

# **Task Force on Harbourfront Developments on Hong Kong Island**

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For discussion  
on 10 May 2012

TFHK/04/2012

## **Proposed Composite Hotel, Residential and Public Open Space Development In “Comprehensive Development Area” at 12 Oil Street, North Point, Hong Kong**

### **PURPOSE**

This paper seeks Members' views on the planning and design of the Proposed Composite Hotel, Residential and Public Open Space Development (“Proposed Development”) in terms of, inter alia, land use compatibility, urban design context, visual impact, the objective to create a healthy and attractive living environment, and the provision of an accessible harbourfront.

### **BACKGROUND**

2. The Proposed Development is located at the Ex-Government Supplies Depot Site at Oil Street, North Point (“Application Site”/the “Site”) (Figure 1 refers). The Site is zoned “Comprehensive Development Area” (“CDA”) on the Approved North Point Outline Zoning Plan No. S/H8/24 (“Approved OZP”).

3. The Application Site is located at a prime location at the waterfront with very good accessibility. It was previously occupied by the Government Supplies Department (“GSD”) as headquarters and storage depot. GSD has vacated from the Site since late 1990s and the Site has been left vacant or occupied by temporary uses since then. To the immediate south of the Site is the historic former Royal Hong Kong Yacht Club undergoing revitalisation works for the LCSD “ArtSpace” project.

4. The Applicant acquired the Site through a government tender in 2011. A S16 Planning Application was lodged on 30 December 2011. Subsequent to the receipt of comments from various Government Departments, the proposed scheme has been slightly revised. The

# **Task Force on Harbourfront Developments on Hong Kong Island**

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TFHK/04/2012

Master Layout Plan (“MLP”), the corresponding Technical Schedule and the Landscape Master Plan are appended in **Annex A** and **B** respectively.

5. The Proposed Development comprises a total of not more than 400 dwelling units ranging from 40m<sup>2</sup> to over 160m<sup>2</sup> with a maximum of 40,200m<sup>2</sup> domestic gross floor area (GFA). In addition, ancillary facilities in the form of, for instance, residents’ clubhouse, recreational area and private open space are proposed for the future residents.

6. A Hotel with GFA of 30,000m<sup>2</sup> and approx. 800 guestrooms are also proposed within the Proposed Development in accordance with the requirement under the Government Lease Conditions. The Hotel, together with the other hotels in the near vicinity will help strengthening North Point as a secondary tourist district in accordance with the Metro Plan.

## **DESIGN INTENT**

7. Considering the prominent location at the waterfront, the Applicant has made reference to the relevant guidelines (e.g. Harbour Planning Guidelines, Town Planning Board’s Vision Statement for Victoria Harbour, etc.) in the layout and design of the Proposed Development.

8. The architectural design was inspired by the characteristics of the Site – magnificent Victoria Harbour view, the surrounding historic context as well as the visual linkage across the harbour. The façade design and building form of the Proposed Development has therefore incorporated the concept of Sail, a symbolic feature related to the Harbour and the historical background of the Former Clubhouse of Royal Hong Kong Yacht Club.

## **DESIGN MERITS**

9. The Proposed Development has adopted aesthetic building designs, enhancing natural ventilation and visual permeability for the

# **Task Force on Harbourfront Developments on Hong Kong Island**

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TFHK/04/2012

benefit of both the future residents as well as populations in the wider North Point area. Due consideration has also been given to the characteristics of the adjacent areas and the Site's exposure to the Victoria Harbour in the aspects of both visual and physical relationship. The following sets out the design merits of the Proposed Development :-

## Offering an Accessible and Enjoyable Public Open Space in Connection with the Future Waterfront Promenade

- (a) The Proposed Development will include public open space on three sides at the northwest, southwest and southeast of the site. These three pieces of connected public open space will be constructed by the Applicant and then be handed over to the Government. It fronts along Oil Street, Electric Road and City Garden Road and the public will have right of access 24 hours/7 days a week. People can also easily access the open space via the elevated footbridge linking from the Fortress Hill Station (**Figure 2** refers). The footbridge provides an elevated area as an observation platform to enjoy the picturesque image of Tsim Sha Tsui waterfront through the elegant central courtyard of the development. Down from the footbridge, there is a wide Sculpture Plaza surrounded by trees, shrubs and beautiful undulating lawn with exhibition of artpieces and sculptures which serves also an extension to the future ArtSpace at the adjacent historical building, the Former Yacht Club.
- (b) People can then walk to the future waterfront promenade through the pathway at public open space along Oil Street. The public open space does not only offer the public a convenient access to and from the harbourfront, but also a relaxing and pleasant pathway accompanied by decent street furniture, water stream and greenery.
- (c) At the end of the Public Open Space in the north-western boundary of the Site, there is a cul-de-sac where People can experience a completely different and interesting area. The changing levels in this area provide visual connection between the Public Open Space and the open space at the

# **Task Force on Harbourfront Developments on Hong Kong Island**

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TFHK/04/2012

central courtyard of the Proposed Development to give a sense of spaciousness. Meanwhile, some sail-like sculptures will be placed to symbolise the significant location at the waterfront and kiosks are proposed to provide more opportunities for diversity of uses and to enhance vibrancy at the harbourfront.

