

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

For discussion
on 17 September 2020

TFK/03/2020

Proposed Commercial Development at Yau Tong Marine Lots 71, 73-74, New Kowloon Inland Lot 6138, and Adjoining Government Land in Yau Tong Bay, Yau Tong, Kowloon

PURPOSE

This paper seeks to solicit the Task Force's views on the enhancement to the waterfront area for the proposed commercial development with provision of Public Waterfront Promenade ("PWP") at Yau Tong Marine Lot ("YTML") 71, 73 and 74, New Kowloon Inland Lot ("NKIL") 6138 and adjoining Government Land (hereafter referred to as the "Subject Site") at Yau Tong Bay in Yau Tong (**Figure 1** refers).

BACKGROUND

With a site area of approximately 16,600 m², the Subject Site is currently occupied by HK Ice & Cold Storage Company Limited's Yau Tong Ice Plant and Wing Shan Industrial Building (both owned by the Project Proponents), as well as Government, Institution or Community ("G/IC") facilities including CEDD Maintenance Depot, Cha Kwo Ling ("CKL") Towngas Pigging Station and Cha Kwo Ling Saltwater Pumping Station. The Subject Site is currently a working harbourfront with various industrial activities that blocks people's access to the waterfront. The existing land uses at the Subject Site therefore hinder the realization of the 13km planned/existing PWP connecting the entire Kowloon East, stretching from the Kai Tak Development Area to Lei Yue Mun.

PROPOSED SCHEME

2. The Proposed Scheme consists of four commercial towers with complementary retail uses on lower floors that adds vibrancy at pedestrian level. A continuous PWP of not less than 15-meter

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("m") wide will be provided along the shoreline of the Subject Site with purposely designed landscape features that cohesively connect the PWP of the planned Yau Tong Bay development and the future Cha Kwo Ling waterfront area. Together a pedestrian friendly waterfront public space with rich greenery will be formed. By maximizing the retail exposure facing the PWP, a vibrant and festive day-and-night waterside leisure space could be cultivated. An integrated design approach is proposed to deck over the existing CKL Towngas Piggings Station and connect to the proposed commercial tower at YTML 71, so as to provide a new social gathering space and to mitigate the visual incompatibility between the CKL Towngas Piggings Station and the surroundings. Please refer to **Figure 2** for the Proposed Master Layout Plan.

3. Both active and passive recreational activities are provided at designated locations or along the PWP i.e. fitness stations, open lawn, seating areas, rain shelters, landscape plaza to cater for the recreational needs from the public. Vertical green walls on the podium level of the proposed commercial towers and the landscape treatments along the PWP can maximise the greening opportunities for public enjoyment at the harbourfront location. The recreational appeal of the PWP is further enhanced through the provision of a flight of landing step that facilitate water-based activities (**Annex A** refers).

4. Key design features and merits of the Proposed Scheme are summarised as follows:

(a) Provision of a Connected Waterfront Promenade of Not less than 15-m Wide with 24-hour Access

The building masses of the proposed commercial towers are retreated from the shoreline to dedicate a PWP with a varying width between 15m-20m for public enjoyment 24-hour daily. The proposed PWP will be integrated with the planned PWP of the Yau Tong Bay development and the future PWP in Cha Kwo Ling, accelerating the realization of the 13km planned/existing PWP across the entire Kowloon East at the harbourfront with ample mix of activity choices.

The public could get to the PWP from the two 3m at-grade pedestrian access routes or through the entrance of the

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proposed commercial towers on the ground level. Both will be opened for public access at reasonable hours. The public could also access to the PWP 24-hour daily through the planned PWP in the Yau Tong Bay development from the Yau Tong MTR station. The Project Proponents will take up the management and maintenance responsibility of the PWP in front of their land lots upon surrender to the Government.

To create a continuous, harmonious and active PWP, high quality paving, street furniture, lighting, tree planting and greening will be provided. A curvilinear shape of waterfront promenade is proposed to integrate with the complementary retail uses and the adjacent planned PWPs to ensure compatibility and smooth transition of different uses.

