-building area that is publicly accessible open space. In particular, the waterfront area shall be publicly accessible. It will incorporate pedestrian promenades along the water's edge and a large open plaza between the main commercial development and the waterfront north of the Hung Hom By-pass.

4.2. Amenity Area: Total Area 1.12 ha

4.2.1. Existing amenity sites comprise roadside landscaped or planted areas along Cheong Tung Road South.

## 5. Population and Employment

5.1. There is no residential population resulting from the land use proposals. New commercial development on the former sites of the MTRC Freight Yard and IMC is expected to generate a working (and guest) population of approximately 3,000 persons.

## 6. Urban Design

6.1. The urban design framework seeks to reinforce the structure and quality of development. It aims to optimise opportunities for restructuring the existing waterfront and creating a destination with commercial, tourism and leisure development adjacent to the Hung Hom Station and Hong

Kong Coliseum facilities.

**6.2.** Podium edge commercial development:

**6.2.1.** A comprehensive approach should be employed to create a vibrant new mixed-use development that gives recognition to the harbour whilst at the same time providing linkage to and from the Hung Hom Station/Coliseum podium. A 'terraced development' form, descending from the Coliseum podium to the waterfront, will allow for a wide variety of activities as well as visual linkage with the harbour.

**6.2.2.** The development includes sites for two medium-rise hotel blocks that will frame the Hong Kong Coliseum. The commercial blocks will be relatively slender and located towards the corners of the Coliseum podium, thus maintaining views to the Coliseum from the harbour and Hong Kong Island.

**6.3.** Waterfront plaza and promenade:

**6.3.1.** A new waterfront promenade across the site will provide an at-grade extension of the existing Tsim Sha Tsui (TST) East waterfront promenade, linking to the promenade reserve at the Harbourfront Horizon. With the relocation of existing freight operations outside of the planning area, new commercial uses will be provided at the waterfront.

**6.3.2.** An open plaza area at the base of the terraced commercial development will provide a transition space between the waterfront promenade and the retail edge. It will also serve as a focal point and activity space. Water and sculptural features should be provided to generate interest and draw attention away from the Hung Hom By-pass structure.

**6.4.** Waterfront commercial, tourism and leisure development:

**6.4.1.** The finger pier and waterfront along the western edge of the Harbourfront Horizon will include waterfront-oriented retail and tourism uses such as restaurants, cafes and kiosks, and public amenity and open space areas. Pedestrian footpaths, EVA and vehicular service access will be provided underneath the Hung Hom By-pass to connect the site to the commercial development north of the By-pass.

**6.4.2.** The ramp landings of the existing footbridge parallel to the Hung Hom By-pass are proposed to be replaced with stairs and elevator lifts. This will open up space adjacent to the Harbourfront Horizon for use as service access to the waterfront commercial development. Outside of the Planning Area, the removal of the ramp at the western end of the footbridge would open up space along the TST East promenade for use as expanded promenade open space.

**6.5.** Enhancement of the Coliseum Podium area:

**6.5.1.** The area around the Coliseum will be refurbished and enhanced. The commercial development along the Podium edge will create a sense of enclosure to the area and will assist with its assimilation with the adjoining waterfront development. Refurbishment will create a positive image for the site and enhance a sense of arrival. It will be important to integrate the outdoor circulation space around the Coliseum with the Station to the north and the waterfront commercial development to the south through at-grade pedestrian circulation routes and landscape design.

**6.6.** Development Height Strategy:

- 6.6.1. A development height strategy has been proposed which:
- generates a general declination in development heights from the existing urban area to the waterfront;
  - integrates the development at the Station area podium level with new waterfront development; and
  - promotes low rise developments at the waterfront which are in keeping with the pedestrian character of the proposed waterfront areas.
- 6.6.2. The proposed maximum allowable development heights are shown on the LP.
- 6.6.3. Height parameters within the Planning Scheme Area seek to achieve an overall declination in development heights from high rise development within the existing urban area down to a scale appropriate to the predominantly pedestrian environment along the waterfront. The declination in development height is a general principle and there may be exceptions that are preferred in terms of their urban design. For example, the proposed mid rise commercial blocks incorporate visual porosity and maintain view corridors.

## 7. Communications

- 7.1. Existing Vehicular Circulation and Access:
- 7.1.1. Existing roadways include Salisbury Road, On Wan Road, Cheong Wan Road, and Cheong Tung Road South. Elevated roadways include the Princess Margaret Road Link and the Hung Hom By-pass.
- 7.2. Planned Vehicular Access:
- 7.2.1. The commercial development along the edge of the Coliseum podium will have a vehicular drop-off/pickup provided by a new driveway around the south side of the Coliseum. The new waterfront development will be serviced by the existing driveway off Salisbury Road as well as a new vehicular service access proposed underneath the Metropolis podium from Cheong Tung Road South (by the intersection with Hung Lai Road) to the waterfront site (HHD/A2-3).
- 7.3. Provision of Public Transport:
- 7.3.1. Current public transport services include the MTR East Rail Line and PTI. Hung Hom Station is also a terminus for cross-border rail transport.
- 7.3.2. Future transport services will include the proposed SCL north-south and east-west lines. Another proposed project, the MTR Kwun Tong Line Extension (KTE) would extend the Kwun Tong Line from Yau Ma Tei to a new station serving Homantin and Whampoa. Construction of the SCL is scheduled to begin in 2010, while construction of the MTR KTE is scheduled to commence in 2011 for commissioning in 2015.
- 7.3.3. Implementation of new transport projects will be in accordance with administrative and statutory requirements.
- 7.4. Provision of Public Car Parking Spaces:

7.4.1. Existing public car park facilities are located in the car park structure adjacent to the Station.

7.4.2. Coach bus parking is currently provided adjacent to the Coliseum. This facility will need to be re-designed to accommodate the proposed driveway serving the new commercial development south of the Coliseum.

7.5. Pedestrian Circulation:

7.5.1. Pedestrian accessibility in the vicinity of the Hung Hom Station Area will be enhanced by a continuous waterfront promenade along the shoreline, improved connections from the Station Podium to the waterfront and improved connections from the Station Podium to adjacent areas of central Hung Hom.

7.5.2. Waterfront Promenade:

7.5.2.1. The TST East waterfront promenade will be extended upon redevelopment of the IMC and the MTRC Freight Yard sites. The new at-grade publicly accessible promenade will extend along the waterfront edge from TST East to the Harbourfront Horizon.

7.5.3. Links from the Hinterland to the Waterfront:

7.5.3.1. An at-grade pedestrian crossing of Salisbury Road from Science Museum Road to the IMC site is proposed. This link may require a footbridge depending on detailed design.

7.5.3.2. Vertical pedestrian connections (multiple routes via escalator, elevator and stairs) are proposed from the Hong Kong Coliseum podium to the redeveloped waterfront sites of the MTRC Freight Yard and IMC. These links will be integrated with proposed new commercial development and will need to take into account proposed alignments of the SCL and other possible railway improvements.

7.5.4. Links from the Hinterland to the Hung Hom Station Area:

7.5.4.1. An at-grade pedestrian route from Hung Hom Station/Hong Kong Coliseum to the footbridge landing on Princess Margaret Road Link/Cheong Tung Road South is proposed via the existing driveway through the Metropolis development (this would need to be coordinated with the Metropolis owner/management).

7.5.4.2. Improvements including footpath widening and landscape enhancements are proposed to the at-grade pedestrian routes along Cheong Tung Road South to the Station Area. A more direct pedestrian connection is needed between the new developments along Cheong Tung Road (e.g. Hong Kong Polytechnic University Community College facility and the Harbourfront Horizon) and Hung Hom Station.

8. **Environment**

8.1. Future development is not expected to create unacceptable environmental impacts. Moreover, adjacent land uses within the Planning Scheme Area are mainly not sensitive receivers. In the design and implementation of these sites, proponents should make reference to Chapter 9 of The Hong Kong Planning Standards and Guidelines (HKPSG) to avoid any possible adverse

environmental impacts from the proposed developments.

- 8.2. The new railway projects will be located mostly within enclosed podium structures or underground. Implementation of the proposed development and new transport projects will be in accordance with administrative and statutory requirements.

9. **Air Ventilation**

- 9.1. An Air Ventilation Assessment – Expert Evaluation has been undertaken to assess the implications of the proposals of the Layout Plan. No significant adverse impact on air circulation to the hinterland is anticipated.

10. **Utility Services**

- 10.1. The Planning Scheme Area is well serviced with piped water supply, drainage and sewerage as well as electricity, gas and telephone services. Improvements to existing services/utilities infrastructure may be needed to serve new transport and redevelopment projects.

11. **Implementation**

11.1. Implementation Staging:

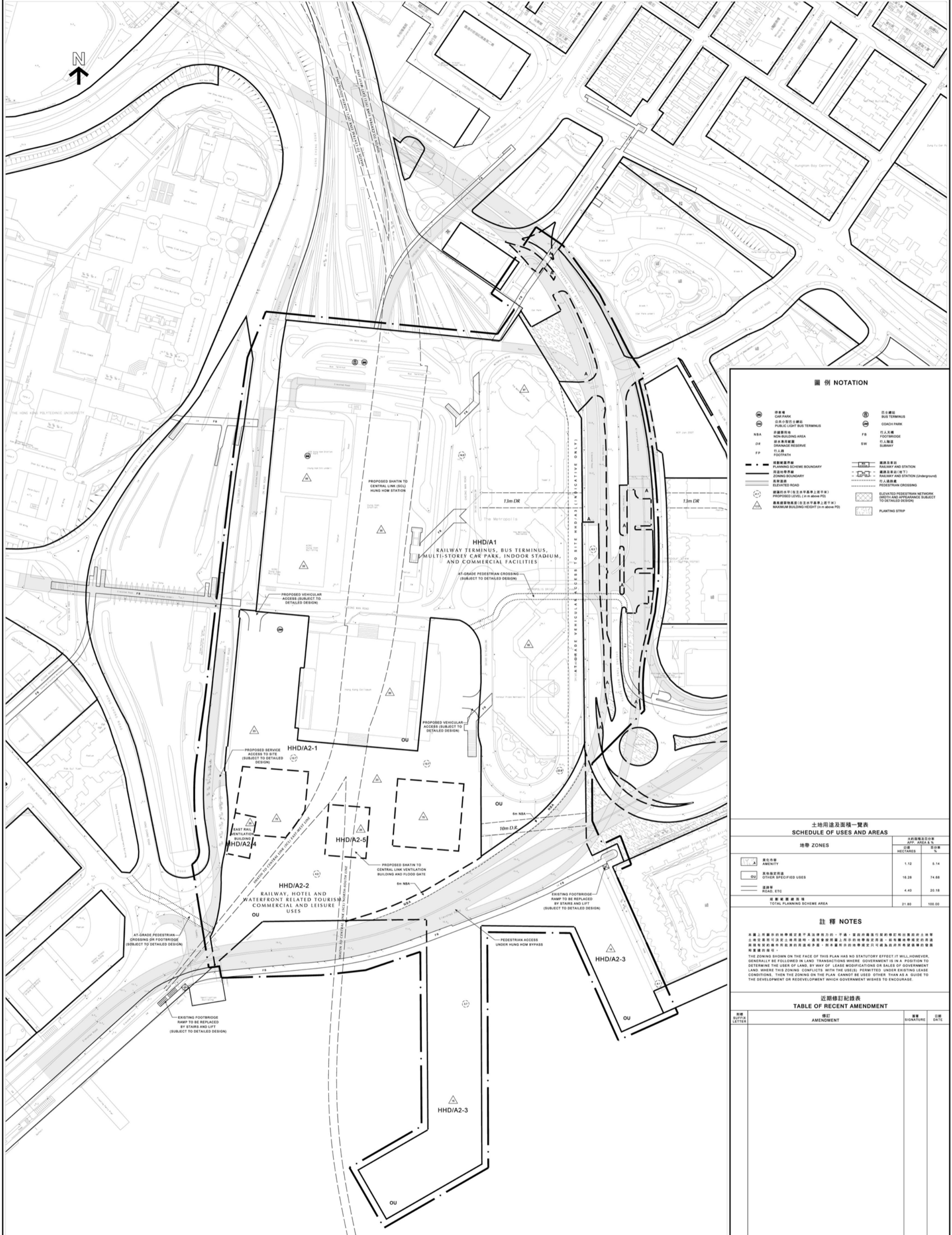
- 11.1.1. There is currently no implementation schedule available for major redevelopment projects or transport works. Implementation of the SCL is tentatively scheduled for construction to begin in 2010.

