

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

TFK/15/2011

For discussion
on 19 October 2011

Proposed Commercial (Office/Shops) Development at Kowloon Inland Lot No. 11111, Hung Luen Road, Hung Hom

Purpose

1. This paper is intended to solicit the views of the Members of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing on the proposed commercial development at Hung Luen Road, Hung Hom, Kowloon.

The Subject Site

Location (Plan 1)

2. The subject site, Kowloon Inland Lot (KIL) No. 11111, is located at the junction of Hung Luen Road and Kin Wan Street abutting Hung Hom Waterfront Promenade at Hung Hom Bay Reclamation Area. It has a total site area of about 13,703m².

Town Planning Zoning

3. The subject site is zoned as "Comprehensive Development Area (2)" ("CDA(2)") on the Approved Hung Hom Outline Zoning Plan No. S/K9/24 (the OZP) gazetted on 15.10.2010. Planning approval for the comprehensive development scheme is required. The following stipulations on the Notes are attached to the OZP:

- The subject site is intended for retail and office developments. Residential development will not be permitted;
- A maximum plot ratio (PR) of 4.0;
- A maximum site coverage of 60% (excluding basement(s));
- A maximum building height ranging from 40mPD to 75mPD;
- A "stepped height" building profile descending towards the waterfront;
- Ancillary car parking should be provided in the basement; and
- Minor relaxation of building height and/or site coverage

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restrictions may be considered by the Town Planning Board (the Board) subject to individual merits of a development or redevelopment proposal.

Planning Brief

4. The form of development is also guided by a Planning Brief (PB). To ensure the better integration with the surroundings, landscaped non-building areas (NBAs) are designated within the subject site with a 10m-wide NBA along the southern boundary, a 30m-wide and 10m-wide NBAs in the eastern and central parts respectively. Alfresco dining may be allowed within the 10-wide NBA along the southern boundary to enhance the attractiveness and vibrancy of the waterfront promenade. The 30m-wide NBA in the eastern part should be publicly accessible 24 hours each day while the 10m-wide NBA in the central part should be open to public during daytime and evening at the discretion of the project proponent to link up the waterfront promenade and the inner part of Hung Hom. Technical assessments on urban design, landscape design, air ventilation, environmental and transport are required to justify the development scheme.

Land Status and Existing Land Uses

5. KIL 11111 was tendered in August 2011. It is permitted for non-industrial (excluding residential, godown, hotel and petrol filling station) uses.

6. In addition to the development parameters stipulated on the OZP, other major Lease conditions include:-

- Not less than 20% of the area of the lot shall be planted with trees, shrubs or other plants and not less than 50% of these shall be provided at such locations visible to pedestrians or accessible by any person or persons entering the lot;
- Provision of Non-Building Areas and the permissible structures thereon;
- Construct and provide one single-storey covered footbridge to the "R(A)2" site (KIL 11120) across Hung Luen Road; and
- Public access to pedestrian walkway open for the use by the public 24 hours, free of charge and without any interruption for

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the purposes of gaining access to and from the Promenade, pedestrian walkway constructed in the Adjoining Lot 2 (KIL 11205), the covered footbridge and those parts of the NBAs.

Adjacent Land Uses

7. The subject site is located at the waterfront in Hung Hom Bay Reclamation Area. It is close to the ferry pier to North Point, as well as a proposed public transport interchange in the adjoining development site (KIL 11205) for hotel and retail uses.

8. The neighbourhood consists of a mix of commercial (hotel/ office/ retail), residential, schools and open space uses.

9. A 20m-wide waterfront promenade is found to the south of the subject site.

The Proposed Development (Plan 2-8: Master Layout and Schematic Plans)

Urban Design Framework

10. The subject site benefits from a spectacular location at the harbour edge. Development on the site will enjoy good connectivity to adjacent areas through existing and proposed pedestrian links inclusive of linkages that will be provided via a newly installed waterfront promenade. The form, use, massing, height and arrangement of development and landscape design on site responds positively to its environs and should promote a high degree of "fit" with its immediate environs. The Harbour Planning Guidelines are also taken into consideration in the urban design and development framework.

Use

11. In accordance with the stipulations in the OZP and the Lease, the proposed development will be used for office and shop/ F&B uses. The total GFA will be about 54,812m². It will consist of 2 office towers with office/shop/F&B on lower floors and 2 low-rise retail blocks for shop/F&B uses.

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12. In the office towers, office use will be the predominant use. However, flexible use on the lower floor of the office towers for office/shop/F&B is proposed in order to respond to versatile market demand. Therefore, it is proposed to provide about 47,961 to 49,331m² GFA for office use and the shop/F&B uses will be about 5,481 to 6,851m².

Plot Ratio and Site Coverage

13. The proposed commercial development has a total PR of 4.0 equivalent to a total GFA of about 54,812m². The office PR will have range of 3.5-3.6 and retail PR will be in the range of 0.4-0.5 to allow for flexibility in meeting market demand.

14. Site coverage of the proposed commercial development is less than 60%, in accordance with the OZP and Lease stipulations.

Sensitive Disposition and Massing of Building Blocks

15. The proposed commercial development will consist of 4 building blocks. The building footprints are small so as to enhance visual interest, facilitate visual permeability and create a street-shopping ambience. The building blocks are positioned to facilitate air flows and visual permeability. In accordance with the Lease, a 30m-wide NBA at the eastern boundary and the 10m-wide NBA with additional 5m wide building separation in the central part of the site, and a 10m wide NBA at the southern boundary adjoining the waterfront promenade are provided. In addition, an east-west corridor (15m-wide) between the two-tiers of building blocks is proposed by the project proponent to further provide separation between the buildings and eliminate any "wall-like" effect.

Adopting Gradation of Building Height Profile

16. A "stepped height" building profile is adopted in the development proposal. The 2 office towers at the rear abutting Hung Luen Road will have building height of not more than +75mPD. The 2 low-rise retail blocks in the front will have a building height of not more than +20mPD. Such gradation of building height descending towards the waterfront will create an interesting skyline and a friendly environment for the public using the promenade.

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Enhancing Visual Permeability (Plan 9)

17. Three visual corridors are proposed at the eastern boundary, central part and southern boundary of the subject site with 30m-wide, 15m-wide and 10m-wide respectively. They will serve as to enhance the visual connectivity from the hinterland of Hung Hom to the harbour; and also provides visual permeability east-west. The additional east-west corridor (15m-wide) between the two-tiers of building blocks will further provide additional visual permeability to the area.

