

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 24 October 2013

TFHK/11/2013

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

PURPOSE

This briefing note aims to brief Members on the scheme options 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, in response to the Members’ views in the previous meeting of the Task Force on Harbourfront Developments on Hong Kong Island’s (hereafter referred to as the “Task Force”) on 21 February 2013.

BACKGROUND

2. During the previous meeting of the Task Force on 21 February 2013, the Proponent presented a 10-Tower Scheme (**Figures 1 and 2 refer**) which was considered essentially a well-balanced scheme with interesting building layout in a crescent form, dynamic building height (BH) variation with 30m difference, and meeting statutory restrictions on development restrictions and technical requirements on traffic noise compliance and air ventilation. Some Members expressed their concerns on building separations, accessibility and other technical considerations etc. In closing the discussion, the Chair appreciated that the proposed scheme presented was a significant improvement as compared to the baseline scheme in the Planning Brief.

3. The 10-Tower Scheme was considered by the Town Planning Board (the TPB) on 5 July 2013. While the TPB considered that the proposed scheme had merit, it decided to defer a decision on the planning application for further refinements of the proposed scheme regarding visual permeability.

4. In response to the comments received from Members of the Task Force and the TPB as well as the public, the Proponent, given the technical constraints and the requirement to meet statutory regulations, has paid best effort to work out two scheme options with an aim to improve visual permeability within the proposed development by widening the building gaps.

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TWO SCHEME OPTIONS

5. Two scheme options with respective strengths and deficiencies in different aspects are prepared to seek further views from Members of the Task Force.

OPTION 1 : 9-TOWER SCHEME

6. This scheme option consists of 9 towers and 702 no. of units, which aims at widening the building gaps, while maintaining varying BH profile as far as practicable and achieving satisfactory noise compliance rate at the same time:

- The total width of **building gaps** of this scheme option is 84m (i.e. 27m-10m-27m-10m-10m), which is a significant improvement on visual permeability aspect as compared with the total width of **64.4m (i.e. 27m- 5.2m-17m-5.2m-10m)** building gaps in the previous 10-Tower Scheme.
 - While the Proponent has paid best effort in maintaining a varying BH profile as far as practicable, the **BH variation** with a 30m difference (i.e. 50mPD to 80mPD) in the previous 10-Tower Scheme has to be compromised with a less dynamic BH variation with a **13.5m difference (i.e. 66.5mPD to 80mPD)** in this scheme option.
 - Technical assessments including noise and air ventilation performance are satisfactory.
 - Other design merits of the previous 10-Tower Scheme, such as the interesting building layout in a crescent form, are still maintained in this scheme option.
7. The Indicative Master Layout Plan and Landscape Master Plan of this scheme option are attached as **Figures 3 and 4** respectively to illustrate the indicative building layout.
- a) Residential Use
 - Changes in total number of residential towers (from 10 to 9) and its BH variation (from 30m difference to 13.5m difference)
 - Changes in flat number (from 710 to 702) and population size (from 2,130 to 2,106)
 - b) Commercial Uses
 - No changes to the development bulk of the commercial uses as compared with the previous 10-Tower Scheme

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- c) Other Non-domestic Uses / GIC Facilities
 - No changes to the proposed G/IC facilities provision as compared to the previous 10-Tower Scheme
- d) Open Space and Recreational Facilities
 - The provision of private open space has been slightly adjusted as compared with the previous 10-Tower Scheme due to the changes on building layout and population size.

OPTION 2 : 8-TOWER SCHEME

8. This scheme option consists of 8 towers and 702 no. of units, which is a scheme in response to the request from some groups of the public to further widen the building gaps by deleting 2 towers from the previous 10-Tower Scheme. While the building gaps have been further widened as compared with the 9-Tower Scheme, this is at the expense of a less desirable design with no varying BH profile and with only marginally acceptable noise compliance rate:

- The total width of **building gaps** of this scheme option is **91m (i.e. 27m-12m-27m-12m-10m)**, which significantly increase the building gaps as compared with the previous 10-Tower Scheme and further widened the building gaps as compared with those in the 9-Tower Scheme.
- With the deletion of 2 towers, the residential GFA originally accommodated in these towers are re-distributed to the remaining towers, resulting in increased no. of storeys with **no variation in BH profile** among the towers.
- Technical assessment on traffic noise compliance becomes less satisfactory and could only marginally meet the minimum requirements as stipulated in the relevant practice notes of the Environmental Protection Department (EPD), while air ventilation performance does not result in significant improvement despite further widening of building gaps.
- This scheme option results in a less desirable building layout with an incomplete crescent form.

9. The Indicative Master Layout Plan and Landscape Master Plan of this scheme option are attached as **Figures 5 and 6** respectively to illustrate the indicative building layout.

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- a) Residential Use
 - Changes in total number of residential towers (from 10 to 8) and its BH variation (from 30m difference to no variation)
 - Changes in flat number (from 710 to 702) and population size (from 2,130 to 2,106)
- b) Commercial Uses
 - No changes to the development bulk of the commercial uses as compared with the previous 10-Tower Scheme
- c) Other Non-domestic Uses / GIC Facilities
 - No changes to the proposed G/IC facilities provision as compared to the previous 10-Tower Scheme
- d) Open Space and Recreational Facilities
 - The provision of private open space has been slightly adjusted as compared with the previous 10-Tower Scheme due to the changes on building layout and population size.

DESIGN MERITS AND DEVELOPMENT JUSTIFICATIONS

10. The following sets out the design merits and development justifications of the scheme options:

- a) Significant improvement over the previous 10-Tower Scheme in terms of building separation
 - The 9-Tower Scheme allows 20m wider building gaps than the previous 10-Tower Scheme, whereas that for the 8-Tower Scheme is 24m wider.
 - Both scheme options will have no significant visual impact from local and territorial viewpoints. Instead, they presented improvement on the visual porosity of the overall development by further widening of building gaps.
- b) Maintain the major planning design merits of the previous 10-Tower Scheme
 - Both scheme options have largely maintained the planning merits originally proposed under the previous 10-Tower Scheme, such as the integrated public open space arrangement, as well as prominent location and iconic design of G/IC.

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- c) Compliance with EPD's requirement regarding traffic noise compliance
- The site is subject to high noise level from both the Island Eastern Corridor and Java Road. Widening of the building gaps has proven by technical assessments that more number of units will inevitably be subject to noise level beyond the limit accepted by the EPD due to the weakening of the shielding effects resulted from the adjusted disposition of towers. Noise compliance rate of both schemes are therefore less satisfactory than that of the previous 10-Tower Scheme (80%). Nonetheless, both scheme options could still meet the minimum requirements as stipulated in EPD's relevant practice notes.
- d) Compliance with Planning Brief requirement
- To allow for greater building separation while maintaining the development density as permitted under statutory documents, including the Outline Zoning Plan, Planning Brief and Lease Conditions, both scheme options have inevitably sacrificed the BH profile due to reshuffling of GFA from the deleted towers to the top of the remaining towers. The substantial BH variation provided in the previous 10-Tower Scheme has been reduced by half under the 9-Tower Scheme (from 30m difference to 13.5m difference), and even has to be completely removed under the 8-Tower Scheme (from 30m difference to NIL variation in BH profile) (**Figures 7, 8 and 9 refer**). Nevertheless, by putting the proposed development into the context of the North Point district, the proposed building height for both scheme options (i.e. maximum 80mPD) are still much lower than most of the developments in the vicinity of the site.

CONCLUSION

11. In conclusion, given the technical constraints and the requirement to meet statutory requirements, the Proponent has already paid his best effort to work out two options with an aim to improve the visual permeability of the proposed development by widening the building gaps, in response to Member's previous comments and those subsequently received from the TPB and the public, though the 10-Tower Scheme has already been proposed in compliance with Sustainable Building Design (SBD) Guidelines promulgated by Buildings Department (BD), as well as required under the lease conditions.

