

**Harbour-front Enhancement Committee**  
**Sub-committee on Harbour Plan Review**

**Report on Finding and Recommendations**  
**of the Hung Hom District Study**

**Purpose**

1. This paper is to brief Members on the findings and recommendations of the Hung Hom District Study.

**Background**

2. At the last Sub-committee meeting on 28 November 2007, Members were briefed on the outcome of the Stage 2 Public Engagement Programme (PEP) of the Hung Hom District Study.

3. To recapitulate, the public was generally supportive of the proposals to improving connectivity of the Study Area, enhancing the public realm and streetscape, controlling development density and relocating incompatible land uses. There were suggestions on alternative land use proposals, lowering development intensity and building height of some of the potential development sites, as well as increasing provisions of open space and GIC facilities within the Study Area. There was also a strong local sentiment against the relocation of the basketball court and introduction of small-scale café-type retail use at the Tai Wan Shan Park.

4. In the light of the public comments received, the Study Consultants have revised the proposals, details of which are outlined below. In revising the proposals, the Town Planning Board's Vision Statement for Victoria Harbour, the Harbour Planning Principles and Harbour Planning Guidelines promulgated by the HEC and the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines have been taken into consideration and serve as a basis to assess the revised proposals during the course of the Study.

## **Recommended Proposals of the Study**

5. The Study identifies four potential development sites (PDS) within the Study Area. They are, namely, the KCRC Freight Yard and International Mail Centre (IMC) site, the “Comprehensive Development Area” (“CDA”) and adjoining open space site, the Hung Luen Road “Residential (Group A) 2” (“R(A)2”) site, and the Tai Wan Shan Park (**Appendix I**).

### ***PDS1 - KCRC Freight Yard and IMC Site (Appendix II)***

6. On the assumption that the KCRC Freight Yard and IMC could be relocated in the long run, the Study proposes to combine the two sites into one for railway, hotel and waterfront related tourism, commercial and leisure uses. The site will provide a mix of complementary uses to create a destination and activity space on the waterfront. Proposed uses include retail, hotel, waterfront restaurants/cafes and open space including a waterfront promenade.

7. Development within the site will be low-rise with a maximum height of 15mPD along the pier and the waterfront and 23mPD on the waterfront space north of the Hung Hom Bypass. Two sites with a maximum height restriction of 75mPD are proposed to accommodate medium-rise hotels towards the existing Coliseum podium edge. A ‘terraced development’ of retail that includes pedestrian linkages between the Coliseum podium and the waterfront is envisaged. Provision will be made to allow for development of railway related structures within the site to enable railway operations to continue underneath the podium. Amenity, open space and plaza will be incorporated into the development. A new waterfront promenade across the site will be provided which serves as an at-grade extension of the existing Tsim Sha Tsui (TST) East waterfront promenade, linking to the planned waterfront promenade in Hung Hom. The site will accommodate a total commercial GFA of about 95,000m<sup>2</sup> (i.e. about a plot ratio (PR) of 1.6) and about 29,000m<sup>2</sup> will be provided for open space use.

### ***PDS2 - “CDA” and Adjoining Open Space Site (Appendix III)***

8. The “CDA” site is one of the few remaining development sites along the Hung Hom waterfront, the Study recommends to develop the site as a key node for waterfront related leisure activities as well as hotel, retail and office uses. It will serve as a gateway to Hung Hom and activate the waterfront edge to create a destination space. Major proposals include:

- (a) reduction of the overall development intensity of the site from a plot ratio of 6 (as per the current OZP) to a plot ratio of 4;
- (b) provision of a 20m wide, 24-hour publicly accessible central open space corridor in the middle of the site, with the eastern portion reserved for hotel and retail uses above a re-provisioned public transport interchange (which is GFA accountable) and the western portion for office and retail uses;
- (c) introduction of more height variation in the buildings with maximum building height ranging from 15mPD to 75mPD;
- (d) provision of a new urban park which will be integrated with the waterfront promenade to form a significant waterfront leisure space; and
- (e) realignment of Kin Win Street and reconfiguration of the designated open space area to better integrate the open space with the “CDA” site and the promenade.

***PDS3 - Hung Luen Road “R(A)2” Site (Appendix IV)***

9. The “R(A)2” site to the north of Hung Luen Road is currently vacant and is subject to a maximum domestic PR of 7.5, a maximum non-domestic PR of 1.5 and a maximum building height of 120mPD on the OZP. To address public concern on the dense development of the site, the Study recommends reducing the overall PR of the site to 4.5 (i.e. a domestic PR of 4 and a non-domestic PR of 0.5) and lowering the maximum building height to 100mPD. A two-tower development form is recommended to facilitate visual porosity through the site to the open space corridor within the “CDA”. A domestic site coverage of 30% is recommended to enhance design control whilst providing flexibility in the development form. Footbridges will be provided to connect with the “CDA” development to its south and the residential development to its north.

