

HEC Sub-committee on Harbour Plan Review

Fifteenth Meeting

Date: 22 November 2006
Time: 2:30 p.m.
Venue: Conference Room
15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong.

Agenda

1. Confirmation of Minutes of Last Meeting
2. Matters Arising
3. Revised Planning Brief for Ex-Government Supplies Depot Site at Oil Street, North Point (Paper No. 9/2006)
4. Harbour Planning Guidelines for Victoria Harbour and its Harbourfront Areas (Paper No. 10/2006)
5. Any Other Business

*Secretary, Sub-committee on
Harbour Plan Review
November 2006*

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

**Revised Planning Brief for
Ex-Government Supplies Depot Site at Oil Street, North Point**

Purpose

The purpose of this Paper is to consult Members on the proposed development parameters for the ex-Government Supplies Depot at Oil Street, North Point and the draft revised Planning Brief at **Annex A**.

Background

2. The Oil Street land sale site (the Site) comprises two portions with the southern one zoned “Comprehensive Development Area” (“CDA”) and the northern one zoned “CDA(1)” on the approved North Point Outline Zoning Plan No. S/H8/19 (the OZP) with a maximum GFA of 123,470m² (of which 18,180m² shall be for office use) (**Plan 1**). It has a total area of 14,667m² and is currently occupied by vacant Government premises (**Plans 2, 3a and 3b**). A Planning Brief for the “CDA” portion to facilitate the preparation of a Master Layout Plan (MLP) was endorsed by the Town Planning Board (TPB) in 1997 and updated in 2000.

3. On 28.10.2005, the Metro Planning Committee (MPC) of the TPB considered a rezoning application submitted by the Designing Hong Kong Harbour District (DHKHD) and rejected it¹. The MPC, however, agreed to review the development parameters and planning intention of the Site to take account of the community aspirations, the Vision and Goals for Victoria Harbour of the TPB (Harbour Vision Statement), the Harbour Planning Principles (HPP) promulgated by the Harbour-front Enhancement Committee (HEC), and the Urban Design Guidelines (UDG) of the Hong Kong Planning Standards and Guidelines (HKPSG).

Current Development Parameters

4. The land sale conditions of the “CDA” portion were prepared on the basis of the endorsed Planning Brief with a maximum GFA of 123,470m². In addition, a maximum building height of 165mPD and the provision of a 10m wide waterfront promenade for the public were stipulated in the sale conditions.

¹ The rezoning application is to rezone the “CDA(1)” and the western portion of the “CDA” to “Open Space” (“O”), and to incorporate maximum building heights of 100mPD and 140mPD and the requirement of a public promenade of not less than 20m in width into the Notes. A total GFA of about 68,800m² and a public open space of 8,400m² in the Site are proposed.

Detailed Study and Major Issues for the Development

5. As requested by the MPC, a detailed study has been carried out for the Site and the key issues for the development are proposed to be addressed as follows:

Use

6. The current planning intention for commercial and residential uses on the Site is considered appropriate as the neighbourhood now comprises a mix of residential and commercial uses. The Site is proposed to form a focus of the emerging activity node, adding vibrancy to the waterfront and the neighbourhood in North Point.

Public Open Space (POS)

7. The POS should be increased to alleviate the severe shortfall of local open space in the North Point OZP area (78,000m²). The width of the waterfront promenade should be increased and opportunity taken to provide waterfront POS and to improve the accessibility and visibility.

Integration of the Planning of the Site with Wan Chai Development Phase II (WDII) Review and Central-Wan Chai Bypass (CWB)

8. In the recently released draft Concept Plan for WDII Review, the connection of the CWB to the IEC (together with the portal and the administration building and ancillary facilities) would occupy the “CDA(1)” portion and a waterfront park is proposed in North Point. To provide linkage to the future waterfront park, a 15m wide landscaped area within the “CDA(1)” portion is reserved near the western end of the administration building (**Plan 4**).

9. Taking account of the CWB project, it is proposed to revise the boundary and area of the land sale site to 11,700m² by deleting the “CDA(1)” portion (**Plan 4**). The requirement of 50m setback from the IEC with non-noise sensitive uses to screen the residential use and the adoption of appropriate mitigation measures as specified in the endorsed Planning Brief will be retained in view of close proximity to the existing IEC and CWB (**Plan 5**). As the CWB is a designated project under the Environmental Impact Assessment Ordinance (EIAO), the EIA for which should take into account the existing and planned developments (including the subject Site) to demonstrate the environmental acceptability.

Physical and Visual Access to the Waterfront

10. The planning of the Site should maximize the opportunity for physical and visual access to the waterfront. Open space linkages in the form of at-grade public landscaped passageways are provided within the Site. The pedestrian linkage to the hinterland is to be enhanced by extending the existing footbridge across Electric Road which links to the Fortress Hill MTR Station.

11. Development options with lower plot ratios and a building height profile stepping down to the waterfront should be explored to respect the waterfront setting, and to avoid wall effects jeopardizing visual permeability and the pedestrian wind environment. Visual access through the Oil Street frontage should be provided. Building heights should be compatible to those of the nearby developments, help maintain the existing building free zone below the

ridgeline in North Point, and minimize blocking the water surface of the Harbour as viewed from the hinterland.

Integration with “G/IC” Site Located to the South

12. The former Royal Hong Kong Yacht Club (RHKYC) in the “G/IC” zone to the immediate south (**Plan 2**), a Grade II historical building, abutted the harbour when it was established in 1908. The former RHKYC has been allocated to the Leisure and Cultural Services Department (LCSD) for an Archaeological Resource Centre (ARC). The remaining “G/IC” site is therefore proposed for POS use to address the existing shortfall, while enhancing the setting of the historic building of the ARC and the historical link to the old North Point waterfront.

Refuse Collection Point (RCP)

13. The eastern end of the “G/IC” site is reserved for a RCP under the current sale conditions. It is proposed to be retained as there are no other suitable RCP sites in the vicinity to serve the need of the catchment. The RCP is reasonably separated from the Site and the POS by the footbridge extension and, subject to careful design and appropriate mitigation measures, can fit reasonably well with the adjacent cluster of GIC buildings.

City Garden Road Extension (the proposed Extension)

14. The previously proposed Extension (**Plan 5**) aims to provide ingress/egress, to cater for the traffic generated from development on the Site, as well as to relieve the traffic of Electric Road. However, it will physically segregate the Site from the adjoining uses, adversely affecting the integration with the “G/IC” site. Moreover, it would induce more traffic to the existing local road network adversely affecting the surrounding residential neighbourhood. To address these concerns, a cul-de-sac is proposed for ingress/egress to the Site, and the remaining area is included as part of the POS. An emergency vehicular access (EVA) and loading/unloading space for the ARC are to be included in the design of the proposed POS. The future developer is required to submit traffic impact assessment (TIA) together with the MLP for approval by the TPB.

The Proposed Development Parameters

15. Taking into account the above considerations, the following revised planning parameters are proposed for the development of the site. The schematic layout and photomontages are at **Plan 6**. The development concept is at **Plan 7**. The major development parameters are as follows:

Site area	8,170m ² development site + 3,530m ² POS
PR	8.6* (domestic: 6 and non-domestic: 2.6)
GFA	70,200m ² (domestic: 49,240m ² and non-domestic: 20,960m ²)
Maximum building height	100mPD (commercial at seaward side of the Site) and 120mPD (residential at landward side of the Site)

POS	
- within the “CDA”	3,530m ²
- to the south of “CDA”	2,870m ²
- total	6,400m ²

* POS not included in plot ratio calculation

16. With these planning parameters, the future development can best achieve the planning objectives and meet the public aspirations for reducing the development intensity, reducing the building height and providing more open space. In enhancing the vibrancy, visual permeability, pedestrian accessibility and historical link of the waterfront, it is in line with the HPP, Harbour Vision Statement and UDG. With more POS provision, lower building height, better integration with the historical building in the “G/IC” site to the south, and better linkage with the hinterland, the recommended scheme is preferable to the rezoning application.

Revised Planning Brief

17. On the basis of the above planning parameters, a draft revised Planning Brief for the “CDA” has been drawn up and is at **Annex A**. It sets out the planning objectives, development parameters, planning requirements and design guidelines for the future developments. The major planning objectives of the Site are :

- (a) to achieve a balanced mix of land uses with commercial uses to enhance the vitality and vibrancy of the waterfront and the area and to serve as an environmental buffer from the heavy traffic of the trunk roads on the waterfront;
- (b) to optimize the development scale and intensity within the traffic, environmental and infrastructure constraints of the area and giving due regard to the waterfront location of the Site;
- (c) to incorporate a network of public open space and pedestrian links to help meet the shortfall of open space in the district and to link the hinterland of North Point with the waterfront;
- (d) to create a built form which is compatible with the surrounding environment, and help preserve public views to the ridgeline and the Harbour; and
- (e) to enhance integration with the proposed open space and archaeological resource centre to the south of the Site and contribute to reinforcing the historical link with the old North Point waterfront.

18. The major changes to the endorsed Planning Brief as compared with the draft revised Planning Brief are summarized as follows:

- (a) **Major Development Parameters**
 - To reduce the maximum GFA to a total maximum of 70,200m² including a minimum of 20,960m² for non-domestic uses of which a maximum GFA of 18,180m² shall be for office use (the maximum GFA for office is to tally with the OZP restriction) and a maximum of 49,240m² for domestic use. The overall plot ratio is 6 based on the

whole site. The total plot ratio is 8.6 based on the development site excluding the POS;

- To incorporate building height restrictions of a maximum of 120mPD in the southeastern part and a maximum of 100mPD in the northwestern part of the “CDA”;
- To incorporate the requirement to provide a minimum of 3,530m² of POS comprising an at-grade public landscaped walkway with a minimum width of 20m along the northwestern boundary and an at-grade public landscaped walkway with a minimum width of 15m along the western boundary connecting to the waterfront. The design and construction of the POS is to be entrusted to the future developer and handed over to the LCSD; and
- To revise the open space provision for residents of the future development in accordance with current HKPSG of a minimum of 1m² per person (a minimum of 1,680m²).

(b) Transport Requirements

- To incorporate the submission of TIA in the MLP submission to confirm that the proposed scheme is acceptable in traffic terms; and
- To incorporate the requirement for the future developer to form and build the cul-de-sac and hand back to the Government upon completion of works. The proposed Extension is deleted from the brief.

(c) Development Constraints

- To incorporate the considerations of the CWB and WDII.

(d) Environmental Requirements

- To delete the requirements relating to the proposed Extension.

(e) Urban Design and Landscape Requirements

- To elaborate the urban design and landscape framework taking account of the Harbour Vision Statement, HPP and UDG, the need for integrated planning and design, and tree preservation.

19. The public facilities and works to the south of the “CDA” would be provided as follows :

- (a) the future developer of the “CDA” will be required to form the land for the RCP and POS, to extend the existing footbridge adjacent to the planned RCP to the “CDA”, and return the site and facility to the Government upon completion of works; and
- (b) the LCSD will implement the POS to the south of the “CDA” subject to resource availability and to incorporate an EVA and a loading/unloading space for the ARC.

Next Steps

20. An air ventilation assessment will be conducted by PlanD. The requirements on the layout design and other necessary measures identified would be incorporated in finalizing the revised Planning Brief.

21. Under the “CDA” zoning, a MLP has to be submitted by the future developer together with all the relevant technical assessments covering traffic, environmental, urban design and landscape aspects for the approval of the TPB before the development can proceed.

22. Public comments received and the revised Planning Brief will be submitted to the TPB for endorsement. Upon the endorsement of the revised Planning Brief, the development parameters will be incorporated into the draft conditions of sale of the “CDA”.

ADVICE SOUGHT

23. Comments from Members on the development parameters and the draft revised Planning Brief at **Annex A** are sought.

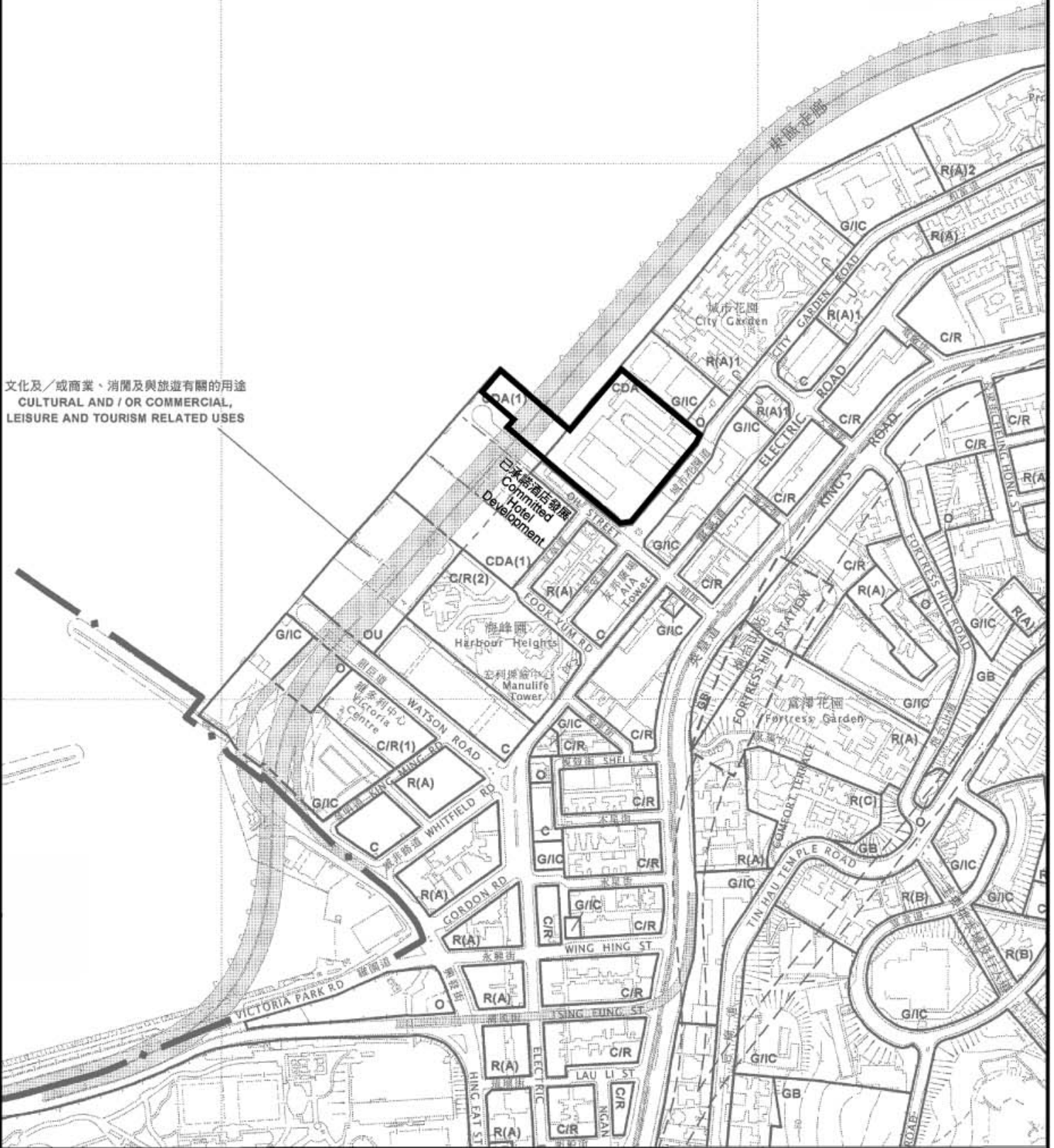
ATTACHMENTS


Plan 1	Extract of Approved North Point Outline Zoning Plan No. S/H8/19
Plan 2	Site Plan
Plans 3a & 3b	Site Photos
Plan 4	Proposed Tunnel Portal of Central-Wan Chai Bypass and Harbour-front Enhancement at North Point
Plan 5	Environmental Constraints and Planned/Possible GIC Uses and Road Works in the Vicinity under Endorsed Planning Brief
Plan 6	Proposed Development Parameters
Plan 7	Development Concept
Annex A	Draft Revised Planning Brief