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12. Two scheme options, namely, the 9-Tower Scheme and 8-Tower Scheme, are proposed to seek Members' further views. These scheme options have presented improvement on visual permeability over the previous 10-Tower Scheme with respective strengths and deficiencies in different aspects.

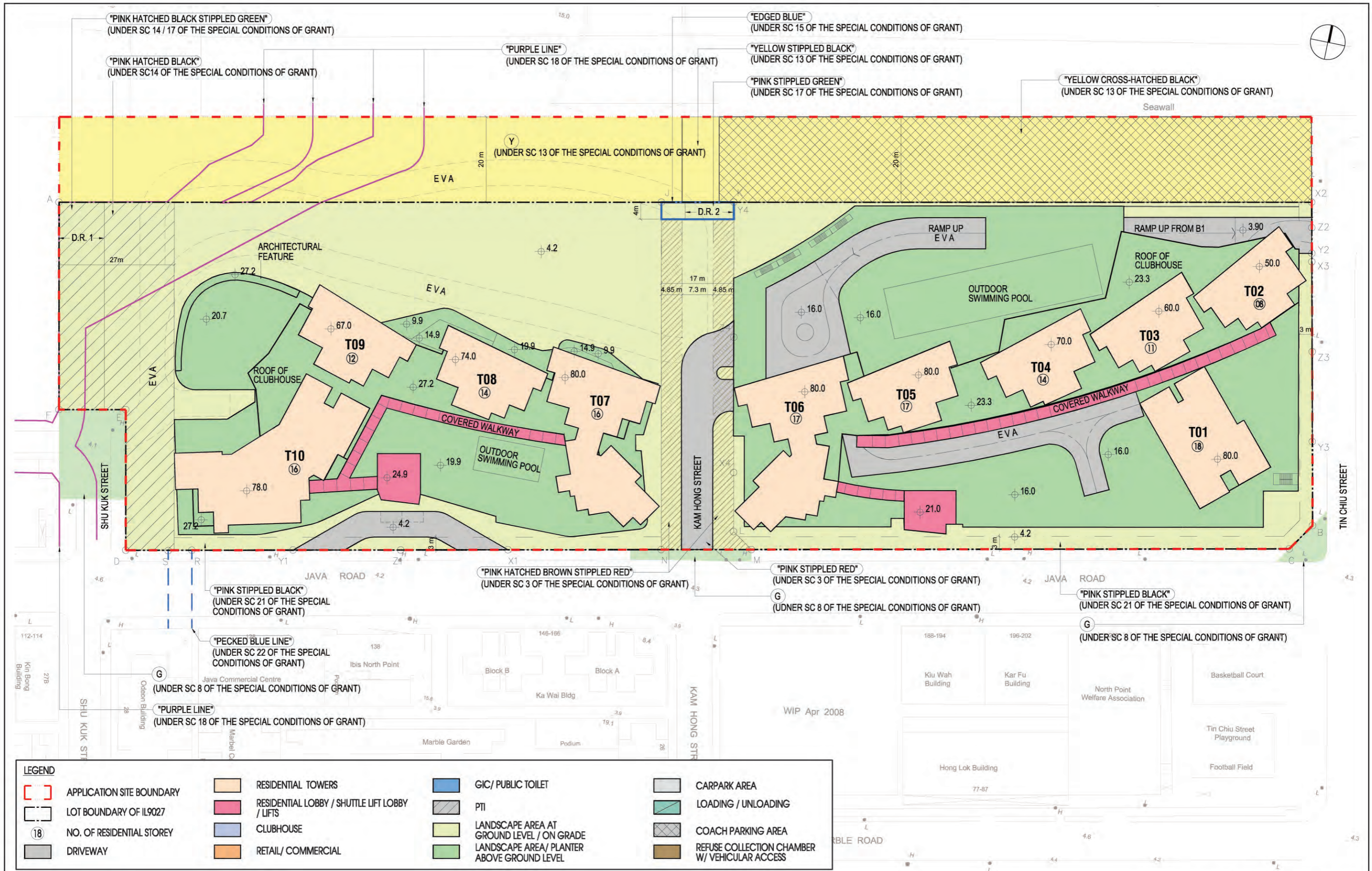
13. The 9-Tower Scheme emphasizes on the overall balance between technical and design aspects, while the 8-Tower Scheme has forfeited some technical and design merits in return for further widening of building gaps. Nevertheless, both scheme options have largely maintained the planning and design merits originally proposed in the previous 10-Tower Scheme, such as the integrated public open space arrangement and prominent location and iconic design of G/IC.

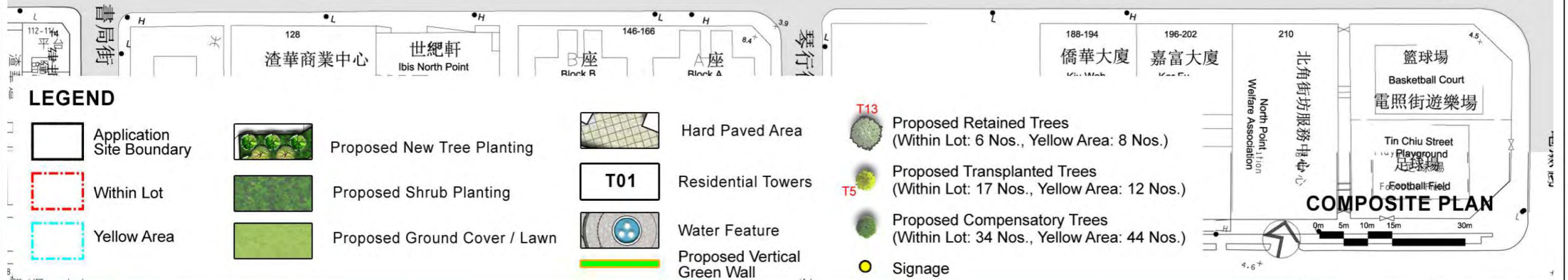
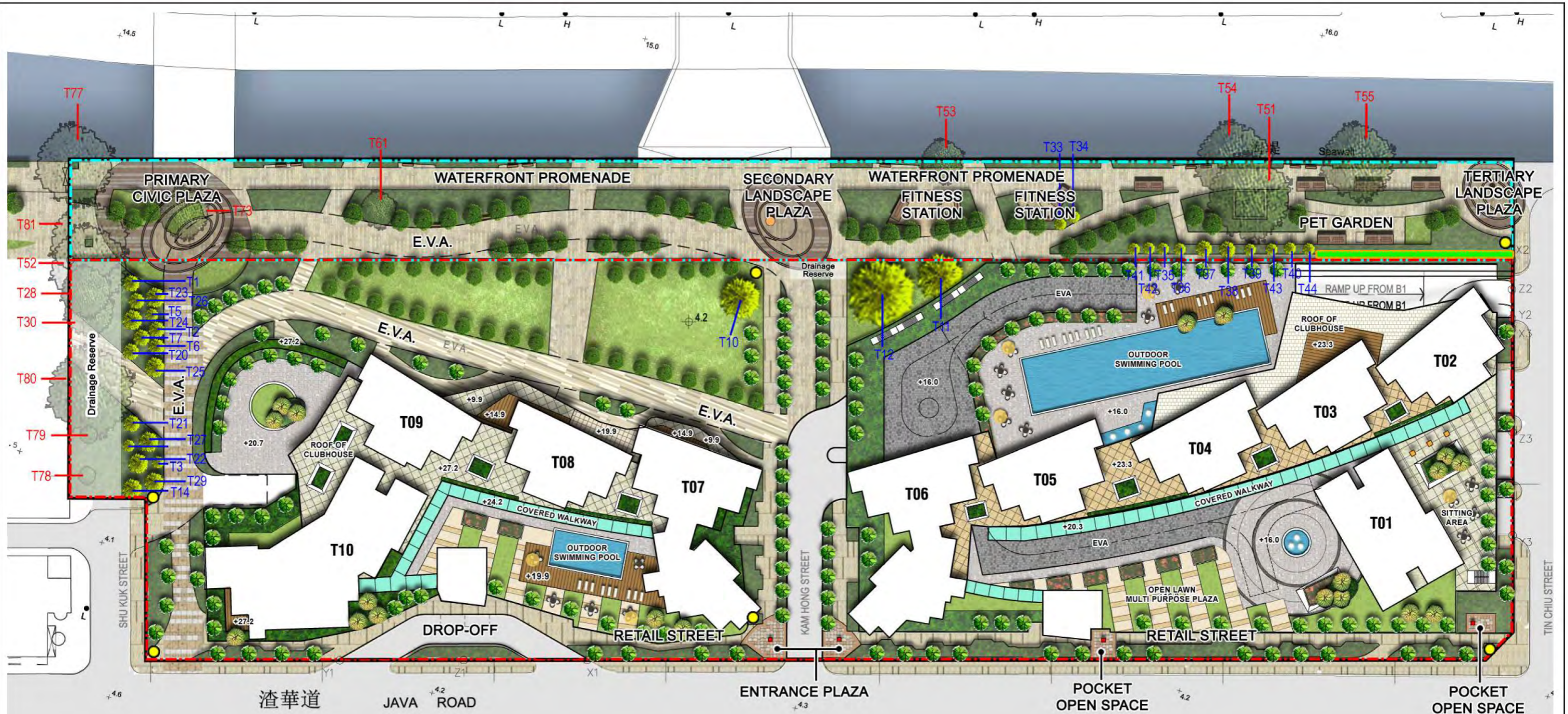
CHOICE WIN (H.K.) LTD.

