

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 10 February 2015

TFHK/04/2015

Design of the Public Transport Interchange at Inland Lot No. 9027 and Adjoining Government Land at J/O Java Road and Tin Chiu Street, North Point, Hong Kong

PURPOSE

This paper updates members on the technical requirements for the Public Transport Interchange (PTI) as per the requirements stipulated in the Lease Conditions and the exterior design of the concerned PTI within the proposed comprehensive development at the J/O Java Road and Tin Chiu Street, North Point, Hong Kong.

BACKGROUND

2. The proposed comprehensive development at the captioned site comprises residential and commercial uses with provision of public open space, Government, Institution or Community uses, coach park and PTI. Planning approval for the captioned development was sought from the Town Planning Board on 8 November 2013 under Application No. A/H8/419.
3. Prior to the approval of the planning application for the captioned development in November 2013, we have presented the overall design for the captioned development to the Task Force in February 2013 and October 2013.
4. Approval on building plans for the first phase of works for the captioned development including the PTI was first received from the Buildings Department in March 2014. Since then, design of the PTI has been further developed to incorporate comments from various authorities and bus operators regarding detailed provisions within the public infrastructure based on requirements as stipulated in the Technical Schedule of the Lease and the maintenance responsibility for various provisions therein. Foundation and basement wall erection for the first phase of works for the captioned development was completed in April 2014 and superstructure works for the PTI portion was commenced in June 2014.

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THE PUBLIC TRANSPORT INTERCHANGE

5. The PTI will be located at the eastern part of Inland Lot of No. 9027, i.e., bounded by Tin Chiu Street to the east, Kam Hong Street to the west, Java Road to the south and a future public promenade to the north. The abovementioned future public promenade will be designed and constructed by us prior to re-delivering to the Government on a specified date under the Lease Conditions. The PTI comprises 11 bus bays, green mini bus bay of not less than 60m long, 2 bus regulator offices and other ancillary E&M supporting facilities. The key design consideration for the PTI is to provide an architectural design that meets the operational and functional requirements of the public infrastructure whilst ensuring minimal visual impact.

6. In order to minimize the bulk of the PTI, only the major functions including the bus lanes, green mini bus lanes, bus regulator office and some fire services related plant rooms were located at the G/F, whereas other ancillary plant rooms were located at basement and M/F as far as practicable. Headroom for the PTI was provided based on necessary minimum operation and statutory requirements.

7. The PTI is surrounded by landscape on north and west, where it interfaces with the future public promenade and the public open space within the subject lot respectively. Large and welcoming entrances will be provided at the interface between the PTI and these public leisure spaces. Both the future public promenade and the public open space within the subject lot will be designed and constructed by us prior to re-delivering back to the relevant authorities for maintenance. Hence, the overall design of these components within the captioned development would be more coherent and would be ensured of most appropriate interface with each other. The provision of landscaping around the PTI building will soften and reduce the building bulk and thus visually enhancing the appearance. The selected soft landscaping works will be colourful which can therefore add vibrancy and skirt the façade with mix of colours, providing visual interest. A row of shops will be introduced between the PTI and Java Road in response to comments from Planning Department at planning application stage so as to ensure vibrancy along Java Road.

8. Vertical greening will also be applied on the façade abutting the future public promenade to further break down the visual bulk of the PTI building while viewing from the Victoria Harbour. Roof of the PTI building will act as the main domestic entrance level for the topside development, which will be provided with extensive greenery. The concerned podium roof will create an impression of a green landscaped island when viewing from nearby developments at higher level.