- 11.1.2. Implementation of major redevelopment projects of the Station area waterfront depends on the future relocation of the existing MTRC Freight Yard and IMC facilities outside of the Planning Area. There is not yet a programme for the relocation of these facilities.

11.2. Implementation Agents:

- 11.2.1. Implementation agents for redevelopment of the Station Area waterfront will include several groups: those responsible for operation of existing facilities (e.g. MTRC, Hong Kong Post, Customs and Excise Department, Leisure and Cultural Services Department, etc.); those responsible for new redevelopment and transport projects (e.g. private sector developers); and government agencies tasked with relevant oversight and regulatory responsibilities (e.g. Railway Development Office, Lands Department, etc.). These responsibilities will be further defined pending future confirmation of relocation plans for the MTRC Freight Yard and IMC.

- 11.2.2. There are opportunities for private sector involvement in provision of public facilities/amenities (e.g. extension, development and operation of the waterfront promenade and creation of a public plaza) by incorporating them as part of the adjacent private property development packages. This possible approach needs to be explored further, as it requires support from the concerned bureaux/departments to initiate the proposal and obtain the necessary approval at policy level.



**圖例 NOTATION**

|  |   |  |   |
|--|---|--|---|
|  | 停車場<br>CAR PARK   |  | 巴士總站<br>BUS TERMINUS  |
|  | 公共小型巴士總站<br>PUBLIC LIGHT BUS TERMINUS                           |  | 巴士總站<br>COACH PARK  |
|  | 非建築用地<br>NON-BUILDING AREA                                      |  | 行人天橋<br>FOOTBRIDGE  |
|  | 排水渠預留地<br>DRAINAGE RESERVE                                      |  | 行人隧道<br>SUBWAY  |
|  | 行人路<br>FOOTPATH   |  | 鐵路及車站<br>RAILWAY AND STATION  |
|  | 規劃綱要界線<br>PLANNING SCHEME BOUNDARY                              |  | 鐵路及車站 (地下)<br>RAILWAY AND STATION (Underground)   |
|  | 用途地帶界線<br>ZONING BOUNDARY                                       |  | 行人過路處<br>PEDESTRIAN CROSSING  |
|  | 高架道路<br>ELEVATED ROAD   |  | 高架行人網絡<br>ELEVATED PEDESTRIAN NETWORK<br>(DWIDTH AND APPEARANCE SUBJECT TO DETAILED DESIGN) |
|  | 建議的水平 (在基本平面以上1米)<br>PROPOSED LEVEL (1m above PD)               |  | 植樹帶<br>PLANTING STRIP   |
|  | 最高樓層高度 (在基本平面以上0.5米)<br>MAXIMUM BUILDING HEIGHT (0.5m above PD) |  |   |

**土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS**

| 地帶 ZONES                              | 大約面積及佔全區<br>APP. AREA & % |              |
|---------------------------------------|---------------------------|--------------|
|                                       | 公頃<br>HECTARES            | 百分比<br>%     |
| 美化市容<br>AMENITY                       | 1.12                      | 5.14         |
| 其他指定用途<br>OTHER SPECIFIED USES        | 18.28                     | 74.68        |
| 道路等<br>ROADS, ETC.                    | 4.40                      | 20.18        |
| 總劃策劃總面積<br>TOTAL PLANNING SCHEME AREA |                           | 21.80 100.00 |

**註釋 NOTES**

本圖上所顯示的地帶劃分並非具有法律效力的。不過，當政府進行地帶劃分時，將根據本圖上所顯示的地帶劃分，作為決定土地用途的參考。通常會根據圖上所顯示的地帶劃分，作為決定土地用途的參考。如有與本圖所顯示的地帶劃分不同的用途，則該用途將不被允許。政府將在土地交易或政府土地出售時，根據本圖上所顯示的地帶劃分，作為決定土地用途的參考。如有與本圖所顯示的地帶劃分不同的用途，則該用途將不被允許。政府將在土地交易或政府土地出售時，根據本圖上所顯示的地帶劃分，作為決定土地用途的參考。如有與本圖所顯示的地帶劃分不同的用途，則該用途將不被允許。

THE ZONING SHOWN ON THE FACE OF THIS PLAN HAS NO STATUTORY EFFECT. IT WILL, HOWEVER, GENERALLY BE FOLLOWED IN LAND TRANSACTIONS WHERE GOVERNMENT IS IN A POSITION TO DETERMINE THE USER OF LAND, BY WAY OF LEASE MODIFICATIONS OR SALES OF GOVERNMENT LAND, WHERE THIS ZONING CONFLICTS WITH THE USES PERMITTED UNDER EXISTING LEASE CONDITIONS, THEN THE ZONING ON THE PLAN CANNOT BE USED OTHER THAN AS A GUIDE TO THE DEVELOPMENT OR REDEVELOPMENT WHICH GOVERNMENT WISHES TO ENCOURAGE.

**近期修訂紀錄表  
TABLE OF RECENT AMENDMENT**

| 修訂<br>SUFFIX<br>LETTER | 修訂<br>AMENDMENT | 簽署<br>SIGNATURE | 日期<br>DATE |
|------------------------|-----------------|-----------------|------------|
|                        |                 |                 |            |

規劃及土地發展委員會於 年 月 日核准  
APPROVED BY COMMITTEE ON PLANNING AND LAND DEVELOPMENT ON

採納 ADOPTED

SECRETARY FOR DEVELOPMENT  
日期 DATE

**HUNG HOM WATERFRONT (STATION AREA)  
- LAYOUT PLAN 'A'**

SCALE 1:1 000 比例尺

0 25 50 75 100 125 150 175 200 METRES M

| 程序<br>ACTION                   | 簽署<br>SIGNATURE            | 日期<br>DATE | 權號<br>REFERENCE                               |
|--------------------------------|----------------------------|------------|---|
| 批准呈遞<br>SUBMISSION AUTHORIZED  | 區理專員 / 總管<br>ADM           | 00.00.00   | 檔案編號<br>FILE NO. AAA                          |
| 批准傳閱<br>CIRCULATION AUTHORIZED | 區劃專員<br>DPO                | 00.00.00   | 首次傳閱日期<br>DATE OF FIRST CIRCULATION 00.00.00  |
| 擬備<br>PREPARED                 | 高級城市規劃師 / 城市規劃師<br>STR/PTP | 00.00.00   | 最近傳閱日期<br>DATE OF LATEST CIRCULATION 00.00.00 |

KOWLOON DISTRICT  
PLANNING OFFICE  
PLANNING DEPARTMENT

圖則編號  
PLAN No. L/

## APPENDIX C:

### EXPLANATORY STATEMENT

#### KOWLOON PLANNING AREA NO. 9 (PART)

#### HUNG HOM WATERFRONT (COMPREHENSIVE DEVELOPMENT AREA AND VICINITY) - LAYOUT PLAN 'B'

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## EXPLANATORY STATEMENT

### KOWLOON PLANNING AREAS NO. 9 (PART)

#### HUNG HOM WATERFRONT (COMPREHENSIVE DEVELOPMENT AREA AND VICINITY) - LAYOUT PLAN 'B'

#### 1. Background

- 1.1. This explanatory statement is intended to assist in understanding the planning proposals contained in the Layout Plan for the Hung Hom Waterfront (Comprehensive Development Area and Vicinity). This Layout Plan covers a sub-area of the Outline Zoning Plan (OZP) Planning Scheme Area of the Kowloon Planning Area No. 9 (Hung Hom). The explanatory statement sets out the planning and urban design intention and the objectives for the various land use zonings and site parameters.
- 1.2. The planning proposals for the Hung Hom waterfront are presented in two Layout Plans (LP), each accompanied by a separate Explanatory Statement. This statement provides written elaboration of the planning proposals for the eastern portion of the Hung Hom Waterfront and is to be read in conjunction with the Hung Hom Waterfront (Comprehensive Development Area and Vicinity) Layout Plan 'B'.
- 1.3. The LP provides a framework for future development of vacant sites and integration with existing sites within the Planning Area. A large "Comprehensive Development Area" ("CDA") site will be fronted by a waterfront promenade and adjoined by district open space areas on its sides. A vacant residential site will be developed to the north of the "CDA" site. Objectives for the area focus on the creation of a new waterfront activity node, establishment of appropriate parameters for new developments, integration with adjoining sections of waterfront promenade/open space and implementation of new and improved pedestrian connections with the hinterland.

#### 2. Objectives of the Plan

- 2.1. The LP outlines general land use planning intentions for the Planning Scheme Area. It offers a general framework for administering detailed planning and engineering works and in exercising development control.

#### 3. The Planning Scheme Area

- 3.1. The Planning Scheme Area covered by this LP is demarcated to the west by the boundary of the MTRC Freight Yard site adjacent to the Harbourfront Horizon and the eastern boundary of the Cheong Tung Road South reserve. It is demarcated to the north (running to from west to east) by Hung Lai Road, Hung Lok Road, Yan Yung Street, the western boundary of the Harbour Place development, Oi King Street, the western boundary of the Mau Tau Chung Government School, Hung Luen Road and the western boundary of Whampoa Garden. It is demarcated to the south by Victoria Harbour. Areas west of the Harbourfront Horizon and Cheong Tung Road South are addressed by the Hung Hom Waterfront (Station Area) Layout Plan 'A'. The total site of the Layout Plan Area measures 19.88 ha.

#### 4. Land Use Zoning

- 4.1. Commercial ("C"): Total Area 3.02 ha.
  - 4.1.1. Existing commercial sites include the Harbourview Horizon and Harbourfront Horizon hotel developments.