October 2013








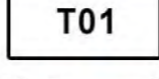


ANNEX

Figure 1	Master Layout Plan of the Previous Proposed Scheme
Figure 2	Landscape Master Plan of the Previous Proposed Scheme
Figure 3	Master Layout Plan of the 9-Tower Scheme
Figure 4	Landscape Master Plan of the 9-Tower Scheme
Figure 5	Master Layout Plan of the 8-Tower Scheme
Figure 6	Landscape Master Plan of the 8-Tower Scheme
Figure 7	Building Profile of Previous Proposed Scheme
Figure 8	Building Profile of the 9-Tower Scheme
Figure 9	Building Profile of the 8-Tower Scheme





LEGEND

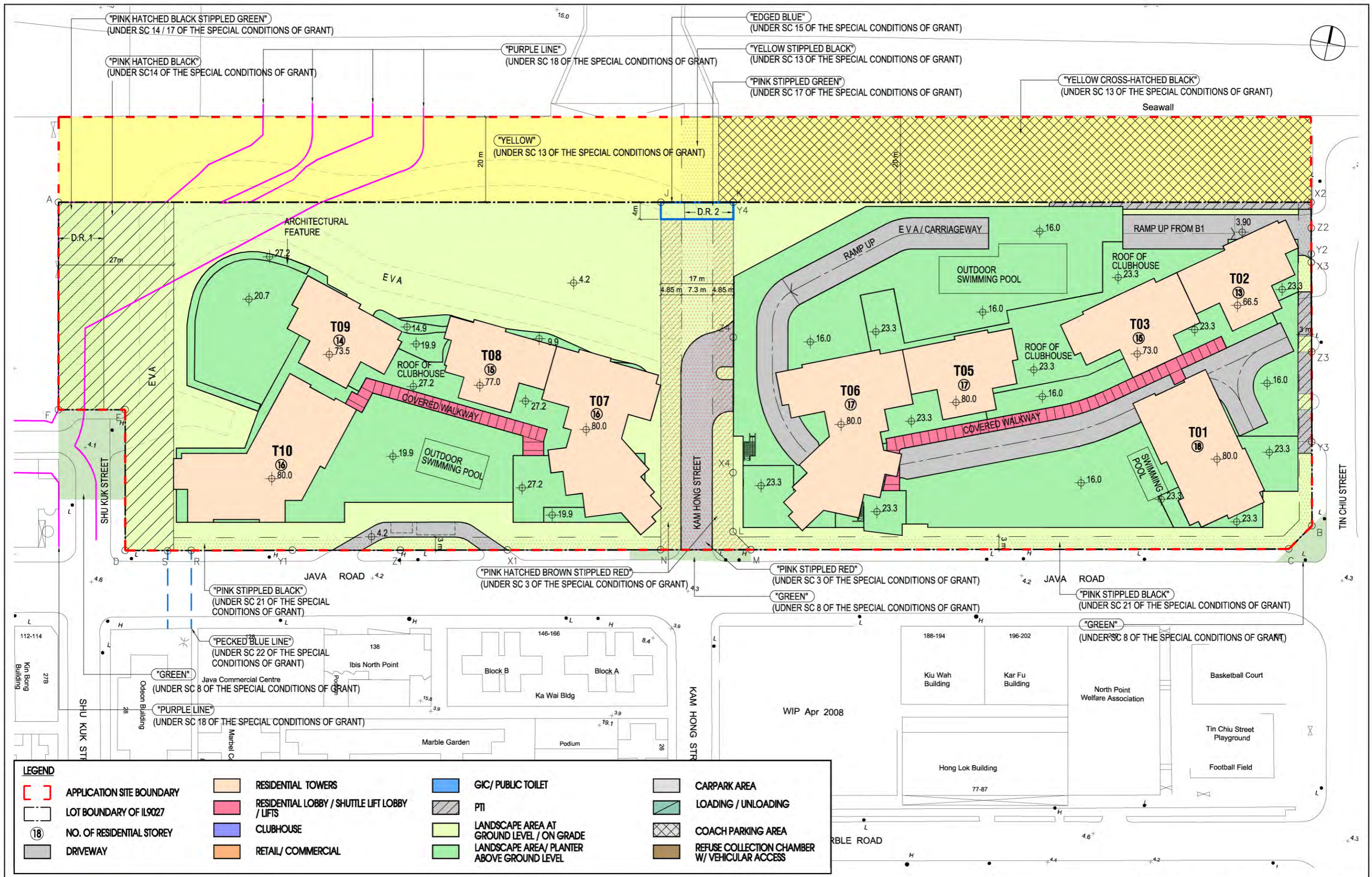
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-  Within Lot
-  Yellow Area
-  Proposed New Tree Planting
-  Proposed Shrub Planting
-  Proposed Ground Cover / Lawn
-  Hard Paved Area
-  Residential Towers
-  Water Feature
-  Proposed Vertical Green Wall

-  **T13** Proposed Retained Trees (Within Lot: 6 Nos., Yellow Area: 8 Nos.)
-  **T5** Proposed Transplanted Trees (Within Lot: 17 Nos., Yellow Area: 12 Nos.)
-  Proposed Compensatory Trees (Within Lot: 34 Nos., Yellow Area: 44 Nos.)
-  Signage