18. As compared to those stipulated in the Planning Brief, the development provides a wider central visual corridor of 15m wide against the required 10m in width. This will also help meeting the Sustainable Building Design Guidelines for the development.

Enhancing Air Ventilation (Plan 10)

19. According to the Term Consultancy for AVA Services - Expert Evaluation on Air Ventilation Assessment of Hung Hom Area – Final Report March 2008, it is expected that the annual prevailing winds for the subject site would be dominated by north-easterlies and easterlies. While the prevailing wind directions for summer would be easterlies, southerlies, south-easterlies and south-westerlies.

20. The proposed development has low to medium-rise building blocks. The two proposed 15m-wide and 30m-wide air ventilation corridors at the central part and eastern boundary will allow the summer breeze to penetrate through the subject site. The E-W Breezeway separating the low rise retail blocks and the office towers would allow the annual prevailing wind to flow through free to ventilate the downstream area. Therefore, the stepping building height profile, separation and the orientation of proposed building blocks would facilitate wind penetration into the hinterland and enhance the local wind environment.

Enhancing Physical Linkage and Connectivity to the Harbour (Plan 11)

21. In accordance with the OZP and Lease requirements, the proposed development will provide physical linkages to connect the hinterland and the harbourfront, as well as among various blocks within the subject site and the adjoining areas.

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22. The NBAs within the application site will serve as important linkages to the waterfront promenade. As designated under the Lease, the 30m-wide NBA at the eastern boundary will be open for 24-hour pedestrian access while the 10m-wide designated NBA at the central part will be open to public at reasonable hours during daytime and evening.

23. In addition, a covered footbridge will also be provided by the project proponent to link up the residential site across Hung Luen Road to ensure safe and convenient access from the hinterland to the harbourfront site to complete a major pedestrian elevated walkway system in Hung Hom Bay Area.

24. It is important that to have an integrated and congruent design for the pedestrian walkway network from the hinterland, through the Subject Site to reach the harbourfront easily and conveniently. It may be required to liaise with LCSD for compatible design at detail design stage.

Optimizing Greening Opportunities (Plan 12)

25. Extensive greening with different landscaping elements will be provided at grade and roof levels. A greenery coverage of not less than 20% of the subject site area with at least half of the greenery area to be provided at pedestrian level.

26. Soft and hard landscaping will be provided in the various NBAs. Portions of the eastern and southern NBAs will be landscaped with greenery. With the view to provide high quality landscaped open space and friendly pedestrian walkway environment, ancillary amenities such as benches will be provided. It is intended that the landscaped NBAs will be linked up with the adjoining areas and the waterfront promenade.

Ensuring Integrated Planning for a Vibrant Harbourfront

27. As stipulated on the OZP, a 20m-wide promenade, which connects to the promenade at Tsim Sha Tsui East via a pedestrian link across the Metropolis and to the Kai Tak Planning Scheme Area, abutting the waterfront is provided for public enjoyment purpose. The 10m-wide NBA along the southern boundary will be provided with high quality streetscape furniture and possible alfresco dining to enhance the attractiveness and vibrancy of the waterfront promenade as well as to integrate with the waterfront promenade.

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28. It is intended that the proposed development with shop/F&B uses facing the harbourfront will help attracting more visitors and promoting vibrancy in the waterfront area. Therefore, it is important to have an integrated and congruent design for both the proposed development (together with the landscaping design) and the adjoining public promenade.

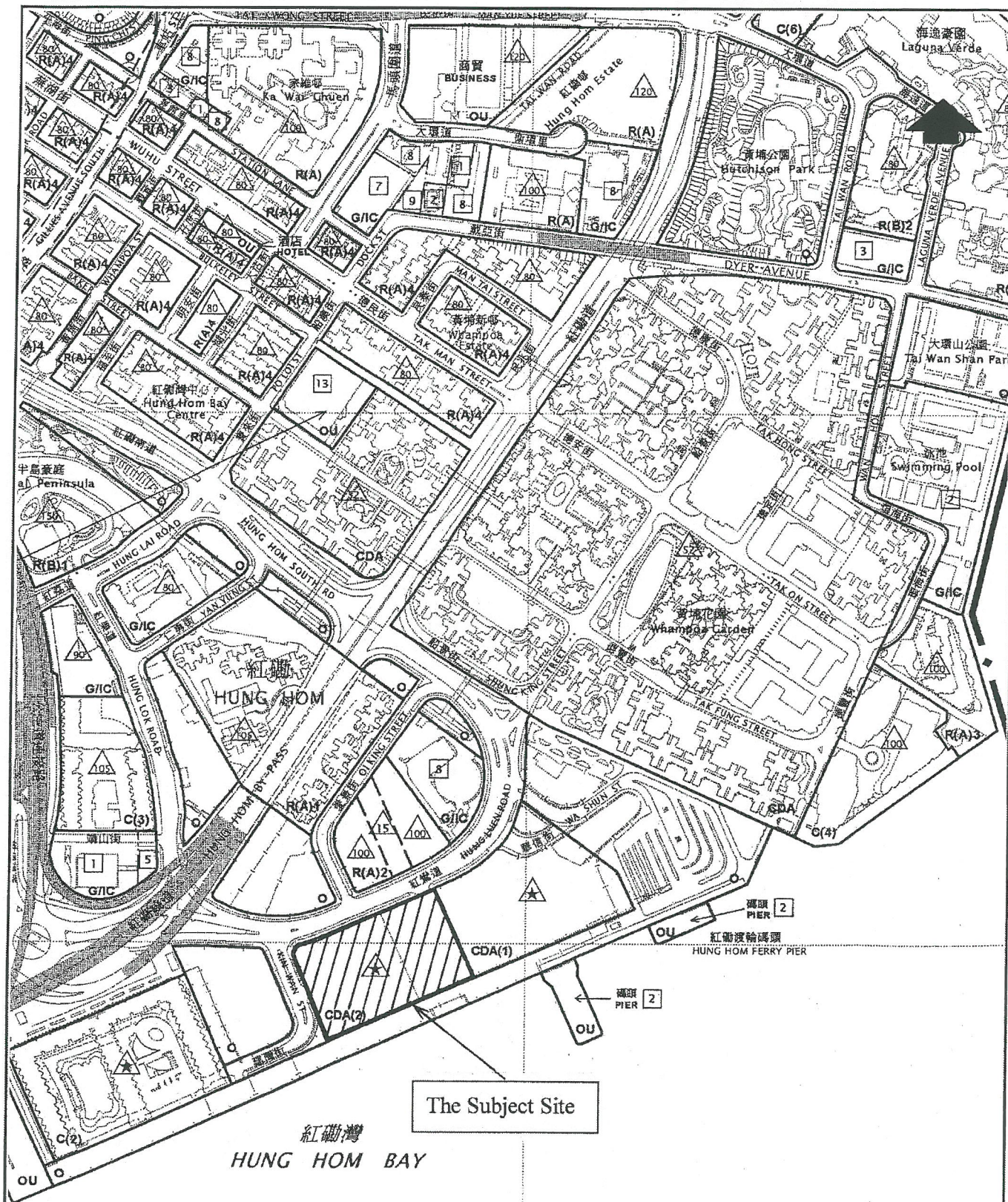
Vehicular Access and Provision of Internal Transport Facilities

