

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

**Tenth Meeting**

Date: 21 December 2005  
Time: 2:30pm  
Venue: Conference Room  
15/F, North Point Government Offices,  
333 Java Road, North Point, Hong Kong.

*Revised Agenda*

1. Confirmation of Minutes of Last Meeting
  
2. Matters Arising
  - (i) *Harbour Planning Review –Draft Programme for Hung Hom District Study [para. 2.2]*
  - (ii) *Consolidated Update on Various Enhancement Initiatives for Tsim Sha Tsui [para. 2.12] – (to be discussed under Item 5)*
  - (iii) *Report on Hung Hom Bay Waterfront Promenade [para. 3.13]*
  - (iv) *Inventory of Known Projects around the Harbour*
  - (v) *Report on Hoarding Beautification in Central*
  - (vi) *Report on Harbour Planning Principles*
  - (vii) *Report on CHarM*

3. Proposed Amendment to the Notes for the “CDA(1)” site at King Wah Road, North Point (Paper No. 16/2005) [*Pro Pan Asia Ltd*]
4. Proposed Installation of LED Screen on roof of Pier No.4, Central (Paper No. 14/2005) [*Hong Kong & Kowloon Ferry Ltd*]
5. Consolidated Update on Various Enhancement Initiatives for Tsim Sha Tsui (Paper No. 15/2005) [*PlanD*]
6. Any other business

*Secretary, Sub-committee on  
Harbour Plan Review  
December 2005*

**Sub-Committee on Harbour Plan Review**  
**Harbour-front Enhancement Committee**  
**Update on Enhancement Initiatives in Tsim Sha Tsui**

**PURPOSE**

To update Members on the latest progress of the enhancement initiatives in Tsim Sha Tsui.

**BACKGROUND**

2. When discussing the relocation of the existing Star Ferry Pier Public Transport Interchange at the Sub-committee meeting on 10.8.2005, Members noted that a number of enhancement initiatives for Tsim Sha Tsui had been presented to them previously. Members requested that a consolidated update on these enhancement initiatives should be provided when opportune.

**ENHANCEMENT INITIATIVES IN TSIM SHA TSUI**

3. The following is an overview of the enhancement initiatives for Tsim Sha Tsui currently undertaken by the Government. Please refer to **Annex** for the locations of the initiatives.

**Area Improvement Plan for Tsim Sha Tsui**

4. The preparation of an Area Improvement Plan (AIP) for Tsim Sha Tsui is jointly commissioned by the Planning Department and Transport Department. The AIP covers the whole Tsim Sha Tsui area, and addresses a wide range of issues pertinent to the improvement of the physical environment. It will provide a coherent plan to guide the improvement of the pedestrian environment, streetscape and vibrancy of Tsim Sha Tsui. Various improvement proposals like pedestrianization, footpath widening, streetscape enhancement, etc. are recommended. The AIP will also recommend a number of improvement

projects for early implementation.

5. To guide the formulation of the AIP, we have prepared a Planning Framework setting out preliminary ideas for area improvement (see **Annex**) and three priority projects. In the formulation of the Planning Framework, the enhancement initiatives which are already in the pipeline as described below have been taken into account. The Planning Framework was put forward for public consultation from November 2004 to January 2005. The Sub-committee was consulted on 24.11.2004.

#### Greening Master Plan for Tsim Sha Tsui

6. The Greening Master Plan (GMP) for Tsim Sha Tsui is prepared by the Civil Engineering and Development Department (CEDD). The major purpose of the GMP is to define an overall greening framework for Tsim Sha Tsui, including establishing planting themes, recommending planting species and identifying areas suitable for greening. The GMP will be a reference guide to all parties involved in the implementation of greening works within the district. The Harbour-front Enhancement Committee was briefed of the development of the GMP on 3.3.2005.

7. The AIP and GMP cover the same geographical area. As the concept of area improvement may also embrace greening, there have been some concerns about the overlapping scope of the two plans. However, the AIP and GMP have different focus and emphasis. There is no overlapping; instead they complement each other. Whilst the primary focus of the GMP is on soft landscape and greening, the AIP will examine the wider issues on area improvement like pedestrian safety and circulation, streetscape design, etc.

8. In formulating the greening framework, the GMP has considered the Planning Framework of the AIP, such as the potential pedestrian areas which would provide additional greening opportunities. Similarly, the landscape proposals under the AIP will take into account the planting themes and species recommended in the GMP.

### Tsim Sha Tsui Promenade Beautification Project

9. This project is a tourism initiative championed by Tourism Commission, covering the waterfront area south of Salisbury Road and stretching from Tsim Sha Tsui Star Ferry Pier up to International Mail Centre. The project is to provide upgraded hard and soft landscaping, enhanced lighting, an alfresco dining area, open space for outdoor performance and activities, etc. The Sub-committee was briefed of the project on 26.1.2005.

