

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 21 February 2013

TFHK/01/2013

Proposed Comprehensive Development for Residential and Commercial Uses at Java Road and Tin Chiu Street, North Point, Hong Kong

PURPOSE

This paper seeks Members' views on the planning and design of the proposed comprehensive development for residential and commercial uses with provision of public open space, Government, Institution or Community uses, coach park and public transport terminus (hereafter referred to as the "Proposed Development") at Inland Lot No. 9027 and adjoining government land at Java Road and Tin Chiu Street, North Point.

BACKGROUND

2. The ex-North Point Estate (ex-NPE) was previously the oldest public housing estate on Hong Kong Island. Referring to the Planning Brief, which was endorsed by the Town Planning Board (TPB) in 2011 after consulting Eastern District Council to guide development at the site, the whole redevelopment site was sub-divided into waterfront promenade, Site A (i.e. the western part) for hotel development and Site B (i.e. the eastern part) for residential development with commercial uses, a public transport terminus (PTT), a public coach park, Government, Institution or Community (G/IC) facilities and public open space (POS). The Application Site (**Figure 1 refers**) covers Site B only, which is currently zoned "Comprehensive Development Area (3)" ("CDA(3)") on the Approved North Point Outline Zoning Plan (OZP) No. S/H8/24 (**Figure 2 refers**).

3. The Application Site is located in a prominent location with a harbour frontage. At present, the Application Site is partly occupied by the North Point Bus Terminus which is still currently in use while the rest of the site is vacant.

4. The Applicant acquired the Application Site through land sale by tender on 11 July 2012. A Section 16 Planning Application was submitted to TPB on 1 February 2013.

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DESIGN INTENT

5. Considering the prominent location at the waterfront, the Applicant has made reference to the relevant guidelines (e.g. Harbourfront Commission's Harbour Planning Guidelines, the Town Planning Board's Vision and Goals for Victoria Harbour, etc.) in formulating the layout and design of the Proposed Development. In particular, the approach to urban design has considered the requirements as stipulated by the TPB, the Harbourfront Commission, Planning Department (PlanD), etc. and has responded by encapsulating the following principal design objectives:

- To ensure a positive, effective and balanced utilisation of the subject harbourfront site;
- To maximise public enjoyment of the harbour and to cater all sectors of the community by providing a range of cultural and leisure facilities;
- To provide quality open spaces at the waterfront that cater for a range of active and passive leisure activities;
- To ensure that a level of greening concomitant to the requirements of the Planning Brief is achieved;
- To provide a range of facilities at the waterfront and within the development that will contribute to the promotion of vibrancy; and
- To provide ample visual and physical access for pedestrians to and along the harbourfront that are comprehensively integrated with the hinterland.

PROPOSED DEVELOPMENT SCHEME

6. The Proposed Development consists of a total domestic GFA of not more than 53,680m² and a total non-domestic GFA of not more than 29,995m². The Indicative Master Layout Plan, Section Plans and the corresponding development schedule are attached as **Figure 3 to 6** and **Table 1** respectively.

a) Residential Use

There will be 10 residential towers with 8-18 storeys. The eastern part of the site will sit 6 towers while the western part of the site will sit 4 towers. These residential towers will be aligned in a curvilinear form to create a more interesting building form and the buildings will be arranged in an interesting stepping profile, rising gradually from Tin Chiu Street (50mPD for the lowest block) to Kam Hong Street (80mPD for the highest block), and then slightly decreasing in height again towards the west to Shu Kuk Street

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(67mPD). The final rise at Tower 10 at the western end aims to create a smooth transition from the Proposed Development to the future hotel site across Shu Kuk Street, which will be permitted at 100mPD max. as per stipulation on the OZP.

b) Commercial Uses

Commercial /retail uses will mainly locate within the western part of the site. Only about 800m² commercial/retail spaces will be provided within the eastern part of the site along Java Road. The whole frontage facing the promenade within the western part of the site will be accommodated by commercial/ retail uses, which helps to enhance vibrancy along the waterfront.

c) Other Non-domestic Uses / GIC Facilities

GIC facilities will be provided within a building on the western part of the site. The building will be designed with its own identity and is to be an icon at the plaza accessing from Shu Kuk Street. Special design of this non-domestic building will also add interest to the promenade.

Public PTT and public toilet will be provided within the eastern part of the site. Adjacent to them will locate the Pet Garden and Fitness Centre, which are re-provision items within the promenade. The PTT will be provided with 12 bus bays, mini bus bay and taxi lay-by and will act as a strong transport node right adjacent to the promenade, bringing in users to the waterfront.

Public coach park and public loading/ unloading spaces will be provided at the first basement level at the eastern part of the site, which will be connected to the promenade by appropriate vertical circulation.

d) Open Space and Recreational Facilities (Figure 7 refers)

POS of not less than 6,800m² will be provided within the development lot. A waterfront promenade of not less than 5,880m² (not less than 20m wide) will be situated next to the POS. There will also be not more than 2,250m² of indoor recreational facilities located at podium level for enjoyment by future residents.

