

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

For discussion
on 29 June 2023

TKF/02/2023

Proposed Commercial Development at Yau Tong Marine Lots 73 and 74 in Yau Tong Bay, Yau Tong, Kowloon

PURPOSE

This paper seeks to solicit the Task Force's views on the enhancement to the harbourfront area for the proposed commercial development with provision of Public Waterfront Promenade (PWP) at Yau Tong Marine Lots (YTMLs) 73 and 74 at Yau Tong Bay (YTB) in Yau Tong (Application Site) (**Annex I**). A Section 12A Planning Application was submitted to the Town Planning Board (TPB) on 22 September 2022 to rezone the Application Site from "Comprehensive Development Area" ("CDA") zone to "Commercial (1)" ("C(1)") zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27.

BACKGROUND

2. With a site area of about 4,600 m², the Application Site is currently occupied by Wing Shan Industrial Building (WSIB). The existing WSIB at the Application Site is blocking the access from the Cha Kwo Ling Road to the waterfront. It therefore hinders the realisation of the 13km planned/existing PWP connecting the entire Kowloon East, stretching from the Kai Tak Development Area to Lei Yue Mun.

3. Kowloon East is gradually transforming into Central Business District 2 (CBD2) under the Energizing Kowloon East initiative with a connected waterfront promenade extending from the Kai Tak Development Area. The Application Site sits at a prominent location conducive to commercial development to supply Grade A office spaces for the CBD2 as well as bringing vibrancy to the Yau Tong harbourfront at the Eastern Gateway of

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the Victoria Harbour. Therefore, there is an opportunity to redevelop WSIB for commercial (office and retail) use.

4. The latest approved Section 16 Planning Application No. A/K15/112 for Proposed Comprehensive Development (including Residential, Commercial, Hotel, Government, Institution or Community Uses, Public Vehicle Park and Pier (Landing Steps) and Minor Relaxation of Plot Ratio Restriction (Approved YTB Development) covers the whole “CDA” zone. The Application Site, which was part of the dissenting lots, was planned for hotel development. Yet, the approved Planning Application No. A/K15/112 was indeed submitted by the owners of other private lots (i.e. the Consortium) within the same “CDA” zone, but NOT the owner of the WSIB at the Application Site (i.e. the Applicant)¹. No discussion has been made with the Applicant on what developments should happen in the Application Site, and therefore, the planned hotel at the Application Site under the Approved YTB Development is considered not implementable and is not in line with the business plan of the Applicant given the uncertainty in the hotel industry in these recent years.

5. In fact, the Applicant has the intention to develop the Application Site for commercial uses while maintaining the existing development intensity. There are three previously approved Planning Applications covering only the Application Site for commercial uses. That includes Planning Application No. A/K15/70 (for wholesale conversion of the existing WSIB for lifetime for Retail/Restaurant uses), No. A/K15/98 (for proposed conversion of an existing industrial building to hotel and shop and services uses (with Public Waterfront Promenade) and No. A/K15/107 (for proposed wholesale conversion of an existing industrial building for hotel and shop and services uses for the life-time of the building with Public Waterfront Promenade and Landing Steps) with an proposed plot ratio (PR) of 11.0. The Applicant also previously completed lease modification by way of the no-objection letter from the Lands Department in September 2009, and the Building Plans of the Approved Scheme under the

¹ Another preceding approved Planning Application No. A/K15/96 was also submitted by the Consortium and covered the entire YTB “CDA” zone. There has been no change to the proposal for hotel development at the Application Site.

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previously approved Planning Application No. A/K15/70 was also last approved by the Building Authority in February 2011. With the pursuit of the approved scheme to revitalise WSIB, a retail mall with the existing WSIB building bulk could still be achieved, yet the provision of PWP is not required. The Applicant therefore believes that the redevelopment of WSIB would be a better option to contribute to the planned inter-connected PWP, as well as to bring more planning gains to the wider community, including the provision of PWP, public landing steps, the improvement of air ventilation and visual permeability, etc. The Applicant has shown strong desire in this proposed commercial development to play a part in the development of the YTB waterfront to make it a more vibrant and accessible one.

