

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

For discussion  
on 26 June 2019

TFK/02/2019

## **Transitional Housing Project at the Junction of Hoi Kok Street and Hoi Hing Road Tsuen Wan**

### **PURPOSE**

This paper seeks Members' views on the proposed transitional housing project ("the Project") for a period of 5 years at the junction of Hoi Kok Street and Hoi Hing Road in Tsuen Wan with an area of approx. 3,300m<sup>2</sup> ("the Site") (**Appendix 1**). Specifically, Yan Chai Hospital Board ("YCHB") wishes to seek Members' views on the planning and design of the Project in terms of, inter alia, urban design context, visual impact and the enhanced connectivity between the harbourfront and inner part of the waterfront area including Hoi Kok Street and Hoi Hing Road.

### **BACKGROUND**

#### *Policy on Provision of Transitional Housing*

2. As indicated by the Chief Executive in the 2017 and 2018 Policy Addresses, since it takes time to identify land for housing construction, the Government, while taking forward long-term housing policy and measures, supports and facilitates the implementation of various short-term initiatives put forward and carried out by the community, so as to increase the supply of transitional housing. These short-term initiatives can bring in efforts beyond the Government as well as community resources for the provision of flexible and multiple relief measures.

3. To this end, a task force was set up under the Transport and Housing Bureau ("THB") in June 2018 to provide one-stop coordinated support to facilitate the implementation of community-initiated transitional housing projects. The task

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

For discussion  
on 26 June 2019

TFK/02/2019

force will provide necessary support to suitable projects upon consultation with relevant bureaus and departments, offer advice on relevant administrative or statutory procedures, and render assistance in funding applications, etc.

### *The Site*

4. The Site has a total area of about 3,300 m<sup>2</sup> and is surrounded by Hoi Hing Road, Hoi Kok Street and the elevated Tsuen Wan Road. To the southwest of the Site across Hoi Hing Road is the waterfront area which will be enhanced under the "Enhancement of the Tsuen Wan Waterfront (Phase II)" Project. To the northeast of the Site underneath the elevated Tsuen Wan Road is a public open space namely Hoi Shing Garden.

5. The Site is currently left vacant and is zoned "Open Space" under the Tsuen Wan Outline Zoning Plan No. S/TW/33 ("OZP"). While the Site falls within the boundary of the proposed Tsuen Wan Road Widening project, permanent development of the open space will only be implemented after the completion of the widening project. The proposed temporary use of providing transitional housing units would be removed when the Site is required for the above long-term projects, and hence would not interfere the long term planned use of the Site.

### *The Project*

6. The Project will provide residential and social support to those who have been queuing up for public housing for at least 3 years and presently living in inadequate housing condition. Upon completion of the Project, around 110-130 Opods/Boxpods, i.e. round or rectangular-shape concrete modular housing units of 3 metres in height, would be stacked two-storey on the Site and are targeted to ease some 300-350 appropriate applicants from their existing inadequate living conditions (**Appendix 2**).

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

For discussion  
on 26 June 2019

TFK/02/2019

Boxpods would predominate in the overall design, while different types of flat mix (1 person to 4 persons) would be provided.

## *Background of the Project Proponent*

7. YCHB was founded in 1962, and provides diversified services in medical care, education and social services for the community. YCHB is established under the Yan Chai Hospital Ordinance (Cap. 1106), and also a charitable institution under section 88 of the Inland Revenue Ordinance (Cap. 112). An in-house engineering team is established under YCH Social Services Department to provide full spectrum of support in project management, engineering and facility management. The team has the expertise of surveying, building services, project management, housing management and occupational safety and health. With distinctive experiences in rendering services to the communities and well-established networks, YCHB maintains a competitive edge in running the Project.

## *Views of the THB*

8. THB considers the proposal by YCHB is in line with the Government's policy of facilitating the implementation of various short-term community initiatives on transitional housing. THB agrees to give support in principle for the direct grant of the subject site by way of short-term tenancy for a term of five years.