- 4.2.** Comprehensive Development Area (“CDA”): Total Area 2.99 ha.
- 4.2.1.** The “CDA” zoning comprises two commercial development parcels “CDA(1)” and “CDA(2)” within K.I.L. 1111, which is currently vacant. The overall intention is to create a waterfront commercial destination that is attractive, vibrant and compatible with the scale of adjacent medium rise waterfront development. A planning brief setting out the planning parameters and special design requirements to integrate development with adjoining areas has been prepared by PlanD and endorsed by the Town Planning Board. It will be revised to reflect the latest proposals for the sites which are described below.
- 4.2.2.** The designated “CDA(1)” site, (HHD/B6) at the junction of Hung Luen Road and Wa Shun Street is proposed to be developed for commercial uses and will include the reprovisioned Public Transport Interchange (PTI), which is currently located adjacent to Whampoa Garden. The existing PTI by the Ferry Pier will be reprovisioned within the site.
- 4.2.2.1.** Future development will be subject to a stepped building profile with a maximum building height restriction ranging from 40mPD in the south to 75mPD in the northern part of the site. The height of development above the south-eastern corner of the PTI should be limited to 15mPD to preserve views across the site from Whampoa Garden. The height bands shown on the Layout Plan are intended to be indicative of the approximate building locations, providing flexibility for the footprints of the tower blocks within these envelopes. The development will incorporate open-air corridors and spaces along its border with the waterfront promenade. Building massing above the podium will maximise visual porosity through the site.
- 4.2.2.2.** Future development will be subject to a maximum plot ratio of 4.0 and maximum permissible GFA is approximately 64,000 sq.m. Possible uses within the site include retail and hotel. Based on the recommendations for development massing and design, the following GFAs are intended to be broadly indicative of a possible development scheme which could be accommodated within the site:
- Retail = approximately 7,850 sq.m
  - PTI = = approximately 10,750 sq.m
  - Hotel = approximately 45,400 sq.m (730 rooms)
- 4.2.2.3.** A significant portion of the site should be reserved as publicly accessible open space. Approximately 10% of the site or approximately 1,600 sq.m should be retained as non-building area that is publicly accessible open space.
- 4.2.3.** The designated “CDA(2)” site, (HHD/B7) at the junction of Hung Luen Road and Kin Wan Street, will be reserved for office, retail and leisure uses. It includes a 20m non-building area corridor that will be managed as 24-hour publicly accessible open space.
- 4.2.3.1.** Future development is subject to a stepped building profile with a maximum building height restriction ranging from 40mPD in the south to 75mPD in the northern part of the site. The height bands shown on the Layout Plan are intended to be indicative of the approximate building locations, providing flexibility for the footprints of the tower blocks within these envelopes. The development will incorporate publicly-accessible open-air plazas and

corridors, and building massing will maximise visual porosity through the site.

**4.2.3.2.** Future development will be subject to a maximum plot ratio of 4.0 and maximum permissible GFA is approximately 56,000 sq.m. Possible uses within the site include retail and office as well as publicly accessible open space. Based on the recommendations for development massing and design, the following GFAs are intended to be broadly indicative of a possible development scheme which could be accommodated within the site:

- Retail = approximately 14,000 sq.m
- Office = approximately 42,000 sq.m

**4.2.3.3.** A significant portion of the site should be reserved as publicly accessible open space. Approximately 40% of the site or approximately 5,600 sq.m should be retained as non-building area that is publicly accessible open space.

**4.3.** Residential - Zone 1 ("R1"): Total Area 0.75 ha.

**4.3.1.** The "R1" site, K.I.L. 11120, (HHD/B8) at the junction of Oi King Street and Hung Luen Road (adjacent to Mau Tau Chung Government School) is zoned "R1" and is reserved for residential development with commercial uses on the lower floors. It will be developed with a maximum plot ratio of 4.5 (4.0 domestic and 0.5 non-domestic). Assuming an average residential flat size of 85sq.m, the development will accommodate approximately 352 flats. To allow for a two-tower building form, the site is subject to a maximum building height of 100mPD on either side of a 15mPD height restriction zone across the site. The height bands shown on the Layout Plan are intended to be indicative of the approximate building locations, providing flexibility for the footprints of the tower blocks within these envelopes.

**4.4.** Government ("G"): Total Area 0.54 ha.

**4.4.1.** The existing pumping station on Ching Shan Street is zoned for Government use and will be retained.

**4.5.** Institution or Community ("IC"): Total Area 0.45 ha.

**4.5.1.** The "IC" zone includes the institution and community facilities which are not operated by the Government. Existing IC facilities within the Planning Area comprise the Hong Kong Polytechnic University Community College development.

**4.6.** District Open Space ("DO"): Total Area 5.72 ha.

**4.6.1.** The "DO" zone is intended for recreational open space to meet the needs of the district. There are several designated, but currently undeveloped, open space areas (HHD/B1-B5). These sites should be designed in harmony with their surroundings, providing pedestrian circulation routes and district greening. They will include appropriate park facilities to meet district needs. These sites include:

**4.6.1.1.** The designated open space reserve for the waterfront promenade in front of the Harbourview Horizon and "CDA" sites (HHD/B1).

**4.6.1.2.** Designated open space site adjacent to Kin Wan Street (HHD/B2).

4.6.1.3. Designated open space site at the junction of Hung Luen Road and Oi King Street (HHD/B3).

4.6.1.4. Designated open space site on Hung Lok Road (HHD/B4).

4.6.1.5. Designated open space site adjacent to Whampoa Garden and currently occupied by the PTI (HHD/B5).

4.7. Other Specified Uses (“OU”): Total Area 0.33 ha.

4.7.1. Existing “OU” sites include the two ferry piers. It is proposed to upgrade the pier facilities in conjunction with improvement of the waterfront promenade and development of the “CDA”. The manner in which this is done and the means of funding is subject to discussion by the relevant government departments.

4.8. Amenity Area: Total Area 1.35 ha.

4.8.1. Existing amenity sites comprise roadside landscaped or planted area along Hung Luen Road, Hung Lok Road, Kin Wan Street and Oi King Street.

## 5. Population and Employment

5.1. The “R1” site is expected to generate a residential population of 800 persons. New commercial development on the “CDA” and “R1” sites is expected to generate an additional working (and guest) population of approximately 5,500 persons.

## 6. Urban Design

6.1. The urban design framework seeks to reinforce the structure and quality of development. It aims to optimise opportunities for commercial, tourism, leisure and open space development along the waterfront.

6.2. “CDA(1)” and “CDA(2)” Sites:

6.2.1. The “CDA” sites comprise some of the few remaining development sites along the Hung Hom waterfront and they will form a key node for waterfront related leisure activities. The sites will include hotel, office and retail uses as well as the reprovisioned PTI. It is thus important that the development is connected to adjoining facilities and areas by convenient and attractive pedestrian linkages with landscape treatments. The design should cater for footbridges to new residential developments north of Hung Luen Road, internal linkages to the reprovisioned PTI and ferry pier, and at-grade connections to Whampoa Garden and adjoining open space areas.

6.2.2. “CDA(1)” Site:

6.2.2.1. A podium block will be needed to cover the reprovisioned PTI. Car parking and service areas will be located underground. The PTI will be located in the “CDA” within an enclosed podium structure. This will minimise adverse impacts on the adjoining urban park and waterfront promenade. The waterfront side will have a retail edge to provide an attractive and active interface with the promenade. The Hung Luen Road edge will have hotel lobby functions. The PTI ingress/egress will be located on the park side (screen walls and planting will mitigate the impact on the park), so that Hung Luen Road remains an attractive entrance to the hotel and “CDA” retail complex.

- 6.2.2.2.** The podium roof above the PTI will have an amenity and recreation area for the adjoining hotel blocks. The massing of the hotel blocks will be oriented to maintain the harbour views from Whampoa Garden as much as feasible. Hotel blocks should also have sufficiently wide gaps between them to allow for visual porosity and airflow, avoiding a ‘wall-like’ effect between the harbour and the residential blocks to the north.
- 6.2.2.3.** An elevated pedestrian connection between the Ferry Pier and the adjacent commercial block may be feasible depending on development design. This should be investigated at design stage.
- 6.2.2.4.** The development will adjoin the new waterfront promenade so it should contain uses such as retail that help to activate the waterfront edge and create a destination space. The development edge should be articulated and reserve spaces for alfresco dining and other activities along the promenade. Landscape treatments should likewise be coordinated with those of the promenade, adjacent open spaces and streetscapes.
- 6.2.2.5.** Public access should be required for key open space areas within the site. Internal ground level open-air corridors should be publicly accessible during daytime and evening, with possible closure during late night hours (after closure of food and beverage outlets, Ferry Piers, etc.) at the discretion of the management. Open areas along the waterfront edge of the building edge will be mostly utilised for alfresco dining, such areas will be publicly accessible at the discretion of the owner. Thus, a minimum of 10% of the “CDA(1)” site area should consist of publicly-accessible open space, some of which may be closed to the public during late night hours as described above. The podium-level amenity space will be part of the hotel development and is not required to be publicly-accessible.
- 6.2.3. “CDA(2)” Site:**

  - 6.2.3.1.** The development form should avoid incorporating a standard podium across the majority of the site. Car parking and service areas will be located underground. Open air corridors and plazas will separate development blocks to create outdoor retail streets and plazas within the development and to enhance visual porosity through the development.
  - 6.2.3.2.** A central 20m-wide non-building area reserve will create an open space corridor, with landscape treatment, through the eastern edge of the site. This should be developed as a public plaza that links the activity between the “CDA(1)” and “CDA(2)” developments by providing a public amenity and gathering space. Design of the plaza and adjacent development edges on either side should be coordinated to give the feel of an integrated development and circulation network with landscape treatments.
  - 6.2.3.3.** The site will adjoin the new waterfront promenade so it should contain uses that help to activate the waterfront edge and create a destination space. Internal plazas and open air dining areas should open out towards the promenade. The development edge should be articulated and reserve spaces for alfresco dining and other activities along the promenade. Landscape treatments should likewise be coordinated with those of the promenade, adjacent open spaces and streetscapes.

**6.2.3.4.** Building site coverage should be limited to ensure that the urban design objectives for building form, open space and visual porosity are maintained. Public access should be required for key open space areas within the site. Specifically, the central open space corridor (approximately 2,800sq.m) should be 24-hours publicly accessible. Internal ground level open-air corridors should be publicly accessible during daytime and evening, with possible closure during late night hours (after closure of food and beverage outlets, Ferry Piers, etc.) at the discretion of the management. Open areas along the waterfront edge of the building edge will be mostly utilised for alfresco dining, such areas will be publicly accessible at the discretion of the owner. Thus, a minimum of 40% of the non-building area of the “CDA(2)” site should consist of publicly-accessible open space, some of which may be closed to the public during late night hours as described above.

**6.3.** Waterfront promenade:

**6.3.1.** Design of the new waterfront promenade should provide a vibrant interface with adjacent development and at-grade continuity with the existing promenade to the east.

**6.3.2.** The existing section of promenade between Whampoa Garden and the Ferry Piers will be upgraded and enlarged in accordance with the design of the new promenade section in front of the “CDA” and Harbourfront Horizon. This section will also be integrated with the new urban park on the former PTI site.

**6.3.3.** The responsibility for construction and maintenance of the promenade remains to be defined.

**6.4.** “R1” Site:

**6.4.1.** A development form of two tower blocks (as opposed to three or four blocks) is recommended to maximise visual porosity through the site. The blocks should be aligned and have adequate separation to maximise views from the existing Harbour Place development towards the harbour. As described above, the site includes height restriction bands to foster a two-tower block development form with maximum height of 100mPD with a podium level (approximately 15mPD) view corridor through the site.

**6.4.2.** Footbridge connections will connect the development with the adjacent “CDA(1)” and Harbour Place developments. Basement car parking is encouraged to minimise the development height.

**6.5.** Kin Wan Street:

**6.5.1.** Realignment of Kin Wan Street is proposed to allow creation of an open space activity node along the waterfront that will serve as an entrance space to the promenade and the “CDA(1)” development.

