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 Colliseum
- 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:
landscape 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

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Benefit to Sustainability</th>
</tr>
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<tbody>
<tr>
<td><strong>Economic</strong></td>
<td></td>
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<tr>
<td>Increased employment opportunities</td>
<td>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. Approximate employment generation for the proposed scheme is estimated at 6,885 job places (employment breakdown is in the ratio of the following - retail: 1/25m²; office: 1/15m² and hotel: 2/room)</td>
</tr>
<tr>
<td>Increased business opportunities</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Natural Resources</strong></td>
<td></td>
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<tr>
<td>General Refuse</td>
<td>The proposed scheme will generate some commercial and domestic wastes. Conventional waste collection should be able to address arisings.</td>
</tr>
<tr>
<td>Numbers of point-based significant landscape features and/or area-based significant landscape features</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Environmental Quality</strong></td>
<td></td>
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<tr>
<td>Major noise sources</td>
<td>Upon relocation of the MTRC Freight Yard, noise sources will be limited to traffic and marine noises.</td>
</tr>
<tr>
<td>Air Ventilation Assessment (AVA)</td>
<td>AVA conducted separately for the Study Area concluded that there would be no negative consequences arising from the proposed development.</td>
</tr>
<tr>
<td>Removal of incompatible land uses and unwanted facilities</td>
<td>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.</td>
</tr>
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</table>
### Leisure and Cultural Vibrancy

<table>
<thead>
<tr>
<th>Increases in leisure, sports or cultural facilities. Likely increase of opportunity for peoples' participation in leisure, sports or cultural activities.</th>
<th>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.</th>
</tr>
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<tr>
<td>Increase in community resources</td>
<td>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.</td>
</tr>
<tr>
<td>Increase/ decrease in percentage of people living in area with shortfall of public open space</td>
<td>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 shortfalls in public open space (new residential development will have private open space) and will also meet the requirements of employees working in the area.</td>
</tr>
<tr>
<td>Any archaeological, historical or cultural assets present and any change such as enhanced the asset, improved access to it etc</td>
<td>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.</td>
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</table>

### Mobility

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<tr>
<th>Enhanced community infrastructure</th>
<th>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. 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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key enhancement and sustainability factors</td>
<td>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. 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.</td>
</tr>
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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).