## **PROPOSED DESIGN**

9. Taking into account the harbourfront setting of the Site, YCHB not only tries every endeavour to fulfill the statutory requirements of different Government Departments in respect of the design, but also to contribute to the enhancement of the harbourfront as far as possible.

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

For discussion  
on 26 June 2019

TFK/02/2019

10. Key design features and merits of the Project are summarized as follows:

- (a) **Conforming Height Profile:** Around a total of 110-130 Opods/Boxpods would be stacked on 2 levels. The maximum building height of 8m would not cause any obstruction to natural sunlight to Hoi Shing Garden. Also, it will not cause any blockage to the surrounding buildings in enjoying the sea view (**Appendix 3**).
  
- (b) **Creating a Community Node with Harmonious Street Frontage:** Apart from provision of transitional housing, the Project aims to create a harmonious street frontage and strengthen the social integration amongst the local communities. Small-scaled community events are planned to be organized such as display of children's drawings, artworks of the locals, happy family's photo exhibition and so on. Such events could be held within the Site as well as at the immediate waterfront area. Besides, the Project will also enhance the connectivity from the hinterland to the waterfront by creating an additional walkway to link up Hoi Shing Road and Hoi Hing Road via Hoi Shing Garden. Subject to the local support and technical study, opportunity would be explored to provide a road-crossing pedestrian crossing at Hoi Hing Road to the harbourfront at the end of the proposed walkway (**Appendix 4**).

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

For discussion  
on 26 June 2019

TFK/02/2019

11. We consider that the proposed development aligns with the Harbour Planning Principles in the following aspects –

**(a) *Preserving Victoria Harbour***

In line with the objective of protecting and preserving the Victoria Harbour, the Project does not involve any reclamation works. Besides, of the proposed development will be well-connected to existing drainage and waste handling system and would not impose any negative impact to the Victoria Harbour Frontage.

**(b) *Stakeholder Engagement***

The Project aims to provide transitional housing to address the needs of the underprivileged including those in the local community. THB and YCHB have undergone public engagement through different means since March 2019. The Tsuen Wan District Council was consulted on 26 March 2019 and positive feedback were received generally. The concerns raised by District Council's members will also be addressed in the coming detailed design stage.

**(c) *Sustainable Development and Integrated Planning***

The Project fulfills the building separation, building setback and site coverage of greenery requirements under the Sustainable Building Design Guidelines; and the respective feasibility study demonstrated that the proposed development will not bring any adverse impact to

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

For discussion  
on 26 June 2019

TFK/02/2019

the surrounding area.

Modular Integrated Construction (“MIC”) method will be applied in this Project, thereby minimizing impact to local stakeholders including users of the harbourfront during the construction stage.

Landscaping will be provided at the Site. Detailed landscaping design is subjected to the result of the upcoming tree survey. To cope with the increased pedestrian flow and to maintain a big tree at the Site, which is situated at the corner between Hoi Kok Street and Hoi Hing Road, YCHB would consider, subject to the advice of the detailed consultancy study, widening the pavement nearby to embrace the big tree for enhancing the greenery of the area on one hand, while smoothing the increased flow of pedestrians on the other (**Appendix 5**).

- (d) *Integrated Planning***
- (e) *Proactive Harbour Enhancement***

The Project has taken into the account the “Enhancement of the Tsuen Wan Waterfront” project by the Harbour Office and the cycle track project by Civil Engineering and Development Department being / to be carried out nearby to enhance the harbourfront area. There will be no interface issue with the two projects. Besides, the Site is well-equipped with public utilities provisions. The Project intends to connect to existing sewage and storm water provisions which minimize large scale civil works as well as disturbance to the neighbourhood.

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

For discussion  
on 26 June 2019

TFK/02/2019

### **(f) *Vibrant Harbour***

As mentioned in paragraph 10(b) above, YCHB will take the opportunity of the Project to organise events at the Site and the immediate waterfront, which would not only enhance social inclusion but also bringing diversity to the harbourfront. Besides, the current waterfront has been used by local residents and workers as a major access to the Tsuen Wan West MTR Station area, as well as for outdoor activities such as jogging and fitness training. The vigor outlook of the Opods/Boxpods will create an interesting and attractive backdrop for those users.