**6.6.** Hung Luen Road:

**6.6.1.** Streetscape improvement of Hung Luen Road is proposed with street furniture and additional roadside tree planting that ties into a new pattern of landscaped open space on the waterfront sites.

**6.7.** Ching Shan Street Pumping Station:

**6.7.1.** The Ching Shan Street pumping station site is located along a key pedestrian route between the Planning Area and Hung Hom Station. Improvement of the site by means of soft landscape treatments is recommended.

**6.8.** Development Height Strategy:

**6.8.1.** A development height strategy has been proposed which:

- depicts a general declination in development heights from the existing urban area to the waterfront;
- promotes low- to medium-rise developments along the waterfront which are in keeping with the pedestrian character of the proposed waterfront areas;
- promotes variation in the height profile of developments from east to west; and
- encourages building orientation and massing which optimise visual porosity and maintain important existing view corridors.

**6.8.2.** The proposed maximum allowable development heights are shown on the LP.

**6.8.3.** Height parameters within the Planning Scheme Area seek to achieve an overall graduation in development heights from high rise development within the existing urban area down to a scale appropriate to the predominantly pedestrian environment along the waterfront. The declination in development height is a general principle and there may be exceptions that are preferred in terms of their urban design.

**7. Communications**

**7.1.** Existing Vehicular Circulation and Access:

**7.1.1.** Existing roadways include Cheong Tung Road South, Hung Lai Road, Hung Lok Road, Yan Yung Street, Hung Luen Road, Ching Shan Street, Kin Wan Street, Oi King Street, and Wa Shun Street. Elevated roadways include the Princess Margaret Road Link and the Hung Hom By-pass.

**7.1.2.** As mentioned above, Kin Wan Street is proposed to be realigned to allow creation of an open space plaza along the waterfront promenade.

**7.1.3.** Wa Shun Street will become part of the “CDA” site and new urban park. Part of it may be retained to serve as the entrance to the reprovisioned PTI from Hung Luen Road.

**7.2.** Planned Vehicular Access:

**7.2.1.** The “CDA(1)” will have vehicular access from Hung Luen Road. Access to the PTI will be from a separate driveway entrance on the east side of the site.

**7.2.2.** The “CDA(2)” will have vehicular access from Kin Wan Street as well as a taxi layby on Hung Luen Road.

**7.2.3.** The “R1” site will have vehicular access from Oi King Street.

- 7.3.** Provision of Public Transport:
- 7.3.1.** The existing PTI will be reprovisioned within the “CDA” site.
  - 7.3.2.** Existing ferry piers will be retained. Upgrading of the piers is recommended to be compatible with the design of the new “CDA” development and improved promenade. As described above, an elevated pedestrian connection between the Ferry Pier and the adjacent commercial block should be investigated at design stage.
- 7.4.** Provision of Public Car Parking Spaces:
- 7.4.1.** Existing private car park facilities are located within the associated developments.
  - 7.4.2.** Car parking to serve the “CDA” and “R1” developments will be located within the sites. Basement parking is proposed for the “CDA” sites to avoid a continuous podium-type development.
- 7.5.** Pedestrian Circulation:
- 7.5.1.** Pedestrian accessibility in the Planning Area will be enhanced by a continuous waterfront promenade along the shoreline, improved connections to the waterfront and improved connections to adjacent areas of Hung Hom.
  - 7.5.2.** Waterfront Promenade:
    - 7.5.2.1.** A 20m-wide strip is reserved as open space along the waterfront edge of the “CDA” site and the Harbourfront Horizon for development of a public promenade. In the short term, this section of promenade will connect to the landing of the existing footbridge at the Harbourfront Horizon, providing an elevated connection to the Tsim Sha Tsui East promenade. In the long term, this section of promenade will connect to the new at-grade promenade within the redeveloped International Mail Centre and MTRC Freight Yard sites.
    - 7.5.2.2.** The existing section of promenade between Whampoa Garden and the Ferry Piers will be upgraded and enlarged in accordance with the design of the new promenade section.
  - 7.5.3.** Links from the Hinterland to the Waterfront:
    - 7.5.3.1.** Improvement of at-grade pedestrian crossings at the Hung Luen Road/Kin Wan Street intersection.
    - 7.5.3.2.** Footbridge between the “CDA” and “R1” developments, providing 24-hour access through the “CDA” site to the waterfront, reprovisioned PTI and Ferry Pier.
    - 7.5.3.3.** Footbridge between the “R1” development and the Harbour Place residential development.
    - 7.5.3.4.** Footbridge between the “R1” development and the Mau Tau Chung School, connecting to the existing footbridge over Hung Hom South Road.
    - 7.5.3.5.** At-grade pedestrian route through the new open space area on the former PTI site to waterfront, reprovisioned PTI and Ferry Pier.

**8. Environment**

**8.1.** Future development is not expected to create unacceptable environmental impacts. The waterfront “CDA” and “R1” sites will be developed at intensities lower than those initially planned on the OZP. In the design and implementation of these sites, proponents should make reference to Chapter 9 of The Hong Kong Planning Standards and Guidelines (HKPSG) to avoid any possible adverse environmental impacts from the proposed developments. In particular, attention should be given to the design of the PTI and its location of ingress/egress to minimize the noise nuisance to adjacent sensitive receivers.

**9. Air Ventilation**

**9.1.** An Air Ventilation Assessment – Expert Evaluation has been undertaken to assess the implications of the proposals of the Layout Plan. No significant adverse impact on air circulation to the hinterland is anticipated.

**10. Utility Services**

**10.1.** The Planning Scheme Area is well serviced with piped water supply, drainage and sewerage as well as electricity, gas and telephone services. No major new utility infrastructure is needed to serve new development.

**10.2.** The Planning Area contains several drainage reserves:

**10.2.1.** A 13m-wide drainage reserve crosses the Harbourview Horizon site.

**10.2.2.** A 15m-wide drainage reserve runs along the south side of Hung Hom Road through the “DO” site adjacent to the Harbour Place development.

**10.2.3.** From Hung Luen Road, a 25m-wide drainage reserve crosses the “DO” at Kin Wan Street, continuing to the harbour.

**11. Implementation**

**11.1.** Implementation Staging:

**11.1.1.** Implementation staging will depend on the schedule for disposal of the “R1” and “CDA” sites to private developers.

**11.1.2.** Implementation staging of open space areas will vary, depending on different implementation agents.

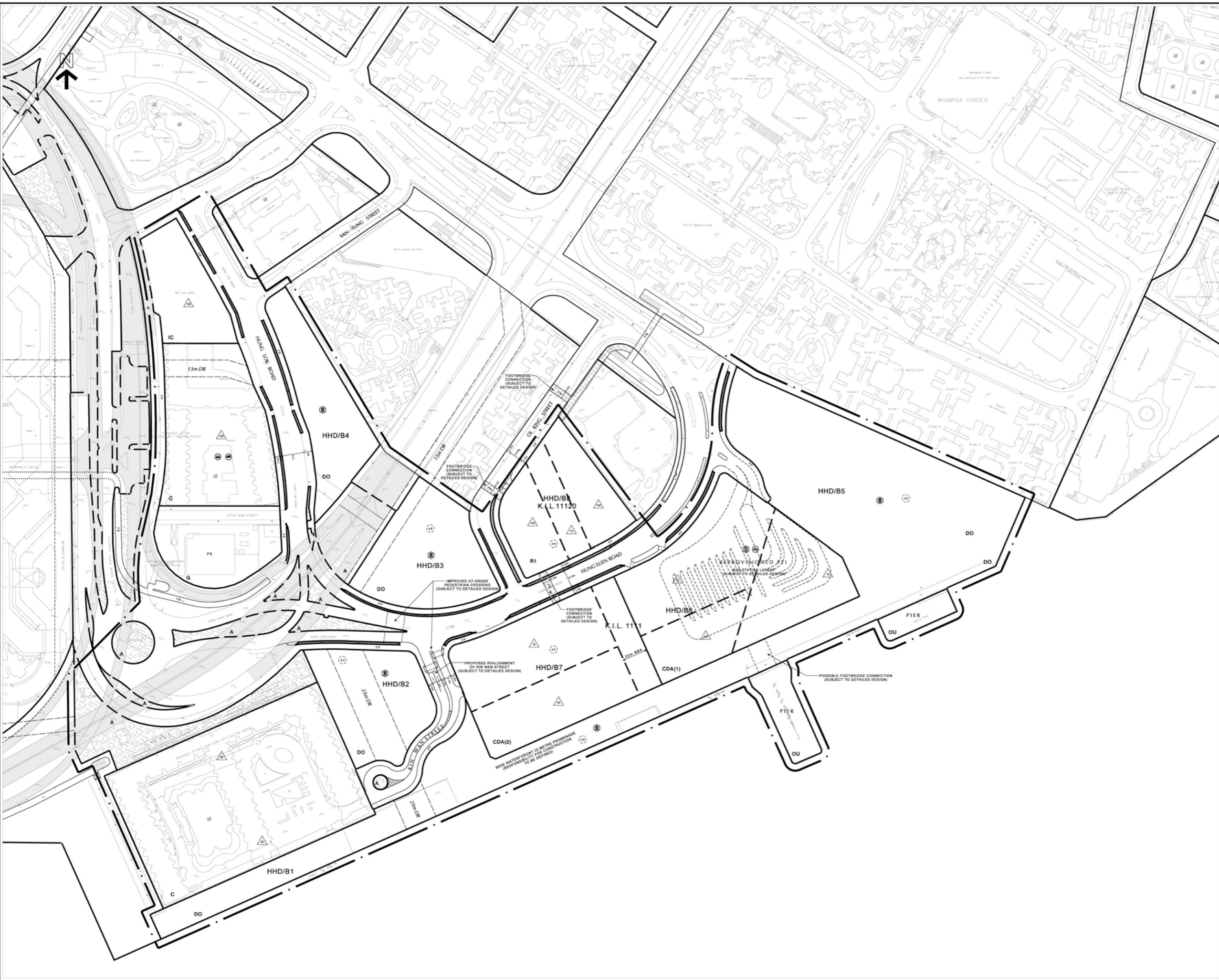
**11.2.** Implementation Agents:

**11.2.1.** Implementation agents for development of the “CDA” and “R1” will be the private sector.

**11.2.2.** There are opportunities for private sector involvement in provision of public facilities/amenities (e.g. construction/maintenance of waterfront promenade sections, parks and streetscapes adjacent to private development sites) by incorporating them as part of the adjacent private property development packages. However, this approach involves policy support and requires the concerned bureaux/departments to initiate the proposal and obtain the necessary approval at policy level.

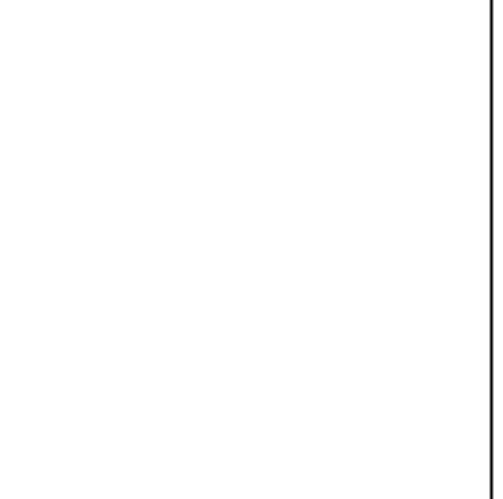
**11.2.3.** For public facilities/amenities that do not have private sector participation, implementation will be the responsibility of the concerned government departments. Implementation of open space areas will be the responsibility of the Leisure and

Cultural Services Department. Streetscape enhancements will be implemented under Highways Department. Landscape enhancement of the Ching Shan Street Pumping Station will be under the purview of Drainage Services Department.