- (d) In addition, the Proposed Development allocates all car parking spaces underground instead of adopting the ‘conventional’ practice to accommodate car park and commercial uses in a bulky podium structure with very high site coverage. Without a huge podium structure, street level greening, visual permeability and natural airflow through the Site will be maximised and the perception of the building bulk at street level will be reduced. The freed up ground floor space makes on-grade open space more easily accessible and enjoyable. More opportunities for plantings and street furniture can therefore be explored. This will help to deliver a pleasant and high-quality streetscape all along the path towards the future waterfront promenade.
- (e) The integration of green open space, ArtSpace at the adjacent historic building as well as the waterfront promenade offer a lively **Green Oasis** as well as a **Cultural and Leisure Hub** in North Point. The magnificent views and the interesting experience at the public open spaces “bring the people to the Harbour and the Harbour to the people”<sup>1</sup>.

## Providing Wide Building Separation and View/Air Corridors to enhance Permeability and Visual Connectivity

- (f) The building mass of Proposed Development is broken down into two clusters with a wide separation in between as shown in **Figure 3**. This creates a wide gap of about **27m** at ground level and over **40m** at upper levels at the seaward side. Meanwhile, the two clusters are 20m apart

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<sup>1</sup> This is completely in line with Goal 1 of the Town Planning Board’s goals for Victoria Harbour - “To bring people to the Harbour and the Harbour to the people”

# **Task Force on Harbourfront Developments on Hong Kong Island**

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TFHK/04/2012

at the landward side facing Electric Road. The staggered building separation will offer an expansive vista and hence better visual permeability towards the Victoria Harbour. This is going to benefit the future users of the Sculpture Plaza of the public open space which will become the gathering node with pedestrians entering from Electric Road, users of the footbridge connection and visitors of ArtSpace (**Figure 4** refers).

- (g) Besides, an Air Ventilation Assessment had also been carried out which demonstrated that the Proposed Development would bring no adverse impact to the surroundings in terms of air ventilation.
- (h) The view corridor created by the central building separation does not only provide visual permeability to and from the harbourfront, but also promotes the visual connection across the harbour between the Site and Tsim Sha Tsui Promenade (the major tourist spots in Hong Kong). The observation platform offered by the elevated footbridge of Proposed Development will echo with the Public Observation Platform at Tsim Sha Tsui East, from both of which people can enjoy panoramic views of the world-famous city skyline of Victoria Harbour (**Figures 4-6** refer).

Creating a Visually Interesting Harbour Image through Vivid Building Appearance of “Sailing Yacht at Harbourfront” with Diversity in Building Mass and Varying Building Heights

- (i) The Proposed Development has been inspired by the scene of grand sailing tournament across the Victoria Harbour and the historic context of the former clubhouse of the Royal Hong Kong Yacht Club. Through the visual connection with Tsim Sha Tsui East, one of Hong Kong's most renowned tourist spots where tourists can enjoy the spectacular and impressive view of the beautiful Victoria Harbour with countless cruise vessels, junks, sampans and pleasure craft gliding around, the Proposed

# **Task Force on Harbourfront Developments on Hong Kong Island**

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TFHK/04/2012

Development has adopted an interesting symbolic design of the elevation echoing the sailing yacht with the sail feature at roof which will be visible from this prime tourist node (**Figures 7-9** refer).

- (j) On the other hand, the Development's distinct stepped building height profile with descending building height towards the harbourfront will avoid a monotonous harbourfront image. In this respect, the Architect has made reference to the neighbouring area when designing the building height for each individual tower. Given that the North Point Area is characterised by high-rise buildings, the building height of the Proposed Development is deemed appropriate and will not adversely affect the visual amenity of the surrounding environs. In addition to a 50m set back from the Island Eastern Corridor, the Proposed Development has adopted the design with a central courtyard which opens to the seaward side rather than a conventional impermeable bulky building form. This will create a welcoming gesture to greet the visitors and view from the opposite side of the harbour and the passengers on the cruise, while increasing the visual depth of the Development and avoiding a cold and detached image of an impermeable wall-like structure.
- (k) The Proposed Development in the iconic sail-like features together with the design of varying building height, diversity in massing and special lighting, will harmonize with the picturesque townscape and city skyline along the harbour-front, adding vivacity to the magical and everchanging vista by day and by night.