***PDS4 - Tai Wan Shan Park (Appendix V)***

10. Tai Wan Shan Park is located at the junction of Wan Hoi Street and Dyer Avenue. The original proposal is to relocate the existing playground and basketball court elsewhere and use the site for small-scale café-type retail use so as to create a new activity node along the waterfront and activate this section of the promenade (see inset at **Appendix V**). In view of the strong local objections to the proposals, the

Study recommends to retain the current park facilities. As an alternative, the Study proposes some landscape enhancement measures to enhance the park. In addition to tree/shrub planting, the Study proposes to re-design the park frontage to create a semi-plaza so as to break up the monotony of the straight promenade, create a visual gateway between the park and the promenade and improve their functional integration.

### ***Other Enhancement Proposals***

11. The Study also proposes some minor land use adjustments and streetscape enhancement measures including:

- (a) modification of the Hung Hom Bypass footbridge landings adjacent to the KCRC Freight Yard and IMC site by replacing the existing ramps with lifts so as to widen the TST East promenade and allow amenity space to serve the new waterfront upon relocation of the KCRC freight yard and IMC;
- (b) façade treatment to the Tai Wan Shan Swimming Pool wall and the KCRC multi-storey car park; and
- (c) promoting street trees and structural planting along streets and waterfront promenade, and integrating street furniture and amenity features (such as seating, café, soft drinks outlets and retail kiosks) along the existing waterfront promenade to stimulate activity and make the promenade a more vibrant destination space.

12. Besides, the Study proposes a number of measures to enhance pedestrian circulation within and around the Study Area. These include the provision of a continuous waterfront promenade along the shoreline extending from TST East through the KCRC Freight Yard and IMC site to connect with the existing waterfront promenade in Hung Hom, new and improved pedestrian connections from the hinterland to the waterfront to promote public access, as well as improved pedestrian links from the hinterland to the Hung Hom Station Area. In terms of external transport, the future Sha Tin to Central Link and the possible MTR Kwun Tong Line Extension (or Automated People Mover)\* would help improve access to Hung Hom and reduce dependence on surface vehicles.

---

\* Implementation of MTR Kwun Tong Line Extension or Automatic People Mover is yet to be decided by the Government.

## **Technical Assessments**

13. Preliminary assessments to review the feasibility of the proposals in terms of traffic, air ventilation, environmental and sustainability aspects have been undertaken under the Study, with positive results verified. The Study concludes that the proposals, if implemented, would bring about improvement in many aspects such as greater accessibility, improved linkages, increased open space, better environment with relocation of incompatible uses, improved visual amenity and increased employment and business opportunities.