6. The development of YTB waterfront has been discussed by the Task Force since 2010 while previous proposal in the Application Site was discussed in 2020. Major concerns raised by the Task Force members on the marina development, recreational uses, land/water interface, and supporting facilities etc., have also been addressed in this proposed commercial development. Being a part of the CBD2 transformation, the proposed commercial development is also in line with the Enhancement of Connectivity, Walkability and Mobility Initiatives under the Conceptual Master Plan 6.0 prepared by the Energizing Kowloon East Office (EKEO)². The WSIB currently blocks the PWP connection to the Kai Tak development area. Therefore, it is believed that the redevelopment of WSIB will be a good opportunity to open up the promenade and create better integration with the Approved YTB Development.

PROPOSED COMMERCIAL DEVELOPMENT

7. YTB is strategically located at the eastern entrance of the Victoria Harbour. It is highly visible with sheltered waters that can be seen by cruises or ferries entering or departing the Victoria Harbour from the east. Therefore, it is believed that a tall, iconic,

² Conceptual Master Plan under the Energizing Kowloon East Initiative. Source: <https://www.ekeo.gov.hk/en/about-ekeo/conceptual-master-plan/index.html>

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and stand-alone commercial tower at this prominent location could be attractive to locals and overseas visitors on cruises and ferries, as well as the public walking along the harbourfront on the Hong Kong Island side.

8. In view of that, the Applicant proposes to redevelop Wing Shan Industrial Building into a 28-storey commercial tower with proposed building height of 130mPD and an architectural design concept of “Rainbow Tower”. The proposed “Rainbow Tower” takes inspiration from conventional lighthouses and reinterpret it in a contemporary manner. The design concept of “Rainbow Tower” can be described in two distinct parts: the lantern at the top and the supporting shaft that holds the lantern in place. The shaft is expressed as a series of stacking blocks to reduce visual bulk and create visual interest commonly lacking in tall commercial tower. The diagonal architectural fins on the façade of the shaft are also designed to reflect natural light differently depending on the time of the day and the viewing angle. While at the top of the shafts sits a rainbow-coloured lantern, sculpted from a collection of coloured glazing and architectural fins. The overall architectural design represents a welcoming beacon for vessels coming into the Victoria Harbour from the east. The “Rainbow Tower” will also act as a landmark symbolising the transformation of YTB and the Kowloon East. The proposed commercial development also signifies the vibrancy and the energy of the harbour which reminds people about the YTB development, which is a harbourfront area for everyone to carry out different passive and active activities.

9. The proposed commercial development is not only a piece of iconic architecture at the strategic location, but also an optimal solution responding to the local contexts with multiple planning benefits to the local community. It incorporates a PWP of not less than 15m wide with an area of about 1,205 m² (based on a 20m wide area provision), which is more than the requirement stipulated in the “CDA” zone in the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27. The proposed PWP includes purposely designed landscape features that cohesively connect the PWP of the Approved YTB Development and the future Cha Kwo Ling waterfront area.

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10. Please refer to **Annex II** and **Annex III** for the Master Layout Plan and the Key Parameters Table of the proposed commercial development respectively. The key design features and merits of the proposed commercial development are summarised as follows:

(a) A thematic development with landing steps to enable active marine and recreational uses

The Application Site is situated at the Eastern Gateway of the Victoria Harbour. The “Rainbow Tower” adopts an innovative and colourful design inspired by traditional lighthouse, with an iconic rainbow lantern as a unique roof feature. The iconic design will emulate its prominence in the Kowloon East and face the Eastern Gateway of Victoria Harbour, reflecting the vibrancy of the building and the surrounding area.

Moreover, the proposed landing steps also provide opportunities for enhancing land-water interface, for instance, to promote pleasure boating, and other active marine and recreational activities.

(b) Well-integrated with the PWP of Kowloon East

The existing WSIB at the Application Site blocks the access to the waterfront. The proposed commercial development provides a connected PWP with not less than 15m wide with an area of about 1,205 m² (based on a 20m wide area provision) along the shoreline and landing steps which contribute to the creation of a vibrant Victoria Harbour with a well-connected public waterfront promenade linking to other parts of Kowloon East and Kai Tak Development Area.

(c) Seamless Connection with the Adjoining PWP (in CDA)

With reference to the Landscape Master Plan in **Annex IV**, careful considerations have also been taken to integrate the landscape design of PWP within the Application Site with

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that of the adjacent waterfront promenade of the adjacent Approved YTB Development to increase the accessibility and visual connection of the site.