PLANNING DEPARTMENT
NOVEMBER 2006



文化及／或商業、消閒及與旅遊有關的用途
 CULTURAL AND / OR COMMERCIAL,
 LEISURE AND TOURISM RELATED USES



 主題地點
 SUBJECT SITE

本摘要圖於2006年11月9日擬備，
 所根據的資料為於2005年2月1日
 核准的分區計劃大綱圖編號S/H8/19
 EXTRACT PLAN PREPARED ON 9.11.2006
 BASED ON OUTLINE ZONING PLAN No.
 S/H8/19 APPROVED ON 1.2.2005

位置圖 LOCATION PLAN

北角油街內地段第8920號
 INLAND LOT No. 8920 AT
 OIL STREET, NORTH POINT

SCALE 1 : 5 000 比例尺
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規劃署
 PLANNING
 DEPARTMENT

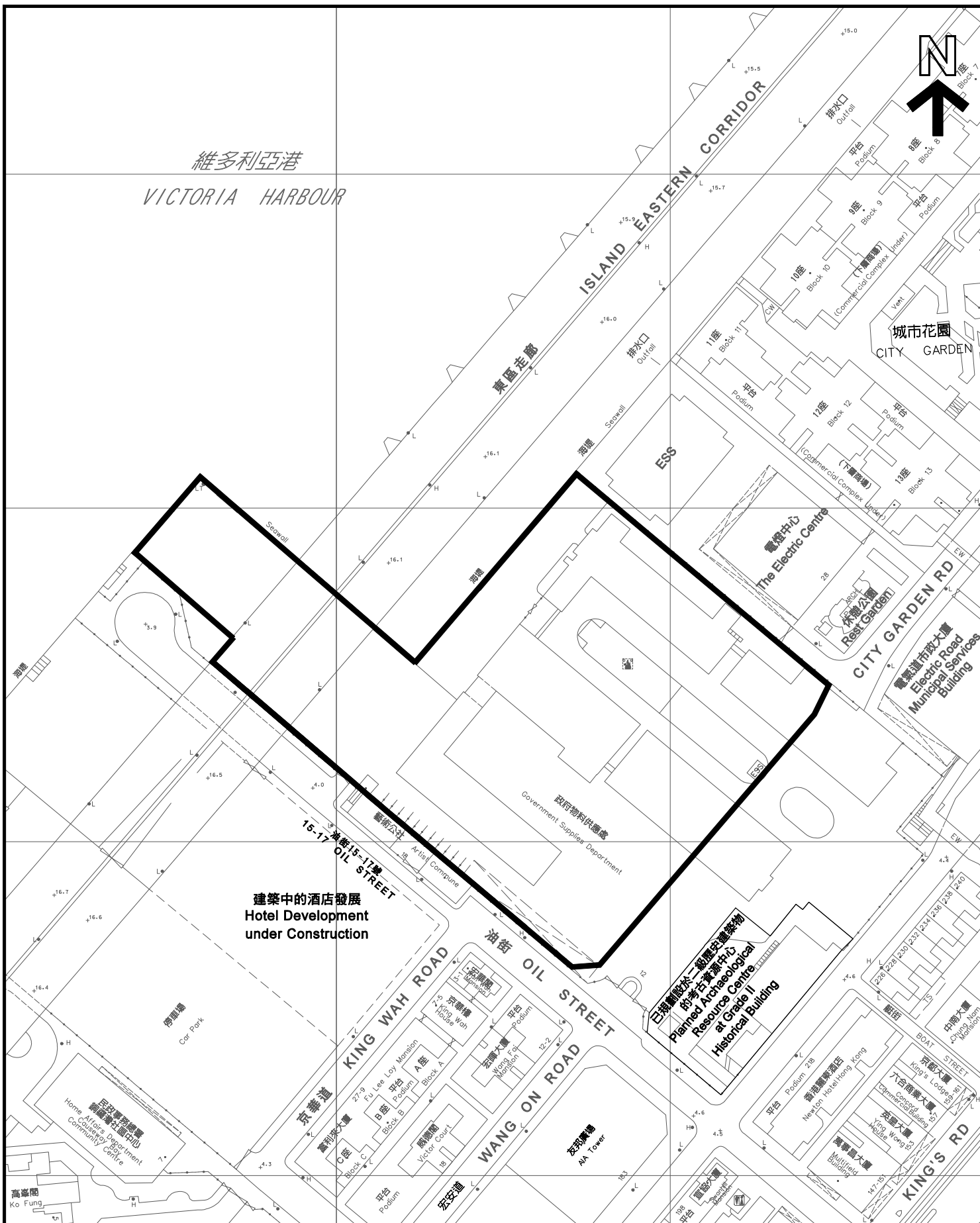


M/SD1/06/77

圖 PLAN
 1

維多利亞港

VICTORIA HARBOUR



建築中的酒店發展
Hotel Development
under Construction

已規劃於二樓歷史建築物的
考古資源中心
Planned Archaeological
Resource Centre
at Grade II
Historical Building



主題地點
SUBJECT SITE

本摘要圖於2006年11月9日擬備，所根據的資料為測量圖編號 11-SE-1C 和 6A
EXTRACT PLAN PREPARED ON
9.11.2006 BASED ON SURVEY
SHEETS No. 11-SE-1C & 6A

地盤平面圖 SITE PLAN

北角油街內地段第8920號
INLAND LOT No. 8920 AT
OIL STREET, NORTH POINT

SCALE 1: 1 500 比例尺

米 METRES 20 0 20 40 60 METRES 米

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圖 PLAN
2



地盤及鄰近地區 THE SITE AND SURROUNDING AREAS



地盤 THE SITE

 主題地點
SUBJECT SITE

本圖於2006年11月9日擬備，所根據的資料為拍攝於2006年3月28日的實地照片
PLAN PREPARED ON 9.11.2006 BASED ON SITE PHOTOS TAKEN ON 28.3.2006

實地照片 SITE PHOTOS

北角油街內地段第8920號
INLAND LOT No. 8920 AT
OIL STREET, NORTH POINT

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圖 PLAN
3a



地盤 THE SITE



 主題地點
SUBJECT SITE

實地照片 SITE PHOTOS

北角油街內地段第8920號
INLAND LOT No. 8920 AT
OIL STREET, NORTH POINT

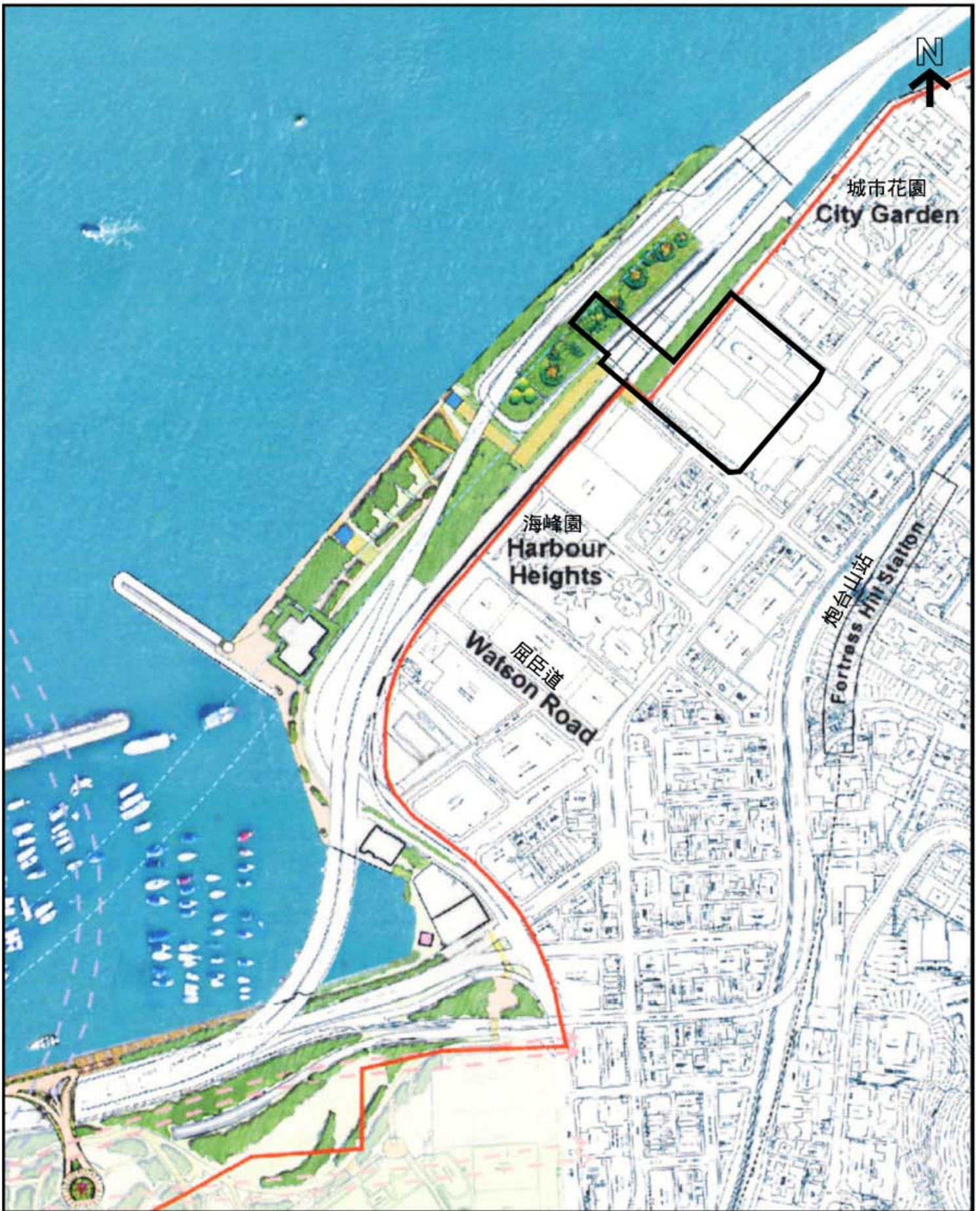
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PLANNING
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本圖於2006年11月9日製備，所根據的資料為拍攝於2006年3月28日的實地照片
PLAN PREPARED ON 9.11.2006 BASED ON SITE PHOTOS TAKEN ON 28.3.2006

M/SD1/06/77

圖 PLAN
3b



主題地點
SUBJECT SITE

SOURCE : CONCEPT PLAN FOR
WAN CHAI DEVELOPMENT
PHASE II - REVIEW (MAUNSELL)

本圖於2006年11月9日擬備
PLAN PREPARED ON 2.11.2006

中環灣仔繞道可能設在北角的隧道出口及
相關的海濱優化工程
POSSIBLE TUNNEL PORTAL OF
CENTRAL-WAN CHAI BYPASS AND
HARBOUR-FRONT ENCHANCEMENT
AT NORTH POINT

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圖 PLAN
4



地盤受未來中環-灣仔繞道影響的部分
Portion of the Site Possibly Affected by the Future Central - Wan Chai Bypass

東區走廊/中環-灣仔繞道 (有待確實)
Island Eastern Corridor / Central - Wan Chai Bypass (Subject to Confirmation)



隧道部分
Tunnel Portion



地面部分
At Grade Portion

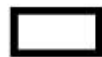
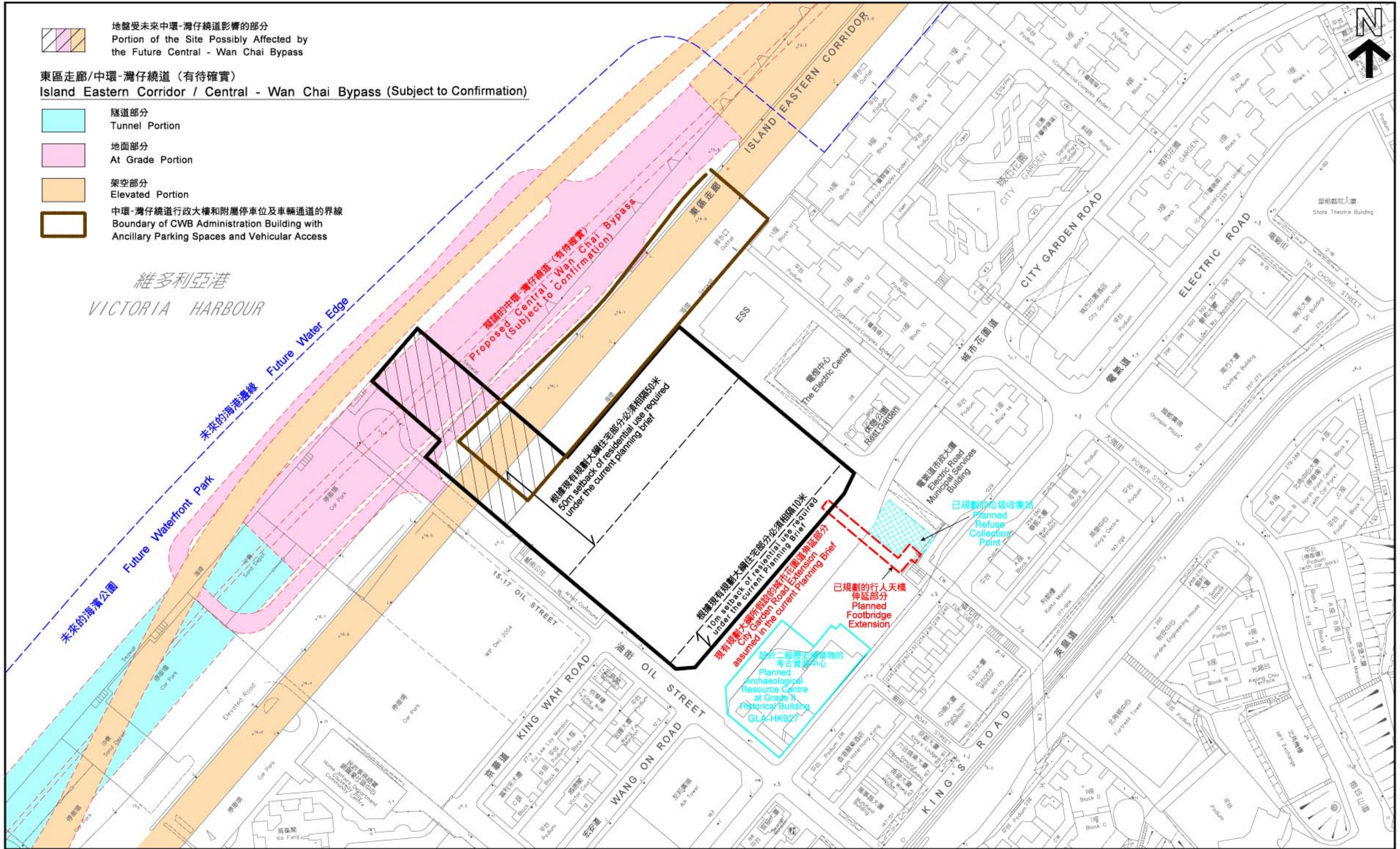


