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Competition Document



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EXECUTIVE SUMMARY

- The Competition** : To invite conceptual proposals for the development of a prominent waterfront area at the West Kowloon Reclamation in Hong Kong into an integrated arts, cultural and entertainment district.
- Objective** : Through the development, to enhance Hong Kong's position as Asia's premiere centre of arts, culture and entertainment and create a new look for Victoria Harbour.
- Scheme Area** : A newly reclaimed site of 40 hectares at the southern tip of the West Kowloon Reclamation in Kowloon Peninsula, Hong Kong. It is in close proximity to Tsim Sha Tsui which is a vibrant tourist, shopping and entertainment district with a wide range of leisure, entertainment as well as arts and cultural facilities.
- The Proposals** : The concept plan proposals should provide vision and innovative and viable ideas that will shape the future development of this waterfront area as a unique attraction for both local people and visitors. The proposals should be aesthetically attractive, functional, broadly feasible and in compliance with the policy objectives of the Government of the Hong Kong Special Administrative Region (the HKSARG) in promoting arts and culture.
- Development Right** : There is no linkage between the Competition and the eventual development right of the Scheme Area.
- Development of Scheme Area** : It is the intention of the HKSARG that following the Competition, a team will be appointed through the normal consultants selection process, to finalize a detailed masterplan for the Scheme Area on the basis of the winning conceptual proposals, if appropriate. Winners of the Competition will be automatically pre-qualified for inclusion in the list of consultants to be invited for bidding for the masterplanning work.
- Based on the detailed masterplan, the HKSARG will then decide on how the Scheme Area will be developed. Packages within the Scheme Area suitable for private sector development will be decided by public tender, which will be open to all. Subsequent architectural design competitions may be conducted for selected individual buildings/facilities. Winners of the Competition will also be invited to take part in bids for development and informed of the subsequent architectural design competitions for individual buildings/facilities in the Scheme Area.
- Eligibility** : The Competition is open to all qualified planners and architects.
- Registration** : Begins : 7 April 2001
Deadline : 8 June 2001 (5:00 p.m. Hong Kong time)
- Submission** : Deadline : 29 September 2001 (12:00 noon Hong Kong time)

Awards

: First Prize	: HK\$3.0 million
Second Prize	: HK\$1.5 million
Honourable Mentions (3)	: HK\$0.8 million each

For Further Information

: **Coordinator for the West Kowloon Reclamation Concept Plan Competition**
Room 723, 7/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong
Fax : (852) 2117 0772
Email : wkrcpc@pland.gov.hk
Website: <http://www.plb.gov.hk/competition>

~ Tel: 22314709

CONCEPT PLAN COMPETITION
FOR THE
DEVELOPMENT OF AN INTEGRATED ARTS, CULTURAL AND
ENTERTAINMENT DISTRICT AT THE WEST KOWLOON RECLAMATION,
HONG KONG

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**CONCEPT PLAN COMPETITION
FOR THE
DEVELOPMENT OF AN INTEGRATED ARTS, CULTURAL AND
ENTERTAINMENT DISTRICT AT THE WEST KOWLOON RECLAMATION,
HONG KONG**

SECTION I – GENERAL CONDITIONS

THE COMPETITION

1. This is a land-use planning and urban design competition inviting conceptual proposals for the development of a 40-hectare prominent waterfront site at the southern tip of the West Kowloon Reclamation in Hong Kong (the Scheme Area) into an integrated arts, cultural and entertainment district. The proposals should provide vision and innovative and viable ideas that will shape the future design and development of the Scheme Area. (Details of the Scheme Area are contained in paragraphs 9 and 10 of Section II.)

DEVELOPMENT RIGHT

2. There is no linkage between the Competition and the eventual development right of the Scheme Area.

DEVELOPMENT OF SCHEME AREA

3. It is the intention of the Government of the Hong Kong Special Administrative Region (the HKSARG) that following the Competition, a team will be appointed through the normal consultants selection process, to finalize a detailed masterplan^{Note 1} for the Scheme Area on the basis of the winning conceptual proposals, if appropriate. Save as otherwise specified hereunder (paragraph 38 refers), winners of the Competition will be automatically pre-qualified for inclusion in the list of consultants to be invited for bidding for the masterplanning work.
4. Based on the detailed masterplan, the HKSARG will then decide on how the Scheme

^{Note 1} In preparing the masterplan, the team will be expected to conduct various technical assessments including, inter alia, a traffic impact assessment, an environmental impact assessment, an engineering feasibility study and a financial viability assessment to ascertain the feasibility of implementing the winning conceptual proposals, and to recommend a programme of implementation.

Area will be developed. Packages within the Scheme Area suitable for private sector development will be decided by public tender, which will be open to all. Subsequent architectural design competitions may be conducted for selected individual buildings/facilities. Save as otherwise specified hereunder (paragraph 38 refers), winners of the Competition will also be invited to take part in bids for development and informed of the subsequent architectural design competitions for individual buildings/facilities in the Scheme Area.

THE ORGANIZER

5. The Competition is organized by the Planning and Lands Bureau (the Organizer) of the Hong Kong Special Administrative Region Government. All correspondence related to the Competition shall be sent to the following address:

Coordinator for the West Kowloon Reclamation Concept Plan Competition
Room 723, 7/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong
Fax : (852) 2117 0772
Email : wkrcpc@pland.gov.hk

SCHEDULE

6. The schedule of the Competition is set out below:

<u>Date</u>	<u>Event</u>
6 April 2001	Announcement of the Competition
7 April 2001	Registration begins
8 June 2001 (5:00 p.m. Hong Kong Time)	Deadline for registration
15 June 2001	Deadline for enquiries
29 September 2001 (12:00 noon Hong Kong Time)	Deadline for submission of conceptual proposals
November/December 2001	Assessment of the proposals
1st quarter 2002	Announcement of result of the Competition ^{Note 2}
2nd quarter 2002	Exhibition of winning proposals ^{Note 2}

^{Note 2} The Organizer will announce the exact date in due course.

7. The Organizer reserves the right to alter the dates of the above schedule. The Organizer shall advise all registered parties of any changes to the above schedule in writing or through the Competition Website (<http://www.plb.gov.hk/competition>).

JURY

8. Conceptual proposals submitted shall be adjudicated by a Jury made up of 10 members :

Chairman : The Lord Rothschild, GBE
Jury Member, The Pritzker Architecture Prize,
Chairman of the Hermitage Development Trust, the Gilbert
Collection Trust and the Heather Foundation for the Arts at
Somerset House in London, England

Members : Mr. C. Nicholas Brooke, BBS, JP
Vice-Chairman, Metro Planning Committee, Town Planning Board,
Hong Kong

Professor CHANG Hsin-kang, JP
Chairman, Culture and Heritage Commission, Hong Kong

The Hon Mrs. Selina CHOW, JP
Chairman, Hong Kong Tourism Board, Hong Kong

Professor Peter F.V. Droege
Professor of Urban Design, Faculty of Architecture, University of
Sydney, Australia

Professor LAU Sau-shing, Patrick, SBS
Professor of Architecture, The University of Hong Kong

The Hon LEUNG Chun-ying, GBS, JP
Convenor, Executive Council, Hong Kong

Mr. Peter W. Rogers
Director, Stanhope Plc., London, England

Professor Peter G. Rowe
Dean, Graduate School of Design, Harvard University, Cambridge,
Massachusetts, USA

Professor WU Liangyong
Professor and Director, Institute for Architectural and Urban Studies,
School of Architecture, Tsinghua University, Beijing, China

TECHNICAL PANEL

9. The Jury will be assisted by a Technical Panel consisting of 10 members chaired by the Director of Planning. The composition of the Panel is at *Annex 1*. The main role of the Technical Panel is to provide advice to the Jury on the technical assessments of individual submissions. The Chairman of the Technical Panel shall attend the meetings of the Jury to present the Panel's assessments, but he shall not take part in the return of the verdict of the Competition.

PROFESSIONAL ADVISOR

10. The Organizer has appointed Mr. Bill Lacy as Professional Advisor to the Competition. His main role is to provide advice on the organization and management of the Competition through the various stages, and on compliance with the Competition rules and submission requirements. He shall attend the meetings of the Technical Panel and the Jury.

HONORARY SPECIAL ADVISOR

11. Mr. I. M. Pei, Architect, will be the Honorary Special Advisor to the Competition.

ENTRY REQUIREMENTS AND REGISTRATION

12. The Competition is open to all qualified planners and architects, as defined by the requirements in existence in their respective place of practice. Both individual and collaborative entries by multi-disciplinary project teams are permitted, and entries can also be made on behalf of limited companies, provided that at least one eligible planner or architect is a member of the team, and that the application for registration is made in the name of that planner or architect. In the case of project teams, information on all participants as requested in the Registration Form (see paragraph 13) shall be provided to the Organizer. Each individual participant or project team shall only make one submission and each individual shall only

participate in one submission either in an individual capacity or as a member of a project team.

13. Interested participants shall register their interest in the Competition by submitting to the Organizer a duly completed Registration Form. There shall only be one Registration Form submitted by any individual participant or project team. The Registration Form can be obtained from the address as set out in paragraph 5 or downloaded from the Competition Website (paragraph 7 refers). The completed Registration Form should be submitted in duplicate and reach the Organizer on or before 8 June 2001 (5:00 p.m. Hong Kong time). A certified true copy of proof of eligibility shall be submitted together with the Registration Form. **Late registration will not be accepted.**
14. Upon receipt of the duly completed Registration Form, the Organizer will issue to each registrant an acknowledged duplicate of the same to serve as an identification document at the time of making the submission to the Organizer. Failure to produce the acknowledged duplicate of the completed Registration Form on submission of proposal shall result in rejection of the submission by the Organizer.
15. By participation in this Competition, the participants (which includes, in the case of a project team, all members of the team) accept all the rules, requirements and conditions as set out in this Competition Document (including, in particular, the requirement with regard to the licensing of all intellectual property rights (paragraph 38 refers) to the HKSARG) and shall abide by them.

INELIGIBILITY

16. All those likely to be in conflict of interest are excluded from the Competition including but not necessarily limited to the following:
 - (i) Persons closely associated with the Competition and their immediate family members;
 - (ii) Members of the Jury and the Technical Panel, and the Professional Advisor and their immediate family members; or
 - (iii) An employee, anyone having an employment-type contract or at continuous and close professional association or partnership with a member in category (i) and (ii) above.

ENQUIRIES BY PARTICIPANTS

17. Registrants of the Competition may seek clarifications or make enquiries on the details of the Competition before the deadline for enquiries as set out in the Schedule in paragraph 6 of this Section. Apart from the specified period, the Organizer shall not respond to any enquiries or requests for clarification from participants relating to the Competition.
18. All enquiries shall be addressed to the Organizer by letter, by fax or through e-mail to the address as stated in paragraph 5 above. The Organizer will send relevant responses, either in English or in Chinese, depending on the language used in the enquiry, to the enquirers in writing, as well as upload the enquiry and responses to the Competition Website as soon as they are ready.

DELIVERABLES

19. Registered participants shall submit :
 - (i) **35 copies** of their Concept Plan Proposal comprising the following :
 - (a) *A Development Statement* to explain the overall proposal for the Scheme Area including the underlying planning principles, design concept, proposals and parameters, broad traffic arrangements as well as a broad order of development cost. The Statement should also provide arguments on how the planning objectives can be achieved through their development ideas;
 - (b) *An Urban Design Concept Plan* to explain the overall urban design concept, including built form, character and identity, landmarks, focal points, view corridors, linkages, and interface between buildings and open space;
 - (c) *A Master Layout Plan* to outline the distribution of the proposed uses, disposition of buildings, open space and landscape framework, and the pedestrian and road network including the proposed traffic circulation pattern;
 - (d) A maximum of *three Cross-sections and/or Elevations* to be taken through the Scheme Area to show the height, form, uses and cross-sections/elevations of buildings, including a Cross-section and/or

Elevation along the E-W axis (outline of the future MTRC and possible KCRC developments to the immediate north of the Scheme Area should also be shown as the backdrop);

- (e) A maximum of *four Perspective Drawings* at different prominent vantage points to show the built form and special features of the proposed developments, including one Perspective Drawing showing an aerial view of the Scheme Area; and
 - (f) *A colour printout/photograph of a model* (either in the form of a computer generated model or a physical model) of the proposal.
- (ii) 1 set of 5 boards for presentation and display purposes (paragraph 21 refers).