29. The vehicular access to the development will be made from Kin Wan Street. The vehicles and motor cycle parking spaces, and loading/unloading bays will be provided at the 2 basement levels while the taxi and motor vehicle lay-bys will be provided at ground level. The above arrangements are in line with the requirements stipulated in the OZP, the Lease and the PB.

Way Forward

30. Members are invited to comment on the proposed commercial development scheme. The project proponent will refine the proposed scheme and carry out detail technical assessments for formal submission to the Town Planning Board for consideration.

Janeworth Co. Ltd. (A subsidiary of Wheelock Properties (Hong Kong) Limited)
October 2011



The Subject Site

紅磡灣
HUNG HOM BAY

Plan Extracted from
Hung Hom Outline Zoning Plan
No. S/K9/24 Approved on
5.10.2010

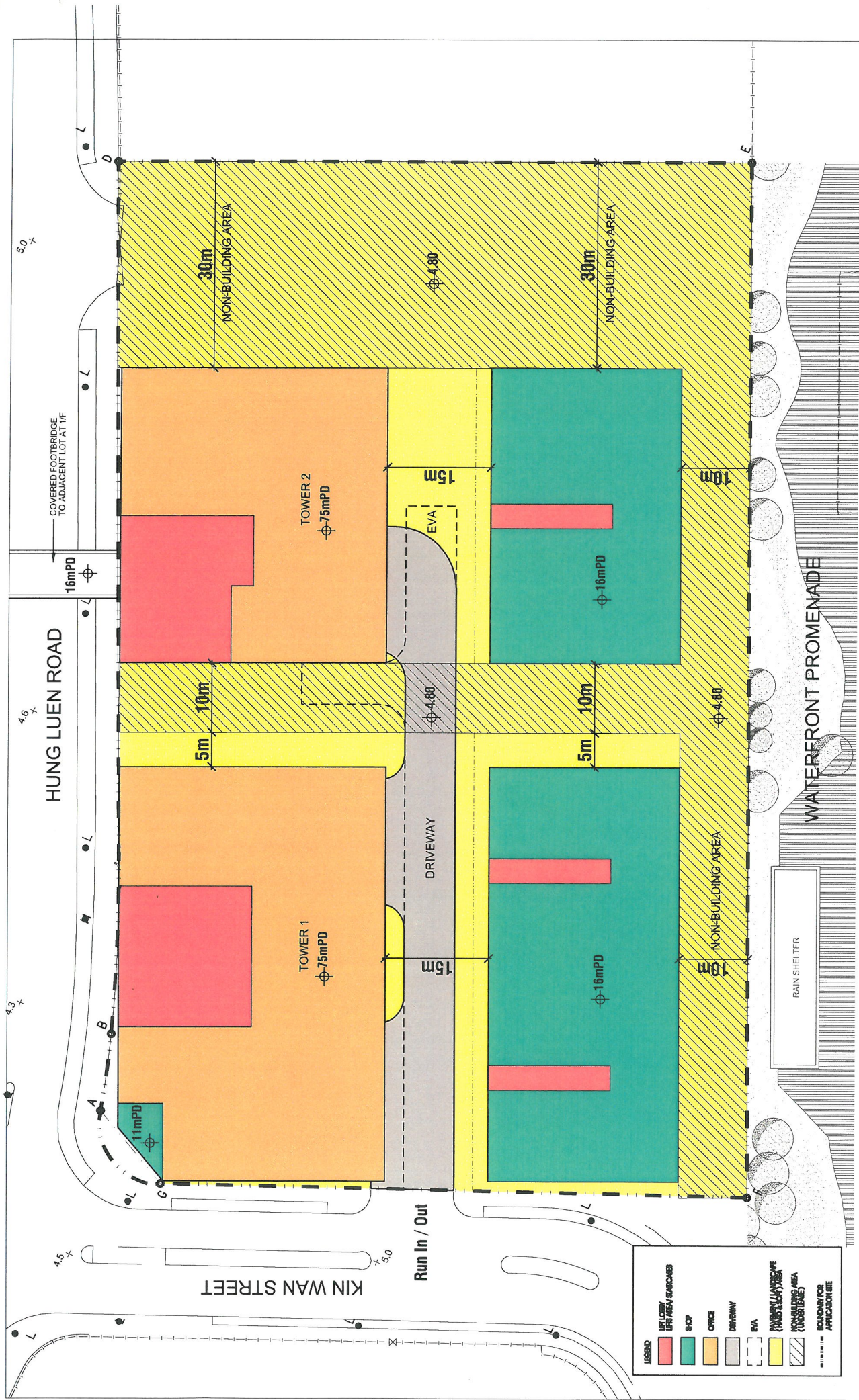
Location Plan
Proposed Commercial Development in
"CDA(2)" Zone at KIL 11111,
Hung Luen Road, Hung Hom

Scale 1 : 5 000

Plan 1

PlanArch Consultants Ltd.