架空部分
Elevated Portion



中環-灣仔繞道行政大樓和附屬停車位及車輛通道的界線
Boundary of CWB Administration Building with Ancillary Parking Spaces and Vehicular Access

維多利亞港
VICTORIA HARBOUR



主題地點
SUBJECT SITE

本摘要圖於2006年11月9日擬備，所根據的資料為測量圖編號 11-SE-1C 和 6A
EXTRACT PLAN PREPARED ON 9.11.2006
BASED ON SURVEY SHEETS No. 11-SE-1C & 6A

區內的环境限制及已規劃或可能的政府社區用途和道路工程
ENVIRONMENTAL CONSTRAINTS AND PLANNED / POSSIBLE
GIC USES AND ROAD WORKS IN THE VICINITY

北角油街內地段第8920號
INLAND LOT No. 8920 AT OIL STREET, NORTH POINT

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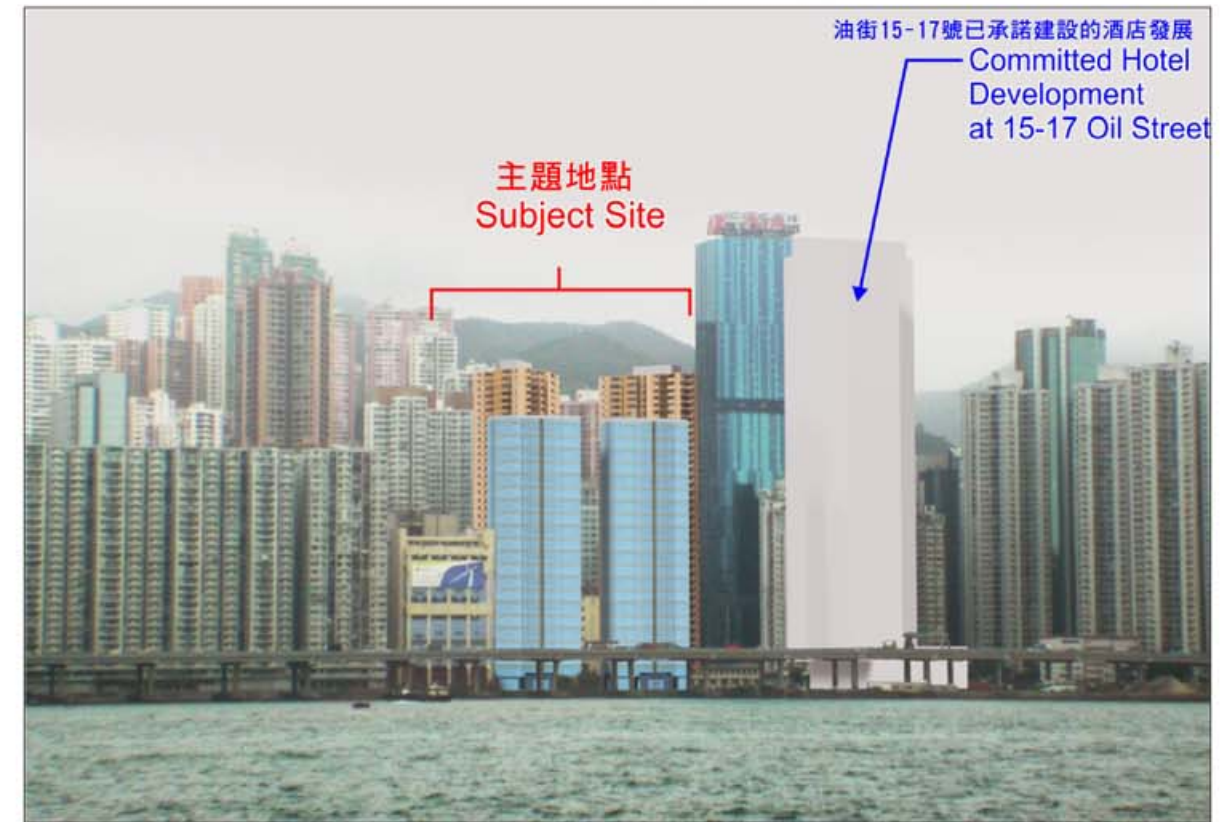
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PLANNING DEPARTMENT



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圖 PLAN
5

示意發展計劃 NOTIONAL DEVELOPMENT SCHEME



從紅磡灣海濱瞭望的景觀 View from Waterfront at Hung Hom Bay



從炮台山富澤花園富邦閣天台瞭望的景觀 View from Roof Floor of Fu Bon Court at Fortress Garden, Fortress Hill

本圖於2006年11月20日擬備，所根據的資料為測量圖編號 11-SE-1C和6A
 PLAN PREPARED ON 20.11.2006 BASED ON SURVEY SHEETS No.11-SE-1C & 6A

擬議發展參數
 PROPOSED DEVELOPMENT PARAMETERS

北角油街內地段第8920號
 INLAND LOT No. 8920 AT OIL STREET, NORTH POINT

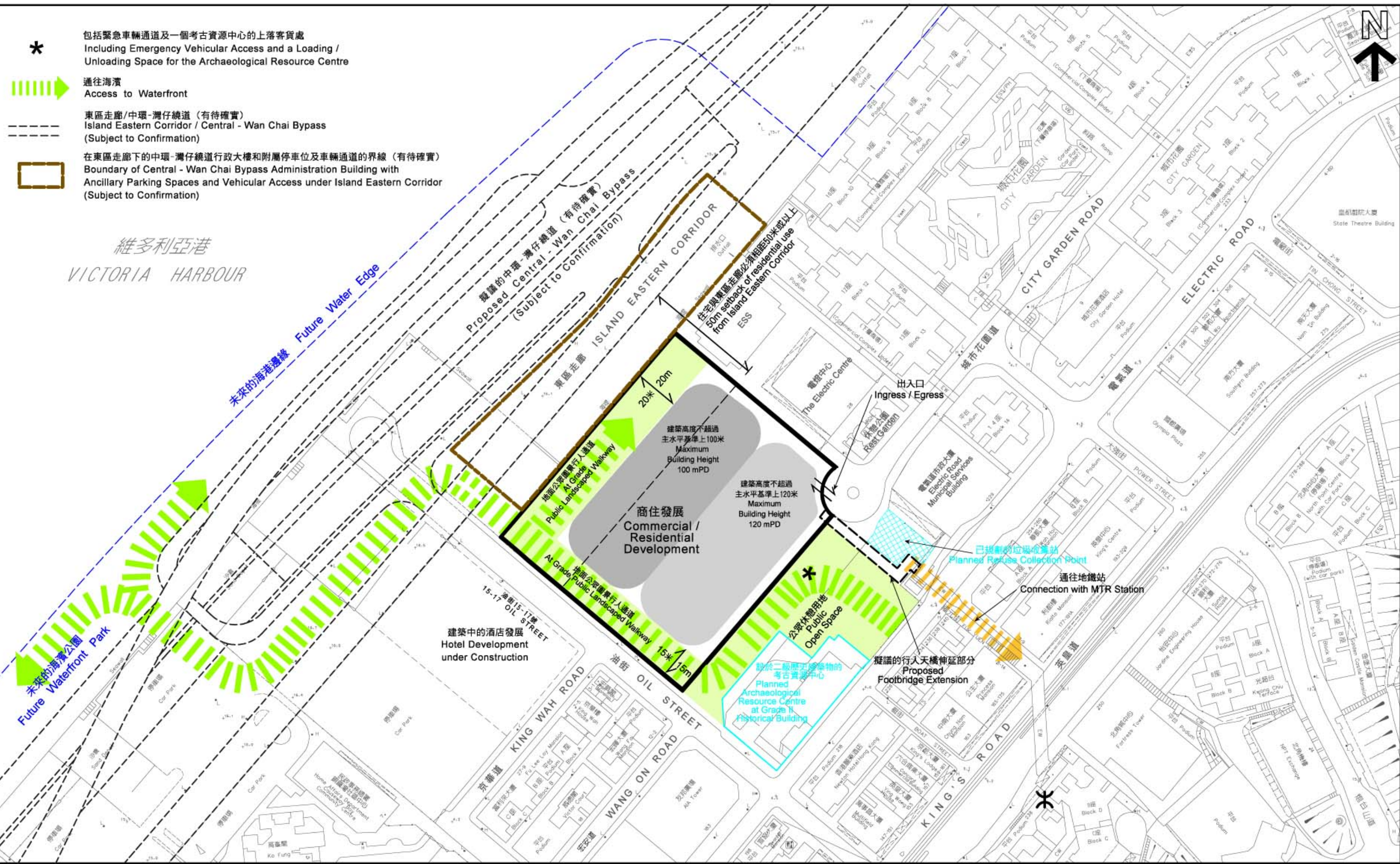
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圖 PLAN
 6



- * 包括緊急車輛通道及一個考古資源中心的上落客貨處
Including Emergency Vehicular Access and a Loading / Unloading Space for the Archaeological Resource Centre
- ➡ 通往海濱
Access to Waterfront
- 東區走廊/中環-灣仔繞道 (有待確實)
Island Eastern Corridor / Central - Wan Chai Bypass (Subject to Confirmation)
- ▭ 在東區走廊下的中環-灣仔繞道行政大樓和附屬停車位及車輛通道的界線 (有待確實)
Boundary of Central - Wan Chai Bypass Administration Building with Ancillary Parking Spaces and Vehicular Access under Island Eastern Corridor (Subject to Confirmation)

維多利亞港
VICTORIA HARBOUR

未來的海濱公園
Future Waterfront Park

未來的海港邊緣
Future Water Edge

擬議的中環-灣仔繞道 (有待確實)
Proposed Central - Wan Chai Bypass (Subject to Confirmation)

東區走廊
ISLAND EASTERN CORRIDOR

建築高度不超過
主水平基準上100米
Maximum Building Height 100 mPD

建築高度不超過
主水平基準上120米
Maximum Building Height 120 mPD

商住發展
Commercial / Residential Development

建築中的酒店發展
Hotel Development under Construction

15-17 號油街
15-17 OIL STREET

油街
OIL STREET

王龍街
WANG ON ROAD

京華道
KING WAH ROAD

設於二級歷史建築物的
考古資源中心
Planned Archaeological Resource Centre at Grade II Historical Building

擬議的行人天橋伸延部分
Proposed Footbridge Extension

已規劃的垃圾收集站
Planned Refuse Collection Point

通往地鐵站
Connection with MTR Station

出入口
Ingress / Egress

休息花園
Rest Garden

電器道市政大樓
Electric Road Municipal Services Building

電器道中心
The Electric Centre

城市花園
CITY GARDEN

大連街
DA LIAN STREET

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主題地點
SUBJECT SITE

本摘要圖於2006年11月9日製備，所根據的資料為測量圖編號 11-SE-1C 和 6A
EXTRACT PLAN PREPARED ON 9.11.2006
BASED ON SURVEY SHEETS No. 11-SE-1C & 6A

發展概念 DEVELOPMENT CONCEPT
北角油街內地段第8920號
INLAND LOT No. 8920 AT OIL STREET, NORTH POINT

SCALE 1 : 1 500 比例尺
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規劃署
PLANNING DEPARTMENT



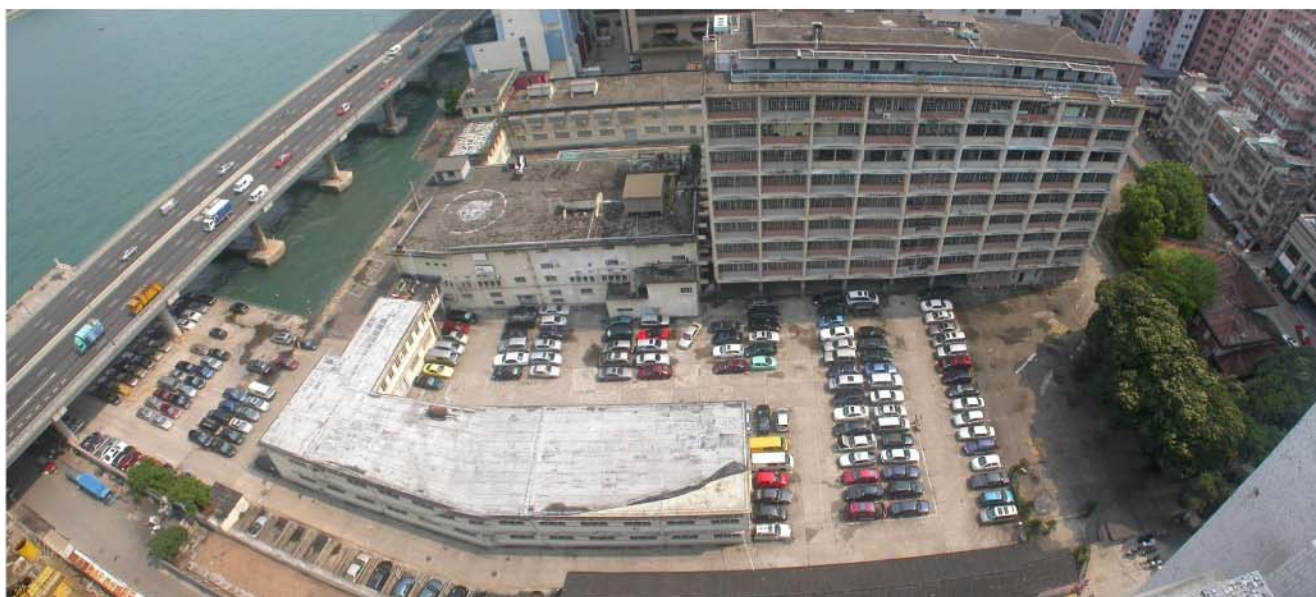
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圖 PLAN
7

(草稿 DRAFT)

北角油街「綜合發展區」地帶的規劃大綱

PLANNING BRIEF FOR
THE COMPREHENSIVE DEVELOPMENT AREA
AT OIL STREET, NORTH POINT



規劃署
PLANNING DEPARTMENT

二零零六年十一月
NOVEMBER 2006

DRAFT

PLANNING BRIEF FOR THE COMPREHENSIVE DEVELOPMENT AREA AT OIL STREET, NORTH POINT

1. Background

This Planning Brief is prepared for a waterfront site at Oil Street, North Point (the Site) zoned “Comprehensive Development Area” (“CDA”) on the approved North Point Outline Zoning Plan (OZP) No. S/H8/19 (**Plan 1**). This Planning Brief sets out the planning objectives, development parameters, planning requirements and design guidelines to facilitate the preparation of Master Layout Plan (MLP) for submission to the Town Planning Board (the Board) in the manner as required under the Notes of the OZP for the zone.