SUBMISSION REQUIREMENTS

20. The Concept Plan Proposal shall be presented in A3 size format and bound together as a single document. The following specific requirements are applicable:

- (i) the total number of pages for the Development Statement *shall not exceed 20*, including annexes (if any) but excluding plans/drawings as set out in (ii) to (iv) below, for either the English or the Chinese version (paragraph 22 refers);
- (ii) the Urban Design Concept Plan and the Master Layout Plan shall each be prepared in the scale of 1:2,000;
- (iii) the Cross-sections and/or Elevations shall be prepared in the scale of 1:2,000 with each drawing to be shown on a separate sheet of paper; and
- (iv) each Perspective Drawing shall be shown on a separate sheet of paper.

In respect of (ii) to (iv) above, the plans/drawings shall be prepared in the specified scale as appropriate, and suitably reduced to A3 size for binding.

21. The set of 5 boards for presentation and display shall respectively comprise the following plans/drawings:

- (i) the Urban Design Concept Plan;
- (ii) the Master Layout Plan;
- (iii) selected Cross-section(s) and/or Elevation(s);

- (iv) selected Perspective(s); and
- (v) the colour printout/photograph of the model (please see paragraph 19(i)(f)).

The plans/drawings shall be at the appropriate scale as set out in paragraph 20. Each plan/drawing shall be mounted on a B1 size board (1000 mm x 707 mm) made of lightweight material with a maximum thickness of 12.5 mm.

- 22. All submissions shall be in English and/or Chinese. For the English version, a font size of 12 with single line spacing and a margin of 2.5cm (all sides) shall be adopted in the written submissions. For the Chinese version, a font size of 12 with a line spacing of point 18 and a margin of 2.5cm (all sides) shall be adopted. The system of unit of measurement to be used shall be the SI (International System of Units).
- 23. To facilitate the preparation of the plans, a Base Plan may be downloaded from the Competition Website (paragraph 7 refers) for participants' use.
- 24. The Organizer is not responsible for return of any submission materials. Participants may, however, request for the return, at their own cost, of the presentation materials (i.e. the plans/drawings as set out in paragraph 21) after the Competition and prior arrangement should be made with the Organizer.

ANONYMITY

- 25. Submission materials shall be kept anonymous. No mark of any sorts, which can identify the participants, their multi-disciplinary teams, consultants or associates, shall be made on all submission materials. Participants shall mark clearly in their submission materials an identification number (to be chosen by themselves) comprising a six-digit number and two letters of the alphabet 10mm high. For the bound document (paragraph 20 refers), only one copy shall be marked with the identification number, which shall only be shown at the lower right hand corner of the cover page. For the presentation materials (paragraph 21 refers), the identification number shall appear in the lower right hand corner at the back of the boards.
- 26. All submission materials shall be wrapped twice. The bound document and the presented materials should be individually wrapped. After receipt and checking, staff of the Organizer shall remove and destroy the outer wrapper. The inside wrapper shall be free of any identifying marks whatsoever. No covering letter of any sort shall be produced.

27. A sealed and opaque envelope containing :

- (i) a copy of the acknowledged duplicate of the completed official Registration Form (paragraph 13 refers);
- (ii) in the case of project team, updated information on all participants as shown in the Registration Form (paragraph 12 refers), where appropriate; and
- (iii) a summary, at no more than two pages of A4 size, of the curriculum vitae of all the team members

2 should be affixed to the inner wrapper of the bound document. Only the identification number of 10mm high should be marked in the lower right hand corner of the envelope. The Organizer shall remove the envelope and keep it in a secured place.

SUBMISSION DEADLINE

- 28. All submission materials must reach the Organizer on or before 29 September 2001 (12:00 noon Hong Kong time). **Late submissions will not be accepted.**
- 29. After participants have submitted their proposals, **no new or additional information shall be admitted or considered by the Jury** unless the Organizer requests such information in writing. All communications shall be made in writing.

INSURANCE

- 30. It is the responsibility of participants to insure the submission materials under delivery to the Organizer as well as to assume the cost of delivery. The Organizer shall insure the submission materials from the time they are received to the close of the exhibition (paragraph 6 refers).

ASSESSMENT CRITERIA

- 31. All submissions will be judged in accordance with the broad assessment criteria as set out in *Annex 2*, details of which shall be established by the Jury.
- 32. The decisions of the Jury shall be final and cannot be appealed against.

CONFIDENTIALITY

33. The Organizer shall keep the identification numbers (paragraph 25 refers) confidential and shall replace them by serial numbers for use by the Jury and the Technical Panel to maintain the anonymity of the participants. The assessment process will be carried out in strict confidence. The Organizer shall not disclose the details of the assessments. Before the completion of the Competition, any person, without prior authorization of the Organizer, shall not disclose, exhibit or publish the submitted proposals in any form.

PRIZES AND RESULTS

34. Five winning proposals will be awarded with cash prizes as follows:
- (i) First Prize : *HK\$ 3.0 million*
 - (ii) Second Prize : *HK\$ 1.5 million*
 - (iii) Honourable Mentions (3) : *HK\$ 0.8 million each*
35. The results of the Competition will be announced through the mass media. Registrants of the winning proposals will be notified directly of the results by post and fax. A copy of the Jury report shall be published after the Competition.

INTELLECTUAL PROPERTY RIGHTS

36. All works comprised in the submitted deliverables should be the original works of the participants and should not contain any materials infringing any third party intellectual property rights.
37. The Organizer shall be entitled to make copies of all or any of the deliverables submitted by the participants for the purpose of assessment or to keep such copies for record purpose.
38. Each of the participants of the winning proposals (including, in the case of a project team, all members of the team) shall grant to the HKSARG an exclusive, freely transferable, sub-licensable, royalty-free and irrevocable licence to use, adapt and modify the works contained in the winning proposals and all intellectual property rights subsisting in the winning proposals for all the purposes in respect of or in connection with the Scheme Area. In addition, the HKSARG shall be entitled to:
- (i) display, exhibit and/or make available the winning proposals or any part(s) of

the winning proposals (whether in physical or electronic form) to the public; and

- (ii) publish the winning proposals or any part(s) of the winning proposals in any medium.

The licence shall be deemed to be granted to the HKSARG forthwith after the results of the Competition are announced and shall be in effect until expiry of the term of protection afforded to the intellectual property rights subsisting in the winning proposals. To assure to the HKSARG the rights herein granted, such participants shall as soon as possible on the request of the Organizer do all things and execute all such further instruments or documents for the purpose of conferring the said rights and interests to the HKSARG^{Note 3}. If any participant of the winning proposal(s) fails to execute such licence, the relevant winning proposal(s) shall be disqualified and such participant, together with other participant(s) (if any) of the relevant winning proposal(s), will not be considered for the subsequent appointment for the masterplanning work, for bids for development and for the subsequent architectural design competitions for individual buildings/facilities in the Scheme Area.

- 39. Any assignment made by the owners of the intellectual property rights subsisting in the winning proposals shall be subject to the licence of the HKSARG set out in paragraph 38. The owners shall also impose obligation(s) on the assignees regarding their subsequent assignment(s) of such intellectual property rights to be made subject to the licence of the HKSARG to the intent that such obligation(s) shall apply to all subsequent assignees.

RESERVATION

- 40. The HKSARG will not be bound to adopt the winning concept plan proposals as the basis for the finalization of the detailed masterplan for the Scheme Area.

LANGUAGE AND TIME

- 41. The languages used in this Competition are English and/or Chinese, which are the official languages of the Hong Kong Special Administrative Region. Submissions may be made in English and/or Chinese.
- 42. In the case of any discrepancy between the English and Chinese languages used, the

^{Note 3} The Organizer shall notify the registrants of the winning proposals of the details nearer the time.

interpretation of the Jury shall be final and conclusive.

43. Throughout the course of the Competition, time mentioned in the Competition Document issued by the Organizer shall be construed as Hong Kong time.

DISQUALIFICATION

44. Any participant who does not abide by the rules, requirements or conditions as set out in this Competition Document may result in disqualification of the relevant submission.

JURISDICTION

45. This Competition Document shall be governed by and construed in all respects according to the laws from time to time in force in the Hong Kong Special Administrative Region. The Organizer and the participants shall submit to the jurisdiction of the Hong Kong courts.

---- END OF SECTION I ----

**CONCEPT PLAN COMPETITION
FOR THE
DEVELOPMENT OF AN INTEGRATED ARTS, CULTURAL AND
ENTERTAINMENT DISTRICT AT THE WEST KOWLOON RECLAMATION,
HONG KONG**

SECTION II – COMPETITION BRIEF

PURPOSE OF THE BRIEF

1. This Competition Brief sets out the planning contexts of the Scheme Area and the overall requirements for the concept plan proposals to be submitted under the Competition.

BACKGROUND

2. The Chief Executive of the Hong Kong Special Administrative Region in his 1999 Policy Address announced the intention to develop Hong Kong into an international centre for cultural exchanges, and to put Hong Kong on the map as the events capital of Asia. To enhance Hong Kong's position as Asia's premiere centre of arts, culture and entertainment, the HKSARG is planning to develop the southern tip of the West Kowloon Reclamation into an arts, cultural and entertainment district by pulling together a diverse range of arts, cultural and entertainment related activities in the area and to form a critical mass of such facilities with distinguished identity.
3. The arts, culture and entertainment opportunities to be provided at the Scheme Area will enrich Hong Kong's quality of arts and cultural life, attract tourists and help create a new look along the waterfront for this central part of Victoria Harbour.
4. The development of an integrated arts, cultural and entertainment district is in line with the Hong Kong Planning Standards and Guidelines ^{Note 4} which stipulate that the planning for major arts, cultural and entertainment facilities should pay attention to the concept of agglomeration and the planning principles should include:

^{Note 4} The Hong Kong Planning Standards and Guidelines is a Government manual of criteria for determining the scale, location and site requirements of various land uses and facilities.

- (i) achieving a critical mass of cultural and entertainment facilities supported by mixed commercial, hotel and residential uses; and
 - (ii) developing landmark cultural buildings and focal points such as piazzas and specially designed waterfront promenade to provide opportunities for open-air performance.
5. At present, there are a number of major cultural venues in Hong Kong. (See *Annex 3*). It is envisaged that through the development of the Scheme Area, the following arts and cultural objectives could be achieved:
- (i) enhancing the pluralistic development of our cultural scene;
 - (ii) encouraging private sector participation in the rendering of cultural and leisure services; and
 - (iii) bringing in more international expertise and professionalism in the management of cultural facilities.
6. The waterfront areas on the opposite side of Victoria Harbour, i.e. Central Reclamation Phase III and Wan Chai Development Phase II, are planned for the development of vibrant waterfronts of international standard for the enjoyment of the public and tourists. A booklet entitled "The New Central Waterfront – Enhancement of Victoria Harbour" covering Central Reclamation Phase III is made available separately in this Folder to participants.
7. The ongoing "Planning Study on the Harbour and its Waterfront Areas – An Assessment of the Potential of the Harbour for Tourism Purposes" ("the Harbour Plan Study"), managed by the Planning Department of the HKSARG, is aimed at exploring the tourism potential of the Harbour and its waterfront areas. The outcome of this Competition will be integrated into the Harbour Plan. The Harbour Plan Study was commenced in December 1999 and is scheduled for completion by late 2001.

OBJECTIVES OF THE COMPETITION

8. The primary objective of the Competition is to invite conceptual proposals for the development of an integrated arts, cultural and entertainment district in the Scheme Area. The submitted proposals should provide vision and innovative and viable ideas that shape the future development of this prime waterfront area and contribute to a high quality urban form as a unique attraction for both local people and visitors. The proposals should be aesthetically attractive, functional, broadly feasible and in

compliance with the policy objectives of the HKSARG in promoting arts and culture.

THE SCHEME AREA

9. The location and boundary of the Scheme Area are shown on the attached *Plans 1* and *2* respectively. The Scheme Area, with an area of about 40 hectares, is situated at a prominent location in the southwestern corner of the Kowloon Peninsula near Tsim Sha Tsui district and serves as a gateway to the central Victoria Harbour. It is bounded by Canton Road in the east, Austin Road West and the Western Harbour Crossing Toll Plaza in the north, and the seawall in the west and south. A large part of the Scheme Area is readily available for development, whilst about 7 hectares (hatched area on *Plan 2*) will be reclaimed by July 2002. Photomontages showing the Scheme Area and its surroundings are in *Figures 1* and *2*.
10. The Scheme Area is covered by a statutory land use plan i.e. the draft South West Kowloon Outline Zoning Plan (OZP) No. S/K20/10. On the OZP, the western part of the Scheme Area is designated as a regional park and the eastern part for commercial, residential, open space and government, institution or community uses. A copy of the OZP together with its Notes and Explanatory Statement is made available separately in this folder for participants' reference. Participants are, however, not bound by the land use proposals as set out in the current OZP. Subject to the outcome of this Competition and more detailed masterplan studies, as well as the HKSARG's decision on the development of the Scheme Area, the current zonings of the Scheme Area on the OZP may have to be amended under the Town Planning Ordinance (Chapter 131 of the Laws of Hong Kong) accordingly.
11. To allow flexibility in the planning and design for this area, participants may submit proposals that extend beyond the boundary of the Scheme Area provided that full justifications are given to substantiate their proposals. However, in making such proposals, full regard should be given to the Protection of the Harbour Ordinance (Chapter 531 of the Laws of Hong Kong), which states that the Harbour is to be protected and preserved as a special public asset and a natural heritage of the people of Hong Kong, and for that purpose there shall be a presumption against reclamation in the Harbour.