## Promoting the Historical/Cultural Value and Tourism Integration of North Point

- (l) At the Southeast side of Proposed Development, there is the former clubhouse of the Royal Hong Kong Yacht Club, which was rated as Grade 2 Historic Building in 1995 and is the only surviving recreational building that still exists in

# **Task Force on Harbourfront Developments on Hong Kong Island**

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TFHK/04/2012

the area. In the context of its historical and social significance, the Proposed Development in its “Sailing-Yacht” appearance will act as an icon to echo and define this signature place of the former Yacht Club and remind people of the history of the North Point coast.

- (m) The redevelopment of the Application Site will replace the existing vacant Government stores with an iconic residential cum hotel development and an appealing Public Open Space connecting to the harbourfront. Together with the nearby hotel developments and future ArtSpace next to the Site, the Proposed Development will enhance vitality and reinforce the area as a secondary tourism node.

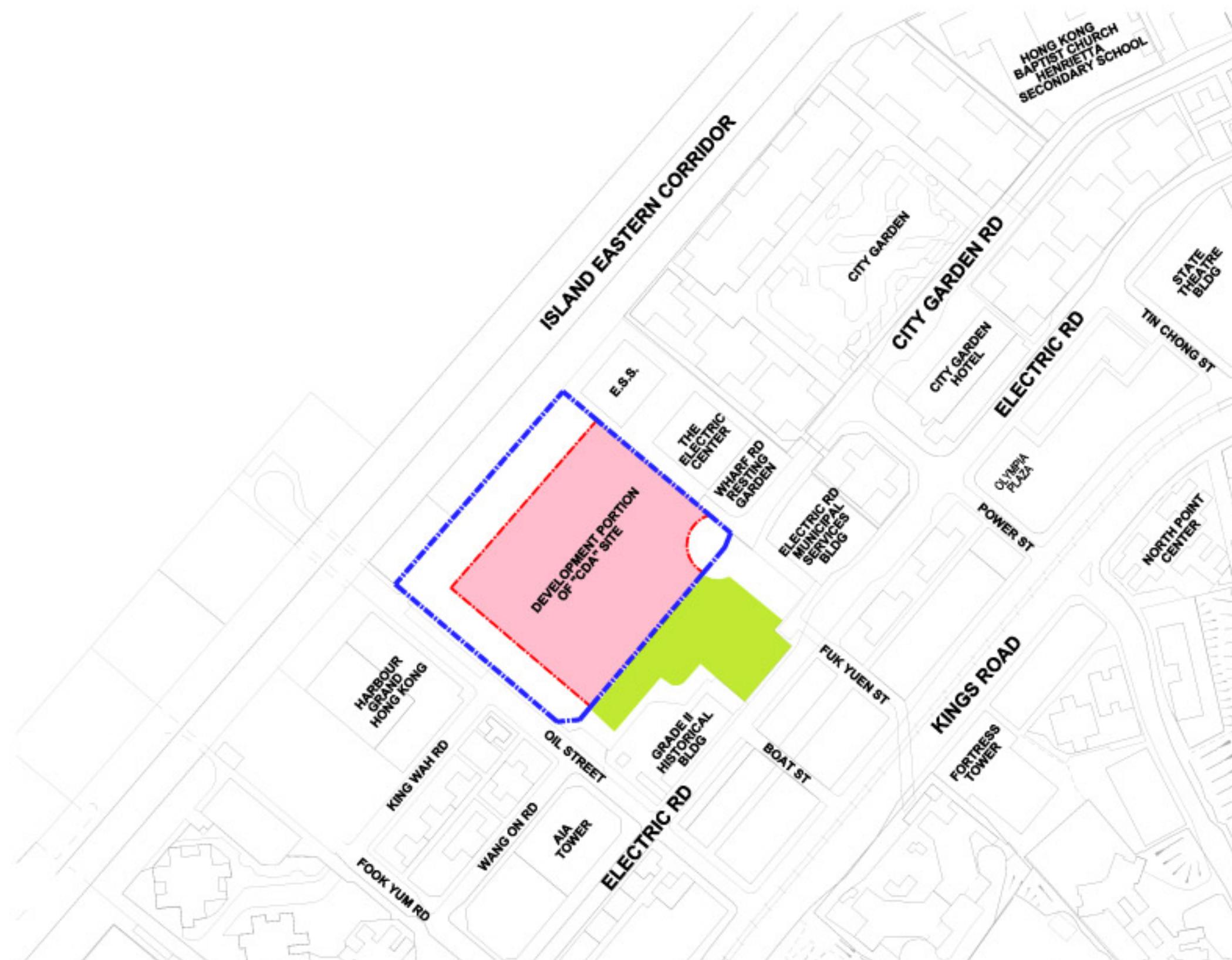
## **CONCLUSION**

10. In conclusion, the Proposed Development has given due consideration to the three major aspects of a sustainable development, i.e. economic, social and environmental aspects. This results in a design of **an iconic Sailing Yacht at the Harbourfront Green Oasis** to promote the vivacity and enhance the historical/cultural value of the North Point Harbourfront while safeguarding public interest, right of access and enjoyment of the area. It is considered that the Proposed Development complies with the Harbour Planning Guidelines and is beneficial to the development of our harbour.

**Ocean Century Investments Limited**  
**May 2012**

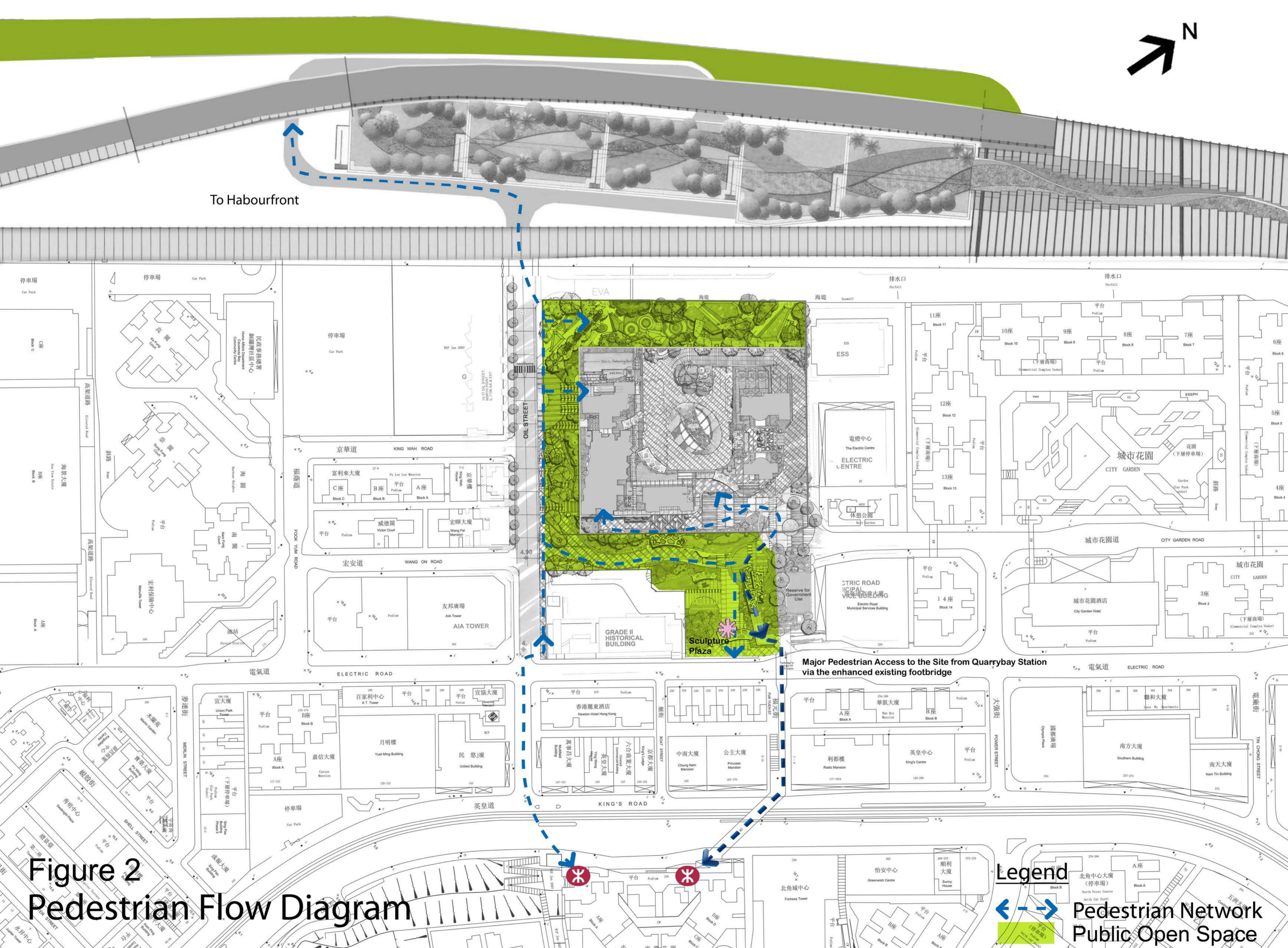
# **Figures**

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- LEGEND**
- BOUNDARY OF DEVELOPMENT PORTION (I.L. 8920)**
  - "CDA" ZONE SITE BOUNDARY**
  - GREEN AREA TO BE FORMED AND HANDED OVER TO THE GOVERNMENT**