(d) Accessible PWP with a North-South Pedestrian Connection

A 24-hour accessible north-south (N-S) pedestrian access of 3m wide will be provided in the ground level of the proposed commercial development to connect Cha Kwo Ling Road and the PWP. Regardless of the development phasing of the Approved YTB Development, the N-S pedestrian access will serve as an accessible route for the local community to visit and enjoy the PWP in the Application Site.

(e) Creating a Recreational Destination at the Eastern Gateway of Victoria Harbour

It is suggested that the amenities and design of the proposed PWP, including seating areas and rain shelters, and the proposed public landing steps, will be integrated with the future commercial development to create a leisure and recreational destination with land-water interface. In the long run, the proposed commercial development also creates opportunities for future marina development in YTB, where different activities like pleasure boating and recreational fishing could be considered, diversifying the user experience at the harbourfront.

Moreover, the proposed commercial development will bring vibrancy to the waterfront area by enabling complementary retail uses at the lower floors to this potential new destination and focal point in the Kowloon East. Parking spaces are also provided at the basement levels as supporting facilities in the planned commercial development. As such, the proposed commercial development, with the provision of complementary retail uses at the lower floors and supporting facilities, could contribute to the transforming YTB area by creating a vibrant and iconic waterfront commercial destination which can be enjoyed by

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the public.

(f) Sensitive Building Design and Disposition to Enhance Wind and Visual Permeability

The proposed commercial development also respects the requirements on building massing as suggested in the Planning Brief for the Yau Tong Bay “CDA” zone. A minimum 15m tower separation with the adjacent planned residential tower T14 in the Approved YTB Development would be provided to enhance air ventilation. Besides, the building design at pedestrian level has also incorporated tailor-made ventilation spaces at the permeable zone of about 25m wide with the adjacent planned residential tower T14, which aligns with the prevailing wind direction.

HARBOUR PLANNING PRINCIPLES

11. Harbour Planning Principles (HPPs) were developed as a set of guidelines for all individuals and organisations to facilitate the sustainable planning, preservation, development, and management of Victoria Harbour and the harbourfront areas. Further to the above discussions, the proposed commercial development has paid due respect to these principles as illustrated below.

(a) Preserving Victoria Harbour

To protect and preserve the Victoria Harbour, site formation and construction works of the proposed commercial development will only be carried out within the Application Site. There will be no reclamation works in Victoria Harbour.

Moreover, the proposed commercial development would create an iconic building for visual appeal to the public. It also enhances the harbour as a public asset through phasing out the non-compatible existing industrial use to

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make the harbourfront area more accessible. Furthermore, by introducing a wide range of active and passive recreational facilities and purposely designed landscaped area, the proposed PWP in the Application Site is integrated with the adjacent lots in the YTB “CDA” zone to achieve a continuous harbourfront.

Apart from providing a flight of landing steps to enhance land-water interface, the proposed PWP also encourages social interactions and various types of recreational and leisure activities. The proposed commercial development therefore expedites the provision of a vibrant and connected PWP, creating the economic and social values, while improving the harbour environment as our special public asset.

(b) Stakeholder Engagement

The general public is welcomed to provide comments on the planning application submitted by the Applicant under the Town Planning Ordinance (Cap.131) as part of the statutory process. In addition, this paper for consultation with the Harbourfront Commission has clearly shown the Applicant’s sincerity to invite comments and suggestions from key stakeholders on the proposed commercial development.

(c) Sustainable Development

The proposed commercial development has complied with all the relevant building separation, building setback, and greenery requirements under the Sustainable Building Design Guidelines. Technical assessments have been conducted and demonstrated that the proposed commercial development will NOT induce any insurmountable visual, air ventilation, traffic, water supply, sewerage, drainage impacts and quantitative risks.

The proposed commercial development also creates a tower separation with the adjacent residential tower of the

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Approved YTB Development to enhance visual and wind permeability. Building design at pedestrian level has incorporated a tailor-made ventilation space of 25m wide at the permeable zone with the adjacent planned residential tower T14 under the Approved YTB Development, which aligns with the prevailing wind direction for the proposed commercial tower. The building separation with the adjacent planned residential tower provides effective breezeways that link up the Harbour with the inland, allowing visual connection and ensuring good air ventilation among the existing developments uphill. Parking and loading/unloading facilities for the proposed commercial development are located at basement levels to minimise the need for bulky car parking structures aboveground and to reserve more areas for provision of landscaping/greening.

