

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion
on 22 January 2013

TFK/01/2013

Proposed Hotel Development at “Comprehensive Development Area (1)” Site at the Junction of Hung Luen Road and Wa Shun Street in Hung Hom

1. PURPOSE

- 1.1 Shangri-La Hotel (Kowloon) Ltd is proposing to develop an iconic Hotel at the Hung Hom Waterfront. The scheme, the winning entry of an international design competition by Rocco Design Architects Limited, is intended to enhance and revitalize the waterfront promenade of the Hung Hom area as well as Victoria Harbour.
- 1.2 The Harbourfront Commission (“**HC**”) is invited to provide their in-principle support to this Scheme.

2. BACKGROUND

2.1 Application Site

- 2.1.1 The Application Site (“**Application Site**”/”**Site**”) is zoned “Comprehensive Development Area (1)” [“**CDA(1)**”] under the Approved Hung Hom Outline Zoning Plan (“**OZP**”) No. S/K9/24 and is situated along the Hung Hom Promenade as well as being adjoined by Hung Luen Road to the north-west and Wa Shun Street to the north-east. The Site is currently vacant and has a site area of approximately 1.56 hectares (15,623m²). A copy of the site location plan is contained at **Appendix 1**.

3. RELEVANT PLANNING POLICIES AND GUIDELINES

3.1 Hung Hom District Study (2008)

- 3.1.1 In December 2006, Planning Department (“**PlanD**”) commissioned the ‘Hung Hom District Study’ (the “**Study**”) to formulate a comprehensive district plan for enhancement of the Hung Hom Waterfront. The Study was formally published in April 2008.
- 3.1.2 The Study recommendations have been developed as a result of professional assessments as well as a continued process of public engagement including working meetings with the general public, exhibition and a series of meetings with District Councils and the Harbour-front Enhancement Committee (“**HEC**”).
- 3.1.3 The Study proposed the Application Site for Hotel Development at a total plot ratio of 4.0. The Study also proposed the demarcation of 15mPD, 40mPD and 75mPD Building Height Bands within the Site. An extract of the Plan (annotated with the Building Height Restrictions (“**BHRs**”) as well as the indicative built form (is shown in Figure 3.1).

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Figure 3.1 – BHRs and Indicative Built Form of the Site Proposed in the Hung Hom District Study



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Figure 3.1 Cont'd

3.2 Statutory Planning Context

Approved Hung Hom Outline Zoning Plan (No. S/K9/24)

- 3.2.1 The Application Site is zoned 'Comprehensive Development Area (1)' [**"CDA(1)"**] on the Hung Hom OZP (No. S/K9/24) approved in October 2010. An extract of the OZP is contained at **Appendix 2**. The statutory Planning Intention in respect of the Site is for 'hotel, retail and public transport interchange uses'. Any development is subject to approval by the Town Planning Board ("**TPB**") and a Section 16 Planning Application is thus currently under preparation.
- 3.2.2 The Statutory Notes also stipulate that development on the CDA(1) Site is restricted to a maximum plot ratio of 4.0, a maximum site coverage of 80% (excluding basement), and a maximum building height ranging from 75mPD to 15mPD. In addition, a 'stepped height' building profile to descend towards the waterfront is required and ancillary car parking should be provided in the basement.
- 3.2.3 It is noted that the Site has also been subject of two previous 'Rezoning Request' ("**RR**") applications (Y/K9/5 and Y/K9/6) which proposed to rezone the Site from 'CDA(1)' to 'Open Space'. Both applications were rejected by the TPB in 2010 and the current Planning Intention in respect of the "CDA(1)" zone has been reaffirmed by the TPB in both instances.

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3.3 Non-Statutory Planning Context

Planning Brief (2009)

- 3.3.1 This non-statutory, site-specific document titled, “Planning Brief for the ‘Comprehensive Development Area (1)’ Site at the South of Hung Luen Road, Hung Hom (KIL 11205)” (“**Planning Brief**”) was published by PlanD in July 2009 and furnishes detailed development guidelines for the Site. It is notable that the Planning Brief is based on the site-specific recommendations of the Hung Hom District Study (2008).
- 3.3.2 The Planning Brief has been endorsed by the TPB and a copy of this is contained at **Appendix 3**.

4. THE PROPOSED HOTEL

4.1 The Preferred Scheme

- 4.1.1 The Proposed Development is a maximum 18-storey luxury Hotel development providing a maximum of 599 Hotel Rooms. It will also include retail (including “Hotel-related Eating Place / Shop and Services”) and the re-provisioned PTI.
- 4.1.2 Copies of the 3D drawings of the Proposed Development, schedule of floorspace, floor plans and sections are contained at **Appendix 4**.
- 4.1.3 The aims of the Proposed Development include the following:
- To erect an iconic Hotel development expressed by modern glass/steel beam architectural style that complements well with the surrounding area including the Hung Hom Promenade as well as Victoria Harbour.
 - The unique ‘wave-like’ structure of the building with a stepped building height profile will provide a high degree of visual interest and vitality along the Waterfront as well as to the surrounding area. The design is dynamic, providing varying experiences to visitors as they walk along the Waterfront.
 - To provide World-class Hotel supporting facilities and functions that cater for business as well as leisure visitors to revitalise and support the growth of Hong Kong’s tourism industry.
 - The inclusion of a range of retail facilities to the south and east of the Site in order to activate and enhance vitality and viability along the Promenade and the future urban park to the east (currently the location of the existing PTI).
- 4.1.4 An indicative outline of the Landscape Proposal is contained at **Appendix 5**. This shows that the following levels will contain some form of hard/soft landscape treatment:
- Level 1;
 - Level 2;
 - Level 3;
 - Level 4;
 - Level 5;

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- Levels 6 & 7;
- Level 9;
- Level 15;
- Level 18; and
- Roof Floor.

4.1.5 The inclusion of a new PTI of 10,750m² on the Site as well as the existence of the Hung Hom Ferry Pier means that the Proposed Development and the surrounding area will benefit from high levels of public transport accessibility. Details of the PTI are contained at **Appendix 6**.

4.2 Deviation from the Planning Brief

4.2.1 The design of the Proposed Hotel is formulated on the basis of good planning and urban design objectives encapsulated in the Planning Brief - e.g. innovative design at the Waterfront, vibrancy, stepped terracing to maximize outdoor opportunities to appreciate the Waterfront location, etc.

4.2.2 Nonetheless, to realize the design intent, minor deviation is required from the stepped building height bands stipulated in the Planning Brief.

4.2.3 Such minor deviation is considered to enable significant design improvements compared to a scheme that is fully compliant with the Planning Brief but otherwise similar operationally and in architectural style/appearance, size and massing (i.e. the **“Notional Scheme”**). Photomontages of the Preferred Scheme and Notional Scheme as well as the existing condition from a total of 6 no. of Viewpoints (i.e. VP1-VP6) are contained at **Appendix 7**.

4.2.4 Block plans and 3D model drawings of the Preferred Scheme and the Notional Scheme are contained at **Appendix 8**.

5. CONFORMITY WITH THE HARBOUR PLANNING PRINCIPLES AND GUIDELINES

5.1 The following two documents published by the former ‘Harbour-front Enhancement Committee’ form the relevant guidance to developments and activities across Victoria Harbour and associated harbour-front areas (within which the Proposed Development is located):

- Victoria Harbour and its Waterfront Areas – Vision, Mission & Planning Principles (published in 2006) (the **“2006 Principles”**); and
- Harbour Planning Guidelines for Victoria Harbour and its Harbour-front Areas (published in 2007) (the **“2007 Guideline”**).

5.2 The intention of the 2007 Guideline is to elaborate on the more generic and broad-brush guidance (i.e. vision, mission and principles) featured in the 2006 Principles.

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- 5.3 The 2007 Guideline contains 9 nos. of ‘aspects’ which Harbour and Harbour-front related developments need to take into consideration. These are as follows:
1. Public Engagement;
 2. Land Use Planning;
 3. Urban Design;
 4. Landscaping;
 5. Physical Linkage;
 6. Land Formation;
 7. Harbour-front Management;
 8. Sustainable Development; and
 9. Temporary Land Uses.
- 5.4 In order to demonstrate how the Preferred Scheme performs better than the Notional Scheme, an Assessment has been prepared, whereby each valid Requirement identified in the Harbour Planning Guidelines will be assigned a scoring value against which the Preferred and Notional Schemes will be marked, whereby the higher the score, the better the performance against the Requirement. A copy of the Assessment is contained at **Appendix 9**.
- 5.5 It is notable that the Assessment has demonstrated that the Preferred Scheme has scored higher than the Notional Scheme (i.e. 29 points to 25.5 points, respectively). Therefore, under this Assessment, the Preferred Scheme is considered to perform better than the Notional Scheme under the criteria set out in the Harbour Planning Guidelines.

6. SUMMARY OF OTHER PLANNING JUSTIFICATIONS

- 6.1 As demonstrated above in Section 5, the Proposed Development is in line with the Harbour Planning Guidelines and Vision ***“to make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong: a harbour for people and a harbour of life”***. In formulating the Proposed Development, the prime objective has been to achieve an optimal scheme in compliance with the statutory requirements and non-statutory recommendations relevant to the Site as prescribed in the OZP and the relevant Planning Brief, to improve the environmental and visual qualities of the Area, to proactively implement the statutory Planning Intention for the Area and ensure compatibility with the existing developments in the surrounding areas.

APPENDICES

- Appendix 1 Site Location Plan
Appendix 2 Extract of the Approved Hung Hom Outline Zoning Plan (No. S/K9/24)
Appendix 3 Planning Brief (2009)
Appendix 4 3D Drawings, Schedule of Floorspace and Planning Drawings of Preferred Scheme
Appendix 5 Indicative Outline Landscape Proposal
Appendix 6 Public Transport Interchange and Vehicular Parking Details
Appendix 7 Photomontages of Preferred Scheme and Notional Scheme

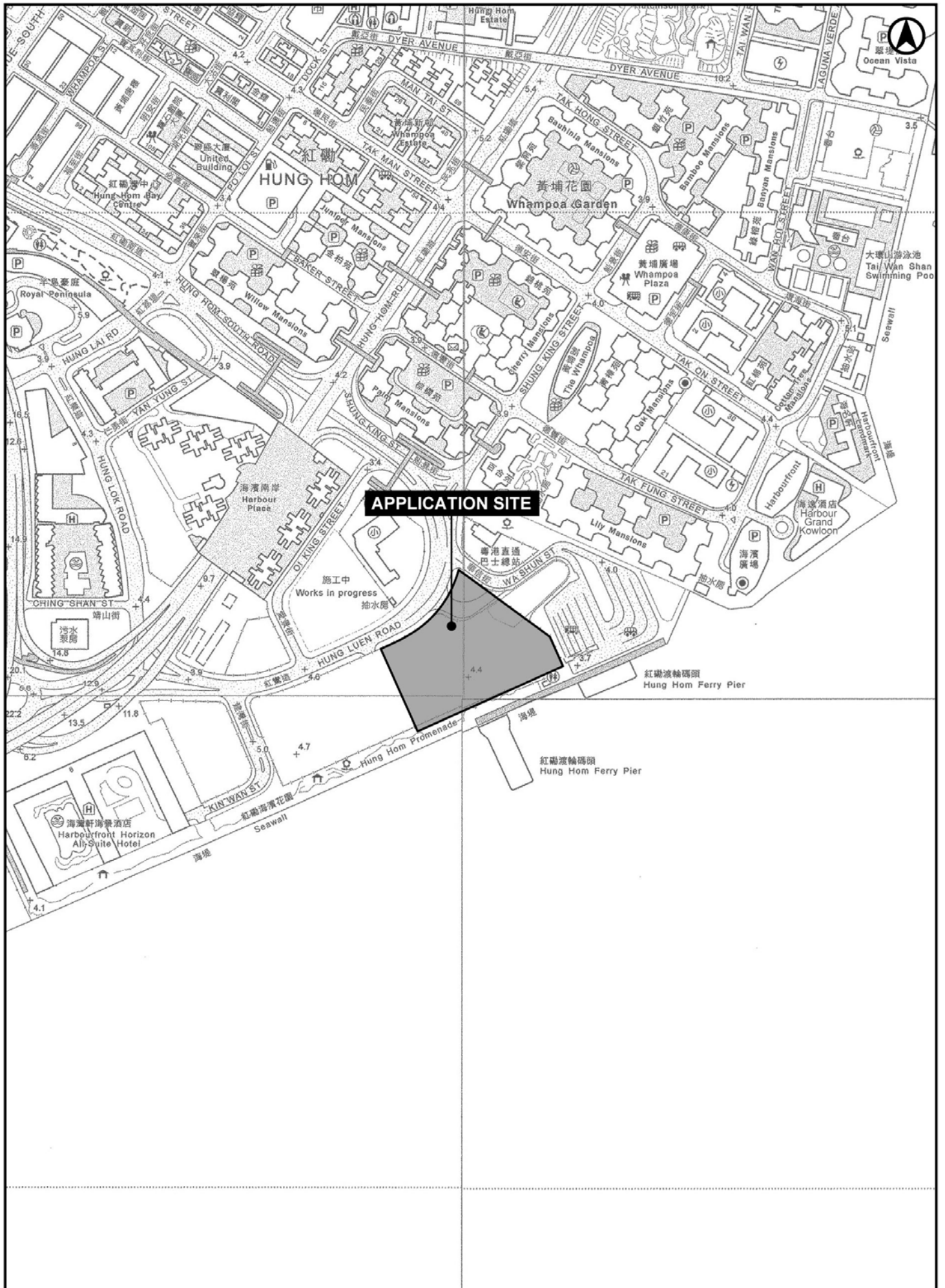
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- Appendix 8 Block Plans and 3D Model Drawings of Preferred Scheme and
the Notional Scheme
- Appendix 9 Assessment of Harbour Planning Principles and Guidelines

**Townland Consultants Limited
on behalf of Shangri-La Hotel (Kowloon) Limited
January 2013**

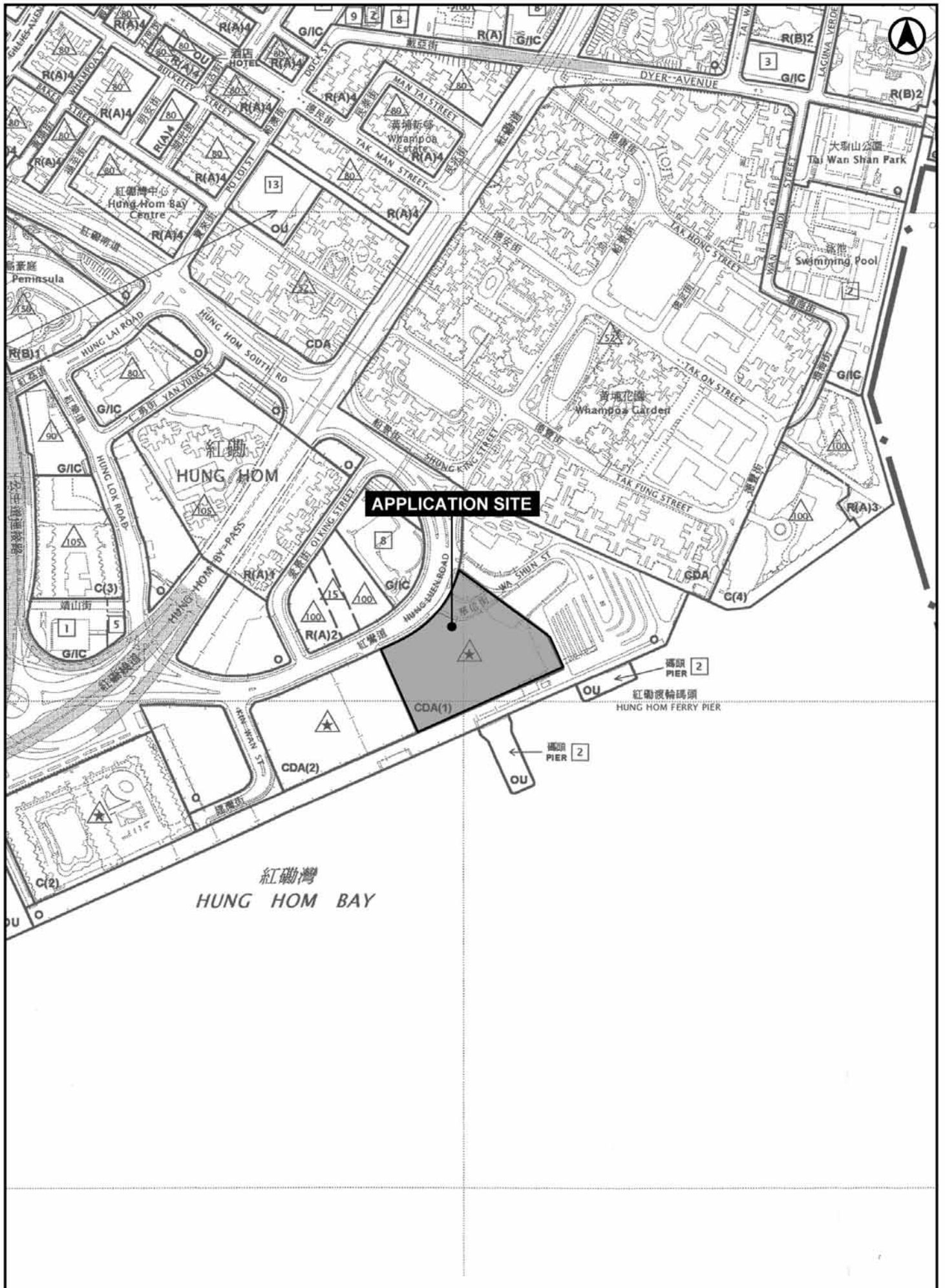
Appendix 1

SITE LOCATION PLAN



Appendix 2

EXTRACT OF THE APPROVED HUNG HOM
OUTLINE ZONING PLAN (NO. S/K9/24)



HLRWSS

FIGURE 1 THE APPROVED HUNG HOM OUTLINE ZONING PLAN NO. S/K9/24 (EXTRACT)
SCALE 1 : 5,000

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Commercial Bathhouse Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

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COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. For “Comprehensive Development Area (1)” (“CDA(1)”) and “Comprehensive Development Area (2)” (“CDA(2)”) sites at the Hung Hom waterfront, the planning intention for the former is for hotel, retail and public transport interchange uses, whereas the latter is intended for retail and office uses.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated “Comprehensive Development Area” shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information :
 - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area (GFA) for various uses, total number of flats and flat sizes, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

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COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan mentioned in paragraph (1) above should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) On land designated "Comprehensive Development Area" ("CDA") at the junction of Cheong Hang Road and Winslow Street, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 57,000m².
- (4) On land designated "CDA", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (5) On land designated "CDA(1)" south of Hung Luen Road, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.0, a maximum site coverage of 80% (excluding basement(s)), and a maximum building height ranging from 75mPD to 15mPD. A "stepped height" building profile descending towards the waterfront is required. Ancillary car parking should be provided in the basement.
- (6) On land designated "CDA(2)" at the junction of Hung Luen Road and Kin Wan Street, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.0, a maximum site coverage of 60% (excluding basement(s)), and a maximum building height ranging from 75mPD to 40mPD. A "stepped height" building profile descending towards the waterfront is required. Ancillary car parking should be provided in the basement.

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COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (7) In determining the maximum plot ratio/GFA for the purposes of paragraphs (3), (5) and (6) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) In determining the maximum plot ratio for the purposes of paragraph (5) above, any floor space that is constructed or intended for use solely as public transport facilities as required by the Government should be included for calculation.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and/or site coverage restrictions mentioned in paragraphs (4), (5) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Appendix 3

PLANNING BRIEF (2009)

K9, 6

**PLANNING BRIEF FOR
THE “COMPREHENSIVE DEVELOPMENT AREA (1)” SITE
AT THE SOUTH OF HUNG LUEN ROAD, HUNG HOM
(KIL 11205)**



**Kowloon District Planning Office
Planning Department
July 2009**

**Planning Brief for the “Comprehensive Development Area (1)” Site
at the South of Hung Luen Road, Hung Hom**

1. Purpose of the Planning Brief

This Planning Brief is prepared for a waterfront site (the Site) located south of Hung Luen Road zoned “Comprehensive Development Area (1)” (“CDA (1)”) on the approved Hung Hom Outline Zoning Plan No. S/K9/22 (the OZP) (Plan PBI-1). This Planning Brief sets out the planning objectives, development parameters, planning requirements and design guidelines to facilitate the preparation of Master Layout Plan (MLP) for submission to the Town Planning Board (the Board) in the manner as required under the Notes of the OZP for the “CDA” zone.

2. Planning Context

The Site

2.1 The Site (KIL 11205), which is about 1.56 ha in area, is located south of Hung Luen Road on the Hung Hom Bay Reclamation Area (Plan PBI-2). The Site is currently vacant Government Land (Photo on Plan PBI-3)

Surrounding Land Uses (Plan PBI- 2)

2.2 A public transport interchange (PTI) and a temporary Cross Boundary Coach Terminus are located to the immediate east and northeast respectively of the Site. A “CDA(2)” site, which is intended for retail and office development, abuts its western boundary.

2.3 A residential development (Harbour Place), a “Residential (Group A)2” (“R(A)2”) site (currently used as a temporary car park) and the Ma Tau Chung Government Primary School (Hung Hom Bay) are to the northwest of the Site. To the northeast are an established comprehensive residential development (Whampoa Garden), office and hotel developments (the Harbourfront and Harbour Plaza respectively).

2.4 Further west of the Site is a hotel development (the Harbour Front Horizon All-Suite Hotel). To the south of the Site, a 20-m wide waterfront promenade is proposed. Two existing ferry piers are also found along the waterfront. Two sites located along Hung Luen Road in the further west of the Site are planned for open space development (Plans PBI- 2 and 3).

Planning Intention

- 2.5 According to the Notes of the OZP, the planning intention of the "CDA(1)" zoning is for hotel, retail and PTI uses and development is subject to a maximum plot ratio (PR) of 4.0, a maximum site coverage of 80% (excluding basement(s)) and a maximum building height ranging from 15mPD to 75mPD. The gross floor area (GFA) of the PTI is accountable for GFA calculation. Ancillary car parking should be provided in the basement. (Extract of the Notes for "CDA" zone is at **Annex I**).

3. Planning Requirements (Plan PBI-4)

Development Parameters	
Type of Development	Hotel, Retail (including eating place) and PTI uses
Site Area	About 15,600 m ² (subject to land survey)
Maximum Plot Ratio	4.0
Maximum Site Coverage	80%
Maximum Gross Floor Area	Not exceeding 62,400 m ² comprising - The hotel GFA not exceeding 44,037 m ² (excluding 5% Back-of-house facilities subject to Building Authority's approval) - The retail and/ or eating place GFA not exceeding 7,613 m ² ; and - The total GFA for PTI not less than 10,750 m ²
Maximum Building Height	<ul style="list-style-type: none">• A stepped building height profile with a maximum building height restriction ranging from 40mPD in the south near the waterfront to 75mPD in the northern part of the Site. The building height of development at the southeastern part should be further stepped down to 15mPD for covering the PTI and setting back the hotel block from the waterfront for enhancing visual quality from the Whampoa Garden (including "The Whampoa" (the shopping centre) at Shung King Street) across the Site (Plan PBI-4). A stepped height/ terraced design should also be adopted for the podium so that it can integrate with the planned public open space to its immediate east (the proposed new urban park).• The height bands are intended to be indicative of the approximate building locations, providing flexibility for the footprints of the tower blocks within these envelopes.• The building height restriction is on main roof level. However, to avoid excessive utility and architectural features

	<p>on roof top of hotel tower blocks and on podium roof at the subject prime harbourfront site, roof-top structure design and height should be included in the MLP submission for the consideration and approval by the Board.</p>
<p>Landscaped Non-building Areas (NBAs)</p>	<ul style="list-style-type: none"> • A 10m-wide non-building area (NBA) should be designated at the southern boundary within the Site along the proposed waterfront promenade which is zoned “Open Space” (“O”) on the OZP for enhancement of the streetscape. To enhance the attractiveness and vibrancy of the waterfront promenade, alfresco dining without building structure may be allowed. • To improve the public circulation and facilitate integration design with the adjoining public open space, buildings should also be setback from the corner of the Site, in particular, the southeastern corner of the Site as far as possible. • As the Site is at the prime harbourfront location, the NBA should be adequately landscaped to ensure an integrated design in harmony with the proposed promenade and the proposed new urban park located at its south and east respectively. • The NBA within the Site should be managed and maintained by the owner(s) of the Site. Part of the NBA facing the PTI should be designated for pedestrian walkway for the public to gain access to the waterfront.
<p>Urban Design and Landscape Framework</p>	
<p>Urban Design Study Report</p>	<p>An urban design proposal should be provided to explain the development concept and the urban design proposal giving due regard to the Harbour Vision Statement and the Harbour Planning Principles and Guidelines promulgated by the Board and the Harbour-front Enhancement Committee respectively and the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines (HKPSG).</p> <p>The urban design proposal should also include a visual impact assessment to:</p> <ul style="list-style-type: none"> • Address the visual impact of the development on the sensitive receivers in the surrounding context such as Whampoa Garden, in particular, the visual permeability to the harbour from “The Whampoa” at Shung King Street should be preserved; • Demonstrate the design merits of the proposed development taking into account the waterfront setting and surrounding development context; and • Propose mitigation measures to alleviate any adverse visual impact to the surrounding sensitive receivers.