**圖例 NOTATION**

|  |   |
|--|---|
| ◎ 中環公園<br>TOWN PARK  | ◎ 康樂綠地<br>LOREY PARK                    |
| ◎ 巴士總站<br>BUS TERMINUS   | ◎ 公共小型巴士總站<br>PUBLIC LIGHT BUS TERMINUS |
| ◎ 停車場<br>CAR PARK  | ◎ 行人天橋<br>FOOTBRIDGE                    |
| ◎ 非建築用途<br>NON-BUILDING AREA                                     | ◎ 行人路<br>FOOTPATH                       |
| ◎ 抽水站<br>PUMPING STATION   | ◎ 行人通道<br>PEDESTRIAN CROSSING           |
| ◎ 排水渠預留<br>DRAINAGE RESERVE                                      | ◎ 行人通道<br>PEDESTRIAN CROSSING           |
| ◎ 發展區界線<br>PLANNING SCHEME BOUNDARY                              | ◎ 行人通道<br>PEDESTRIAN CROSSING           |
| ◎ 區劃界線<br>ZONING BOUNDARY  | ◎ 行人通道<br>PEDESTRIAN CROSSING           |
| ◎ 高架道路<br>ELEVATED ROAD  | ◎ 行人通道<br>PEDESTRIAN CROSSING           |
| ◎ 建議高度(在5米平台基準上, 若干米)<br>PROPOSED LEVEL (5m ABOVE PD)            | ◎ 行人通道<br>PEDESTRIAN CROSSING           |
| ◎ 最高樓宇高度(在5米平台基準上, 若干米)<br>MAXIMUM BUILDING HEIGHT (5m ABOVE PD) | ◎ 行人通道<br>PEDESTRIAN CROSSING           |



**土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS**

| 地帶 ZONES                                | 大綱圖種別佔方案<br>APP. AREA & % |          |
|---|---------------------------|----------|
|   | 公頃<br>HECTARES            | 百分比<br>% |
| 商業<br>COMMERCIAL                        | 3.02                      | 15.19    |
| 綜合發展區<br>COMPREHENSIVE DEVELOPMENT AREA | 2.99                      | 15.04    |
| 住宅發展區(第一區)<br>RESIDENTIAL - ZONE 1      | 0.75                      | 3.78     |
| 政府<br>GOVERNMENT                        | 0.54                      | 2.72     |
| 機構或社區<br>INSTITUTION OR COMMUNITY       | 0.45                      | 2.26     |
| 地區休閑用地<br>DISTRICT OPEN SPACE           | 6.72                      | 28.77    |
| 美化地帶<br>AMENITY                         | 1.35                      | 6.79     |
| 其他指定用途<br>OTHER SPECIFIED USES          | 0.33                      | 1.66     |
| 道路等<br>ROAD, ETC.                       | 4.73                      | 23.79    |
| 總發展區總面積<br>TOTAL PLANNING SCHEME AREA   | 19.88                     | 100.00   |

**註釋 NOTES**

本圖上所顯示的地帶規定並非法律效力的。不過，當政府擬進行修訂和出賣政府土地等土地交易時，可決定土地用途。通常會根據圖上所示的地帶規定，如有關地帶規定的用途與政府擬進行的用途相抵觸，則本圖所示的地帶規定只可作為政府所擬進行的修訂和出賣的參考。

THE ZONING SHOWN ON THE FACE OF THIS PLAN HAS NO STATUTORY EFFECT IT WILL HOWEVER, GENERALLY BE FOLLOWED IN LAND TRANSACTIONS WHERE GOVERNMENT IS IN A POSITION TO DETERMINE THE USER OF LAND, BY WAY OF LEASE MODIFICATIONS OR SALES OF GOVERNMENT LAND, WHERE THIS ZONING CONFLICTS WITH THE USE(S) PERMITTED UNDER EXISTING LEASE CONDITIONS, THEN THE ZONING ON THE PLAN CANNOT BE USED OTHER THAN AS A GUIDE TO THE DEVELOPMENT OR REDEVELOPMENT WHICH GOVERNMENT WISHES TO ENCOURAGE.

**近期修訂紀錄表  
TABLE OF RECENT AMENDMENT**

| 修訂<br>AMENDMENT | 簽署<br>SIGNATURE | 日期<br>DATE |
|-----------------|-----------------|------------|
|                 |                 |            |
|                 |                 |            |

規劃及土地發展委員會  
APPROVED BY COMMITTEE ON PLANNING AND LAND DEVELOPMENT ON

採納 ADOPTED

SECRETARY FOR DEVELOPMENT  
日期 DATE

**HUNG HOM WATERFRONT (COMPREHENSIVE DEVELOPMENT AREA AND VICINITY)  
- LAYOUT PLAN 'B'**

SCALE 1:1 000 比例尺

0 25 50 75 100 125 150 175 200 METRES 米

| 程序<br>ACTION                   | 簽署<br>SIGNATURE | 日期<br>DATE | 編號<br>REFERENCE                               |
|--------------------------------|-----------------|------------|---|
| 批准及通<br>SUBMISSION AUTHORIZED  |                 | 00 00 00   | 檔案編號<br>FILE No. AAA                          |
| 批准傳閱<br>CIRCULATION AUTHORIZED |                 | 00 00 00   | 首次傳閱日期<br>DATE OF FIRST CIRCULATION 00 00 00  |
| 備錄<br>PREPARED                 |                 | 00 00 00   | 最近傳閱日期<br>DATE OF LATEST CIRCULATION 00 00 00 |

KOWLOON DISTRICT PLANNING OFFICE  
PLANNING DEPARTMENT

圖則編號  
PLAN No. L/

## APPENDIX D:

### EXPLANATORY STATEMENT

#### KOWLOON PLANNING AREAS NO. 9 (PART) AND NO. 1 (PART)

#### HUNG HOM WATERFRONT – MASTER URBAN DESIGN AND LANDSCAPE PLAN

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| 2. Urban Design Framework                         | 2           |
| 3. Landscape Framework                            | 8           |
| 4. General Enhancement Measures                   | 13          |
| 5. Overview - Urban Design and Landscape Strategy | 15          |

**EXPLANATORY STATEMENT**  
**KOWLOON PLANNING AREAS NO. 9 (PART) AND NO. 1 (PART)**  
**HUNG HOM WATERFRONT – MASTER URBAN DESIGN AND LANDSCAPE PLAN**

**1. Introduction**

**1.1.1.** This explanatory statement is intended to assist in understanding the planning proposals contained in the draft Master Urban Design and Landscape Framework (UDMLP) identified in the Hung Hom District Study. It follows submission of the draft Recommended Outline Development Plan (RODP) for the Hung Hom District Study planning area. The UDMLP covers a sub-area of the Outline Zoning Plan (OZP) Planning Scheme Areas of the Kowloon Planning Area No. 9 (Hung Hom) and No. 1 (Tsim Sha Tsui). It provides a framework for the structure, arrangement and form of development along the waterfront edge at Hung Hom. The assembly of recommended development and urban design options are combined with landscape design options. The Master Urban Design and Landscape Framework is depicted at a scale of 1:2500.

**2. Urban Design Framework**

**2.1. Urban Design Objectives:**

**2.1.1.** The approach to Urban Design encapsulates the following principal objectives:

- to establish place-making through urban design, wayfinding, spatial definition and continuity;
- to promote connectivity and accessibility, with special priority given to enhancing accessibility of the waterfront;
- to foster a built form that integrates with the existing urban fabric, emphasises variety of buildings and spaces, and responds to and enhances the public realm;
- to promote a massing and arrangement of development that is consistent within creating a quality waterfront environment at Hung Hom, one that includes periodic activity nodes and destination spaces;
- to investigate a range of development options for prospective development sites to identify a preferred option for each site with the objective of ensuring that the development is appropriate to each site and its development context;
- to create development forms within identified development sites that physically relate to the existing arrangement and composition of development within the urban hinterland to produce a consistent and readable urban form;
- to create a form, arrangement and massing of development that is consistent with approved and draft harbour planning principles; and
- to identify and create recognisable high quality focal points for local residents and visitors.

**2.2. Design Concerns:**

**2.2.1.** The Urban Design approaches have identified nine core concerns for the Study Area:

**2.2.2.** *Development Parameters and Mix of Uses and Forms:* Successful places have a mixture of uses and built forms and, as a consequence, a varied townscape. Due to the importance of the waterfront promenade and a number of prominent sites abutting the waterfront (e.g. the Hung Hom station and waterfront site, the CDA site, etc.), a set of

urban design and landscape design criteria have been devised to define parameters that are capable of informing design and layout. The major development parameters would also be stated in land lease conditions where appropriate. The parameters would allow a degree of design flexibility to the developers whilst at the same time yet ensuring the major design objectives are met. Development parameters should also ensure that appropriate massing and heights of development are maintained. This massing of development will be complemented by a network of open spaces and view corridors. A mixed-use scheme on each potential development sites will improve the vitality of the area and will extend hours of activity. Variations in building form within the development such as the CDA site will assist in creating an interesting and rich townscape experience for visitors and for those who live and work in Hung Hom.

- 2.2.3. Accessibility:** Currently the Study Area is physically separated into different sub-districts or neighbourhoods due to the transport infrastructure and road system, and land ownership pattern. It is important that there is an improvement in interaction and permeability between the private and public area. The potential development sites as well as the general streetscape need to be accessible to all users through a connected series of developments, pedestrian crossings and elevated walkways. It is also necessary to provide choice and respond to natural connections and desired routes. Circulation should allow for walking, cycling and easy access to public transport, as opposed to reliance on cars as the prime mode of transport. Pedestrian movement should be promoted by achieving a safe and convenient route from the station to the town centre and major residential complexes as well as to the waterfront promenade. (Note that due to current Government policy, proposals do not include specific provision for bicycle transport.)
- 2.2.4. Achieve Critical Mass:** This can be achieved by ensuring that development densities and the mix of development on the site are both viable and sustainable. Achieving an appropriate density will help to sustain a variety of uses and will add to the vitality of the development. Establishing a significant residential population within the site will also help to create a safe environment by providing evening surveillance over public spaces, streets and routes.
- 2.2.5. Encourage High Quality Development:** The area must create a strong sense of place, which draws people to the area to live, work and visit. Quality architecture, together with the treatment of the public realm, is a major factor in the achievement of this. The creation of a hierarchy of streets is essential as an underlying framework which binds together the mix of uses. Good design must be used to indicate public and private streets, which together provide a balance between vibrant activity and calm passive spaces. The design and layout of development should ensure that the street network is safe, secure, legible and accessible.
- 2.2.6.** New development must be high quality and seek to respond to local characteristics and views of the harbour as well as the waterfront promenade. Character will be key to achieving the right development quality. The proposed scheme should relate in a contemporary fashion to the local context of Hung Hom District through responsive form and materials. The public realm and its defining buildings will need to be consistent and of a high architectural standard. Public art, bespoke street furniture and signage, effective and creative lighting, and consistent use of surfacing materials and planting are all essential tools in fostering a development with a sense of place and a unique identity. The waterfront promenade, the MTRC Freight Yard/International Mail Centre (IMC) and the CDA will be important destination spaces along the Hung Hom waterfront.