2. Planning Context

The Site

2.1 The Site, which is about 1.17ha, is sandwiched between Oil Street in the southwest and the electric substation and Electric Centre of the Hongkong Electric Holdings Limited in the northeast (**Plan 2**).

Existing Conditions

2.2 The Site is occupied by the vacated low to medium-rise buildings of the depot and administrative offices of the former Government Supplies Department (GSD). Part of the open area of the vacated compound has been used as a temporary car park (**Plan 2** and photos on **Plan 3**).

Surrounding Land Uses

2.3 The surrounding land uses are shown in **Plans 1 and 2**. In the northwest, the Site adjoins a “CDA(1)” site and the Island Eastern Corridor (IEC). To the northeast of the Site are the electric substation and Electric Centre of the Hongkong Electric. Further northeast are the comprehensive commercial/residential

developments of City Garden and Provident Centre. A rest garden and Electric Road Municipal Services Building are located east of the Site.

- 2.4 Along the southeastern boundary of the Site is the remaining part of the former GSD compound at Electric Road (the remaining portion of the existing compound)). The existing low-rise building at the junction of Oil Street and Electric Road is a Grade II historical building formerly used as the headquarters and clubhouse of the Royal Hong Kong Yacht Club in the early 20th Century. The premises was later resumed for reclamation at North Point. To the southwest of the Site is a construction site at 15-17 Oil Street committed for hotel development. AIA Tower is located on Electric Road to the south. The developments in the vicinity comprise a mix of commercial and residential uses.
- 2.5 Under the draft sale conditions for IL No. 8920, the developer of the Site is required to form the area to the south of the Site (except the Archaeological Resource Centre compound) and return the formed land to the Government. The Government has planned to convert the former Yacht Club building as an Archaeological Resource Centre, to provide a public open space and a refuse collection point (RCP) adjacent to the Municipal Services Building for the relocation of the existing one at Oil Street in the area south to the Site. There should be a footbridge extension connecting the Site with the existing footbridge along Fuk Yuen Street to the Fortress Hill MTR Station on King's Road. An emergency vehicular access (EVA) connecting City Garden Road with Wang On Road and a loading/unloading space to serve the Archaeological Resource Centre should be provided within and integrated with the design of the public open space, which is subject to further advice by the Commissioner for Transport (C for T) and the Director of Leisure and Cultural Services (DLCS).
- 2.6 On King Wah Road, there is a vacant site adjacent to the hotel development under construction. This site is zoned "CDA(1)" and is intended for comprehensive development.
- 2.7 To address the serious congestion of the corridor of Connaught Road Central/Harcourt Road/Gloucester Road, the Central-Wan Chai

Bypass (CWB) is being planned to provide an alternative route for the traffic between the Central waterfront and the IEC. The new road infrastructure may be in form of a tunnel with a tunnel portal at the waterfront in the vicinity of the Site for connection with the IEC. The alignment of the CWB is subject to confirmation.

Development Constraints

- 2.8 Since the Site is located very close to the IEC, the development will be subject to the traffic noise and emission from the trunk road. Appropriate mitigation measures against noise and adverse air quality, including setback from the road and appropriate design and block orientation, are required to achieve acceptable environmental standards. Possible widening of the IEC should be allowed for.
- 2.9 The CWB may cause environmental concern in particular related to air quality and traffic noise, as it would emerge from the sea for connection to the IEC in the vicinity of the Site. In addition, the construction of the road infrastructure may encroach onto the land in the vicinity of the Site and require reclamation. In this regard, the interface between the new road infrastructure and the development of the Site should be addressed.
- 2.10 The Site is subject to the traffic capacity constraints of the IEC and those of the nearby road network, particularly the junctions along Electric Road and Java Road.
- 2.11 The above development constraints should be adequately addressed in redeveloping the Site through comprehensive planning and design.

3. Planning Objectives

- 3.1 The Site is intended for a comprehensive commercial and residential development with the provision of public open space. The development is:
- (a) to achieve a balanced mix of land uses to enhance the vitality of the waterfront and the area;
 - (b) to provide an appropriate mix and amount of commercial facilities on the waterfront to improve the vibrancy of the

area and serve as an environmental buffer from the heavy traffic of the trunk roads on the waterfront;

- (c) to optimise the development scale and intensity within the traffic, environmental and infrastructure constraints of the area and giving due regard to the waterfront location of the Site;
- (d) to incorporate a network of public open space and pedestrian links to help meet the shortfall of open space in the district and to link the hinterland of North Point with the waterfront;
- (e) to create a built form which is visually attractive, compatible with the surrounding environment, and help preserving public views to the ridgeline and the Harbour; and
- (f) to enhance integration with the proposed open space and archaeological resource centre to the south of the Site and contribute to reinforcing the historical link with the old North Point waterfront.

3.2 Due regard to the Harbour Vision Statement and the Harbour Planning Principles promulgated by the Board and the Harbour-front Enhancement Committee respectively should be given in the detailed planning and design of this waterfront site.

3.3 A development concept is shown in **Plan 4**.

4. Planning Requirements

Development Intensity and Building Height

4.1 The development should be subject to the following restrictions:

- total gross floor area (GFA) not exceeding 70,200m²;
- the total of the office/hotel/commercial GFA not less than 20,960m² and the office GFA should not exceed 18,180 m²;
- the total domestic GFA should not exceed 49,240m²; and
- building height within 60m of the northwestern boundary of the the Site not exceeding 100 mPD and building height at the remaining part of the Site not exceeding 120 mPD to maintain a stepped height profile and the view to the mountain backdrop to

the south.

Open Space and Recreational Facilities

- 4.2 To address the shortfall of local open space in the area, the provision of public open space, which is easily accessible to the public and with a total area not less than 3,530m², within the Site is required. Part of the public open space should be provided in the form of an at grade landscaped walkway in the seaward side of the Site along the northwestern boundary with a width not less than 20m. Part of the public open space should be provided along Oil Street with a width not less than 15m and in the form of an at grade landscaped walkway connecting the archaeological resource centre with the waterfront. The design and construction of the public open space would be entrusted to the developer. The completed public open space should be handed over to the Leisure and Cultural Services Department (LCSD) for management and maintenance upon completion.
- 4.3 The provision of the at grade public landscaped walkways and other areas for use as public open space within the Site should give rise to no expectation of, or claim for any concession in respect of the bonus site coverage or plot ratio under Regulation 22(1) of the Building (Planning) Regulations.
- 4.4 In addition, the development should provide additional open space for the residential component of the development in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). Such open space provision should be in accordance with the HKPSG for a minimum of 1m² local open space per person and the provision should not be less than 1,680m² to serve the residents of the future development.

Urban Design and Landscape Framework

- 4.5 In the MLP submission, the development concept should be illustrated in respect of the development intensity; building height, disposition and massing; relationship between the public open space and surrounding developments, design to respect the harbour-front setting; visual and physical integration with surrounding uses; and landscape design. An urban design proposal should be provided to

explain the development concept and the urban design proposal giving due regard to the Urban Design Guidelines of the HKPSG including the following:

Building Disposition and Massing

- Avoid residential blocks and active recreational uses within 50m and 20m of the IEC/CWB respectively
- Carefully design the disposition and massing of building blocks to protect the noise sensitive receivers including the residential blocks in accordance with the HKPSG
- Avoid creating wall-effects and adverse impact on pedestrian wind environment
- Adopt a “stepped height” building profile with lower heights in the seaward side
- Avoid any large podium structure and maximise the at-grade public spaces.

Visual Permeability, Pedestrian Access and Pedestrian Amenity

- Enhance visual permeability to the waterfront in the design and disposition of the buildings
- Maximise the integration of the public open spaces including the at grade public landscaped walkways and other public spaces within the development
- Connect the at grade public landscaped walkways with the waterfront and the archaeological resource centre and public open space to the south of the Site, and provide convenient connection to the nearby street frontages, footbridges and public transport facilities.

4.6 The urban design proposal should also include a visual impact assessment prepared in accordance with the “Town Planning Board Guidelines for Submission of Visual Impact Assessment to Town Planning Board” to: -

- address the visual impact of the development in relation to its surrounding context from selected vantage points; and
- demonstrate the design merits of the proposed development taking into account the above guidelines.

- 4.7 A Landscape Master Plan should be prepared to illustrate:
- the conceptual and detailed landscape proposals;
 - public open space provision including the at grade public landscaped walkways and other amenities to be provided; and
 - the relationship of the development with the public open space within the Site and in the surroundings.

The landscape submission should include amongst others the following principles:

Tree Preservation

- Preserve existing trees with good amenity value as far as possible.

Landscape Design

- Optimise greening opportunity in the development
- Integrate the provision of pedestrian linkages with that of the open space network
- Maximise the provision of well landscaped open space at ground, above ground and roof levels
- Introduce high quality streetscape with tree planting and street furniture to enhance the visual connectivity amongst various activity nodes, provide a friendly pedestrian setting and create a strong sense of place.

Transport Requirements

- 4.8 Extending the existing footbridge adjacent to the planned RCP to the Site is required to facilitate pedestrian movements to the MTR Fortress Hill Station on King's Road. The indicative footbridge connection point is shown on **Plan 4** and may be subject to change upon advice by the C for T.
- 4.9 A cul-de-sac from City Garden Road should be formed and built for ingress/egress to the Site and handed over to the Government upon completion of works. The indicative vehicular access to the Site is shown in **Plan 4**. It may be subject to change upon advice by the C for T.

- 4.10 The provision of parking spaces, loading/unloading bays and lay-bys should be made in accordance with the standards laid down in the HKPSG and to the satisfaction of C for T. Based on the present situation in the City Garden/Provident Centre area, the upper range of the provision for motorcycling parking spaces and loading/unloading facilities in accordance with the HKPSG should be adopted for the development.
- 4.11 Pedestrian links, parking and loading/unloading facilities and the ingress and egress arrangements etc. for the development should be incorporated as part of the MLP submission.
- 4.12 As part of the MLP submission, a traffic impact assessment report is required to address the traffic impact of the development on the surrounding road network and pedestrian circulation. Any road/junction improvements proposed in the assessment should be provided and implemented to the satisfaction of the C for T.

Environmental Requirements

- 4.13 In addition to the 50m setback from the IEC/CWB with screening by non-noise sensitive uses, residential buildings on the Site should be carefully designed to protect the residents from traffic noise. Subject to advice of the Director of Environmental Protection (DEP) and the required Environmental Assessment (EA), possible mitigation measures may include screening, podium design, noise barrier, setback and orientation of noise sensitive users, etc.
- 4.14 If car parking spaces and loading and unloading bays are located in semi-confined/confined area, adequate ventilation should be provided such that DEP's recommended air quality guidelines are met. If mechanical ventilation is required, the ventilation exhaust should be designed to avoid causing air and noise nuisance to the surrounding environment.
- 4.15 An EA report is required to address the potential environmental impacts on the development, in particular, the noise and air quality impacts arising from the IEC on the residential portion. Proposed mitigation measures should be incorporated as part of the MLP submission and implemented to the satisfaction of the DEP. A

detailed site contamination assessment is also required to determine the nature and extent of the contamination; and provide a remedial plan if necessary for the disposal of contamination spoil for the approval of DEP.

- 4.16 Sufficient refuse collection facilities should be provided within the development to the satisfaction of the Director of Food and Environmental Hygiene. Vehicular access to the refuse storage chamber will be required with adequate ingress and egress for a refuse collection vehicle customarily used by the collection agent to facilitate refuse collection to be carried out within the development to minimize environmental nuisance.

Utilities and Services

- 4.17 New utility system and any diversions of or new connections to an existing system should be agreed with the relevant Government departments and in consultation with the concerned public utility organizations.
- 4.18 Any new drains and sewers from the Site should be connected to Government storm-water drains and sewers at the developer's costs and to a standard to the satisfaction of the Director of Drainage Services.

Development Programme

- 4.19 An implementation programme is required to indicate the construction programmes of the development and the associated open space, landscaping, utilities, transport and pedestrian facilities.

5. Master Layout Plan Submission

- 5.1 A MLP should be prepared in accordance with the "Town Planning Board Guidelines for Submission of Master Layout Plan under Section 4A(2) of the Town Planning Ordinance" and submitted to the Board for approval under the Ordinance. The MLP should cover the Site and its immediate surroundings, particularly the land occupied by the remaining portion of the existing GSD Compound to the south of the Site.

- 5.2 The MLP should contain all the information as required under the Notes for the “CDA” zone of the approved OZP and to demonstrate clearly that the requirements stated in this Planning Brief will be complied with.
- 5.3 The MLP should be supported by an explanatory statement containing an adequate explanation of the development proposal, including such basic information as relevant lease/land allocation conditions, existing conditions of the Site, the character of the Site in relation to the surrounding areas, principles of layout design, major development parameters, visual, landscape and air ventilation considerations, design population, and types of Government, institution or community, recreational and open space facilities.
- 5.4 A copy of the MLP, upon the Board’s approval, shall be deposited in the Land Registry and shall be available for public inspection in accordance with section 4A(3) of the Town Planning Ordinance.