Soft landscaping will be provided through a selection of plant materials to maximise the greening effect and to enhance the characters of different landscape areas at different levels of the proposed development. Vertical greening is also proposed to maximise the greening opportunities to soften the architectural scheme to provide screening. The vertical green wall incorporates a varied planting palette to yield changing variety and seasonal interest.

(d) Integrated Planning

To realise a seamless and coherent waterfront promenade across the entire Kowloon East, the design of the proposed PWP has been carefully considered together with that in the adjacent Approved YTB Development. A distinctive “Wave” and “Droplet” concept is applied to the PWP at the Application Site to generate a compatible configuration and arrangement of hard and soft landscape.

Furthermore, the proposed commercial development will also phase out of the existing non-compatible industrial use (i.e. the existing WSIB) and introduce compatible commercial and retail use that provides job opportunities for

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the residential neighbourhood of Yau Tong and enhance vibrancy at the pedestrian level.

(e) Proactive Harbour Enhancement

With the provision of not less than 15m wide PWP of about 1,205 m² (based on the 20m wide PWP area provision) along the shoreline of the Application Site, the proposed commercial development will create an attractive harbourfront townscape that forms an essential part of the 13km planned/existing PWP connecting the entire Kowloon East from Kai Tak to Yau Tong area. It will also provide a wide-array of around-the-clock recreational activities and complementary retail uses along the PWP that establish a new recreational destination for social interaction, jogging, and harbour-viewing.

Furthermore, the proposed commercial development also introduces an iconic and interesting building design with tower separation with the adjacent planned residential tower T14 of the Approved YTB Development to reduce the visual bulk. It enhances visual interests for pedestrian walking along the PWP and even viewers from the other side of the harbour. Vertical green wall is also proposed to enhance the decency and pleasance of the urban environment to the surroundings.

(f) Vibrant Harbour

The proposed commercial development has maximised the potential for land and water-based interface through the provision of a flight of landing steps at the Application Site for berthing of leisure boats. The proposed PWP with minimum 15m wide PWP of about 1,205 m² (based on 20m wide PWP area provision) also promotes the social interaction through a variety of active and passive recreational facilities.

Moreover, the proposed retail uses at the lower floors of the

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proposed commercial development has great exposure facing the waterfront promenade, cultivating a vibrant and festive waterside gathering, and leisure space for the PWP.

(g) Accessible Harbour

The provision of PWP at the Application Site is designed for public enjoyment 24-hour daily. A 3m wide N-S pedestrian access within the Application Site will be opened for 24 hours for the public to reach the PWP from Cha Kwo Ling Road. The continuous PWP formed together with the adjacent Approved YTB Development will eventually improve the overall physical linkages with the inner Yau Tong area.

Other than the physical connectivity, the proposed commercial development also incorporates a tower separation with the adjacent residential tower which is in line with the summer prevailing wind direction. The proposed commercial development also provides tailor-made ventilation spaces of 25m wide at the permeable zone with the adjacent planned residential tower T14 at the pedestrian level to enhance the visual connectivity to the harbour.

(h) Public Enjoyment

The proposed commercial development offers a range of diverse passive recreational facilities, including seating benches and rain shelters along the 24-hour accessible PWP that transforms the Application Site into a commercial and recreational destination for public enjoyment. Complementary retail uses on the ground and first floors of the proposed commercial development will also serve the needs of the public. A flight of landing steps will also be provided for public use to enhance the marine accessibility and facilitate water-based recreational activities, prompting a better land-water interface at the PWP. Overall, the above planned initiatives shall add vibrancy to the harbourfront and create opportunities for public enjoyment.

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(i) Public Consultation

The comments from various stakeholders, including the Harbourfront Commission, Government departments and general public on the PWP will be taken into consideration and duly incorporated in the development scheme.

CONCLUSION

12. The proposed commercial development proactively expedites the phasing out of non-compatible industrial uses currently situated at YTB, and thus, facilitates better public access and enjoyment to the harbourfront. By maximising the retail frontages and enhancement of recreational appeal along the PWP together with the provision of landing steps, a vibrant harbourfront leisure space could be cultivated at the Application Site, which realises the intention for a 13km planned/existing waterfront promenade along the Kowloon East. It is also clear that the design of the proposed commercial development has paid due respect to the HPPs to contribute to create a vibrant, accessible, and attractive waterfront for public enjoyment.