DESIGN MERITS AND DEVELOPMENT JUSTIFICATIONS

7. The Proposed Development aims to create a comprehensive development comprising residential, commercial/retail and GIC components and POS that is integrated with its waterfront context and gives regard to

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promoting linkage, connectivity, vibrancy and functionality. The following sets out the design merits and development justifications of the Proposed Development:

a) The Proposed Development is in line with the Harbour Planning Principles and Guidelines

- The Proposed Development comprised of a range of different uses including residential, commercial/retail and GIC facilities, a public coach park, a PTT and POS. The diversity offered by the Proposed Development will promote vibrancy along the North Point harbourfront area.
- The Proposed Development presents a scheme that has a sensitive disposition and massing and ensures physical and visual permeability. This serves to conserve and enhance the existing visual and air ventilation corridors between the North Point hinterland and the harbourfront. Development heights on site demonstrate a perceptible fall in building heights from Kam Hong Street to Tin Chiu Street and Shu Kuk Street respectively.

b) The proposed innovative scheme is a marked improvement over the conceptual scheme proposed in the Planning Brief

- The Proposed Development avoids creating wall-like development and enhances visual and physical connections to the waterfront. The interesting stepping building profile proposed prevents monotonous language (**Figure 8 refers**), and also respect the skyline of the vicinity and the ridgeline behind.
- The Proposed Development further enhances the vitality and access to the harbourfront by integrating the POS with the adjacent waterfront promenade for the enjoyment of the public. The proposed retail and food and beverage premises abutting the POS will also help activate the waterfront.
- By careful disposition of towers and adopting the self-protecting building design, the proposed scheme can achieve up to about 80% noise compliance rate, which is a significant improvement over the conceptual scheme proposed in the Planning Brief.
- By reducing the podium bulk as compared with the conceptual scheme proposed in the Planning Brief, the proposed scheme

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also offer substantial improvement in air ventilation aspects, especially at pedestrian level.

- More defined location and identity for GIC facilities.
- Less fragmented greenery parcels are included in the proposed scheme and enhanced greenery connection from Java Road or even hinterland to the promenade.

c) A well-connected and accessible harbourfront for the public

- POS of not less than 6,800m² will be provided within the development lot. Most portions of this POS will be located right adjacent to the promenade and ferry piers, creating a green oasis along the waterfront. Together with the supporting retail/dining facilities, the POS also create a focal point and spaces for informal public gatherings as well as a destination for local residents and tourists. The quality of the proposed POS and waterfront promenade will significantly augment current physical quality of the harbourfront area in terms of visual and physical porosity, amenity, and pedestrian movement along the harbourfront.
- The Proposed Development will enhance the streetscapes of Shu Kuk Street, Kam Hong Street and Tin Chiu Street with soft and hard landscape treatments to enhance the quality of the pedestrian experience and the quality of each space.
- Connection from Java Road via PTT on the eastern part of the site and commercial/retail space on the western part of the site have also been considered and incorporated into the proposed scheme.

d) Improve urban vibrancy at local and district level

- The Proposed Development creates the preconditions that can activate the waterfront and promote vitality and vibrancy. Proposed retail and food and beverage premises are located to conjoin the POS and the waterfront promenade.
- Landscape treatments including high quality street furniture and recreational facilities are also proposed to enhance and improve the visual and physical amenity of the harbourfront.

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e) No adverse impact on visual aspect

- The Proposed Development seeks to maintain existing visual corridors and to conserve the visual amenity for pedestrians and visually sensitive receptors within the area.
- The Proposed Development ameliorates potential visual impacts by maximising greening opportunities and by providing greening at multiple levels.
- As illustrated at **Figures 9-14**, the Proposed Development with an interesting stepping profile will have no significant visual impact from local and territorial viewpoints, which viewpoints were previously agreed with the Planning Department.

CONCLUSION

8. In conclusion, the Proposed Development has given due consideration to the local characteristics, requirements of Harbour Planning Guidelines and other relevant Guidelines. These set out the design principles of the Proposed Development to facilitate a sustainable planning and urban design approach in formulating the Proposed Development and preservation in the harbourfront areas. In view of the above, the Proposed Development is considered as beneficial to the local district and our precious harbour.

CHOICE WIN (H.K.) LTD.