### **(g) *Accessible Harbour***

The proposed additional walkway between Hoi Shing Road and Hoi Hing Road via Hoi Shing Garden would enhance the accessibility to the harbourfront. It will not only benefit residents of the Project but also the general public heading to the Chai Wan Kok area at the hinterland.

### **(h) *Public Enjoyment***

By adopting MIC method, impact to users of the harbourfront during the construction stage would be minimised. Moreover, while no obstruction to the surrounding area would be imposed, the Project minimizes the impact to the usage of the public open space and venue for public enjoyment at the Tsuen Wan Waterfront. The long-term development of the Site as a public open space will also not be affected.

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

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For discussion  
on 26 June 2019

TFK/02/2019

## **CONCLUSION**

12. The Project is formulated in compliance with the development requirements as stipulated in the statutory requirements of different Government Departments, in the Approved OZP and the land lease conditions. The Project has also paid due respect to the prominent location of the Site while making reference to the Harbour Planning Guidelines to contribute to the making of an attractive, vibrant and accessible waterfront area.

## **VIEWS SOUGHT**

13. Members are invited to express their views on the above Project.



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on 26 June 2019

TFK/02/2019

## **APPENDIXES**

- Appendix 1 Site Plan & Surrounding of the Site
- Appendix 2 Illustration of Opod/Boxpod
- Appendix 3 Key design feature – Conforming Height Profile
- Appendix 4 Key design feature – Creating a Community Node  
with Harmonious Street Frontage
- Appendix 5 Aligning with the Harbour Planning Principles –  
Sustainable Development and Planning