ADVICE SOUGHT

13. Members are invited to express their views and offer support on the proposed commercial development.

ATTACHMENTS

- Annex I** Location of the Application Site
- Annex II** Master Layout Plan
- Annex III** Key Parameters Table

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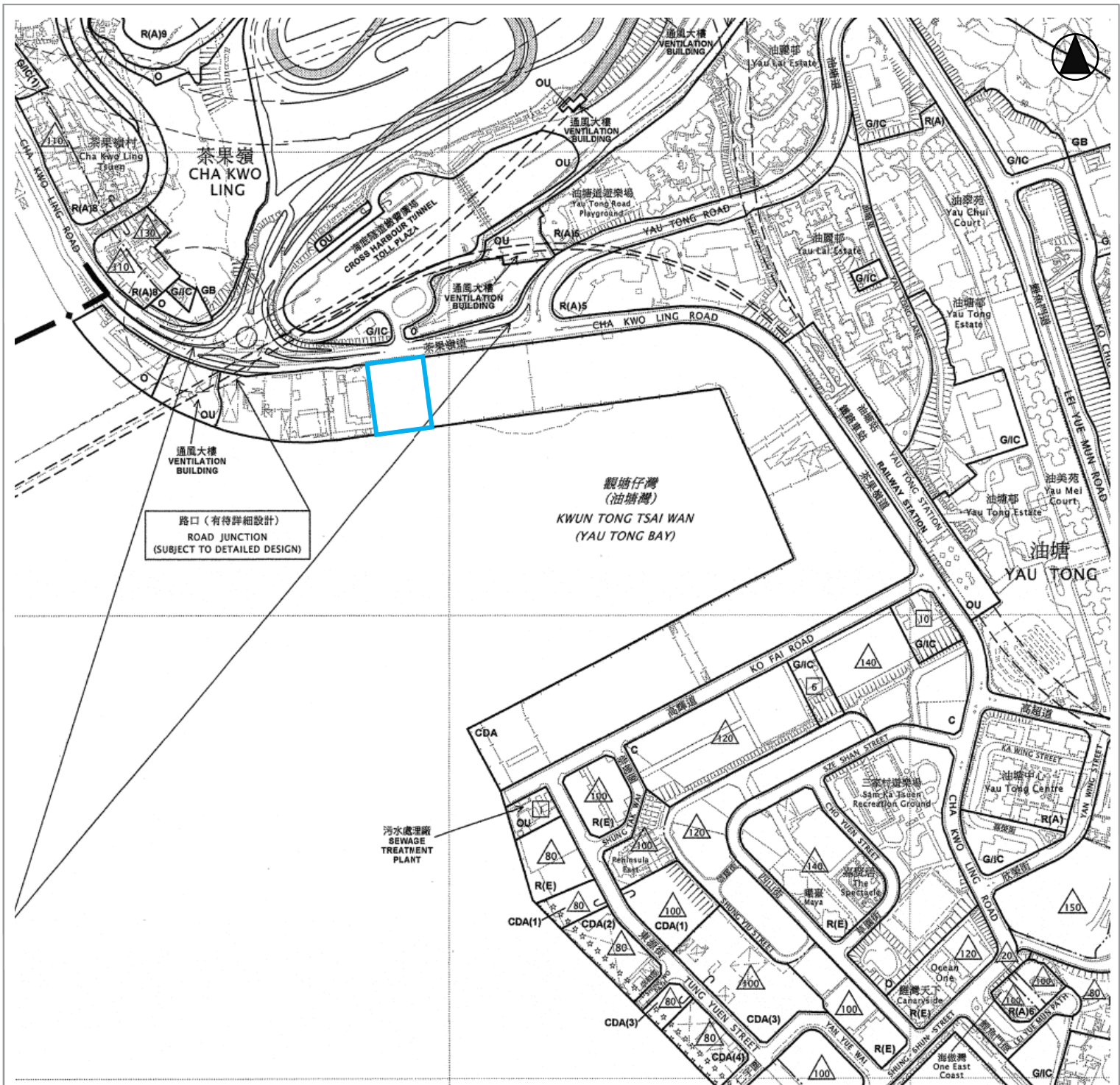
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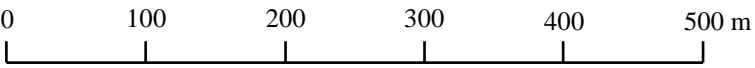
- Annex IV** Landscape Master Plan
Annex V Photomontage of the Proposed Commercial
Development and Future Yau Tong Bay Marina