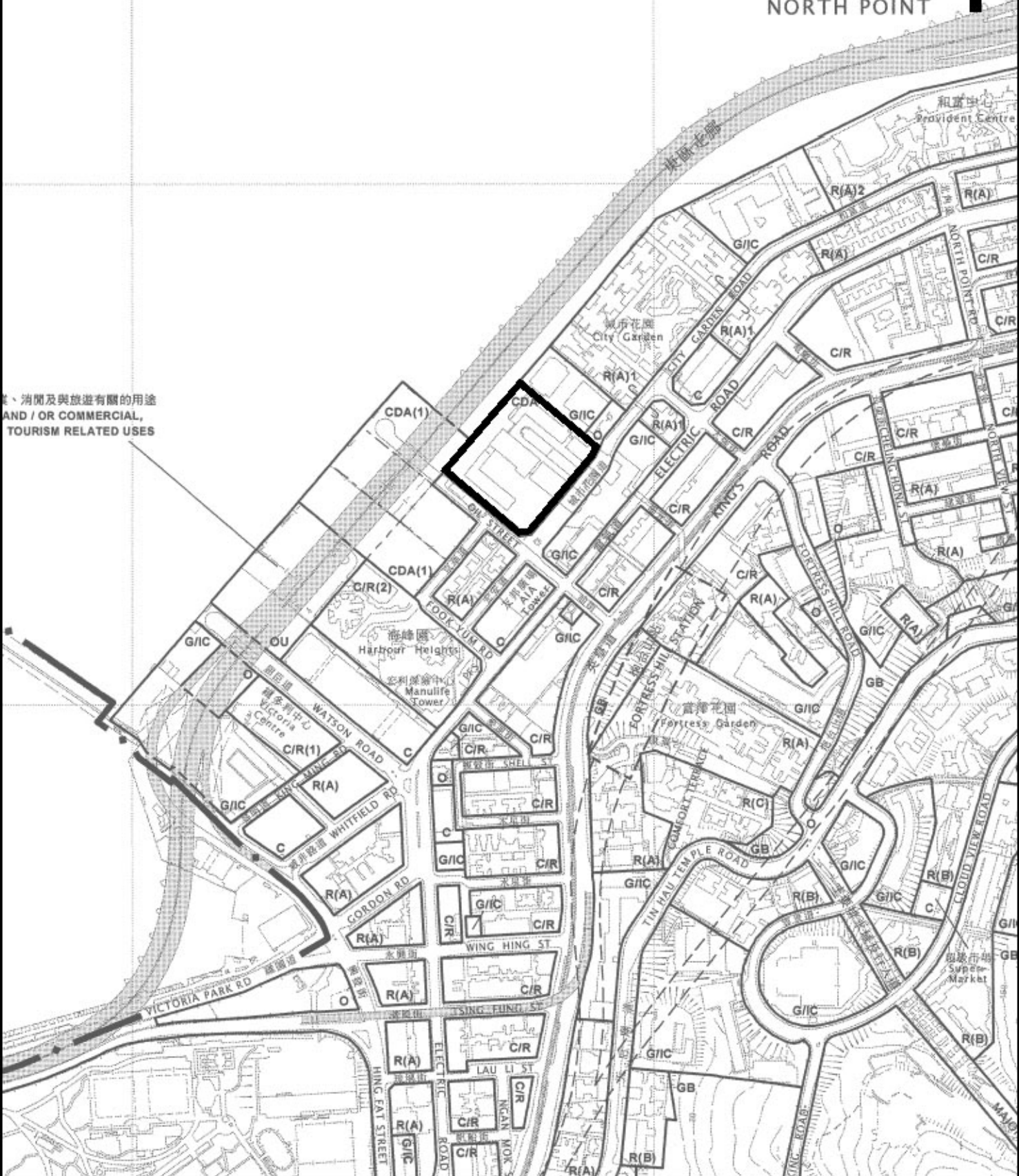
Attachments

- Plan 1 Location Plan
- Plan 2 Site Plan
- Plan 3 Site Photos
- Plan 4 Development Concept

PLANNING DEPARTMENT
November 2006



與、消閒及與旅遊有關的用途
AND / OR COMMERCIAL,
TOURISM RELATED USES



 主理地點
SUBJECT SITE

位置圖 LOCATION PLAN
北角油街「綜合發展區」地盤
CDA SITE AT OIL STREET,
NORTH POINT

**規劃署
PLANNING
DEPARTMENT**



本圖係於2006年11月8日編繪，
所根據的資料為於2005年2月1日
生效的分區計劃大綱圖編號S/H8/18
EXTRACT PLAN PREPARED ON 8.11.2006
BASED ON OUTLINE ZONING PLANS No.
S/H8/18 APPROVED ON 1.2.2005

0 METRES 100 0 100 200 METRES 米

SCALE 1 : 8 000 比例尺

M/SD1/06/75

**PLAN
1**

維多利亞港

VICTORIA HARBOUR



ISLAND EASTERN CORRIDOR

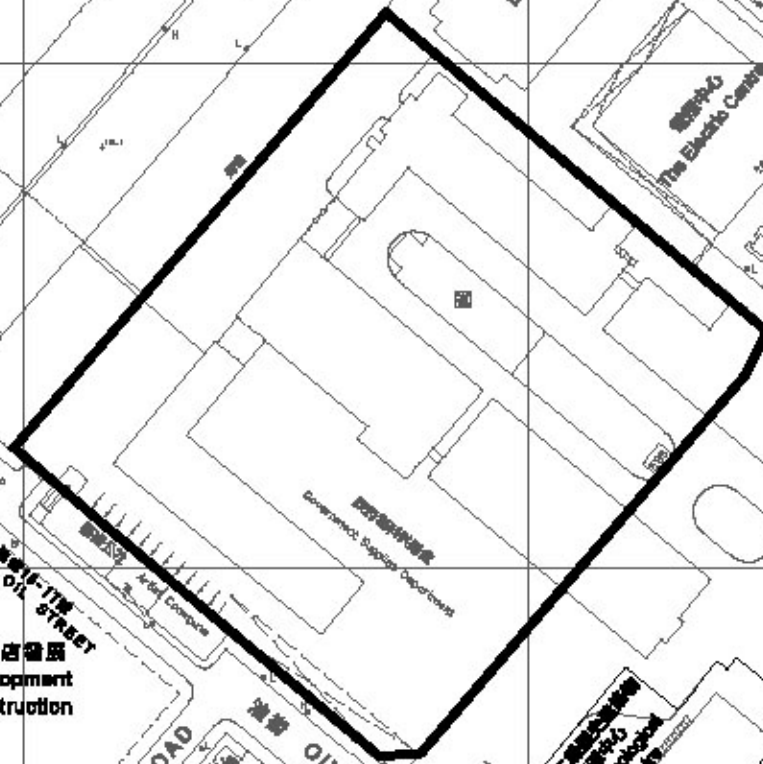
東區走廊

城市花園 CITY GARDEN

The Black's Centre

CITY GARDEN RD

新加坡大馬路
Electric Road
Municipal Building



建築中的酒店發展
Hotel Development
under Construction

16-17 OIL STREET
油街16-17號

KING WAH ROAD
新加坡

OIL STREET
油街

WANG ON ROAD
王翁路

新加坡一號
Planned Architectural
Residence Centre
at Grade 2
Municipal Building

North Point
North Point Hong Kong

KING'S RD
金鐘道

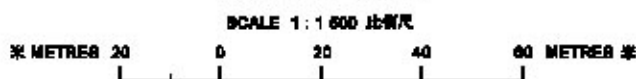
 主題地點
SUBJECT SITE

地盤平面圖 SITE PLAN
北角油街「綜合發展區」地盤
CDA SITE AT OIL STREET,
NORTH POINT

規劃署
PLANNING
DEPARTMENT



本摘要圖於2006年11月8日製備，所根據
的資料為測量圖編號 11-SE-1C 和 6A
EXTRACT PLAN PREPARED ON
8.11.2006 BASED ON SURVEY
SHEETS No. 11-SE-1C & 6A



M/SD1/06/75

PLAN
2



地盤及鄰近地區 THE SITE AND SURROUNDING AREAS



地盤 THE SITE

 主題地點
SUBJECT SITE

本圖於2006年11月6日編繪，所根據的資料為拍攝於2005年3月28日的實地照片

PLAN PREPARED ON 6.11.2006 BASED ON SITE PHOTOS TAKEN ON 28.3.2005

實地照片 SITE PHOTOS

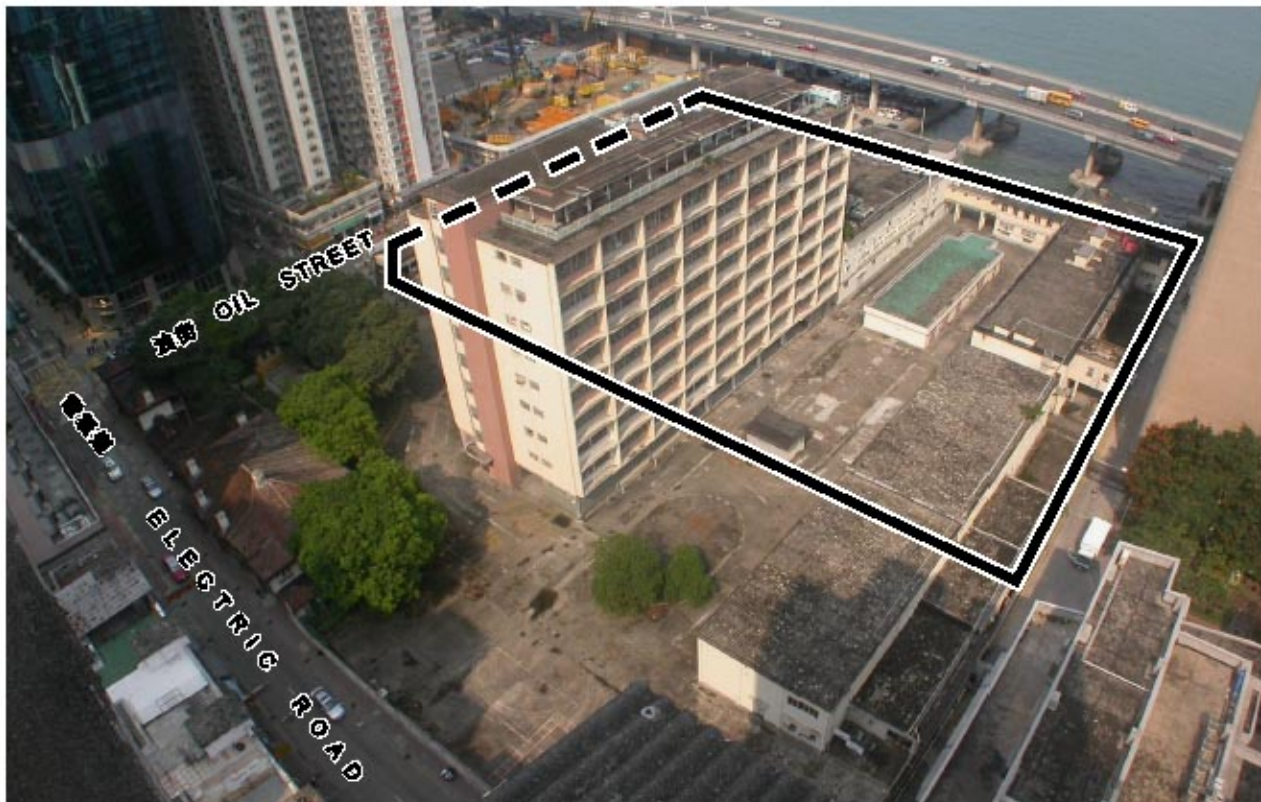
北角油街「綜合發展區」地盤
CDA SITE AT OIL STREET,
NORTH POINT

規劃署
PLANNING
DEPARTMENT



M/SD1/06/75

PLAN
3a



地盤 THE SITE



 主理地點
SUBJECT SITE

本圖於2006年11月8日編繪，所根據的資料為拍攝於2005年3月28日的實地照片

PLAN PREPARED ON 8.11.2006 BASED ON SITE PHOTOS TAKEN ON 28.3.2005

實地照片 SITE PHOTOS

北角油街「綜合發展區」地盤
CDA SITE AT OIL STREET,
NORTH POINT

規劃署
PLANNING
DEPARTMENT



M/SD1/06/75

PLAN
3b

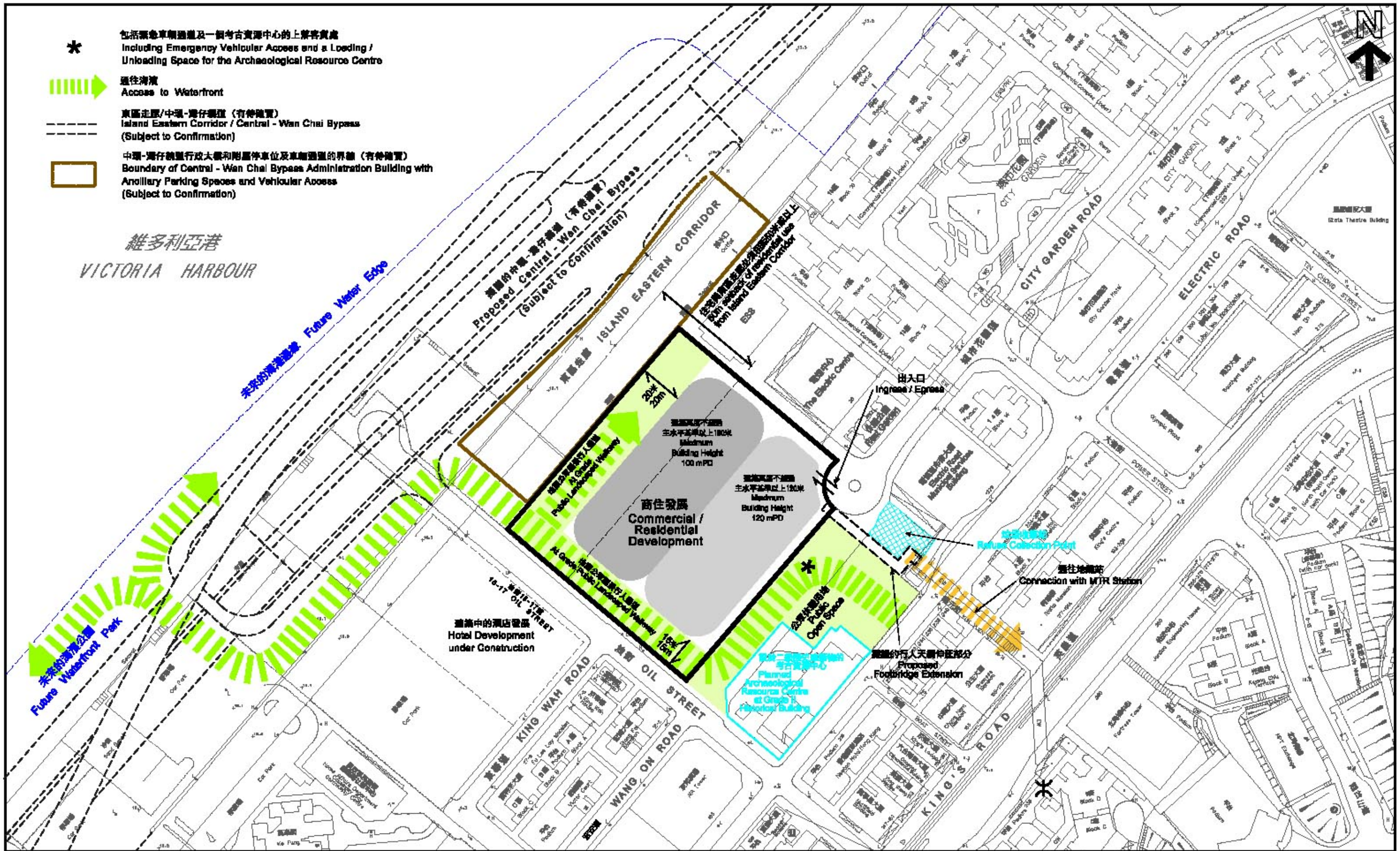
* 包括緊急車輛通道及一個考古資源中心的上落客貨處
Including Emergency Vehicular Access and a Loading / Unloading Space for the Archaeological Resource Centre

通往海濱
Access to Waterfront

東區走廊/中環-灣仔繞道 (有待證實)
Island Eastern Corridor / Central - Wan Chai Bypass
(Subject to Confirmation)

中環-灣仔繞道行政大樓和附屬停車位及車輛通道的界線 (有待證實)
Boundary of Central - Wan Chai Bypass Administration Building with Ancillary Parking Spaces and Vehicular Access
(Subject to Confirmation)

維多利亞港
VICTORIA HARBOUR



主圖地點
SUBJECT SITE

本圖係根據2006年11月6日獲備，所根據的資料為測量圖號 11-SE-1C 和 8A
EXTRACT PLAN PREPARED ON 8.11.2006
BASED ON SURVEY SHEETS No. 11-SE-1C & 8A

發展概念 DEVELOPMENT CONCEPT

北角油街「綜合發展區」地盤
CDA SITE AT OIL STREET, NORTH POINT

SCALE 1:1 800 比例尺

0 30 60 90 120 METRES 米

規劃署
PLANNING DEPARTMENT



M/SD1/06/75

PLAN
4

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

Draft Harbour Planning Guidelines

Purpose

1. This paper aims to seek Members' views on the draft Harbour Planning Guidelines at **Appendix I**.

Background

2. On 26 May 2005, the Harbour-front Enhancement Committee (HEC) agreed to the two-tier approach to review the Harbour Plan, which comprised the formulation of a revised Integrated Harbour Planning Framework and a series of review studies covering different districts around the Harbour. To guide the formulation of a revised Harbour Planning Framework, a set of Harbour Planning Principles (HPPs) has been prepared, which was first endorsed by the HEC on 13 January 2005 with the latest update endorsed by the HEC on 27 April 2006.
3. The HPPs focus mainly on broad principles and are rather abstract and conceptual. To enable relevant stakeholders and members of the public to better understand the intentions and requirements of the HPPs, it is considered necessary to establish more specific guidelines to guide the sustainable planning, preservation, development and management of the Victoria Harbour and the harbour-front areas.
4. The Task Group on Harbour Planning Principles held three meetings on 10 July, 21 September and 20 October 2006 to discuss the approach, programme and drafting of the Harbour Planning Guidelines (HPGs). Under the guidance of the Task Group, a set of draft HPGs has been drawn up at **Appendix I** for Members' consideration.