Title
Landscape Master Plan of the Previous Proposed Scheme

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Scale	Figure 2		



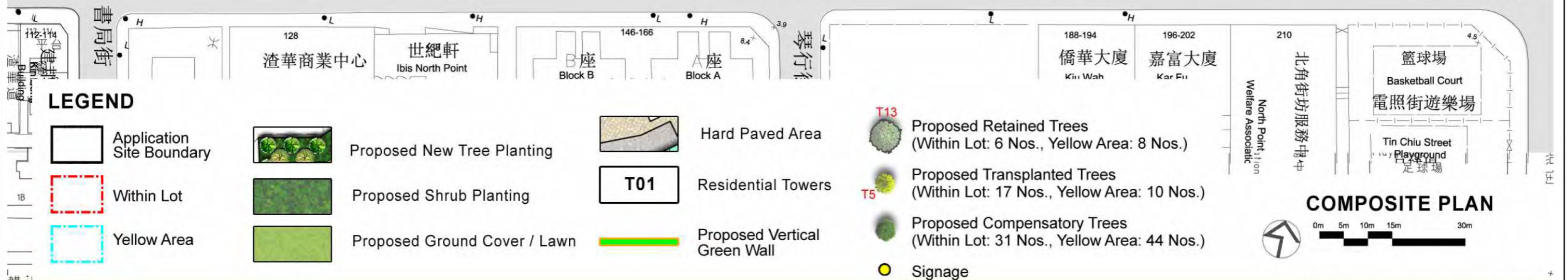
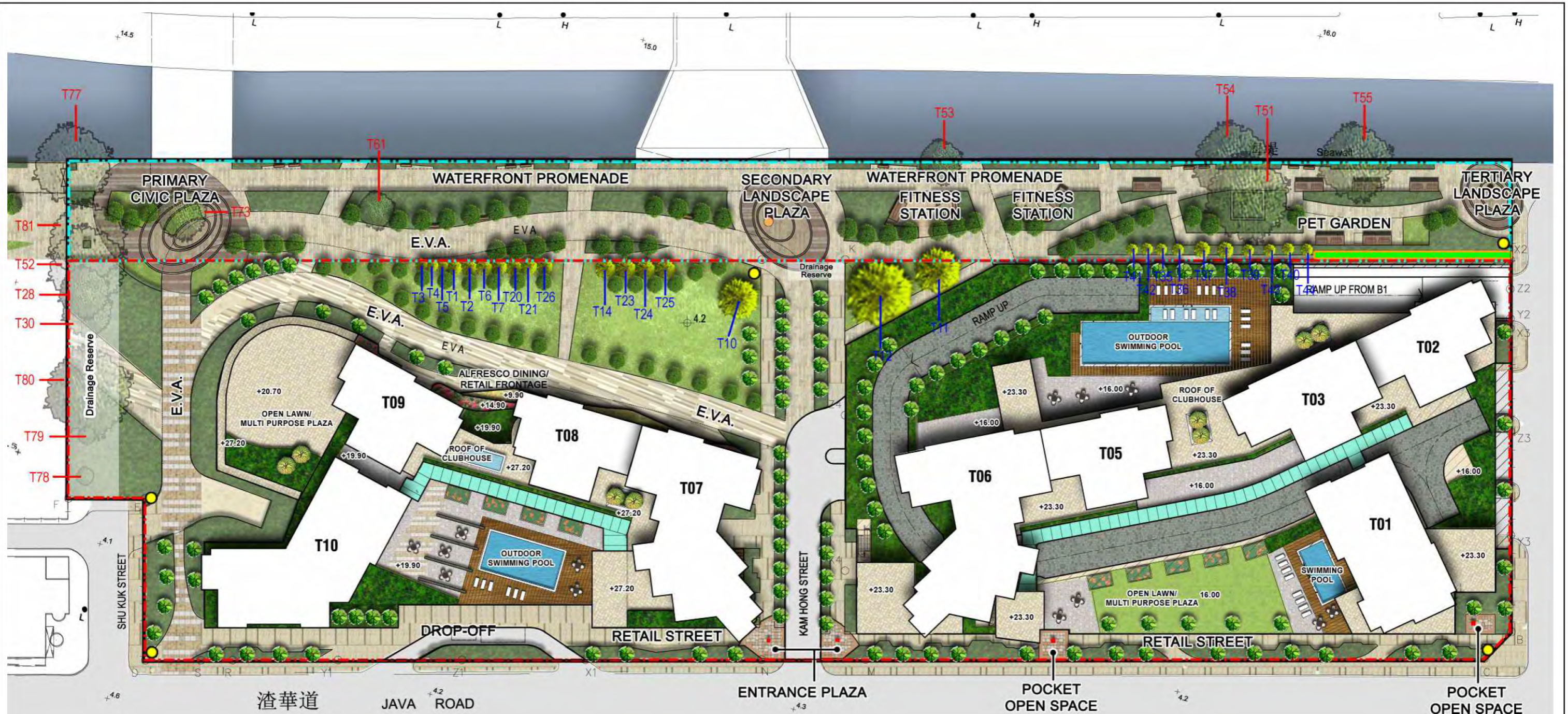
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[Black dashed line]	LOT BOUNDARY OF IL9027	[Pink box]	RESIDENTIAL LOBBY / SHUTTLE LIFT LOBBY / LIFTS
[Circle with 18]	NO. OF RESIDENTIAL STOREY	[Blue box]	CLUBHOUSE
[Grey box]	DRIVEWAY	[Light green box]	LANDSCAPE AREA AT GROUND LEVEL / ON GRADE
[Blue box]	GIC / PUBLIC TOILET	[Dark green box]	LANDSCAPE AREA / PLANTER ABOVE GROUND LEVEL
[Pink hatched box]	RESIDENTIAL LOBBY / SHUTTLE LIFT LOBBY / LIFTS	[Grey box]	CARPARK AREA
[Purple box]	CLUBHOUSE	[Hatched box]	LOADING / UNLOADING
[Orange box]	RETAIL / COMMERCIAL	[Cross-hatched box]	COACH PARKING AREA
[Blue hatched box]	GIC / PUBLIC TOILET	[Brown box]	REFUSE COLLECTION CHAMBER W/ VEHICULAR ACCESS
[Purple line]	"PURPLE LINE" (UNDER SC 18 OF THE SPECIAL CONDITIONS OF GRANT)		
[Yellow hatched box]	"YELLOW" (UNDER SC 13 OF THE SPECIAL CONDITIONS OF GRANT)		
[Pink hatched black stippled green box]	"PINK HATCHED BLACK STIPPLED GREEN" (UNDER SC 14 / 17 OF THE SPECIAL CONDITIONS OF GRANT)		
[Pink hatched black box]	"PINK HATCHED BLACK" (UNDER SC 14 OF THE SPECIAL CONDITIONS OF GRANT)		
[Edged blue box]	"EDGED BLUE" (UNDER SC 15 OF THE SPECIAL CONDITIONS OF GRANT)		
[Yellow stippled black box]	"YELLOW STIPPLED BLACK" (UNDER SC 13 OF THE SPECIAL CONDITIONS OF GRANT)		
[Pink stippled green box]	"PINK STIPPLED GREEN" (UNDER SC 17 OF THE SPECIAL CONDITIONS OF GRANT)		
[Yellow cross-hatched black box]	"YELLOW CROSS-HATCHED BLACK" (UNDER SC 13 OF THE SPECIAL CONDITIONS OF GRANT)		
[Pink stippled black box]	"PINK STIPPLED BLACK" (UNDER SC 21 OF THE SPECIAL CONDITIONS OF GRANT)		
[Pecked blue line]	"PECKED BLUE LINE" (UNDER SC 22 OF THE SPECIAL CONDITIONS OF GRANT)		
[Green box]	"GREEN" (UNDER SC 8 OF THE SPECIAL CONDITIONS OF GRANT)		
[Pink hatched brown stippled red box]	"PINK HATCHED BROWN STIPPLED RED" (UNDER SC 3 OF THE SPECIAL CONDITIONS OF GRANT)		
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[Green box]	"GREEN" (UNDER SC 8 OF THE SPECIAL CONDITIONS OF GRANT)		