February 2013

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ANNEX

Figure 1 Location Plan

Figure 2 Extract of Approved North Point OZP Plan No. S/H8/24

Figure 3 Master Layout Plan

Figure 4 Section Plan A-A

Figure 5 Section Plan B-B

Figure 6 Section Plan C-C

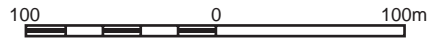
Figure 7 Landscape Master Plan

Figure 8 Artist Impression of Proposed Development

Figures 9-14 Photomontages

Table 1 Development Parameters

Figures



Application Site █

盧緯綸
建築規劃有限公司

LD ASIA
ARCHITECTS PLANNERS DESIGNERS
Llewellyn-Davies Hong Kong Ltd

Title

Location Plan

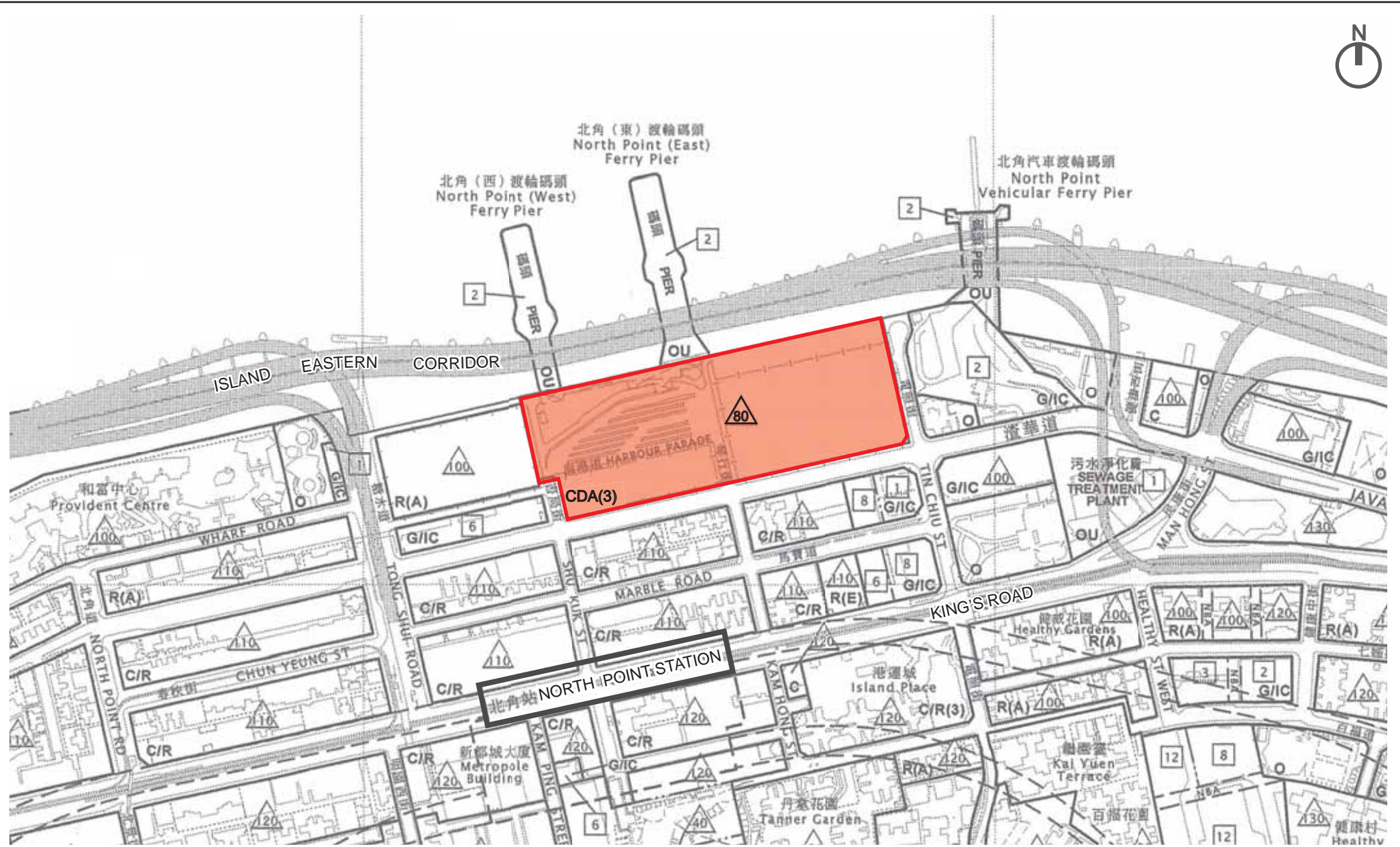
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北角(東)渡輪碼頭
North Point (East)
Ferry Pier