SITE ENVIRONS

12. To the immediate north of the Scheme Area are the Mass Transit Railway Corporation's (MTRC's) Airport Railway Kowloon Station and its associated commercial/residential/hotel developments (please refer to *Plan 3*). The site,

consisting of 13.5 hectares, has been divided into 7 packages for development. Package 1 of the scheme has been completed, Packages 2 to 4 are under construction and developments for Packages 5 to 7 are expected to commence shortly. The building height of Packages 1 to 6 varies from about 30 to 70 storeys. Package 7 of the development, with a building height of 102 storeys (approx. 580mPD) planned mainly for office and hotel uses, will become a distinct feature of the area upon completion (see *Figure 3* on Photomontage of the proposed subject development).

13. To the east of the Airport Railway Kowloon Station is a 5.7-hectare site intended for mixed commercial and residential development. The site may be required for the Kowloon Canton Railway Corporation's (KCRC's) West Rail West Kowloon Station development. The southern section of this site (2.5 hectares) is yet to be reclaimed.
14. Further east of the possible West Rail West Kowloon Station's site are two sites reserved for private residential development earmarked for land disposal in 2002/03. Development intensity of these two sites is restricted to a maximum plot ratio of 6.
15. Opposite to the eastern end of the Scheme Area (junction of Austin Road and Canton Road) is a private residential site currently under construction. With a plot ratio of 9, the project comprises three 63-storey (approx. 214mPD) buildings. The project is scheduled for completion in mid 2002 to provide about 1,000 flats.
16. The Yau Ma Tei Typhoon Shelter (with an associated public cargo working area) and the Toll Plaza of the Western Harbour Crossing are located to the northwest of the Scheme Area.
17. *Plan 3* shows the locations of the above developments vis-à-vis the Scheme Area.

DEVELOPMENT OPPORTUNITIES

18. The prominent waterfront location and comprehensive scale of the Scheme Area offers opportunities to develop a vibrant and attractive waterfront through the provision of arts, cultural, entertainment, recreational, leisure, tourist and spectator events along the Harbour.
19. The nearby Tsim Sha Tsui district is a traditional tourist and shopping area with a wide range of hotels, shopping/entertainment facilities as well as arts/cultural facilities. The development of the Scheme Area into an integrated arts, cultural and entertainment district would achieve agglomeration, and the arts and cultural facilities provided therein would also complement and enhance the existing provision in Hong

Kong.

20. The Scheme Area is in close proximity to the MTRC's Airport Railway Kowloon Station and the KCRC's possible West Rail West Kowloon Station. The opportunity exists for the provision of dedicated pedestrian links with these two stations, thereby providing an efficient and environmental-friendly form of mass transport linking the Scheme Area to other parts of Hong Kong.
21. The existing Kowloon Park and Tsim Sha Tsui East waterfront promenade are well-patronized. There is opportunity to provide integration between the existing open spaces in Tsim Sha Tsui with those proposed in the Scheme Area with a view to forming a comprehensive open space and landscape network. This network, together with the Scheme Area could provide venues for a variety of arts and cultural functions, particularly during the weekends and festive seasons. They could also provide viewing areas for major events in the Victoria Harbour held on important occasions, such as the firework displays celebrating Chinese New Year and National Day.
22. Photographs of selected areas in Tsim Sha Tsui, the Central and Wan Chai waterfronts are also presented in the Competition Website for general reference.

DEVELOPMENT CONSTRAINTS

23. The Scheme Area has a number of development constraints, which are existing, planned or temporary in nature. Most of the technical constraints can be ameliorated by means of redesign or reprovisioning elsewhere and could be addressed at the detailed masterplan stage. There are, however, a number of existing constraints which should be taken as given and must be taken into account at the conceptual proposal stage. The major ones are:
 - (i) The existing MTRC's Airport Railway alignment, its associated underground facilities and ventilation building; and
 - (ii) The existing Western Harbour Crossing alignment, its associated underground facilities and ventilation building.
24. A full list of these fixed constraints is appended at *Annex 4* which should be read in conjunction with *Plan 4*.

PLANNING PARAMETERS AND REQUIREMENTS

Land Uses and Facilities

25. In line with the overall planning intention, the proposals should generate innovative concepts for an integrated arts, cultural and entertainment district in the Scheme Area. Participants are invited to make reference to the Vision of the Culture and Heritage Commission^{Note 5} on West Kowloon Reclamation Development (see *Annex 5*) in preparing their proposals. Participants should include in their proposals a number of arts, cultural and entertainment facilities as well as other facilities (with justifications on why the latter are necessary). Participants should give an indication of the type, scale and/or seating capacity for the proposed individual arts, cultural and entertainment facilities. In addition, participants should justify how such facilities could complement each other and the existing provision to achieve integration. A list of the suggested facilities is set out below for participants' reference:

Arts and Cultural Facilities (suggestions only)

- a world-class performance venue*
- a museum complex*
- an open or semi-covered plaza with supporting facilities for holding a variety of events
- small to medium-size theatres/studios
- other complementary facilities

Entertainment and Other Facilities (suggestions only)

- themed entertainment development*
- a public pier for harbour cruise and pleasure craft*
- hotel/residential/office developments
- other complementary facilities

Development Intensity

26. Due to the special nature of the proposed uses, there is no pre-determined development intensity for the Scheme area. However, the proposals should

^{Note 5} The Culture and Heritage Commission is an advisory body appointed by the Chief Executive of the HKSARG whose main role is to advise the Government on the policies as well as funding priorities on culture and the arts.

* Priority facilities

demonstrate broad feasibility in terms of traffic arrangements. In giving an indication of the appropriate development intensity and scale of individual developments, attention should be given to the nature of the proposed uses, built form and the planning intention for the Scheme Area, which is primarily for the development of an integrated arts, cultural and entertainment district.

Planning and Urban Design Considerations

27. In planning for the Scheme Area, the Town Planning Board's^{Note 6} Vision and Goals for Victoria Harbour should be taken into account (see *Annex 6*). The Vision is to make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong – a harbour for the people and a harbour of life.
28. The proposals should take into consideration the principles of sustainable development to balance social, economic and environmental needs for present and future generations.
29. Participants should come up with innovative development ideas and a plausible vision for the future use of the Scheme Area that would optimize the development opportunities of the area. The proposals should be carefully argued and possess such design and aesthetic qualities as befitting for an arts and cultural district. In drawing up the conceptual proposals, participants should take into account the following planning and urban design considerations :

Uses and Activities

- (i) The proposals should establish a sense of identity. Different uses, particularly the mix of the arts and cultural facilities, should be well integrated and planned in a comprehensive manner. Disposition of the proposed uses should relate to the existing urban fabric and optimize the locational advantages of the site.
- (ii) The proposals should fully exploit the waterfront and harbour presence and translate it into development of distinguished identity. Any development should exploit the drama and the panoramic sea view of the harbour.
- (iii) The proposals should provide for attraction and development of uses that will

^{Note 6} The Town Planning Board is a statutory body established under the Town Planning Ordinance, Cap. 131 of the Laws of Hong Kong, which is mainly responsible for preparing statutory town plans, considering objections to these plans and planning applications, and conducting reviews of applications.

be catalytic in generating a greater internal level of activities and uses. Such uses should be multi-farious, attractive and vibrant.

- (iv) The proposals should maximize opportunities for attractive street-level activities, such as sidewalk cafes, festive events, arts and cultural activities and street performances.
- (v) Innovative design ideas should be explored to stimulate daytime and nighttime activities to engender a sense of festive spirit and create special highlights along the harbour through land-based and marine related functions.
- (vi) The proposals should aim at a balanced development and to achieve optimum utilization of the area. The proposals should also incorporate flexibility for future expansion and upgrading to meet changing needs.

Built Form

- (vii) The proposals should achieve cohesive and harmonious built form with appropriate scale and mass. Different buildings should be visually distinctive and yet integrated in coherent themes and possess aesthetic qualities specific to their uses.
- (viii) Disposition and height of buildings should facilitate shared sea views and provide for visually attractive and interesting building profile. In this connection, stepped-building heights along the waterfront could be considered where appropriate.
- (ix) The area should be designed with an aim to create landmarks and focal points. Special design features are encouraged to promote identity and character.
- (x) The MTRC's Airport Railway Kowloon Station development (paragraph 12 of Section II refers) should be taken into account, in particular the future 102-storey mega-tower development (Package 7) which will become a distinct feature of the area. (See *Figure 3* on Photomontage of the subject development).
- (xi) The proposals should encourage the development of environmental-friendly buildings and energy-efficient facilities. Other environmental-friendly proposals including those for promoting energy conservation, optimization of microclimate etc. should be introduced where appropriate.

Open Space

- (xii) Endeavour should be made by the participants to provide the same level of open space as reserved on the existing OZP (i.e. about 22 hectares) as far as possible. The proposed open spaces may take different forms and be provided at various levels and should be functional and aesthetically attractive.
- (xiii) A continuous waterfront promenade should be provided with ingenious design, good-quality landscaping and easy access to facilities in the Scheme Area. This promenade should serve as the prime urban space for intensive human activities. Lookout/vantage points to enjoy the view of Victoria Harbour should be provided.
- (xiv) All public open spaces should be designed to cater for multi-user needs including the handicapped. They should be clearly visible, safe and easily accessible. Where possible, they should be linked with the primary pedestrian circulation to form an integrated open space/pedestrian network.

Landscaping

- (xv) A high quality landscape setting should be provided for the proposed developments. Broad landscaping proposals should be indicated wherever appropriate.

Pedestrian Facilities

- (xvi) A comprehensive network for pedestrian circulation serving as linkages, both vertically and horizontally, within and outside the Scheme Area should be provided.
- (xvii) Interface between pedestrians and vehicles should be minimized as far as possible by providing pedestrian priority facilities where appropriate including pedestrian precincts, decks, footbridges and subways. Submerged and semi-submerged roads should also be provided where appropriate.
- (xviii) Dedicated pedestrian access linking the proposed developments with the Airport Railway Kowloon Station and the KCRC's possible West Rail West Kowloon Station should also be provided.

- (xix) Potential direct or indirect pedestrian linkages of the Scheme Area with other existing arts and cultural facilities in Tsim Sha Tsui should be explored where appropriate.

Traffic Circulation and Parking

- (xx) A satisfactory vehicular circulation layout including emergency access should be provided. The extent and coverage of major at-grade roads should be minimized as appropriate to give priority to safe pedestrian movement and the holding of outdoor events and street-level activities. Adequate provision of car parking and loading/unloading spaces should be provided to serve the proposed developments. The provision of underground transport interchange, coach park, taxi stand should be considered.
- (xxi) Other forms of environmental-friendly and cost-effective mode of transport providing linkages both within and outside the Scheme Area should be explored where appropriate. The traffic proposals may also include different modes of transport to preserve vitality of the scheme.
- (xxii) Water-based transportation facilities such as ferry piers and public landings may be included in the concept plan where appropriate.

Integration/Interface with the Surrounding Area

- (xxiii) The Scheme Area should be well integrated and connected with its surrounding area, in particular Kowloon Park, which is a well-patronized public open space, and the MTRC developments to its immediate north. The possibility of decking over the Western Harbour Crossing Toll Plaza area for open space use should also be explored and investigated.
- (xxiv) Special consideration should be given to addressing the interface with the existing typhoon shelter and the public cargo working area to the northwest of the Scheme Area.