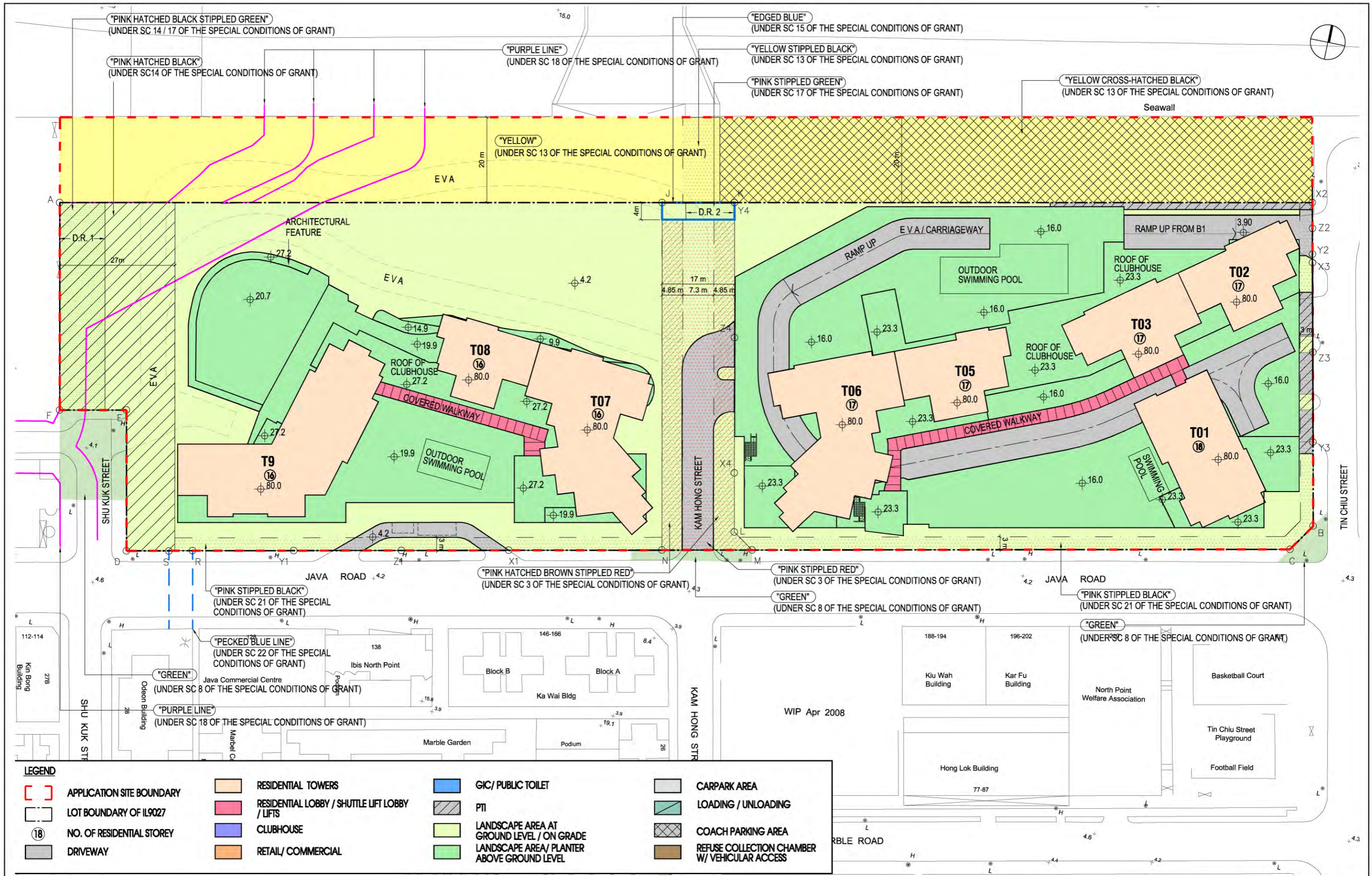
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Title

Master Layout Plan of the 9-Tower Scheme

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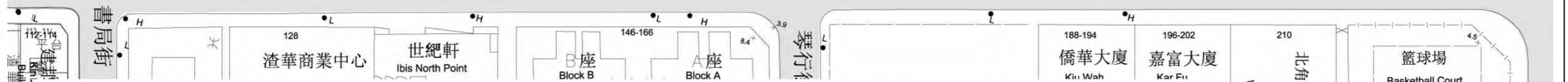
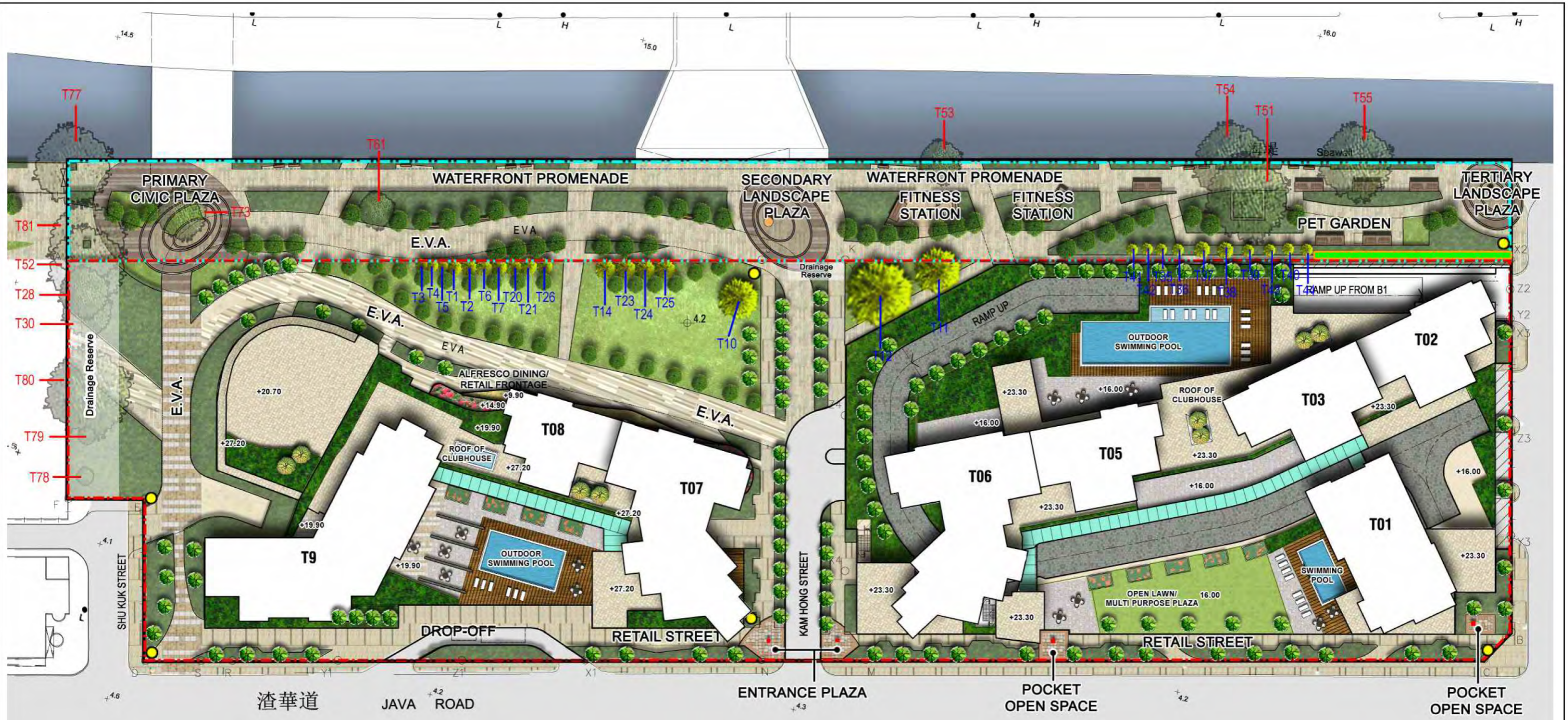
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|---------------------------|--|--|---|
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| LOT BOUNDARY OF IL9027 | RESIDENTIAL LOBBY / SHUTTLE LIFT LOBBY / LIFTS | PTI | LOADING / UNLOADING |
| NO. OF RESIDENTIAL STOREY | CLUBHOUSE | LANDSCAPE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

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Title

Master Layout Plan of 8-Tower Scheme

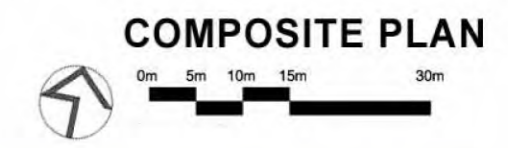
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LEGEND

- Application Site Boundary
- Within Lot
- Yellow Area
- Proposed New Tree Planting
- Proposed Shrub Planting
- Proposed Ground Cover / Lawn
- Hard Paved Area
- Residential Towers
- Proposed Vertical Green Wall