**FIGURE 1**  
**KEY PLAN / LOCATION PLAN**



# Figure 2 Pedestrian Flow Diagram

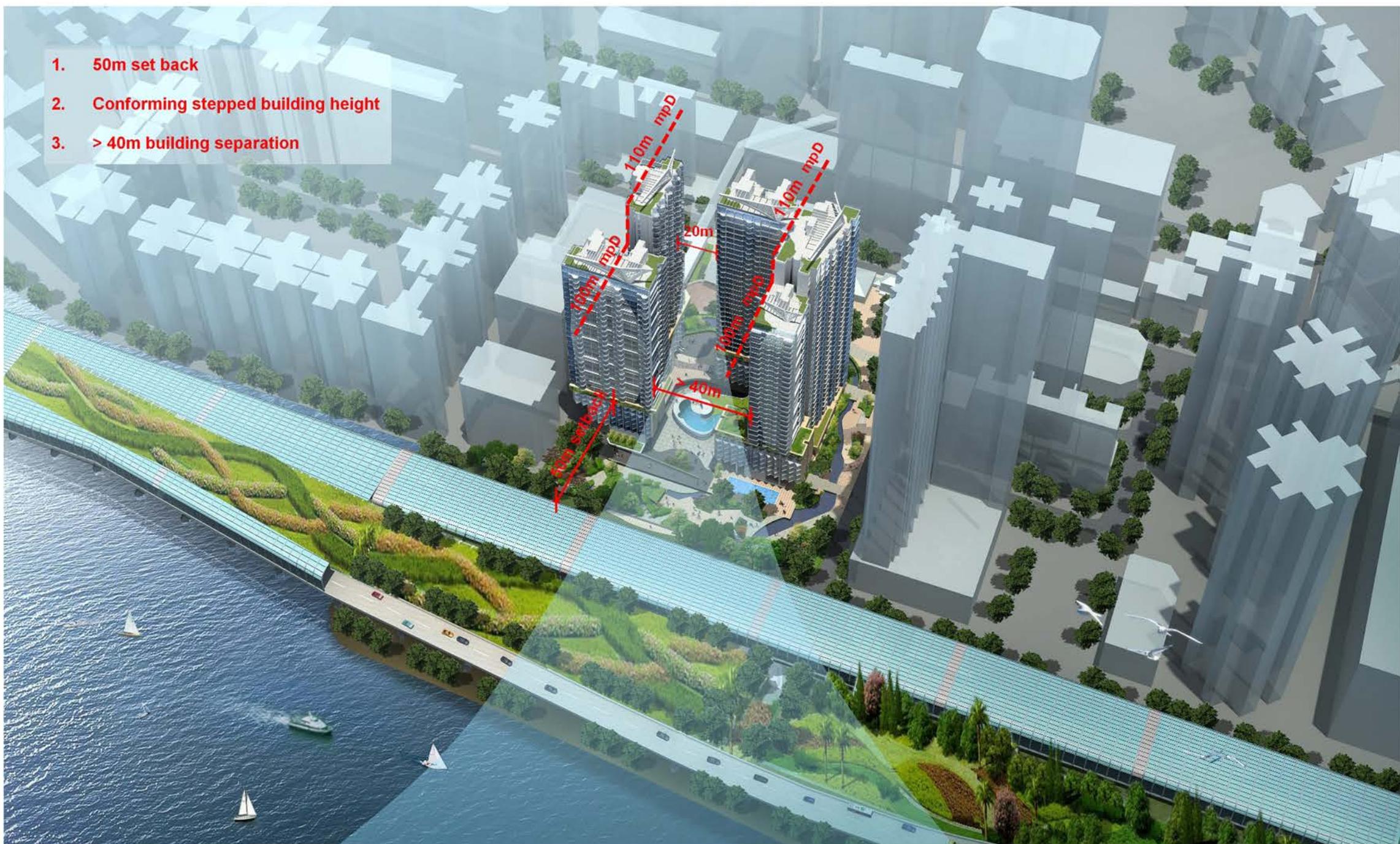


FIGURE 3 WIDE GAPS BETWEEN BUILDINGS



FIGURE 4 PEOPLE CAN ENJOY THE EXPANSIVE VISTA AND GREAT PERMEABILITY