---- *END OF SECTION II* ----

COMPOSITION OF THE TECHNICAL PANEL

Chairman : (1) Director of Planning

Members : Officials

- (2) Director of Architectural Services or his representative
- (3) Director of Leisure and Cultural Services or his representative

Non-officials

- (4) Mr. Leslie H.C. CHEN
Member, the Hong Kong Institute of Landscape Architects
- (5) Ir. Professor CHOW Che-king
Member, the Hong Kong Institution of Engineers
- (6) Professor LAM Kin-che
Member, Advisory Council on the Environment
- (7) Mr. David C. LEE
Member, the Hong Kong Institute of Surveyors
- (8) Professor LUI Chun-wan, Alex
Member, the Hong Kong Institute of Architects
- (9) Mr. TSAO Sing-yuen, Willy, BBS
Member, Hong Kong Arts Development Council
- (10) Mr. YIP Cho-tat, Stanley
Member, the Hong Kong Institute of Planners

ASSESSMENT CRITERIA

(I) Planning and Design Merits

- (1) Ability to provide a compelling and plausible vision to shape the future use of the Scheme Area as an integrated arts, cultural and entertainment district
- (2) Ability to translate waterfront and harbour presence into development of distinguished identity
- (3) Ability to optimize site potential and development opportunities
- (4) Ability of adopting innovative and viable ideas and imaginative solutions to planning constraints
- (5) Ability to achieve integration and connectivity with surroundings
- (6) Ability to meet changing needs
- (7) Ability to demonstrate broad feasibility in traffic arrangements

(II) Overall Benefits to Hong Kong

- (1) Meeting the overall objective of enhancing Hong Kong's position as Asia's premiere centre of arts, culture and entertainment
- (2) Bringing planning and urban design benefits to Hong Kong
- (3) Meeting public aspirations and generating civic pride

EXISTING MAJOR CULTURAL FACILITIES IN HONG KONG**(I) Major Performance Venues**

<i><u>Name of Facility</u></i>	<i><u>Seating Capacity</u></i>	<i><u>Location</u></i>
1. Hong Kong Cultural Centre		Kowloon
• Concert Hall	2019	Kowloon
• Grand Theatre	1734	Kowloon
• Studio Theatre	534	Kowloon
2. City Hall		Hong Kong
• Concert Hall	1448	
• Theatre	463	
3. The Hong Kong Academy for Performing Arts		Hong Kong
• Lyric Theatre	1181	
• Drama Theatre	415	
• Concert Hall	380	
4. Hong Kong Arts Centre		Hong Kong
• Shouson Theatre	439	
• Lim Por Yen Film Theatre	193	
5. Kwai Tsing Theatre	905	New Territories

(II) Multi-purpose Venues

<i><u>Name of Facility</u></i>	<i><u>Seating Capacity</u></i>	<i><u>Location</u></i>
1. Hong Kong Stadium	40000	Hong Kong
2. Hong Kong Coliseum	12000	Kowloon
3. Queen Elizabeth Stadium	3500	Hong Kong
4. Hong Kong Convention & Exhibition Centre		Hong Kong
• Grand Hall	4000	
• Hall 2 (standing capacity)	7000	
• Theatre I (film show)	637	

(III) Town Halls / Community Arts Centres

<u>Name of Facility</u>	<u>Seating Capacity</u>	<u>Location</u>
1. Shatin Town Hall	1406	New Territories
2. Tsuen Wan Town Hall	1403	New Territories
3. Tuen Mun Town Hall	1400	New Territories
4. Yuen Long Theatre	920	New Territories
5. Tai Po Civic Centre	500	New Territories
6. North District Town Hall	500	New Territories
7. Ko Shan Theatre	1100	Kowloon
8. Ngau Chi Wan Civic Centre	443	Kowloon
9. Sheung Wan Civic Centre	511	Hong Kong
10. Sai Wan Ho Civic Centre	471	Hong Kong

(IV) Other Venues

<u>Name of Facility</u>	<u>Seating Capacity</u>	<u>Location</u>
1. Sunbeam Theatre (private)	1033	Hong Kong
2. Hong Kong Fringe Club	100	Hong Kong
3. Academic Community Hall (in Baptist University)	1346	Kowloon
4. Jockey Club Auditorium (in Hong Kong Polytechnic University)	1025	Kowloon
5. Sir Run Run Shaw Hall (in Chinese University of Hong Kong)	1438	New Territories

(V) Museums

<u>Name of Facility</u>	<u>Location</u>
1. Hong Kong Museum of Art	Kowloon
2. Hong Kong Museum of History	Kowloon
3. Hong Kong Space Museum	Kowloon
4. Hong Kong Science Museum	Kowloon
5. Hong Kong Heritage Museum	New Territories
6. Flagstaff House Museum of Tea Ware	Hong Kong

Name of Facility

Location

- | | | |
|----|---|-----------|
| 7. | Hong Kong Museum of Coastal Defence | Hong Kong |
| 8. | Hong Kong Film Archive | Hong Kong |
| 9. | University Museum & Art Gallery
(in University of Hong Kong) | Hong Kong |

LIST OF DEVELOPMENT CONSTRAINTS

(To be read in conjunction with Plan 4)

1. A proposed 600mm diameter submarine gas pipeline (to be laid from the northwestern corner of the Scheme Area across Victoria Harbour to Hong Kong Island), which will pass through a utilities reserve (constraint No. 2) and be connected via a proposed gas pipeline to a proposed gas pigging station (to the north of the Scheme Area).
2. A 27.6m wide utility reserve for waterworks and gas main work. Underneath the reserve is an existing sea-water intake culvert connected to the Kowloon South Salt Water Pumping Station (constraint No.3). In addition, a proposed 600mm diameter gas pipeline will be laid therein which serves to connect the proposed gas pipelines set out in constraint No. 1.
3. The existing Water Supplies Department's Kowloon South Salt Water Pumping Station with a dimension of 70m (l) x 40m (w) x 6.5 m (h).
4. The existing Western Harbour Crossing alignment and associated underground facilities and ventilation building with a dimension of 36m (l) x 31m (w) x 27.5m (h).
5. The existing Mass Transit Railway Corporation's (MTRC's) Airport Railway alignment, its associated underground facilities and ventilation building with a dimension of 89m (l) x 26m (w) x 20.5m (h).
6. Cooling mains proposed by MTRC to serve the Airport Railway Kowloon Station and its associated developments. The utility reserve, with a width ranging from 8m to 13m, will contain four pipes of 0.8m wide each and a cable of 2m wide interconnecting the MTRC's proposed electricity transformer room (constraint No. 7) and underground plant room (constraint No. 8). The northern part of the cooling mains has been completed.
7. An electricity transformer room proposed by MTRC with a dimension of 12m (l) x 9m (w) x 4m (h) (with planning approval by Town Planning Board).
8. An underground plant room proposed by MTRC with a dimension of 22.5m (l) x 15m (w) x 5m (h) (with planning approval by Town Planning Board).
9. A fireboat berth with a minimum berthing face of 50m and landing requirements, which was previously annexed to Tsim Sha Tsui Fire Station, needs to be reprovisioned in the vicinity for operational reason.
10. Tentative railway alignment including the administrative route protection zones for the Kowloon Southern Loop connecting the Kowloon Canton Railway Tsim Sha Tsui Extension and West Rail.

CULTURE AND HERITAGE COMMISSION'S VISION ON WEST KOWLOON
RECLAMATION DEVELOPMENT

Just as the essence of architecture is not its walls but the space its walls define, a successful design for West Kowloon Reclamation (WKR) ought to distinguish itself not only by the buildings themselves but the cultural, and intellectual ideas they house and inspire. Hong Kong has drawn its name and first livelihood from its location, acting as a harbour to the trading ethos which has sustained the city; so too can WKR be a port of cultural and intellectual exchange as well as a haven for the city's traditions, memories, inspirations and aspirations. What WKR ought to reclaim is not only land but our history, identity and creative spirit.

As the heart of Hong Kong's 21st century urban culture, WKR should aim to enliven the city's cultural life and animate the people's participation. It should reflect the ideals of equality and public participation in its physical, emotional and intellectual accessibility for both locals and visitors to the city. It should also embrace the richness of both the Chinese civilization and its historical past. It should be a place that grows with time, is able to meet the challenges and needs as a cosmopolitan city in the new century, encourages exchange and cultural development in the long run, and places emphasis on values beyond the purely commercial and utilitarian.

As a landmark group of buildings and the foundation of what will hopefully become a region of vibrant cultural activity, the architecture and facilities should reflect global influences accelerated by technology in a thoughtful way. WKR should not simply be a superficial design of sheer visual sensation, but it should be able to evoke a greater emotional depth in people's hearts and minds. It should be a place that not only highlights Hong Kong's role as a world class city in this region but also evokes memories: a new exciting place that people can still relate to and find comforting familiarity with.

THE VISION AND GOALS FOR VICTORIA HARBOUR

- | | | |
|---|---|---|
| <i>Vision</i> | - | To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong – a harbour for the people and a harbour of life. |
| <i>Goal 1</i> | - | To bring the people to the Harbour and the Harbour to the people. |
| <i>Goal 2</i> | - | To enhance the scenic views of the Harbour and maintain visual access to the harbour-front. |
| <i>Goal 3</i> | - | To enhance the Harbour as a unique attraction for our people and tourists. |
| <i>Goal 4</i> | - | To create a quality harbour-front through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian links. |
| <i>Goal 5</i> | - | To facilitate the improvement of the water quality of the Harbour. |
| <i>Goal 6</i> | - | To maintain a safe and efficient harbour for the transport of people and goods and for the operation of an international hub port. |
| <i>Statement of Intent on Reclamation</i> | - | The Harbour is to be protected and preserved as a special public asset and a natural heritage of the people of Hong Kong. Reclamation in the Harbour should only be carried out to meet essential community needs and public aspirations. It has to be environmentally acceptable and compatible with the principle of sustainable development and the principle of presumption against reclamation in the Harbour. |

KOWLOON PLANNING AREA NO. 20

DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN NO. S/K20/10

EXPLANATORY STATEMENT

**DRAFT SOUTH WEST KOWLOON
OUTLINE ZONING PLAN NO. S/K20/10**

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KOWLOON PLANNING AREA NO. 20

DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN NO. S/K20/10

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

NOTE : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the approved Plan.

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft South West Kowloon Outline Zoning Plan (OZP) No. S/K20/10. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 On 17 June 1992, the then Governor under section 3(1)(a) of the Town Planning Ordinance (the Ordinance) directed the Board to prepare a plan for West Kowloon Reclamation in the south-western part of Kowloon Peninsula.
- 2.2 On 4 December 1992, the draft OZP No. S/K20/1 was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, seven objections were received. One objection was withdrawn prior to consideration by the Board. The remaining six objections were given preliminary and further considerations by the Board between April 1993 and March 1996. The Board decided to propose amendments to the draft OZP No. S/K20/1 to fully meet one objection and to partially meet three objections. The Board decided not to propose amendments to meet the other two objections.
- 2.3 On 16 February 1996, the draft OZP No. S/K20/2 incorporating amendments relating to the rezoning of the site for Cheung Sha Wan Wholesale Market Phase II for a combined-use development incorporating wholesale food market, cargo working area and industrial-office uses and to a pier was exhibited for public inspection under section 7 of the Ordinance. During the exhibition period, no objection was received.
- 2.4 On 7 June 1996, the proposed amendments to fully meet and partially meet the objections to the draft OZP No. S/K20/1 were notified in the Gazette under section 6(7) of the Ordinance. No further objection to the proposed amendments was received. On 16 August 1996, the Board confirmed these amendments under section 6(9) of the Ordinance to form a part of the draft South West Kowloon OZP No. S/K20/2.

- 2.5 On 10 December 1996, the then Governor in Council, under section 9(1)(a) of the Ordinance, approved the draft South West Kowloon OZP, which was subsequently renumbered as S/K20/3. On 18 December 1996, the approval of the draft OZP was notified in the Gazette and the approved OZP No. S/K20/3 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.6 On 4 November 1997, the Chief Executive in Council, under section 12(1)(b)(ii) of the Ordinance, referred the approved OZP No. S/K20/3 to the Board for amendment.
- 2.7 On 23 January 1998, the draft OZP No. S/K20/4 incorporating amendments to the approved OZP No. S/K20/3 to reflect the revised land use proposals for the area to the south of Yen Chow Street West was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, one objection was received but subsequently withdrawn.
- 2.8 On 24 April 1998, the draft OZP No. S/K20/5 was exhibited for public inspection under section 5 of the Ordinance. An area immediately to the south of Lai Chi Kok Road and West Kowloon Corridor was excised from the Planning Scheme Area of Cheung Sha Wan OZP and incorporated in the draft OZP No. S/K20/5. Other amendments included the rezoning of sites in the northern part of the area for housing and related developments. During the exhibition period, four objections were received. After giving preliminary and further considerations to the objections, the Board decided to propose an amendment to the draft OZP No. S/K20/5 to meet three objections and not to propose any amendment to meet the remaining objection.
- 2.9 On 9 October 1998, the draft OZP No. S/K20/6 was exhibited for public inspection under section 7 of the Ordinance incorporating the zoning amendment of a section of Lin Cheung Road between Tonkin Street West and Yen Chow Street West from "Road" to "Comprehensive Development Area". During the exhibition period, no objection was received.
- 2.10 On 30 October 1998, the proposed amendment to meet the three objections to the draft OZP No. S/K20/5 was notified in the Gazette under section 6(7) of the Ordinance. No further objection to the proposed amendment was received. On 20 November 1998, the Board confirmed that the amendment formed part of the draft OZP No. S/K20/6 under section 6(9) of the Ordinance.
- 2.11 On 4 June 1999, the draft OZP No. S/K20/7 was exhibited for public inspection under section 7 of the Ordinance incorporating the zoning amendment of a site at To Wah Road from "Government, Institution or Community" to "Other Specified Uses" annotated "Public Utility Depot Including Electricity Substation". During the exhibition period, no objection was received.
- 2.12 On 3 December 1999, the draft OZP No. S/K20/8 was exhibited for public inspection under section 7 of the Ordinance incorporating the amendment to the Notes for the "Comprehensive Development Area" bounded by Lai Hong Street, Fat Tseung Street, Sham Mong Road and West Kowloon Corridor.