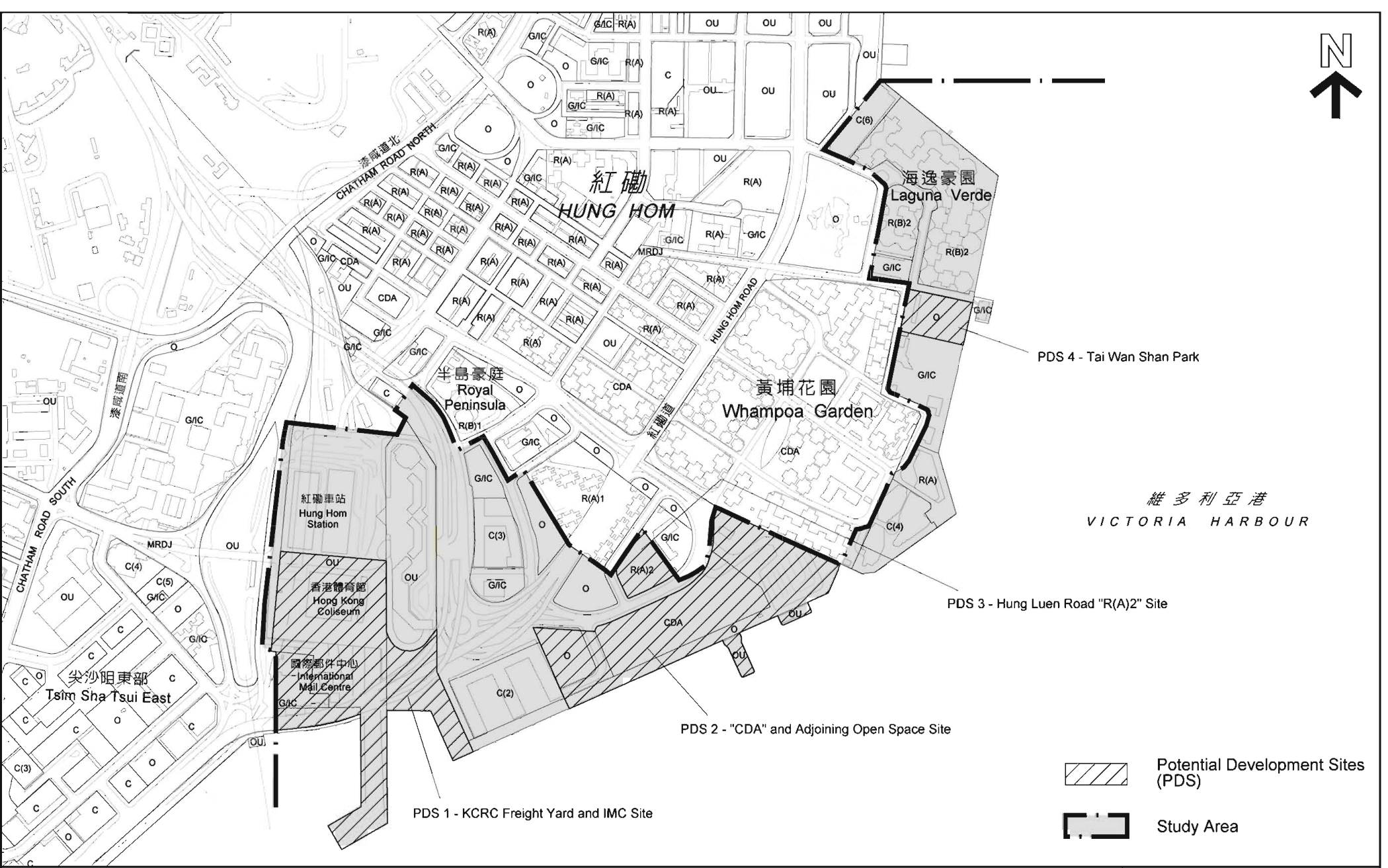
## **Advice Sought**

14. Members are invited to note the findings and recommendations of the Hung Hom District Study.

## **Appendices**

Appendix I	Hung Hom District Study - Study Area and Potential Development Sites
Appendix II	Recommended Proposal of the KCRC Freight Yard and IMC Site
Appendix III	Recommended Proposal of the "CDA" and Adjoining Open Space Site
Appendix IV	Recommended Proposal of the Hung Luen Road "R(A)2" Site
Appendix V	Recommended Proposal of the Tai Wan Shan Park

**Planning Department**  
**January 2008**



# Hung Hom District Study - Study Area and Potential Development Sites

PLANNING DEPARTMENT



M/SR/08/004\_1

DATE : 14/01/2008

Appendix I

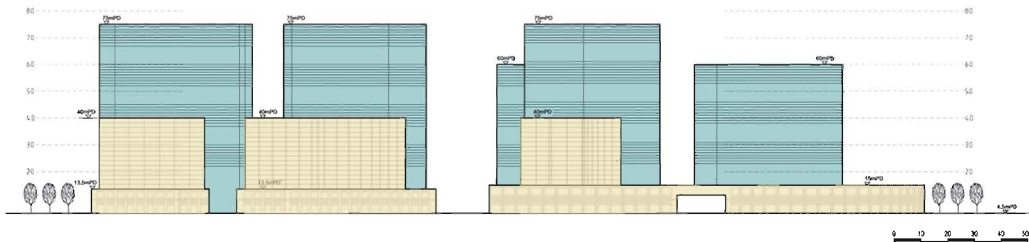






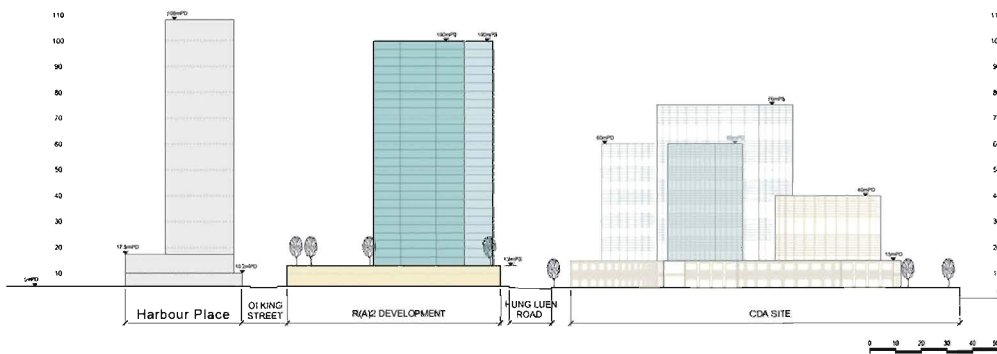


- LEGEND**
- A. Reassigned Access Road and Open Space
  - B. Proposed Improved Pedestrian Crossings at Grade
  - C. Open Space
  - D1-D4. Office Blocks with Retail on Ground/1st Floors
  - E. Central Open Space Corridor and Plaza
  - F1-F3. Hotel over Podium with Reprovisioned PTI and Retail on Ground / 1st Floors
  - G. Drop-off and Access to Basement Parking
  - H. Ferry Pier Arrival Plaza and Waterfront Entrance to Reprovisioned PTI within CDA
  - L. 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