Draft Harbour Planning Guidelines

5. The draft HPGs are general and advisory in nature. Due to the broad scope of the HPGs and difference roles and functions of the harbour-front areas in different locality, the applicability of the HPGs to individual harbour-front sites will depend on the characteristics of the site and the circumstances pertaining to it. Whilst the HEC and its Sub-committees will make reference to the HPGs in considering and advising on development proposals in and around the Victoria Harbour, individual project proponents are encouraged to take initiative to comply with the HPGs as far as possible.

6. To enhance their easy understanding, the HPGs are grouped under nine aspects, namely, land formation, public engagement, land use planning, urban design, landscaping, physical linkage, harbour-front management, sustainable development and temporary land uses. While some of the guidelines may be specifically targeted at achieving a particular principle of the HPPs, many of them would comply with a multiple of principles. The relationship between the HPGs and the HPPs is depicted in the matrix at **Annex III of Appendix I**.

7. In formulating the HPGs, reference has been made to the following:

- (a) the Hong Kong Planning Standards and Guidelines, particularly Chapter 11 on Urban Design Guidelines;
- (b) comments received previously during consultation of the HPPs relating to its implementation, such as the procedures and guidelines on public engagement process, the types of land and marine uses to be located within or relocated outside the Harbour and the administrative aspects of planning and development of the Harbour;
- (c) concerns and views expressed by the HEC in the past years on various issues relating to harbour-front developments, such as the HEC motion on “Temporary Land Use and Quick-win Enhancement Strategies” and the views on the public engagement processes undertaken for the Wan Chai Development Phase II Review, Kai Tak Planning Review as well as Central Harbourfront and Me public participation programme; and

- (d) initial comments and suggestions from concerned Government bureaux/departments.

Way Forward

8. Subject to Members' views and comments, the draft HPGs will be submitted to the HEC for consideration. If considered acceptable, the draft HPGs will be presented to relevant stakeholders such as the Town Planning Board and relevant District Councils for consultation similar to the consultation process of the HPPs.

Secretariat,
HEC Sub-committee on Harbour Plan Review
November 2006

Harbour Planning Guidelines for Victoria Harbour and its Harbour-front Areas



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

Contents

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	∞ Urban Design	10
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	∞ Temporary Land Uses	18

Annexes

Annex I Harbour Planning Principles

Annex II Victoria Harbour & its Harbour-front Areas

Annex III Relationship between the Harbour Planning Guidelines and Harbour Planning Principles

References / Sources of Illustrations

Hong Kong Planning Standards and Guidelines, Planning Department

Urban Design Guidelines for Hong Kong, Planning Department (November 2002)

Planning Study on the Harbour and its Waterfront Areas, Hong Kong Tourism Board and Planning Department (February 2003)

The New Central Harbourfront, Housing, Planning and Lands Bureau and Planning Department (May 2006)

Kai Tak Planning Review – Stage 3 Public Participation, Planning Department (June 2006)

Harbour-front Enhancement Review – Wan Chai, Causeway Bay & Adjoining Areas – Public Engagement Digest, HEC Sub-committee on Wan Chai Development Phase II Review (October 2006)

(Draft)
HARBOUR PLANNING GUIDELINES FOR
VICTORIA HARBOUR AND ITS HARBOUR-FRONT AREAS

1. Introduction

1.1 The Harbour-front Enhancement Committee (HEC) has endorsed a set of Harbour Planning Principles (HPPs), which serves as a framework for all individuals and organizations to facilitate the sustainable planning, preservation, development and management of Victoria Harbour and the harbour-front areas. The HPPs which comprise a vision and a mission statement and eight principles are at **Annex I**.

1.2 The purpose of the Harbour Planning Guidelines (the Guidelines) is to elaborate in more details the intentions and requirements of the HPPs and to provide a comprehensive checklist type of manual for use by relevant stakeholders, such as individual project proponents, public officers, advisory bodies, professional bodies and the like, to guide the sustainable planning, preservation, development and management of the Victoria Harbour and its harbour-front areas⁽¹⁾.



Figure 1 Our vision is to enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset

1.3 Being an advisory body of the Government, the HEC and its Sub-committees will make reference to the Guidelines in considering and advising on development proposals in and around the Victoria Harbour. While the Guidelines are monitored by the HEC and its Sub-committees, individual project proponents are encouraged to comply with the Guidelines as far as possible and practicable.

⁽¹⁾ For the avoidance of doubt, the boundaries of the Victoria Harbour and the inner core of the Victoria Harbour referred to in the Guidelines are set out at **Annex II**. The extent of the harbour-front areas is also delineated for indicative purpose. However, any development falls outside the extent shown on the plan but may have significant impacts on the Victoria Harbour should also observe the requirements and recommendations of the Guidelines.

1.4 Whilst the intention is to elaborate the HPPs, the Guidelines will, in most circumstances, still be generalized rather than specific in restrictions in order to allow sufficient flexibility to enable detailed planning to proceed under different circumstances, so as to achieve a positive, effective and balanced utilization of land and marine resources. Should any proposed development deviate significantly from the general intention of the Guidelines, the project proponent is encouraged to provide sufficient justifications and undertake detailed assessments to substantiate their proposal.

1.5 Given the broad scope of the Guidelines and different roles and functions of the harbour-front areas in different locality, the applicability of the Guidelines to individual harbourfront site will depend on the characteristics of the site and the circumstances pertaining to it. Moreover, the requirements contained in the Guidelines are by no means exhaustive in respect of fulfilling the HPPs. Initiatives from individual project proponents to identify measures to comply with the HPPs are mostly welcome.



Figure 2 Harbour-front areas have different roles and functions

1.6 Individual project proponents are encouraged to consult the HEC or its Sub-committees on harbour-front projects. They can approach the respective Secretariats for assistance. The contact telephone number and address of the Secretariats can be found at the HEC's website www.harbourfront.org.hk.

2. Harbour Planning Guidelines

2.1 To make the Guidelines easy to understand and user-friendly, the Guidelines are grouped under nine aspects, namely, land formation, public engagement, land use planning, urban design, landscaping, physical linkage, harbour-front management, sustainable development and temporary land uses. While some of the guidelines may be specifically targeted at achieving a particular principle of the HPPs, many of them would comply a multiple of principles. The relationship between the Guidelines and the HPPs

is depicted in the matrix at **Annex III**.

2.2 The Guidelines are set out below:

Land Formation

- (a) To accord with the judgement of the Court of Final Appeal on the interpretation of the Protection of the Harbour Ordinance, Cap. 531, there shall not be any reclamation in Victoria Harbour unless the project proponent can demonstrate that there is an overriding public need for reclamation. Such public need would include the economic, environmental and social needs of the community and it must be a compelling and present need with no reasonable alternative to reclamation.



Figure 3 Any further reclamation in the Victoria Harbour must satisfy the overriding public need test

- (b) The extent of reclamation should not go beyond the minimum of that which is required by the overriding public need and each area proposed to be reclaimed must be justified.

Public Engagement

- (a) The form, level and detail of the public engagement exercise should be commensurate with the different nature and scale of the proposed land use planning and development proposals. Project proponents, no matter what type and scale of development proposals, are always encouraged to carry out public engagement at an early stage of the project planning process.
- (b) For large-scale public projects in the harbour-front with a site area of 20 hectares or above or projects involving reclamation initiated by the Government, a comprehensive public engagement programme should be formulated to gauge views of the public on these projects. The programme could include different types of public participatory activities such as forum, exhibition or survey with a view to outreaching to the public and facilitating collection of public views.

Public views including those of HEC should be solicited at an early stage before formulation of detailed proposal. Adequate and quality information on the constraints and opportunities should be presented to the public. Setting up of a dedicated website is encouraged to disseminate information to the public more readily and to enhance communication. If the issues involved are complex in nature, the public could be engaged throughout the development process including envisioning, option formulation, selection and finalization.



Figure 4 Kai Tak Planning Review has gone through a comprehensive public engagement process
(Source: Kai Tak Planning Review)

- (c) For private development proposals or small-scale public projects in and around the Harbour, which will result in a change of land use or increase in development intensity and/or building height of site(s), the HEC and relevant stakeholders should be consulted at an early stage prior to decision making of the relevant approving authority, such that their views can be taken into account in refining the proposal or be conveyed to the approving authority. In addition to the public consultation requirement under the existing statutory mechanism, the applicant or project proponent is encouraged to take a proactive approach to consult HEC and relevant stakeholders.

- (d) In carrying out public engagement, project proponent should take the opportunity to promote public awareness of the requirements encompassed in the Guidelines. Sufficient information and appropriate consultation materials such as physical model, photomontages and computer renderings should be made available to explain the development proposals.

Land Use Planning

Diversity of Land Uses

- (a) Land uses to promote vibrancy and diversity and to enhance public enjoyment such as open space, retail, dining, recreation (including marine-based recreation), leisure, cultural and tourism-related facilities are encouraged to be developed along the harbour-front areas. When opportunities arise, existing land uses in the harbour-front areas should be reviewed with a view to promoting the above purposes.

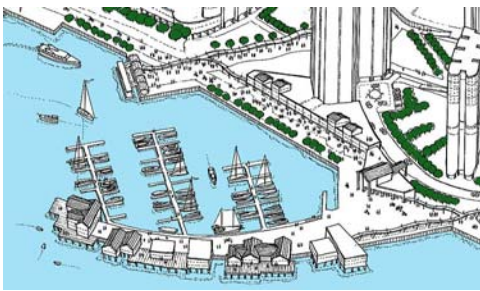


Figure 5 Diverse and active harbour-front uses
(Source: HKPSG)



Figure 6 Vibrant waterfront of Baltimore
(Source: *Planning Study on the Harbour and its Waterfront Areas*)

- (b) To allow for the safe and efficient passage of people and goods, provisions for maritime and logistics facilities within the Harbour should be facilitated. However, land uses including public cargo working areas, typhoon shelters and maintenance depots, though economically vital to Hong Kong but not conducive to promote public enjoyment, should be relocated outside the inner core of the Victoria Harbour when opportunities arise.
- (c) Other land uses which cater for the economic, social and environmental needs of the society should be encouraged where appropriate so as to achieve a balanced mix of land uses in the harbour-front areas.
- (d) Where the planned development intensity and land uses of uncommitted sites in the harbour-front areas are not fully in compliance with the HPPs, they should be reviewed when opportunities arise having regard to the HPPs and the public aspiration.

Recreation and Leisure Uses

- (e) Public space for recreation and leisure uses should be created as much as possible.



Figure 7 Waterfront public space for recreation and leisure uses
(Source: Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas)



- (f) Passive recreation and leisure activities can be facilitated where practical.

Figure 8 Jogging track along the waterfront
(Source: Planning Study on the Harbour and its Waterfront Areas)

- (g) Where feasible, marine-based recreation activities within the Victoria Harbour could be considered, provided that these activities would not compromise the provision of marine-transport such as ferry services nor adversely affect the navigational safety and efficiency of the Harbour.



Figure 9 Sailing within Victoria Harbour
(Source: HEC)

Open Space

(h) Opportunities could be sought to connect open space in the inland to the waterfront so as to increase visual and physical permeability and help create a sustainable network of linked open space.



Figure 10 An integrated design of waterfront open space
(Source: *The New Central Harbourfront*)

(i) Waterfront open space could be planned to integrate with adjacent waterfront promenades, ferry piers/landing steps and supporting retail/dining facilities to create a focal point and informal public gathering place for both local residents and tourists or for hosting cultural and social events.



Figure 11 A waterfront promenade with retail and dining facilities
(Source: *Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas*)

(j) A continuous waterfront promenade of adequate width to accommodate such leisure activities as strolling and jogging, pedestrian circulation, street furniture, tree planting and landscaping and additionally to allow reserves for utility installations should be provided, where practicable, along the harbour-front. Where the width of waterfront promenade permits and local circumstances consider appropriate, provision of cycling track and associated facilities are encouraged.

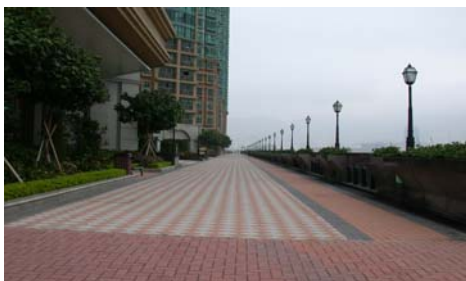


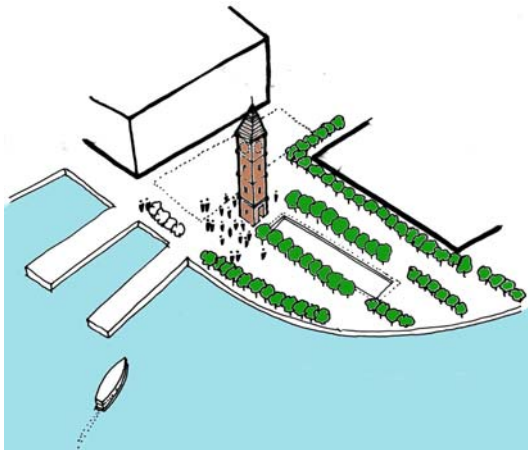
Figure 12 Continuous waterfront promenade in Hung Hom



Figure 13 Tsim Sha Tsui waterfront promenade

(k) Use of sites for temporary public open space purpose pending permanent development is encouraged so as to maximize opportunities for public enjoyment.

- (l) Focal features should be provided in open space and public realm to achieve identity and define signature place.



(Source: HKPSG)



Figure 14 Provision of focal features in open space

- (m) New development or redevelopment sites including temporary use of land or developments along the harbour-front could be set back to allow for the provision of a waterfront promenade. For those uses or developments having difficulties or impossible to set back from the waterfront due to operational reasons e.g. uses require direct uninterrupted marine access, provision for a convenient passageway around the site to facilitate pedestrian movement along the waterfront could be considered as an alternative.