BROUGHT BY THE STAGGERED BUILDING SEPARATION



FIGURE 5 WIDE GAP BETWEEN BUILDINGS TO ENHANCE PERMEABILITY TOWARDS THE VICTORIA HARBOUR

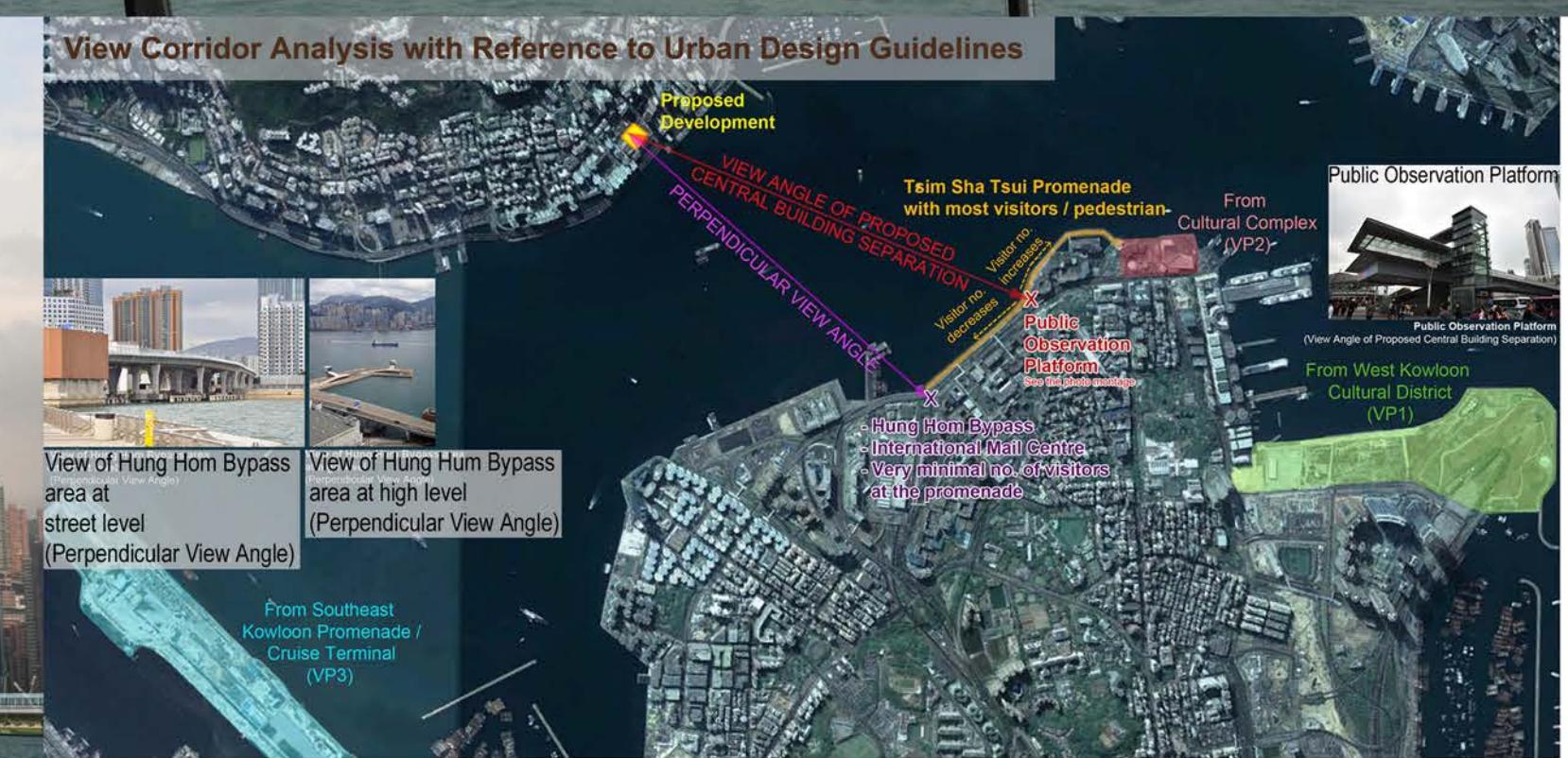


FIGURE 6 VIEWING FROM THE OBSERVATION PLATFORM IN TSIM SHA TSUI