### Relocation of Star Ferry Pier Public Transport Interchange (PTI)

10. The existing PTI at Star Ferry Pier will be relocated to Wing On Plaza Garden in Tsim Sha Tsui East in order to pave way for the development of an open piazza at its present location. There will be a podium garden atop the new PTI at Wing On Plaza Garden providing open space. Also, two footbridges across Salisbury Road and Chatham Road South will be constructed respectively. The Sub-committee was briefed by the Transport Department (TD) on the traffic and transport arrangements in connection with the relocation of the PTI on 10.8.2005.

11. Unlike the AIP and GMP, the above two are project-based enhancement initiatives. As they are already in the advanced stage of implementation, these two projects have been incorporated into the AIP for further integration with the overall improvements including better pedestrian linkages between the future open piazza with the surrounding attractions. A point worth-noting is that the new footbridges to be provided in the new PTI at Wing On Plaza Garden have been incorporated into the major pedestrian network proposed under the AIP. The enhanced promenade has also been incorporated and reflected in the Planning Framework of the AIP as a major attraction in the area (see **Annex**).

### **LATEST POSITION**

12. Since the presentation of the above initiatives to Members as mentioned above, considerable progress has been made. The following is an update of the latest position of these initiatives.

### AIP for Tsim Sha Tsui

13. With the completion of the public consultation exercise early this year, we have compiled a Public Consultation Report summarizing all the public comments received and the Government's responses. Based on the public views received, we are developing more detailed improvement proposals. The formulation of the AIP is expected for completion around mid-2006. The improvement proposals in the AIP will then be taken forward by the concerned departments progressively, having regard to resource availability.

14. At the same time, we are pursuing the three priority projects in the Planning Framework. The two projects at Nathan Road/ Haiphong Road and Granville Road respectively are generally acceptable to the community as revealed from the public consultation exercise. We have consulted the Yau Tsim Mong District Council and the relevant Area Committee on their preliminary design; and are now preparing the detailed design and implementation programme/phasing. For the third project at Hart Avenue, divided local views have been received from the public consultation exercise and further consultation with the local community is being arranged.

15. Apart from the above projects, we will also recommend another three priority projects for implementation. Selection of these three projects is nearly firmed up. We will consult the public as soon as ready, before taking them forward.

### GMP for Tsim Sha Tsui

16. The GMP has recently been completed and endorsed by the Government as a document guiding greening work. In this regard, the recommended planting themes and species will provide a reference for formulating landscape enhancement proposals under the AIP. In addition, six pilot greening projects have been identified in the GMP and implemented by CEDD. These projects are now substantially completed.

### Tsim Sha Tsui Promenade Beautification Project

17. Works commenced in August 2004 and are being implemented in phases. The works at the promenade at Tsim Sha Tsui East have already been completed while remaining works are progressing well. The target completion

date is mid-2006.

Relocation of Star Ferry Pier PTI

18. Funding for the construction of the new PTI and the associated footbridges was approved by the Finance Committee of the Legislative Council in June 2005. Works already commenced in September 2005 for completion in 2007. The open piazza project will be taken forward after the completion of the new PTI in Wing On Garden Plaza which allows for the relocation of the existing one outside Star Ferry Pier.

19. This paper is presented for Members' information.

**PLANNING DEPARTMENT  
DECEMBER 2005**



Boundary of AIP and GMP



- Subways across Major Roads associated with the KCRC's East Tsim Sha Tsui (TST) Station
- Proposed Footbridges associated with the Public Transport Interchange (PTI) Proposal

**Improvement Ideas (Details / Feasibility being Confirmed)**

**Enhancement of Pedestrian Linkages and Circulation**

- Enhancement to / New Crossings across Major Roads (with Access for Disabled at Suitable Locations)
- Footpath Widening

**Proposal for Pedestrian Priority Area (PPA)**

- Extent of PPA (approx.)
- Full-time Pedestrianization
- Part-time Pedestrianization
- Footpath Widening
- Traffic Calming

**Strengthening the Attraction of Nathan Road Corridor**

- Safety Enhancement of Crossings
- Long Term Pedestrianization into a Landscaped Square?
- Innovative Landscaped Bridge/ Retail Subway?

**Introduction of Urban/Landscape/ Streetscape Design Schemes**

- Landscape / Streetscape Enhancement

**Improvement on Interface with the Future West Kowloon Cultural District**

- Interface Area (Approx.)

