

Harbour-front Enhancement Committee  
Sub-committee on Harbour Plan Review

- S16 Application for Residential Development  
at 14-30 King Wah Road (IL7106s.B,s.C and R.P. & Ext.(Part)) in CDA(1) Zone, North  
Point  
- (TPB Application TPB/A/H8/387) -

**Purpose**

1. This paper is to brief Members on the s16 Application submitted to the Town Planning Board (TPB) by Glory United Development Limited, a subsidiary company of Henderson Land Development Co. Ltd. Pro Plan Asia Ltd is planning consultant for the application.

**Background**

2. The Application Site is located in the western portion of the "CDA (1)" zone on the North Point Outline Zoning Plan S/H8/21 (refer to Figure 1). The Application follows the Town Planning Board's decision in September 2006 on a s12A Application by the same Proponent, to add "flat" use to Column 2 of the Notes to the "CDA(1)" zone on the North Point OZP. The HEC Subcommittee considered this s12A application on 21.12.2005 and written comments supporting the zoning amendment sent to the TPB on 29.12.2005.
3. The present s16 Application, which satisfies requirements under the Notes to the Zone, seeks approval of a Master Layout Plan (MLP) covering the Proponent's landholding (minus the waterfront portion of the lot recently deleted from the "CDA (1)" Zone by the TPB). While the Notes allow commercial, leisure and tourism related uses, open space and other supporting facilities, the Application involves only residential development (refer to Table 1).

**Master Layout Plan Proposals**

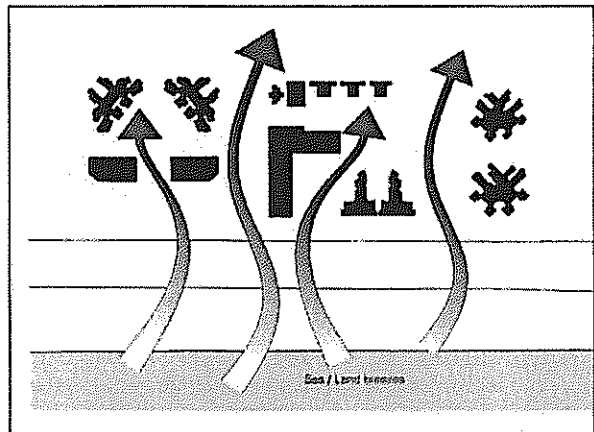
4. The residential development comprises two 34-storey residential towers above a 6-storey landscaped podium/clubhouse with one basement carpark located in the southern portion of the site as required under the OZP. The two residential towers lie parallel to the IEC so as to increase the separation distance to adjacent buildings along King Wah Road. Each tower has two flats per floor facing the Harbour and a third flat and ancillary services core located in "wing" extending inland. The residential floors start at +28.6mPD to oversee the IEC.
5. The 15m high podium arrangement balances internal transport requirements with the Proponent's desire to setback the western podium edge for public passage and the eastern edge for street level air ventilation. As this affects podium efficiency, the lower two podium levels are extended slightly north to within six metres of and well below (+12.8mPD) the soffit level of the elevated IEC.
6. The average residential floor heights of only about 3.15m result in a mean roof level in both towers of +138mPD which is 27m lower than the +165mPD permitted under the zone and that presented to the HEC in December 2005. A visual impact assessment included with the application revealed that even building heights of +145mPD on the site would not be visually intrusive.
7. Appendix A contains relevant drawings from the Master Layout Plan submission and a photomontage of the residential building from Victoria Harbour.



## Harbour Planning Guidelines Features

8. The Master Layout Plan embodies a number of design features embodied in the HEC Harbour Planning Guidelines. These are as follows:

- The residential use promotes street level vibrancy well past peak office hours and generates future patronage for the public open space/promenade along the North Point harbourfront to be constructed by the Government under the CWB Project.
- Setback of the western podium provides an exciting new public passageway/visual corridor (6m wide plus the existing 4m-wide passageway on the adjoining Government's community centre site) and allows harbour breezes to penetrate the Hinterland. This link will benefit the local Community in providing access to the planned waterfront park to be undertaken by CEDD as part of the CWB route project.
- The podium setback along the eastern boundary acts as a local breezeway and doubles as Government's access to the IEC for maintenance and emergency purposes. The major setback from King Wah Road by about 8.5m further improves local streetscape amenity through provision of a wider public pavement and planting.
- The "T-shape" block design, in which rear flats enjoy only partial Harbour views, helps taper the shape of the towers to reduce building bulk facing backstreet areas. This, coupled with a mean roof level which is some 27 metres below the statutory maximum, promotes diversity in building mass and visual interest in building profile viewed from the Harbour.
- Locating the two-storey clubhouse under the residential tower enables the first floor level of residential units to be raised some 12 metres above the IEC – giving comfort to the residents of these lower flats. The open air drop-off near King Wah Road helps disperse air pollutants from visiting vehicles whilst providing an appropriate front entrance "address".
- To mitigate IEC traffic noise impact, the tower façade facing the IEC should be of curtain wall type design with openable windows facing King Wah Road. It is to be noted that Government has recently announced plans to cover the IEC by about 2016 to eliminate such traffic noise.



