

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

For discussion
on 16 May 2018

TFK/05/2018

Proposed Comprehensive Residential Development at New Kowloon Inland Lot (NKIL) No. 6549, Off Hing Wah Street West, Cheung Sha Wan, Kowloon

PURPOSE

This briefing note aims to brief Members on the indicative scheme of the proposed comprehensive residential development with provision of public open space (POS) and waterfront promenade (hereafter referred to as the “Proposed Development”) at New Kowloon Inland Lot (NKIL) No. 6549 (hereafter referred to as the “Application Site”), Off Hing Wah Street West, Cheung Sha Wan, Kowloon (**Figure 1** refers).

BACKGROUND

2. The Application Site is located to the west of the existing Cheung Sha Wan Wholesale Food Market (CSWWFM) at the waterfront area facing Stonecutters Island and is currently covered by the Approved South West Kowloon Outline Zoning Plan (OZP) No. S/K20/30 and zoned “Comprehensive Development Area” (“CDA”). According to the OZP, the subject “CDA” site is intended for private residential development, subject to a total maximum domestic GFA of 91,770m² and a maximum building height of 100mPD. A public open space (POS) of not less than 3,600m² shall be provided in the middle part of the “CDA” which shall be connected with the POS in the “Residential (Group A)12” (“R(A)12”) site to the north to create a continuous POS leading to the waterfront promenade. A public waterfront promenade of 20m-wide shall also be designed and constructed by the Project Proponent of the subject “CDA” site. A planning brief was prepared and endorsed by the Town Planning Board (TPB) in May 2017 to guide the future development of the subject “CDA” site.

3. The Application Site is currently vacant with no vegetation and trees on site. The Project Proponent acquired the Application Site through land sale by tender in November 2017. A Section 16 (S16) Planning Application to seek permission from

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the TPB for the Proposed Development at the subject “CDA” site was submitted to the TPB on 12 March 2018.

INDICATIVE SCHEME

4. The Proposed Development conforms to the statutory development restrictions as stipulated on the OZP, i.e. a maximum domestic GFA of not more than 91,770m² and a maximum building height of not more than 100mPD. The Indicative Master Layout Plan, Section Plans and Indicative Landscape Master Plan are attached in **Figures 2 to 6** respectively. The Indicative Development Schedule is attached in **Table 1**.

Residential Use

5. The Proposed Development will provide not more than 1,400 units. It comprises 11 numbers of tower blocks in total, grouped into 2 clusters, with reasonable setback and open frontage away from the waterfront promenade as far as practicable. The Proposed Development will adopt a podium-free design and the car park is proposed at the basement levels, with only minimal internal road / EVA remains at the ground level to serve the necessary drop-off and fire-fighting purposes. This unique configuration with the tower blocks and internal road / EVA retreating from the site boundary abutting the waterfront promenade will contribute to providing a more welcoming setting facing the waterfront for both the general public and future residents.

Waterfront Promenade and Open Space Provision

6. A 20m-wide waterfront promenade fronting the Application Site will be provided to replace the existing un-utilized waterfront area that is out-of-context with its neighbourhood. An at-grade POS of not less than 3,600m² will be provided in the middle of the Application Site to align and integrate with the POS in the “R(A)12” site to the north, allowing seamless and convenient passage from the inland to the waterfront via the landscaped POS of the two sites. Private open

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space of not less than 1m² per residents will also be provided within the private residential portion of the Proposed Development to satisfy the recreational needs of the future residents.

PLANNING AND DESIGN MERITS OF THE INDICATIVE SCHEME

Commit to Promoting Harbour Planning & Urban Design Best Practices

7. The Application Site is situated within the inner bay facing Stonecutters Island, instead of the main harbourfront area facing the Victoria Harbour. Nonetheless, the Proposed Development has paid due respect to the planning and urban design best practices that is consistent with the design rationales as outlined under the Harbour Planning Principles in the following aspects:

- (a) Preserving Victoria Harbour:** A design with proposed landscape features along the waterfront promenade will be technically feasible without affecting the seawall of the Victoria Harbour;
- (b) Stakeholder Engagement:** The public will be fully consulted through the process of the statutory planning application system. Opinion from members of the Harbourfront Commission will also be gathered and respected through consultation;
- (c) Sustainable Development:** Tower blocks in the Proposed Development was grouped into 2 clusters, each being aligned in a curvilinear form, with building separation in-between the 2 clusters to allow wind flow and visual permeability from the waterfront promenade towards the inland area, which ensures the Proposed Development will be compatible with the surrounding area in a sustainable manner;