- Enhancement Projects in Tsim Sha Tsui**
- Tsim Sha Tsui Promenade Beautification Project
  - New PTI with podium garden and footbridges at Wing On Plaza Garden
  - Existing Star Ferry Pier PTI to be relocated and developed into an open piazza

Planning Framework of Tsim Sha Tsui Area Improvement Plan

**Sub-committee on Harbour Plan Review  
Harbour-front Enhancement Committee  
Proposed Amendment to the Notes of Outline Zoning Plan for the  
“Comprehensive Development Area” at King Wah Street, North Point**

**INTRODUCTION**

This Briefing Note is prepared for the Harbour Enhancement Committee’s Subcommittee on the Review of the Harbour Plan. The Briefing Note provides background on an s12A Application submitted to the Town Planning Board seeking approval to include “flat” use under Column 2 of the Notes to the “CDA (1)” zone on the North Point OZP. A short presentation on the Application is scheduled at the Subcommittee’s meeting on 21.12.2005.

**THE “CDA (1)” ZONE**

2. The Application Site is zoned “Comprehensive Development Area (1)” (i.e. “CDA (1)”) under the Approved North Point Outline Zoning Plan (OZP) No. S/H8/19. This zone, as with the adjacent ex-Government Supplies Depot (ex-GSD) site zoned “CDA”, falls within the area purview of the Harbour-front Enhancement Committee (HEC). According to the Notes to the OZP, the “CDA (1)” zone is intended for “*comprehensive redevelopment of the area for commercial, leisure and tourism related uses with the provision of open space and other supporting facilities*”. In deference to its waterfront location and to preserve public views to and from the Harbour, the Statutory Notes distinguish development potential north and south of the Island Eastern Corridor (IEC). That to the north of the IEC is restricted in building height to the mean level of IEC, whereas that to the south is restricted by a maximum plot ratio and building height of 15 and +165mPD respectively. The Explanatory Statement to the OZP states that the zone is to facilitate comprehensive development with hotel, commercial, cultural, leisure and tourism-related uses on the waterfront. There is also a requirement for a waterfront promenade (of at least 10m wide) to encourage public use of the waterfront and to preserve public views to and from the Harbour.

3. There are three separate sites within the zone, namely the application site, an adjoining site approved for a 50 storey, 1,000 room hotel which is now under development and a waterfront Government Land site incorporated into the forthcoming redevelopment package of the ex-GSD site at Oil Street.

## **THE APPLICATION SITE**

4. The application site is owned by Glory United Development Ltd., a subsidiary company of Henderson Land Development Co.Ltd. In 1996, the TPB approved a 42-storey office development for the site with a plot ratio of 15 and a total GFA of about 41,775m<sup>2</sup>.

5. The site itself comprises three distinct but interconnected land parcels, namely that south of the Island Eastern Corridor (IEC), which will accommodate the bulk of permitted development. The second parcel comprises land under the IEC, which is largely non-developable due to the elevated road structure and highways maintenance requirements and a third land parcel north of the IEC and fronting the Harbour, intended for cultural/ commercial/leisure/tourism-related uses.

## **OBJECTIVE OF THE s12A APPLICATION**

6. The sole purpose of the s12A application is to reinstate “flat” use under Column 2 of the Notes to the “CDA(1)”. Once agreed, a detailed master layout plan for residential/commercial development on the southern parcel, access under the IEC and commercial/leisure/tourism on the northern land parcel will be submitted to the TPB for approval in accordance with application requirements under the CDA zone. The TPB will only approve the application if it is satisfied that the development proposal for all three land parcels meet the planning intention and harbour-front planning principles. However, such plans need not show proposals for the adjoining hotel site or Government waterfront site, although such sites lie within the same “CDA (1)” zone.

## **THE INDICATIVE DEVELOPMENT PROPOSAL**

7. Two indicative scheme plans are included in the application to show how robust the site is for residential development and how such development would satisfy the cultural/commercial/leisure and tourism-related intentions for the lot. These schemes are reproduced at Appendix A. They are indicative plans which are not intended for planning approval but rather to illustrate that future residents would not be adversely affected by traffic noise/air pollution from the IEC and the residential block design produces better urban design prospects in the harbour context than either office or hotel blocks. With early approval of the application, construction of the proposed residential/ cultural/commercial/leisure/tourism-related scheme could be complete by 2008/9.

8. The key features in both scheme options are listed below:-

- Two residential blocks above a 4-storey podium and basement carpark accommodating internal carparking, servicing, lobby, resident clubhouse and retail provision;
- No development under the IEC except for public passage, servicing and parking associated with waterfront uses and Highways Department’s maintenance access;

- The waterfront site developed for cultural/commercial/leisure/ tourism uses and provision of a 10m wide public promenade and landscaping to integrate with planned adjoining promenades.
- Set back of the podium along the western boundary of the site to provide a public passageway ranging in width from 6m to 9m, linking Fook Yum Road/King Wah Road directly to the waterfront;
- Minimisation of the podium along the western and southern boundaries to increase visual permeability between the waterfront and Fuk Yam Road and offer visual relief along King Wah Rd.
- A 2 storey distinctly-styled building to house arts and crafts galleries, waterfront restaurants/cafes, wine bars etc complementing that planned at the waterfront on the adjoining hotel site. This building is setback at least 10 metres from the public promenade and 10 metres from the IEC and western site boundary to provide continuous public views to the harbour from Fook Yum Road.