FIGURE 7 THE ICONIC SAILING YACHT AT THE HARBOURFRONT GREEN OASIS



FIGURE 8 VIEWING FROM THE OBSERVATION PLATFORM IN TSIM SHA TSUI

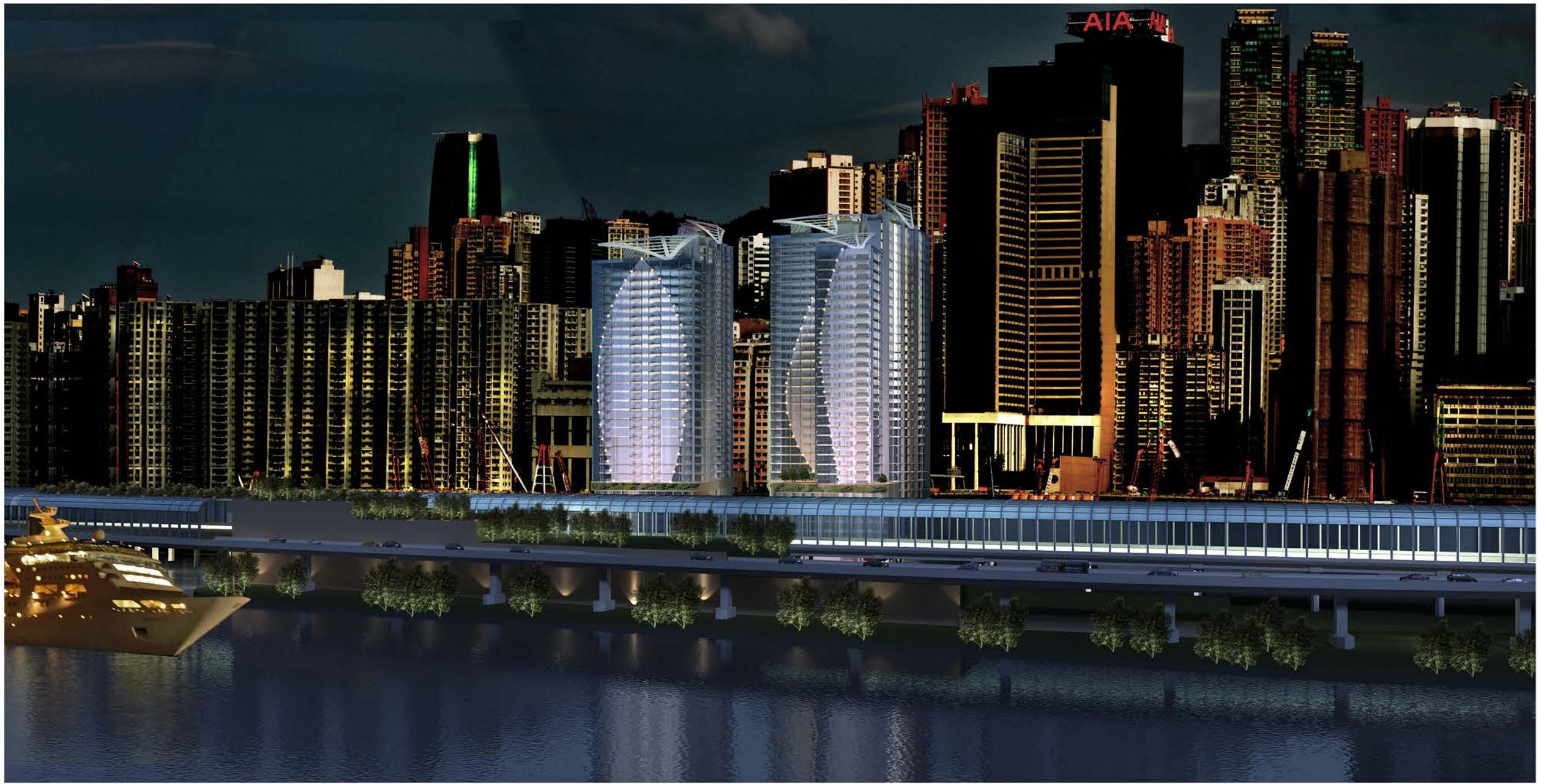
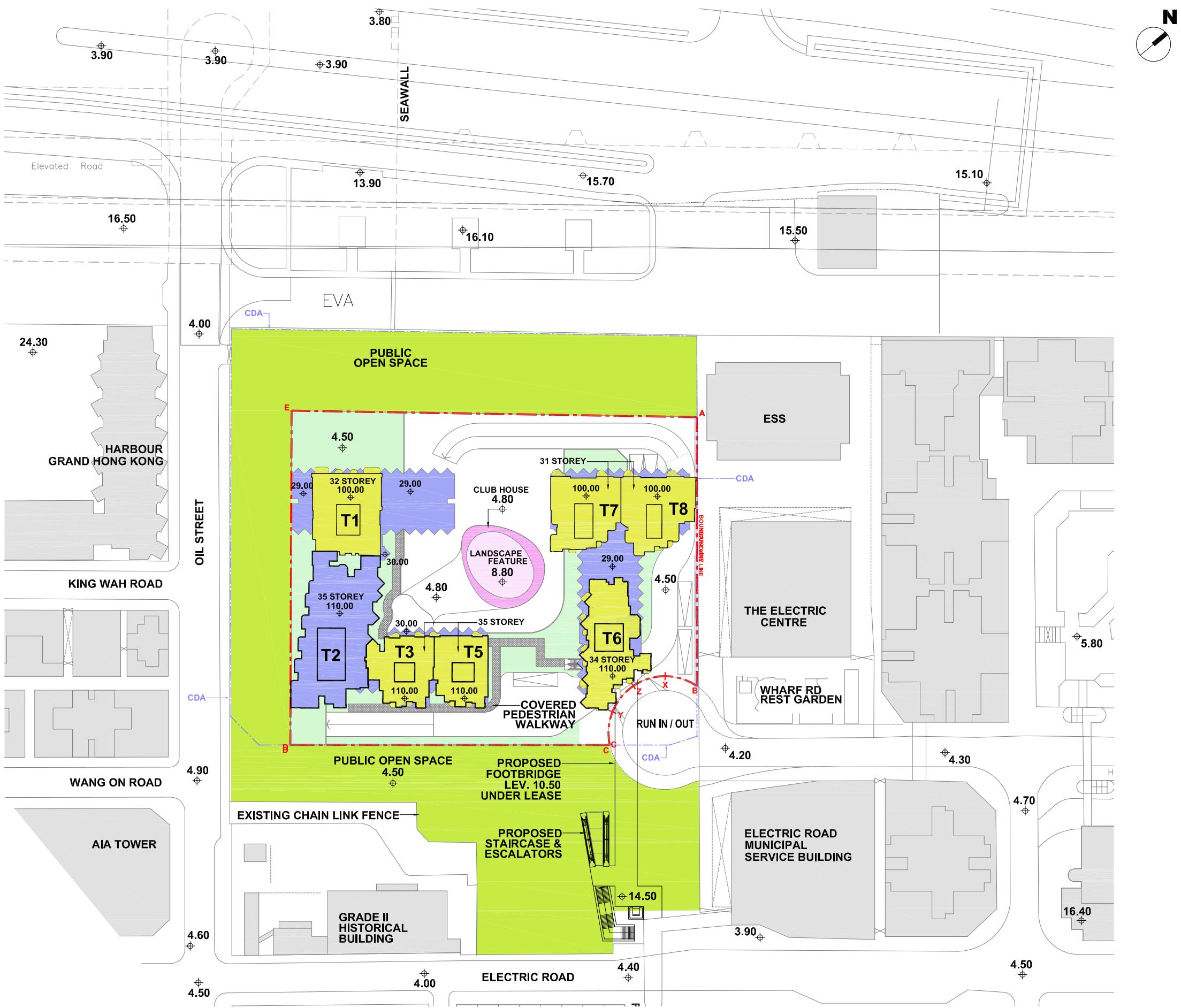