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- (d) Proactive Harbour Enhancement:** A responsive building layout and composition of development with tower blocks and internal road / EVA setting back from the waterfront promenade will provide a more welcoming waterfront setting that maximizes the waterfront experience of the general public along the promenade;
- (e) Integrated Planning:** The integrated POS design will allow seamless and convenient passage from the inland area to the waterfront, with due respect paid to align and integrate with the POS within “R(A)12” site to the north;
- (f) Vibrant Harbour:** The proposed residential development with a landscaped waterfront promenade and public open space, together with the future hotel development at the adjacent “CDA(2)” site, will inject new life to the waterfront area through the promotion of leisure activities and points of interest along the waterfront area and within the POS. The entire waterfront will be transformed into a landscaped and enjoyable public realm for the community;
- (g) Accessible Harbour:** Convenient at-grade pedestrian connections to the promenade will be allowed through (i) the POS within the Application Site, (ii) the public passage (to be provided by the adjacent “CDA(2)” site) in-between the Application Site and the future hotel development at the adjacent “CDA(2)” site to the east, as well as (iii) the strip of “Open Space” in-between the Application Site and the future social welfare block at the adjacent “Government, Institution or Community” (“G/IC”) site to the west;
- (h) Public Enjoyment:** The design of the waterfront promenade will enhance public enjoyment of the waterfront. A variety of primarily passive recreational facilities will be provided on the promenade, to include planting areas, lawns, and seating decks.

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One or more kiosks will be located at the northwest end of the Promenade allowing for the sale of refreshments, which will act as an attraction to the public and which will diversify the use of the promenade.

A Compatible Development with its Surroundings

8. To respond to the waterfront setting and committed urban fabric in the vicinity, the building mass and height profile of the Proposed Development has been carefully designed and controlled to maintain a harmonious relationship with its surroundings. At the district level, the Proposed Development will be fully in line with the statutory maximum building height, which contributes to a stepped building height profile gradually descending from the inland area towards the waterfront area. Within the site, a lower building height has been adopted for Tower 1 (94mPD) in order to provide a descending height profile towards the waterfront and the future social welfare block at the adjacent “G/IC” site to the west.

Measures to Enhance Visual Permeability and Wind Penetration

9. In order to facilitate air ventilation along major corridors, two breezeways generally aligned with Hing Wah Street West and Fat Tsueng Street in the form of Non-Building Area (NBA) (about 15m and 22m in width respectively) as stipulated under the OZP have been respected in the Proposed Development to serve as entrance of the prevailing south-westerly wind to improve air penetration and visual permeability towards the hinterland.

10. In addition to the above two major NBAs, further measures to enhance visual permeability have been incorporated in the Proposed Development to align with the tower blocks in the adjacent “R(A)12” site to the north. For example, building separation in-between Tower 10 and Tower 11 and specially designed “urban windows” beneath Tower 3 and Tower 5 as well as Tower 8 and Tower 9 have been proposed (**Figure 7** refers).

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A Celebrated Public Open Space Network with Good Connectivity and Accessibility

11. The Proposed Development would adopt an integrated POS design concept by taking into account the POS design of the adjacent “R(A)12” site to the north. A coherent landscape design concept with well balanced mix of hard and soft landscape will be adopted and extended from the inland area all the way to the waterfront promenade via the proposed POS within the Application Site.

12. In particular, pockets of POS will be arranged in linear form with thematic planting. High quality streetscape design with permeable and visible green areas will be optimized at-grade in order to facilitate pedestrian linkages within the POS as well as the waterfront promenade. Celebrated connectivity nodes with provision of sufficient lighting, seating and signage will allow universal public access within the POS network. Upon completion of the Proposed Development, the quality of the landscape environment at the local immediate surrounding will be significantly upgraded to allow seamless and convenient passage from the inland to the waterfront (**Figure 6** refers).

13. The Project Proponent of the Application Site will be responsible for the design and construction of the POS and the waterfront promenade and be in close liaison with the Project Proponent of the future hotel development at the adjacent “CDA(2)” site in order to formulate a coherent design for the promenade to promote attractiveness, vibrancy and accessibility representing Cheung Sha Wan district.