**Yan Chai Hospital Board  
June 2019**

**Site Plan**



**Surrounding of the Site**



Illustration of Opod/Boxpod

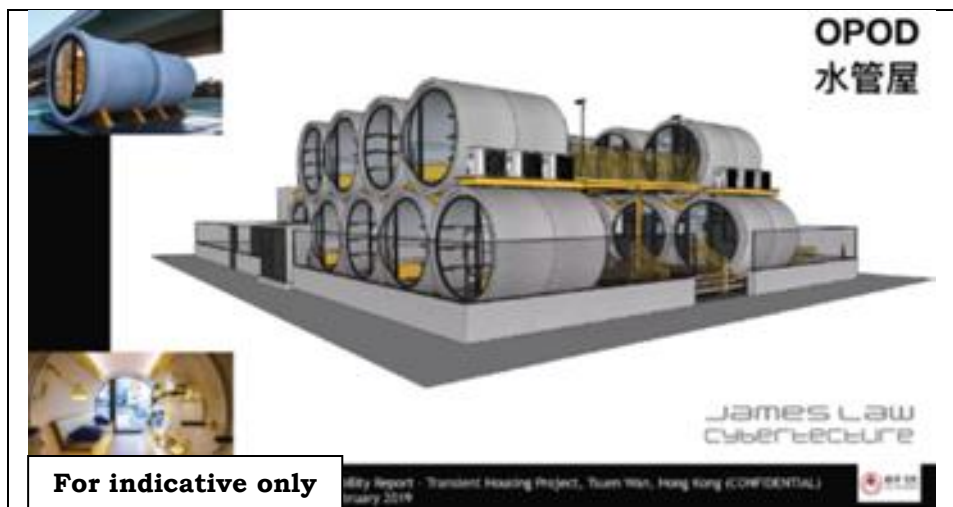
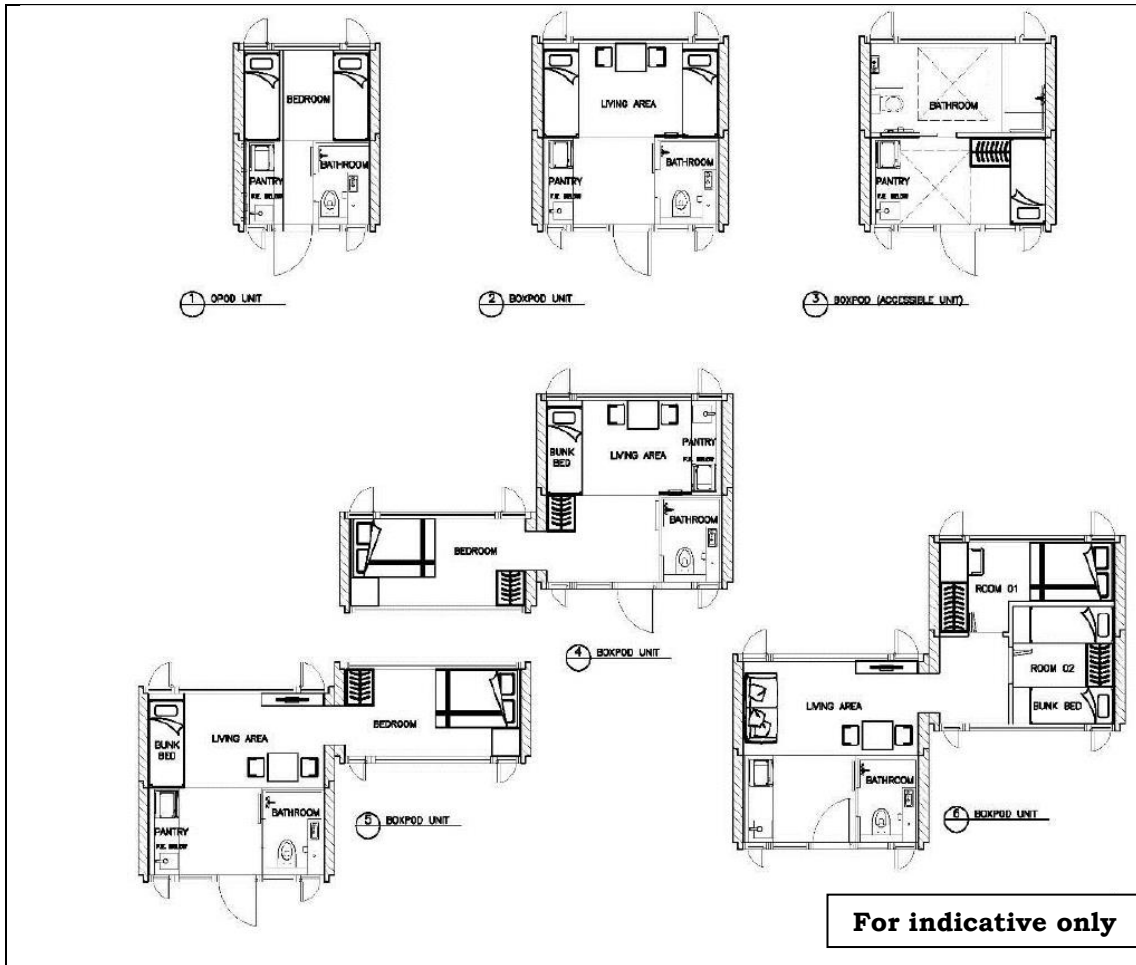