ARUP
June 2023

Annex I Location of the Application Site



路口 (有待詳細設計)
ROAD JUNCTION
(SUBJECT TO DETAILED DESIGN)



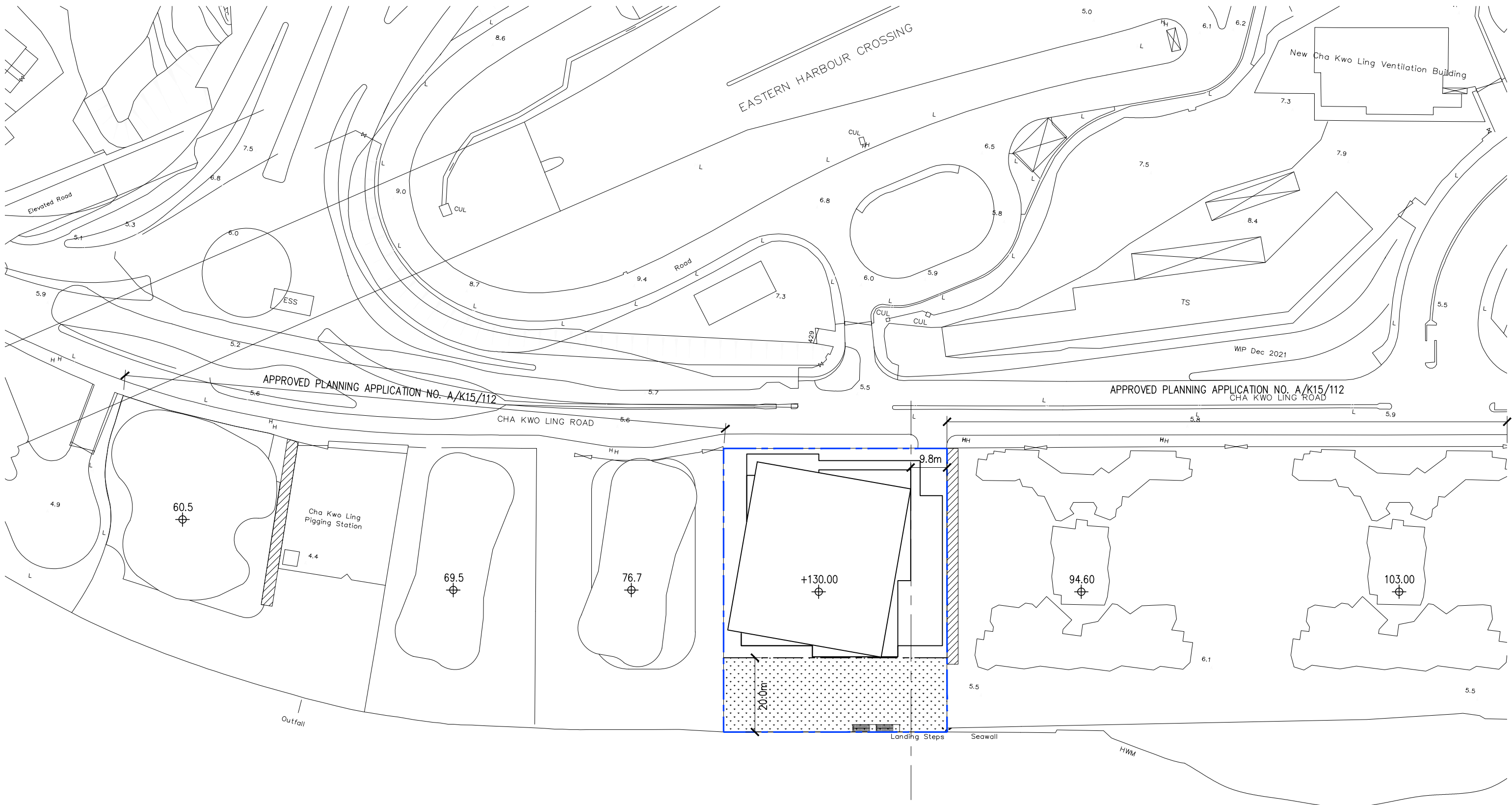
LEGEND

- Application Site
- Maximum Building Height Restriction (in mPD)
- Maximum Building Height Restriction (in Number of Storeys)

ZONING

R(A)	“Residential (Group A)”	OU	“Other Specified Uses”
R(E)	“Residential (Group E)”	C	“Commercial”
G/IC	“Government, Institution or Community”	GB	“Green Belt”
CDA	“Comprehensive Development Area”		
O	“Open Space”		