- 2.2.7. Sustainable Development:** The built form of the potential development sites will need to encompass principles of sustainable development. The siting and orientation of buildings should be carefully selected to maximise climatic opportunities (shelter, solar gain, etc.). Development should integrate with the natural environment wherever possible by responding to the harbour and through the inclusion of quality landscape in both the public and private realm. The construction of buildings must use both tried and tested methods of achieving energy savings and innovation where possible. New buildings and development plots must be designed to be flexible with the capacity to adapt over time to accommodate new and different uses.
- 2.2.8. Legibility:** Proposed development and the overall urban design approach need to create a logical and perceptible relationship of buildings and spaces. Legibility should be introduced through integrating a series of linked open spaces and activity centres within the development that tie into the existing streets and form a coherent extension to existing open space, retail and residential areas. This promotes a legible design framework based on strong links with the urban areas, and a co-ordinated pattern of nodes, landmarks and visual references.
- 2.2.9. Visual Permeability:** The conceptual design for the general streets as well as the potential development sites should provide for a comprehensive pedestrian movement network that is easy to comprehend. This should at the same time provide an organised context for different uses on adjoining sites, and provide for alternative means of circulation between major activity nodes. It is also important to preserve existing view corridors to and from the harbour.
- 2.2.10. Robustness:** The proposed level of robustness should be achieved through an informal extension of street and commercial activities at both a visual and physical level.
- 2.2.11.** Each of the preceding has formed an integral approach to urban design and the formulation of schemes for identified development sites.

### **2.3. Potential Development Sites**

- 2.3.1.** The following sections apply the urban design concepts described above to the land use proposals of the four potential development sites. The proposals have been studied in detail, and illustrations of preferred options are incorporated in the Master Urban Design and Landscape Framework.

### **2.4. MTRC Freight Yard and IMC Sites**

#### **Key Issues:**

- 2.4.1.** The design prepared for the site is based upon a mix of uses and the site's functional, physical and visual integration with the urban hinterland. The development strategy takes into account the Town Planning Board's Vision Statement for the Victoria Harbour, Harbour-front Enhancement Committee's Harbour Planning Principles and Harbour Planning Guidelines, and Hong Kong Planning Standards and Guidelines with particular reference to the Urban Design Guidelines contained in Chapter 11.
- 2.4.2.** Design for the waterfront site will need to incorporate proposed alignments and associated facilities of the SCL. Preliminary plans for the SCL include two alignments south of Hung Hom Station: "North-South" and "East-West". The North-South alignment will be below grade level and will require a ventilation and floodgate building between the current Coliseum podium edge and the waterfront. The East-West alignment is an at-grade alignment that descends to a below-grade alignment. These railway improvements will require urban design solutions that incorporate new rail

alignments and facilities whilst fostering an attractive waterfront environment for leisure and tourism uses.

- 2.4.3.** The recommended design scheme focuses on creating a comprehensive approach to the new vibrant, mixed-use development that gives recognition to the harbour whilst at the same time providing linkage to and from the Hung Station/Coliseum podium. The existing IMC and MTRC Freight Yard will be removed and replaced by the comprehensive development along the waterfront which is the core of this new development. This 'terraced development' allows for a wide variety of activities and the visual linkage to the opposite side of the harbour.

**Recommended Design Option:**

- 2.4.4.** The recommended design takes its cues from the site's physical and environmental context, creating a development that descends incrementally through a number of tiers from the station podium to the level of the waterfront. It consists principally of retail tiers that conclude with a cluster of waterfront retail outlets. The option also proposes a retail/commercial edge around the Coliseum platform. The moderate volume of retail should help to activate the Coliseum podium and the waterfront. The design also introduces two medium-rise (75mPD) blocks that frame the Hong Kong Coliseum. The commercial blocks will be relatively slender and located towards the corners of the Coliseum podium, thus maintaining views of the Coliseum from the harbour and Hong Kong Island.

- 2.4.5.** The proposed uses include retail, hotel, waterfront restaurants and cafés, and public amenity and open space areas and a waterfront promenade. It is envisaged that the station will form the 'heart' of the scheme with public space through which pedestrian links will connect the north and south of the site.

- 2.4.6.** The area around the Coliseum will be refurbished and enhanced. Commercial development for retail and dining will create a sense of place to the area and will assist with its integration with the adjoining waterfront development. Refurbishment will create a positive image for the site and enhance a sense of arrival.

- 2.4.7.** The waterfront development will address the harbour frontage to maximise amenity. The visual and noise nuisance of the By-pass flyover will be partly ameliorated by locating a retail and dining venue along its edge to provide a buffer. A variety of possible uses of the space underneath the flyover should be explored to maximise utilisation of the site.

- 2.4.8.** The proposal also focuses on renovating the existing pier with proposed kiosk, dining and retail development, creating a strong sense of place which draws people to the area to live, work and visit. Quality architecture together with the treatment of the public realm is a major factor in the achievement of this. A harbour cruise terminal is a possible use that may be integrated into the pier development.

- 2.4.9.** Establishing a residential population (i.e. inclusion of hotel-like units) within the site will also help to sustain a variety of uses and will add to the vitality of the development. Overall, the scheme seeks to provide a 'critical mass' of uses and an attractive, interrelated mix of buildings and spaces.

**2.5. Comprehensive Development Area (CDA) and R(A)2 Sites: Review of Development Density and Building Height**

2.5.1. In the generation of building massing and height on both the CDA and R(A)2 sites, a number of factors need to be taken into consideration:

- inward views from the harbour and from Hong Kong Island;
- the overall massing, form and height of buildings in the context of activities in the immediate vicinity along the Hung Hom Waterfront; and
- the massing and height of development in relation to visual outlook from nearby or adjoining developments.

2.5.2. **Inward Visual Context** - When viewed from the south (i.e. from the harbour or North Point area) building massing along the Hung Hom waterfront essentially exhibits two characteristics. First - that development on waterfront sites and those sites immediately to the north form an almost solid visual 'wall' of development; and second - that although building heights vary somewhat, the size of major development sites or residential estates exerts a somewhat undifferentiated visual experience (with the exception of the Harbourfront Landmark tower at 235mPD in height). In this context the proposed massing and height of the CDA site is not excessive in terms of its impact on the skyline, and relates to similar overall storey heights at Harbourfront Horizon to the west.

2.5.3. **Immediate Visual Context** - The overall building distribution in the immediate area forms a combination of high density residential and hotel sites with interspersed areas of public open space. The open space provision to the east, west and north of the CDA site assists considerably in distinguishing the broad massing of development on this site from neighbouring development. It also visually offsets the central development focus when perceived from immediately adjoining locations including Hung Luen Road and the promenade. In addition the low-rise 2-storey deck above the PTI, together with the gradation in building heights within the CDA site, substantially reduces the extent of overall massing. In this context the proposed massing and height of development components is not considered excessive in terms of its impact on activities in the immediate vicinity.

2.5.4. **Adjoining Development Context** - In terms of the visual and experiential impact of height and development density from nearby sites, the developments most likely to be affected by the CDA site are certain blocks along the western edge of Whampoa Garden, the south eastern row of blocks of the Harbour Place development, and the adjoining R(A)2 site. The Whampoa Garden 'edge', itself 15 storeys (60mPD), is most closely related, in visual terms, with open space and G/IC (school) sites, with a setback of approximately 200m from the tall building edge of the CDA site. Given the waterfront locality of the CDA and R(A)2 sites, it is important that their proposed development parameters foster building massing that respects and is compatible with the surrounding developments.

## 2.6. CDA Site:

2.6.1. The layout arrangement and massing of development on site avoid the drawbacks that are associated with Harbourfront Plaza. The towers arrangement in common with the creation of visual corridors that permeate the development avoid the creation of a wall-like development and encouraging visual porosity. Retail edges will be promoted that will have an aspect to the harbour. It is envisaged that these would contain a number of eateries and facilitate the promotion of al fresco dining.

2.6.2. The core of this major development will be focused around the open space plaza situated in the centre of the development. This internal plaza, open air dining area and retail streets have been designed to open out towards the waterfront promenade and to

provide visual porosity to the north. The wide central open space is created by the introduction of a 20m-wide corridor in the middle of the site. This will provide a view corridor through the site, however, the commercial blocks on either side are still close enough that the development remains integrated in character and circulation.

- 2.6.3.** A curvilinear development edge with setback from the promenade reserve is recommended to provide visual interest and to create spaces for al fresco dining and other activities. This will provide a transition space between the public realm of the promenade and the private realm of the commercial uses.
- 2.6.4.** The hotel block should be oriented to maintain views to the harbour from Whampoa Garden. It should also be broken up into separate blocks to provide a degree of visual porosity to the north. Increased height variation in the buildings has also been introduced to provide a more interesting height profile. The ground-floor edge of the hotel block along Hung Luen Road includes hotel functions, retail and vehicular access.
- 2.6.5.** The transport interchange and bus terminus will be located at the ground level to the east of the site to provide seamless interchange between different modes of transport. This location provides convenient taxi, hotel drop off and bus connections and enhances pedestrian access to the development. There is a hotel development proposal on top of the podium of the transport interchange. The roof garden of this hotel development has been designed to with a degree of privacy and take the advantage of the harbour view. Car parking will be provided sensitively throughout the development at basement level.

## **2.7. R(A)2 Site**

- 2.7.1.** The recommended design option has been developed in broad conjunction with massing proposals developed for the CDA site, but with due cognisance paid to the existing tall block massing and height of Harbour Place to the north.
- 2.7.2.** Future development is subject to a maximum height of 100mPD. Footbridge connections to the adjacent CDA and Harbour Place will connect through the first storey of the R(A)2 development podium, which will incorporate retail as well as domestic facilities such as lobby, clubhouse and car parking. The podium roof will include residential open-air amenities and recreation facilities.
- 2.7.3.** The two-tower development form will facilitate visual porosity through the site to the open space corridor within the CDA. This will allow for a view corridor from Harbour Place through the R(A)2 and the CDA sites to the harbour. Conditions in the OZP will be needed to ensure that the R(A)2 building massing takes this into account. One measure that will facilitate the visual porosity is to set a maximum domestic site coverage of 30%, which would still provide flexibility in the development form. Moreover, a height band limiting development to 15mPD in the middle of the site would ensure a view corridor above the podium.

## **2.8. Tai Wan Shan Park**

- 2.8.1.** See landscape proposals in the section below.

## **2.9. Overview**

- 2.9.1.** The proposals seek to create a form and arrangement of development along the Hung Hom waterfront that promotes a strong sense of place whilst at the same time taking cognisance of development within the urban hinterland. An attempt has been made to promote visual porosity so that continuous walls of development are avoided.

- 2.9.2. At the same time strong emphasis has been made on promoting connectivity. All of the development proposals within the planning area enhance or make provision for connections to and from the water's edge and between districts. Massing and scale of development respects context and seeks to ensure that development at the water's edge is at a human scale. This development will in turn activate the water's edge and create a destination space.

### 3. Landscape Framework

#### 3.1. Introduction

- 3.1.1. This section outlines improvements to the public realm and landscape strategies that could be applied to the individual development sites within the Study Area. The overall landscape strategy seeks to create a consistent and readable series of open space and destinations as well as suggesting specific improvements to the public realm.