Revision: Date: 19.9.2011



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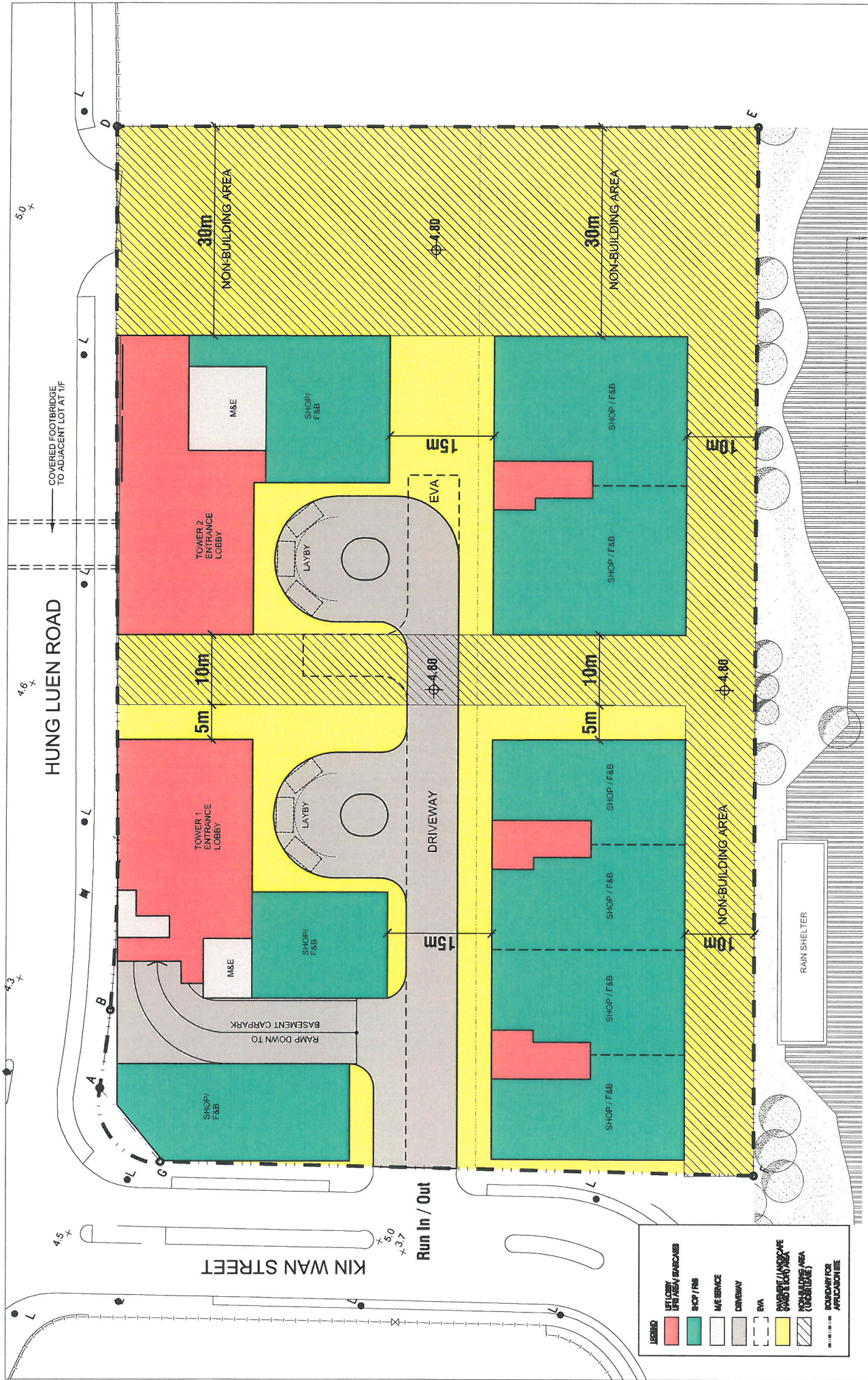
**PROPOSED COMMERCIAL DEVELOPMENT AT
K.I.L. No. 11111, HUNG HOM, KOWLOON**

MASTER LAYOUT PLAN

PLAN - 2

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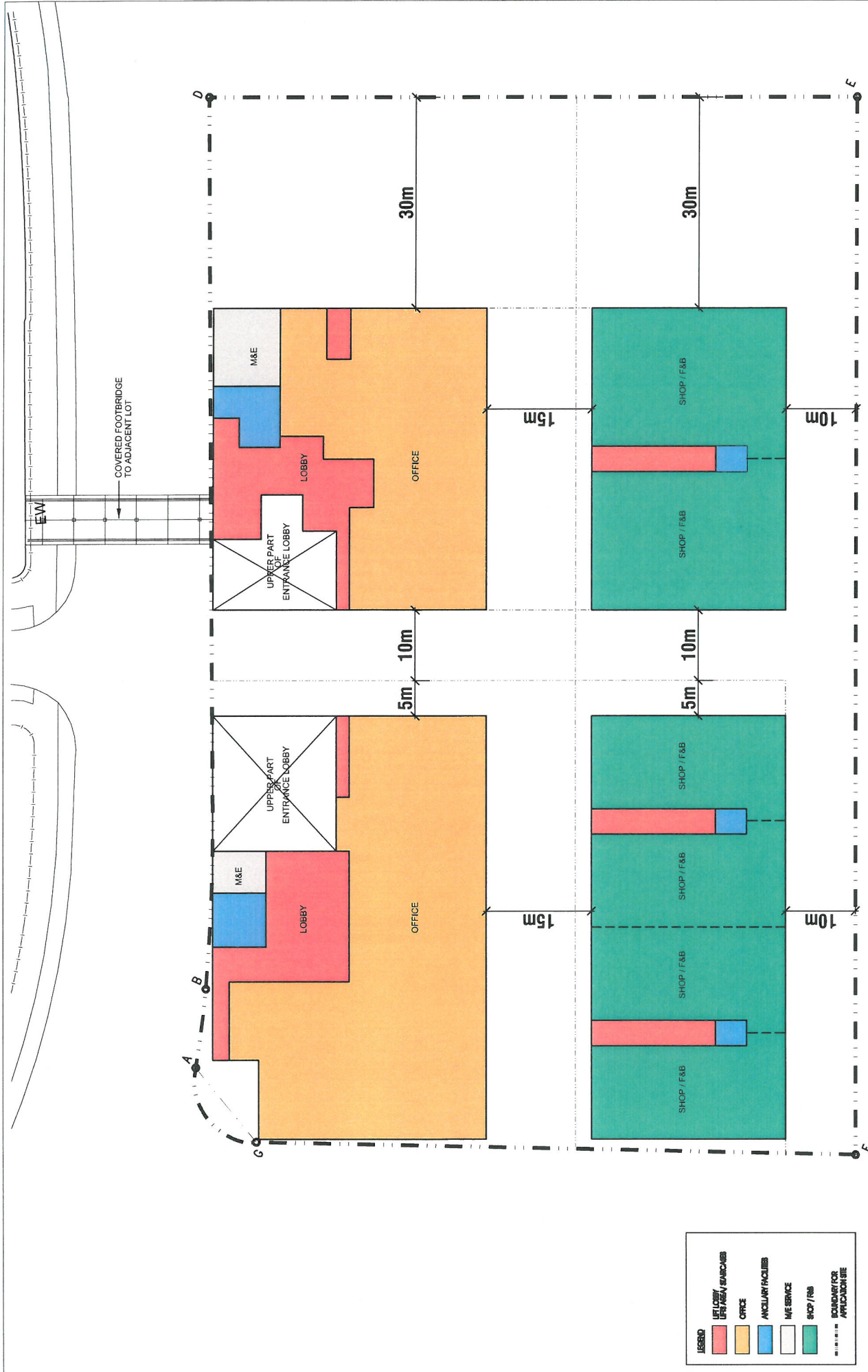
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G/F FLOOR PLAN