北角(西)渡輪碼頭
North Point (West)
Ferry Pier

北角汽車渡輪碼頭
North Point
Vehicular Ferry Pier

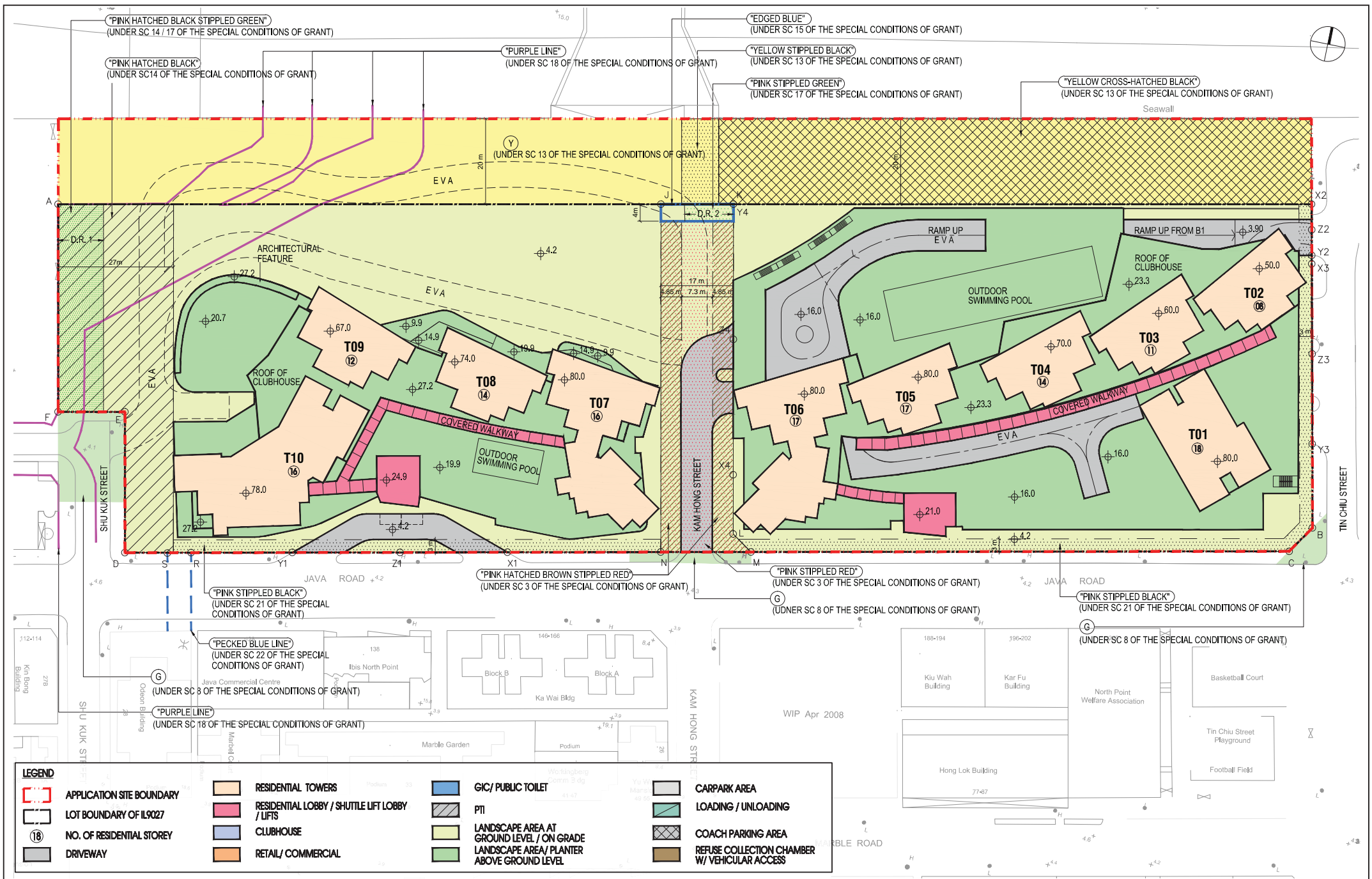


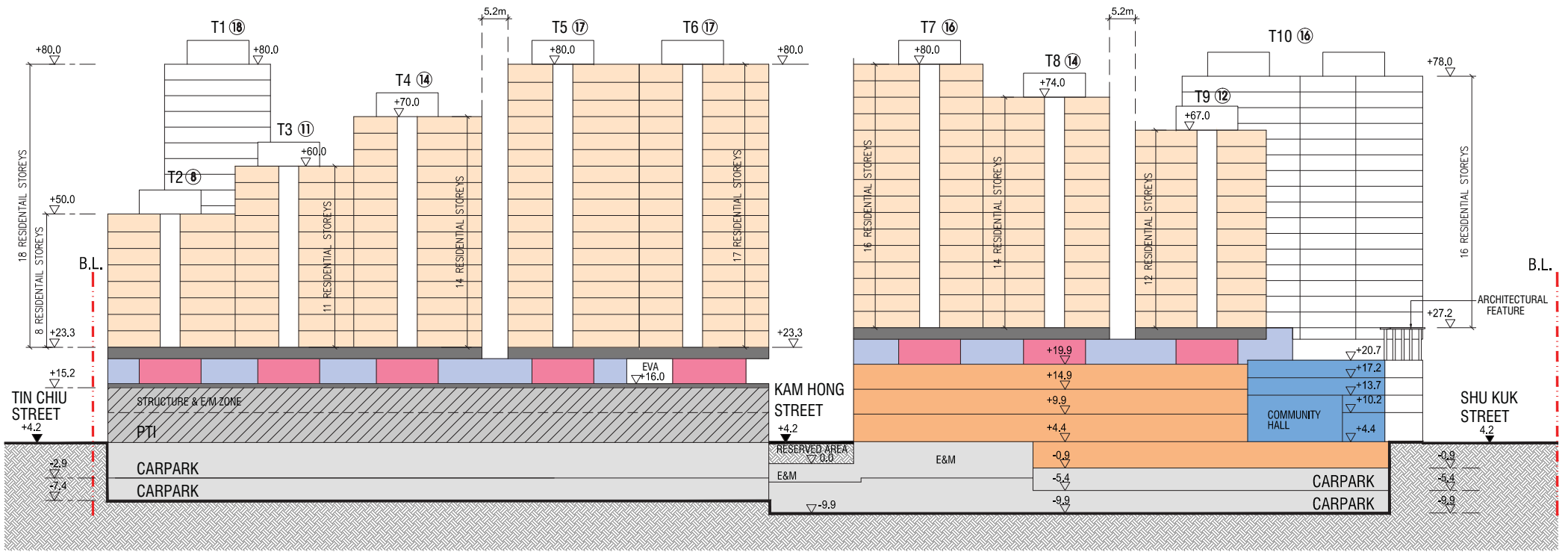
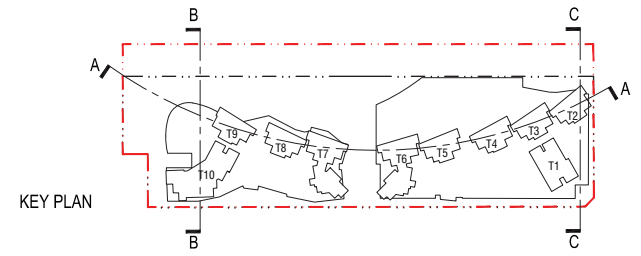
Application Site ■