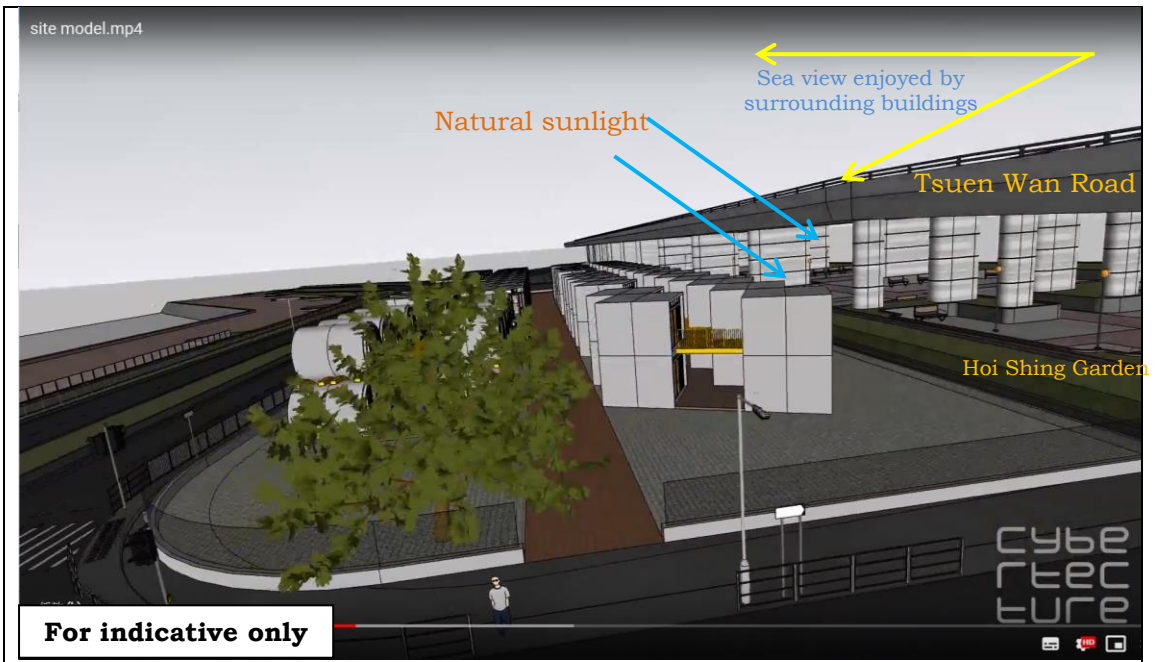
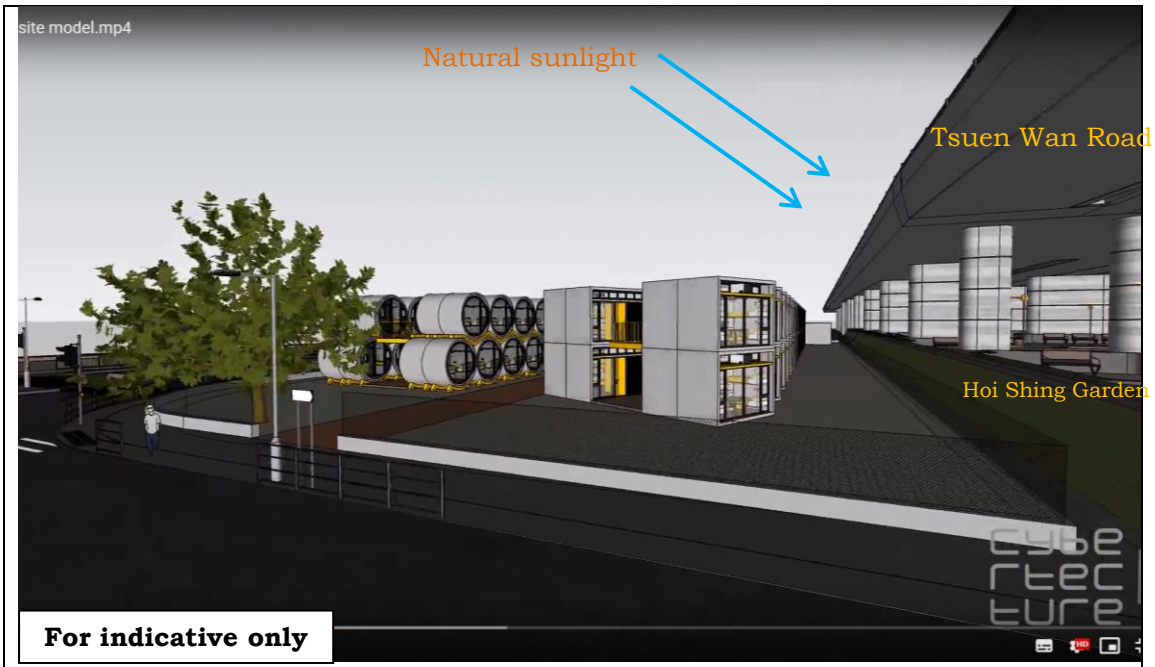
Illustration of Opod/Boxpod