## **JUSTIFICATION FOR REINSTATING “FLAT” USE UNDER THE STATUTORY NOTES**

9. There are strong grounds for reinstating “flat” use under the “CDA (1)” zone, as summarised below:

### Relevant Planning Intentions

- “Flat” use was previously permitted on site up to late 2000. It was only deleted because of then Government intentions to encourage a tourism “hub” to support a then planned cruise terminal at Oil Street. With deletion of the cruise terminal, there no longer exists any land use incompatibility grounds for excluding residential use from the CDA (1) zone. Moreover, residential development is the predominant use in the surrounding neighbourhood;
- Future residents will not be exposed to IEC traffic noise and air pollution since the residential building design and environmental mitigation measures adopted ensure EPD and HKPSG standards are met;
- With “Flat” use permitted within the Government’s adjacent “CDA” zone (the ex-GSD Site), it should also be allowed within the “CDA (1)” zone, especially as the zone characteristics are similar and a tenement block did exist on the Applicant’s site in the same location as the residential blocks now proposed under the application;

- As demonstrated by these two options, residential development at PR 8.0 significantly reduces the ultimate development intensity on site compared to the as-of-right non-domestic plot ratio of 15 – benefiting the local neighbourhood by reducing traffic and reducing building bulk density; and
- Residential Use is sustainable in local traffic terms and sewage impact based on worst-case scenarios and the addition of some 400-odd residents will not overburden District open space and GIC facilities.

#### Relevant Harbour Planning Principles

- Residential development in the “CDA (1)” zone brings residents closer to the waterfront setting and thereby helps make the intended public promenade more vibrant than if commercial-only users are present beside such waterfront space. Adding residential users to the zone generates a diversity of users and lifestyles considered critical to sustaining patronage of proposed tourism/cultural/leisure and commercial activities and to enlivening the promenade. If the site was redeveloped for hotel or office users only, there would be less potential vibrancy after working hours when such special groups are entertained elsewhere in the City. Moreover, harbour planning authorities throughout the world are now encouraging residents to live alongside harbours and waterways because they are not only “good neighbours” but also ultimately contribute to better linkages between the Hinterland and the Harbour.
- The residential towers with their smaller more flexible footprint and less extensive podium coverage requirements, encourages provision of a wider, unobstructed public corridor between the hinterland and waterfront. The two schemes include a wide public passageway along the western site boundary that not only acts as a convenient alternative public access to the Harbour but also as a new visual corridor to and from the Harbour along Fook Yum Street;
- The proposed residential towers, far more than a single hotel or office block, present better urban design aspect in the form of varied building bulk, façade treatment and location flexibility. Such variation creates greater visual interest/identity when viewed from the Harbour or the IEC. Residential towers avoid the wall-like effect found with most hotel blocks and their configuration improves visual and air permeability both along King Wah Road and around Harbour Heights. The juxtaposition of the proposed residential towers alongside the hotel block on the adjoining site reflects Hong Kong’s “brand identity” of mixed building types in close proximity when viewed from the Harbour.
- Early agreement to reinstate “flat” use under the Notes to the zone will advance implementation of the HEC’s calls on Government to complete the planned public

promenade and waterfront space along the northern edge of North Point to benefit both tourists and local residents alike.

#### **ADVICE SOUGHT FROM THE HEC SUBCOMMITTEE ON HARBOUR PLAN REVIEW**

10. HEC is an advisory body to the Government on Victoria Harbour and harbour-front areas. Given the location of the site, its public waterfront potential and the Proponent's adoption of HEC's Harbour Planning Principles in proposing residential/commercial/tourism and leisure use, comments are sought from the Subcommittee on reinstating "flat" use under Column 2 of the Statutory Notes to the "CDA (1)" zone, in terms of those principles.