Cultural Heritage

- (n) Buildings/structures, areas or places within the Harbour or along the harbour-front, which are of historic interest or cultural values in relation to the Victoria Harbour e.g. the floating Tin Hau Temple in Causeway Bay Typhoon Shelter are encouraged to be preserved by various means. Appropriate signage to identify the location of and plaque to commemorate these heritage features could be considered.
- (o) Development or redevelopment of the areas surrounding the features of historic and cultural values should create a suitable setting compatible in nature and scale with these heritage features.
- (p) Provision of activities which conserve and sustain the cultural heritage at the waterfront is encouraged. Recreation activities with cultural values e.g. heritage walking trail along the harbour-front and leisure boat ride could be considered.

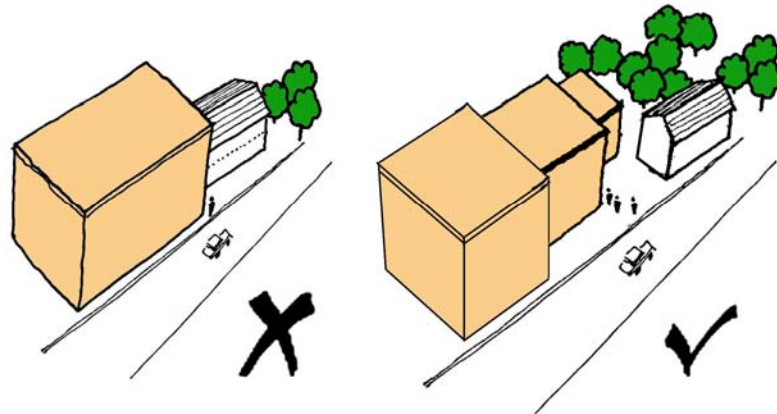


Figure 15 Suitable and compatible setting for heritage features
(Source: HKPSG)

Utility Installations

- (q) Infrastructure facilities and utility installations located in the harbour-front areas should be planned and designed in such a way that the affected areas would be minimized during their construction, operation and maintenance. Consideration could be given to providing communal facilities e.g. common utility duct, which will have a lesser space requirement compared with the aggregate total for individual facilities.



(Source: Drainage Services Department)

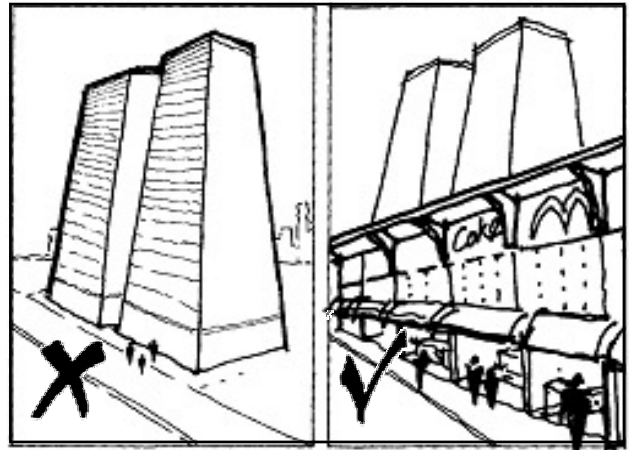
Figure 16 Proposed Sheung Wan stormwater pumping station along the harbour-front to include landscaping works

- (r) Careful consideration should be given in the design and construction of underground facilities to reduce flooding risk arising from storm or heavy rainfall in the harbour-front areas.

Urban Design

Development Density

- (a) Developments fronting directly onto the Victoria Harbour should adopt a lower development density to provide a human scale environment⁽²⁾, which is commensurate with the waterfront setting.



▲ Figure 17 Preferable lower density and human scale development along the waterfront
(Source: HKPSG)



◀ Figure 18 Hong Kong Convention and Exhibition Centre commensurate with Wan Chai waterfront setting

Building Height

- (b) Developments within and around the harbour-front areas should generally adopt a gradation of height profile with building height descending towards the Harbour to avoid dominating the harbour and to increase permeability to the water body.
- (c) Diversity in building mass and varying building heights along the harbour-front are encouraged to promote visual interest and create an interesting harbour image.

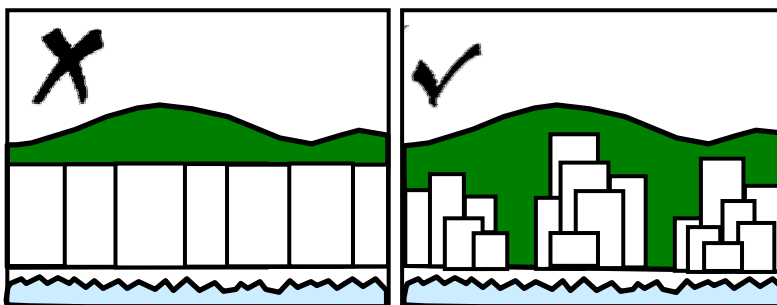


Figure 19
Descending and varying building height profile along the waterfront is encouraged

⁽²⁾ Buildings and spaces are built for people. The elements of the city, buildings and space should bear a certain relationship to human proportion and to facilitate easy usage, interaction and perception by the users.

Landmark

- (d) Victoria Harbour in itself is an important landmark, its setting and character should be preserved. Excessively tall built developments along the waterfront which may adversely affect the image of the harbour or its setting on the argument of landmark building would be undesirable.

Permeability

- (e) Building mass of appropriate height, disposition and orientation should be carefully articulated to allow visual permeability, and openings/voids should be introduced between and within buildings to frame waterfront views.
- (f) Waterfront buildings should be of small footprint and avoid using podium as far as possible to avoid creating an impermeable “wall” along the harbour-front and hindering air ventilation.
- (g) Project proponents of waterfront developments with lot frontage exceeding 100 metres in length are encouraged to carry out an air ventilation assessment to assess the impacts of the proposed developments on air ventilation before implementation and to improve the design of the developments with a view to minimizing such impacts.

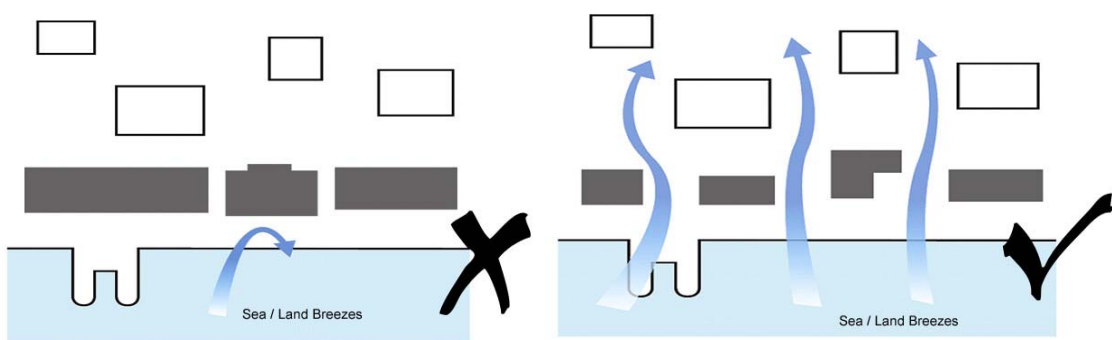


Figure 20 Recommended small footprint of waterfront buildings
(Source: HKPSG)

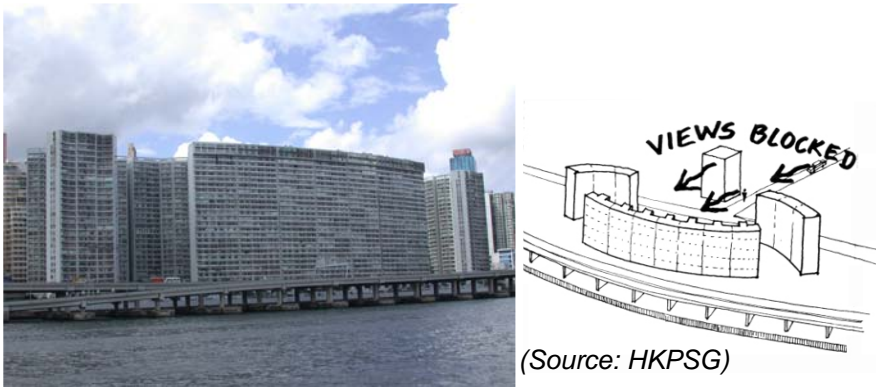
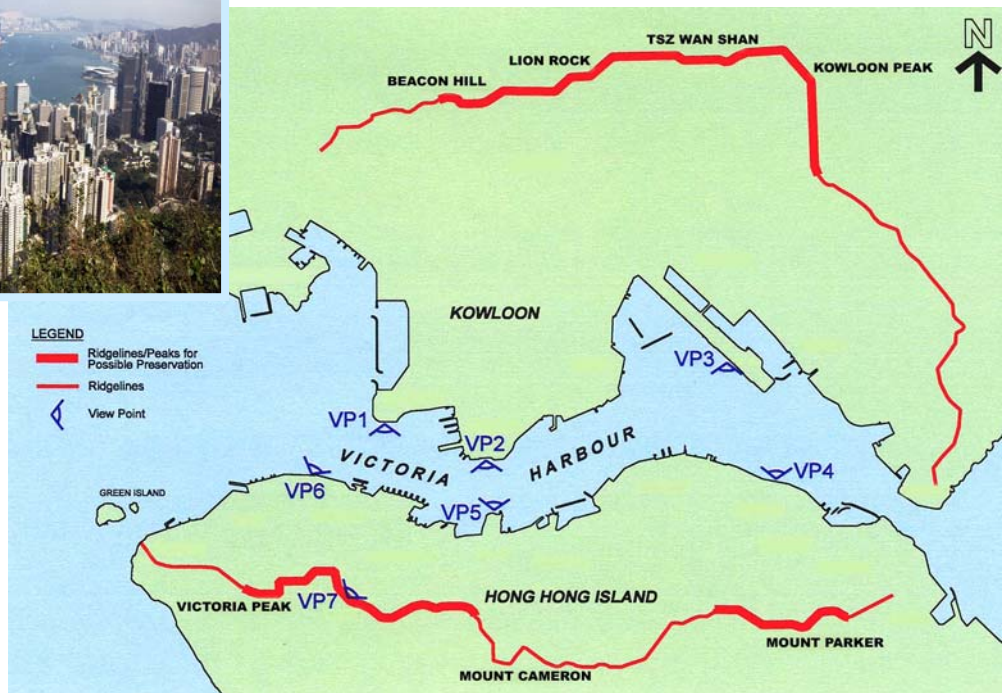


Figure 21 Wall-type development hinders air movement and reduces permeability

- (h) The disposition of buildings, open space, public realm and pedestrian network should be carefully arranged to allow view corridors to preserve views to and from the harbour/ridgelines/peaks/famous tourist spots/other important visual resources and to allow breezeway and air paths to enhance air circulation. Views from the Lion Pavilion at Victoria Peak to the Victoria Harbour should also be preserved without reducing the visible water surface area.



◀ **Figure 22** Existing harbour views from the Peak (VP7)



▲ **Figure 23** Views between ridgelines / Peaks and major vantage points along the Harbour should be preserved as far as possible (Source: modified from Urban Design Guidelines for Hong Kong)



Figure 24 Preservation of view corridors and breezeways
(Source: HKPSG)

Streetscape Design

- (i) Active street frontage with various street activities such as shop fronts, bars and cafes are encouraged along the harbour-front to integrate with the pedestrian promenades with a view to adding life and vitality to the Harbour. Mechanical plant rooms or blank wall should be avoided on these frontages or, if unavoidable, appropriate beautification or landscaping measures should be incorporated to mitigate their adverse visual impacts.



Figure 25 Active street frontage and activities along the harbour-front
(Source: Kai Tak Planning Review)

- (j) High quality street furniture, paving and public art/sculptures could be provided at selected locations to highlight the design theme or special character of the locality. Street furniture that may hinder pedestrian flow e.g. vertical posts should be kept to a minimum.



Figure 26 High quality streetscape design

- (k) Decorative road lighting shall be adopted for matching with the theme of the harbour-front areas and shall harmonize with other street furniture of the locality. Special lighting features could be considered for the harbour-front areas, provided that traffic and navigational safety are not compromised.

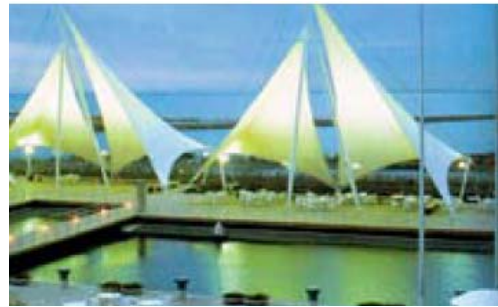


Figure 27 Special lighting effect for the harbour-front
(Source: Harbour-front Enhancement Review – Wan chai, Causeway Bay and Adjoining Areas)

Landscaping

- (a) Areas along both sides of the Victoria Harbour should be landscaped to optimize greening effect to the harbour-front areas. Both permanent and temporary landscaping, preferably with trees planting into the ground (without planters and can be transplanted in other locations, if required) and lawn, are encouraged to improve amenity and permeability. Caution should however be given to the design such that they will not affect pedestrian flow and create barriers to public access to the harbour-front.
- (b) Planting species should be carefully considered, taking into account the local characteristics, salty and windy environment of the coastal areas and soil conditions of the particular location. Examples of tree species which can tolerate salt sprays in the air and strong wind include *Ficus microcarpa*, *Hibiscus tiliaceus*, *Melaleuca quinquenervia*, *Plumeria rubra* and *Roystonea regia*. Examples of flowering species which are tolerant of coastal stresses and can display attractive flowers include *Koelreuteria bipinnata* (Golden Rain Tree), *Pongamia pinnata* (Ponga Oil Tree), *Melia azedarach* (Persian Lilac), *Callistemon viminalis* (Weeping Bottlebrush), *Cassia fistula* (Golden Shower) and *Cassia javanica* var. *indochinensis* (Pink and White Shower).
- (c) Thematic plantings to create identity or enhance the sense of place should be considered.
- (d) Hard surface paving should be reduced, and sunshades and vegetation should be maximized in order to improve microclimate and provide thermal comfort. Provision of adequate, comfortable, shaded areas for sitting out are encouraged, including benches or seating integrated into the seawall design.

- (e) Appropriate treatment such as provision of greening on roof or podium level of the buildings is desirable.



Figure 28 Rooftop garden of Pier 2, Central

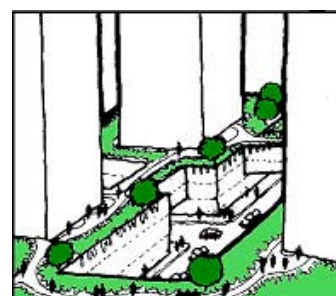


Figure 29 Greening on podium level
(Source: HKPSG)

- (f) Landscaping schemes should form part of development for all proposed developments along the waterfront. In cases of major development schemes, a greening strategy or landscaping proposals setting out the location, composition and type of plants to be employed should be provided. Appropriate conditions could be included under the lease or land grant of individual developments along the Harbour to require the submission of landscaping proposals to the satisfaction of the approving authority.