(b) Allowing In-situ Retention of the G/IC Uses while Providing the Landscaped Deck above the CKL Towngas Pigging Station

An integrated design approach is proposed for the existing CKL Towngas Pigging Station, where a landscape deck is proposed to deck over the existing CKL Towngas Pigging Station, which is to be retained in-situ. The proposed landscape deck will provide direct access from the PWP to the proposed commercial tower at YTML 71. It is intended to serve as an observation deck viewing the Victoria Harbour as well as a new social gathering space with opportunities to house multiple activities in Yau Tong Bay. The landscape deck would provide extra planting areas at primary zone, while properly shielding the mechanical equipment and installation of the pigging station underneath from the surroundings.

(c) Provision of Landing Steps to Allow Land/Water Interface

To enhance the recreational potential of the PWP, a flight of landing steps will be provided in front of the YTML 73-74 in the Proposed Scheme. This can allow the berthing of pleasure boats that adds the recreational appeal of the waterfront and facilitate water-based transport for tourism development. The landing steps will be opened to the

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public at reasonable hours and is maintained and managed by the Project Proponents.

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

Sensitive building design is introduced to the Proposed Scheme through providing building separation at pedestrian level to optimise visual porosity and providing ventilation spaces of 6m and 10m at pedestrian level for visual and air permeability. The ventilation spaces will enhance the street comfort for the Proposed Scheme and its immediate surroundings and at the same time serve as visual and pedestrian corridors between Cha Kwo Ling Road and the PWP. In terms of building design, the round building corners and curvilinear profiles are proposed to create less rigid building form and enhance visual interest for pedestrian along the PWP and even viewers from the other side of the harbour.

CONFORMINITY WITH HARBOUR PLANNING PRINCIPLES

5. The 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. The Proposed Scheme has paid due respect to these principles. In the following paragraphs, an assessment of how the Proposed Scheme has taken into full consideration to achieve the HPPS would be provided below.

(a) Preserving Victoria Harbour

To protect and preserve the Victoria Harbour, site formation and construction works of the Proposed Scheme will only be carried out within the Subject Site and will do no harm and no reclamation works in Victoria Harbour.

The Proposed Scheme would enhance the harbour as a public asset through phasing out the non-compatible existing industrial uses, so as to allow more favourable

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public access to the harbourfront area. Furthermore, by introducing a wide range of active and passive recreational facilities and purposely designed landscaped area, the proposed PWP is integrated with the adjacent planned promenades to achieve a continuous waterfront across the entire Kowloon East.

Besides providing a flight of landing steps to enhance land-water interface, the proposed landscape deck above the CKL Towngas Piggling Station can increase areas for social interactions and to provide overview towards the harbour scenery. The Proposed Scheme surely expedites the provision of a vibrant and connected PWP, and thus, drives for the creation of economic and social values while improving the harbour environment as our special public asset.

(b) Stakeholder Engagement

The public is welcome to provide comments for the planning application submitted by the Project Proponents under the Town Planning Ordinance as part of the statutory process. In addition, this paper for consultation with the Harbourfront Commission, has clearly shown the Project Proponents' sincerity to invite comments from key stakeholders on the Proposed Scheme.

(c) Sustainable Development

The Proposed Scheme 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 Scheme will **NOT** generate any insurmountable landscape and tree preservation, visual, air ventilation, traffic, water supply and sewerage impact to the surroundings.

The Proposed Scheme provides building separation between buildings at pedestrian level to enhance visual and wind permeability. Building design at pedestrian level has incorporated tailor-made ventilation spaces of 6m and

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10m aligning with the prevailing wind direction and stretching the whole depth of the building masses. The building separations provide effective breezeways that link up the Harbour with the inland, allowing visual connection and ensuring good air ventilation among the existing developments uphill. All car parking and loading/unloading facilities for the proposed commercial towers are at basement levels to minimise the need for bulky car parking structures aboveground and to reserve more areas for provision of landscaping/greening.

In the Proposed Scheme, for the entire development site (excluding PWP), the overall greening ratio will achieve not less than 30%, with a minimum of 20% dedicated at ground level to optimise the pedestrian level greenery as much as possible while the remaining 10% are planned at aboveground and podium level, ensuring extensive greenery across the waterfront. Moreover, for the PWP, a greening ratio of 60.26% of which at least 60% for planting large trees will be achieved. Hence, a green environment will be created for public enjoyment.

(d) Integrated Planning

The design of the PWP has considered the adjacent planned Yau Tong Bay development to expediate the realisation of a seamless and coherent waterfront promenade across the entire Kowloon East. A distinctive “Wave” and “Droplet” concept is applied to the PWP to generate a compatible configuration and arrangement of hard and soft landscape, which facilitate the connectivity of the entire PWP networks in Kowloon East.