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Extract of Approved North Point Outline Zoning Plan No. S/H8/24

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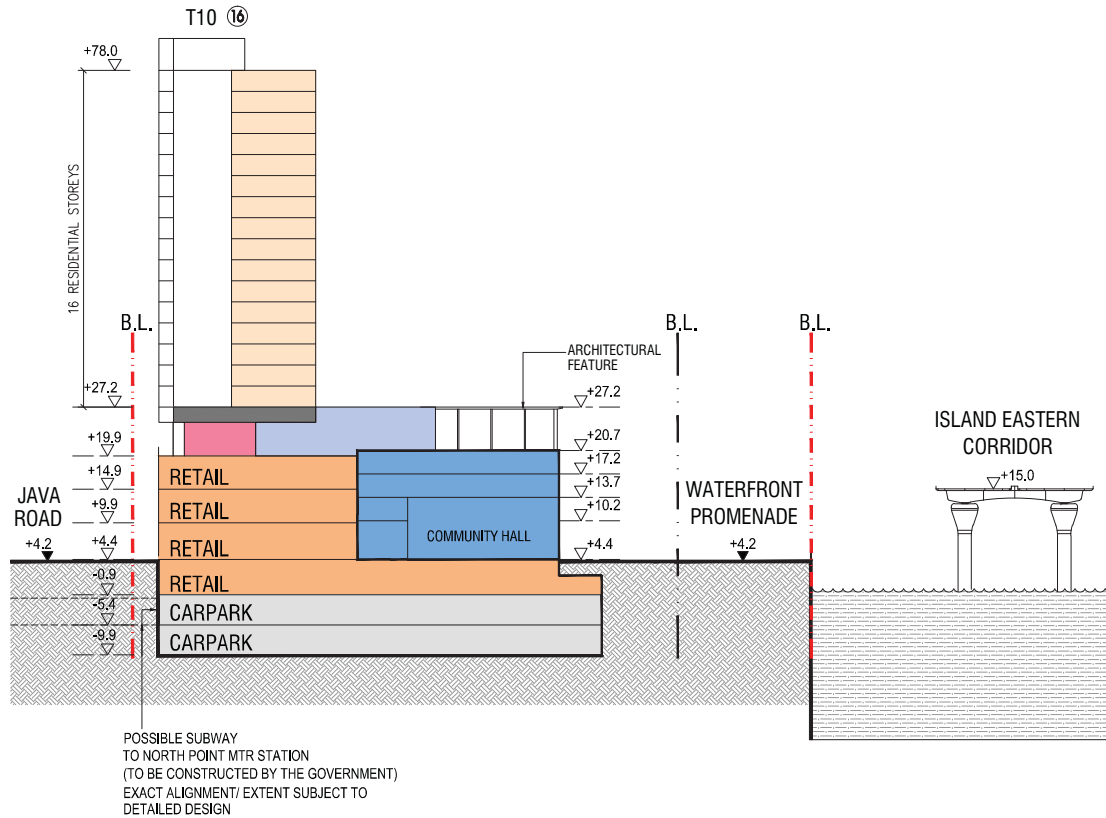
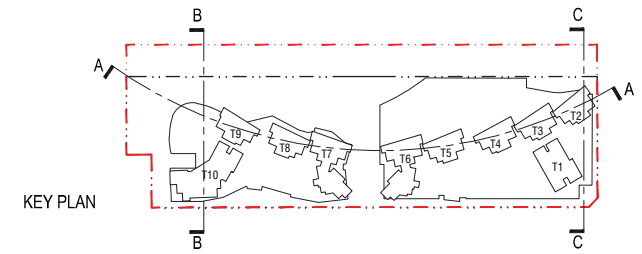
LEGEND			
	APPLICATION SITE BOUNDARY		RESIDENTIAL TOWERS
	LOT BOUNDARY OF IL9027		RESIDENTIAL LOBBY / SHUTTLE LIFT LOBBY / LIFTS
	NO. OF RESIDENTIAL STOREY		GIC / PUBLIC TOILET
	DRIVEWAY		PTI
			LANDSCAPE AREA AT GROUND LEVEL / ON GRADE
			CLUBHOUSE
			LANDSCAPE AREA / PLANTER ABOVE GROUND LEVEL
			CARPARK AREA
			E&M
			COMMUNITY HALL
			RESERVED AREA
			COACH PARKING AREA
			REFUSE COLLECTION CHAMBER W/ VEHICULAR ACCESS