PLAN - 3

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1/F FLOOR PLAN

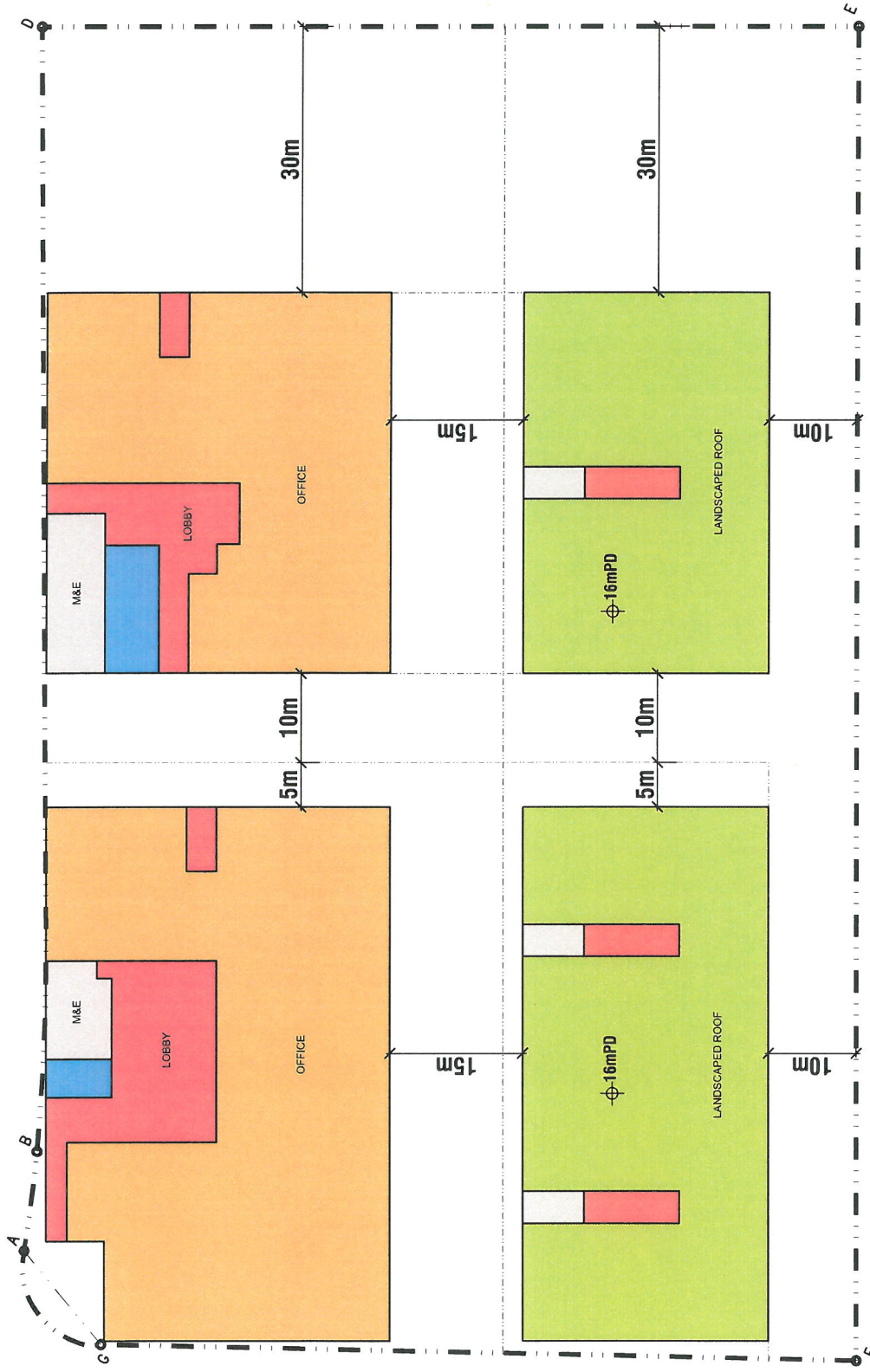
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PLAN - 4

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LEGEND
UPPER/LOWER LEVEL/LEVEL
OFFICE
ANCILLARY FACILITIES
M&E SERVICE
LANDSCAPED ROOF
BOUNDARY FOR APPROPRIATE USE