During the exhibition period, no objection was received.

- 2.13 On 11 July 2000, the Chief Executive in Council under section 9(1)(a) of the Ordinance, approved the draft South West Kowloon OZP, which was subsequently re-numbered as S/K20/9. On 21 July 2000, the approved South West Kowloon OZP No. S/K20/9 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.14 On 10 October 2000, the Chief Executive in Council referred the approved OZP No. S/K20/9 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 20 October 2000 under section 12(2) of the Ordinance.
- 2.15 On 27 October 2000, the draft OZP No. S/K20/10 (the Plan), incorporating an amendment to delete the term 'Service Apartment' from the Notes, was exhibited for public inspection under section 5 of the Ordinance.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment of land within the Planning Scheme Area can be put under statutory planning control.
- 3.2 The Plan is to illustrate only broad principles of development. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor alterations as detailed planning proceeds.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes indicating uses which are always permitted in a particular zone and other uses for which the permission of the Board must be sought. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and better control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department.

5. THE PLANNING SCHEME AREA

The Planning Scheme Area (the Area) is located in the south-western part of Kowloon Peninsula. It covers West Kowloon Reclamation and part of the former waterfronts in the Sham Shui Po and Yau Ma Tei districts. The boundaries of the Area are delineated in a heavy broken line on the Plan. It covers an area of about 401 hectares including 331 hectares of land and 70 hectares of typhoon shelter.

6. POPULATION

About 184,500 persons are expected to be accommodated within the Area upon full development.

7. LAND USE ZONINGS

7.1 "Commercial" ("C") : Total Area 5.37 ha

7.1.1 Four sites which are all located at the southern part of the Area adjacent to the Airport Railway Kowloon Station are zoned for commercial uses. This zoning is intended to provide for office, retail and hotel developments to meet the Metroplan objective of creating a major commercial focal point in West Kowloon and to relieve some development pressure off the Central Business District.

7.1.2 The overall level of commercial development in the Area is constrained by the capacity of the transport network. A maximum plot ratio of 8.0 is thus imposed to restrict traffic growth. The Metroplan has laid down specific targets for the supply of hotels and offices in the Area. To achieve these targets, the optimal development mix within each commercial site would be stipulated in the Government lease.

7.1.3 Piecemeal commercial developments outside the "C" zones are not encouraged and should be strictly controlled to avoid overloading the transport capacity. Hotel and office uses are therefore only permitted on sites zoned "C" or "Comprehensive Development Area".

7.2 "Comprehensive Development Area" ("CDA") : Total Area 58.61 ha

7.2.1 The sites under this zoning are relatively large in area and are close to major transport links including West Kowloon Corridor, West Kowloon Highway, Airport Railway and Lin Cheung Road. The "CDA" designation is to facilitate comprehensive control over the development mix and scale of the development and to ensure that the environmental impacts of these transport links are adequately addressed.

7.2.2 This zoning is intended for a mix of development including residential, retail, office and hotel developments together with public transport interchange and other supporting facilities.

7.2.3 Pursuant to sections 4(A)1 and 4(A)2 of the Ordinance, any development in these "CDA" zones would require the approval of the Board through planning application under section 16 of the Ordinance. The applicant shall prepare a Master Layout Plan (MLP) together with an environmental impact assessment and other materials as specified in the Notes of the Plan for approval by the Board. A copy of the approved MLP will be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

"CDA" in the southern part of the Area (36.32 ha)

- 7.2.4 Six "CDA" sites are earmarked to the south of Hoi Fai Road. Five of them will be developed comprehensively in connection with the development of the Airport Railway Olympic and Kowloon Stations. The remaining "CDA" site is bounded by Lin Cheung Road, Jordan Road, Road D1 and Road D12. The "CDA" site at the Airport Railway Kowloon Station in particular is intended to serve as the focus of a new secondary office and hotel centre in West Kowloon. The MLP for the Airport Railway Kowloon Station "CDA" zone was first approved by the Board on 15 July 1994. The latest amended MLP was approved on 28 January 2000. The MLP for the Airport Railway Olympic Station "CDA" zone was first approved by the Board on 19 August 1994. The latest amended MLP was approved by the Board on 8 September 2000.
- 7.2.5 The Plan restricts the development intensities of the "CDA" sites to the maximum gross floor areas as stipulated in the Notes. Exemption to be given by the Building Authority under the Practice Note for Authorized Persons and Registered Structural Engineers No. 111 for hotel developments will be excluded from the calculation of gross floor area for the purpose of the maximum gross floor area restriction stipulated in the Notes.

"CDA" in the northern part of the Area (22.29 ha)

- 7.2.6 Five "CDA" sites are earmarked to the north of Yen Chow Street West. The former Cheung Sha Wan Shipyards site, NKILs 6320 and 6328 at Lai Chi Kok Road is zoned "CDA" and is subject to specific control on plot ratios as specified in the Notes for this zone, i.e. a maximum plot ratio of 7.5 for a domestic development or a maximum total plot ratio of 9.0 for a partly domestic and partly non-domestic development. The MLP for the site was first approved by the Board on 22 August 1997. The latest amended MLP was approved on 8 September 2000.
- 7.2.7 The two godowns, NKILs 6003 R.P. and 6052, at Lai Fat Street are combined together and zoned "CDA". It is subject to specific control on plot ratios as specified in the Notes for this zone, i.e. a maximum domestic plot ratio of 6.5 and a maximum non-domestic plot ratio of 1.5. The MLP for the site was approved by the Board on 14 April 2000.
- 7.2.8 The remaining three "CDA" sites are bounded by Sham Mong Road and the West Kowloon Highway. They are subject to specific control on plot ratios as specified in the Notes for this zone, i.e. a maximum domestic plot ratio of 6.5 and a maximum non-domestic plot ratio of 1.5. Two of the three "CDA" sites will be developed for Home Ownership Schemes with other supporting Government, institution or community facilities. The MLP for the "CDA" site bounded by Sham Mong Road, Hing Wah Street West, and West Kowloon Highway was approved by the Board on 8 October 1999. The "CDA" site at the future West Rail Nam Cheong Station will be developed for private

residential development. The MLP for the site was approved by the Board on 17 December 1999.

7.3 "Residential (Group A)" ("R(A)") : Total Area 29.67 ha

- 7.3.1 This zoning is intended mainly for private residential and public housing developments. Commercial uses such as banks, restaurants and retail shops are permitted as of right on the lowest three floors of the buildings, which are taken to exclude any floors used only for ancillary carparking, loading/unloading bay and/or plant room purposes. Commercial uses on any upper floors will require planning permission from the Board.
- 7.3.2 Two sites on both sides of Hoi Wang Road to the south of Tai Kok Tsui hinterland (the Charming Garden and the Hoi Fu Court) and a site bounded by Sham Mong Road and Tonkin Street West (the Cheung Sha Wan West Estate) are zoned "R(A)" for public housing including Private Sector Participation Scheme (PSPS) development and public rental housing. The development intensities and requirements for the public housing sites have been stipulated in the planning briefs prepared by the Planning Department in conjunction with the Housing Department and other relevant Government departments.
- 7.3.3 Two sites to the west of Hoi Fai Road near the Airport Railway Olympic Station CDA, a site near the junction of Hoi Wang Road and Yan Cheung Road, a site near the junction of Cherry Street and Hoi Wang Road and a site near the junction of Road D1 and Road D12 are zoned "R(A)1". Two sites to the east of Road D1 between Jordan Road and Road D12 are zoned "R(A)2". A site bounded by West Kowloon Corridor and Hing Wah Street West as well as a site to its further west are zoned "R(A)3". A site at the junction of Sham Mong Road and Hing Wah Street West is zoned "R(A)4".
- 7.3.4 In view of the environmental and traffic constraints of the West Kowloon Reclamation area, the maximum domestic plot ratios permitted in "R(A)1" and "R(A)2" zones are 6.5 and 5 respectively while the maximum non-domestic plot ratios permitted in "R(A)1" and "R(A)2" zones are 1. The "R(A)3" zone is subject to a maximum domestic plot ratio of 7.5 and a maximum non-domestic plot ratio of 1.5. The "R(A)4" zone is subject to a maximum domestic plot ratio of 6.5 and a maximum non-domestic plot ratio of 1.5. The restriction on the non-domestic plot ratio will help maintain a better residential environment without over-infiltration of commercial and other non-residential uses into the Area.
- 7.3.5 It is expected that some of the sites may be required for decantation to facilitate the thinning out of population from the congested hinterland in West Kowloon.

7.4 "Industrial" ("I") : Total Area 2.11 ha

7.4.1 Land zoned for this purpose is intended for industrial developments including general industrial uses, warehouses and service trades. Some non-industrial uses may also be permitted with or without conditions through application to the Board under section 16 of the Ordinance.

7.4.2 A site at Yen Chow Street West is zoned "I(2)" and development on this site is restricted to a maximum plot ratio of 2.5. It has been developed for godown and open storage uses.

7.5 "Government, Institution or Community" ("G/IC") : Total Area 30.80 ha

7.5.1 Land zoned for this purpose is intended to provide for major Government, institution or community facilities to serve the residents of the Area and, where appropriate, those in the adjoining districts. The provision of GIC facilities are based on the Hong Kong Planning Standards and Guidelines (HKPSG) or in consultation with concerned Government departments where the HKPSG are not applicable. The shortfalls of GIC facilities in the hinterland in West Kowloon have also been taken into account wherever possible and appropriate. The provision of GIC facilities within the Area is adequate to serve the planned population.

7.5.2 Major GIC uses to be provided within the "G/IC" zones include Government depots, markets, public car parks, clinic, police stations, social welfare facilities, schools, indoor recreation centres, magistracy, electricity sub-stations, telephone exchanges, pumping stations, traction substation, and a gas pigging station.

7.5.3 Local GIC facilities would also be provided within the "R(A)" and "CDA" zones.

7.6 "Open Space" ("O") : Total Area 45.90 ha

7.6.1 This zoning is intended to provide land for both active and passive recreational uses.

7.6.2 Major open space includes a proposed regional park located at the promontory to the south of the Western Harbour Crossing Toll Plaza. This regional park will incorporate active and passive recreational facilities and a promenade along the waterfront. In addition, an indoor recreation centre will be provided in the regional park or at the open space site to the north of Road D13 and above the Airport Railway tunnel. Other major open spaces are distributed throughout the Area to meet the demand of the planned population. Local open spaces are also provided within "R(A)" and "CDA" sites.

- 7.6.3 Open spaces are provided in accordance with the HKPSG. The level of provision on the Plan is adequate to serve the planned population of the Area.

7.7 "Other Specified Uses" ("OU") : Total Area 38.55 ha

- 7.7.1 This zoning covers land allocated for specific purposes. It covers a wholesale market, piers, a petrol filling station, the Western Harbour Crossing Toll Plaza, cargo working areas, railway stations, ventilation buildings and a public utility depot including electricity sub-station.
- 7.7.2 There are two major "OU" sites in the northern part of the Area, viz., the Cheung Sha Wan Wholesale Market Complexes Phases I and II. Phase I of the Complex located to the immediate north-west of Yen Chow Street West was completed in September 1993 providing wholesale market facilities for imported vegetables, eggs and fish. The Phase II site is tentatively intended to accommodate the Cheung Sha Wan Temporary Poultry Market, the Cheung Sha Wan Vegetable Market Organisation Market, the Yau Ma Tei Fruit Market, some industrial-office floor areas and the market related facilities such as cold storage facilities.
- 7.7.3 Other specific uses under the "OU" zoning include the following :
- (a) five piers are located at the Cheung Sha Wan waterfront serving Cheung Sha Wan Wholesale Market;
 - (b) sites for one pier at the southern waterfront of the Area and another possible pier at the Tai Kok Tsui waterfront are reserved to cater for future demand for ferry services;
 - (c) Yau Ma Tei Public Cargo Working Area is located immediately to the east of the typhoon shelter. Another cargo working area at the Cheung Sha Wan waterfront is currently operated by private sector;
 - (d) the Airport Railway Olympic Station and a site reserved for the Airport Railway Cheung Sha Wan Station near Yen Chow Street West;
 - (e) a site near the south-western end of the Area is designated for the Western Harbour Crossing Toll Plaza;
 - (f) a site for petrol filling station use is located near the "R(A)" zone in the central portion of the Area;
 - (g) two sites for ventilation buildings, one located to the north of Yau Ma Tei Interchange serving the Airport Railway and another located in the south-western part of the proposed regional park to the south of Road D13 serving the Western Harbour Crossing; and

- (h) a site for public utility depot including electricity sub-station is located at To Wah Road.