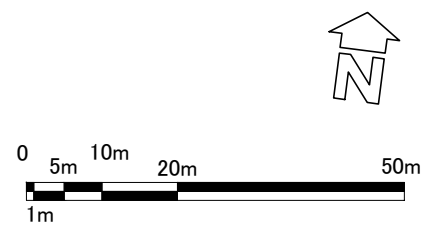
Annex II Master Layout Plan



LEGEND

- APPLICATION SITE
- PUBLIC ACCESS UNDER THE APPROVED PLANNING APPLICATION NO. A/K15/112
- PUBLIC WATERFRONT PROMENADE
- COMMERCIAL

N.B. HEIGHT OF ADJACENT BUILDING DERIVED FROM A/K15/112



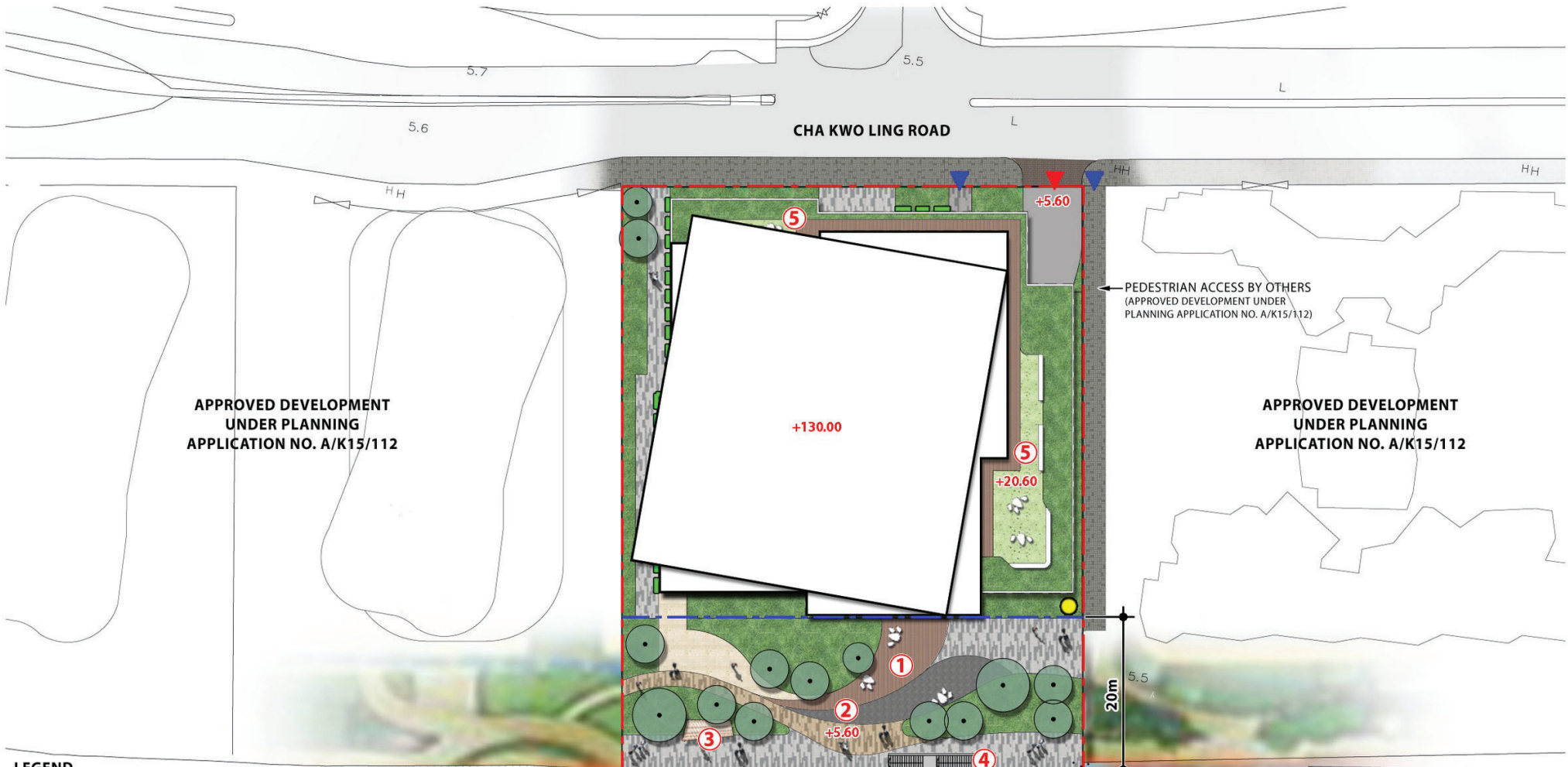
PROJECT NO. 0381.05 DRAWING NO. SK-00-001 DATE: 2023.05.02	PROJECT Application for Amendment of Plan Under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Commercial Development at Yau Tong Marine Lots 73 and 74 in Yau Tong Bay, Yau Tong, Kowloon DRAWING TITLE Master Layout Plan (1 : 1000 A3)	THIS DRAWING IS THE PROPERTY OF Associated Architects Ltd. AND CANNOT BE USED WITHOUT THEIR WRITTEN PERMISSION. IT IS TO BE RETURNED AT COMPLETION OF THE WORK UPON REQUEST. DO NOT SCALE DRAWINGS ALL DIMENSIONS MUST BE CHECKED AND VERIFIED ON SITE BY THE CONTRACTOR. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNERS IMMEDIATELY.
Associated Architects Limited 聯協建築師事務所有限公司 <small>26/F, China Online Centre, 333 Lockhart Road, Wan Chai, HK 香港灣仔軒尼詩道333號中國網絡中心26樓 T. 25220161 F. 25268734</small>		