<p>Design Criteria</p>	<p>Building Height, Disposition and Massing</p> <ul style="list-style-type: none"> • Avoid monotonous flat-top buildings; • Adopt a “stepped height” building profile with lower building heights towards the seaward side and a terraced design should be adopted for the podium so that it can integrate with the proposed urban park to its east.; • Minor relaxation of the maximum building height and/ or site coverage restrictions for special design merits may be considered by the Board; • Design, disposition and massing of building blocks should avoid imposing significant adverse impacts on visual quality at the waterfront and air ventilation from sea to inland area; • Avoid creating wall-effects and adverse impact on the amenity and air ventilation of the pedestrian environment; • Encourage diversity in built-form to avoid monotonous harbourfront image; and • A podium block will be needed to cover the PTI in order to minimise the adverse impacts on the adjoining open space and waterfront promenade. Treatment to the podium edge is required for addressing the visual impacts to surrounding uses. In particular, landscaped treatment should be provided along the eastern side of the Site which help screen off the PTI from the neighbouring open space. <p>Visual Permeability, Pedestrian Access and Pedestrian Amenity</p> <ul style="list-style-type: none"> • Create innovative waterfront building design to form part of a visually interesting water edge that can help to enhance the city’s “Front Elevation”; • Enhance visual permeability to the waterfront in the design and disposition of the buildings; • Ensure pedestrian permeability from the Site to the waterfront promenade and surrounding uses including the adjoining “CDA(2)” site; • Enhance physical and visual integration with the adjacent areas including the proposed public open spaces, the proposed waterfront promenade, the existing ferry piers and the adjacent “CDA(2)” site; and • Provide dining facilities within the Site facing the waterfront so as to enhance the attractiveness and vibrancy of the promenade.
<p>Landscape Submission</p>	<p>Minimum greenery coverage of 20% of the site area should be provided.</p> <p>A Landscape Master Plan should be prepared according to Joint Practice Note No. 3 and should illustrate:</p> <ul style="list-style-type: none"> • The conceptual and detailed landscape proposals including hard and soft landscape aspects; • Other amenities and facilities to be provided; • The relationship of the development with the public open space

	<p>in the surroundings; and</p> <ul style="list-style-type: none"> • Layout and landscape design of NBAs and their pedestrian circulation and relationship to adjoining development. <p>The landscape submission should include amongst others the following landscape design principles:</p> <ul style="list-style-type: none"> • Optimise greening opportunity in the development at grade and various building development in different levels, roof and vertical greening; • Integrate the provision of pedestrian linkages with that of the open space network; • Maximise the provision of high quality landscaped open space at ground, above ground and roof levels including the provision of a stepped height/ terraced landscaped podium to integrate with the public open space to its immediate east; • Introduce high quality streetscape with tree and shrub planting and street furniture to enhance the visual connectivity amongst various activity nodes, provide a friendly pedestrian setting and create a strong sense of place; and • Maximise the waterfront setting and integrated landscape design to achieve the urban design objectives.
Air Ventilation Requirements	According to the Housing, Planning and Lands Bureau Technical Circular No. 1/06 on Air Ventilation Assessments (AVAs), it is also encouraged to conduct an AVA to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them, as part of the MLP for submission to the Board for approval.
Development Programme	An implementation programme is required to indicate the construction programmes of the development and the associated open space, landscaping, transport, pedestrian and utility facilities.
Transport Requirements	
Public Transport Interchange (PTI)	<p>A PTI should be provided in accordance with the technical schedule attached to the sales document and to the satisfaction of the Commissioner for Transport (C for T), Director of Highways and other concerned Government Departments. The GFA of the PTI, which is not less than 10,750 m², is accountable for GFA calculation. The requirement of the PTI are as follows:</p> <ul style="list-style-type: none"> (a) 10 bus bays for franchised bus routes comprising 2 double width bays and 8 single width bays (there should be 1 double-width bay of 7.3m in width to permit overtaking of stationary vehicle for every 5 single-width bays); (b) 1 double-width bay for 2 green mini-bus stands; (c) 1 double-width bay for taxis; and

	<p>(d) 1 double-width bay for general loading and unloading bay.</p> <p>These requirements may be subject to change upon advice by the C for T. The PTI should be incorporated as part of the MLP submission.</p>
24-Hour Pedestrian Walkway	Pedestrian walkways should be made available within the development for public use on a 24-hour basis in order to allow better access to the waterfront promenade, which should be clearly indicated on the MLP for the approval by the Board.
Vehicular Access (Plan PBI-4)	The indicative vehicular access to the Site is from Hung Luen Road. Access to the PTI will be from a separate driveway entrance on the eastern side of the Site. The vehicular access should be incorporated as part of the MLP submission.
Parking, Loading/ Unloading	The provision of ancillary car parking spaces, loading/unloading bays and lay-bys for the hotel and retail developments should be in accordance with the standards laid down in the HKPSG and to the satisfaction of C for T. Ancillary car parking space and loading/unloading bay should be provided in the basement. However, for the convenience of the commuters, consideration may be given to provide ancillary taxi lay-by at ground level within the Site. The parking and loading/unloading facilities should be incorporated as part of the MLP submission.
Traffic Impact Assessment	A traffic impact assessment report is required to address the traffic impact of the development on the surrounding road network and pedestrian circulation, and any possible pedestrian/vehicle conflicts in the area. Any road/junction improvements proposed in the assessment should be provided and implemented to the satisfaction of C for T.
Environmental Requirements	
Environmental Assessment	An environmental assessment report to be included in the MLP submission to the Board is required under the Notes of the "CDA" zone of the OZP to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them.
Design & Operation of Car Park and PTI	Adequate ventilation should be provided for the basement car parking spaces and loading and unloading bays and the covered PTI such that the Director of Environmental Protection (DEP)'s recommended air quality guidelines in the relevant Practice Note For Professional Persons (ProPECC) are met. If mechanical ventilation is required, the ventilation exhaust should be designed to avoid causing air and noise nuisance to the surrounding environment.

Others	Future development shall be planned, designed and implemented in accordance with the environmental guidelines and criteria laid down in the Environment Chapter of HKPSG.
Utility and Services	
Impact Assessments	Impact assessments of both existing and planned infrastructure, including drainage, water supply, electricity and gas, for the Site and its adjoining area are required.
Existing Utilities	Existing utilities affected by the development should be diverted as necessary by the developer as part of the development.
New Utilities	New utility system and any diversions of or new connections to an existing system should be agreed with the relevant Government departments and in consultation with the concerned public utility companies.
Drains and Sewers	Any diversion of the existing drain(s) and sewer(s), if any, from the Site and any new drains and sewers from the Site should be connected to Government storm-water drains and sewers to a standard to the satisfaction of the Director of Drainage Services.
Refuse Collection Facilities	Sufficient ancillary refuse collection facilities should be provided within the development. Vehicular access to the refuse storage chamber will be required with adequate ingress and egress for a refuse collection vehicle customarily used by the collection agent to facilitate refuse collection to be carried out within the development to minimize environmental nuisance. The future developer should also adopt measures to facilitate waste recycling.

4. MASTER LAYOUT PLAN SUBMISSION

- 4.1 A MLP should be prepared in accordance with the "Town Planning Board Guidelines for Submission of Master Layout Plan under Section 4A(2) of the Town Planning Ordinance" and submitted to the Board for approval under the Ordinance. The MLP should cover the Site and its immediate surroundings, particularly the waterfront area to the south of the Site.
- 4.2 The MLP should contain all the information as required under the Notes for the "CDA (1)" zone of the approved OZP and demonstrate clearly that the requirements stated in this Planning Brief will be complied with.
- 4.3 The MLP should be supported by an explanatory statement containing an adequate explanation of the development proposal,

including such basic information as relevant lease/land allocation conditions, existing conditions of the Site, the character of the Site in relation to the surrounding areas, principles of layout design, major development parameters, visual, landscape and air ventilation considerations, design population, recreational and open space facilities as well as vehicular/ pedestrian circulation system.

- 4.4 A copy of the MLP, upon the Board's approval, shall be deposited in the Land Registry and shall be available for public inspection in accordance with section 4A(3) of the Town Planning Ordinance.

ATTACHMENTS

Annex I	Extract of the Notes for "CDA" Zone under the approved Hung Hom OZP No. S/K9/22
Plan PBI-1	Location Plan
Plan PBI-2	Site Plan
Plan PBI-3	Site Photo
Plan PBI-4	Development Concept Plan

PLANNING DEPARTMENT

JULY 2009

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Commercial Bathhouse Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. For "Comprehensive Development Area (1)" ("CDA(1)") and "Comprehensive Development Area (2)" ("CDA(2)") sites at the Hung Hom waterfront, the planning intention for the former is for hotel, retail and public transport interchange uses, whereas the latter is intended for retail and office uses.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information :
 - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area (GFA) for various uses, total number of flats and flat sizes, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan mentioned in paragraph (1) above should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) On land designated "Comprehensive Development Area" ("CDA") at the junction of Cheong Hang Road and Winslow Street, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 57,000m².
- (4) On land designated "CDA", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (5) On land designated "CDA(1)" south of Hung Luen Road, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.0, a maximum site coverage of 80% (excluding basement(s)), and a maximum building height ranging from 75mPD to 15mPD. A "stepped height" building profile descending towards the waterfront is required. Ancillary car parking should be provided in the basement.
- (6) On land designated "CDA(2)" at the junction of Hung Luen Road and Kin Wan Street, residential development will not be permitted. No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.0, a maximum site coverage of 60% (excluding basement(s)), and a maximum building height ranging from 75mPD to 40mPD. A "stepped height" building profile descending towards the waterfront is required. Ancillary car parking should be provided in the basement.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (7) In determining the maximum plot ratio/GFA for the purposes of paragraphs (3), (5) and (6) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) In determining the maximum plot ratio for the purposes of paragraph (5) above, any floor space that is constructed or intended for use solely as public transport facilities as required by the Government should be included for calculation.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and/or site coverage restrictions mentioned in paragraphs (4), (5) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.



有關地點界線只作識別用
SUBJECT SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2009年5月19日擬備，
所根據的資料為於2009年5月5日
核准的分區計劃大綱圖編號 S/K9/22
EXTRACT PLAN PREPARED ON 19.5.2009
BASED ON OUTLINE ZONING PLAN No.
S/K9/22 APPROVED ON 5.5.2009

位置圖 LOCATION PLAN
紅磡紅磡道以南「綜合發展區(1)」
"CDA(1)" SITE AT THE SOUTH
OF HUNG LUEN ROAD, HUNG HOM

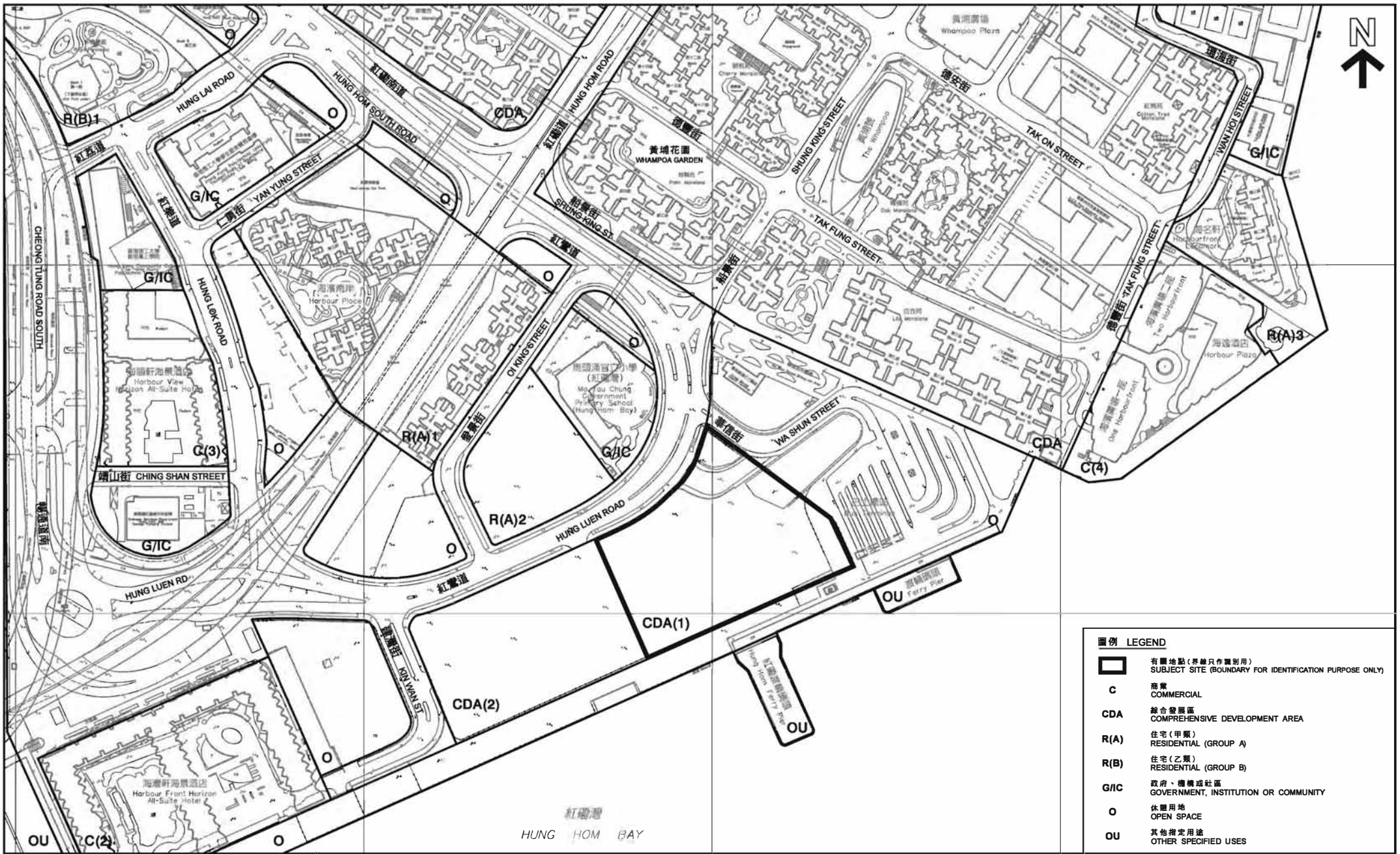
SCALE 1:5 000 比例尺

米 METRES 100 0 100 200 米 METRES

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/K9/08/250

圖 PLAN
PBI - 1



本摘要圖於2009年2月13日擬備，所根據的資料為測量圖編號11-NE-21C、11-NW-25D、11-SE-1A 和 11-SW-5B
 EXTRACT PLAN PREPARED ON 13.2.2009
 BASED ON SURVEY SHEETS No.
 11-NE-21C, 11-NW-25D, 11-SE-1A & 11-SW-5B

平面圖 SITE PLAN
 紅磡紅鸞道以南「綜合發展區(1)」
 "CDA(1)" SITE AT THE SOUTH OF HUNG LUEN ROAD, HUNG HOM

SCALE 1 : 2 500 比例尺
 METRES 50 0 50 100 150 200 METRES

圖例 LEGEND	
	有關地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
C	商業 COMMERCIAL
CDA	綜合發展區 COMPREHENSIVE DEVELOPMENT AREA
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
G/I/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

規劃署
 PLANNING DEPARTMENT

參考編號
 REFERENCE No.
 M/K9/08/250

圖 PLAN
 PBI - 2



照片1 - 有關地點
PHOTO 1 - THE SUBJECT SITE

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2009年3月3日製備，
所根據的資料為攝於
2009年2月6日的實地照片
PLAN PREPARED ON 3.3.2009
BASED ON SITE PHOTO
TAKEN ON 8.2.2009

實地照片 SITE PHOTO
紅磡紅鸞道以南「綜合發展區(1)」
"CDA(1)" SITE AT THE SOUTH
OF HUNG LUEN ROAD, HUNG HOM

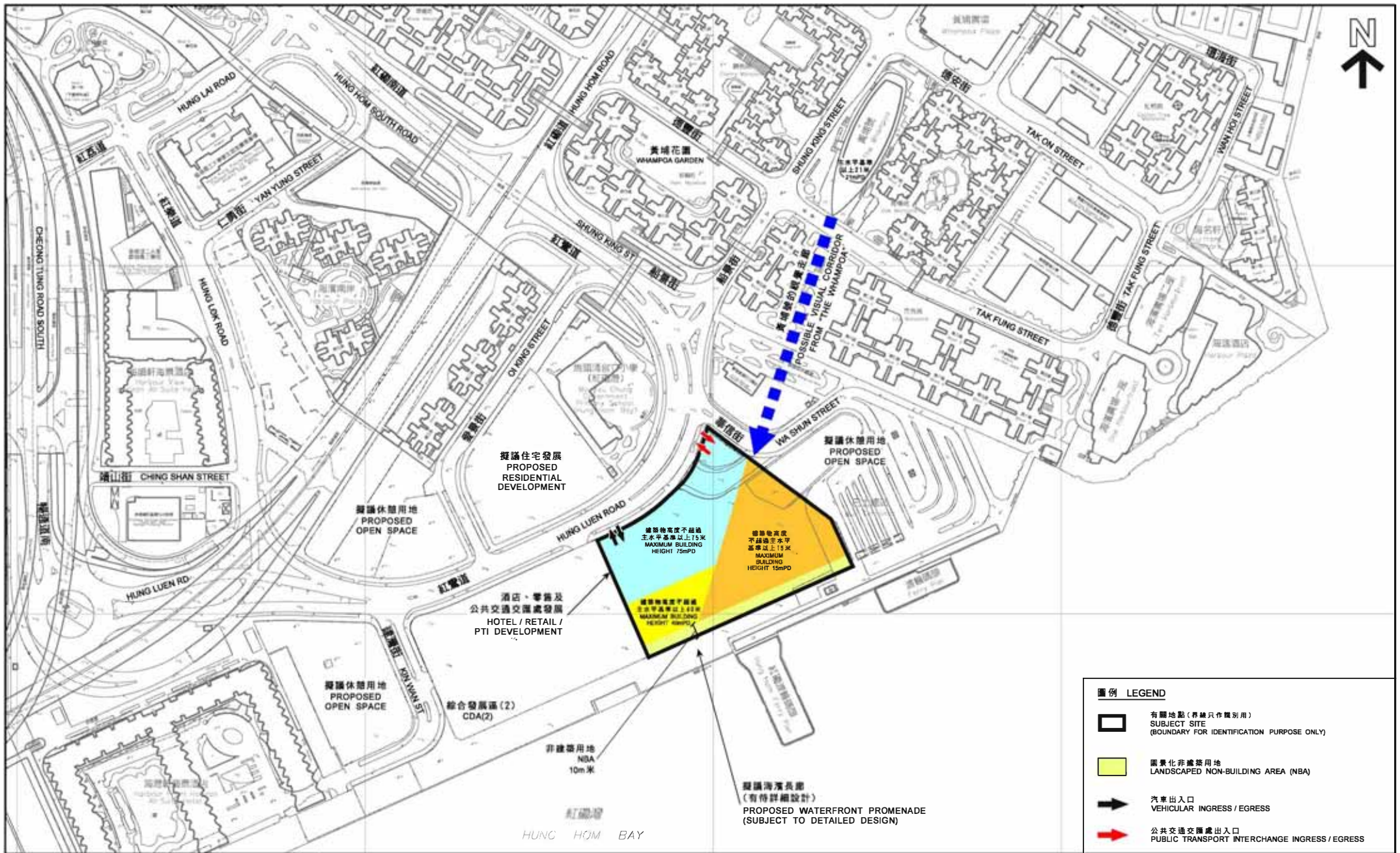
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PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K9/08/250

圖 PLAN
PBI - 3



圖例 LEGEND	
	有關地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
	園景化非建築用地 LANDSCAPED NON-BUILDING AREA (NBA)
	汽車出入口 VEHICULAR INGRESS / EGRESS
	公共交通交匯處出入口 PUBLIC TRANSPORT INTERCHANGE INGRESS / EGRESS

本摘要圖於2009年3月3日擬備，所根據的資料為測量圖編號11-NE-21C、11-NW-25D、11-SE-1A 和 11-SW-5B
EXTRACT PLAN PREPARED ON 3.3.2009
BASED ON SURVEY SHEETS No. 11-NE-21C, 11-NW-25D, 11-SE-1A & 11-SW-5B

發展概念圖 DEVELOPMENT CONCEPT PLAN
紅磡紅鸞道以南「綜合發展區(1)」
"CDA(1)" SITE AT THE SOUTH OF HUNG LUEN ROAD, HUNG HOM



規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K9/08/250

圖 PLAN
PBI - 4

Appendix 4

3D DRAWINGS, TECHNICAL &
ACCOMMODATION SCHEDULE AND
PLANNING DRAWINGS OF PREFERRED
SCHEME







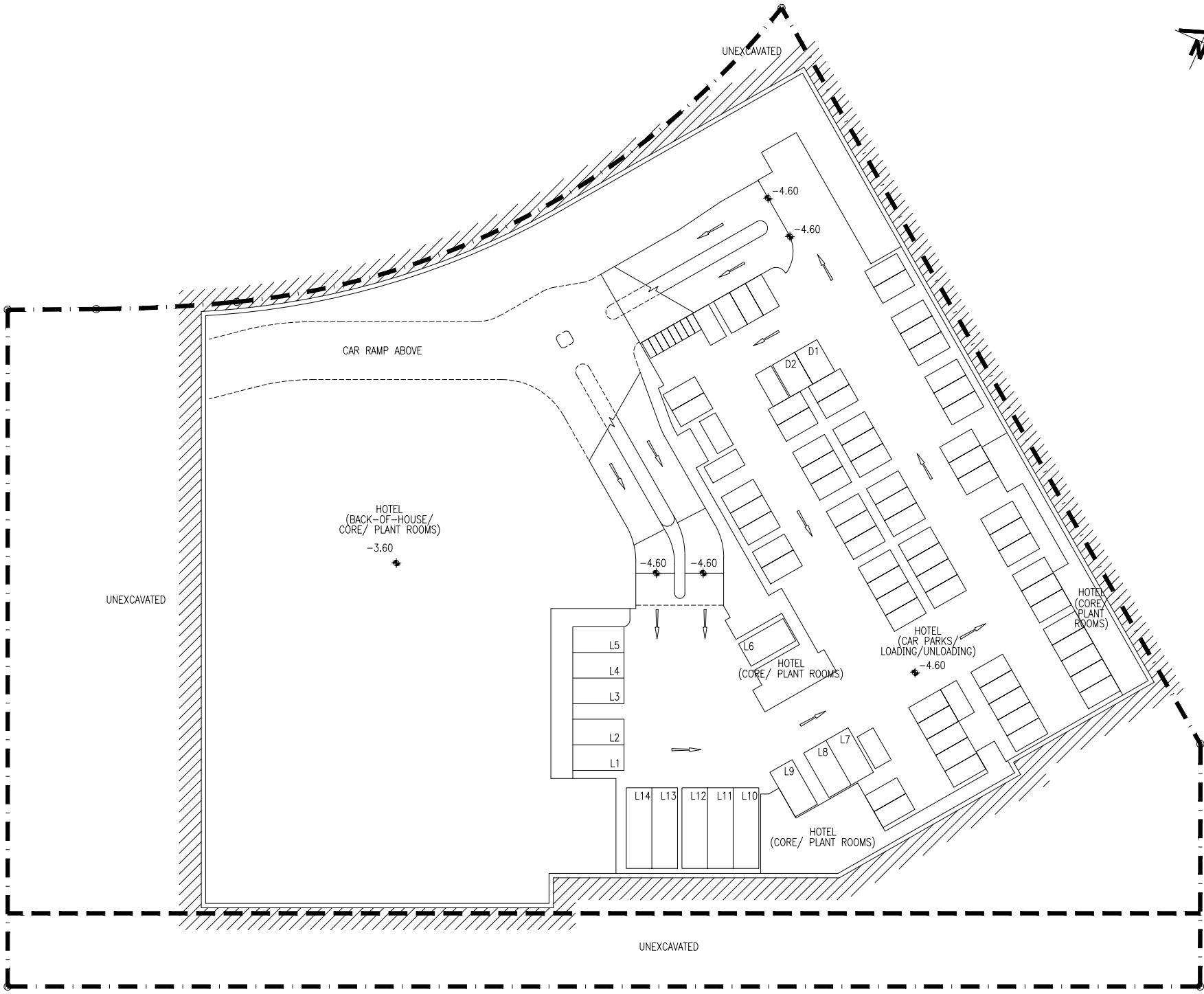


Technical and Accommodation Schedule

TECHNICAL SCHEDULE	
Site Area	15,623m ²
Proposed Plot Ratio	4
Proposed Site Coverage	80% (max)
Proposed Total GFA	62,492m ² (max)
Proposed Total Hotel GFA	51,742m ² (approx) (exc. Maximum of 2,587.1m ² for BOH) (inc. Maximum of 7,627m ² for Hotel-related Eating Place/ Shop and Services)
No. of Rooms	Not more than 599
Public Transport Interchange	10,750m ²
Proposed Building Height (Main Roof Level)	75mPD
Proposed Landscaped Non-building Areas (“NBAs”)	10m wide
Proposed Greenery Coverage	Minimum 20% of Site Area
Proposed Total Car Parking & Loading/Unloading Provision	Private Car Parks - 76 spaces Loading/Unloading Bays - 14 spaces Motorcycle Spaces - 8 spaces Taxi Lay-bys - 3 spaces Coach Lay-bys - 3 spaces
ACCOMMODATION SCHEDULE	
Basement	<ul style="list-style-type: none"> ■ Hotel Car Park ■ Hotel Loading and Unloading Bay ■ Hotel (Back of House/ Core/ Plant Rooms)
L1	<ul style="list-style-type: none"> ■ Public Transport Interchange (PTI) ■ PTI Plant Rooms ■ Hotel (Core/ Plant Rooms)
L2	<ul style="list-style-type: none"> ■ Hotel (Back of House/ Core/ Plant Rooms) ■ Hotel (Hotel-related Eating Place/ Shop and Services) ■ Hotel (Reception/ Lobby/ Lounge/ Café/ Conference/ Banquet Facilities/ Supporting Facilities)
L3	<ul style="list-style-type: none"> ■ Hotel (Conference/ Banquet Facilities/ Supporting Facilities) ■ Hotel (Hotel-related Eating Place/ Shop and Services) ■ Hotel (Back of House/ Core/ Plant Rooms)