FIGURE 9 NIGHT VIEW

**Annex A**  
**Master Layout Plan**



# **MASTER LAYOUT PLAN**

# **PROPOSED COMPREHENSIVE DEVELOPMENT AT OIL STREET, NORTH POINT, I.L.8920 HONG KONG**

JOB No. : 3926  
SCALE : 1 : 1000  
DATE : Apr. 2012

**lwk&partners**  
a r c h i t e c t s

## Technical Schedule

Overall Development		
Application Site Area (about)		1.17ha
Development Site Area		7,887m <sup>2</sup>
Maximum Total GFA		Approx. 70,200m <sup>2</sup> *
Maximum Site Coverage		Not more than 60%
- Non-Domestic		Not more than 33.3%
- Domestic		
Building Height at Main Roof		T1, T7 & T8: 100mPD T2, T3, T5 & T6: 110mPD
Building Height in no. of storey		T1: 32 T2, T3 & T5: 35 T6: 34 T7 & T8: 31
No. of Blocks		7
Public Open Space		Not less than 3,530m <sup>2</sup>
Local Open Space		Not less than 1,680m <sup>2</sup>
Domestic Component		
Maximum Domestic GFA		40,200m <sup>2</sup>
Total No. of Flats		Approx. 400
Average Flat Size		103.08m <sup>2</sup>
Design Population		Approx. 1,400
Non-Domestic Component (Hotel)		
Maximum Non-Domestic GFA		30,000m <sup>2</sup> (including retail floor space of 200-300m <sup>2</sup> )
No. of Guestrooms		Approx. 800
Parking Provision		
	Residential	Hotel
Car Parking Space	158 (including 6 Visitor's Car Parking Spaces)	9
Motor Cycle Parking Space		16
Loading/Unloading Bay	6	4
Coach Layby	Nil	3
Taxi Layby	Nil	4

**Annex B**  
**Landscape Master Plan**