Title

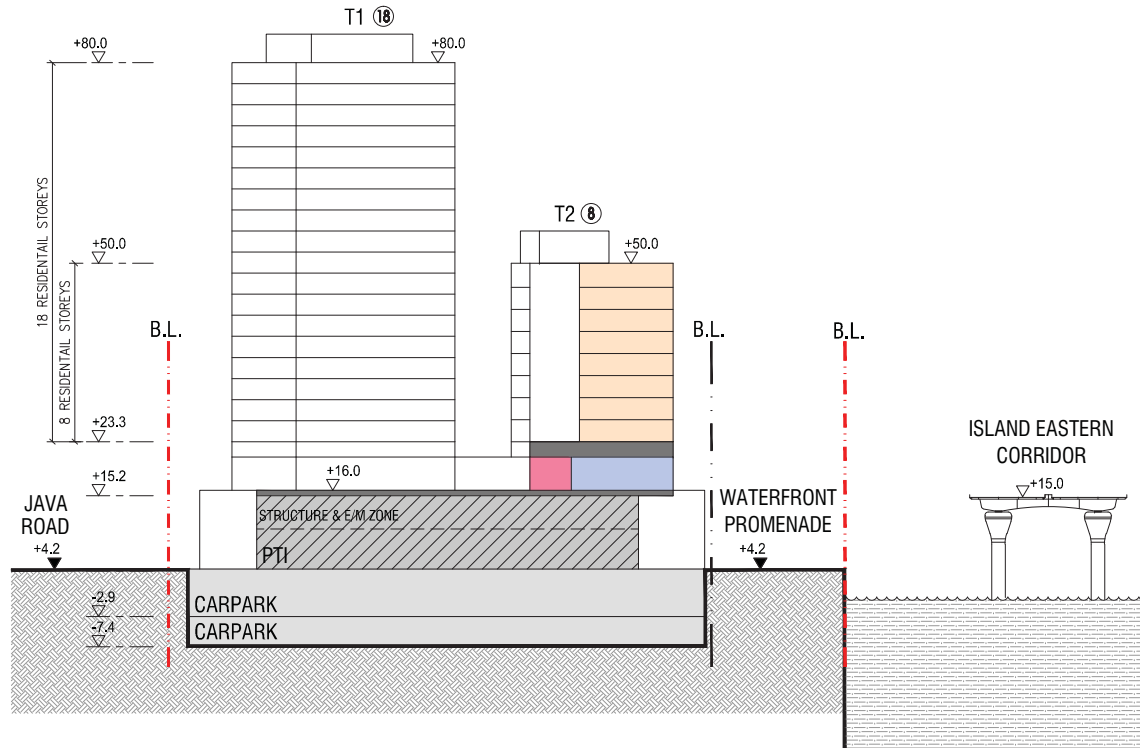
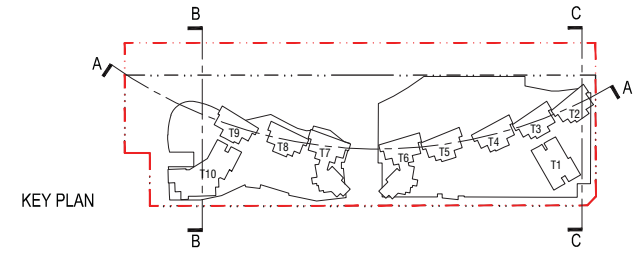
Section Plan A - A

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LEGEND			
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	LOT BOUNDARY OF IL9027		RESIDENTIAL LOBBY / SHUTTLE LIFT LOBBY / LIFTS
	NO. OF RESIDENTIAL STOREY		GIC/ PUBLIC TOILET
	DRIVEWAY		PTI
			CLUBHOUSE
			LANDSCAPE AREA AT GROUND LEVEL / ON GRADE
			LANDSCAPE AREA/ PLANTER ABOVE GROUND LEVEL
			CARPARK AREA
			LOADING / UNLOADING
			COACH PARKING AREA
			REFUSE COLLECTION CHAMBER W/ VEHICULAR ACCESS