**Pro Plan Asia Ltd**  
**December 2005**

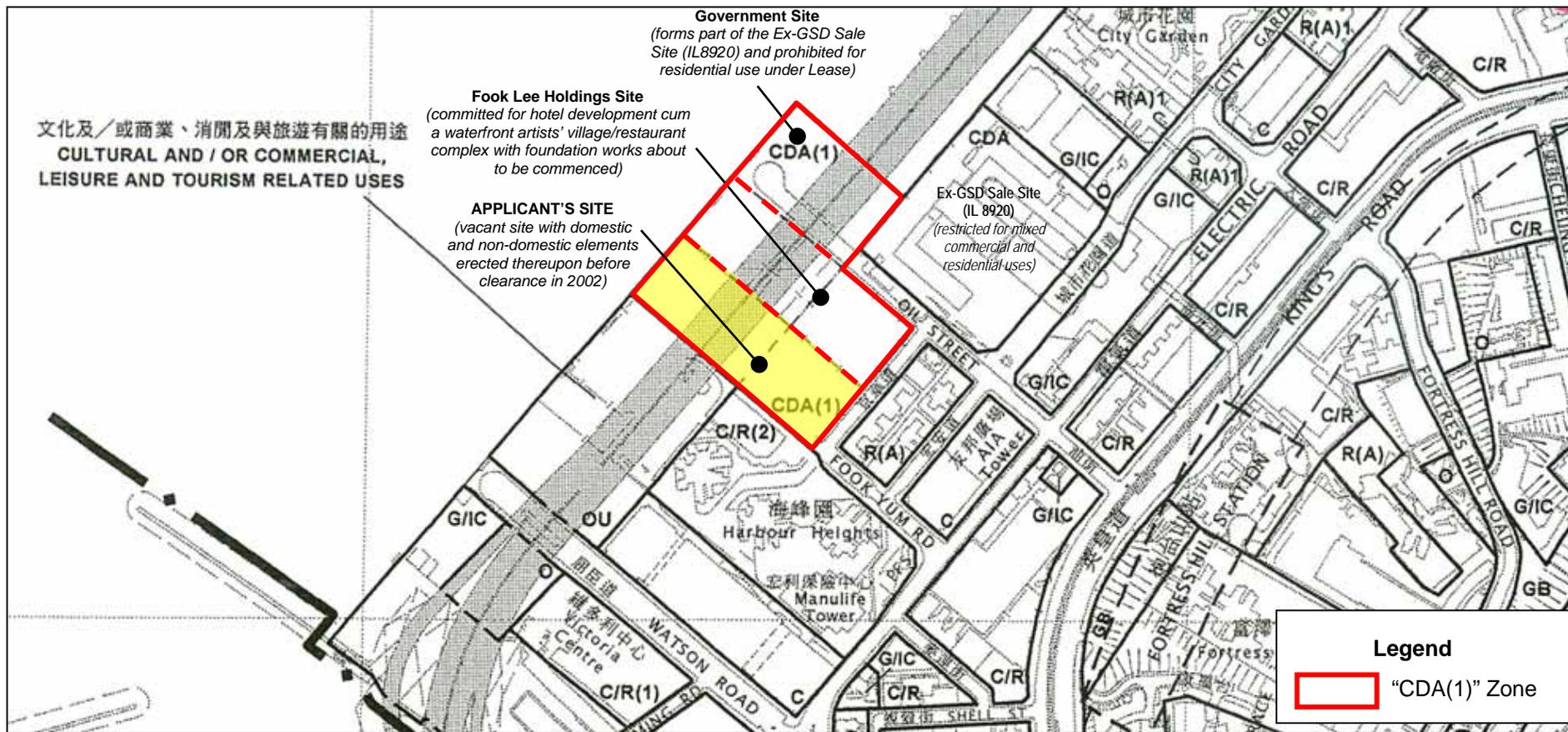