#### 3.2. Landscape Design Objectives

- 3.2.1. Principal design objectives that have been applied and adopted for the landscape plan are as follows:

- to provide an approach to landscape design and implementation that ensures consistency in the quality and treatment of the public realm.
- to establish a strong sense of place through the promotion of locally distinctive character, the incorporation of special streetscapes, and sympathetic design that should come to symbolise local identity;
- to visually consolidate and demarcate street blocks and building edges in defining a sense of proportion and comfort to public streets and spaces, consistent with the human scale;
- to ensure that the variety of type, character and scales of open space can accommodate different levels of use for young and old alike;
- to maximise greenery and trees along streets and spaces in keeping with the overall landscape framework;
- to provide a sanctuary from the existing high density residential development within the hinterland with large areas of soft landscape areas for passive or informal recreation;
- to enhance visual and physical connectivity;
- to establish a high level of pedestrian permeability throughout the area, ensuring that all facilities, spaces, waterfront areas and amenities, are easily accessible;
- to introduce tangible design references related to the pedestrian level of activity which can act as points of identity and help to articulate specific urban conditions e.g. landmark corners, gateways, landscape focal points, lighting and signage; and
- to maintain, reinforce and extend existing views from the hinterland to the harbour and also to provide visual interest and character along the waterfront.

- 3.2.2. Each of the above has been applied to the design of the public and private realms where relevant.

#### 3.3. Design of Principal Open Spaces

**3.3.1.** Open space is envisaged to provide areas for both passive or informal and active recreation activities as well as conduits for pedestrian circulation. A number of open spaces within the Study Area will promote pedestrian movement from the existing hinterland to the waterfront. Landscape treatments applied to each of the preceding open space links will help to reinforce visual and functional integration between the existing hinterland and the new waterfront. The larger spaces are designated as District Open Spaces as they are being developed for the benefit of all while the smaller spaces are designated as Local Open Space, developed for the benefit of the adjoining residential areas.

**3.3.2.** A set of principals have been applied to the design of the major open spaces within the Study Area. These seek:

- to encourage diversity wherever possible. This can include such things as specially designed kiosks to meet the local needs;
- to enrich the public realm and the open spaces and park through the integration of elements which widen the urban sensory experience through the use of purposeful decoration, artworks, landmarks, special landscape treatment, street furniture and material selection within the open spaces and the proposed urban park;
- to promote interactive spaces: Wherever possible amenities for seating, people watching & contemplation will be provided within the public domain to encourage social interaction;
- to ensure that edges to major spaces are not be treated as blank facades but as an opportunity to provide an animated and exciting edge to the development; and
- to create focal open spaces for lively outdoor activities and as viewpoints at intervals along waterfront.

**3.3.3.** The following sections outline how the above have been applied to the overall open space framework and the specific development sites located within the Study Area.

#### **3.4. Open Space Landscape Design Proposals**

**3.4.1.** A number of selected modifications have been suggested to enhance the disposition and arrangement of development and to encourage the creation of new activity nodes. The broad concepts that have been applied to the treatment of open space are described below. In all a total of 38,500 sq.m of open space will be provided within the Study Area (this excludes the area of Tai Wan Shan Park, the future and existing promenades as well as private open space).

### **3.5. Park between CDA site and Harbourfront Horizon**

- 3.5.1.** The park will be developed subsequent to the removal of temporary uses that are currently located upon it. It is proposed that Kin Wan Street is realigned at its southern extent to remove the direct interface of the road with the waterfront promenade. Treatments applied to the promenade will be extended to the southern edge of the road. The treatment of the road and adjacent pavements will adopt similar paving to downplay the presence of the road and to give it the visual appearance of being an integrated component of the park. The edge of the pedestrian circulation space will be delineated by low level bollards.
- 3.5.2.** The conceptual layout of the park adopts an interplay of bold curvilinear lines that provides a strong form that can be reinforced by low level shrub planting and shade tree planting. Paving textures will adopt soft browns and beige colours that will be highlighted by edge pavers. A water feature will be located central to the park to promote a sense of activity and movement. In normal circumstances the park would be implemented by government. Nevertheless given its proximity to the CDA, it is possible that the CDA developer might, subject to the formulation of a suitable arrangement, take responsibility for implementation. This may be done with the assistance of the owner of Harbourfront Horizon.

### **3.6. Parks along Hung Lok Road and Hung Luen Road/Oi King Street**

- 3.6.1.** It is envisioned that these parks will primarily serve local residents of the adjacent residential developments (Harbourview Horizon, Harbour Place and future R(A)2 development). As such they should incorporate appropriate sitting-out areas and small-scale recreational facilities appropriate for these users. The parks are also part of the open space chain that connects to the waterfront and should thus incorporate continuous paths for pedestrian circulation. There is an existing walkway and associated amenity area underneath the Hung Hom By-pass that connects these two parks. This should be improved and connected to the pedestrian crossing of Hung Luen Road, which links to the waterfront promenade and CDA.

### **3.7. Park on Former PTI Site**

- 3.7.1.** The site of the current PTI enjoys a waterfront location and is of sufficient size that it can be developed as an urban park that attracts users from the hinterland of Hung Hom. It will be integrated with the waterfront promenade and is adjacent to activity generators and transport interchanges, so it will have higher numbers of visitors and daily users than other open spaces in the vicinity. Gardens, landscape features and passive recreation facilities should be designed in accordance with its role as a significant waterfront leisure space. Incorporation of pedestrian circulation routes between Whampoa Garden and the CDA, PTI and Ferry Pier will need to be considered in the park layout.
- 3.7.2.** The park will be developed subsequent to the removal of the PTI and ancillary roads (a short stretch of Wah Shun Street will be retained to provide access to the future PTI) that are currently located upon the site. The eastern edge of the retained section of Wah Shun Street will have a wall introduced at the back of the footpath to limit the visual and noise impacts of buses upon park users. Dense shade tree planting should be aligned along the edge of the CDA site to screen the outside wall of the PTI. The southern park edge will be designed in accordance with the promenade's hard and soft treatments so that a seamless transition between the two is achievable. As with the park on the western side of the CDA site, an arrangement for private sector implementation by the CDA developer may be feasible.

### 3.8. Promenade Design and Development

- 3.8.1.** The existing form and facilities of Hung Hom's waterfront open spaces and promenades tend to be lacking in amenities that create a destination space and promote a variety of leisure activities. Facilities are mainly limited to the walkway and parapet, with some associated planting. Comfortable seating and sufficient shading is only sporadically provided to allow visitors to rest and enjoy the view.
- 3.8.2.** It is recommended that future promenades should be designed to include amenities that facilitate enjoyment of the space, such as areas to sit, vantage points, cafés and dining areas, and kiosks to provide tourist items and necessities. It is also suggested that some existing waterfront areas could be adapted to incorporate a number of these landscape treatments and facilities. Harbour cruise facilities may be provided at major activity nodes (e.g. future waterfront development at the MTRC Freight Yard and IMC sites) to allow visitors a fuller experience of the harbour and its setting.
- 3.8.3.** Appropriate landscaping should be provided as part of an overall framework to enhance promenade areas. Planting to provide shade is particularly important. To this extent dense planting along the back edge of the promenade (leaving clear space for circulation, maintenance and emergency access) is proposed. It is suggested that tree canopies should be interlocking. This will require the spacing of trees at 6.0 metre centres. Salt resistant shade trees such as *Hibiscus tiliaceus* should be uniformly adopted. Where space permits, double rows of trees should be provided. This will further enhance shade and produce a cooling effect.
- 3.8.4.** Where utility structures, such as water intake facilities, are necessary along the promenade, they should be designed as far as possible to fit in with the character of the waterfront.

### 3.9. Promenade Enhancement and Design

- 3.9.1.** There is sufficient waterfront area to accommodate activities that can be enjoyed by all sectors of the community and suit all tastes. At present, most promenades only offer opportunities for walking. Comfortable seating is rarely provided. A waterfront is an ideal location for a range of other activities, especially outdoor dining, informal entertainment, and "fun" amusements. Some of these depend on the availability of suitable locations such as piazzas or waterfront buildings that can offer terraces and platforms. Others may require a more relaxed regulatory regime and a somewhat greater integration of management and maintenance arrangements than occurs at present. It is suggested that the following general parameters be applied to the design of promenade spaces:
- promote lighting, planting and connections at the waterfront to enhance safety and shelter;
  - design public space facing the waterfront wherever possible to provide a waterfront view. This will help to increase the value of the development as well as provide an important source of amenity;
  - give tourism/recreation uses which can benefit from waterfront access priority in the Inner Harbour, while balancing the needs of other uses;
  - group tourist attractions in clusters;
  - improve pedestrian accessibility to the waterfront from public transport access points;

- provide continuity of waterfront promenades to link tourism clusters from Tsim Sha Shui;
- integrate hinterland areas with the public waterfront, through improved visual, landscape and pedestrian linkages; and
- create strong visual links to waterfront from hinterland activity centres (e.g. parks and shopping, employment and residential areas).

**3.9.2.** Hung Hom has good examples of the private sector successfully implementing good quality promenades (albeit that elements to activate the water's edge are largely missing). It is suggested that where practicable the private sector should also design and implement and maintain the remaining promenade areas within the Study Area.

### **3.10. Potential Development Sites**

**3.10.1.** The landscape approach to each of the development site is described briefly below. Each proposal has sought to incorporate the design principles that have been outlined above. Each proposal is depicted in the Master Urban Design and Landscape Framework plan.

### **3.11. MTRC Freight Yard and IMC**

**3.11.1.** The development proposed at Hung Hom is set out in a series of curvilinear layers. The proposed landscape treatments follow the line of these layers to accentuate the built form. Paving textures and colours should be incorporated into the new waterfront open space and promenade to create an interesting plaza space. Shade planting is recommended to enhance and soften the physical environment at the water's edge and in proximity to the abutments of the Hung Hom By-pass to visually screen this structure. At the same time shade planting and low level shrubs are introduced at podium level to soften the podium edge, removing the emptiness and lack of colour that exists at present. Other visual elements in the vicinity such as the existing MTRC car park structure can be improved by façade treatments (see 'Interventions in the Public Realm' below).

**3.11.2.** Due to the complexity of the scheme, it is suggested that the development should be implemented by a single developer to ensure consistency in approach and design. In any event and prior to the formation of the site, it is suggested that detailed landscape and urban design proposal be prepared for the site (these would also enable subdivision of the site to separate developers).

### **3.12. Comprehensive Development Area (CDA)**

**3.12.1.** The CDA site layout and design has been prepared to respond to its environs and to encourage through movement. A large circulation space and plaza are located at the core of the CDA. These allow circulation to retail elements within the site. The circulation spaces are largely hard paved. Granite pavers with a range of colours will be used to accentuate and define circulation space. Two additional pedestrian spaces dissect the CDA to facilitate movement to and from the hinterland and extending to the waterfront promenade. Points of entry from the promenade to the development can be defined by paving elements and accentuated by carefully positioned tree planting. Landscape elements need to be carefully coordinated with the adjacent promenade, parks and streetscapes.

**3.12.2.** Treatments at podium level are related to leisure amenities associated with the proposed hotel development. Shade planting is introduced to act as a cooling element and to produce a comfortable recreational environment.

**3.12.3.** Where practicable it is suggested that green roof technology be introduced. This is in line with current government recommendations and would have marked environmental advantages.