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2/F FLOOR PLAN



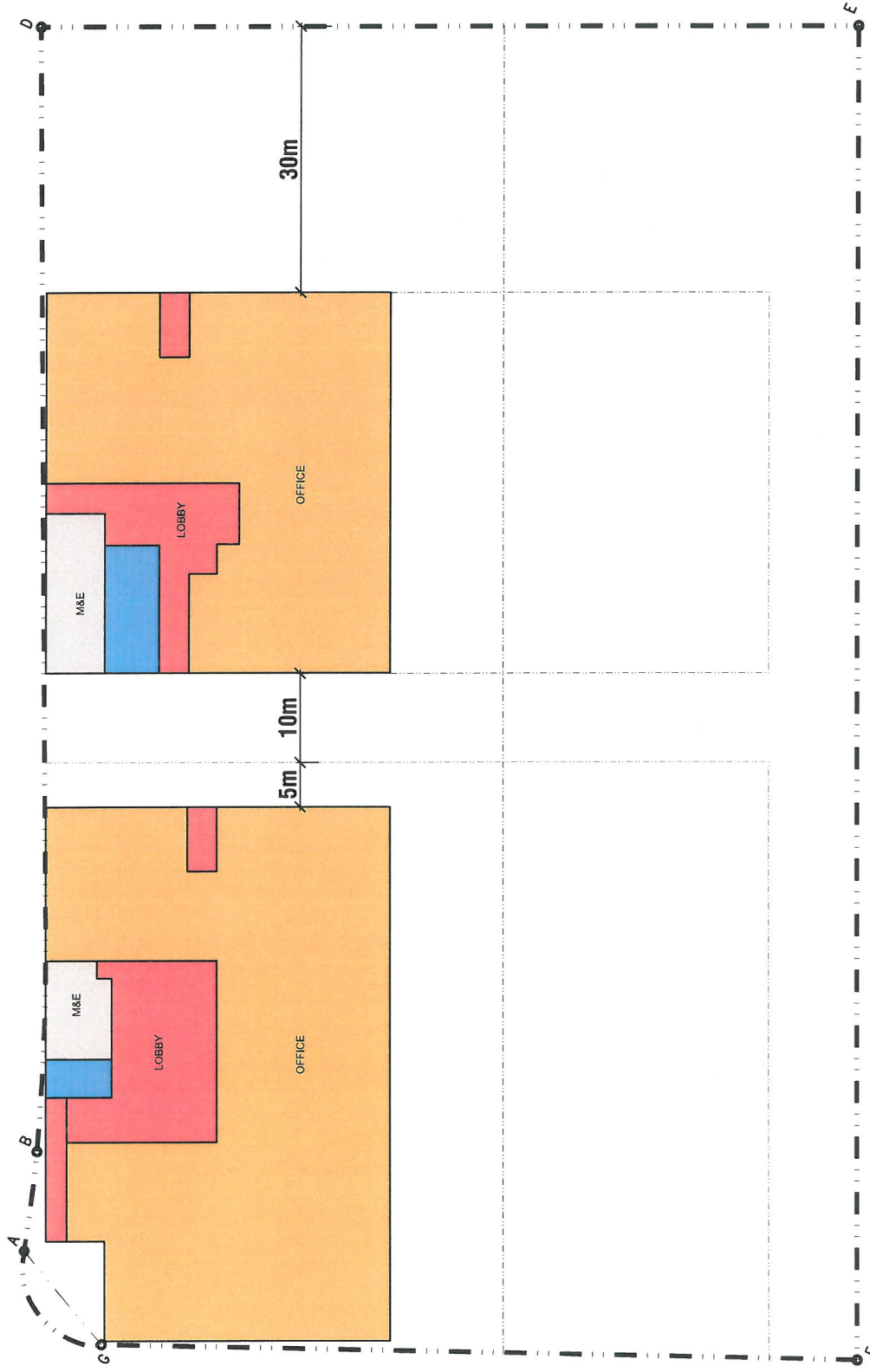
PLAN - 5

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LEGEND	
	LIFT CORE
	LOBBY
	OFFICE
	ANCILLARY FACILITIES
	M&E SERVICE
	BOUNDARY FOR APPLICATION SITE

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PLAN - 6

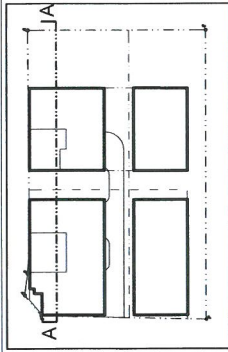
3/F TO 14/F FLOOR PLAN

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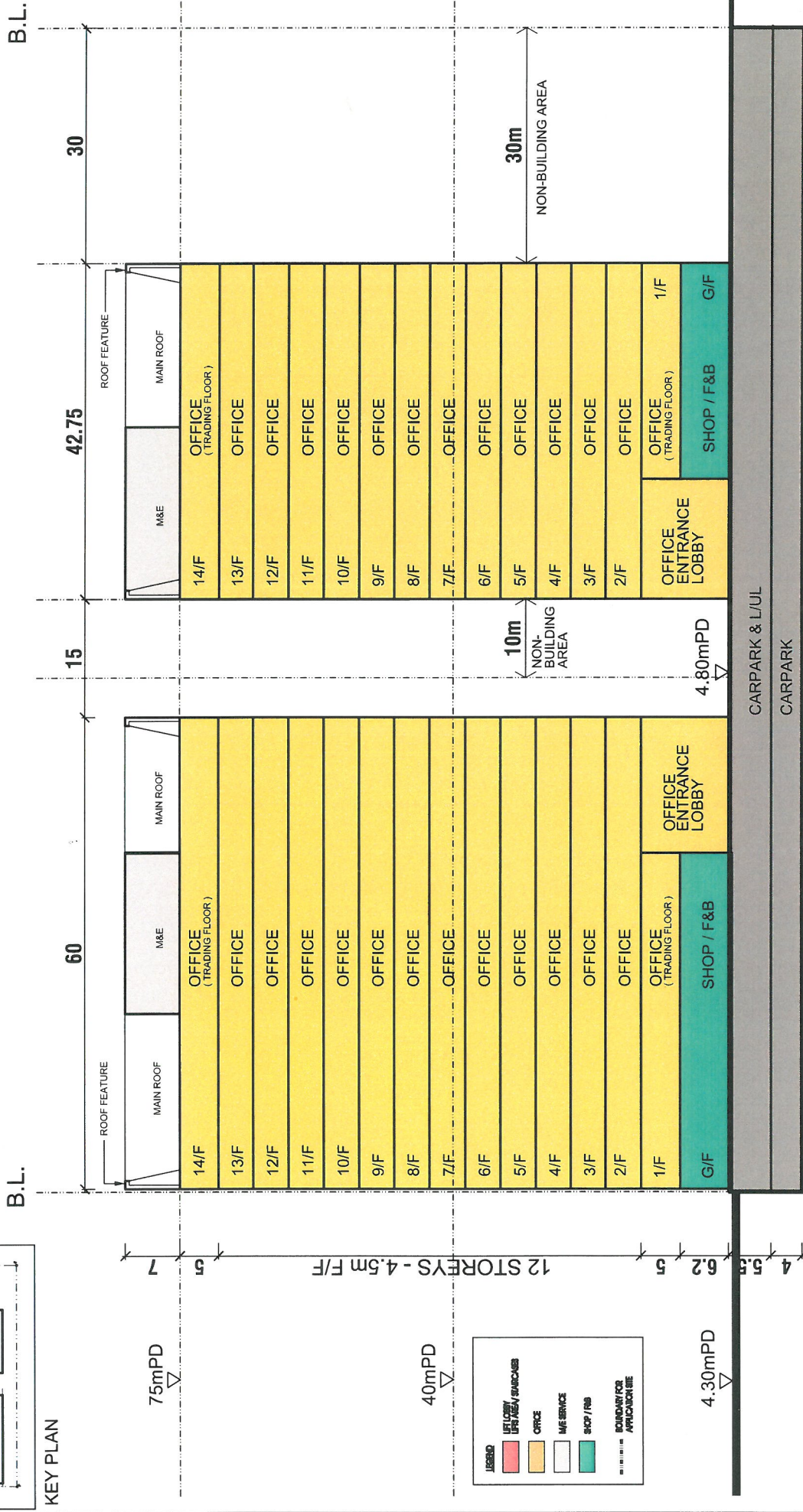
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KEY PLAN