8. COMMUNICATIONS

8.1 Roads

- 8.1.1 Only major roads including trunk, primary and distributor roads are indicated on the Plan while local and minor roads are not shown.
- 8.1.2 West Kowloon Highway runs from north to south providing a strategic transport link to the Area. It forms part of a major road link extending from the airport at Chek Lap Kok to Hong Kong Island through the Western Harbour Crossing.
- 8.1.3 West Kowloon Highway is elevated between Mei Foo Sun Chuen and north of Cherry Street and at-grade and semi-depressed south of Cherry Street. The Yau Ma Tei Interchange of this highway provides connection with West Kowloon Corridor, the proposed Central Kowloon Route and local roads in the Area.
- 8.1.4 The trunk road Lin Cheung Road runs parallel to West Kowloon Highway. The Plan has provided for the southbound extension of Lin Cheung Road to the proposed Kowloon Point Reclamation.
- 8.1.5 Roadside amenity areas along major roads have been generalised and shown as part of the overall road network on the Plan.

8.2 Railways

- 8.2.1 The Area is served by the Airport Railway, which provides two services: an Airport Express (AE) between the airport at Chek Lap Kok and Hong Kong Island, and a local domestic Tung Chung Line (TCL) between Tung Chung and Hong Kong Island.
- 8.2.2 The rail reserve is predominantly for four tracks running at-grade under West Kowloon Highway to the Airport Railway Olympic Station. From Cherry Street, the tracks diverge from West Kowloon Highway and run underground parallel to Lin Cheung Road to the Airport Railway Kowloon Station.
- 8.2.3 The Airport Railway Kowloon Station has separate AE and TCL stations and includes in-town check-in facilities for the airport at Chek Lap Kok. The Airport Railway Olympic Station is a TCL station. An additional TCL station reserve at Yen Chow Street has also been provided for in the Plan.

8.2.4 Besides, the area will be served by the proposed Kowloon-Canton Railway Corporation (KCRC) West Rail. Phase I of West Rail will provide a passenger line connecting Tuen Mun Centre to West Kowloon with a terminal at Yen Chow Street West. Interchange between the KCRC station and TCL station at Yen Chow Street will be provided.

8.2.5 Pursuant to section 13A of the Ordinance, the railway scheme authorized by the Chief Executive in Council on 15 September 1998 under the Railways Ordinance, Chapter 519, shall be deemed to be approved under the Ordinance. The alignment of West Rail (Phase I) is shown on the Plan for information only.

8.3 Ferry Piers

A site for a new ferry pier has been reserved at the southern seawall of the Area. A long-term site reservation is also made for a possible future finger pier at the western seawall near Tai Kok Tsui.

8.4 Other Public Transport Facilities

The Area will be well served by buses and green minibuses. A number of public transport terminus have been planned in the CDA developments of Airport Railway Olympic and Kowloon Stations and also in other "CDA", "R(A)" and "C" sites.

8.5 Pedestrian Facilities

8.5.1 A system of elevated walkways linking up the Airport Railway Olympic Station with the four CDA developments around it is provided to segregate pedestrian and vehicular traffic.

8.5.2 To link up the hinterland with the West Kowloon Reclamation area, a number of footbridges / subways have been constructed / planned at the junctions of Sham Mong Road/Ivy Street, Sham Mong Road/Hoi Fai Road, Waterloo Road/Ferry Street and Jordan Road/Ferry Street, and Cherry Street/Argyle Street/Ferry Street. These footbridges / subways provide essential linkages between the hinterland area with the open space, major commercial development and community facilities at the Airport Railway Olympic and Kowloon Stations. The northern part of the Area will also be served by a comprehensive grade-separated pedestrian network in the form of footbridges, i.e. across Sham Shing Road, Sham Mong Road and Tonkin Street West.

9. TYPHOON SHELTER

The former Yau Ma Tei Typhoon Shelter has been reclaimed and reprovisioned further west within the Area. Having an area of about 70 ha, the reprovisioned Yau Ma Tei Typhoon Shelter is the largest typhoon shelter in Hong Kong. Associated with the typhoon shelter is a public cargo working area and other GIC uses such as a marine licensing office and a water selling kiosk.

10. UTILITY SERVICES

10.1 Water

Water mains will generally be laid below road carriageways. Some water mains will be laid under amenity areas and open spaces. Trunk water mains should not be routed along West Kowloon Highway and Airport Railway. Fresh water for the Area will be served by a new service reservoir located immediately to the west of Pak Tin Estate which is scheduled for completion in 2002.

10.2 Gas

A site for a gas pigging station has been reserved near the approach roads of Western Harbour Crossing. Gas pipelines will be laid below road carriageways and along roadside amenity areas and verges of Lin Cheung Road.

10.3 Electricity

Electricity cables will be laid below footpaths or carriageways. In some cases, a 5m reserve through open space areas is required. A total of five electricity sub-station sites have been reserved in the Area.

10.4 Telephone

Telephone cables will be laid below footpaths or carriageways. There will be two telephone exchanges in the Area.

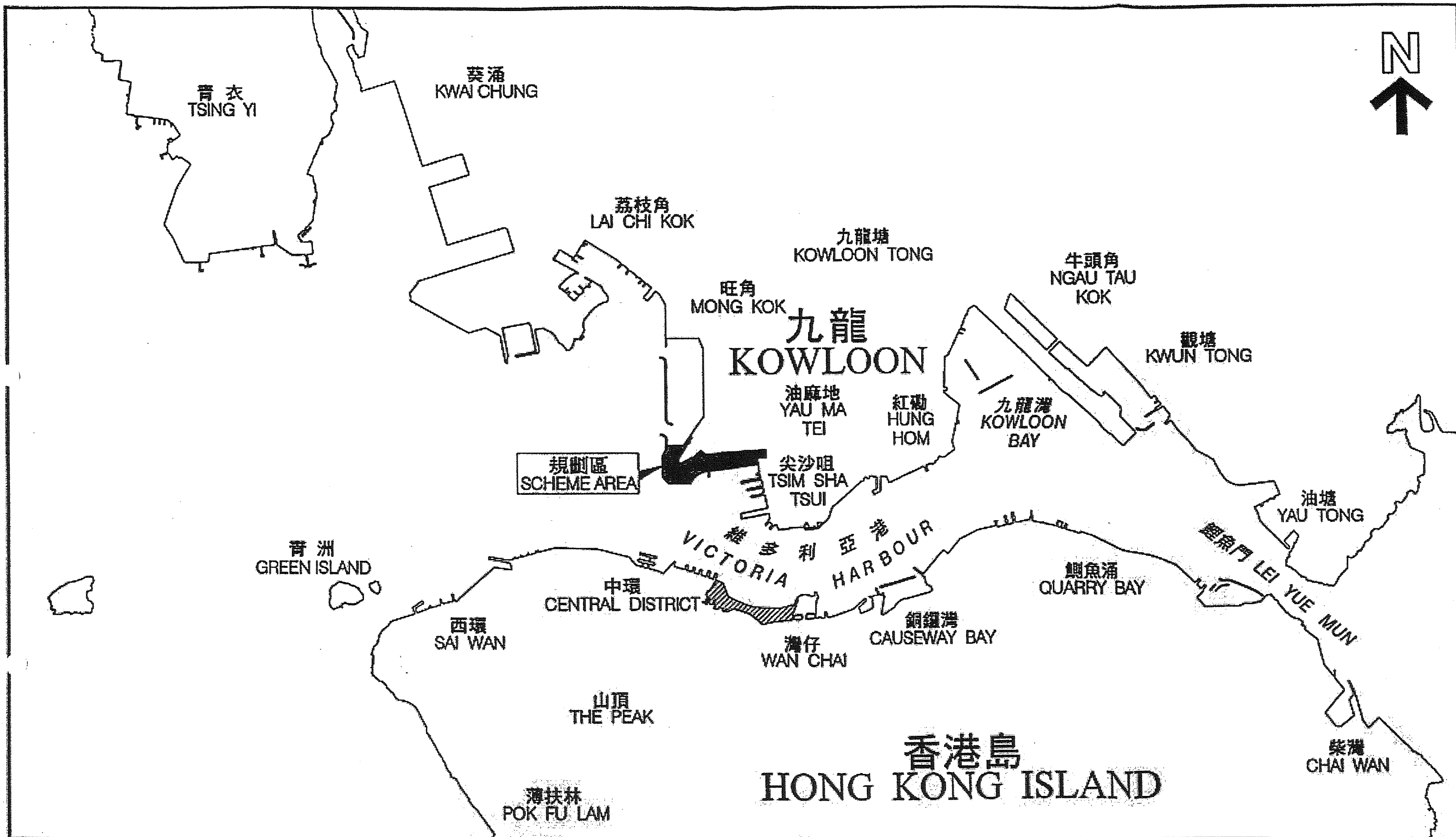
10.5 Sewerage and Drainage

10.5.1 Sewage generated by the Area will be drained by gravity to either the Cheung Sha Wan and Sham Shui Po Sewage Screening Plants or the Stonecutters Island Sewage Treatment Works via pumping stations. Sewage in the southern section will be drained to the newly constructed interceptor sewer in Mong Kok through gravity sewer connections.


10.5.2 All drainage reserves should be kept free of building works.

11. IMPLEMENTATION

- 11.1 Reclamation works in the Area have largely been completed except for a small area outside the Government Offices at Canton Road. The final phase of reclamation is scheduled to be completed by 2001 and serviced by 2002.
- 11.2 The timing and construction of distributor roads, drainage and installation of utilities will be programmed to meet the demand for development in the Area after the completion of reclamation works.
- 11.3 Airport Railway and the Airport Railway Olympic and Kowloon Stations have been completed in mid 1998.
- 11.4 West Kowloon Highway and Western Harbour Crossing are opened in early 1997.
- 11.5 West Rail (Phase I) is scheduled to be completed in 2003.
- 11.6 Although existing uses non-conforming to the statutory zoning are tolerated, any redevelopment and new development proposal must conform to the zonings on the Plan. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 11.7 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservations within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Territory Development Department in conjunction with the relevant client departments and the works departments, such as the Civil Engineering Department, the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Sham Shui Po and Yau Tsim Mong District Councils would also be consulted as appropriate.
- 11.8 Planning applications to the Board will be assessed on individual merits. In general, the Board's consideration of the planning applications will take into account all relevant planning considerations which may include the departmental outline development plans and the guidelines published by the Board. The outline development plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Secretariat of the Board and the Planning Department. Application forms and guidance notes for planning applications are available from the Secretariat of the Board (and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>); and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.