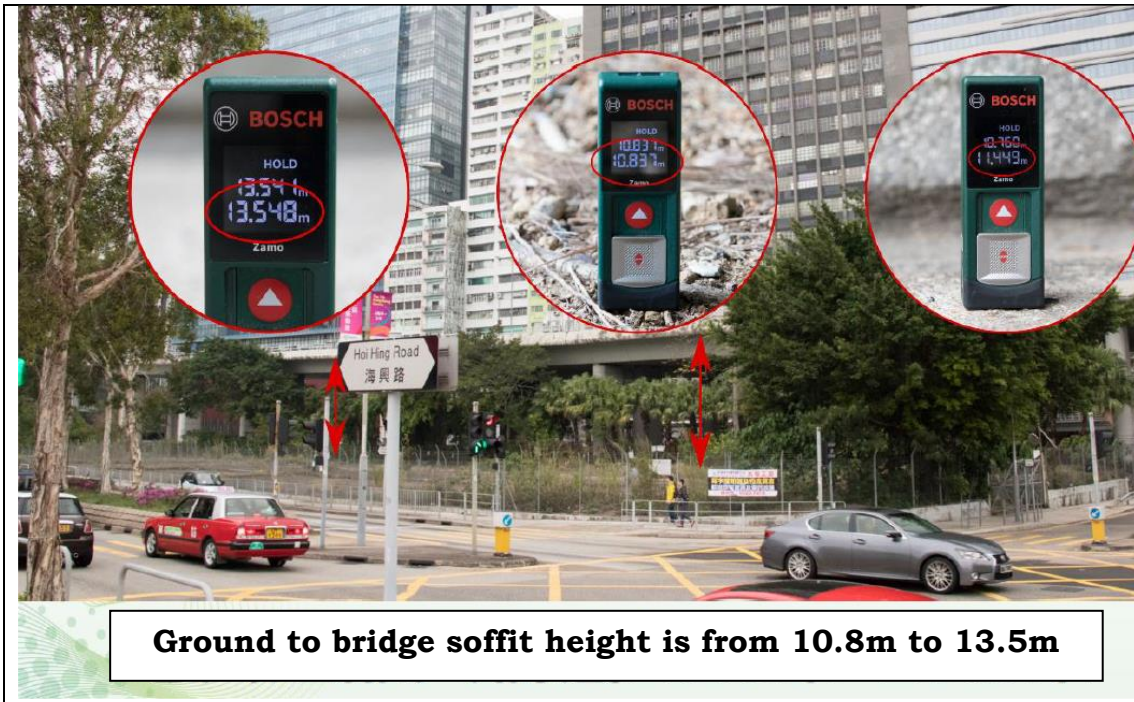
For indicative only



**Key design feature – Conforming Height Profile**



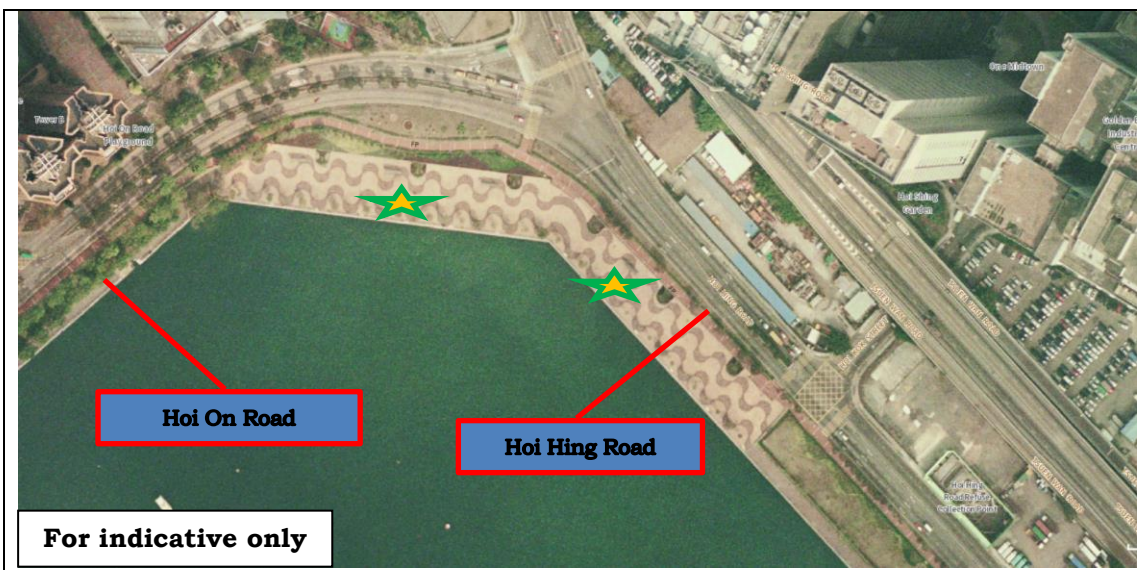
**Key design feature – Conforming Height Profile**





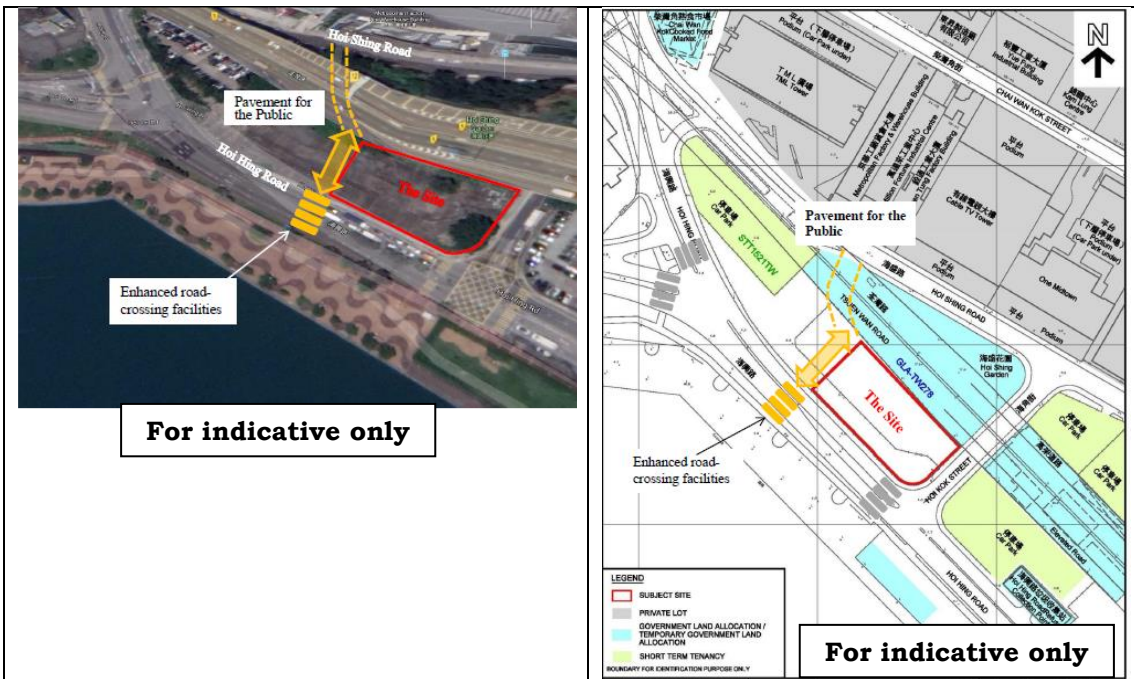
**Appendix 4**

**Key design feature –Creating a Community Node with Harmonious Street Frontage**



Possible venues for holding small-scaled community events.

**Key design feature –Creating a Community Node with Harmonious Street Frontage**





**Appendix 5**  
**Aligning with the Harbour Planning Principles – Sustainable Development and Planning**