Technical and Accommodation Schedule

L4	<ul style="list-style-type: none"> ■ Hotel (Health Club/Pool/Spa Lounge/ Café/ Event Functions/ Supporting Facilities/ Guest Rooms) ■ Hotel (Back of House/Core/Plant Rooms)
L5	<ul style="list-style-type: none"> ■ Hotel (Health Club/ Spa/ Lounge/ Café/ Event Functions/ Supporting Facilities/ Guest Rooms) ■ Hotel (Back of House/ Core/ Plant Rooms)
L6-L8	<ul style="list-style-type: none"> ■ Hotel (Guest Rooms) ■ Hotel (Back of House/ Core/ Plant Rooms)
L9	<ul style="list-style-type: none"> ■ Hotel (Guest Rooms/ Club/ Lounge/ Café/ Supporting Facilities) ■ Hotel (Back of House/ Core/Plant Rooms)
L10-L14	<ul style="list-style-type: none"> ■ Hotel (Guest Rooms) ■ Hotel (Back of House/ Core/Plant Rooms)
L15	<ul style="list-style-type: none"> ■ Hotel (Guest Rooms) ■ Hotel (Back of House/ Core/ Plant Rooms) ■ Landscaped Decking
L16-L17	<ul style="list-style-type: none"> ■ Hotel (Guest Rooms) ■ Hotel (Back of House/ Core/ Plant Rooms)
L18	<ul style="list-style-type: none"> ■ Hotel (Guest Rooms/ Club/ Lounge/ Café/ Supporting Facilities) ■ Hotel (Back of House/ Core/ Plant Rooms)



B.D. Ref. No. 屋宇署樓宇編號

F.S.D. Ref. No. 消防處樓宇編號

Revision/Submission 修改版/ 提交

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A	HC SUBMISSION	21.12.2012	FH

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Client 業主
 SHANGRI-LA HOTEL (KOWLOON) LTD.

Project 項目
 HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

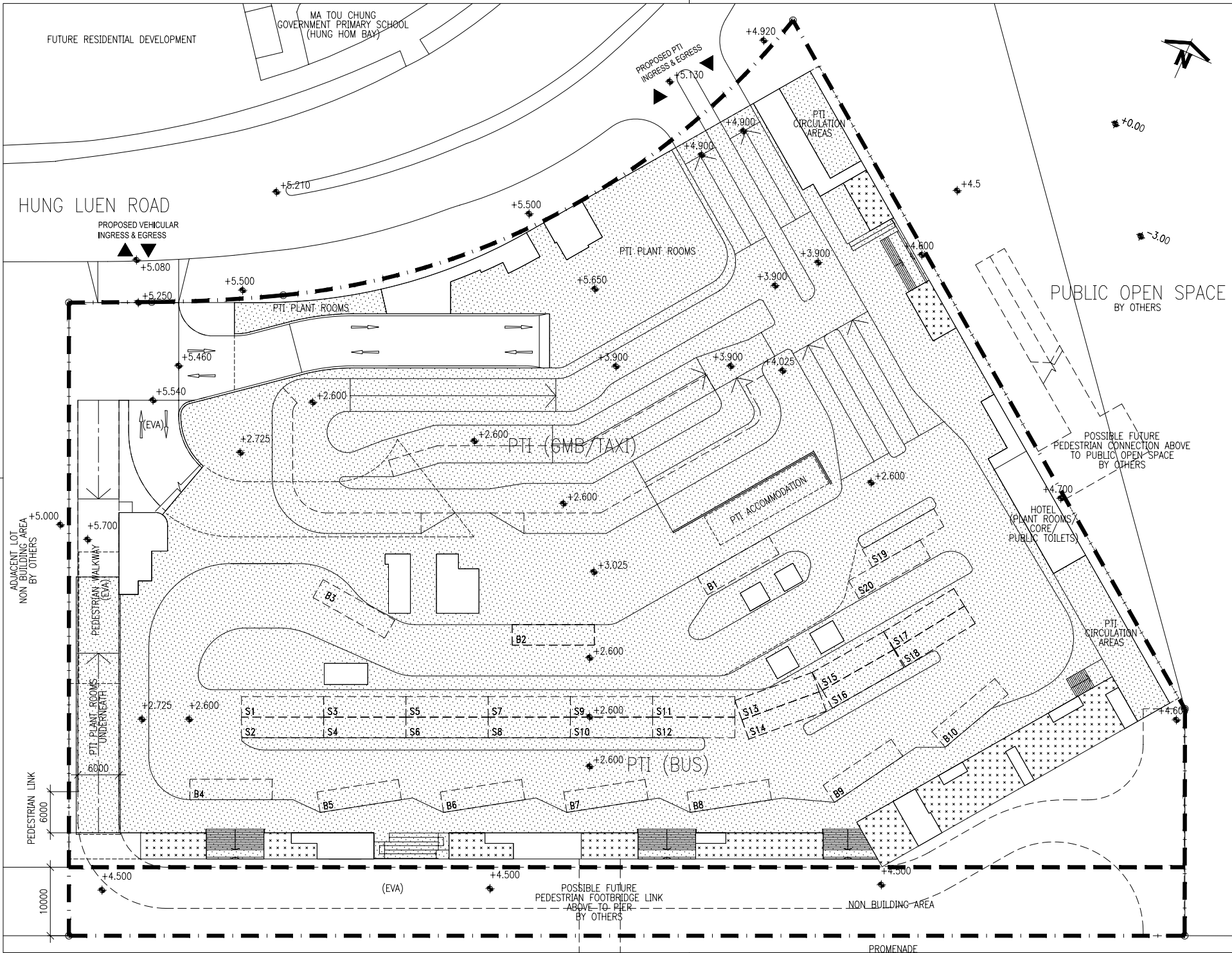
Drawing Title 圖名

BASEMENT PLAN

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Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B662	A



DRAWN BY: T. CHAN, CHECKED BY: T. CHAN, DATE: 21.12.2012



B.D. Ref. No. 屋宇圖則編號
 F.S.D. Ref. No. 消防處核稿編號
 Revision/Submission 修改版/ 提交
 No. 編號 Description 說明 Date 日期 Approved 審批
 A HC SUBMISSION 21.12.2012 FH

LEGEND:

- PTI AREA
- HOTEL (HOTEL-RELATED EATING PLACE/SHOP & SERVICES)
- HOTEL (PLANT ROOMS/CORE)

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Project 項目
 HOTEL DEVELOPMENT AT K. I. L. JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

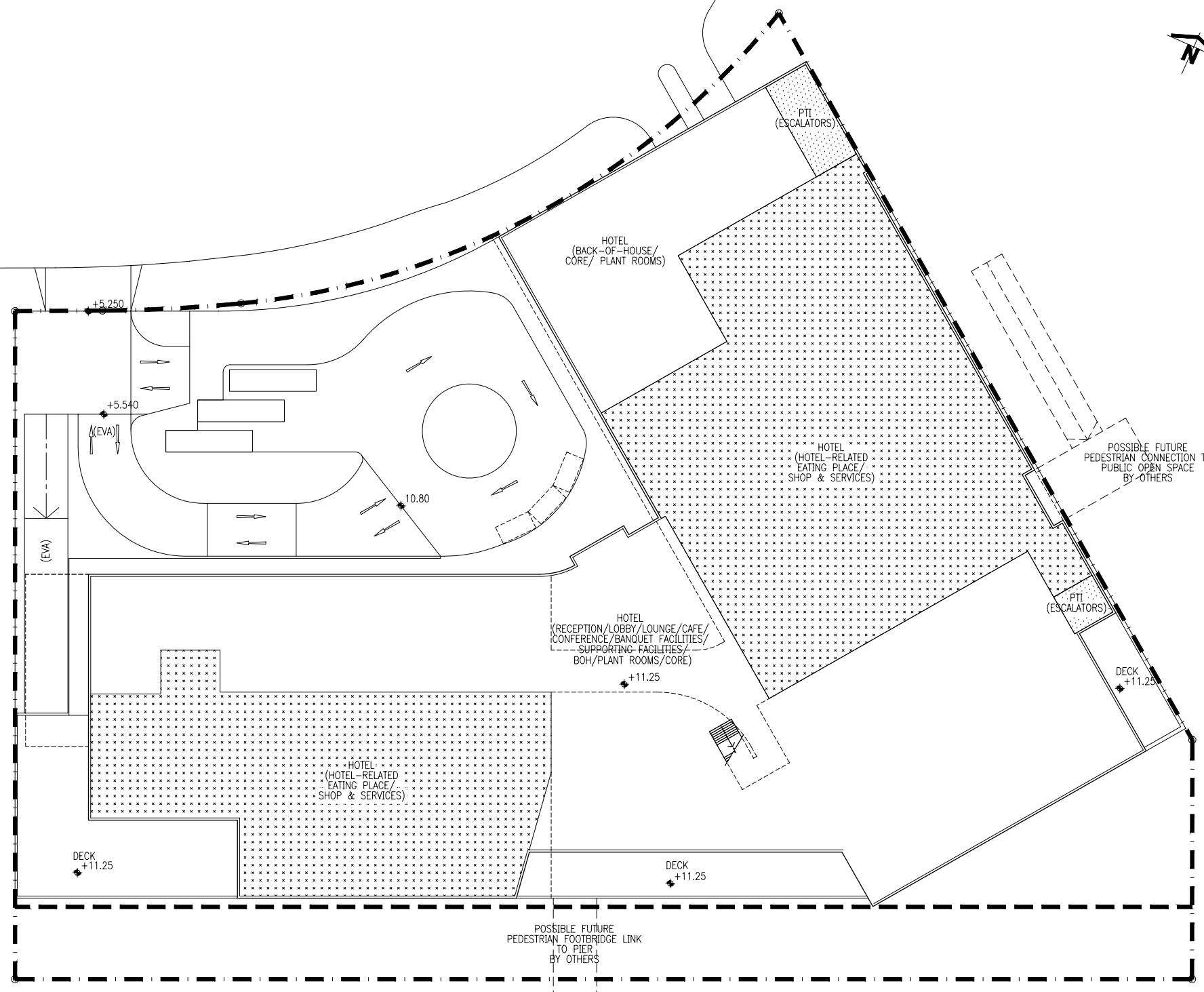
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 L1 FLOOR PLAN

Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC

Job No. 項目編號 1963
 Drawing No. 圖號 B663
 Revision 修改版 A



DRAWN BY: T.L. CHECKED BY: A.C. DATE: 21.12.2012
 PROJECT: HOTEL DEVELOPMENT AT K. I. L. JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON



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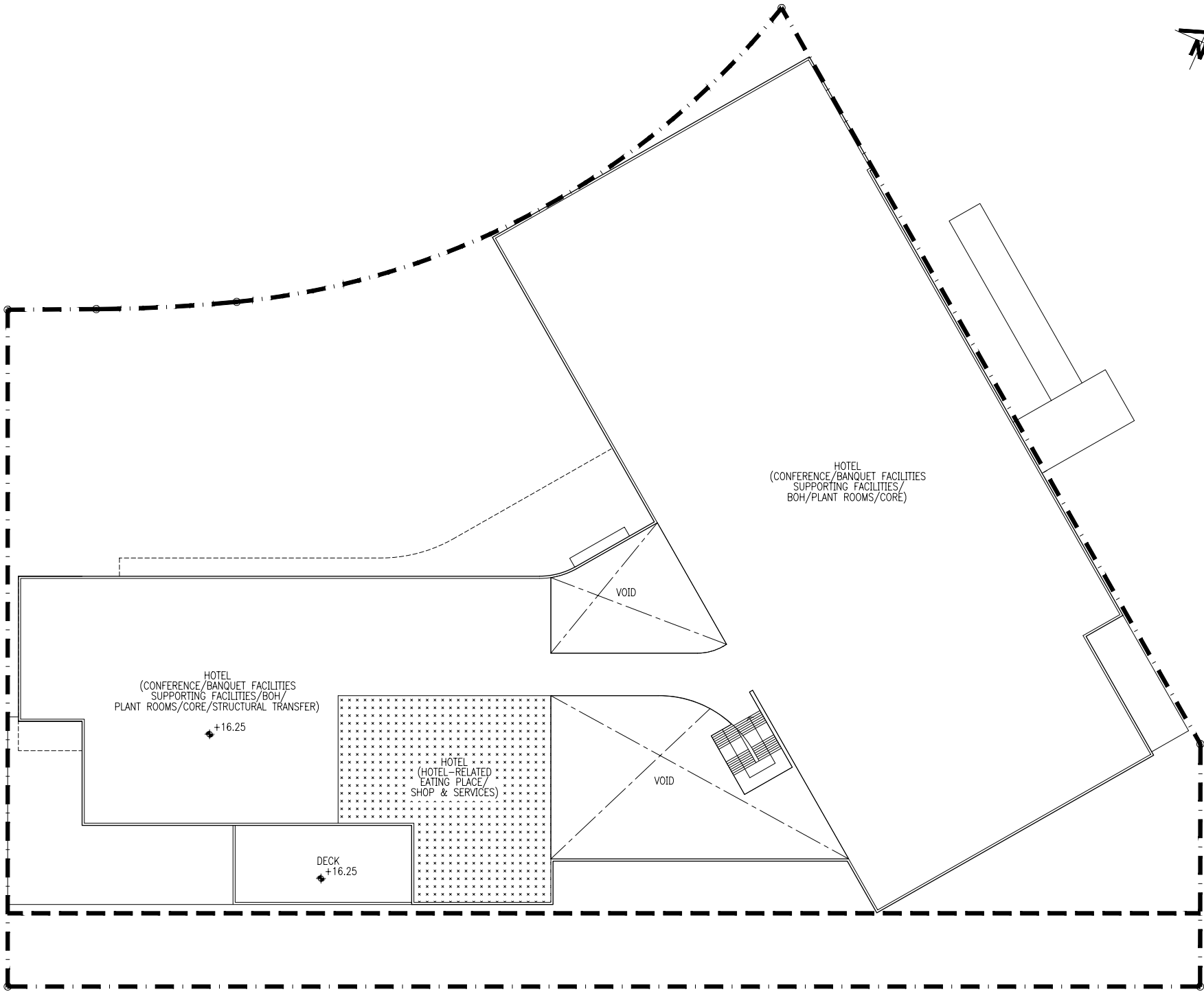
Client 業主
 SHANGRI-LA HOTEL (KOWLOON) LTD.

Project 項目
 HOTEL DEVELOPMENT AT K. I. L. JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON




Drawing Title 圖名
 L2 FLOOR PLAN

Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B664	A





LEGEND:

-  PTI AREA
-  HOTEL (HOTEL-RELATED EATING PLACE/ SHOP & SERVICES)
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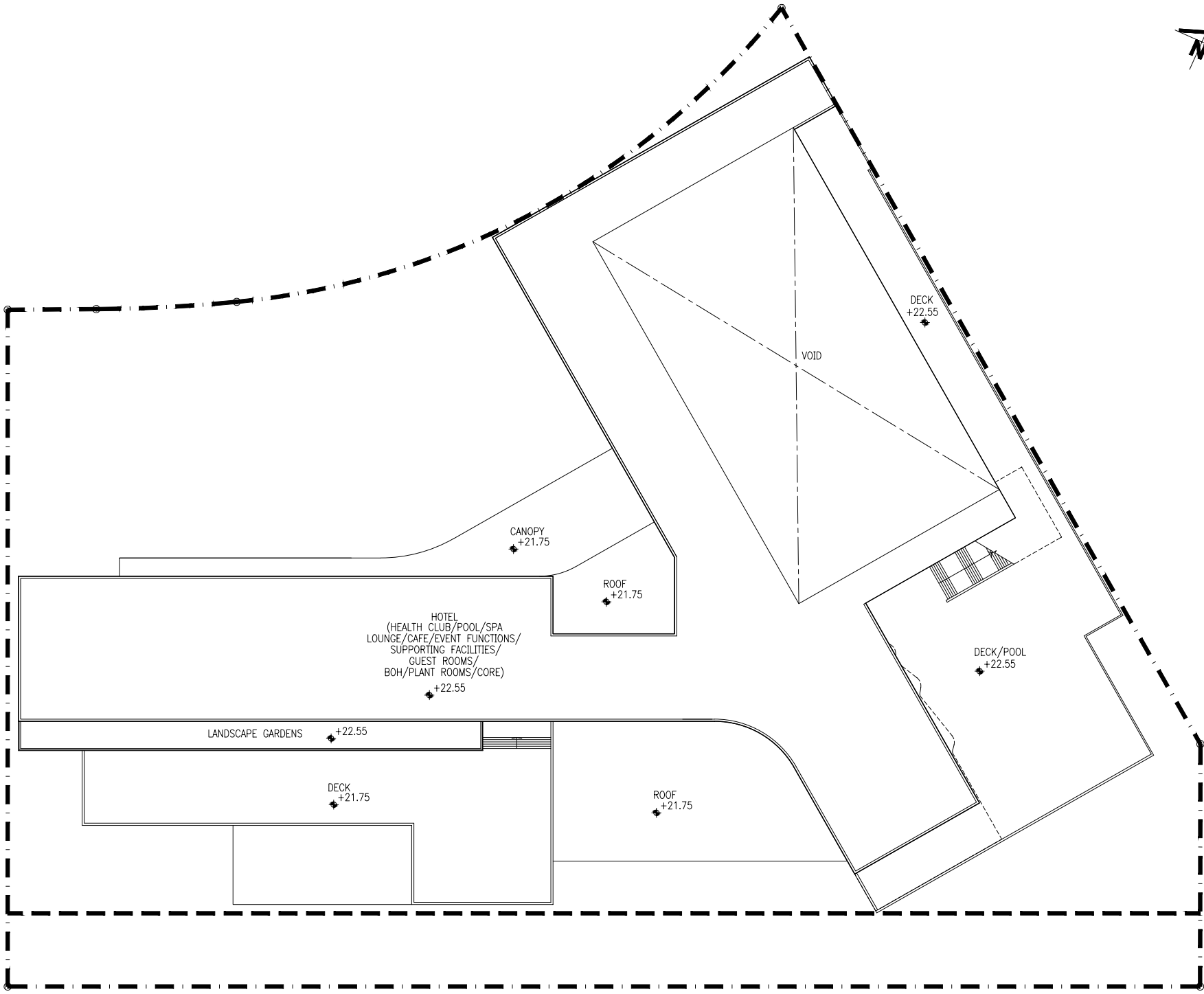
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Project 項目
 HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

Drawing Title 圖名
 L3 FLOOR PLAN

Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B665	A








B.D. Ref. No. 屋宇署檔案編號

F.S.D. Ref. No. 消防處檔案編號

Revision/Submission 修改版/ 提交

No.	編號	Description 說明	Date 日期	Approved 審批
A	HC SUBMISSION		21.12.2012	FH

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-  HOTEL (PLANT ROOMS/CORE)

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Client 業主
SHANGRI-LA HOTEL (KOWLOON) LTD.

Project 項目
HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

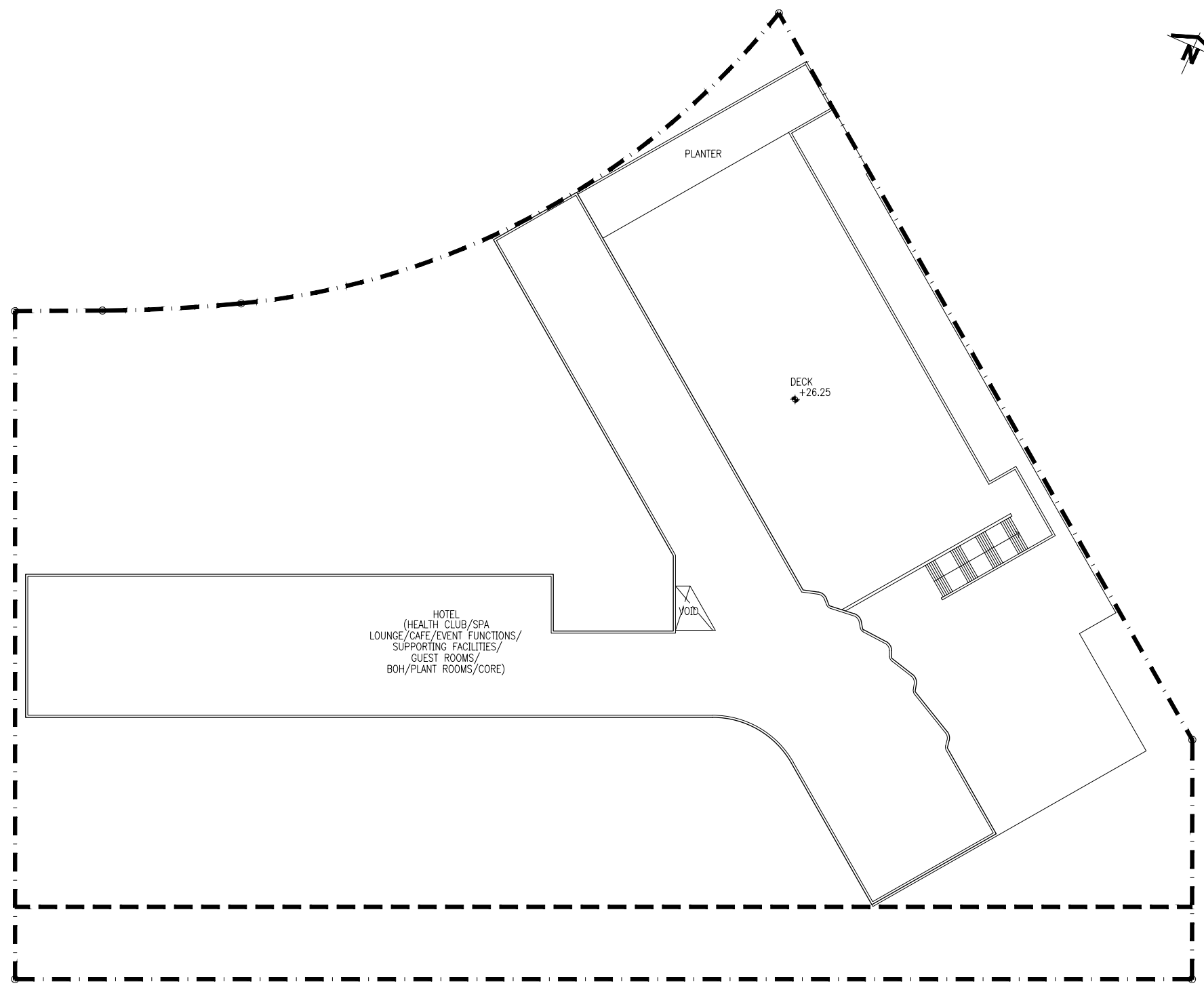
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L4 FLOOR PLAN

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Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B666	A






DRAWN BY: T. CHAN, CHECKED BY: A. CHAN, DATE: 21.12.2012

No.	Description 說明	Date 日期	Approved 審批
A	HC SUBMISSION	21.12.2012	FH



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-  HOTEL (PLANT ROOMS/CORE)

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Client 業主

SHANGRI-LA HOTEL (KOWLOON) LTD.