Physical Linkage

- (a) A traffic-free environment along the harbour-front is encouraged. Vehicular circulation, service entrances, pick-up/set-down facilities and car parking access could be confined to landward side of waterfront developments and scaled to allow “pedestrian preferential” movements to promote ease of access to the waterfront.

- (b) The provision of a continuous pedestrian at-grade access along the waterfront is encouraged. Where the presence of existing developments/structures or local circumstances make such provision impossible, a convenient alternative passageway could be considered to allow seamless pedestrian movement along the harbour-front.

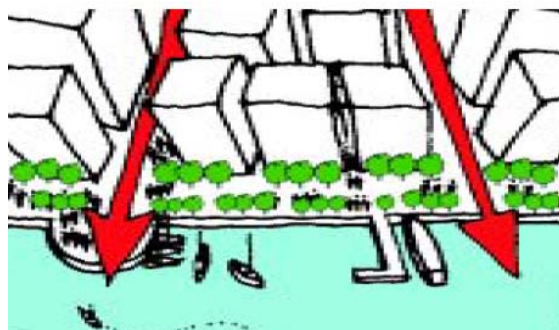


Figure 30 Maximizing the accessibility to the harbour-front
(Source: HKPSG)

- (c) The harbour-front should be within easy reach of the general public. An integrated planning of transport infrastructure including marine-transport is encouraged to enhance accessibility and connectivity of the harbour-front areas.
- (d) Pedestrian linkage in the form of elevated footbridge, underpass and at-grade crossing should be provided to create a direct and safe access to the waterfront. In order to provide a user friendly and pleasant pedestrian linkage, at-grade crossing should be considered as far as possible when traffic conditions permit or, where appropriate, extension of existing network of elevated walkway should be considered.



◀ **Figure 31** Proposed comprehensive pedestrian linkages along the Central waterfront
(Source: *The New Central Harbourfront*)



Figure 32 Proposed extension of pedestrian network for Wan Chai harbour-front
(Source: *Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas*)

- (e) In designing elevated or underpass linkage, the use of lifts/escalators is encouraged for comfortable and barrier-free access, especially to cater for the elderly and persons with disabilities. Landscape treatment should be incorporated in the design of elevated linkage. Feature bridge could be considered at key locations.

Harbour-front Management

- (a) Private sector involvement is encouraged to finance, develop and/or manage public waterfront promenade or open spaces adjoining a private development.
- (b) The Government should adopt a supportive, coordinated and flexible approach in the management of the harbour-front areas with a view to enhancing the waterfront environment and facilitating such activities as cultural/social events and street performance for public enjoyment.
- (c) Waterfront promenades and open spaces should be open to the public free of charge during both day and night time and close as late as possible.
- (d) Litter, rubbish, wastewater, solid waste or other contaminants must not be disposed of or dumped to the stormwater system. All potentially polluting materials such as building material stockpiles should be stored and handled with care to prevent contamination of stormwater and pollution of the Harbour.

Sustainable Development

- (a) Project proponents should ensure that their development proposals can comply with the requirements set out in the above aspects, where applicable, and should give due consideration to the economic, social and environmental aspects of development.
- (b) In the decision-making process of a development proposal/work project along the harbour-front, the long-term benefits must be evaluated against the short-term cost-effectiveness of different options to ensure that the needs of future generations are fully addressed. For example, putting a waterfront trunk road underground may increase the construction cost substantially, but by so doing it will improve air quality and reduce noise nuisance along the waterfront in the long run and will free up more waterfront space for other activities to enhance public enjoyment of the Harbour.
- (c) For large-scale public project affecting the Harbour or the harbour-front areas, the project proponent should carry out a sustainability assessment to evaluate the sustainability implications of the development proposal with a view to achieving a proper balance and integration of the key considerations from the economic, social and environmental perspectives.

- (d) Wider use of green buildings should be encouraged with a view to improving microclimate and achieving energy conservation.
- (e) Use of environmentally friendly materials including recycled materials and sustainable use of natural resources are encouraged.

Temporary Land Uses

- (a) If considered necessary by the respective HEC Sub-committees, the project proponents of temporary development proposals in the Victoria Harbour and the harbour-front areas will be requested to present the case to them for comment and advice.
- (b) Temporary uses along the harbour-front areas should not affect public visual access to the Harbour, nor should have adverse traffic and environmental impacts to the locality. Measures to positively enhance the area for public enjoyment should be encouraged.



◀ **Figure 33** Temporary waterfront promenade in West Kowloon for public enjoyment

- (c) Temporary land use along the waterfront should preferably be granted with a shorter fixed term so as to allow flexibility to take account of changing circumstances.

Figure 34 Short-term use for entertainment purpose along the harbour-front is encouraged ▶



- (d) Temporary structures or advertising signs on open ground along the harbour-front, which may affect visual access to the Harbour, should be kept to

the minimum. These structures or advertising signs shall be designed to blend in with the surrounding developments/structures or create positive visual impact to and from the Harbour.

- (e) Opportunities should be taken to develop harbour-front sites (pending permanent development) for quick-win enhancement to promote public enjoyment of the Harbour. Major elements of harbour-front enhancement include improving public access to the harbour-front, providing promenades around the Harbour, greening the harbour shoreline, removing all unnecessary fencing, promoting marine uses with suitable land-water interfaces and providing opportunity for public leisure and entertainment activities to promote vibrancy.
- (f) Appropriate clauses(s) could be included in the tenancy agreement or technical schedule for temporary developments in the harbour-front areas to encourage provision of suitable landscaping proposals for harbour-front enhancement.

**Harbour-front Enhancement Committee
Sub-committee on Harbour Plan Review
XXXX 2006**

VICTORIA HARBOUR AND ITS WATERFRONT AREAS
VISION, MISSION & PLANNING PRINCIPLES

Victoria Harbour : Vision

To enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life.

Victoria Harbour : Mission

To realise the vision of Victoria Harbour through effective and balanced utilization of land and marine resources having regard to the Harbour Planning Principles and subject to an open and transparent public engagement process.

Harbour Planning Principles

The Harbour Planning Principles were developed and are monitored by the Harbour-front Enhancement Committee as a set of guidelines for all individuals and organisations to facilitate the sustainable planning, preservation, development and management of Victoria Harbour and the harbour-front areas.

Preserving Victoria Harbour

Principle 1: Victoria Harbour must be protected and preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, and a driver for the creation of economic and social values.

Stakeholder Engagement

Principle 2: All sectors of the community must be engaged at an early stage and on an on-going basis in the planning, development and management of Victoria Harbour and its harbour-front areas through transparent and inclusive consensus building processes.

Sustainable Development

Principle 3: The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

Integrated Planning

Principle 4: Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is essential to ensure that Victoria Harbour and its harbour-front areas support and enhance the economic, environmental and social aspirations of Hong Kong.

Proactive Harbour Enhancement

Principle 5: The planning, development and management of Victoria Harbour must proactively enhance the harbour and its harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's brand identity to the international community .

Vibrant Harbour

Principle 6: It is essential to balance the use of the harbour to provide both a maritime and logistics hub for the safe and efficient passage of people and goods, and as a cultural and leisure facility. Both marine and land-side activities must cater to and balance with the aspirations of all sectors of the community.

Accessible Harbour

Principle 7: Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access for pedestrians, preferably at grade, to and along the Harbour as well as the harbour-front areas.

Public Enjoyment




Principle 8: The planning, development and management of Victoria Harbour and its harbour-front areas should maximize opportunities for public enjoyment. Land required for and the impact from infrastructure developments, utility installations and land uses incompatible with the harbour planning principles should be minimized.

Harbour-front Enhancement Committee

April 2006

(This is a revised version endorsed by the Harbour-front Enhancement Committee on 27.4.2006.)



- LEGEND**
-  Victoria Harbour
 -  Victoria Harbour Limit
 -  Harbour-front Areas

Victoria Harbour and its Harbour-front Areas



PLANNING DEPARTMENT 

M/SR/06/068_2

DATE : 14/11/2006

Annex II

Relationship between the Harbour Planning Guidelines and Harbour Planning Principles

HPP	<u>Principle 1</u> Preserving Victoria Harbour	<u>Principle 2</u> Stakeholder Engagement	<u>Principle 3</u> Sustainable Development	<u>Principle 4</u> Integrated Planning	<u>Principle 5</u> Proactive Harbour Enhancement	<u>Principle 6</u> Vibrant Harbour	<u>Principle 7</u> Accessible Harbour	<u>Principle 8</u> Public Enjoyment
Land Formation								
a) No further reclamation	X		X					
b) Minimal land formation	X		X					
Public Engagement								
a) Relationship between scale of development and form of public engagement		X						
b) Engagement process for large-scale public harbour-front project or project involving reclamation initiated by the Government		X						
c) Engagement process for private development proposals or small-scale public project in and around Victoria Harbour		X						

HPP	Principle 1 Preserving Victoria Harbour	Principle 2 Stakeholder Engagement	Principle 3 Sustainable Development	Principle 4 Integrated Planning	Principle 5 Proactive Harbour Enhancement	Principle 6 Vibrant Harbour	Principle 7 Accessible Harbour	Principle 8 Public Enjoyment
HPG								
d) Promoting public awareness of the Guidelines and provision of sufficient information for consultation		X						
Land Use Planning								
<i>Diversity of Land Uses</i>								
a) Land uses to promote vibrancy of Harbour				X	X	X		X
b) Provisions for maritime and logistics facilities within Harbour			X	X	X	X		X
c) Balanced mix of land uses in the harbour-front areas			X	X		X		
d) Review on development intensity and uses of uncommitted sites					X			
<i>Recreation and Leisure Uses</i>								
e) More public space for recreation and leisure uses						X		X

HPP HPG	<u>Principle 1</u> Preserving Victoria Harbour	<u>Principle 2</u> Stakeholder Engagement	<u>Principle 3</u> Sustainable Development	<u>Principle 4</u> Integrated Planning	<u>Principle 5</u> Proactive Harbour Enhancement	<u>Principle 6</u> Vibrant Harbour	<u>Principle 7</u> Accessible Harbour	<u>Principle 8</u> Public Enjoyment
e) Passive recreation and leisure activities						X		X
g) Marine-based recreation activities				X		X		X
<i>Open Space</i>								
h) Inland open space linking to the waterfront							X	
i) Planning of waterfront open space			X	X		X	X	X
j) Provision of continuous waterfront promenade			X	X		X	X	X
k) Temporary use of sites for public open space						X	X	X
l) Provision of focal features in open space					X			X
m) Provision of waterfront promenade by setback of development			X				X	X

HPP HPG	<u>Principle 1</u> Preserving Victoria Harbour	<u>Principle 2</u> Stakeholder Engagement	<u>Principle 3</u> Sustainable Development	<u>Principle 4</u> Integrated Planning	<u>Principle 5</u> Proactive Harbour Enhancement	<u>Principle 6</u> Vibrant Harbour	<u>Principle 7</u> Accessible Harbour	<u>Principle 8</u> Public Enjoyment
<i>Cultural Heritage</i>								
n) Buildings / structures with historic or cultural values to be preserved	X		X					
o) Adjacent developments compatible with heritage features			X	X				
p) Activities to promote heritage values			X			X		X
<i>Utility Installations</i>								
q) Land management for infrastructure facilities and utility installations				X				X
r) Design and construction of underground facilities				X				
Urban Design								
<i>Development Density</i>								
a) Waterfront development density			X		X			

HPP HPG	<u>Principle 1</u> Preserving Victoria Harbour	<u>Principle 2</u> Stakeholder Engagement	<u>Principle 3</u> Sustainable Development	<u>Principle 4</u> Integrated Planning	<u>Principle 5</u> Proactive Harbour Enhancement	<u>Principle 6</u> Vibrant Harbour	<u>Principle 7</u> Accessible Harbour	<u>Principle 8</u> Public Enjoyment
<i>Building Height</i>								
b) Stepped building height profile			X		X		X	
c) Diversity of building mass					X			
<i>Landmark</i>								
d) Victoria Harbour as an important landmark	X		X				X	
<i>Permeability</i>								
e) Design of building mass to allow visual permeability					X		X	
f) Buildings of small footprint and avoid podium			X		X		X	
g) Undertaking of Air Ventilation Assessment			X					
h) Creation of visual corridor and breezeway			X		X		X	
<i>Streetscape Design</i>								
i) Active street frontage					X			X
j) High quality street furniture and paving					X			

HPP HPG	<u>Principle 1</u> Preserving Victoria Harbour	<u>Principle 2</u> Stakeholder Engagement	<u>Principle 3</u> Sustainable Development	<u>Principle 4</u> Integrated Planning	<u>Principle 5</u> Proactive Harbour Enhancement	<u>Principle 6</u> Vibrant Harbour	<u>Principle 7</u> Accessible Harbour	<u>Principle 8</u> Public Enjoyment
k) Special lighting features					X			
Landscaping								
a) Landscaping along waterfront					X			
b) Planting species					X			
c) Thematic planting					X			
d) Maximizing vegetation					X			X
e) Greening on roof/podium					X			
f) Requirement of landscaping proposals					X			
Physical Linkage								
a) Traffic-free environment				X			X	X
b) Continuous pedestrian at-grade access							X	X
c) Integrated planning of transport infrastructure including marine-transport				X			X	

HPP HPG	<u>Principle 1</u> Preserving Victoria Harbour	<u>Principle 2</u> Stakeholder Engagement	<u>Principle 3</u> Sustainable Development	<u>Principle 4</u> Integrated Planning	<u>Principle 5</u> Proactive Harbour Enhancement	<u>Principle 6</u> Vibrant Harbour	<u>Principle 7</u> Accessible Harbour	<u>Principle 8</u> Public Enjoyment
d) Improved pedestrian linkage				X			X	X
e) Design of elevated or underpass linkage (lifts / escalators)				X			X	X
Harbour-front Management								
a) Public and private partnership				X				
b) Government management of the harbour-front area					X			X
c) Opening hours of waterfront promenades and open spaces								X
d) Avoid pollution of Harbour			X	X				
Sustainable Development								
a) Due consideration to economic, social and environmental aspects			X					
b) Long-term benefits versus short-term cost-effectiveness			X					

HPP HPG	<u>Principle 1</u> Preserving Victoria Harbour	<u>Principle 2</u> Stakeholder Engagement	<u>Principle 3</u> Sustainable Development	<u>Principle 4</u> Integrated Planning	<u>Principle 5</u> Proactive Harbour Enhancement	<u>Principle 6</u> Vibrant Harbour	<u>Principle 7</u> Accessible Harbour	<u>Principle 8</u> Public Enjoyment
c) Sustainability assessment			X					
d) Use of green buildings			X					
e) Use of environmentally friendly materials			X					
Temporary Land Uses								
a) Presentation to relevant HEC Sub-committees for comment and advice		X						
b) Consideration of temporary uses along the harbour-front			X		X			X
c) Shorter fixed term for temporary uses			X					
d) Temporary waterfront structures / advertising signs on open ground					X		X	
e) Quick-win enhancement					X		X	X
f) Landscaping proposal for temporary development					X			