**3.13. Tai Wan Shan Park**

**3.13.1.** The park will be enhanced with tree planting and low and medium level shrub planting. It is proposed to better integrate the park with the promenade by redesigning the park frontage. The current wall separating the park and promenade should be pulled back a few metres to allow for the incorporation of seating, shelters and tree planting along the promenade. This will also create a small semi-plaza that can break up the monotony of the straight promenade and provide amenity for its users. Redesigning the small set of stairs between the promenade and park to create a visual gateway between the spaces will also improve their functional integration. These enhancements will require relatively little space allowing all of the playground facilities and promenade to be retained, albeit some re-design of the playground area will be required.

**3.13.2.** Façade treatments of adjacent elements such as the Tai Wan Shan Swimming Pool wall and the Marine Police facility are described below.

**3.14. R(A)2 Site**

**3.14.1.** The development will comprise residential blocks on top of a retail podium. Ground level circulation areas around the podium edge should be planted with shade trees to provide shade and shelter and to enhance the adjacent streetscapes. The podium level will include private recreational open space. Rooftop softscape, incorporating planting of small trees complemented by low level shrubs planting, can create shaded areas for rest and recreation whilst enhancing the micro-climate.

**4. General Enhancement Measures**

**4.1. Landscape Palette**

**4.1.1.** To improve the street character and enjoyment of the pedestrian linkages and general streetscape within the Study Area a landscape design palettes have been devised to respond to separate conditions. One palette is specifically orientated to treatments within the development sites whilst the remaining palette is specifically geared for wider use within the district. The main emphasis behind devising the palettes is to institute a formal set of design parameters governing the design of street furniture, amenity features, seating etc.

**4.1.2.** The key components of the palettes are summarised below.

- 4.1.2.1. To promote street trees and structural planting along streets as well as the waterfront promenade to link spaces and to create a generous height and form for proposed landscape treatments. Care will be taken in the selection of plant species to suit the local environment and micro-climatic conditions.
- 4.1.2.2. It is essential in providing a public realm that is functional. Seating will be used to encourage people to spend more time in the open areas. Advertising, bus shelters, litter bins and lighting columns will be planned and incorporated into the public realm. Care will be taken to avoid clutter, especially along the main thoroughfares. The design of street furniture will assist in the creation of a distinct identity.
- 4.1.2.3. Paving materials will be of cohesive design, linking the streets and spaces through the use of common elements within the development itself as well as the general streetscape. Different paving materials will be used to create the hierarchy of the street and to address the development sites. Paving materials will identify the private space, semi-private space as well as the public space. Development access routes and pedestrian walkways, most notably the waterfront promenade will be more intimate in scale and be marked by a change in paving, a diverse range of planting approaches and the provision of seating and public art.
- 4.1.2.4. Public art will be used to animate the public realm and provide a focus to public spaces. Consideration will be given to the use of art within paving, furniture and elevational treatments. There is an opportunity to encouraging local artists, designers and craftspeople to embellish the public realm. Such elements can serve to enhance the baseline design palette
- 4.1.2.5. The application of the palettes can help to engender an identity and a sense of place if implemented in a considered manner. They can also serve to enhance the readability of spaces and define specific area functions. Thus, their use and application as an urban tool can prove a positive guiding reference source.

## 4.2. Lighting

- 4.2.1. Lighting treatments are at the core of creating quality spaces. The proposed use of lighting is described below:
  - 4.2.1.1. Lighting will be utilised in response to issues of safety, security, pedestrian flow and traffic management. Lighting will also be used creatively to add drama by lighting important elevations and public buildings/structures.
  - 4.2.1.2. The provision of a general standard of lighting required to create a safe night-time environment.
  - 4.2.1.3. The use of a lighting strategy should contribute not only functionally, but aesthetically to create various lighting moods across the property relating to activity.
  - 4.2.1.4. The use of a combination of lighting types and possibly light colour to enhance the ambiance of the scheme.
  - 4.2.1.5. The provision of lighting in relation to CCTV requirements.

4.2.2. Lighting will also be introduced into the landscape elements of the new open spaces and public realm of the PDS. The combination of treatments will serve to engender quality spaces and a distinctive character for the Study Area.

#### 4.3. Signage

4.3.1. Signage, like other types of landscape treatments, is important in assisting wayfinding and in establishing a high-quality district identity. Wayfinding signage is especially important due to the general lack of connectivity within the Study Area. It should be implemented in conjunction with general improvement of key pedestrian routes and streetscape enhancements. Pedestrian routes from the hinterland to the waterfront should be clearly indicated through strategically placed directional signage. Routes between public transport and activity nodes should also be clearly indicated.

4.3.2. New signage should be coordinated with existing signage to avoid redundancy and confusion. Government-accepted forms of signage for tourism and other directional purposes shall be utilised.

#### 4.4. Interventions in the public realm

4.4.1. Two specific interventions are proposed to enhance the landscape and physical environment within the Study Area. These proposals will complement other interventions proposed in the private and public realms. These in brief are described in the following paragraphs.

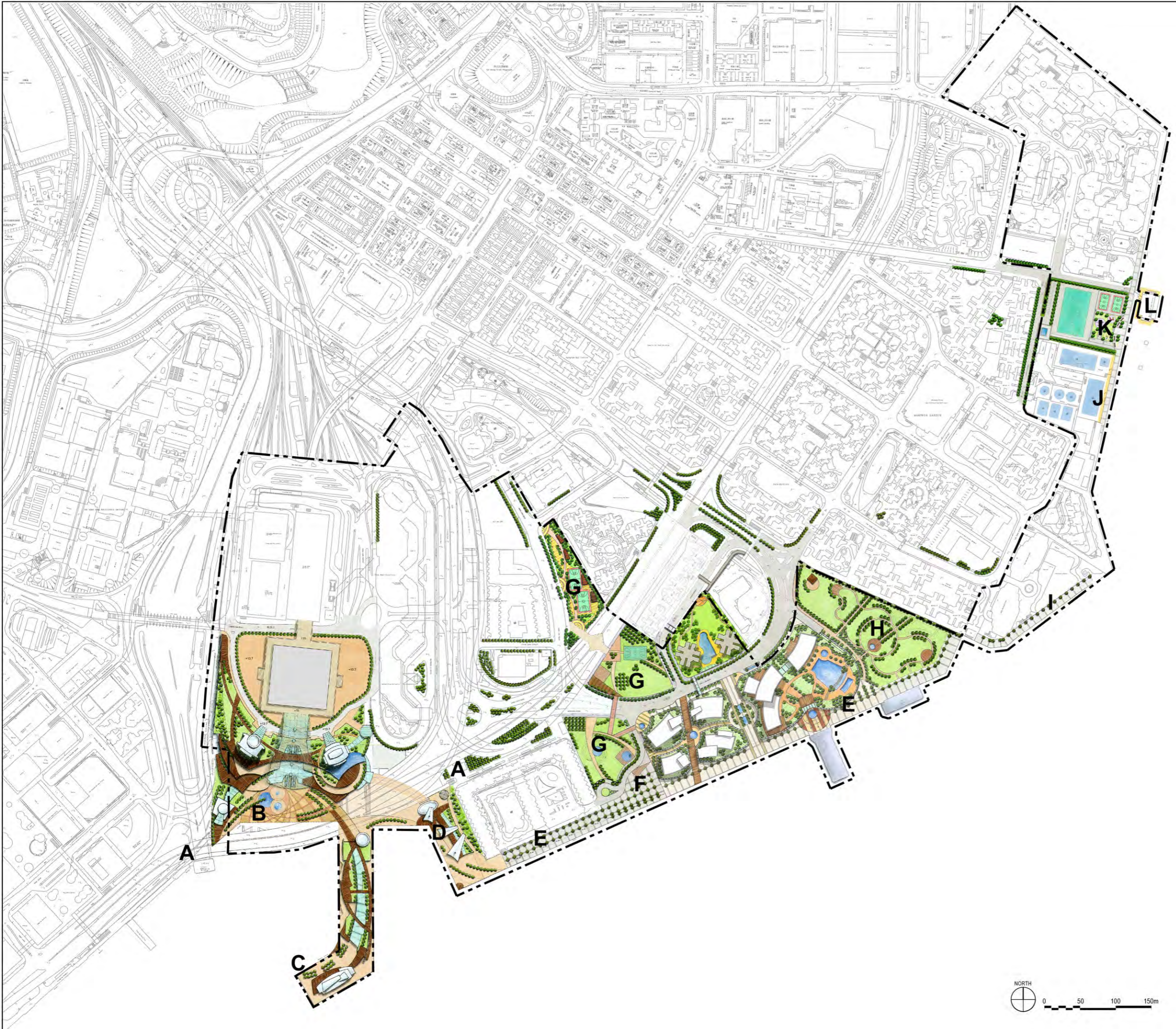
4.4.2. Introduction of public art or treatments to the swimming pool adjacent to Tai Wan Shan Park – This will produce a sympathetic interface between the wall and the current promenade paving.

4.4.3. Renovation and recladding of the façade of the multi-storey car park adjacent to Hung Hom Station - This will improve the visual appearance of the structure making it more consistent with the architectural character of the Foster designed railway station and more sympathetic to possible future development at the MTRC Freight Yard and IMC sites.


### 5. Overview - Urban Design and Landscape Strategy

5.1.1. The urban design and landscape strategy has addressed both the public and private realms and has set out the means through which specific enhancements of the Study Area can be designed and implemented.

5.1.2. There are opportunities for private sector involvement in provision of public facilities/amenities (e.g. extension, development and operation of the waterfront promenade and creation of a public plaza) by incorporating them as part of the adjacent private property development packages. This possible approach needs to be explored further, as it requires support from the concerned bureaux/departments to initiate the proposal and obtain the necessary approval at policy level.



**LEGEND:**

-  Proposed increase to tree planting regime density and shrub planting to enhance shade cover and environmental quality
- A.** Removal of ramps either side of elevated walkway and Introduction of stairs and lifts. Soft landscape treatments introduced to area formerly occupied by ramp
- B.** Provision of public plaza and at-grade promenade along waterfront upon relocation of International Mail Centre and KCRC Freight Yard.
- C.** Introduction of shade and shelter along pier and paving and softscape treatments
- D.** Upgrading of Promenade with Introduction of Hard and Soft Treatments at Proposed Retail / Dining Venue
- E.** Introduction of Soft and hard Treatments to Enhance Visual Quality and User Experience of Future Promenade
- F.** Adjustment of Kin Wan Street to Increase Extent of Waterfront Promenade and to Remove Road from Waterfront. Uniform Paving will extend from Footpath across New Road to Reduce Visual Impact of Road and to Integrate it within Open Space
- G.** New District Open Spaces extending along an Open Space Corridor to Hinterland
- H.** New District Open Space implemented after Closure and Relocation of PTI
- I.** Upgrading of Existing Promenade with Hard and Soft Treatments
- J.** Introduction of Public Art to Swimming Pool Wall to enhance it as a Positive Visual Resource
- K.** Tai Wan Shan Park (Existing)
- L.** Marine police mooring facility to be re-cladded.

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Project title  
**AGREEMENT No. PLNQ 43/2006  
 HUNG HOM DISTRICT STUDY**

Drawing title  
**MASTER URBAN DESIGN AND  
 LANDSCAPE FRAMEWORK**

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|-------------|------------|------|------------|
| Drawing no. | APPENDIX D | Rev. |            |
| Scale       | 1:2,500@A1 | Date | APRIL 2008 |

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