No Adverse Impact on Technical Aspects

14. Technical considerations covering the traffic, environmental, visual, air ventilation, drainage, sewerage and water supply impacts have been duly considered to ascertain the technical feasibility of the Proposed Development. It is concluded that there would be no insurmountable problems in implementing the indicative scheme at the Application Site.

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CONCLUSION

15. In conclusion, the Proposed Development has given due consideration to the local characteristics, requirements of the Harbour Planning Guidelines and other relevant guidelines and requirements. These set out the design principles of the Proposed Development to facilitate a sustainable planning and urban design approach in formulating the indicative scheme. In view of the above, the Proposed Development is considered as beneficial in both the local and district levels.

SKY ASIA PROPERTIES LTD.
May 2018

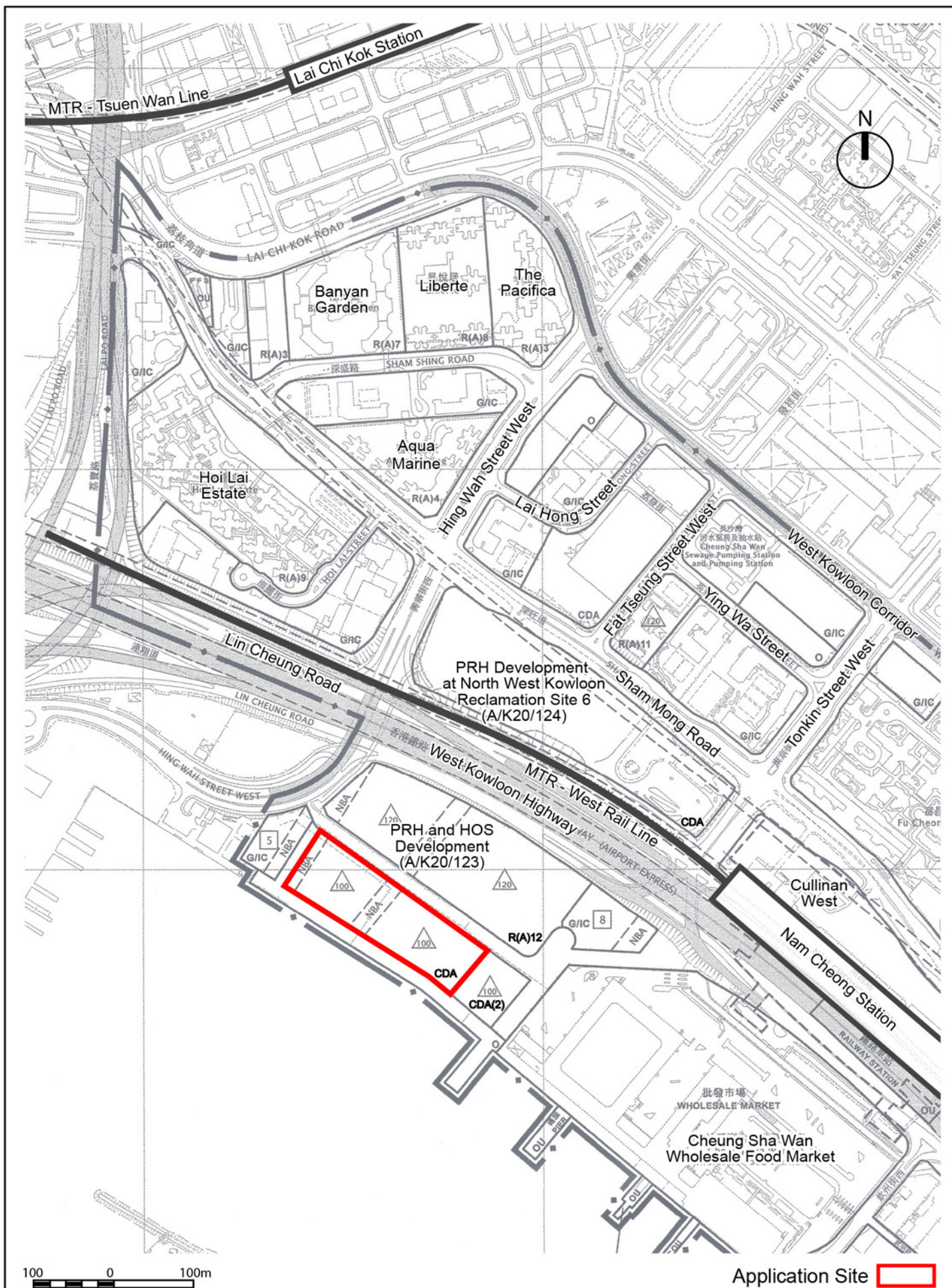
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ENCLOSURES