Project 項目
 HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

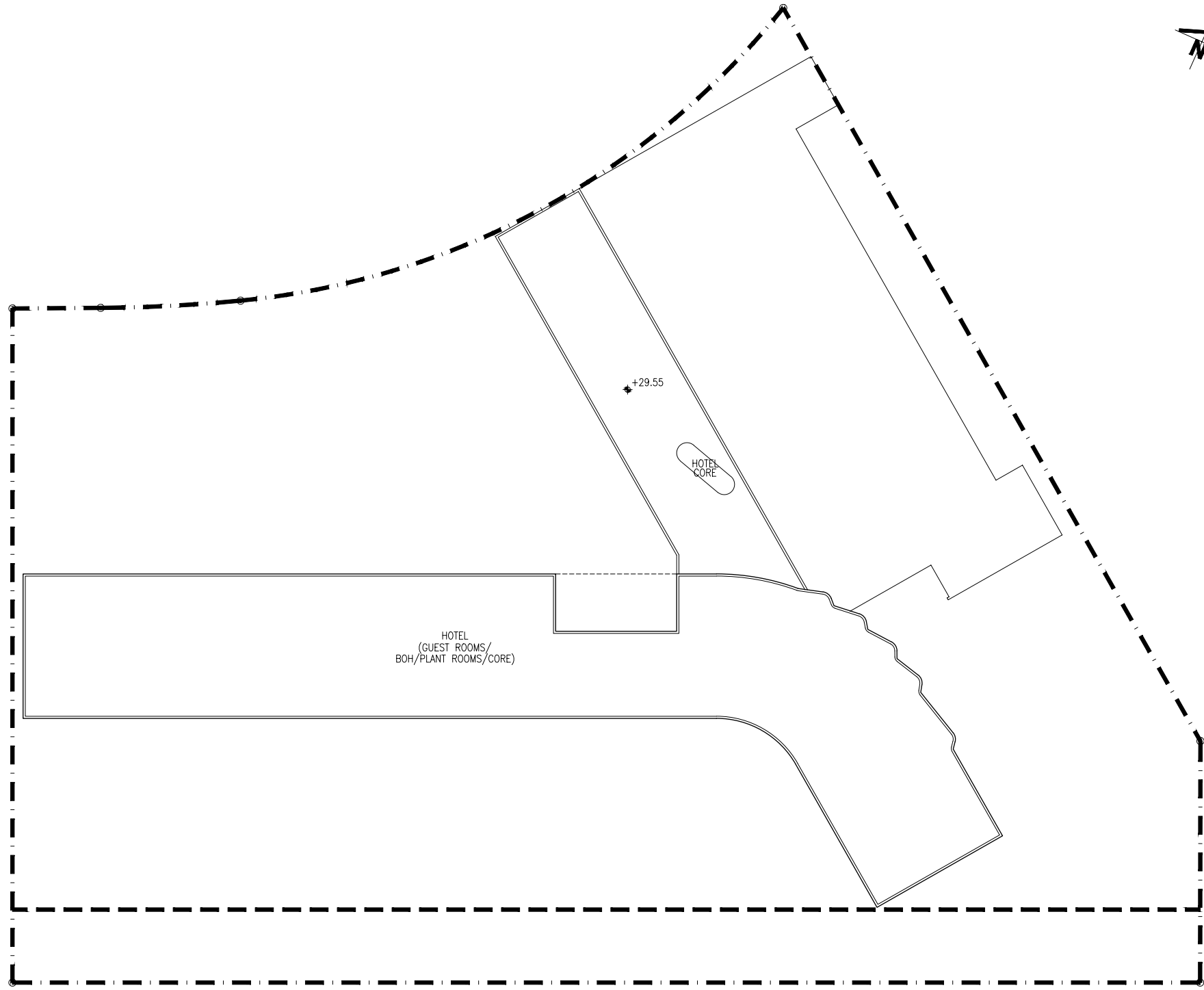
Drawing Title 圖名

L5 FLOOR PLAN




Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B667	A



No.	Description 說明	Date 日期	Approved 審批
A	HC SUBMISSION	21.12.2012	PH



LEGEND:

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-  HOTEL-RELATED EATING PLACE/SHOP & SERVICES
-  HOTEL (PLANT ROOMS/CORE)

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Client 業主

SHANGRI-LA HOTEL (KOWLOON) LTD.

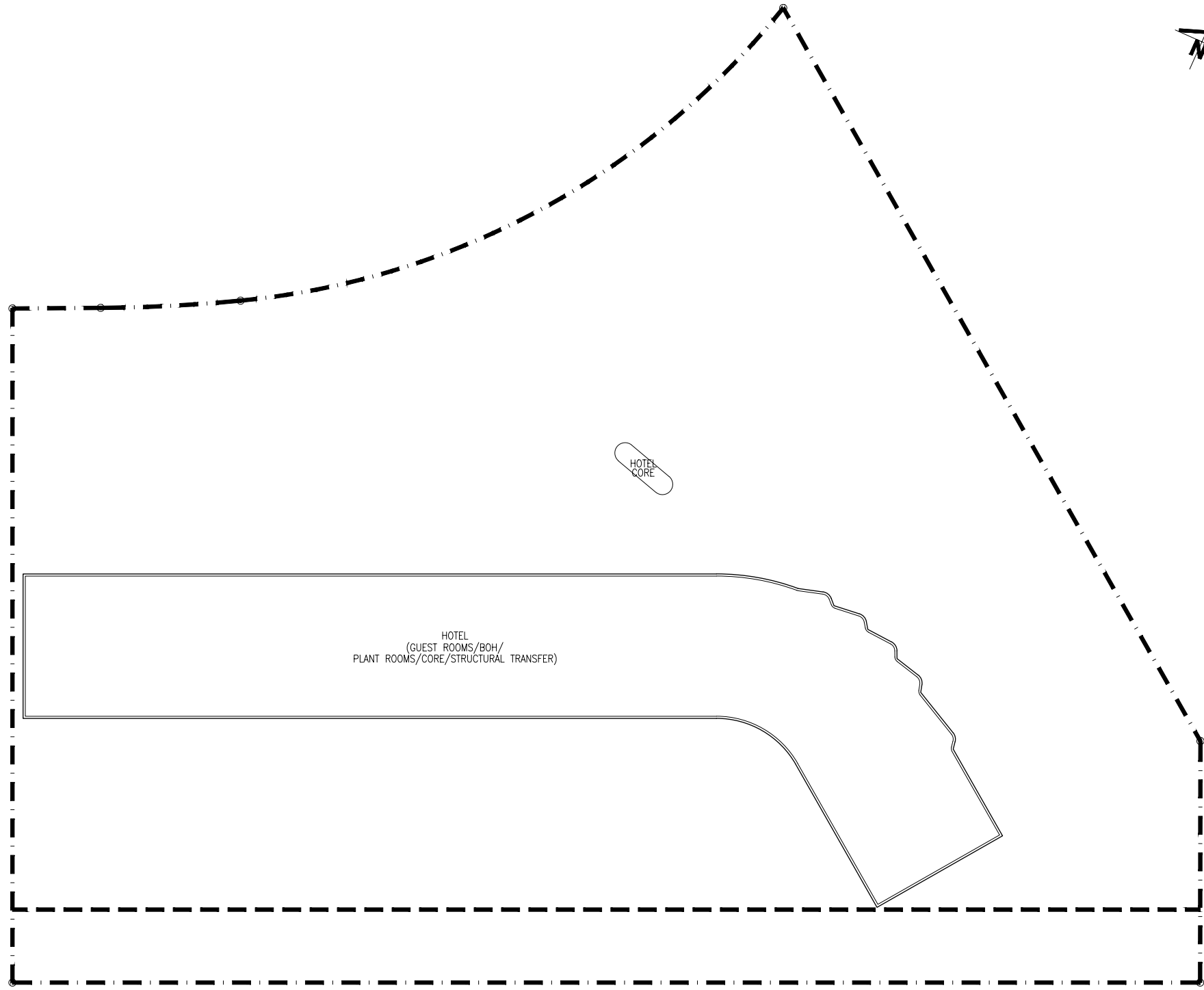
Project 項目
HOTEL DEVELOPMENT AT
K. I. L. 11205, JUNCTION OF
HUNG LUEN ROAD &
WA SHUN STREET,
HUNG HOM, KOWLOON

Drawing Title 圖名




L6 & L7 FLOOR PLAN

Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B666	A

No.	Description 說明	Date 日期	Approved 審批
A	HC SUBMISSION	21.12.2012	FH



LEGEND:

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Client 業主

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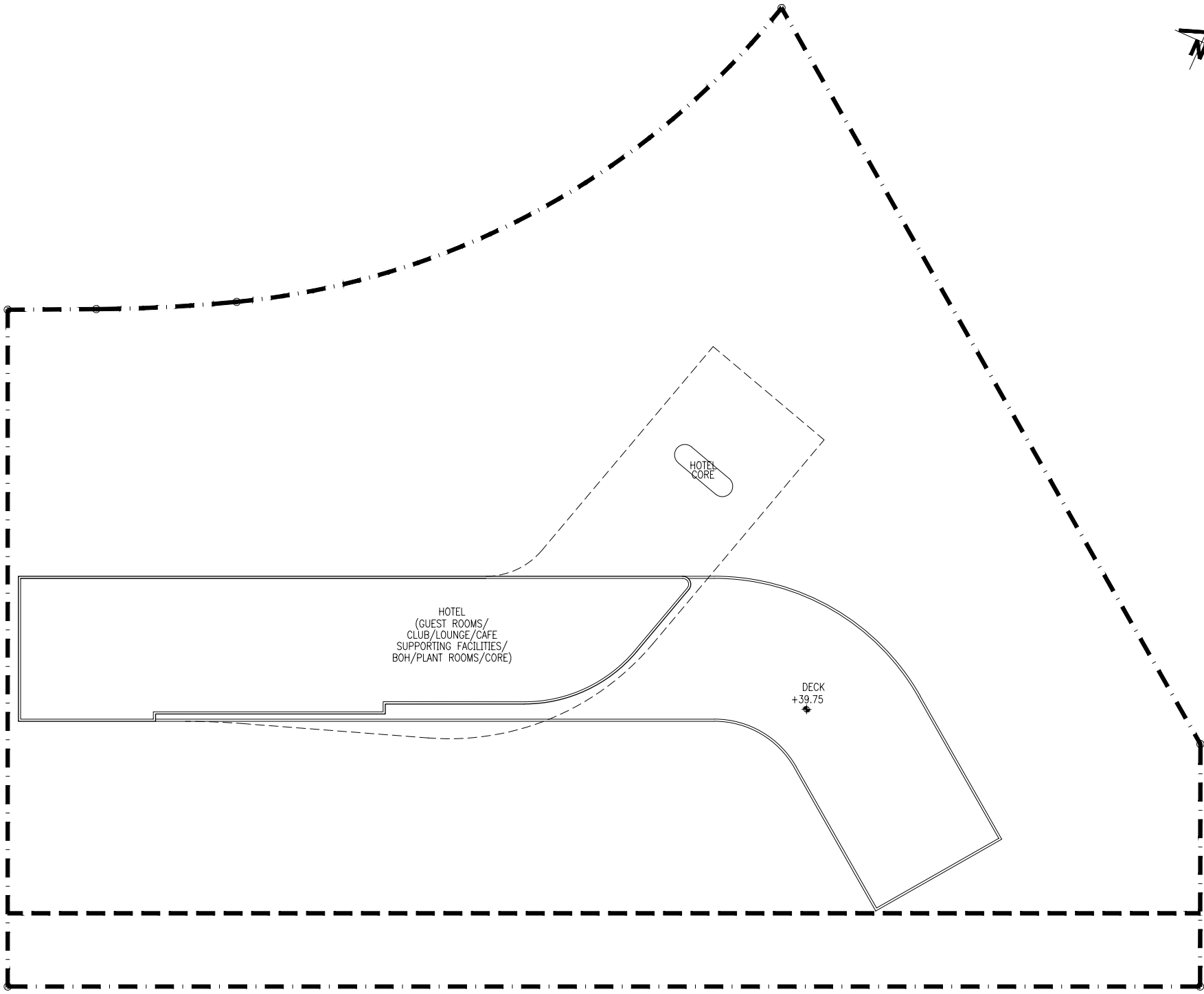
Project 項目
HOTEL DEVELOPMENT AT
K. I. L. 11205, JUNCTION OF
HUNG LUEN ROAD &
WA SHUN STREET,
HUNG HOM, KOWLOON

Drawing Title 圖名




1.8 FLOOR PLAN

Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B669	A

No.	Description 說明	Date 日期	Approved 審批
A	HC SUBMISSION	21.12.2012	FH



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SHANGRI-LA HOTEL (KOWLOON) LTD.

Project 項目
HOTEL DEVELOPMENT AT
K. I. L. 11205, JUNCTION OF
HUNG LUEN ROAD &
WA SHUN STREET,
HUNG HOM, KOWLOON

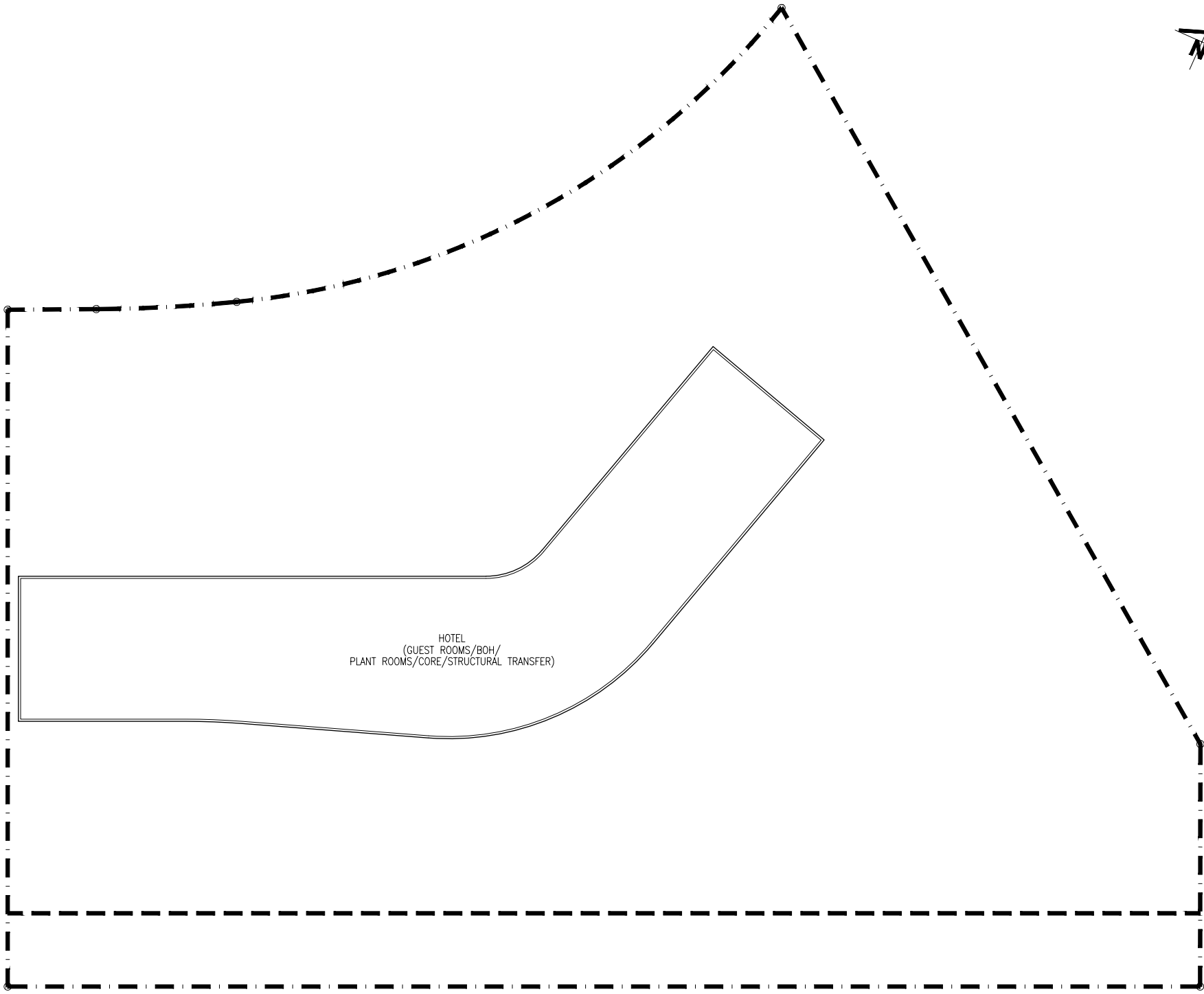
Drawing Title 圖名

L9 FLOOR PLAN




Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B670	A



No.	編號	Description 說明	Date 日期	Approved 審批
A	HC SUBMISSION		21.12.2012	FH



LEGEND:

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Client 業主
SHANGRI-LA HOTEL (KOWLOON) LTD.

Project 項目
HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

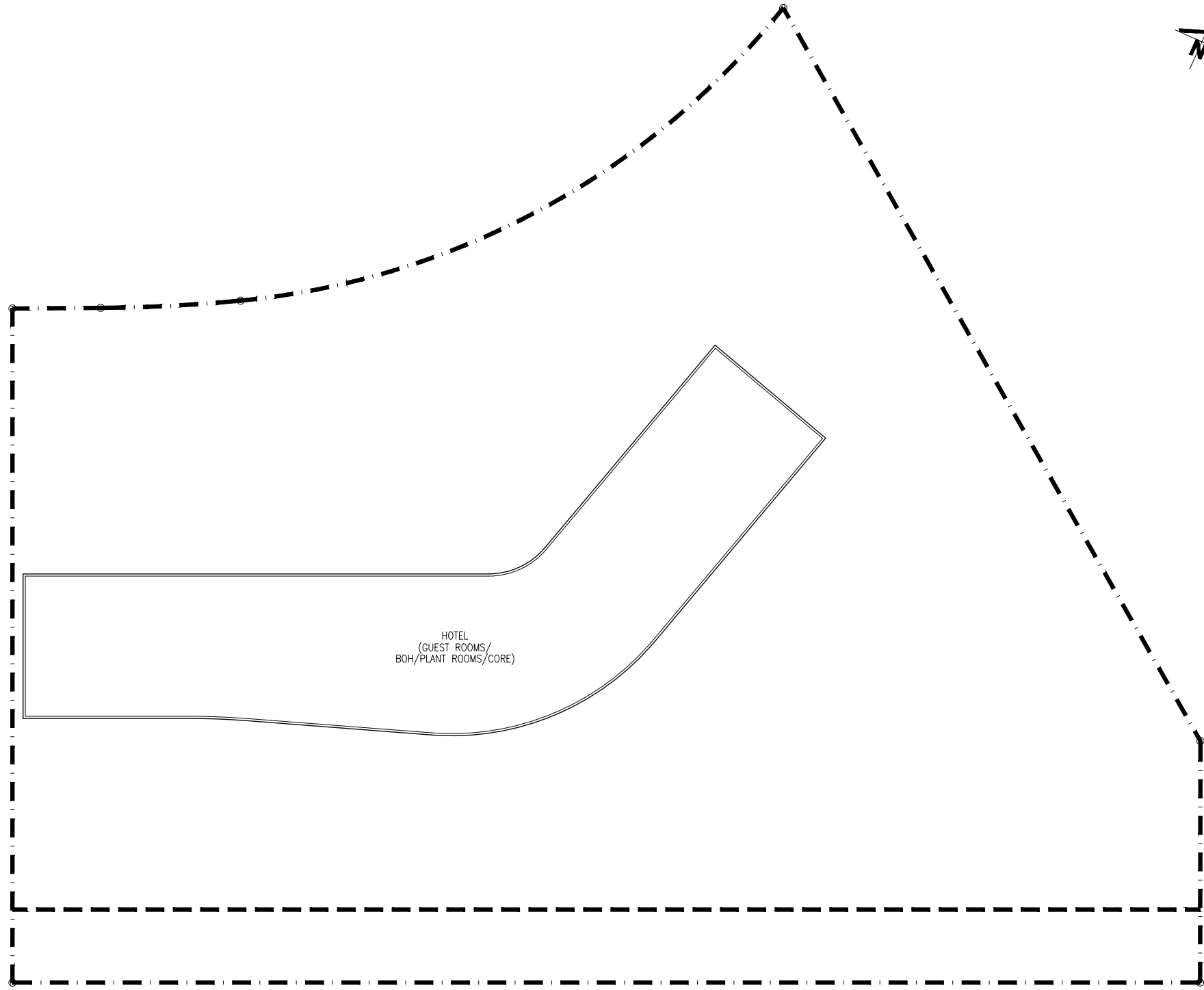
Drawing Title 圖名

L10 FLOOR PLAN

Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B671	A



No.	編號	Description 說明	Date 日期	Approved 審批
A	HC 5188	MISSION	21.12.2012	FH



LEGEND:



PTI AREA



HOTEL (HOTEL-RELATED EATING PLACE/SHOP & SERVICES)



HOTEL (PLANT ROOMS/CORE)

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Project 項目
HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

Drawing Title 圖名

L11 TO L14 FLOOR PLAN

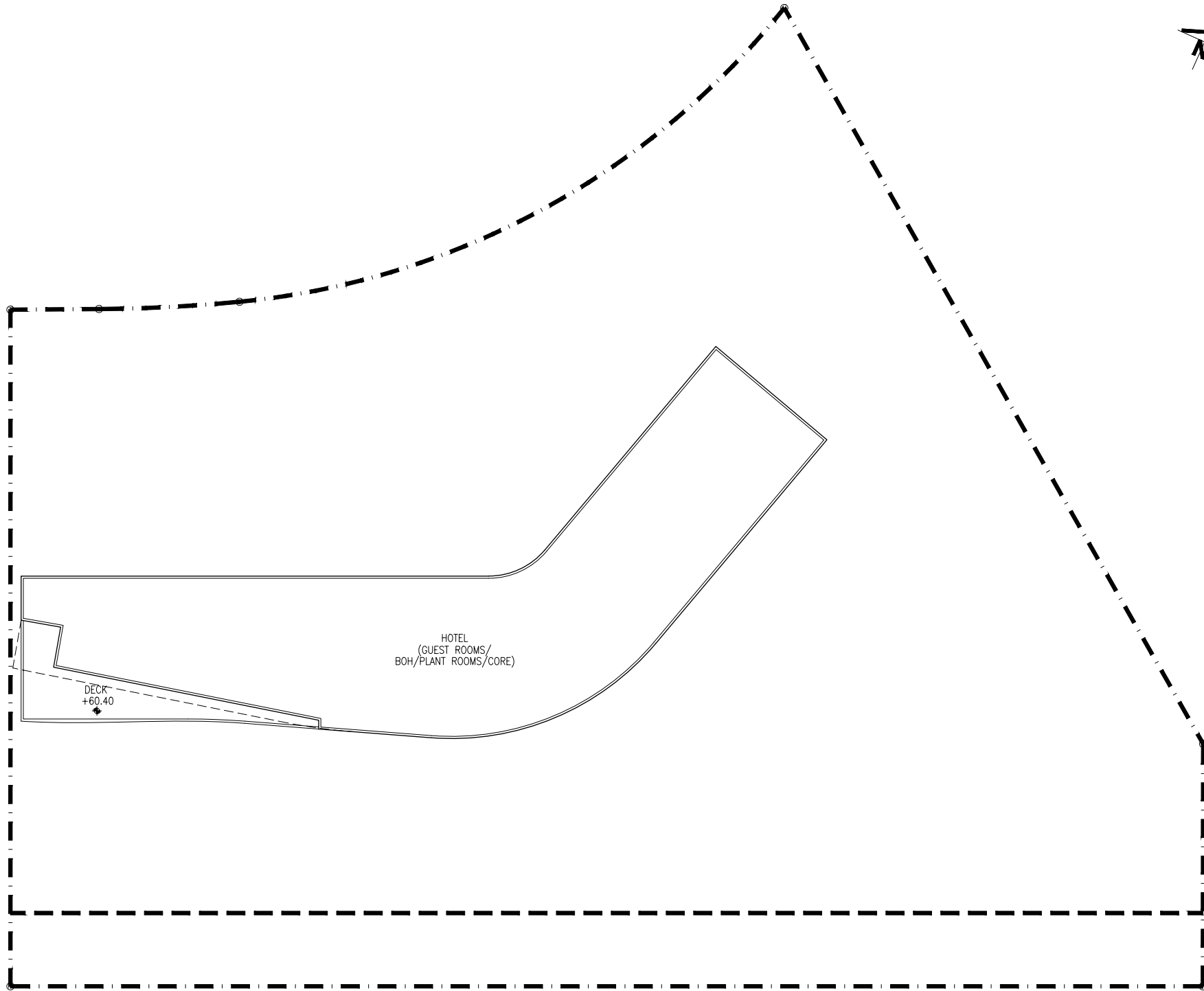
Scale 比例 Drawn 製圖 Checked 校對

1:500 TL AC

Job No. 項目編號 Drawing No. 圖號 Revision 修改版

1963 B672 A

No.	Description 說明	Date 日期	Approved 審批
A	HC SUBMISSION	21.12.2012	PH



LEGEND:

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- HOTEL-RELATED (HOTEL EATING PLACE/ SHOP & SERVICES)
- HOTEL (PLANT ROOMS/ CORE)

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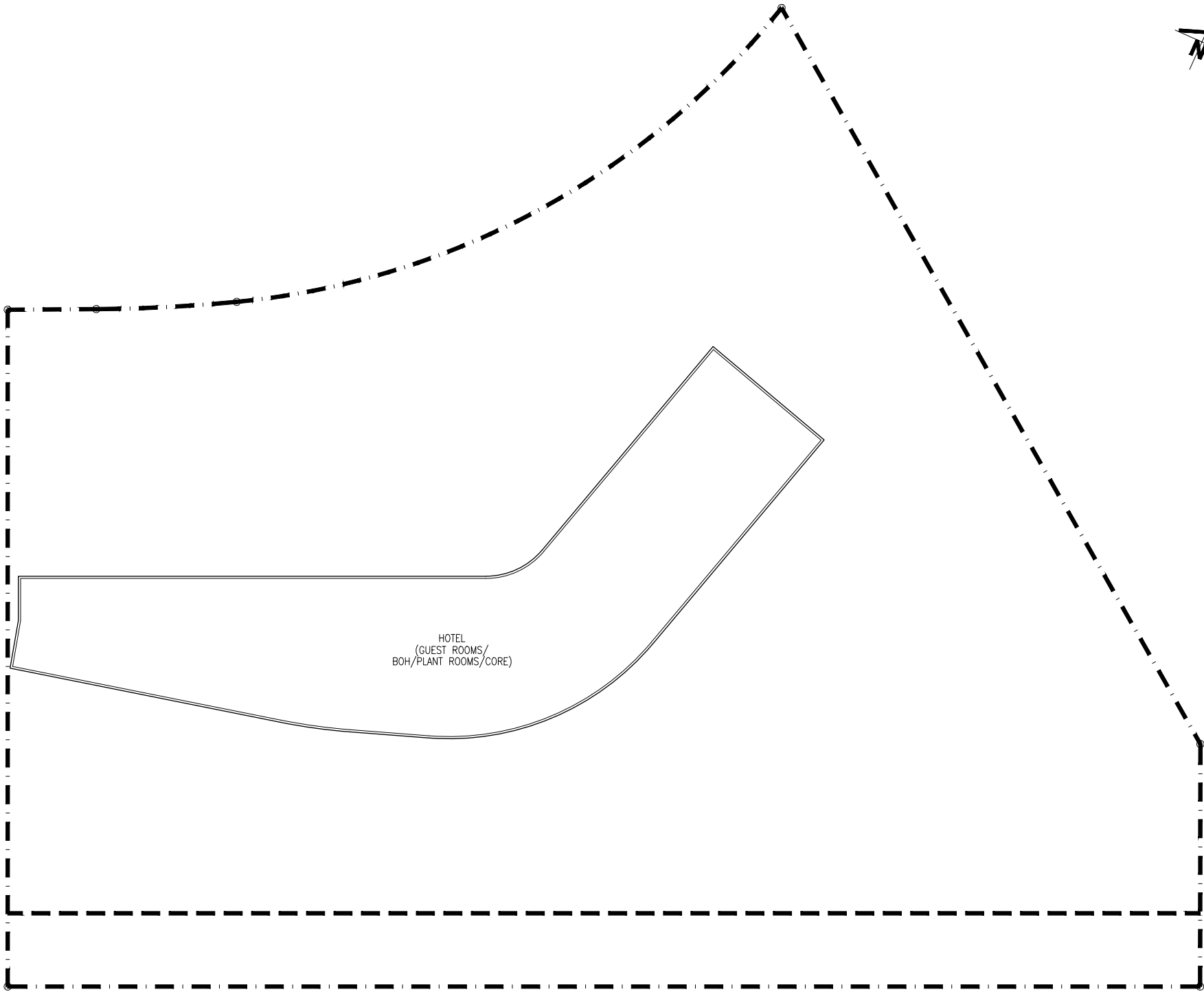
Project 項目
HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

Drawing Title 圖名




L15 FLOOR PLAN

Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B673	A

No.	編號	Description 說明	Date 日期	Approved 審批
A	HC SUBMISSION		21.12.2012	FH



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Client 業主

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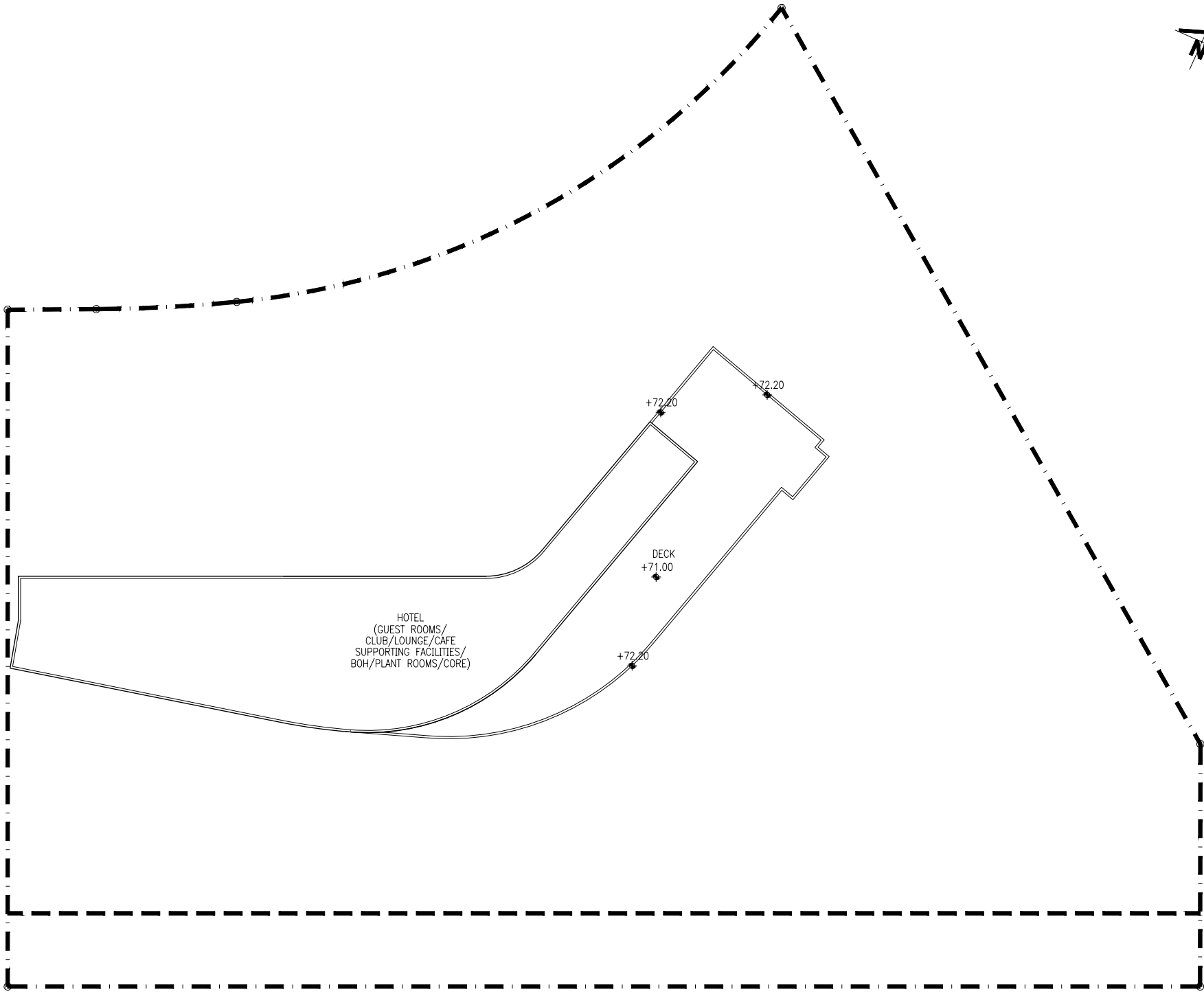
Project 項目
 HOTEL DEVELOPMENT AT
 K. I. L. 11205, JUNCTION OF
 HUNG LUEN ROAD &
 WA SHUN STREET,
 HUNG HOM, KOWLOON

Drawing Title 圖名




L16 & L17 FLOOR PLAN

Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B674	A





LEGEND:

-  PTI AREA
-  HOTEL (HOTEL-RELATED EATING PLACE/ SHOP & SERVICES)
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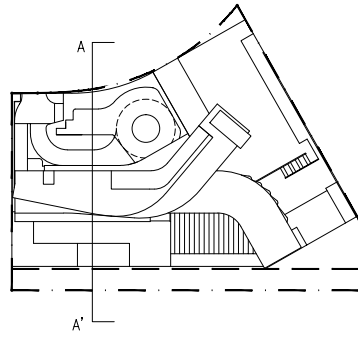
Client 業主
SHANGRI-LA HOTEL (KOWLOON) LTD.

Project 項目
HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

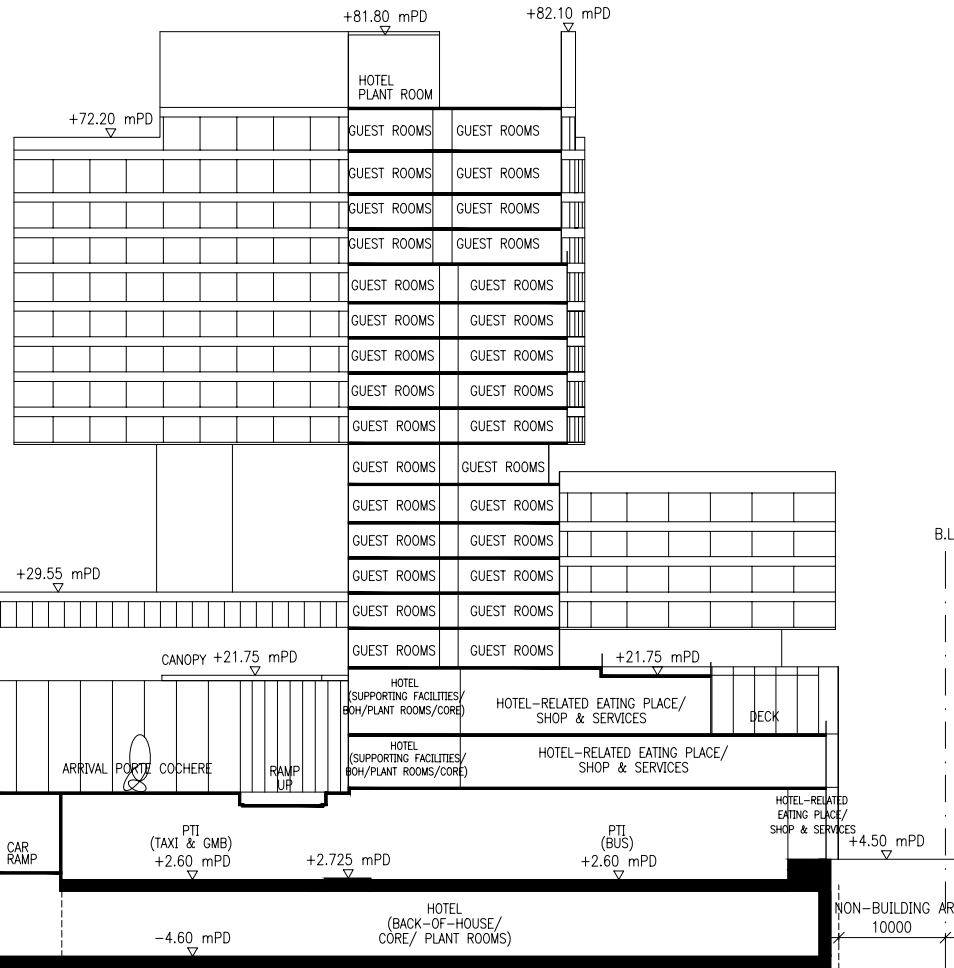
Drawing Title 圖名
L18 FLOOR PLAN

Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B675	A





KEY PLAN



TOP ROOF	+82.10 mPD
ROOF	+75.0 mPD
L18	+71.00 mPD
L17	
L16	
L15	+60.40 mPD
L14	
L13	
L12	
L11	
L10	
L9	+39.75 mPD
L8	
L7	
L6	
L5	+26.25 mPD
L4	+22.55 mPD
L3	
L2	
L1	
B1	-4.60 mPD

HUNG LUEN ROAD

B.D. Ref. No. 屋宇署樓宇編號

F.S.D. Ref. No. 消防處樓宇編號

Revision/Submission 修改版/提交

No.	編號	Description 說明	Date 日期	Approved 審批
A	HC SUBMISSION		21.12.2012	FH

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Client 業主
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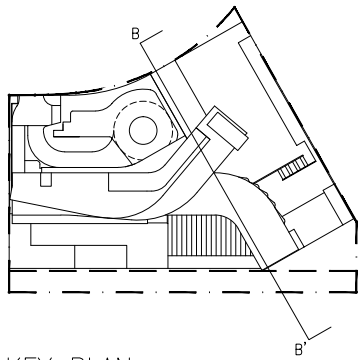
Project 項目
 HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

Drawing Title 圖名
 SCHEMATIC SECTION A-A

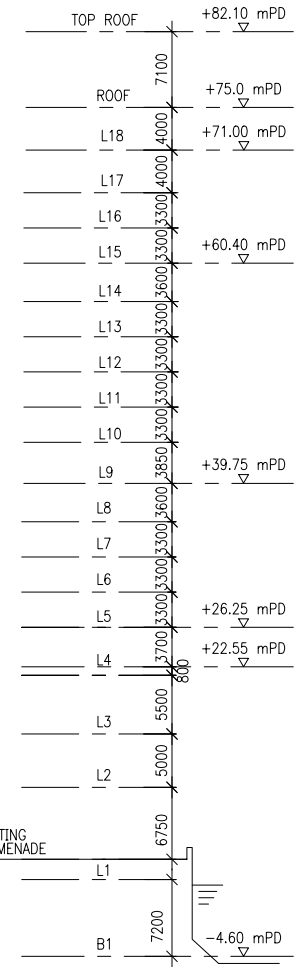
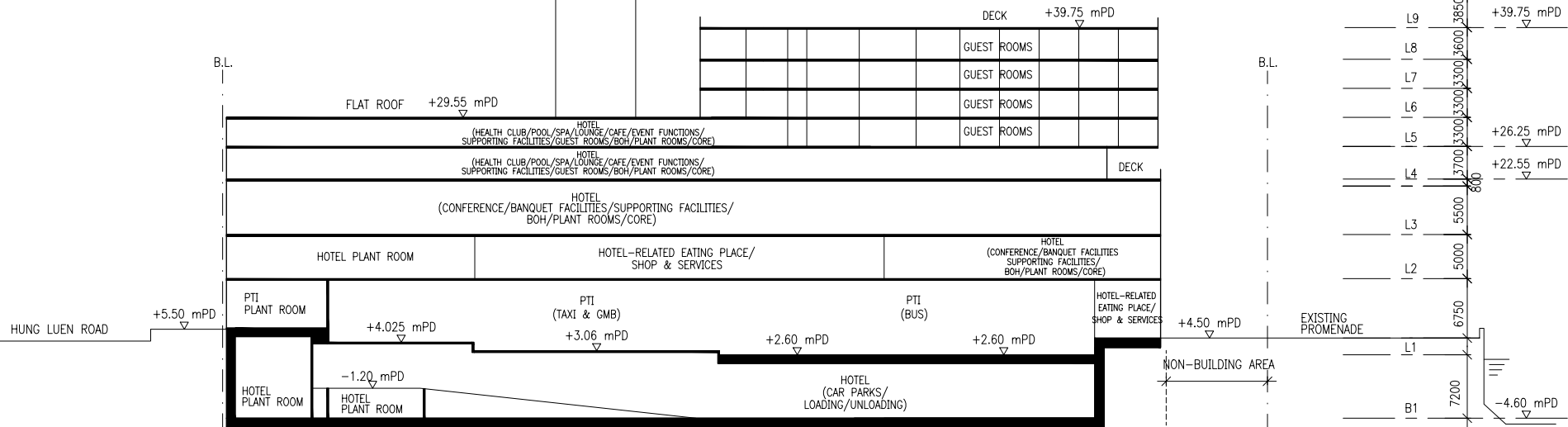
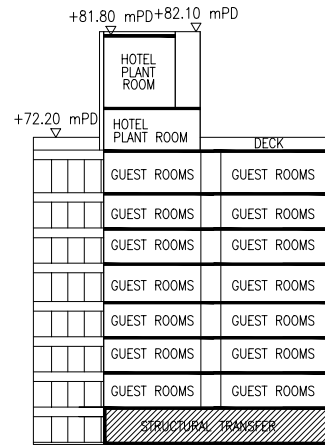
Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B661	A



DRAWN BY: T. CHAN, CHECKED BY: P. CHAN, DATE: 21.12.2012, PROJECT: SHANGRI-LA HOTEL (KOWLOON) LTD.



KEY PLAN



B.D. Ref. No. 屋宇室程編號

F.S.D. Ref. No. 消防處核稿編號

Revision/Submission 修改版/提交

No.	編號	Description 說明	Date 日期	Approved 審批
A	HC SUBMISSION		21.12.2012	FH

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Client 業主
 SHANGRI-LA HOTEL (KOWLOON) LTD.

Project 項目
 HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD, WA SHUN STREET, HUNG HOM, KOWLOON

Drawing Title 圖名
 SCHEMATIC SECTION B-B

Scale 比例	Drawn 繪圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B662	A

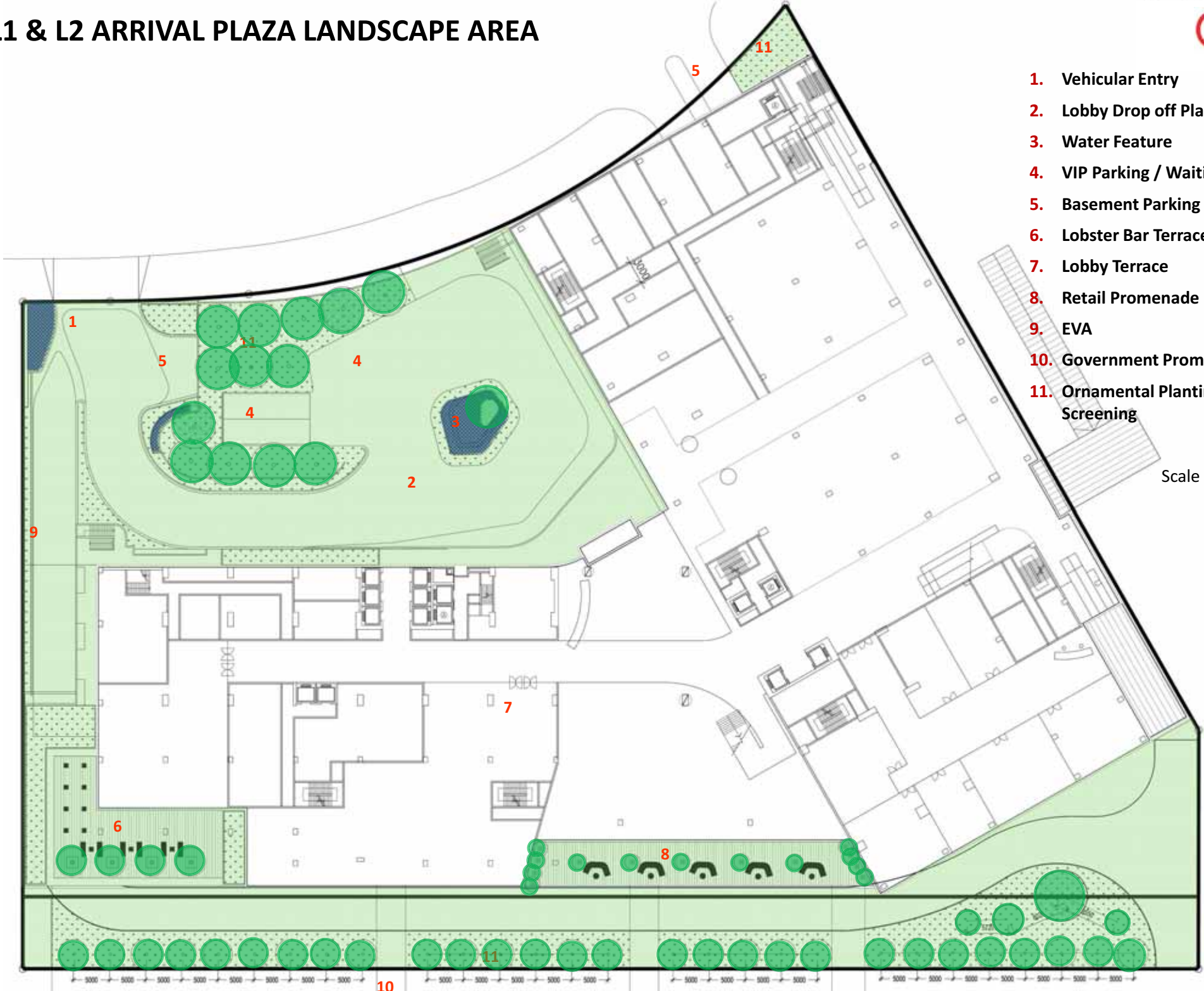


DRAWING TITLE: SCHEMATIC SECTION B-B; DATE: 21.12.2012; SCALE: 1:500

Appendix 5

INDICATIVE OUTLINE LANDSCAPE
PROPOSAL

L1 & L2 ARRIVAL PLAZA LANDSCAPE AREA



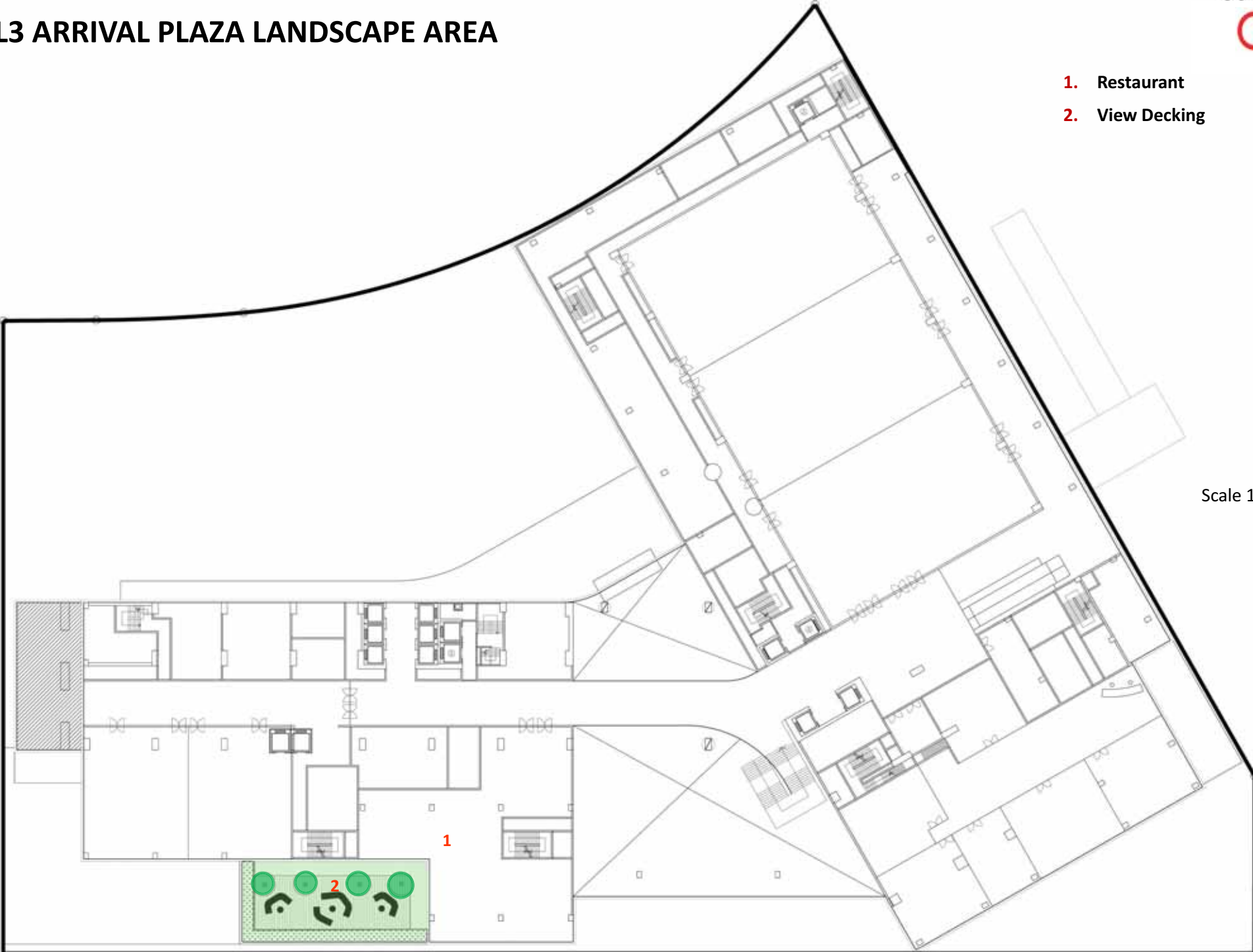
- 1. Vehicular Entry
- 2. Lobby Drop off Plaza
- 3. Water Feature
- 4. VIP Parking / Waiting
- 5. Basement Parking Entrance
- 6. Lobster Bar Terrace
- 7. Lobby Terrace
- 8. Retail Promenade
- 9. EVA
- 10. Government Promenade Park
- 11. Ornamental Planting / Green Screening