- T13 Proposed Retained Trees (Within Lot: 6 Nos., Yellow Area: 8 Nos.)
- T5 Proposed Transplanted Trees (Within Lot: 17 Nos., Yellow Area: 10 Nos.)
- Proposed Compensatory Trees (Within Lot: 31 Nos., Yellow Area: 44 Nos.)
- Signage



Title

Landscape Master Plan of 8-Tower Scheme

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Figure 7: 10-Tower Scheme - Master Layout Plan and Section

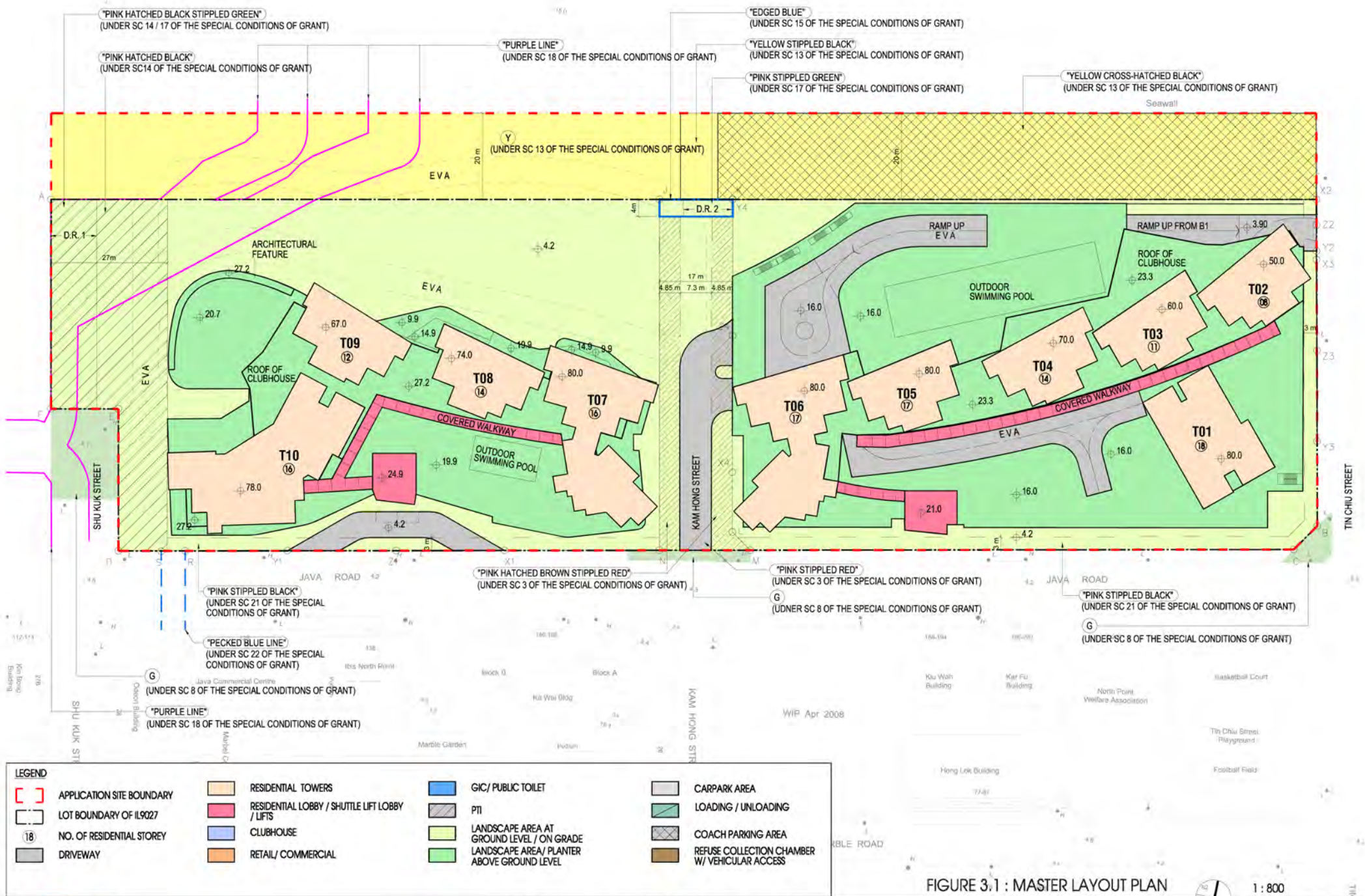


FIGURE 3.1 : MASTER LAYOUT PLAN

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PROPOSED RESIDENTIAL DEVELOPMENT
IL9027 JAVA ROAD AND TIN CHIU STREET, NORTH POINT, HONG KONG

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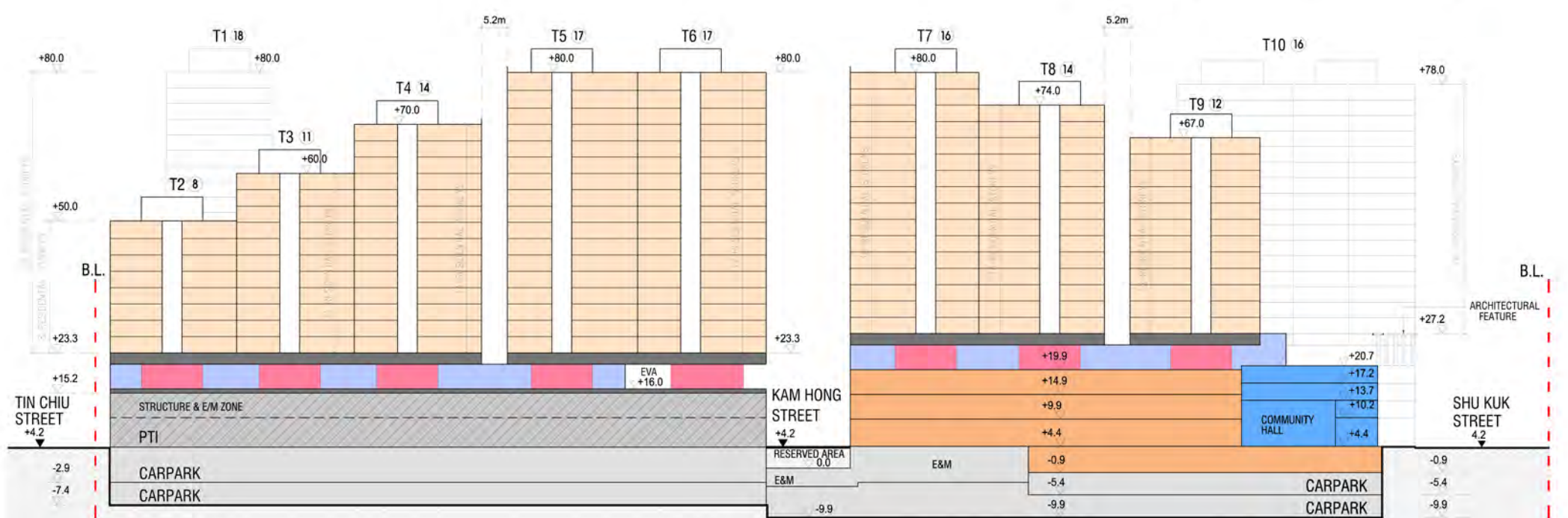
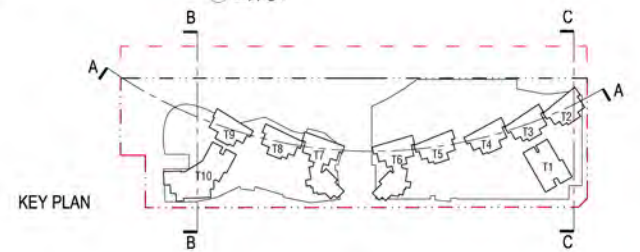


