APPENDIX B:

EXPLANATORY STATEMENT
KOWLOON PLANNING AREAS NO. 9 (PART) AND NO. 1 (PART)
HUNG HOM WATERFRONT (STATION AREA) - LAYOUT PLAN ‘A’

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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.