Scale 1:500 (A3)

L3 ARRIVAL PLAZA LANDSCAPE AREA

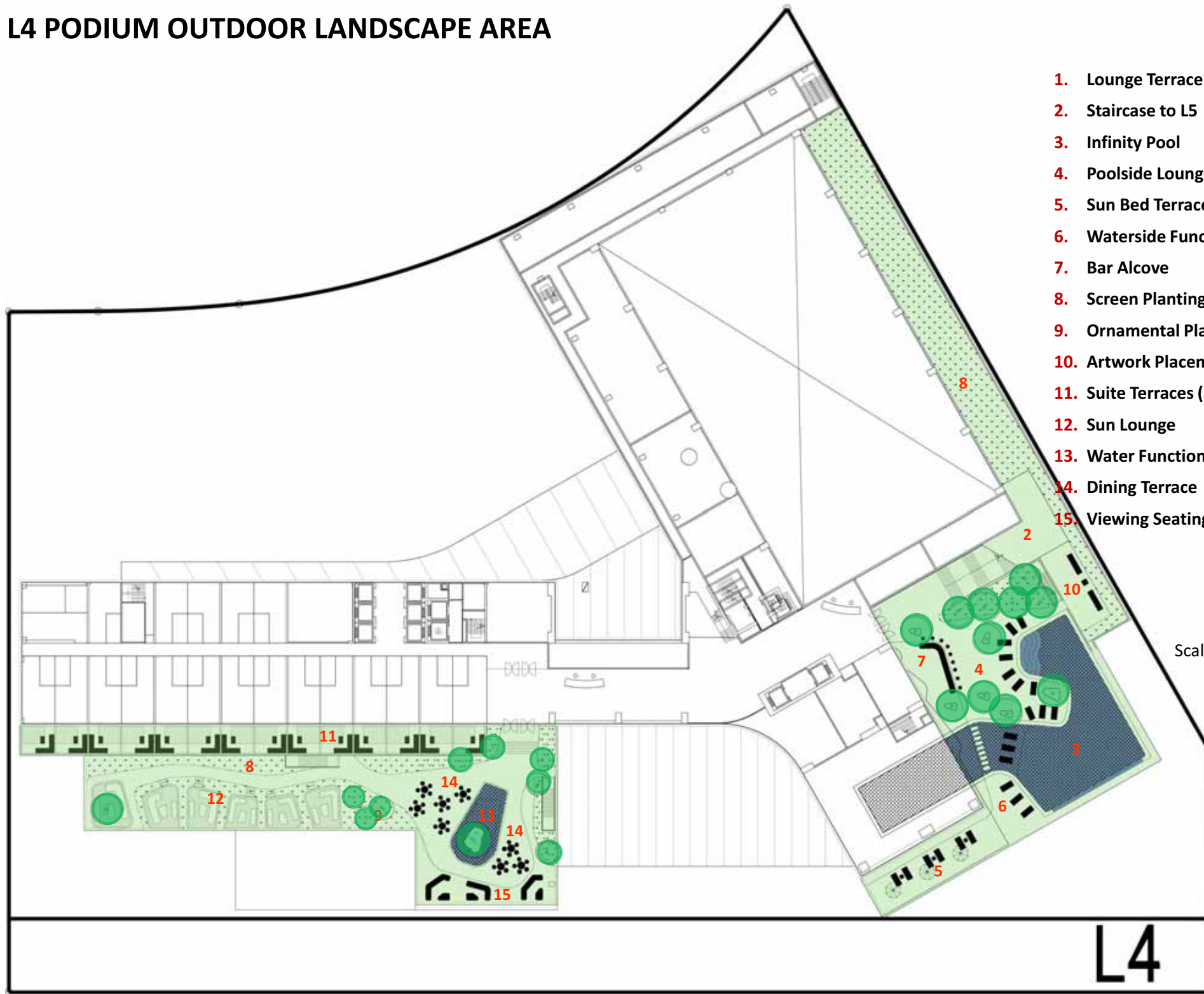
- 1. Restaurant
- 2. View Decking



Scale 1:500 (A3)

L3

L4 PODIUM OUTDOOR LANDSCAPE AREA



- 1. Lounge Terrace
- 2. Staircase to L5
- 3. Infinity Pool
- 4. Poolside Lounge
- 5. Sun Bed Terrace – Dry / Wet
- 6. Waterside Function Lounges
- 7. Bar Alcove
- 8. Screen Planting
- 9. Ornamental Planting
- 10. Artwork Placement
- 11. Suite Terraces (screened)
- 12. Sun Lounge
- 13. Water Function
- 14. Dining Terrace
- 15. Viewing Seating

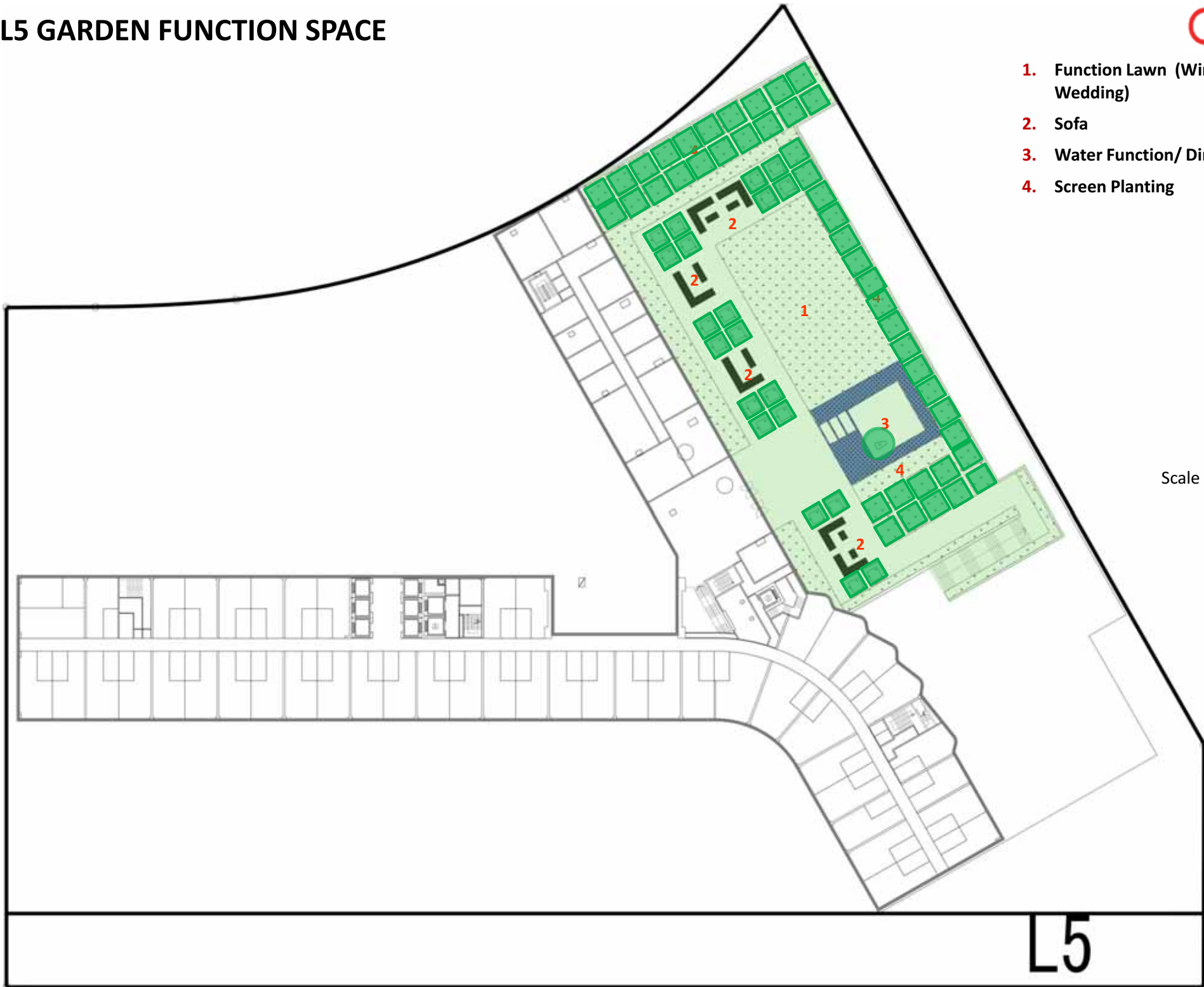


Scale 1:500 (A3)

L4

L5 GARDEN FUNCTION SPACE

- 1. Function Lawn (Wine Tasting, Wedding)
- 2. Sofa
- 3. Water Function/ Dining Terrace
- 4. Screen Planting



Scale 1:500 (A3)

L5

L6-7 EXTENSIVE GREENROOF



1. Extensive Greenroof



Scale 1:500 (A3)

L9 SKY GARDEN

- 1. Dining Terrace
- 2. Lawn Terrace
- 3. Sky Lounge Bar
- 4. Viewing Loungers
- 5. Water Feature
- 6. Ornamental Planting

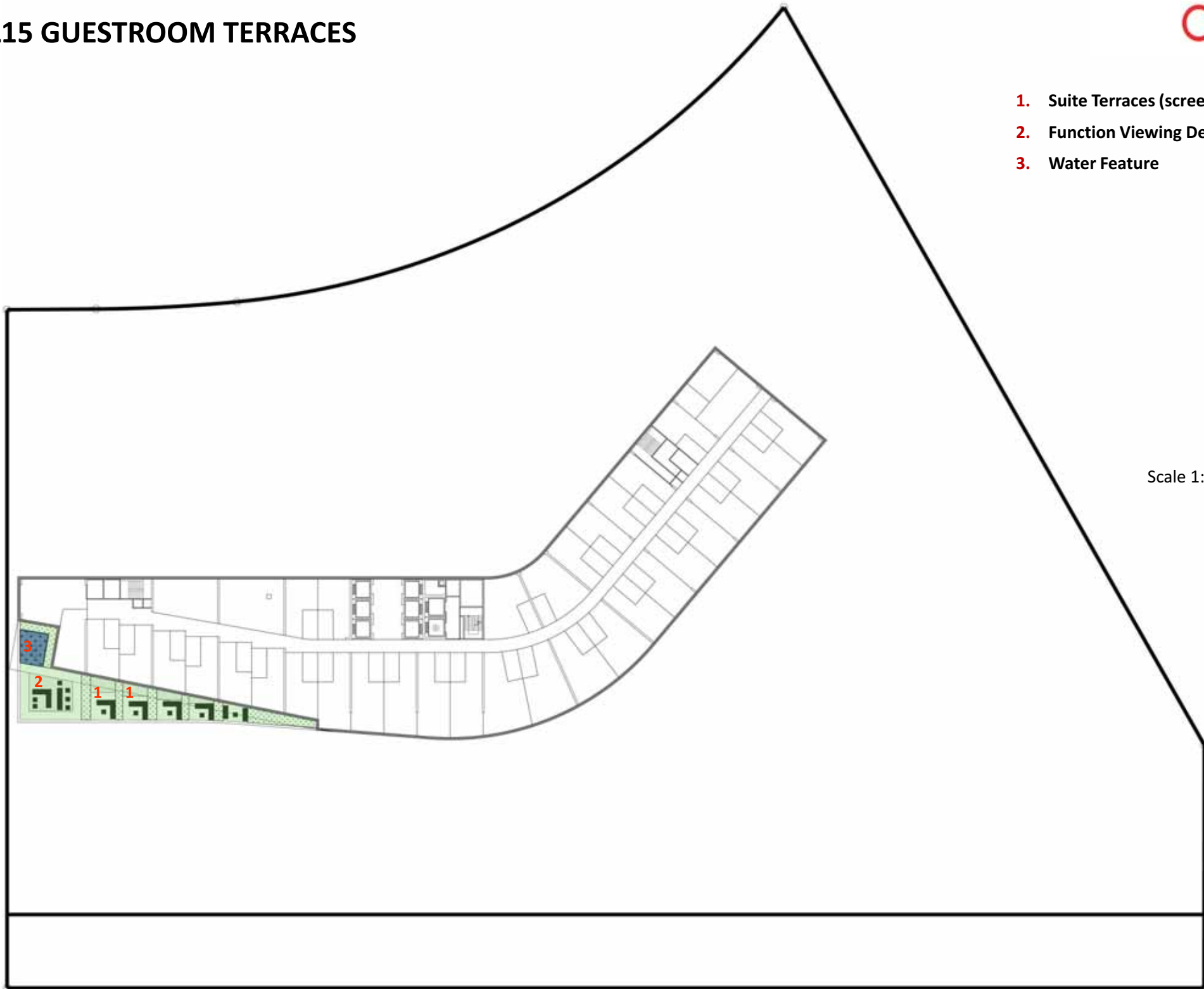


Scale 1:500 (A3)



L15 GUESTROOM TERRACES

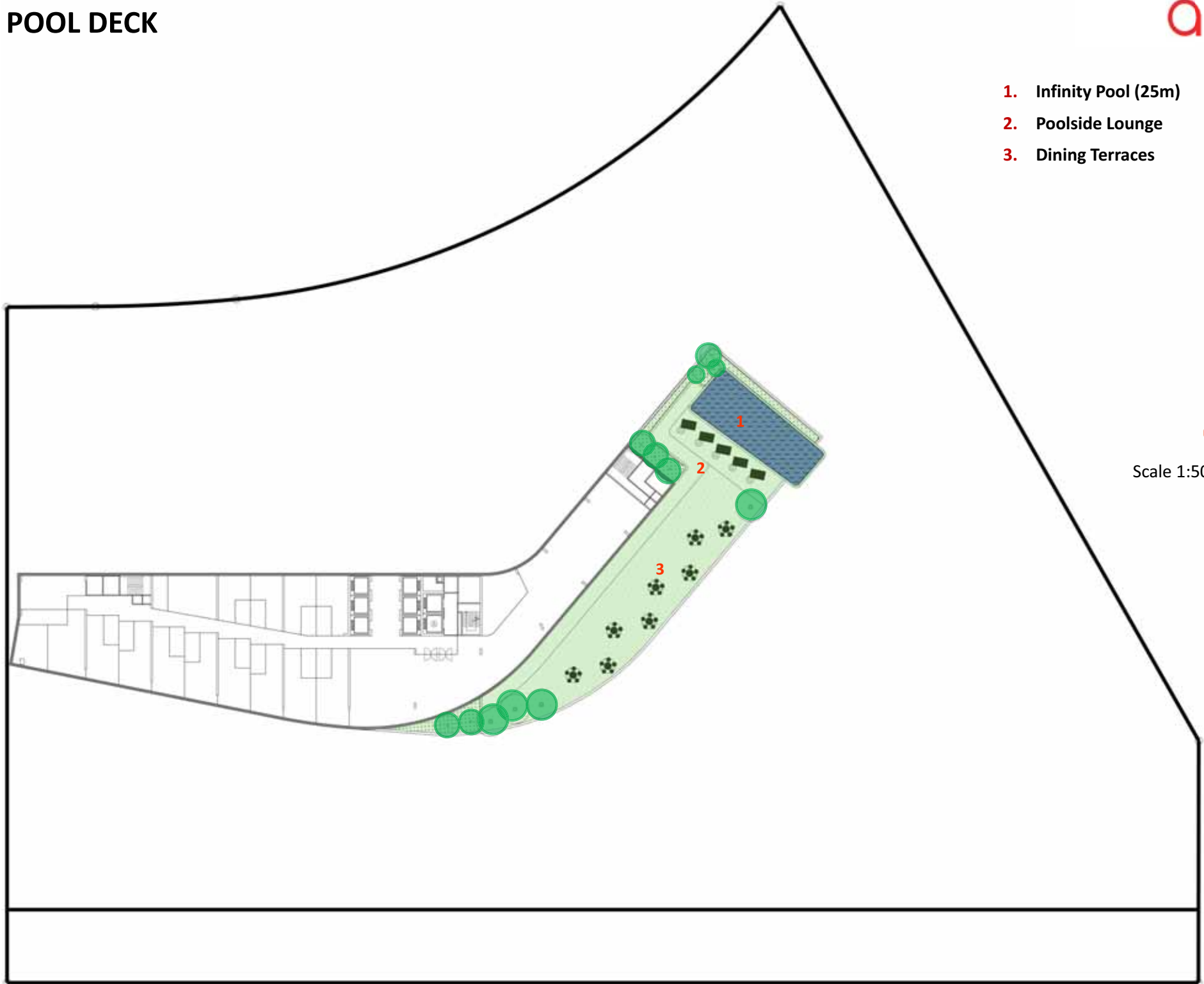
- 1. Suite Terraces (screened)
- 2. Function Viewing Deck
- 3. Water Feature



Scale 1:500 (A3)

L18 POOL DECK

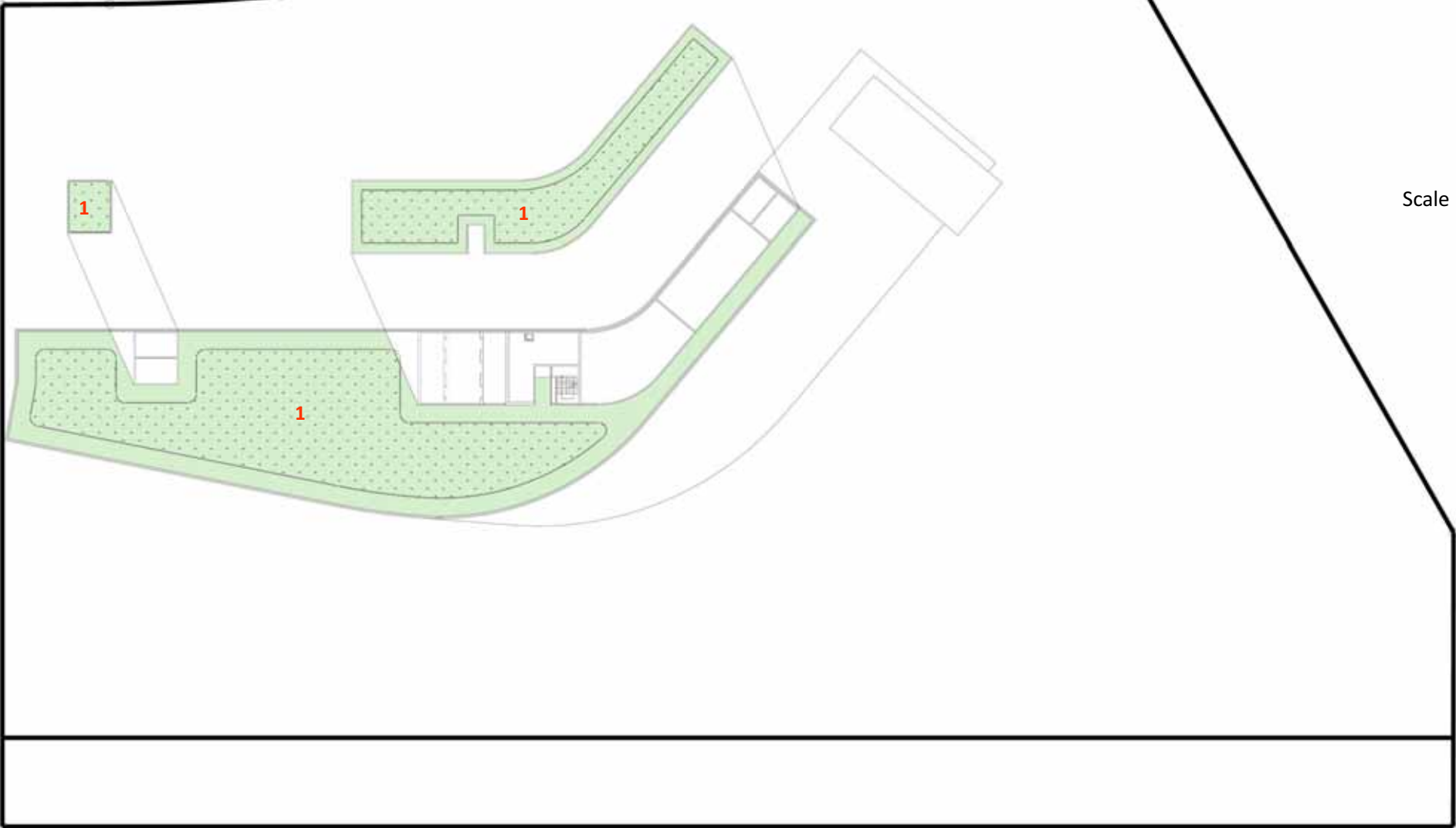
- 1. Infinity Pool (25m)
- 2. Poolside Lounge
- 3. Dining Terraces



Scale 1:500 (A3)

RF EXTENSIVE ROOF GARDEN

1. Extensive Greenroof



Scale 1:500 (A3)

Appendix 6

PUBLIC TRANSPORT INTERCHANGE AND
VEHICULAR PARKING DETAILS

Statement on the Proposed Public Transport Interchange (“PTI”)

The proposed PTI will be located on the ground floor of the hotel development as a replacement of the existing Hung Hom Ferry Pier PTI to the east of the Site.

The vehicular access of the proposed PTI will be from Hung Luen Road as stipulated in the Government land lease.

The PTI in principle will be divided into two portions, i.e. the upper portion (close to Hung Luen Road) will be designated for Green Minibus (GMB), taxi and general loading/ unloading. The lower portion (close to the promenade) will be restricted for franchised bus only.