 規劃區
SCHEME AREA

 中環填海第三期以及灣仔發展第二期部份計劃
CENTRAL RECLAMATION PHASE III AND
WAN CHAI DEVELOPMENT PHASE II (PART)

位置圖
LOCATION PLAN

香港西九龍填海區綜合文娛藝術區發展計劃概念規劃比賽
CONCEPT PLAN COMPETITION FOR THE DEVELOPMENT OF AN INTEGRATED ARTS, CULTURAL
AND ENTERTAINMENT DISTRICT AT THE WEST KOWLOON RECLAMATION, HONG KONG

規劃署
PLANNING DEPARTMENT 

圖則 一
PLAN 1



新油麻地避風塘
NEW YAU MA TEI
TYPHOON SHELTER

公用事業設施
維修及工具存放處
包括電力充站
PUBLIC UTILITY DEPOT
INCLUDING ELECTRICITY
SANITATION

西區海濱廣場
WILSON CHOW
CENTRAL PLAZA

通風大樓
VENTILATION
BUILDING

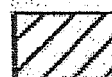
維多利亞港
VICTORIA HARBOUR

圖例 LEGEND

- C 商業
Commercial
- CDA 綜合發展區
Comprehensive
Development Area
- G/C 政府、機構或社區
Government,
Institution or Community
- O 休憩用地
Open Space
- OU 其他指定用途
Other Specified Uses
- R(A)1 住宅(甲類)1
Residential (Group A) 1
- R(A)2 住宅(甲類)2
Residential (Group A) 2



規劃區面積: 大約39.80公頃
SCHEME AREA: 39.80ha (ABOUT)



擬填海面積: 大約7.29公頃
AREA TO BE RECLAIMED: 7.29ha (ABOUT)

底圖取材自西南九龍分區計劃大綱圖(編號S/K20/10)
BASE PLAN EXTRACTED FROM SOUTH WEST
KOWLOON OUTLINE ZONING PLAN No. S/K20/10

規劃區的分界線

BOUNDARY OF THE SCHEME AREA

香港西九龍填海區綜合文娛藝術區發展計劃概念規劃比賽

CONCEPT PLAN COMPETITION FOR THE DEVELOPMENT OF AN INTEGRATED ARTS, CULTURAL
AND ENTERTAINMENT DISTRICT AT THE WEST KOWLOON RECLAMATION, HONG KONG

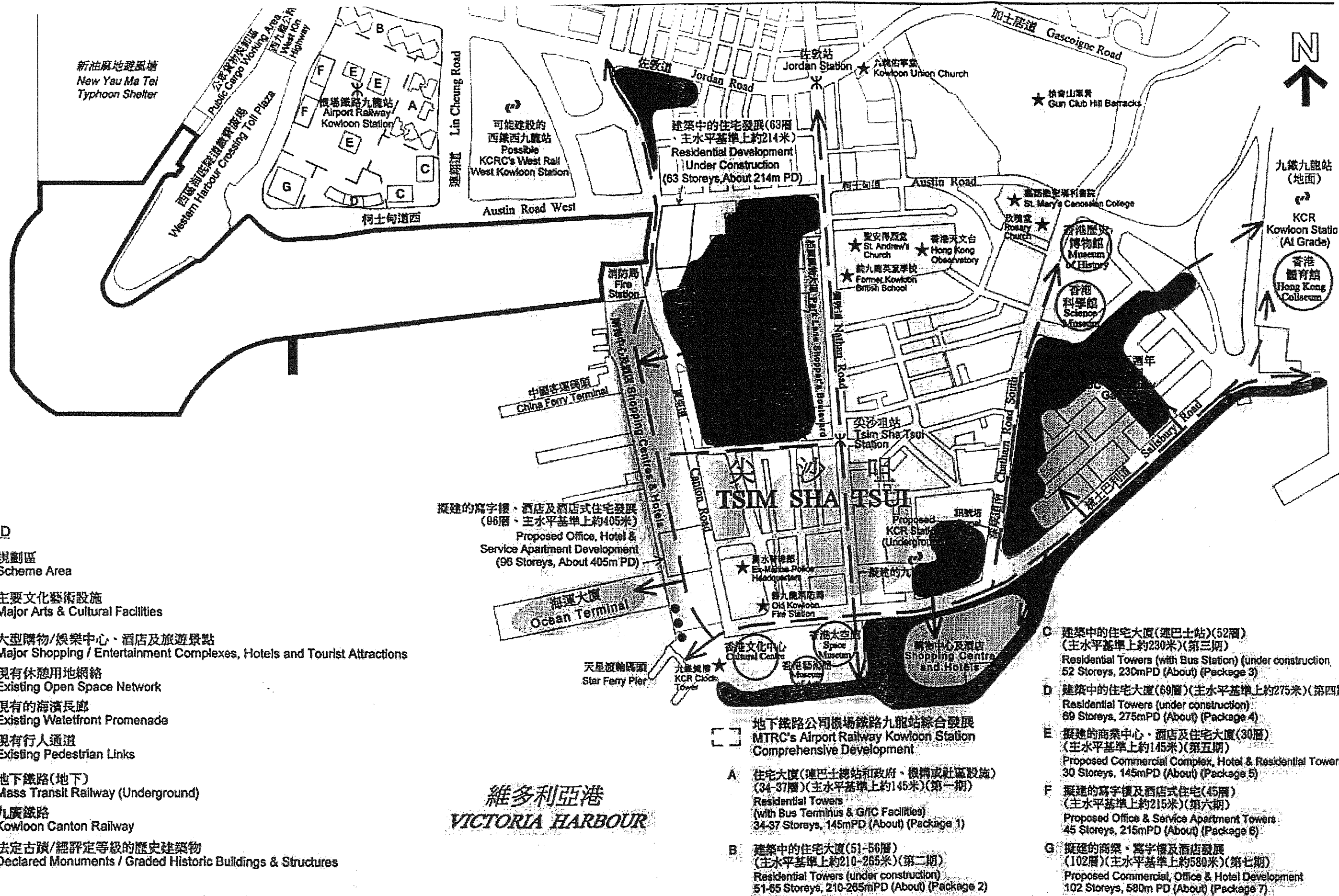
SCALE 1:7500 比例尺

規劃署

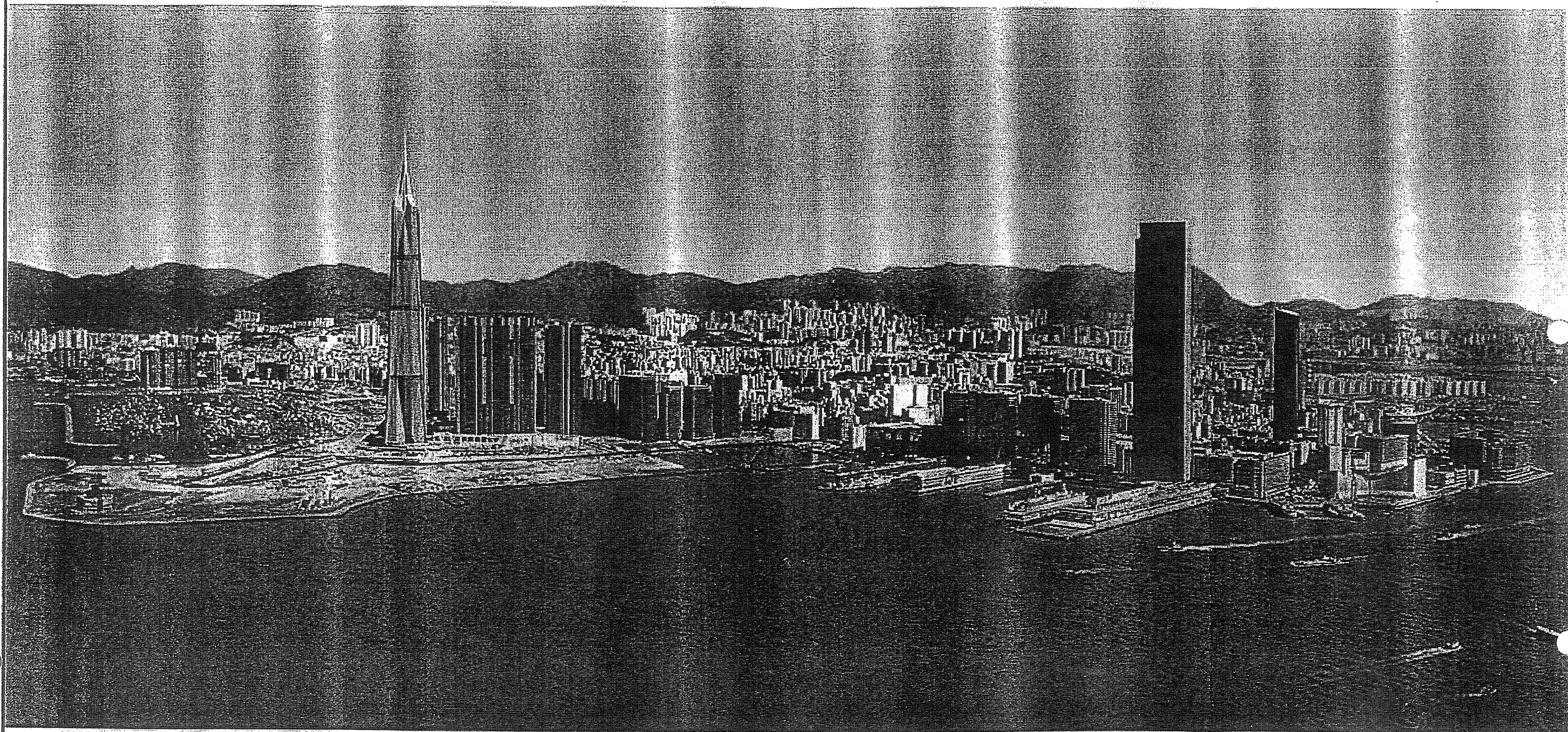
PLANNING DEPARTMENT



圖則 二
PLAN 2



尖沙咀區的主要發展
MAJOR DEVELOPMENTS IN TSIM SHA TSUI DISTRICT
 香港西九龍填海區綜合文娛藝術區發展計劃概念規劃比賽
 CONCEPT PLAN COMPETITION FOR THE DEVELOPMENT OF AN INTEGRATED ARTS, CULTURAL
 AND ENTERTAINMENT DISTRICT AT THE WEST KOWLOON RECLAMATION, HONG KONG



規劃區
SCHEME AREA

圖片於一九九九年十二月拍攝
PHOTO TAKEN IN DECEMBER 1999

規劃區、地下鐵路公司機場鐵路九龍站及九廣鐵路公司西鐵西九龍站綜合發展和尖沙咀區內其他擬建的主要高樓大廈的集成照片
SCHEME AREA WITH PHOTOMONTAGE OF THE MTRC'S AIRPORT RAILWAY KOWLOON STATION
AND KCRC'S WEST RAIL WEST KOWLOON STATION COMPREHENSIVE DEVELOPMENTS
AND OTHER MAJOR PROPOSED HIGH-RISE BUILDINGS IN TSIM SHA TSUI

香港西九龍填海區綜合文娛藝術區發展計劃概念規劃比賽
CONCEPT PLAN COMPETITION FOR THE DEVELOPMENT OF AN INTEGRATED ARTS, CULTURAL
AND ENTERTAINMENT DISTRICT AT THE WEST KOWLOON RECLAMATION, HONG KONG

規劃署
PLANNING DEPARTMENT



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及Architech Audio-Visual Ltd. 提供
Photomontage incorporated with the
courtesy of MTRC and Architech
Audio-Visual Ltd.

圖一
Figure 1



規劃區
SCHEME AREA



規劃區、地下鐵路公司機場鐵路九龍站及九廣鐵路公司西鐵西九龍站綜合發展的集成照片
SCHEME AREA WITH PHOTOMONTAGE OF
THE MTRC's AIRPORT RAILWAY KOWLOON STATION
AND KCRC's WEST RAIL WEST KOWLOON STATION COMPREHENSIVE DEVELOPMENTS



規劃區
SCHEME AREA

圖片於二零零零年三月七日拍攝
PHOTO TAKEN ON 7.3.2000

香港西九龍填海區綜合文娛藝術區發展計劃概念規劃比賽
CONCEPT PLAN COMPETITION FOR THE DEVELOPMENT OF AN INTEGRATED ARTS, CULTURAL
AND ENTERTAINMENT DISTRICT AT THE WEST KOWLOON RECLAMATION, HONG KONG

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圖二
Figure 2



- A 機場鐵路九龍站綜合發展
Airport Railway Kowloon Station
Comprehensive Development
- B 九廣鐵路公司的西鐵西九龍站綜合發展(可能的發展)
KCRC's West Rail West Kowloon Station
Comprehensive Development
(Possible Development)
- C 港威大廈第三期(可能的發展)
Gateway III (Possible Development)
- D 土地發展公司擬在河內道進行的發展
Proposed LDC Development at Hanoi Road
- E 機場鐵路香港站的地誌高塔
Airport Railway Hong Kong Station
Landmark Tower

地下鐵路公司的機場鐵路九龍站綜合發展
及維港兩岸其他主要擬建的高樓大廈的集成照片
PHOTOMONTAGE OF THE MTRC's AIRPORT RAILWAY
KOWLOON STATION COMPREHENSIVE DEVELOPMENT AND
OTHER MAJOR PROPOSED HIGH-RISE BUILDINGS ON BOTH SIDES OF THE HARBOUR