Annex III Key Parameters Table

Key Parameters Table for the Proposed Commercial Development at Yau Tong Marine Lots 73 and 74 in Yau Tong Bay, Yau Tong, Kowloon

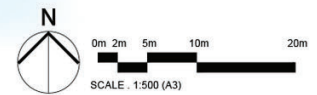
Key Development Parameters		Proposed Commercial Development
Site Area		About 4,600 m ² (including the provision of public waterfront promenade of not less than 15m wide with an area of about 1,205m ² (based on 20m wide area provision))
Proposed Use		Commercial (Office and Retail)
Non-Domestic Plot Ratio		Not more than 11.0
Non-domestic GFA	Total	Not more than 50,600 m ²
	Office GFA	About 48,040 m ²
	Shop/Retail GFA	About 2,560 m ²
Site Coverage		Not more than 100% (below 15m) and not more than 60% (above 15m)
No. of Blocks		1
Building Height		Not more than 130mPD
No. of Storeys		28 storeys including 1 storey of refuge floor and excluding 5 storeys of basement carpark
Public Waterfront Promenade		Not less than 15m wide (including 1 flight of landing steps) (with an area of about 1,205m ² based on 20m wide area provision)
Greenery Provision		Not less than 30% of Net Site Area (excluding the Public Waterfront Promenade)
Car Parking Spaces (including accessible car parking spaces)		237
Motorcycle Parking Spaces		24
Accessible Car Parking Spaces		3
Loading/Unloading Bays		24

Annex IV Landscape Master Plan



LEGEND

- | | |
|-----------------------------------|-------------------------------|
| ① SEATING AREAS | +0.00 PROPOSED LEVELS |
| ② WATERFRONT PROMENADE | VERTICAL GREEN WALL |
| ③ RAIN SHELTER | PROPOSED SHRUBS & GROUNDCOVER |
| ④ LANDING STEPS | PROPOSED PAVING |
| ⑤ PODIUM SEATING | PROPOSED NEW TREES |
| --- APPLICATION SITE BOUNDARY | ▲ PEDESTRIAN ACCESS |
| --- WATERFRONT PROMENADE BOUNDARY | ▲ VEHICULAR ACCESS |
| | ● PROPOSED SIGNAGE |



**APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)
FOR PROPOSED COMMERCIAL DEVELOPMENT AT YAU TONG MARINE LOTS 73 AND 74 IN YAU TONG BAY, YAU TONG, KOWLOON**

Landscape Master Plan
Dwg. No. : LMP-01b

Date : JUN 2023
(A3-size)



**Annex V Photomontage of the Proposed
Commercial Development and
Future Yau Tong Bay Marina**



For illustrative purposes only

ARUP

Figure Title

Annex V - Photomontage of the Proposed Commercial Development and Future Proposed Yau Tong Bay Marina

Source

Rendering for Illustrative Purposes ONLY (subject to detailed design)

Date

June 2023

Scale

N/A

Figure No.

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