## Advice Sought

9. Members are invited to comment on the Master Layout Plan proposal.

(A) APPLICATION SITE (Northern & Southern Sites)		
1. Site Area (approx.)	3,490m <sup>2</sup>	
2. Domestic Plot Ratio (approx.)	6.38	
3. Domestic GFA (approx.)#	22,280m <sup>2</sup>	
4. Site Coverage	Not more than 60%	
5. Internal Transport Provision:-		
▪ Car Parking Space	120 (incl. 10 for visitors & 4 for the disabled). Maybe revised downwards.	
▪ Motorcycle Parking Space	12	
▪ Loading/Unloading Bay	2	
(B) SPECIFIC SITES	NORTHERN SITE	SOUTHERN SITE
1. Site Area (approx.)	705m <sup>2</sup>	2,785m <sup>2</sup>
2. Plot Ratio (approx.)	0	8.0
3. Total Dom. GFA (excl Clubhouse GFA)	0	22,280m <sup>2</sup>
4. Building Height (mean roof level)	+12.8mPD (2 E&M/carpark storeys)	+138mPD (34 residential storeys, 6 podium levels and 1 basement carpark)
5. Flat Supply (approx.)	0	204
6. Av. Flat Size (approx.)	0	109.2m <sup>2</sup>

Table 1 Development Particulars

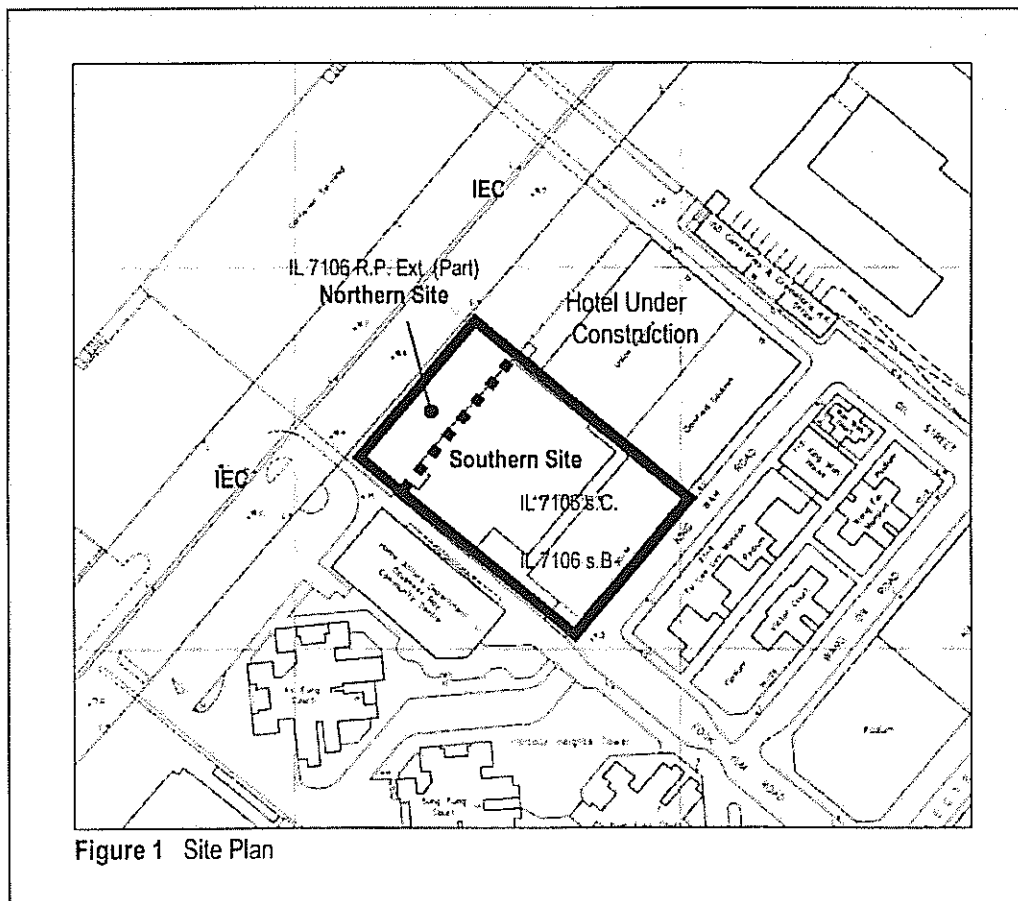


Figure 1 Site Plan

## APPENDIX A

### SELECTED PLANS & PHOTOMONTAGE FROM THE MASTER LAYOUT PLAN SUBMISSION

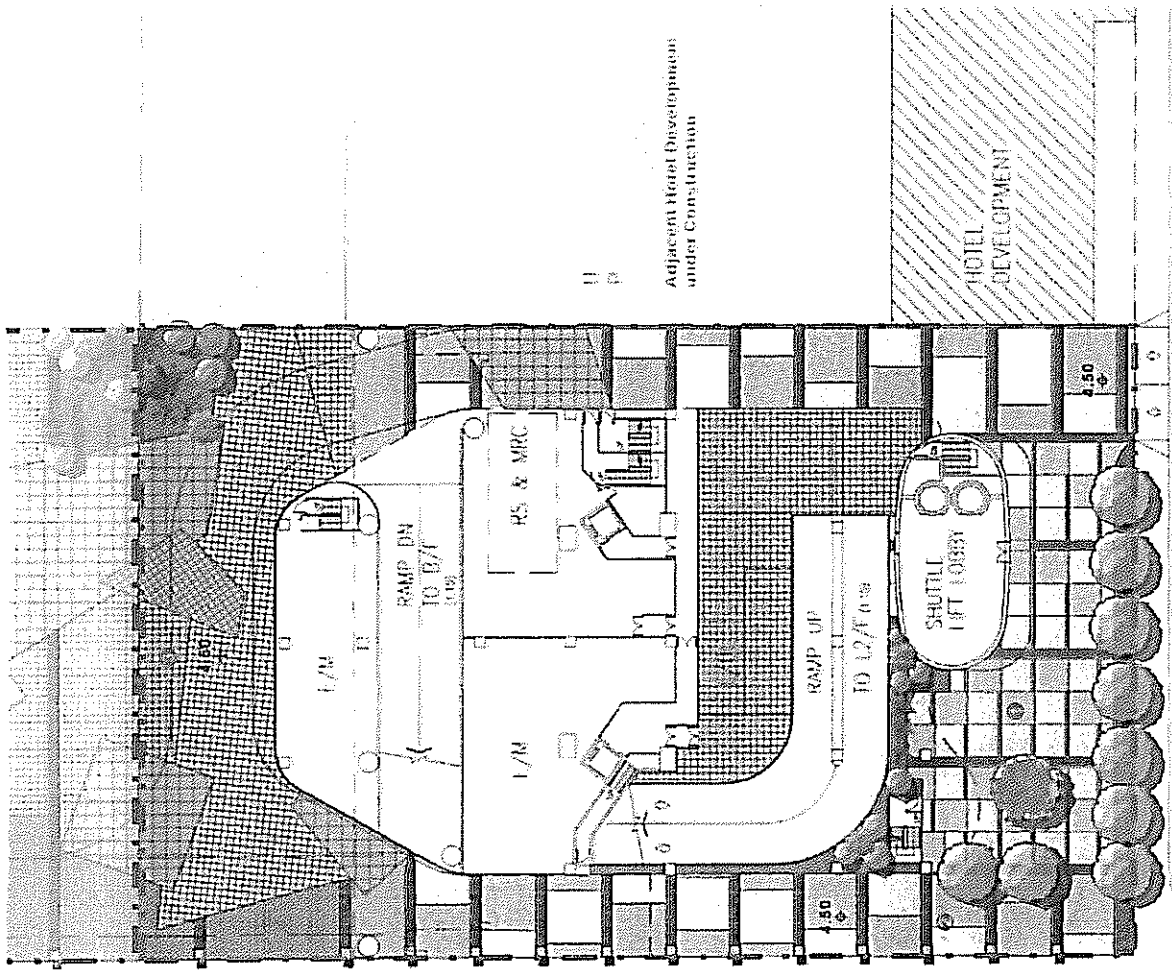


亞洲  
先創

Pro Plan Asia Ltd on behalf of Glory United Development Ltd



Planned Modified IEC



Adjacent Hotel Development under Construction

HOTEL DEVELOPMENT

**LEGEND:**

- Applicant Site Boundary
- Waterfront Beautification Works (will be designed and implemented by Government)
- New Tree Planting
- Shrub Planting
- Light Feature
- Decorative Paving

**NOTES:**

- ① **Entrance Plaza**  
creates a sense of arrival, character of the development and assists future visitors navigating from inland area to future waterfront promenade and enhance King Wah Road streetscape.
- ② **Linear Plaza**  
creates a 6m wide pedestrian passage within the development to provide comfortable and shaded walking environment for future residents and visitors to the promenade.
- ③ **Festive Square**  
Indicative landscape design scheme to demonstrate the design principles for integrating public and private realms. Planting areas is designed to create multi-functional spaces underneath the IEC for future promenade visitors.