Figure 1	Location Plan
Figure 2	Indicative Master Layout Plan
Figure 3	Indicative Section A-A
Figure 4	Indicative Section B-B
Figure 5	Indicative Section C-C
Figure 6	Landscape Master Plan
Figure 7	Visual Illustration – View from the Future Waterfront Promenade
Table 1	Indicative Development Schedule



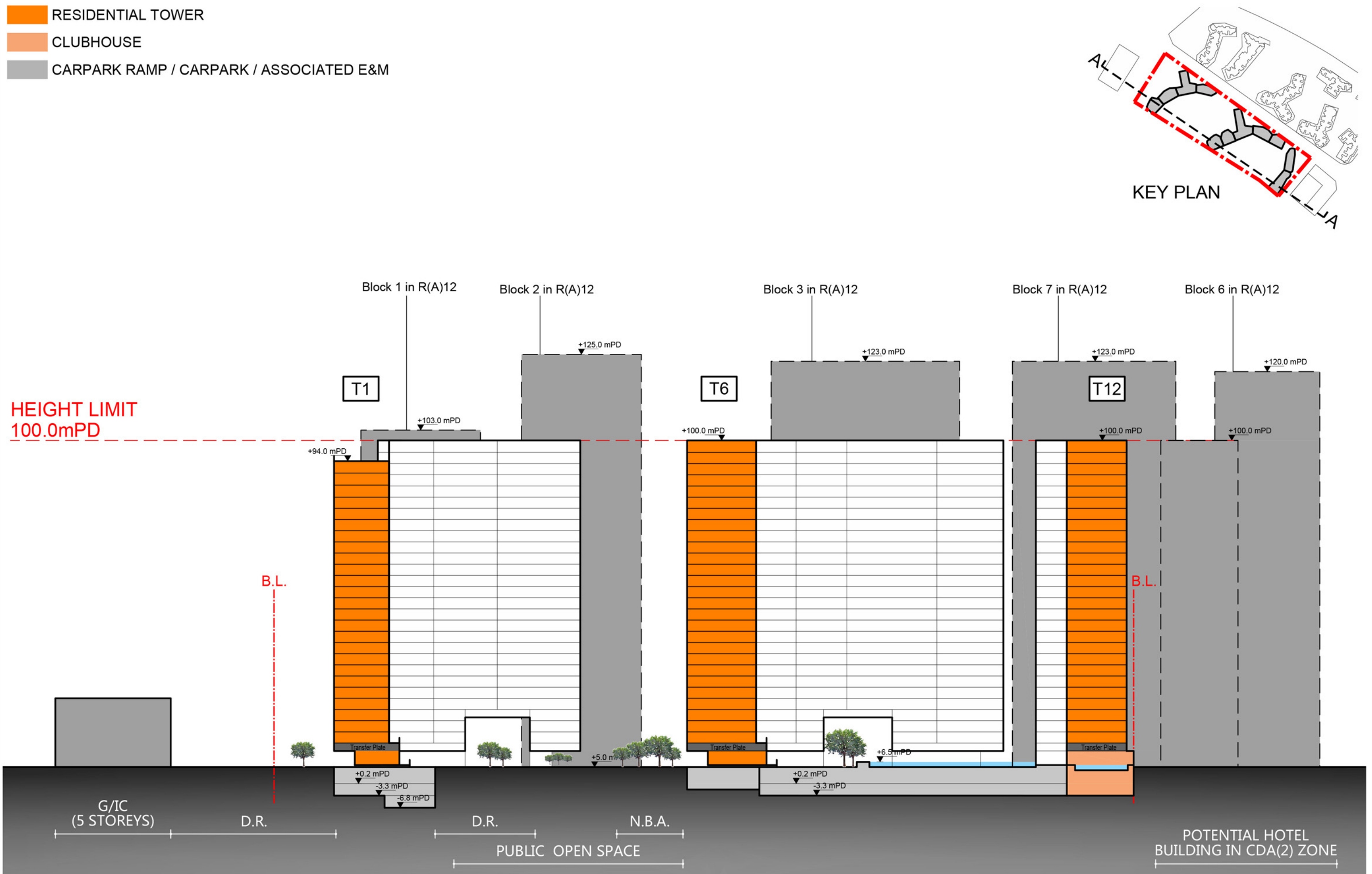
Application Site

**llewelyn
davies**

Title

Location Plan

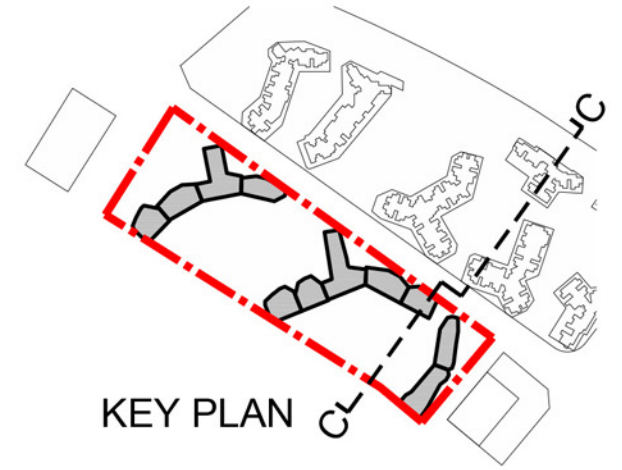
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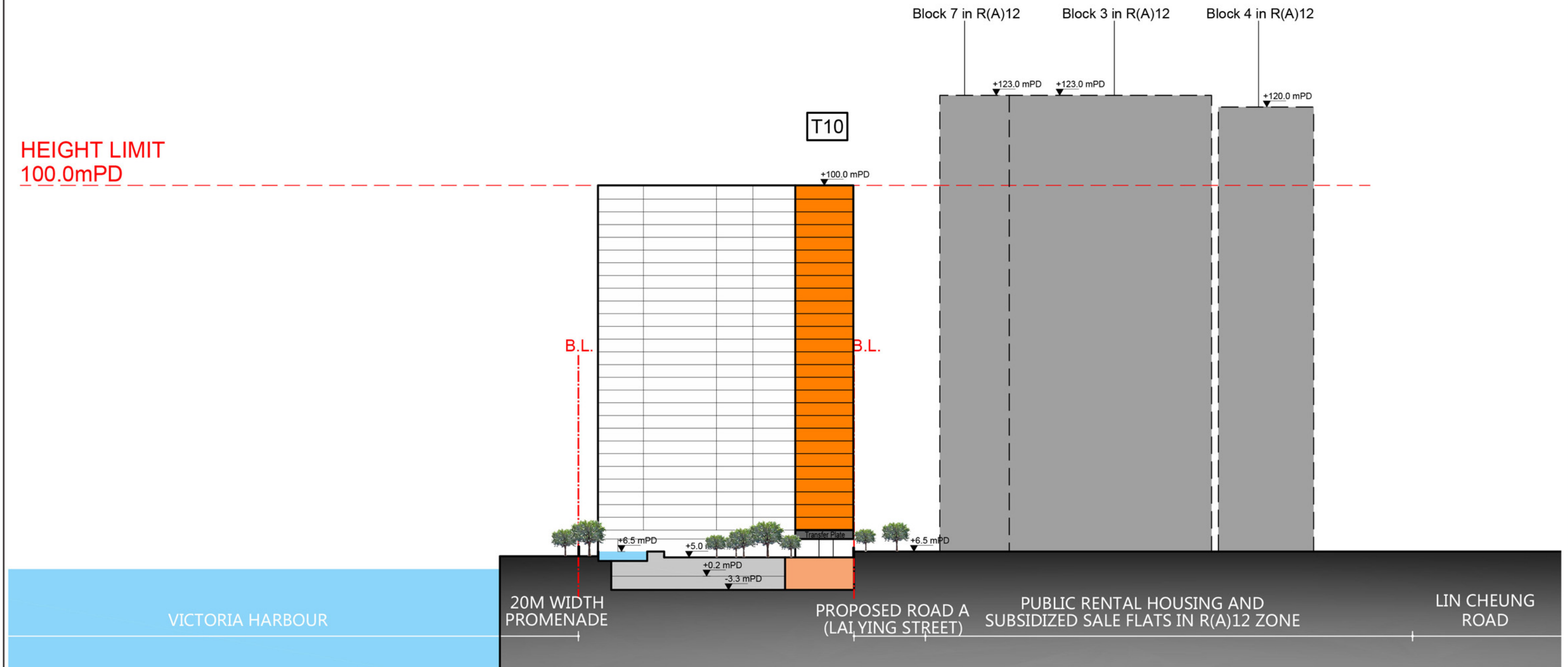
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The diagram illustrates a proposed development site adjacent to Victoria Harbour. A red dashed line indicates a height limit of 100.0 mPD. Two building footprints are shown: a white building labeled 'T5' and a grey building labeled 'Block 2 in R(A)12'. The 'T5' building has a height of +94.0 mPD and a base level of +0.2 mPD. The 'Block 2 in R(A)12' building has a height of +125.0 mPD and a base level of +5.5 mPD. A 'Transfer Plate' is indicated at the base of the 'T5' building. The site is bounded by a '20M WIDTH PROMENADE' to the west, 'PROPOSED ROAD A (LAI YING STREET)' to the south, and 'LIN CHEUNG ROAD' to the east. The area to the west is labeled 'VICTORIA HARBOUR'. The area to the south is labeled 'PUBLIC RENTAL HOUSING AND SUBSIDIZED SALE FLATS IN R(A)12 ZONE'. The diagram also shows a 'Transfer Plate' at the base of the 'T5' building and a 'Transfer Plate' at the base of the 'Block 2 in R(A)12' building.