The Proposed Scheme will retain the CKL Towngas Pigging Station in-situ due to operational requirements. With an initial agreement made with the owner for integrated development, a landscape deck over the facility is proposed to smoothen the interface between the utility facility and connect with the podium level of the proposed commercial tower at YTML 71 and the PWP.

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The Proposed Scheme will also phase out of the existing non-compatible industrial use and introduce compatible commercial and retail use that provides job opportunities for the residential neighbourhood of Yau Tong and enhance vibrancy at the pedestrian level.

(e) Proactive Harbour Enhancement

With the provision of not less than 15-m wide PWP along the shoreline of the Subject Site, the Proposed Scheme will create an attractive harbourfront townscape that forms part of the 13km planned/existing PWP connecting the entire Kowloon East. The Proposed Scheme has also provided 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 Scheme also introduces round building corners and curvilinear profiles to create less rigid building form and enhance visual interest for pedestrian walking along the PWP and even viewers from the other side of the harbour. Green features such as landscaped deck and vertical green walls are also proposed to enhance the decency and pleasance of the urban environment to the surroundings.

(f) Vibrant Harbour

The Proposed Scheme has maximised the potential for land and water-based interface through the provision of a flight of landing steps at YTML 73-74 for berthing of leisure boats. The proposed PWP of not less than 15-m wide also promotes the social interaction through a variety of active and passive recreational facilities such as fitness stations, open lawn, seating areas, rain shelters, landscape plaza. This helps add vibrancy to the waterfront through the creation of points of interest and attracts people to come to enjoy the PWP.

Moreover, the proposed landscape deck will serve as a new gathering space for hosting festive events and leisure

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activities, and therefore be synergized with the proposed commercial towers to create a vibrant waterfront with around-the-clock activities.

(g) Accessible Harbour

The provision of not less than 15m-wide PWP at the Subject Site is designed for public enjoyment 24-hour daily, which will be accessible through the at-grade public access and planned footbridges from and to the Yau Tong MTR Station as provided under the planned Yau Tong Bay development. Two 3m-wide pedestrian access routes will be opened for public to reach the PWP from Cha Kwo Ling Road at reasonable hours. The public can also reach the PWP through the entrance of the proposed commercial towers on the ground level, which is also opened for public access at reasonable hours. The continuous PWP therefore improves the physical linkages with the inner Yau Tong area.

Other than the physical connectivity, the Proposed Scheme also provides building separation between buildings that is in line with the summer prevailing wind direction, as well as provides tailor-made ventilation spaces of 6m and 10m to enhance the visual connectivity to the harbour.

(h) Public Enjoyment

The Proposed Scheme will provide a diverse mix of active and passive recreational facilities, including fitness stations, landscaped deck and open lawn along the 24-hour accessed PWP that transform the Subject Site into a recreational destination for public enjoyment. A flight of landing steps will also be provided for public use that enhance the marine accessibility and facilitate water-based recreational activities, prompting a better land-water interface at the PWP.

The landscape deck above the CKL Towngas Pigging Station is proposed with an observation deck, that can overview the scenery towards Victoria Harbour and serve

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as a new gathering space for festive events and leisure activities. The provision of complementary retail uses on lower floors of the proposed commercial towers, will lead to an unrestrictive access to the waterfront on the ground level, adding vibrancy and opportunities for public enjoyment.

CONCLUSION

6. The Proposed Scheme proactively expedites the phasing out of non-compatible industrial uses currently situated at Yau Tong Bay, and thus, facilitates better public access and enjoyment to the harbourfront. By maximizing retail frontages and enhancement of recreational appeal along the PWP, a day-and-night vibrant and festive harbourfront leisure space could be cultivated at the Subject Site, which realises the intention for a 13km planned/existing waterfront promenade along the Kowloon East. As compared to the existing condition, the design of the Proposed Development has paid due respect to the Harbour Planning Principles to contribute in making a vibrant, accessible and attractive waterfront for public enjoyment.