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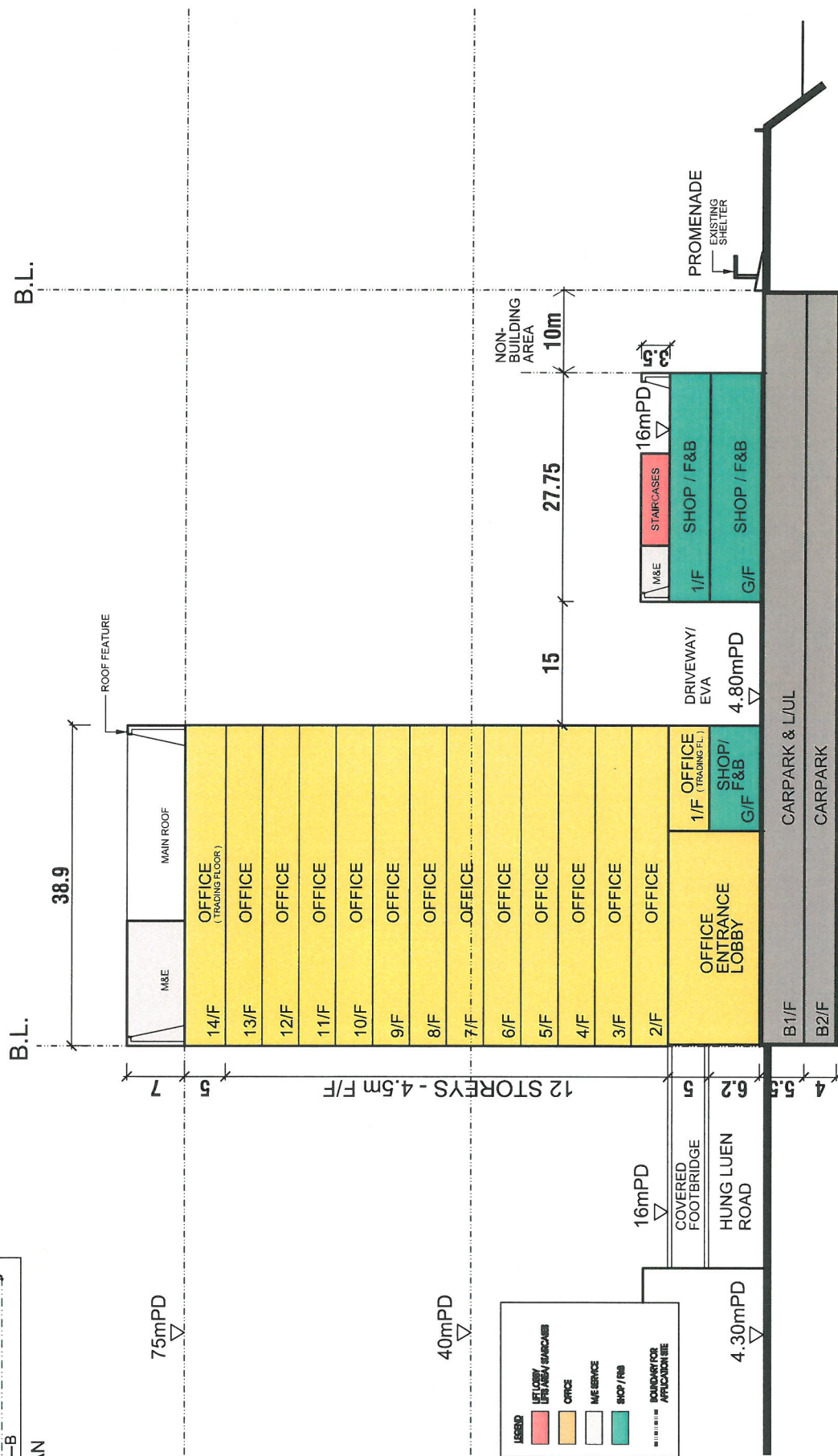
DIAGRAMMATIC SECTION A-A

