APPENDIX A:

HUNG HOM WATERFRONT DRAFT RECOMMENDED OUTLINE DEVELOPMENT PLAN

EXPLANATORY STATEMENT

TABLE OF CONTENTS

1. INTRODUCTION AND BACKGROUND ................................................................. 1
   1.1 Introduction ........................................................................................................ 1
   1.2 Background ...................................................................................................... 1
   1.3 Objectives of the Plan ...................................................................................... 1
   1.4 Preparation of the Plan .................................................................................... 1
   1.5 The Planning Area (Parts of Kowloon Planning Areas No. 9 and No. 1) ............. 1
   1.6 Population and Employment ........................................................................... 1

2. PLANNING AND URBAN DESIGN FRAMEWORK ............................................. 2
   2.1 Overall Framework ............................................................................................ 2
   2.2 Objectives ......................................................................................................... 2
   2.3 Sub-Districts ..................................................................................................... 3
   2.4 View Corridors .................................................................................................. 5
   2.5 Building Height Strategy .................................................................................. 5
   2.6 Pedestrian Circulation ...................................................................................... 5

3. LAND USE ZONINGS .......................................................................................... 7
   3.1 Land Use Budget ............................................................................................. 7
   3.2 Land Use Zonings ............................................................................................ 7

4. LANDSCAPE FRAMEWORK ............................................................................. 9
   4.1 Key Issues ....................................................................................................... 9

5. OVERVIEW ......................................................................................................... 10
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 GIC 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>
<thead>
<tr>
<th>Uses</th>
<th>Hectares</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>5.09</td>
<td>9.88</td>
</tr>
<tr>
<td>Comprehensive Development Area</td>
<td>3.00</td>
<td>5.82</td>
</tr>
<tr>
<td>Residential – Zone 1</td>
<td>6.98</td>
<td>13.56</td>
</tr>
<tr>
<td>Government</td>
<td>2.29</td>
<td>4.45</td>
</tr>
<tr>
<td>Institution or Community</td>
<td>0.74</td>
<td>1.44</td>
</tr>
<tr>
<td>District Open Space</td>
<td>6.61</td>
<td>12.83</td>
</tr>
<tr>
<td>Amenity</td>
<td>2.44</td>
<td>4.74</td>
</tr>
<tr>
<td>Other Specified Uses</td>
<td>17.15</td>
<td>33.30</td>
</tr>
<tr>
<td>Road</td>
<td>7.20</td>
<td>13.98</td>
</tr>
<tr>
<td>TOTAL STUDY AREA</td>
<td>51.50</td>
<td>100.00</td>
</tr>
</tbody>
</table>

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 reprovisioned 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.