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LEGEND			
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	LOT BOUNDARY OF IL9027		RESIDENTIAL LOBBY / SHUTTLE LIFT LOBBY / LIFTS
	NO. OF RESIDENTIAL STOREY		GIC / PUBLIC TOILET
	DRIVEWAY		PTI
			CLUBHOUSE
			RETAIL / COMMERCIAL
			LANDSCAPE AREA AT GROUND LEVEL / ON GRADE
			LANDSCAPE AREA / PLANTER ABOVE GROUND LEVEL
			CARPARK AREA
			LOADING / UNLOADING
			COACH PARKING AREA
			REFUSE COLLECTION CHAMBER W/ VEHICULAR ACCESS

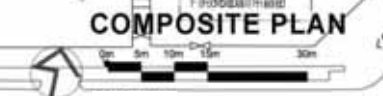


渣華道 JAVA ROAD



LEGEND

-
-
-
- Proposed New Tree Planting
- Proposed Shrub Planting
- Proposed Ground Cover / Lawn
- Hard Paved Area
- Residential Towers
- Water Feature
- Proposed Retained Trees
(Within Lot: 6 Nos., Yellow Area: 8 Nos.)
- Proposed Transplanted Trees
(Within Lot: 17 Nos., Yellow Area: 12 Nos.)
- Proposed Compensatory Trees
(Within Lot: 52 Nos., Yellow Area: 44 Nos.)

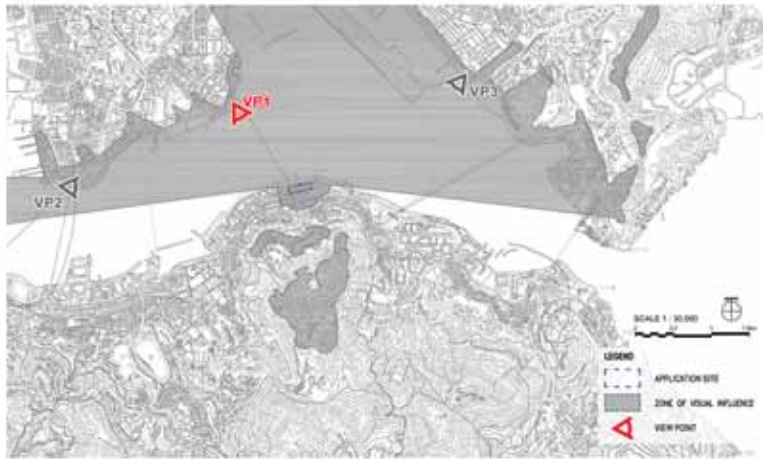


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Landscape Master Plan

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Before



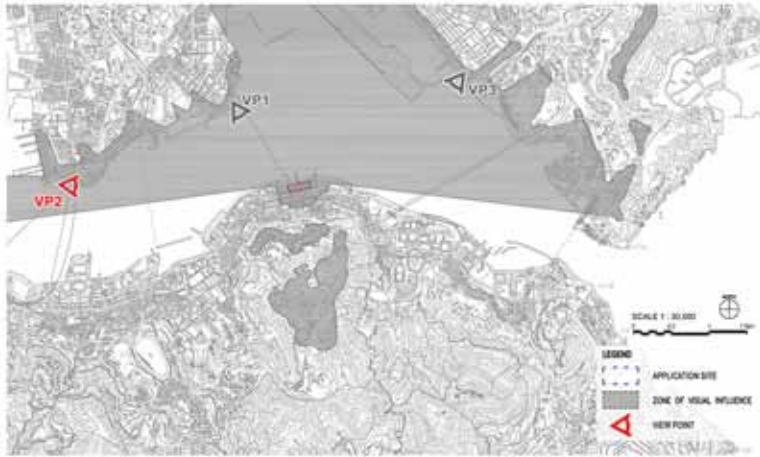
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Photomontage – View from Hung Hom Promenade

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Before



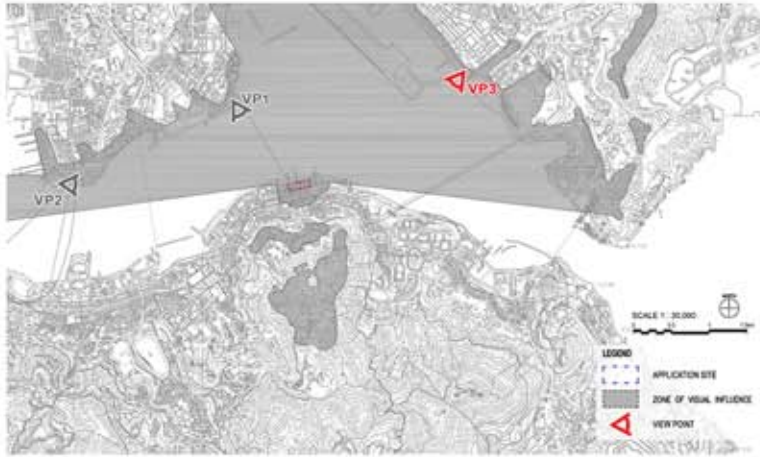
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Photomontage – View from Kowloon Public Pier Tsim Sha Tsui Promenade