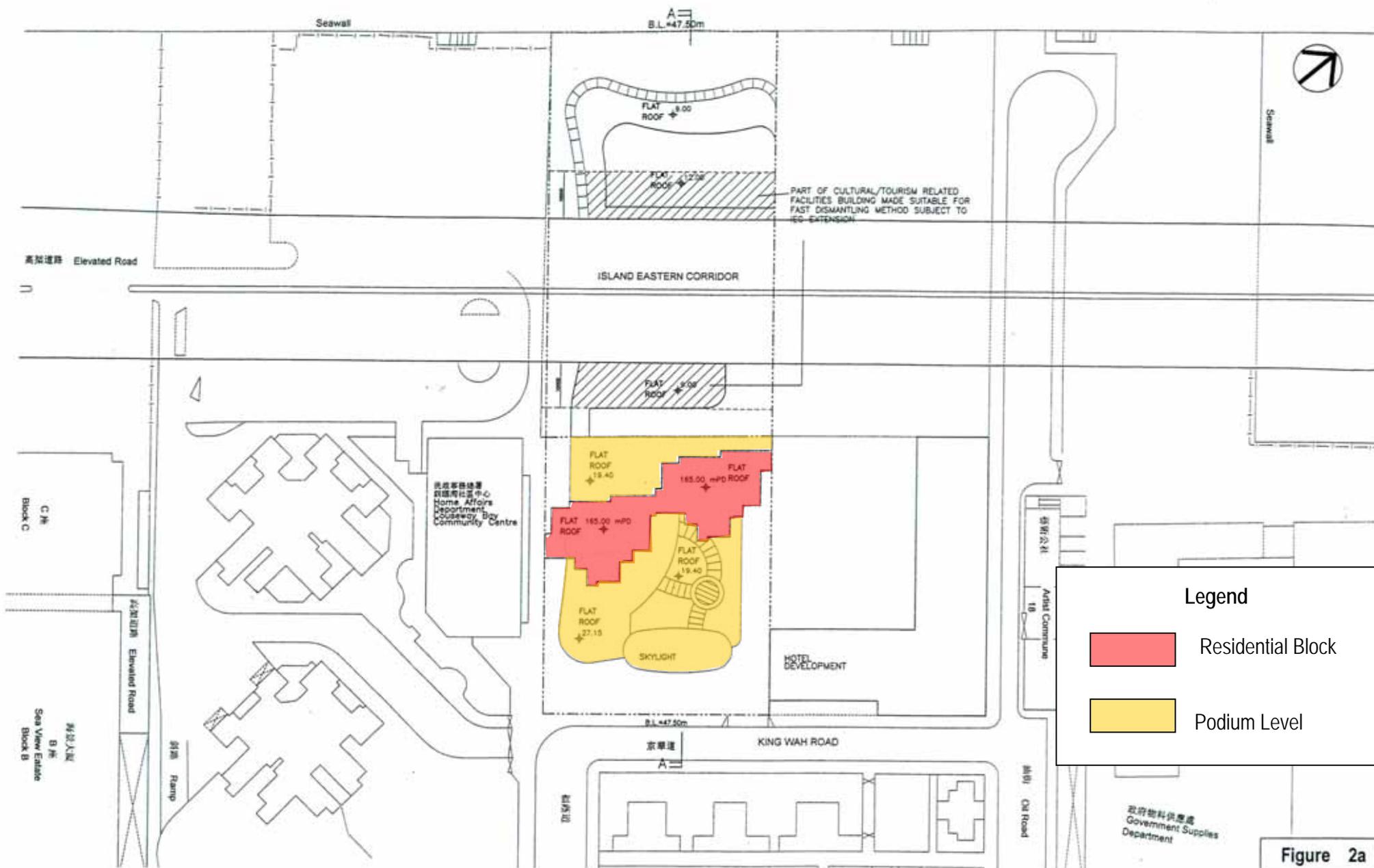