FIGURE 3.8 : SECTION A-A

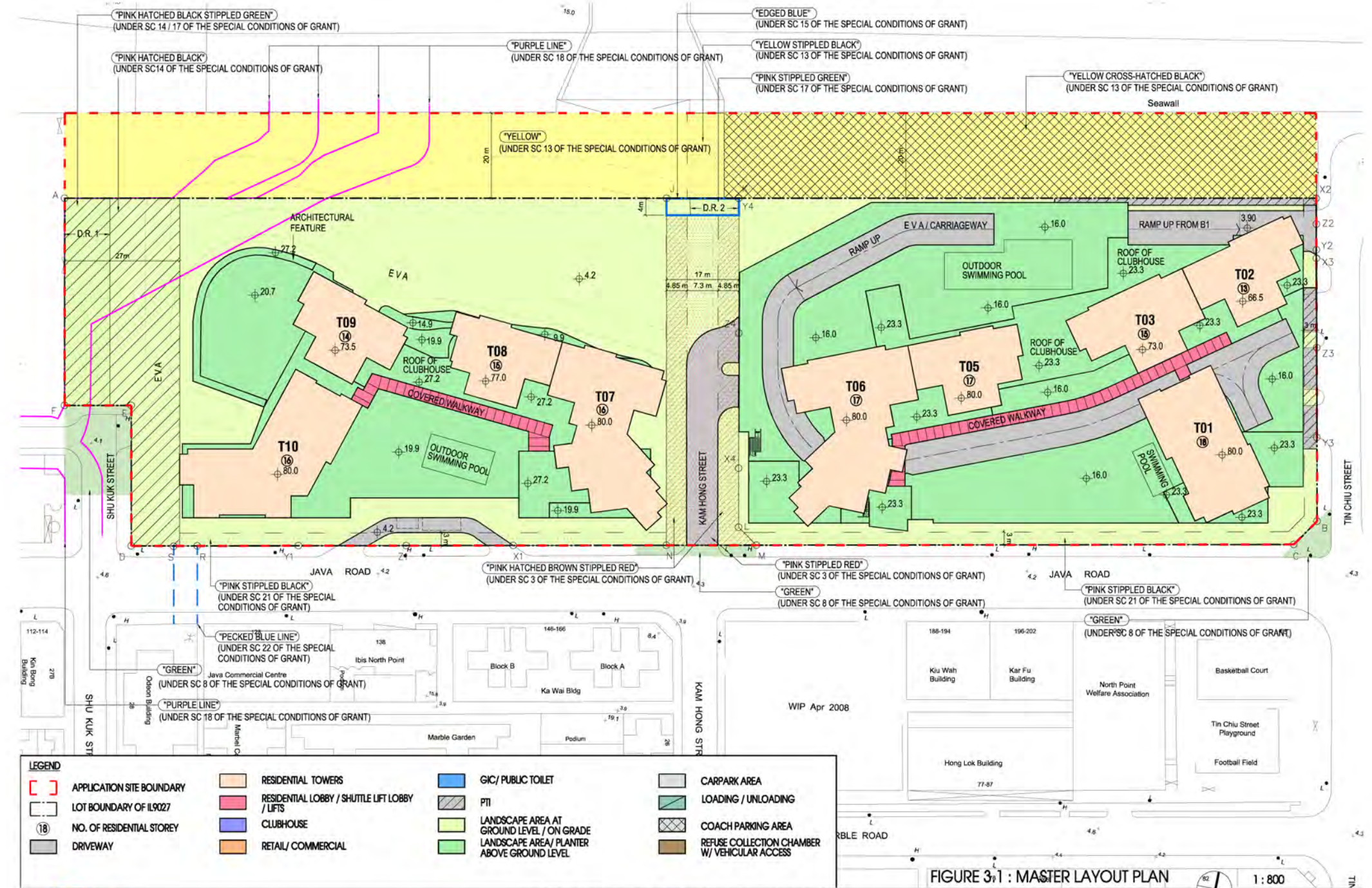
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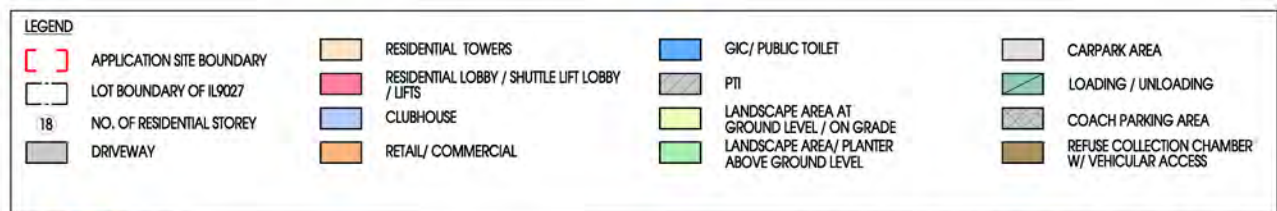
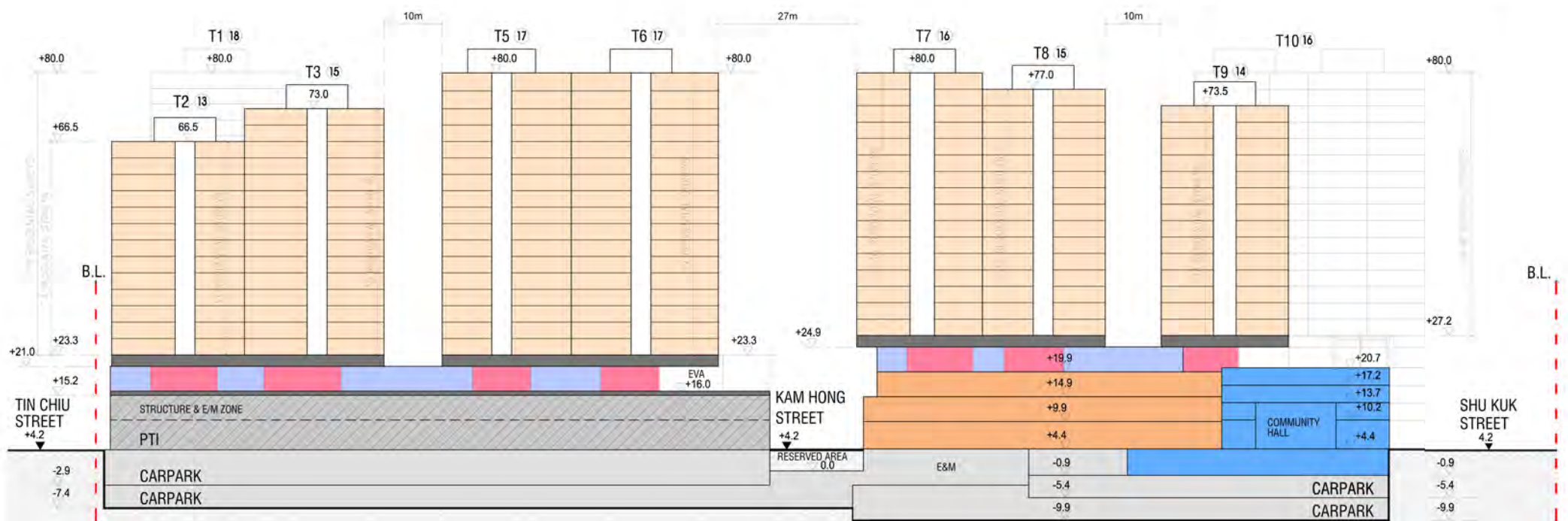
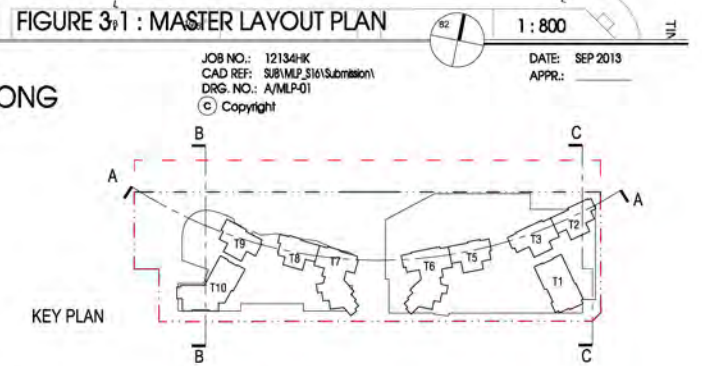
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Figure 8: 9-Tower Scheme - Master Layout Plan and Section