VIEWS SOUGHT

7. Members are invited to express their views on the above proposal.

Figure 1 Location Plan

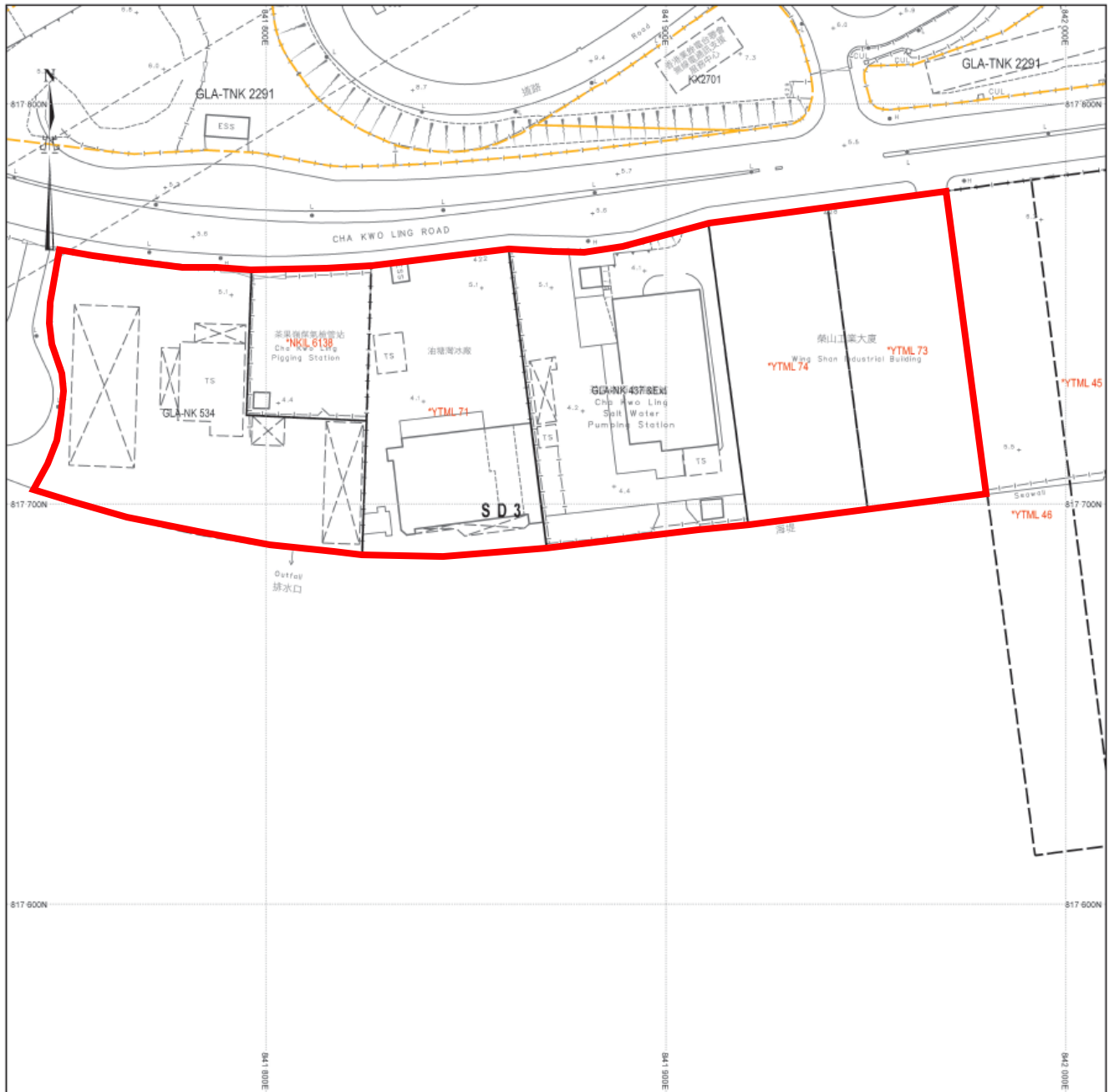
Figure 2 Proposed Master Layout Plan

Annex A The Connected Waterfront- Allows Public Access and Connection to the 13km Public Waterfront Promenade across the Entire Kowloon East

ARUP

September 2020

Figure 1 Location Plan



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LEGEND

Subject Site

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|------------------------|-------------------------|---|
| Figure No. 1 | Scale - | Figure Title Location Plan |
| ARUP | Date Aug 2020 | Source Lot Index Plan No. ags_S00000013621_0001 |

Figure 2 Proposed Master Layout Plan

**Annex A The Connected Waterfront- Allows
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