Figure 1 Location Plan



**BLOCK PLAN (MLP-OPTION 1)**

**S.12A APPLICATION FOR AMENDMENT TO THE NOTES TO "CDA(1)"ZONE, NORTH POINT OZP**

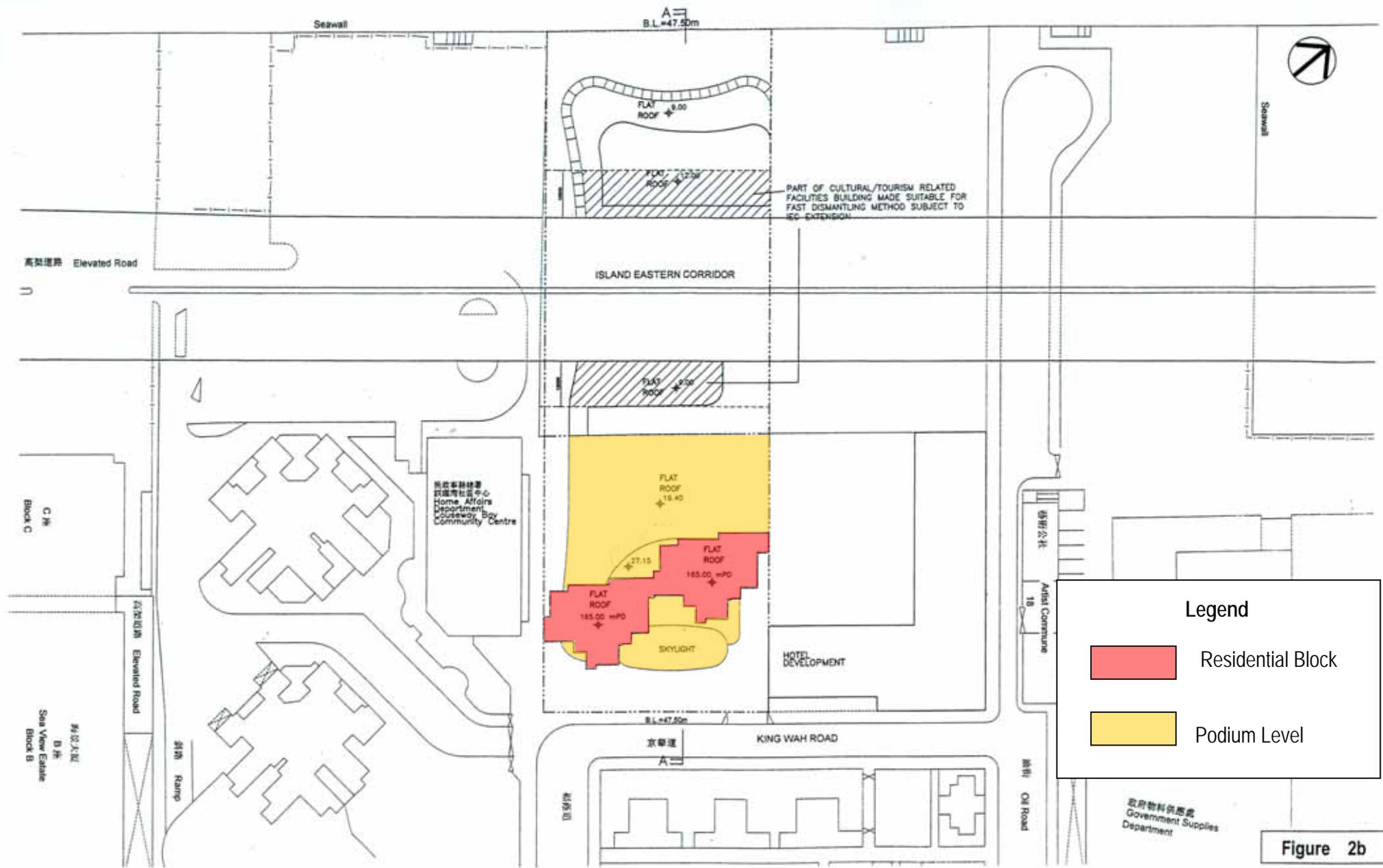
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**Figure 2a**