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ADVICE SOUGHT

9. Members are invited to note the content of this paper.

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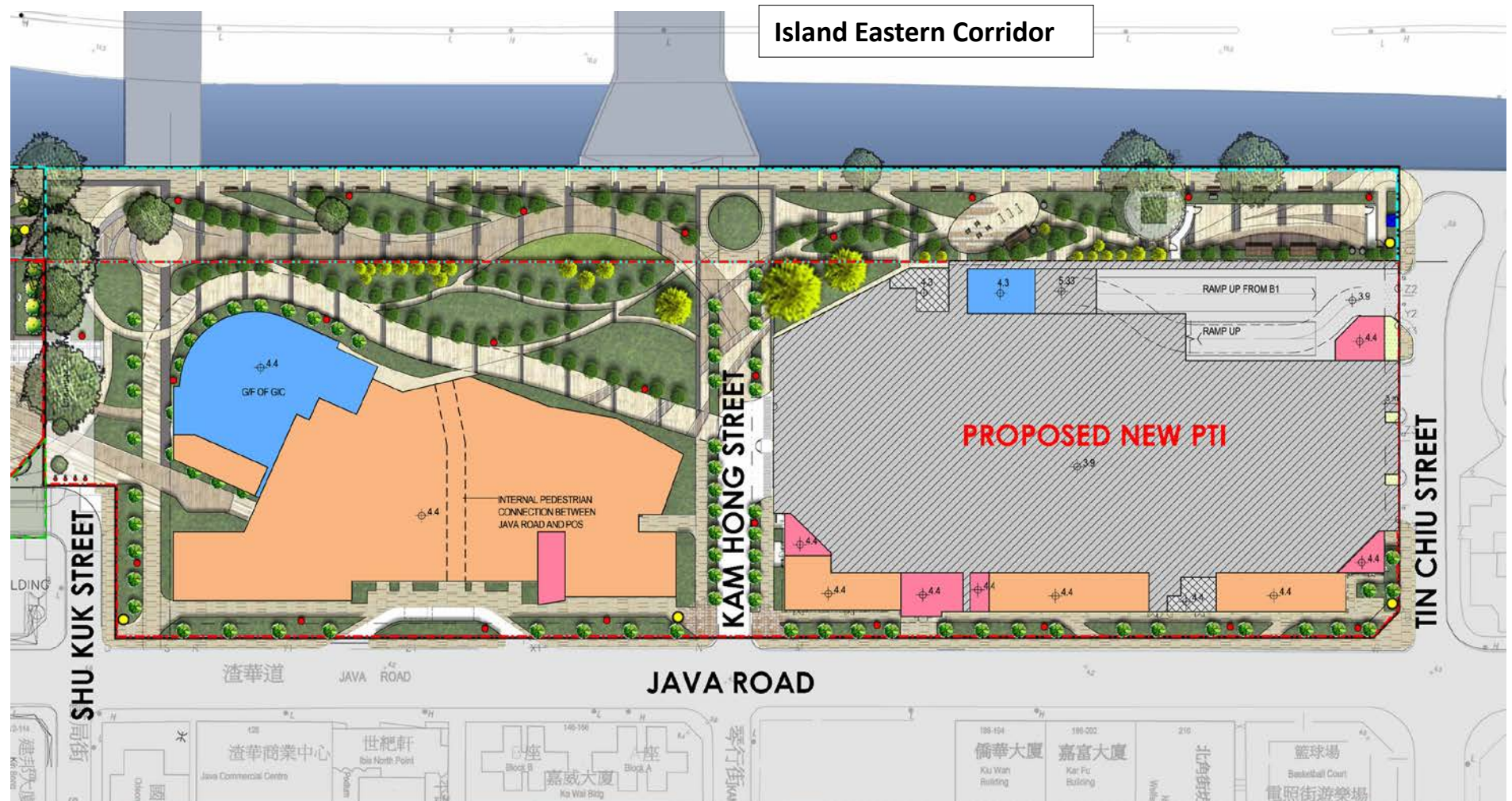
Attachments

Annex 1 – Location Plan of the Public Transport Interchange

Annex 2 – Elevation Design of the Public Transport Interchange (facing promenade)

Annex 1

Location Plan of the Public Transport Interchange



Annex 2

Elevation design of the Public Transport Interchange (Facing Promenade)