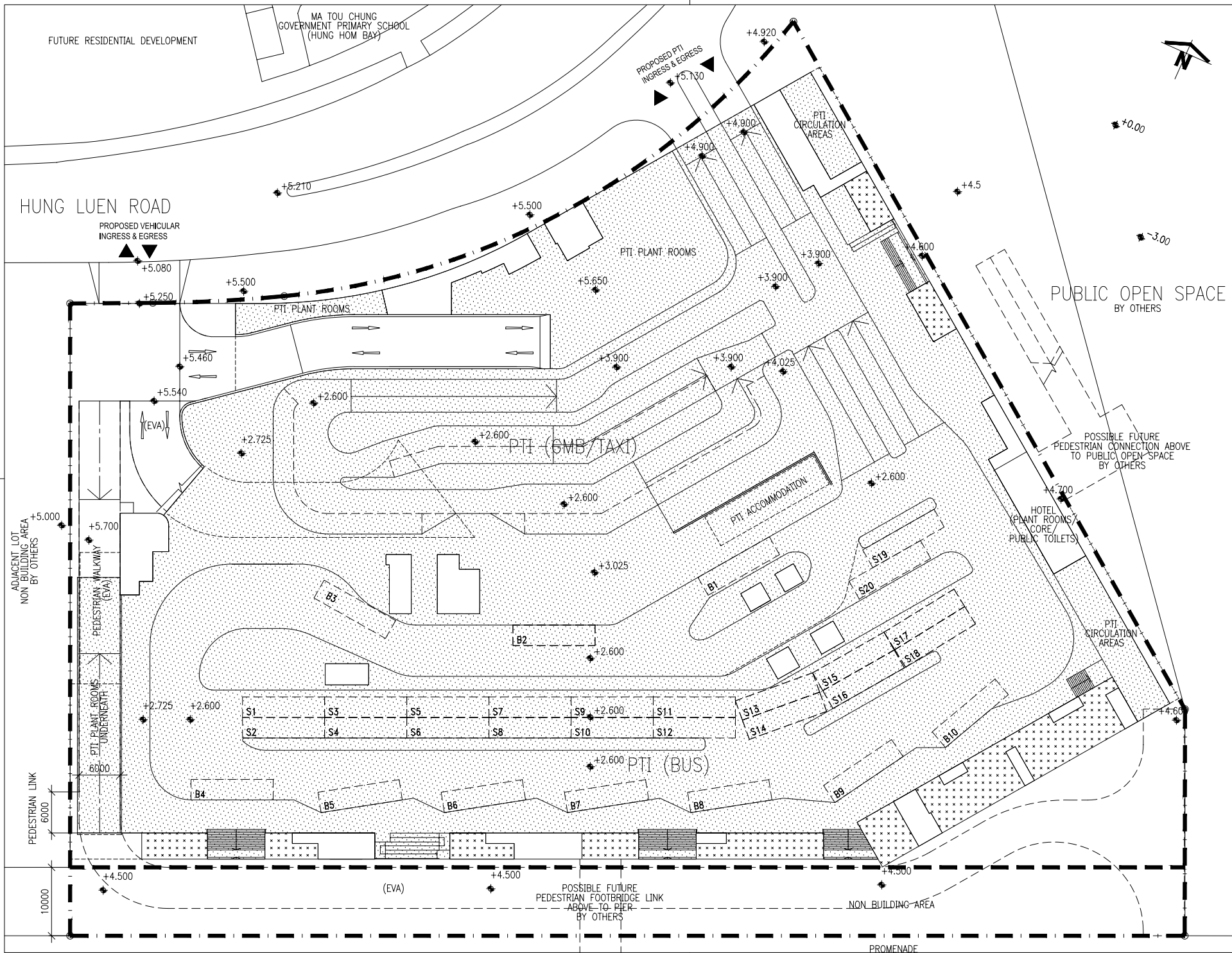
As a requirement under the technical schedule of the Government land lease, the proposed PTI will provide the following:

- 10 bus bays for franchised bus routes (2 double width and 8 single width bus bays);
- 1 double width bay for Green Minibus (GMB) or 2 single width GMB bays ;
- 1 double width bay for Taxis or 2 single width taxi bays; and
- 1 double width bay for general loading/ unloading.

The design of the PTI will comply with the standard as stipulated in TPDM and to the satisfaction of the Commissioner for Transport (C for T).

In addition, adequate pedestrian facilities will be provided within the proposed PTI to connect each facility and the surrounding pedestrian network - i.e. the footpath along Hung Luen Road, the pedestrian walkway to the west joining the adjacent lot, the future open space to the east and the promenade to the south.

Prepared by: MVA Hong Kong Limited



B.D. Ref. No. 屋宇署檔案編號
 F.S.D. Ref. No. 消防處檔案編號
 Revision/Submission 修改版/ 提交
 No. 編號 Description 說明 Date 日期 Approved 審批
 A HC SUBMISSION 21.12.2012 FH



- LEGEND:**
- PTI AREA
 - HOTEL (HOTEL-RELATED EATING PLACE/SHOP & SERVICES)
 - HOTEL (PLANT ROOMS/CORE)

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Client 業主
 SHANGRI-LA HOTEL (KOWLOON) LTD.

Project 項目
 HOTEL DEVELOPMENT AT K. I. L. JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON
 Drawing Title 圖名

L1 FLOOR PLAN
 Scale 比例 1:500
 Drawn 繪圖 TL
 Checked 校對 AC
 Job No. 項目編號 1963
 Drawing No. 圖號 B663
 Revision 修改版 A



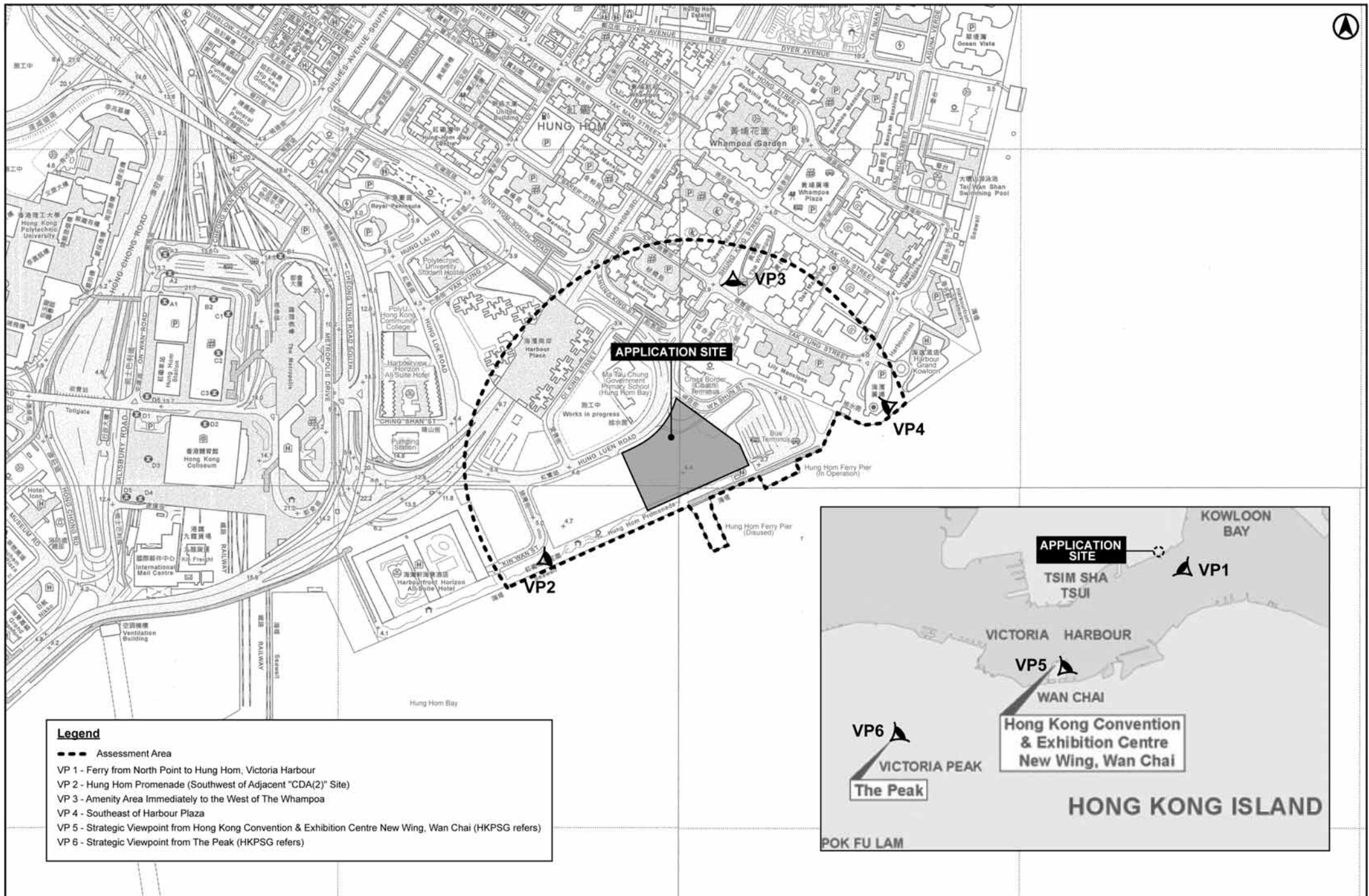
Max Carpark approach (based on HKPSG & lease)

			Remarks	Carpark Provision	Motorcycle	Disabled Parking	L/UL	Taxi laybys	Coach laybys
Hotel rooms	596	rooms	according to latest architectural drawings	6	-	-	6	3	3
Conference and banquet facilities GFA	6,696.00	m ²	include Ball Room and Function Room	34	-	-	-	-	-
Retail (include F&B) GFA	5,877.00	m ²	include Retail and F&B	30	-	-	8	-	-
Remaining Ancillary facilities GFA (excluded conference and banquet facilities and retail)	2,021.00	m ²	Health Club	6	-	-	-	-	-
Total				76	8	2	14	3	3

done by MVA on 20121219

Appendix 7

PHOTOMONTAGES OF PREFERRED
SCHEME AND NOTIONAL SCHEME



Legend

- Assessment Area
- VP 1 - Ferry from North Point to Hung Hom, Victoria Harbour
- VP 2 - Hung Hom Promenade (Southwest of Adjacent "CDA(2)" Site)
- VP 3 - Amenity Area Immediately to the West of The Whampoa
- VP 4 - Southeast of Harbour Plaza
- VP 5 - Strategic Viewpoint from Hong Kong Convention & Exhibition Centre New Wing, Wan Chai (HKPSG refers)
- VP 6 - Strategic Viewpoint from The Peak (HKPSG refers)

LOCATION OF VIEWPOINTS
SCALE 1 : 5,000

EXISTING CONDITION



WITH NOTIONAL SCHEME



WITH PREFERRED SCHEME



EXISTING CONDITION



WITH NOTIONAL SCHEME



WITH PREFERRED SCHEME



EXISTING CONDITION



WITH NOTIONAL SCHEME



WITH PREFERRED SCHEME



EXISTING CONDITION



WITH NOTIONAL SCHEME



WITH PREFERRED SCHEME



EXISTING CONDITION



WITH NOTIONAL SCHEME



WITH PREFERRED SCHEME



EXISTING CONDITION



WITH NOTIONAL SCHEME

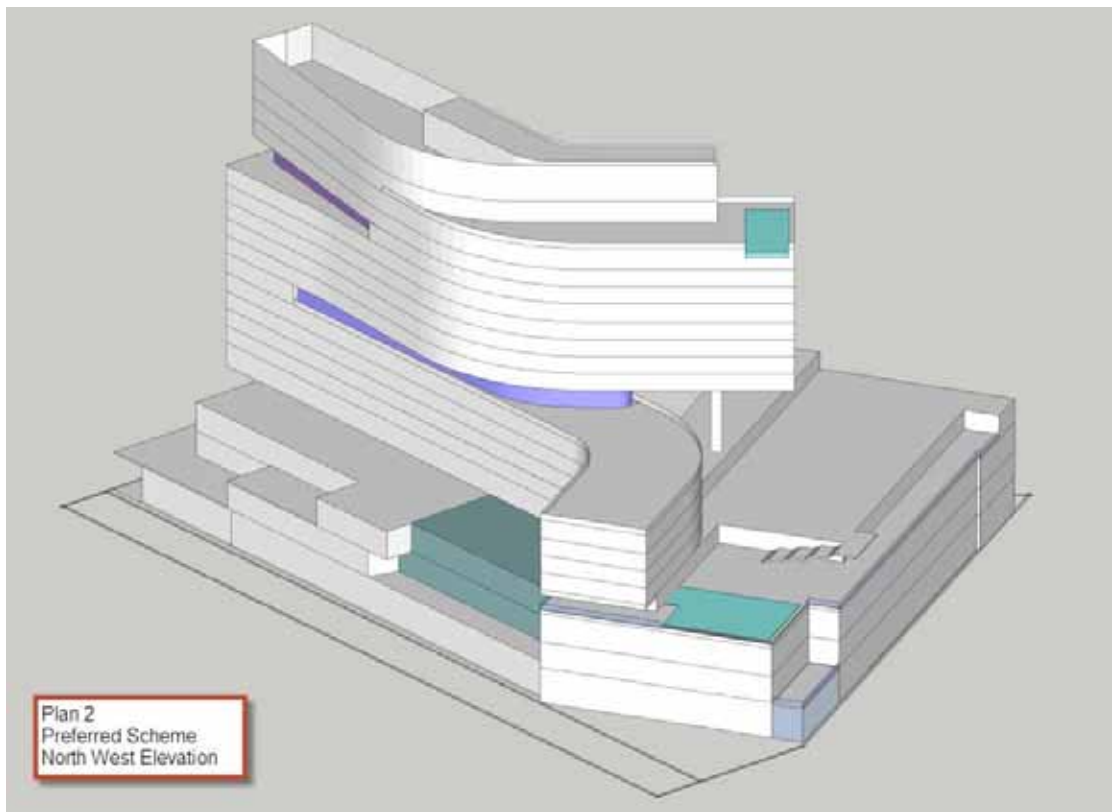
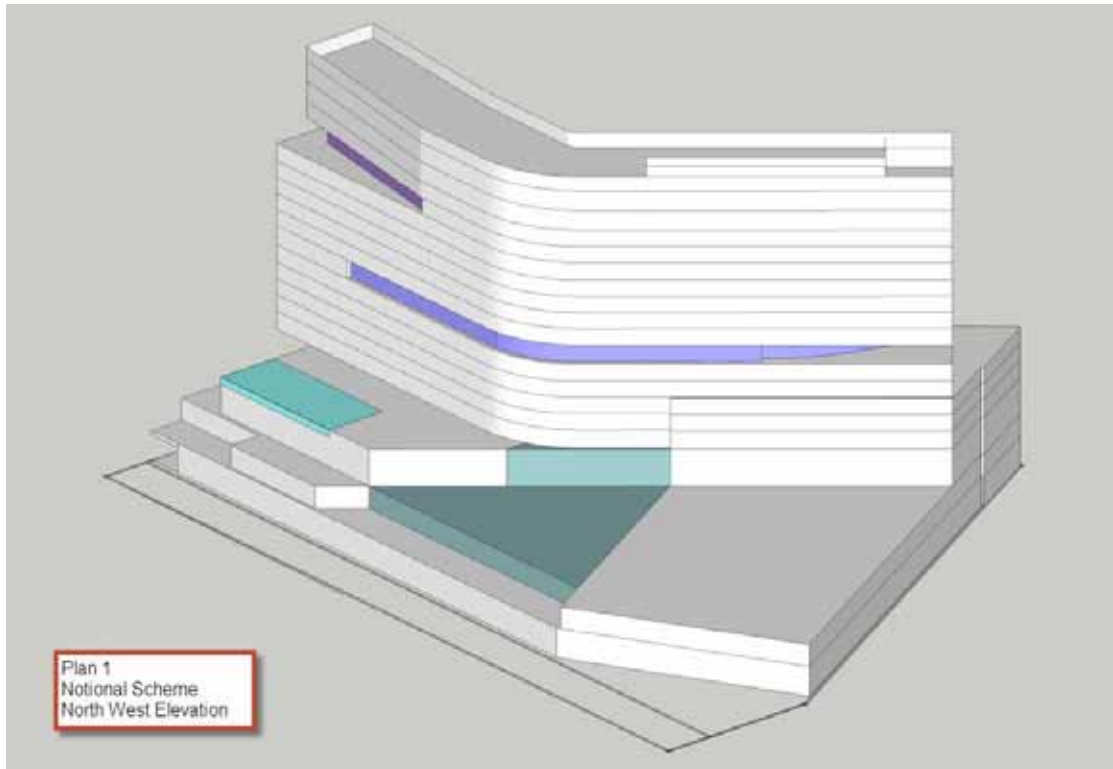


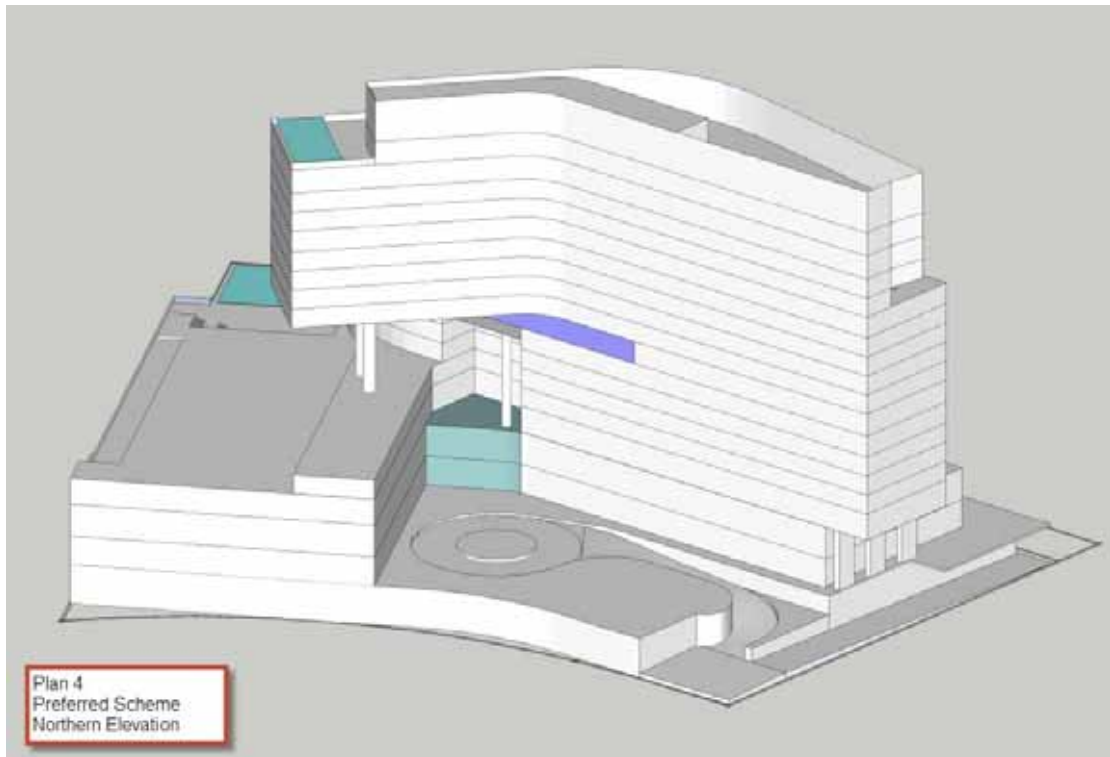
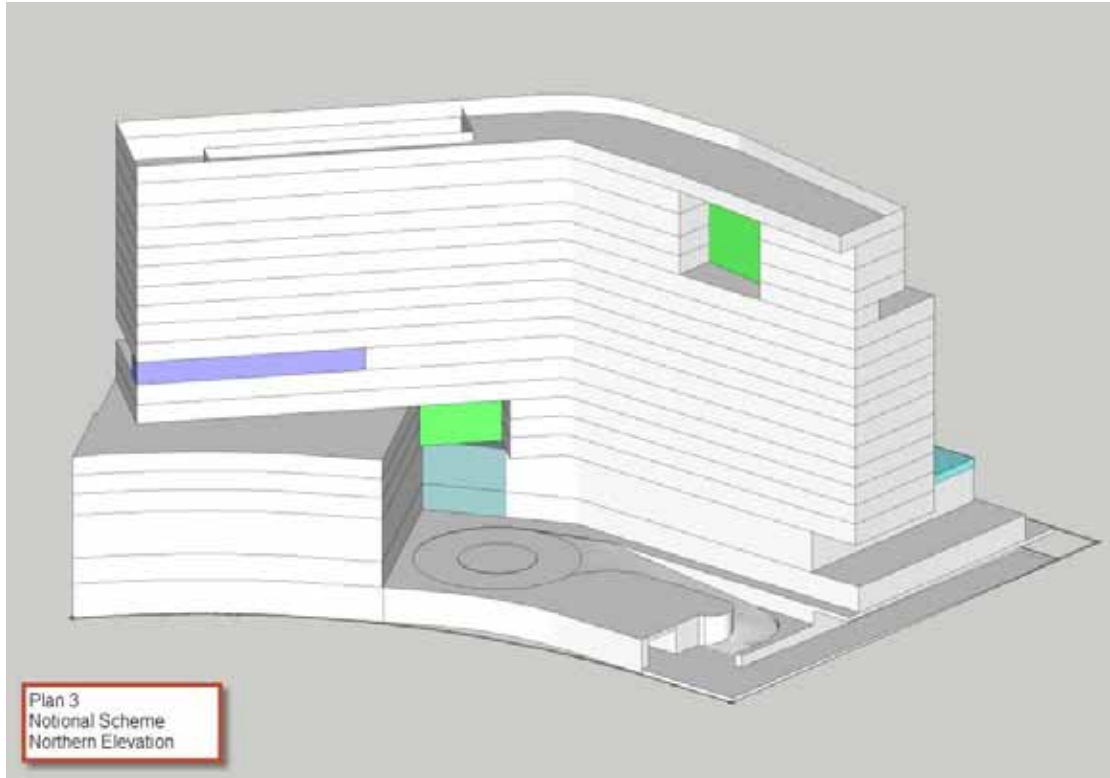
WITH PREFERRED SCHEME



Appendix 8

BLOCK PLANS AND 3D MODEL DRAWINGS
OF PREFERRED SCHEME AND NOTIONAL
SCHEME





FUTURE RESIDENTIAL DEVELOPMENT

MA TOU CHUNG
GOVERNMENT PRIMARY SCHOOL
(HUNG HOM BAY)

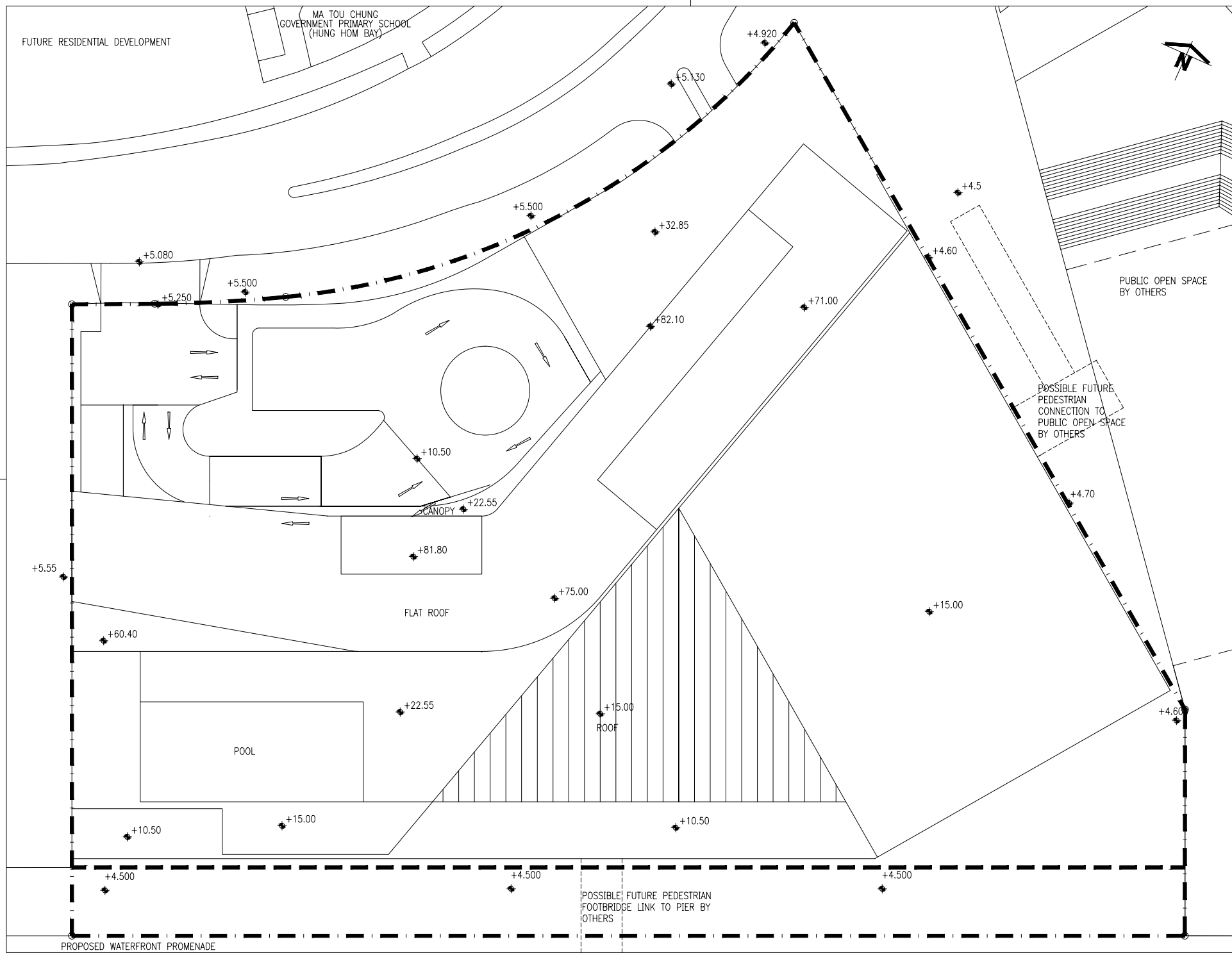


B.D. Ref. No. 屋宇署樓宇編號

F.S.D. Ref. No. 消防處樓宇編號

Revision/Submission 修改版/提交

No. 編號	Description 說明	Date 日期	Approved 審批
A	HO SUBMISSION	21.12.2012	PH



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Client 業主
 SHANGRI-LA HOTEL
 (KOWLOON) LTD.