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Figure 9: 8-Tower Scheme - Master Layout Plan and Section

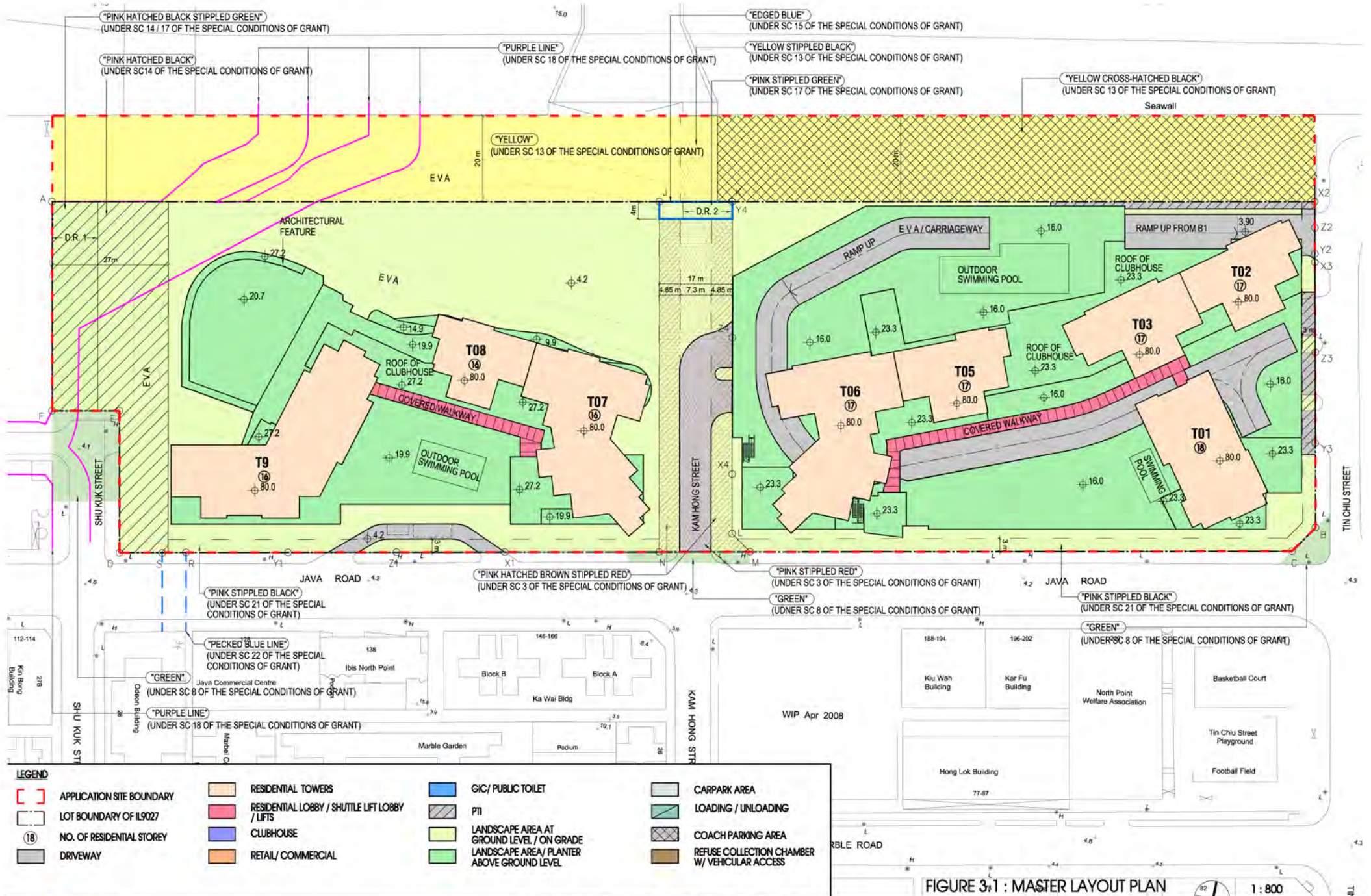


FIGURE 3.1 : MASTER LAYOUT PLAN

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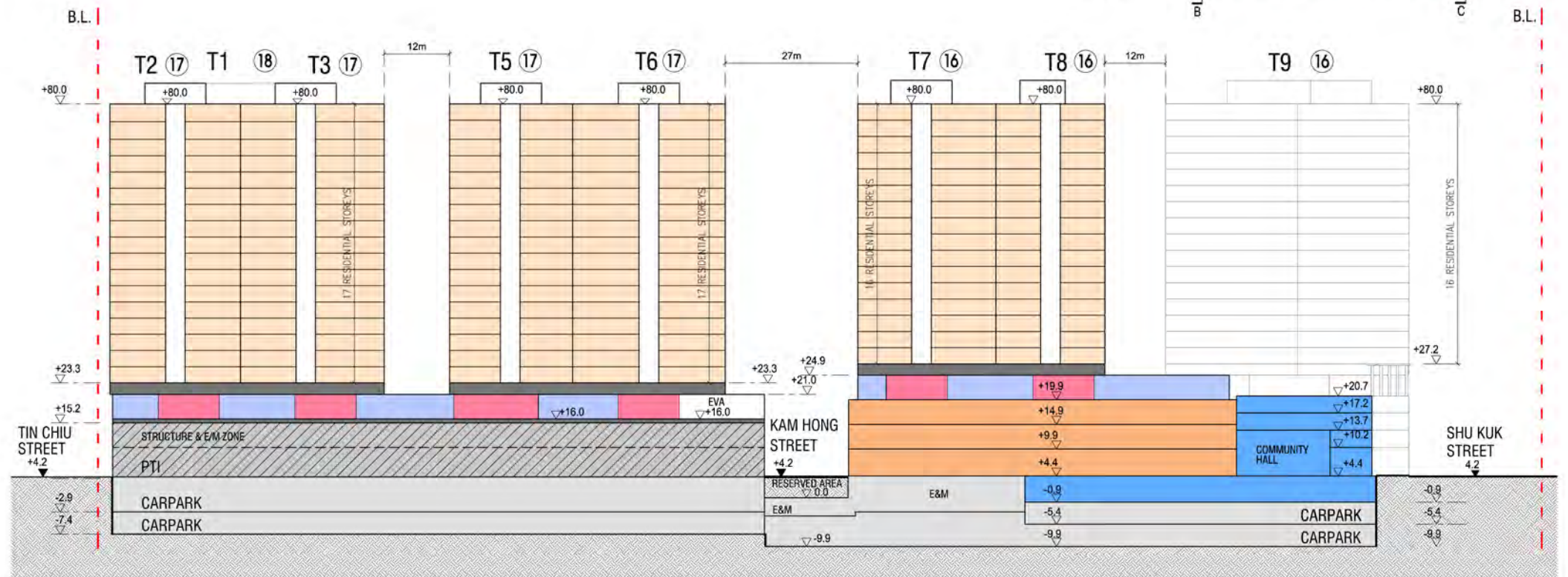
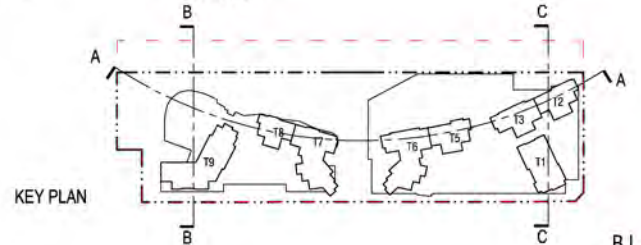


FIGURE 3.8 : SECTION A-A

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