DATE : 23-11-2005

FILE NAME : P1037/DWG/ACAD/SKETCHES/OUTGOING/OUT-2005-11-23/MLP-OPTION1.DWG



**Legend**

- Residential Block
- Podium Level

**Figure 2b**



**BLOCK PLAN (MLP-OPTION 2)**

**S.12A APPLICATION FOR AMENDMENT TO THE NOTES TO "CDA(1)" ZONE, NORTH POINT OZP**

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DATE : 14-11-2005  
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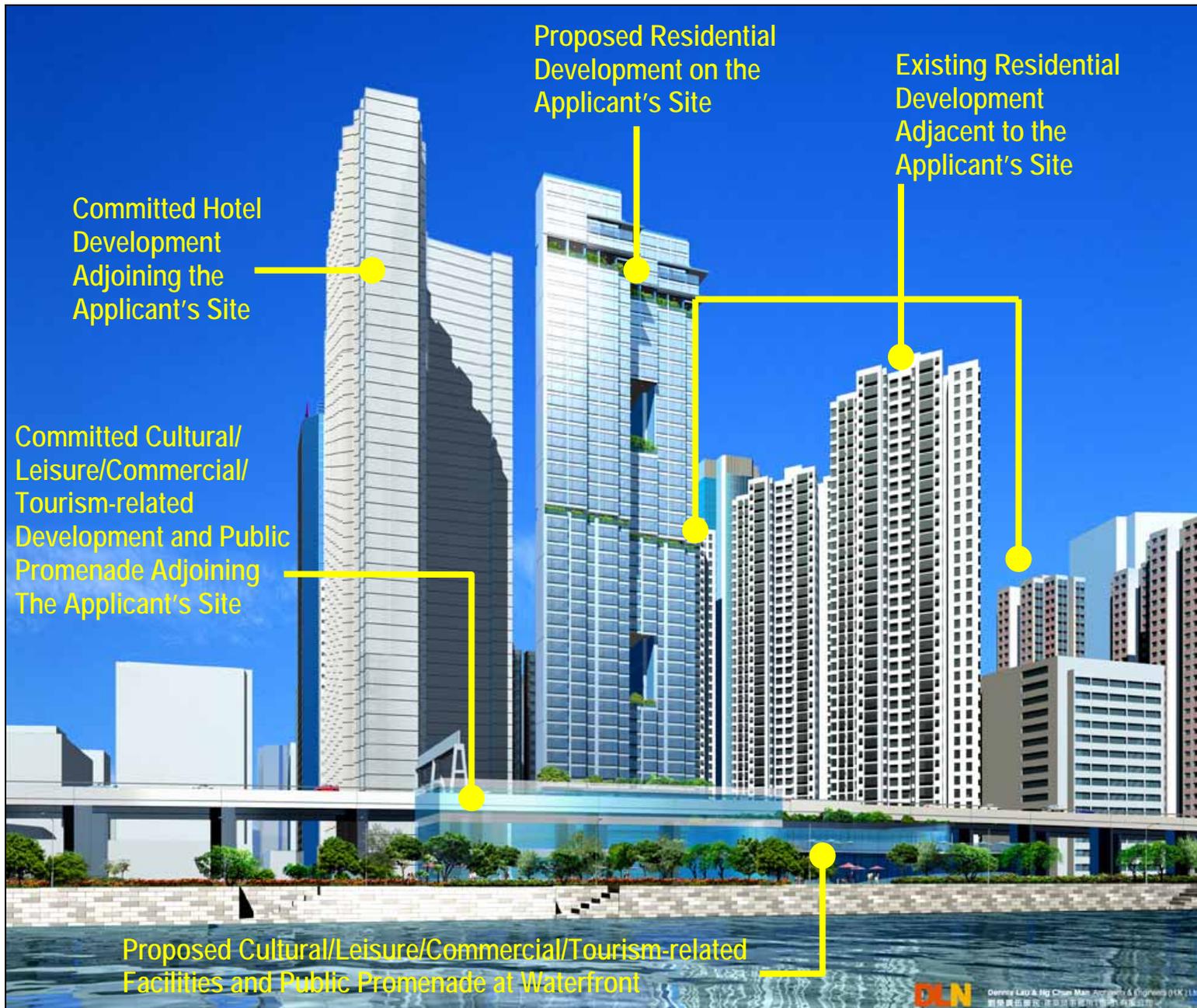
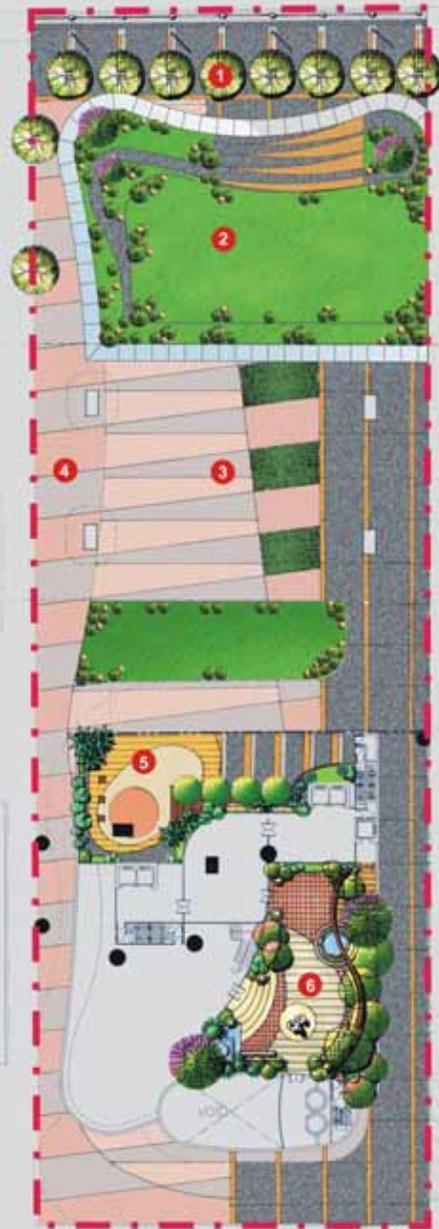


Figure 3 Harbour View of Completed Development within the "CDA(1)" Zone



**Legend**

-  Application Site Boundary
-  Tree Planting
-  Shrub Planting
-  Lawn

- 1 Promenade Plaza** is designed with formal tree planting and amenity lighting creating an entrance threshold for the Cultural Facilities Building as well as lookout point for the visitors.
- 2 Sustainable Green Roof Planting** accommodates a central lawn with peripheral shrub planting on the roof, and a landscaped courtyard at 1/F creating flexible and multi-purposes spaces for events and performances.
- 3 Theme Square** utilises the left over space underneath Island Eastern Corridor for multi-purpose events and performances. Hatch planting of shaded tolerant species and directional paving pattern will be used for shaping these spaces.
- 4 Linear Plaza** along the preserved view corridor looking from Fook Yum Road toward the Harbour is designed through the use of formal paving pattern in colourful palette highlighting the space underneath Eastern Corridor.
- 5 Landscape Courtyard** is designed in contemporary style. Vertical enclosure will be provided with tree and shrub plating creating shaded geometric spaces for relaxing and enjoying view of Victoria Harbour.
- 6 Picturesque Garden** is designed in associated with Club House facilities creating framed spaces through the use of ornamental planting, stonework, artwork and water feature for visitor enjoyment.

14 政務總署  
新區辦事處  
New Territories  
Community Centre

京華道 KING WAH ROAD



SCALE	As Shown	DATE	23 Nov 05
CHECKED	CCH	DRAWN	KAF
FIGURE NO.	<b>Figure 4</b>		REV
			-



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