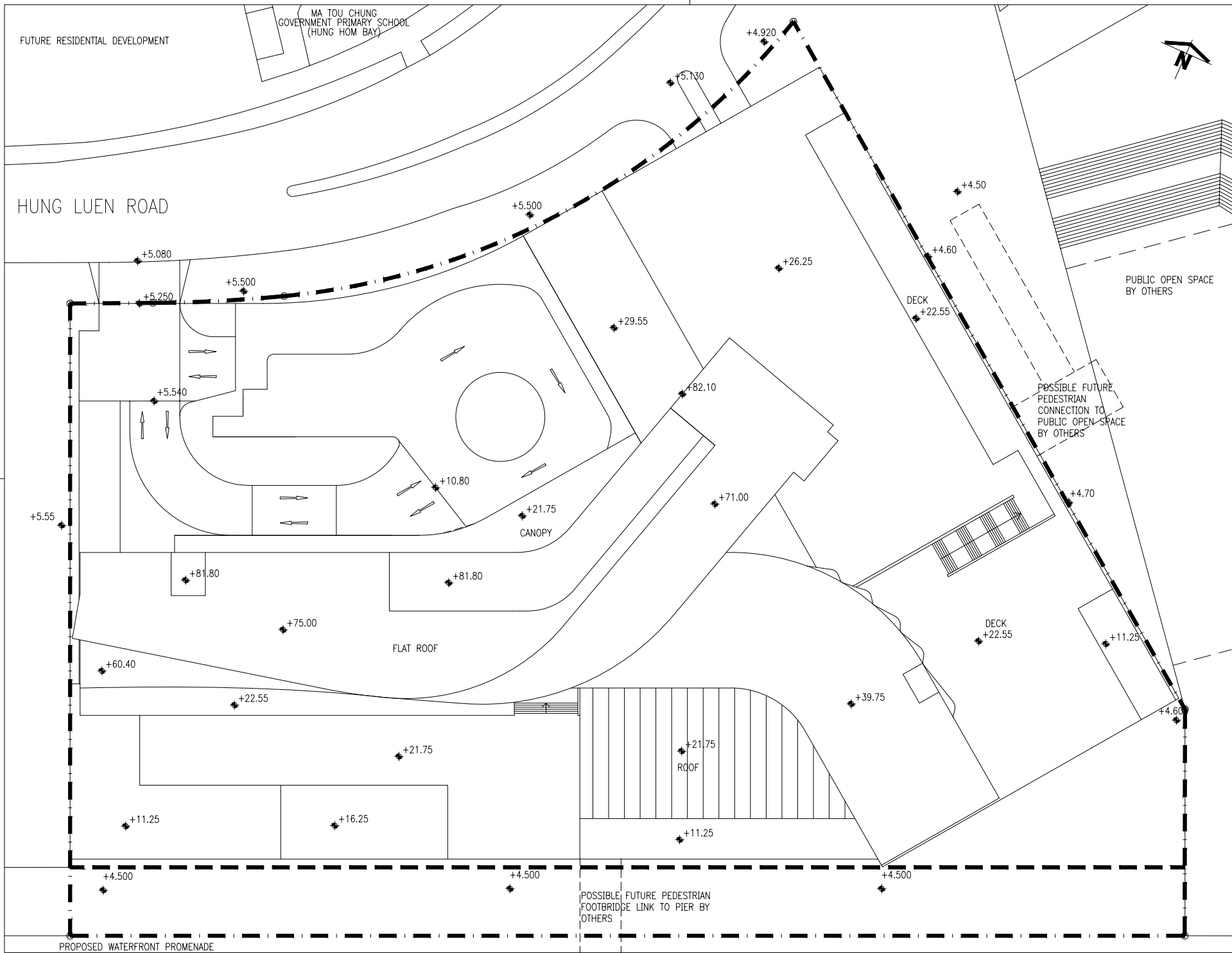
Project 項目
 HOTEL DEVELOPMENT AT
 K. I. L. 11205, JUNCTION OF
 HUNG LUEN ROAD &
 WA SHUN STREET,
 HUNG HOM, KOWLOON
 Drawing Title 圖名

BLOCK PLAN
 (NOTIONAL SCHEME)

Scale 比例	Drawn 製圖	Checked 校對
1:500	TL	AC
Job No. 項目編號	Drawing No. 圖號	Revision 修改版
1963	B691	A



DRAWN BY: T. CHAN, CHECKED BY: P. CHAN, DATE: 21.12.2012, PROJECT: SHANGRI-LA HOTEL DEVELOPMENT



B.D. Ref. No. 屋宇署樓宇編號
 F.S.D. Ref. No. 消防處樓宇編號

Revision/Submission 修改版/ 提交
 No. 編號 Description 說明 Date 日期 Approved 審批
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Client 業主
 SHANGRI-LA HOTEL (KOWLOON) LTD.

Project 項目
 HOTEL DEVELOPMENT AT K. I. L. 11205, JUNCTION OF HUNG LUEN ROAD & WA SHUN STREET, HUNG HOM, KOWLOON

Drawing Title 圖名
 BLOCK PLAN (Preferred Scheme)

Scale 比例
 1:500 TL AC

Job No. 項目編號
 1963 B661 A

Drawn 製圖
 TL AC

Checked 校對
 AC

Revision 修改版
 A

ROCCO
 許李基

Appendix 9

ASSESSMENT OF HARBOUR PLANNING
PRINCIPLES AND GUIDELINES

Assessment of Preferred Scheme and Notional Scheme under Guidelines Relating to ‘Victoria Harbour and its Waterfront Areas – Vision, Mission & Planning Principles’ (2006) and the ‘Harbour Planning Guidelines for Victoria Harbour and its Harbour-front Areas’ (2007)

The following two documents published by the former ‘Harbour-front Enhancement Committee’ (it has now since been replaced by the Harbourfront Commission) form the relevant guidance to developments and activities across Victoria Harbour and associated harbour-front areas (within which the Proposed Development is located):

- Victoria Harbour and its Waterfront Areas – Vision, Mission & Planning Principles (published in 2006) (the “**2006 Principles**”); and
- Harbour Planning Guidelines for Victoria Harbour and its Harbour-front Areas (published in 2007) (the “**2007 Guideline**”).

The intention of the 2007 Guideline is to elaborate on the more generic and broad-brush guidance (i.e. vision, mission and principles) featured in the 2006 Principles.

It is notable that the 2007 Guideline contains 9 nos. of ‘aspects’ which Harbour and Harbour-front related developments need to take into consideration. These are as follows:

1. Public Engagement;
2. Land Use Planning;
3. Urban Design;
4. Landscaping;
5. Physical Linkage;
6. Land Formation;
7. Harbour-front Management;
8. Sustainable Development; and
9. Temporary Land Uses.

In terms of comparing the Preferred Scheme and Notional Scheme in relation to the above two sets of Guidelines, this is shown in the Tables below (whereby **Table 1** relates to the ‘Vision, Mission & Planning Principles’ document and **Table 2** relates to the Harbour Planning Guidelines).

Table 1 – Preferred Scheme vs. Notional Scheme Based on ‘Vision, Mission & Planning Principles’ (2006) Principles

No.	Key Issue	Requirements	Remarks (Preferred Scheme vs. Notional Scheme)	Scoring (marks)	
				Preferred	Notional
1	Victoria Harbour: Vision	To enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset; a harbour for the people, a harbour of life. (1 mark)	With reference to the ‘Vision’, both the Preferred and Notional Schemes are considered to broadly enhance Victoria Harbour and its harbour-front areas. The unique architectural styles of both the Schemes together with a commercial mix of compatible uses (i.e. hotel, eating place, shop and services and PTI uses) will ensure that the Hung Hom waterfront becomes more attractive, vibrant and accessible to the people of Hong Kong and tourists alike.	1	1
2	Victoria Harbour: Mission	To realise the vision of Victoria Harbour through effective and balanced utilisation of land and marine resources having regard to the Harbour Planning Principles. (1 mark)	Similar to the above, both the Preferred and Notional Schemes are considered to accord with the ‘Mission’.	1	1
3	Harbour Planning Principles	<u>Principle 1 – Preserving Victoria Harbour</u> Victoria Harbour must be protected and preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, and a driver for the creation of economic and social values. (1 mark)	Similar to the above, both the Preferred and Notional Schemes are considered to accord with this Principle.	1	1
4	Harbour Planning Principles	<u>Principle 2 – Stakeholder Engagement</u> All sectors of the community must be engaged at an early stage and on an on-going basis in the planning, development and management of Victoria Harbour and its harbour-front areas. (1 mark)	The Proposed Development has fully taken into account the concerns of the public as expressed through the public engagement exercise of the ‘Hung Hom District Study’ (2008) and previous submissions to the Town Planning Board in respect of this Site. The public will also have a chance to comment on the S16 Planning Application as part of the statutory processing of the case.	N/A	N/A
5	Harbour Planning Principles	<u>Principle 3 – Sustainable Development</u> The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of	Both the Preferred and Notional Schemes would have high sustainable construction and development standards.	1	1

No.	Key Issue	Requirements	Remarks (Preferred Scheme vs. Notional Scheme)	Scoring (marks)	
				Preferred	Notional
		sustainable development. (1 mark)			
6	Harbour Planning Principles	<u>Principle 4 – Integrated Planning</u> Integrated and long term planning, development and management of infrastructure, land and marine uses, and water quality is essential. (1 mark)	Both the Preferred and Notional Schemes will contain a PTI and the proposed land uses will integrate well with the surrounding area.	1	1
7	Harbour Planning Principles	<u>Principle 5 – Proactive Harbour Enhancement</u> The planning, development and management of Victoria Harbour must proactively enhance the Harbour and its harbour-front areas.	Both the Preferred and Notional Schemes are considered to proactively enhance the Harbour and its harbour-front areas due to their mix of commercial uses and unique architectural design.	1	1
8	Harbour Planning Principles	<u>Principle 6 – Vibrant Harbour</u> It is essential to balance the use of the Harbour to provide both a maritime and logistics hub and as a cultural and leisure facility. Both marine and land-side activities must cater to and balance with the aspirations of all sectors of the community. (1 mark)	Both the Preferred and Notional Schemes are considered to promote a vibrant Harbour and associated harbour-front areas due to their mix of commercial uses and unique architectural design.	1	1
9	Harbour Planning Principles	<u>Principle 7 – Accessible Harbour</u> Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access for pedestrians, preferably at grade, to and along the Harbour as well as the harbour-front areas. (1 mark)	Both the Preferred and Notional Schemes are, in principle, considered to promote an accessible Harbour and associated harbour-front areas. Nonetheless, the enhanced stepping and more organic form of the Preferred Scheme plus a better performance in visual impact terms (see Appendix 5) presents better integration between the Harbour and the built environment in the Hinterland.	1	0.5
10	Harbour Planning Principles	<u>Principle 8 – Public Enjoyment</u> The planning, development and management of Victoria Harbour and its harbour-front areas should	Both the Preferred and Notional Schemes are, in principle, considered to promote public enjoyment of the Harbour and associated harbour-front areas with their Harbourfront compatible mix of vibrant commercial uses.	1	1

No.	Key Issue	Requirements	Remarks (Preferred Scheme vs. Notional Scheme)	Scoring (marks)	
				Preferred	Notional
		maximise opportunities for public enjoyment. Land uses incompatible with the Harbour Planning Principles should be minimised. (1 mark)			
TOTAL MARKS				9	8.5

As demonstrated in the above Table, the Preferred Scheme performs slightly better than the Notional Scheme under the 'Victoria Harbour and its Waterfront Areas – Vision, Mission & Planning Principles' (2006).

Table 2 – Preferred Scheme vs. Notional Scheme Based on ‘Harbour Planning Guidelines for Victoria Harbour and its Harbour-front Areas’ (2007) Guideline

No.	Key Issue	Requirements	Remarks (Preferred Scheme vs. Notional Scheme)	Scoring (marks)	
				Preferred	Notional
1	Public Engagement	For private development proposals in and around the Harbour, which will result in a change of land use or increase in development intensity and/or building height, relevant stakeholders should be consulted at an early stage.	The Proposed Development has fully taken into account the concerns of the public as expressed through the public engagement exercise of the ‘Hung Hom District Study’ (2008) and previous submissions to the Town Planning Board in respect of this Site. The public will also have a chance to comment on the S16 Planning Application as part of the statutory processing of the case.	N/A	N/A
2	Land Use Planning	<p><u>Diversity of Uses</u></p> <ul style="list-style-type: none"> Harbour-front uses to promote vibrancy and diversity and to enhance public enjoyment such as open space, retail, dining, recreation, leisure, cultural and tourism-related facilities are encouraged. <p>(1 mark)</p>	Both the Preferred and Notional Schemes are considered to broadly enhance Victoria Harbour and its harbour-front areas. The unique architectural styles of both the Schemes together with a vibrant commercial mix of compatible uses (i.e. hotel, eating place, shop and services and PTI uses) will ensure that the Hung Hom waterfront becomes more attractive, vibrant and accessible to the people of Hong Kong and tourists alike.	1	1
3	Land Use Planning	<p><u>Recreation and Leisure Uses</u></p> <ul style="list-style-type: none"> Public space for recreation and leisure uses should be created wherever possible. Passive recreation and leisure activities should be facilitated where practical. Where feasible, marine based recreation activities within Victoria Harbour should be considered (without compromising marine safety and existing operations). <p>(3 marks)</p>	<p>Both the Preferred and Notional Schemes will promote recreation and leisure uses in the surrounding area as its realisation would cause the existing PTI located to the east of the Site to be relocated within the Proposed Development and would thus enable the old PTI location to be used as public open space (as already zoned under the OZP). In addition, the 10m wide Non-building Area (“NBA”) along the southern boundary of the Site (applicable for both Schemes) together with the eastern corner set-back will create potential to further enhance and activate the existing waterfront promenade for public use.</p> <p>However, both Schemes will not at this stage feature any marine based recreation activities within Victoria Harbour (thereby both Schemes lose 1 mark).</p>	2	2
4	Land Use Planning	<p><u>Open Space</u></p> <ul style="list-style-type: none"> Opportunities should be sought to connect open space in the inland to the harbour-front to 	The compulsory 10m wide Non-building Area (as stipulated in the Planning Brief) along the southern boundary of the Site as well as the set-back on the eastern corner means that these areas	5	5

No.	Key Issue	Requirements	Remarks (Preferred Scheme vs. Notional Scheme)	Scoring (marks)	
				Preferred	Notional
		<p>increase visual and physical permeability that can provide link to open spaces.</p> <ul style="list-style-type: none"> • Harbour-front open space should be planned to integrate with adjacent waterfront promenades, ferry piers/landing steps and supporting retail/dining facilities to create a focal point and informal public gathering place. • A continuous promenade of adequate width should be provided along the entire harbour-front areas. • Use of vacant land for temporary public open space pending permanent development is encouraged. • Focal features should be provided in area of open space and public realm to achieve identity and define signature places. • New development should be set back to allow provision of waterfront promenade. <p style="text-align: right;">(6 marks)</p>	<p>can be adequately utilized/ landscaped to create an appropriate and reasonable level of visual and physical permeability at the ground level.</p> <p>In addition, both Schemes have the potential to integrate open spaces on the Site with those of the surrounding area (i.e. the future open space/park to the east and the existing promenade). The focal feature close to the surrounding open space would be the unique and high quality architecture of the Schemes as well as the vibrant commercial/retail related uses on the Site.</p> <p>Both Schemes have set backs that not only preserve but also enhance the openness of the promenade due to the Non-building Area that is intended to be generously landscaped.</p> <p>However, the only element where 1 mark is lost for both Schemes relates to the fact that there is no intention for the currently vacant Site to be used as a temporary public open space. The Proposed Development in fact is on a short term implementation programme.</p>		
5	Urban Design	<p><u>Development Density</u></p> <ul style="list-style-type: none"> • Developments fronting directly onto Victoria Harbour should adopt a lower development density to provide a human scale environment, commensurate with harbour-front setting. <p style="text-align: right;">(1 mark)</p>	Both the Preferred and Notional Schemes are of reasonable density which is broadly lower compared to other developments further inland. The proposed density is, in both cases, in accordance with the OZP.	1	1
6	Urban Design	<p><u>Building Height</u></p> <ul style="list-style-type: none"> • Developments within and around the harbour-front areas should generally adopt a gradation of height 	Both the Preferred and Notional Schemes 'generally' adopt a gradation of Height profile with Building Height descending towards the Harbour. However, the Preferred Scheme is considered to have a better mix of Building Height profiles that enhances	2	1


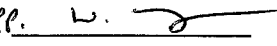
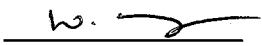
No.	Key Issue	Requirements	Remarks (Preferred Scheme vs. Notional Scheme)	Scoring (marks)	
				Preferred	Notional
		<p>profile with building height descending towards the Harbour to avoid over dominating the Harbour and increase permeability to the water body.</p> <ul style="list-style-type: none"> Diversity in building mass and varying building heights along the harbour-front are encouraged to promote visual interest. <p style="text-align: right;">(2 marks)</p>	<p>visual permeability to the water body (compared to the Notional Scheme, which creates a greater 'wall' effect particularly relating to its tower element). Therefore, the Notional Scheme loses 1 mark due to this.</p>		
7	Urban Design	<p><u>Landmark</u></p> <ul style="list-style-type: none"> Excessively tall built developments along the harbour-front which may adversely affect the image of the Harbour or its setting, whether they are iconic in design or otherwise, are undesirable. <p style="text-align: right;">(1 mark)</p>	<p>Both the Preferred and Notional Schemes are not 'excessively' tall along the harbourfront and maintain the same maximum Building Height.</p>	1	1
8	Urban Design	<p><u>Permeability</u></p> <ul style="list-style-type: none"> Building mass of appropriate height, disposition and orientation should be carefully articulated to allow visual permeability, and openings/voids should be introduced between and within buildings to frame harbour-front views. Harbour-front buildings should be of a small footprint and avoid using podium as far as possible to avoid creating an impermeable 'wall' along the harbour-front and so hindering air circulation and reducing visual permeability. <p style="text-align: right;">(2 marks)</p>	<p>In relation to massing and scale (when viewed along the waterfront), the tower element of the Notional Scheme projects a larger and more prominent 'wall' effect than the Preferred Scheme (i.e. eastern part of the Site). This in turn lowers the level of visual permeability from the waterfront into the inner urban areas of Hung Hom (i.e. areas to the north of the Site) when compared to the Preferred Scheme. The air circulation and visual impact of the Notional Scheme also have lower performance scores than the Preferred Scheme. Therefore, the Notional Scheme loses 2 marks accordingly.</p>	2	0
9	Urban Design	<p><u>Streetscape Design</u></p> <ul style="list-style-type: none"> Active street frontage 	<p>Both the Preferred and Notional Schemes will have ground level retail uses along the southern and eastern</p>	3	2.5

No.	Key Issue	Requirements	Remarks (Preferred Scheme vs. Notional Scheme)	Scoring (marks)	
				Preferred	Notional
		<p>with various street activities such as shop fronts, bars and cafes are encouraged to add vitality to the Harbour.</p> <ul style="list-style-type: none"> • High quality street furniture, paving and public art/sculptures should be provided along the harbour-front to highlight the themed design or special character of the locality. • Decorative road lighting and special lighting features should be adopted to reflect and enhance the theme of the harbour-front areas (provided it does not compromise road traffic and maritime safety). <p style="text-align: center;">(3 marks)</p>	<p>elevations of the building that provide active street frontage to add vitality to the Harbour and surrounding area.</p> <p>In addition, the Schemes are considered to have sufficient areas in which to implement adequate and appropriate forms of high quality street furniture as well as special lighting on and around the property to enhance the harbour-front character and attractiveness of the surrounding pedestrian environment.</p> <p>Nonetheless, the enhanced stepping effect of the Preferred Scheme provides a visually more interesting and attractive edge to the pedestrian environment.</p>		
10	Landscaping	<ul style="list-style-type: none"> • Permanent and temporary landscaping, preferably with tree planting into the ground and lawn are encouraged to improve amenity (providing it does not affect pedestrian flow and create a barrier to public access to the harbour-front). • Planting species should be carefully selected. • Thematic plantings to create identity or enhance the sense of place should be considered. Use of diversity of indigenous species is encouraged. • Hard surface should be reduced and sunshades and vegetation maximised to improve the micro-climate and provide thermal comfort. • Appropriate treatment such as greening on roof or on the podium 	Both the Preferred and Notional Schemes are considered to have sufficient areas in which to implement adequate and appropriate forms of landscaping.	6	6

No.	Key Issue	Requirements	Remarks (Preferred Scheme vs. Notional Scheme)	Scoring (marks)	
				Preferred	Notional
		<p>level of harbour-front buildings and vertical greening is <u>desirable</u>.</p> <ul style="list-style-type: none"> A landscape scheme should form part of all proposed developments. <p style="text-align: right;">(6 marks)</p>			
11	Physical Linkage	<ul style="list-style-type: none"> A traffic-free environment along the harbour-front is encouraged. Vehicular circulation and associated accesses should be confined to the landward side. The provision of a continuous pedestrian at-grade access along the harbour-front is encouraged. The harbour-front should be within easy reach of the general public. Integrated planning of an efficient public transport infrastructure is encouraged to enhance accessibility and connectivity of the harbour-front areas. Pedestrian linkage such as at-grade crossing should be provided to create a direct and safe access to the harbour-front. <p style="text-align: right;">(4 marks)</p>	Both the Preferred and Notional Schemes have a traffic-free environment along the harbour-front and the vehicular circulation and car parking access would be confined towards the landward side (i.e. along the northern part of the Site). Similarly, both Schemes can provide the public with appropriate accessibility/physical linkages from Hung Luen Road to the waterfront (via the Emergency Vehicle Access [“EVA”] along the western boundary of the Site) as well as enhance the general public accessibility via the provision of the PTI use.	4	4
12	Harbour-front Management	<ul style="list-style-type: none"> Private sector involvement is encouraged to finance, develop and/or manage public waterfront promenades or open spaces adjoining a private development. <p style="text-align: right;">(1 mark)</p>	<p>In the case of both the Preferred and Notional Schemes, the Non-building Area along the southern boundary of the Site will be privately managed and maintained.</p> <p>Whilst the Applicant has an interest in financing/developing the adjacent future public park to the east of the Site (the location of the current PTI) to better integrate with the Proposed Development, such proposal will not form part of the S.16 Planning Application (to avoid over-complication</p>	1	1

No.	Key Issue	Requirements	Remarks (Preferred Scheme vs. Notional Scheme)	Scoring (marks)	
				Preferred	Notional
			of matters) but it is envisaged that it would be subject to separate discussions/ administrative processes in the future.		
13	Sustainable Development	<ul style="list-style-type: none"> Development should have good sustainable development credentials. <p style="text-align: right;">(1 mark)</p>	Both the Preferred and Notional Schemes would have good sustainable development credentials.	1	1
TOTAL MARKS				29	25.5

As demonstrated in the above Table, the Preferred Scheme has scored higher than the Notional Scheme (i.e. 29 points to 25.5 points, respectively). Therefore, from the above Assessment, the Preferred Scheme is considered to perform better than the Notional Scheme under the criteria set out in the 2007 Guideline.

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