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Before



After



Title

Photomontage – View from Kwun Tong Promenade

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Scale	N/A	Figure	11



Before



After



Title

Photomontage – View from Intersection of Shu Kuk Street and Marble Road
(A2 Exit of North Point MTR Station)

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Scale	N/A	Figure	12



Before



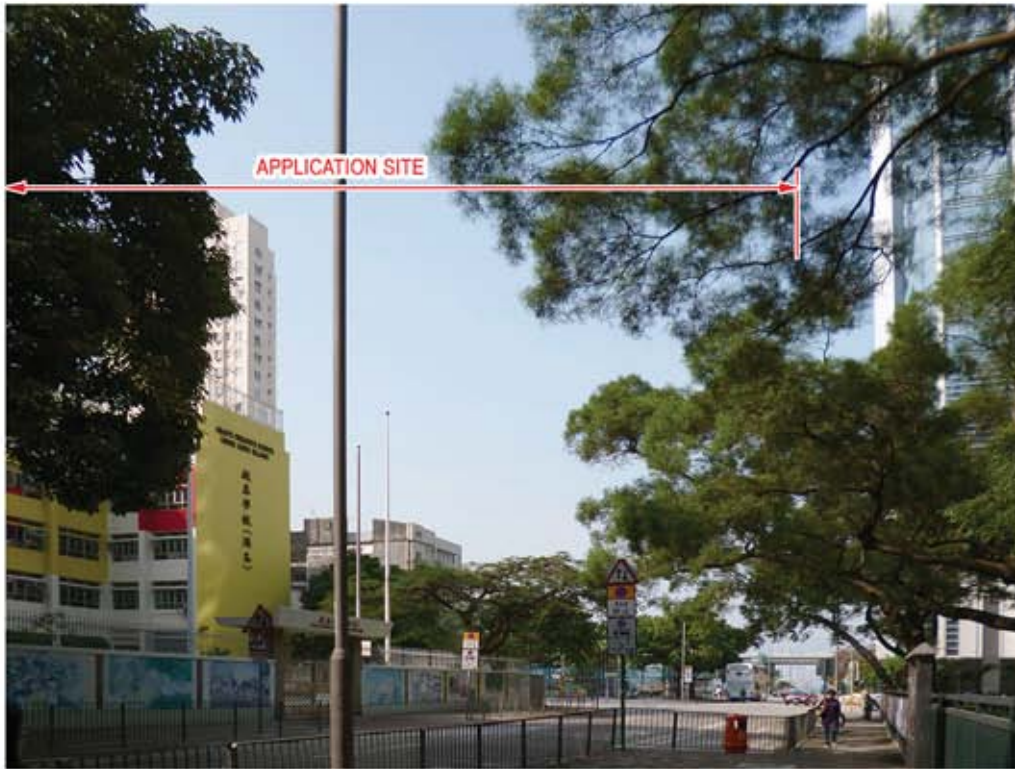
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Photomontage – View from Intersection of Marble Road and Kam Hong

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Before



After



Title

Photomontage – View from The King's Road Playground (intersection of Kings Road and Tin Chiu Street)

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Scale	N/A	Figure	14

Table 1 Proposed Development Schedule

	Proposed Scheme
Application Site Area	About 29,280m ²
Development Site Area	About 23,400 m ²
Total Gross Floor Area (GFA)	Not more than 83,675m ²
Maximum Site Coverage (above ground level)	Not more than 60%
Maximum Building Height (main roof level)	Not more than 80mPD
Domestic Accommodation	
Total Domestic GFA	Not more than 53,680m ²
No. of Residential Towers	10
No. of Residential Storeys	8 to 18 storeys
Building Height of Residential Towers (main roof level)	50mPD to 80mPD
No. of Flats	Not more than 710 (not less than 700 as required under Lease)
Average Flat Size	About 75.61m ²
Anticipated Population	About 2,130
Non-domestic Accommodation	
Total Non-Domestic GFA, including:	Not more than 29,995m ²
(i) Covered Public Transport Terminus (PTT)	Not less than 7,270m ²
(ii) Public Coach Park	Not less than 2,500m ²
(iii) G/IC Facilities	Not less than 5,155m ²
(iv) Commercial	Not more than 15,070m ²
No. of Levels in Podium above ground (excluding podium roof level)	Not more than 4
No. of Levels in Basement	3
Open Space and Recreational Facilities	
Total Public Open Space	Not less than 12,680m ²
- Waterfront Promenade (not less than 20m wide)	Not less than 5,880m ²
- Public Open Space (within lot)	Not less than 6,800m ²
Private Local Open Space	Not less than 2,130m ²
Residents' Clubhouse GFA	Not more than 2,250m ²
Car Parking Spaces	
Residential	223
Commercial	76
Visitor	20
Motorcycle	29
Coach Parking Spaces in the Public Coach Park	30
Other Car Parking Space Provision for G/IC Facilities	9
Loading/Unloading Facilities	
Residential	10
Commercial	13
Public Loading/Unloading Bays in the Public Loading/Unloading Park	4
Lay-by	2
Other Loading/Unloading Facilities for G/IC	5