PLAN - 7



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DIAGRAMMATIC SECTION B-B

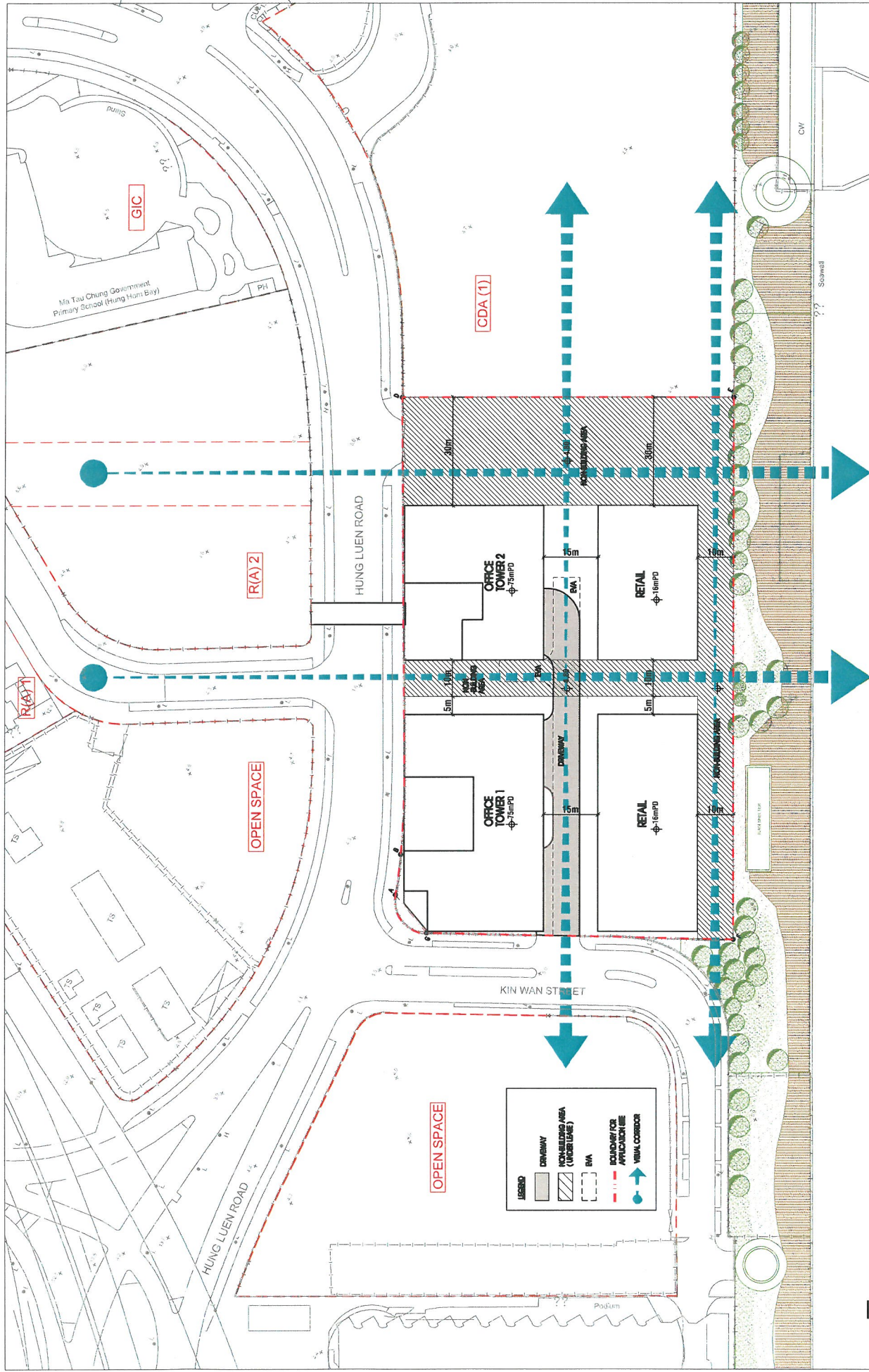
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PLAN - 8

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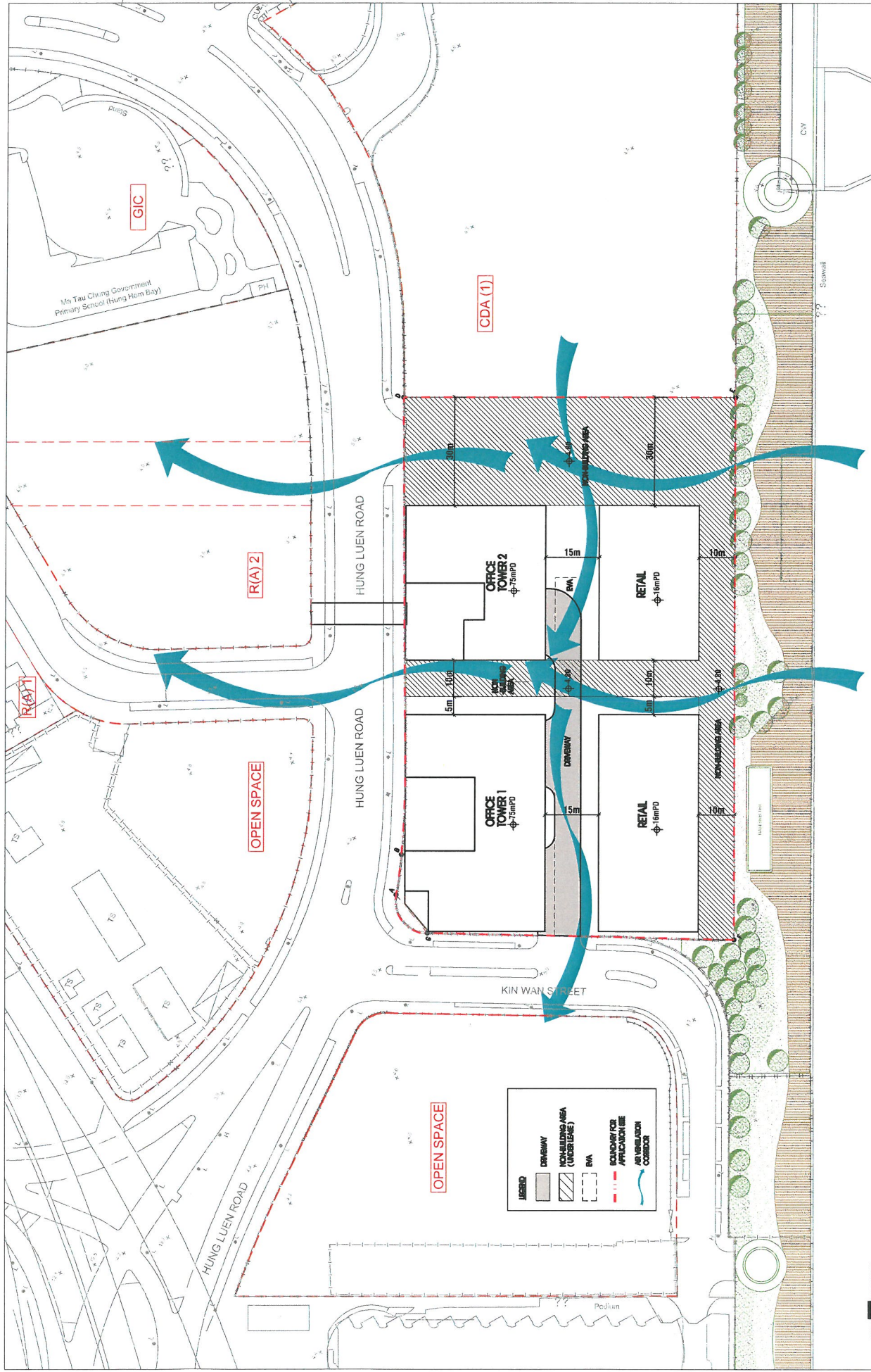
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VISUAL CORRIDOR



PLAN - 9

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PLAN - 10