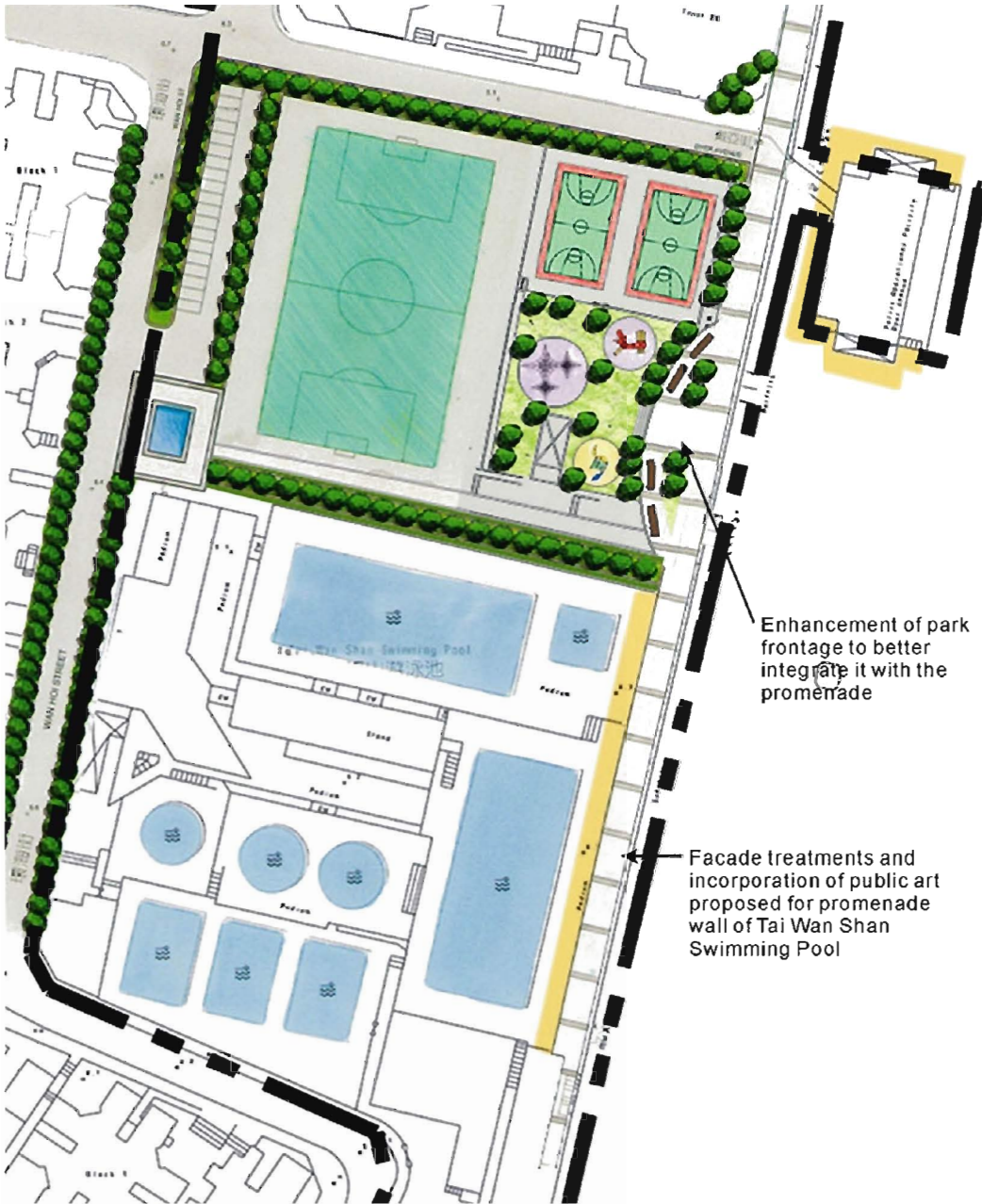
Appendix III  
**Recommended Proposal of the "CDA" and Adjoining Open Space Site**







Initial Preferred Option



Enhancement of park frontage to better integrate it with the promenade

Facade treatments and incorporation of public art proposed for promenade wall of Tai Wan Shan Swimming Pool