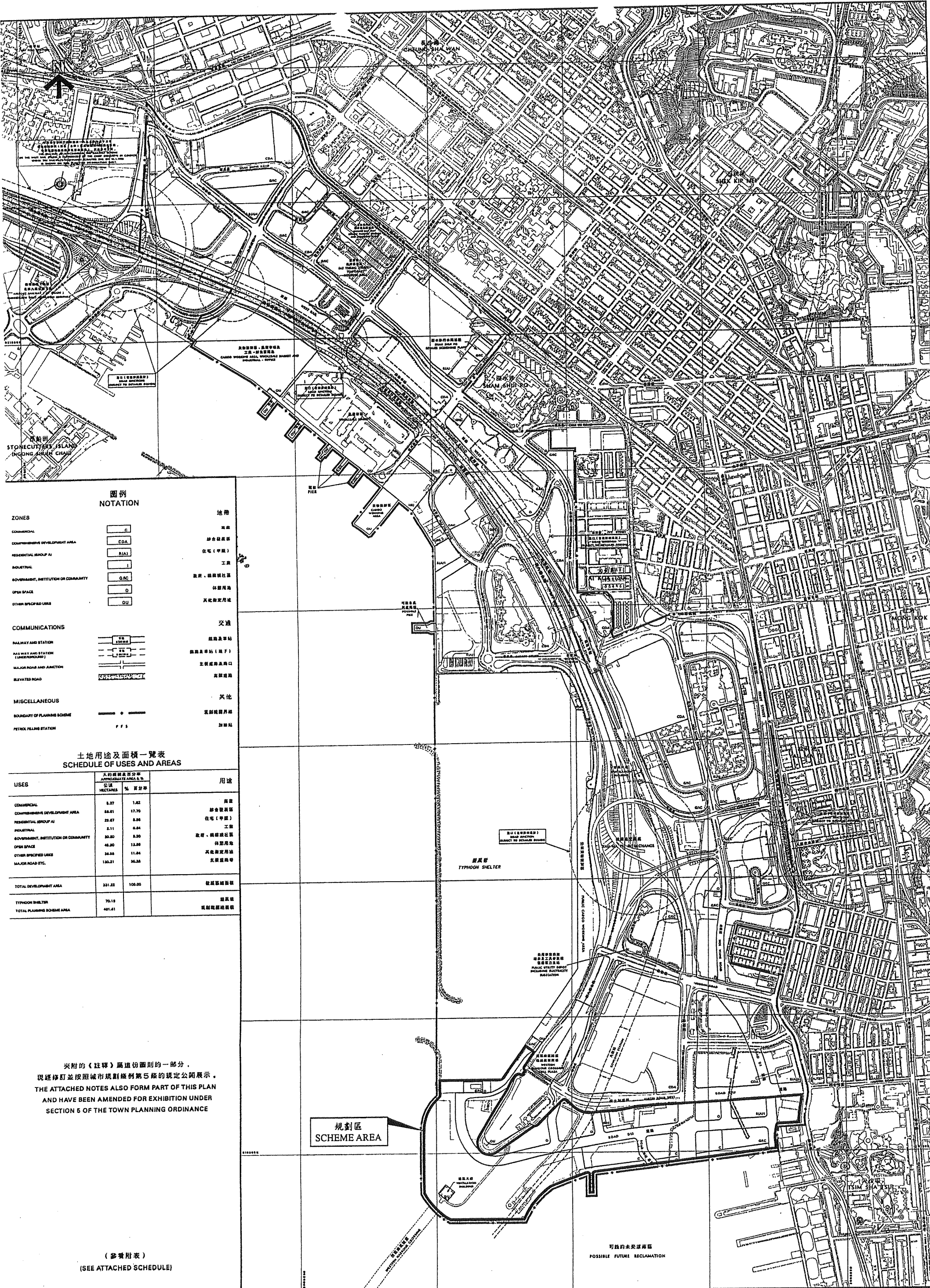
香港西九龍填海區綜合文娛藝術區發展計劃概念規劃比賽
CONCEPT PLAN COMPETITION FOR THE DEVELOPMENT OF AN INTEGRATED ARTS, CULTURAL
AND ENTERTAINMENT DISTRICT AT THE WEST KOWLOON RECLAMATION, HONG KONG

規劃署
PLANNING DEPARTMENT



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圖三
Figure 3



2009年10月27日 獲國家發展局列為已審
公開發示的修訂圖則
AMENDMENT TO APPROVED PLAN No. SK20/09
EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING
ORDINANCE ON 27 OCTOBER 2009.

P.C. CHAN
SECRETARY
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的西南九龍(九龍規劃區第20區)分區計劃大綱圖

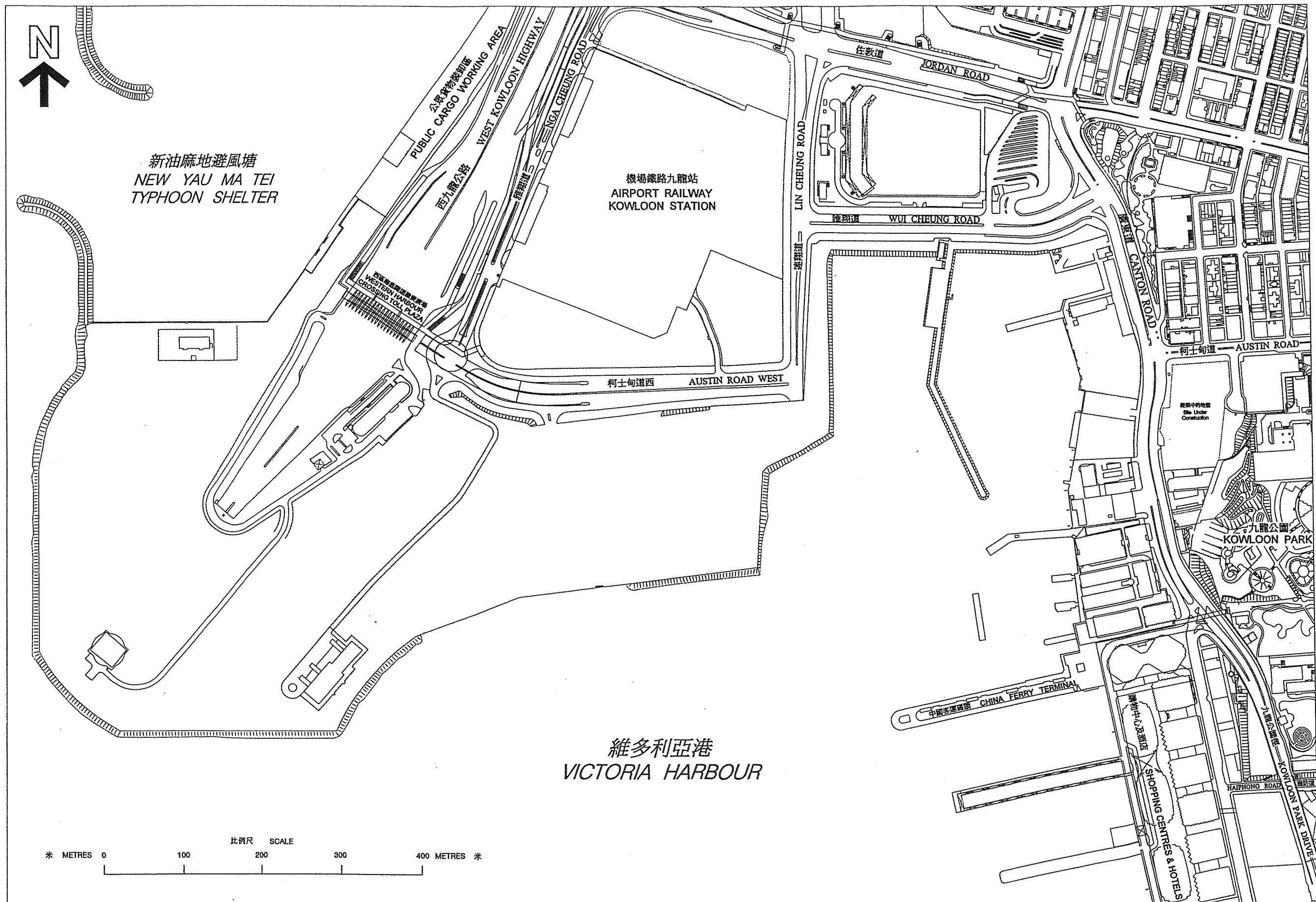
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD

KOWLOON PLANNING AREA No. 20 - SOUTH WEST KOWLOON - OUTLINE ZONING PLAN

SCALE 1:5 000 比例尺

規劃圖則經城市規劃委員會審閱
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 S/K20/10
PLAN No.



香港西九龍填海區綜合文娛藝術區發展計劃概念規劃圖比賽底圖
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BASE PLAN FOR CONCEPT PLAN COMPETITION FOR THE DEVELOPMENT OF AN INTEGRATED ARTS, CULTURAL AND ENTERTAINMENT DISTRICT AT THE WEST KOWLOON RECLAMATION, HONG KONG
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**ORGANIZER :
PLANNING
AND LANDS
BUREAU**

**Concept Plan Competition for the Development of an
Integrated Arts, Cultural and Entertainment District
at the West Kowloon Reclamation, Hong Kong**

**REGISTRATION
FORM**

(If there is insufficient space to complete your information in this Registration Form, please continue on a separate sheet and add the signature of the registrant and the company seal (if applicable) at the end of the attached sheet.)

Name of Registrant[@] : _____

Address of the Registrant: (no., street, city, country)

Citizenship : _____

Telephone Number : _____ **Fax. No. :** _____

Email Address (if any) : _____

Application is hereby made by the registrant to participate in the Competition (please tick) :

☐ **In the capacity of an individual participant, or**

☐ **In other capacity as specified hereunder :**

(see * below and tick)

- * (a) ☐ (i) as a partner for and on behalf of a single partnership firm (See Note 3); or
☐ (ii) as a representative (non-partner) for and on behalf of a single partnership firm (See Note 1).
- (b) ☐ (i) as a director for and on behalf of a participating company/corporation (See Note 3).
☐ (ii) as a representative (non-director) for and on behalf of a participating company/corporation (See Note 2).
- (c) as a representative for and on behalf of a Project Team comprising of different individuals, firms and/or companies/corporations in which the registrant is :
☐ (i) an individual who is a direct member of the Project Team
☐ (ii) a partner of a firm which is a member of the Project Team (See Note 3).
☐ (iii) a representative (non-partner) of a firm which is a member of the Project Team (See Note 1).
☐ (iv) a director of a company/corporation which is a member of the Project Team (See Note 3).
☐ (v) a representative (non-director) of a company/corporation which is a member of the Project Team (See Note 2).
- (d) ☐ Others (Please specify) _____

Note 1 : In this case, this Form must also be signed by a partner of the firm with the firm's chop affixed.

Note 2 : In this case, this Form must also be signed by a Director of the company with the company chop affixed.

Note 3 : In this case, the registrant's position in the firm/company must be stated and the firm's/company's chop must be affixed as appropriate.

**REGISTRATION
FORM FOR WEST
KOWLOON
RECLAMATION
CONCEPT PLAN
COMPETITION**

For participation by a limited company/corporation or a firm either as a single participant or as a member of a Project Team, the following information should be provided :

Name of Company/Firm¹ :

Registered address : (no., street, city, country)

**The registrant's position in or relationship with the Company/
Firm¹ (Partner/Director/Others, please specify hereunder) :**

**In the case of a Project Team, the registrant should provide the
name of the Project Team (if applicable) and the names,
citizenship, full addresses of all members of the Team, stating
whether the members are individuals, firms or limited
companies/corporations below* :**

**REGISTRATION
FORM FOR WEST
KOWLOON
RECLAMATION
CONCEPT PLAN
COMPETITION**

I / I, being an authorized representative to act on behalf of my firm/company/members of my project team[#], hereby :

- (a) undertake that I/we[#] shall abide by all the rules, requirements and conditions as set out in the Competition Document. I/We[#] fully understand that a failure to abide by any of the said rules, requirements or conditions may result in the disqualification of the relevant proposal from the Competition; and
- (b) consent that in the event that my/our[#] concept plan proposal is selected as one of the winning proposals, all intellectual property rights subsisting in my/our[#] proposal shall be licensed to the Government of the Hong Kong Special Administrative Region upon the terms set out in the Competition Document.

Signature of Registrant

Date

Name in BLOCK LETTERS

**(Position in the participating
Firm/Company) (if applicable)**

**Firm/Company Chop
(if applicable)**

If the participation is made on behalf of a firm/limited company but the registrant is not a partner/director of the Firm/Company, please provide the name and signature of a partner/director of the Firm/Company and affix the Firm/Company's chop below.

Signature

Firm/Company Chop

**Name and position
in BLOCK LETTERS**

Date

On behalf of the Organizer, I hereby acknowledge receipt of the Registration Form.

Signature of Organizer

Date

Note

- Ⓐ *Registrant must be a planner or architect who is qualified to practise, as defined by the requirements in existence in their country. **Please append a certified true copy of proof of qualification when this Form is submitted.***
- * *Please update the information when making the submissions.*
- * *Delete wherever appropriate.*

FOR THE ATTENTION OF PARTICIPANTS

- (a) All personal data contained in this Registration Form shall be used solely by the Organizer for the purpose of this Competition.
- (b) This Registration Form should be submitted **in duplicate** to the Organizer.
- (c) All correspondence on the competition will be directed to the Registrant.
- (d) This Registration Form may be returned to the Organizer **by hand or by mail** at the following address :

**Coordinator for the West Kowloon Reclamation
Concept Plan Competition**
Room 723, 7/F,
North Point Government Offices,
333 Java Road,
North Point, Hong Kong