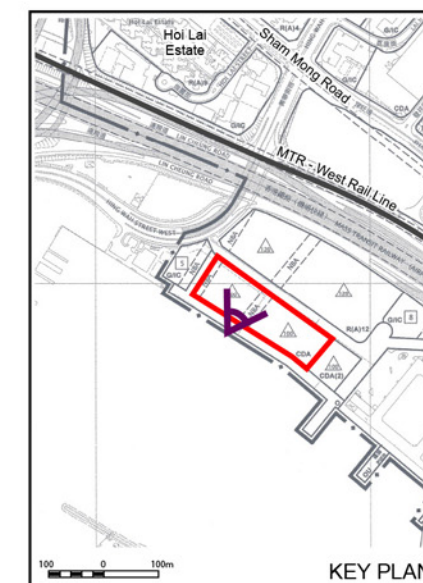
- RESIDENTIAL TOWER
- CLUBHOUSE
- CARPARK RAMP / CARPARK / ASSOCIATED E&M



HEIGHT LIMIT
100.0mPD







Remarks: Details of façade and landscape treatment are for indicative purpose only and will be subjected to further revision at subsequent detailed design stage.

Table 1 - Indicative Development Schedule

Development Parameters	Indicative Proposed Scheme
Application Site Area (about)	About 19,348m ²
Maximum Domestic GFA	Not more than 91,770m ²
Clubhouse GFA	Not more than 3,212 m ² ⁽¹⁾
No. of Towers	11
Maximum No. of Storeys	Not more than 29 ⁽²⁾
Maximum Building Height (to the main roof)	T1: not more than 94mPD T2, T3, T5, T6 – T12: not more than 100mPD
No. of Units	Not more than 1,400 ⁽³⁾
Average Flat Size	About 65.6m ²
Public Open Space (POS)	Not less than 3,600m ² ⁽⁴⁾
Private Open Space	1m ² per person ⁽⁵⁾
No. of Private Car Parking Spaces Residential Visitor Total	413 42 455 ⁽⁶⁾⁽⁷⁾
Motorcycle Parking Space	14
No. of Loading/Unloading Spaces	11

Remarks:

1. About 3.5% of total domestic GFA; exempted from GFA calculation
2. Including 1 storey of transfer plate and excluding a maximum of 3 basement levels
3. Based on the average domestic household size of Sham Shui Po District under 2016 Population By-Census (i.e. 2.6), the estimated population of the Proposed Development is about 3,640.
4. As required under the OZP, Planning Brief and Lease, not less than 3,600m² of POS shall be provided.
5. As required under the Planning Brief, not less than 1m² per person of local open space shall be provided for residents.
6. Including +/- 5% flexibility allowed under lease. Detailed calculations for the carparking provision can be referred to Traffic Impact Assessment.
7. 6 nos. private car parking spaces are reserved for use by disabled person, among which a minimum of 1 no. shall be provided for visitors' use.