京華道 KING WAH ROAD

Proposed Residential Development in CDA(1) Zone - King Wah Road, North Point  
Landscape Master Plan - Sheet 2 of 3 (Ground Floor)

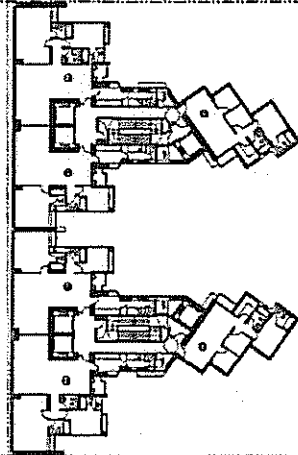
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APPROVED FOR CONSTRUCTION BY THE DEVELOPER  
 APPLICANT'S LANDSCAPE ARCHITECTURE CONSULTANT  
 LIAISON OFFICE  
 10/F, 100, KING WAH ROAD, NORTH POINT, HONG KONG  
 TEL: (852) 2612 1111  
 FAX: (852) 2612 1112  
 WWW.LIAISONOFFICE.COM

ISLAND EASTERN CORRIDOR

CDA (1)

SITE BOUNDARY



HOTEL DEVELOPMENT

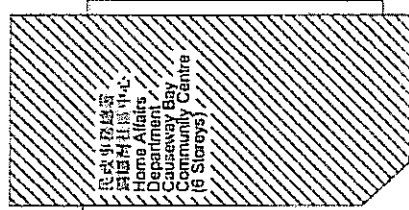
油街發展項目  
Oil Street Development

京華道 KING WAH ROAD

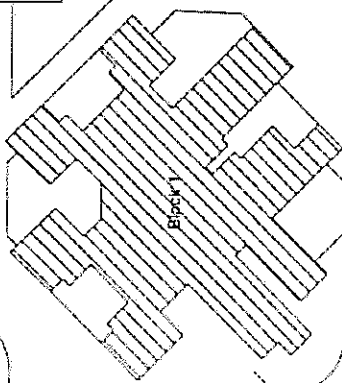
TYPICAL BLOCKING

福祿道 FOOK YUM ROAD

油街 Oil Street

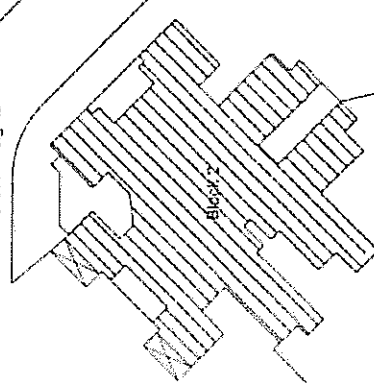


民政事務總署  
社區服務中心  
Home Affairs  
Department  
Causeway Bay  
Community Centre  
(6 Storeys)



Block 1

海旁區  
Harbour Heights



Block 2

TYPICAL BLOCKING LAYOUT

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DATE: 11-08-2007  
FILE NAME: P103759/CIA/CAD/SUBMISSION PLANS (MP)/2007-09-15/MLP-2007-09-11.DWG

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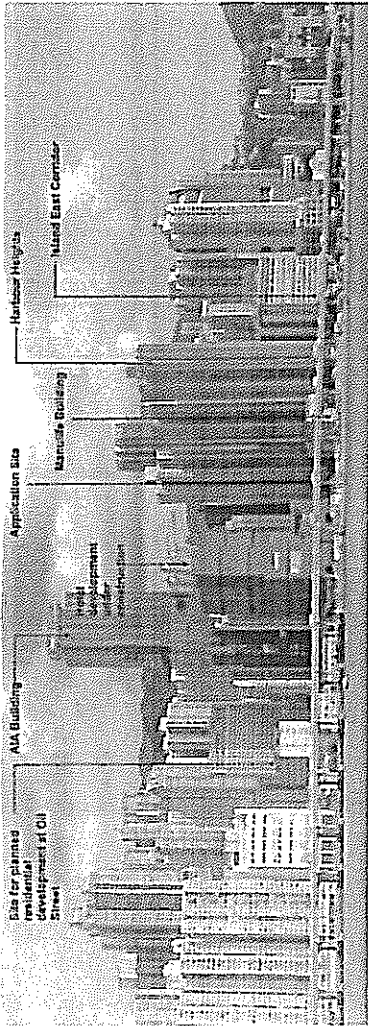
10

VSR 1.1

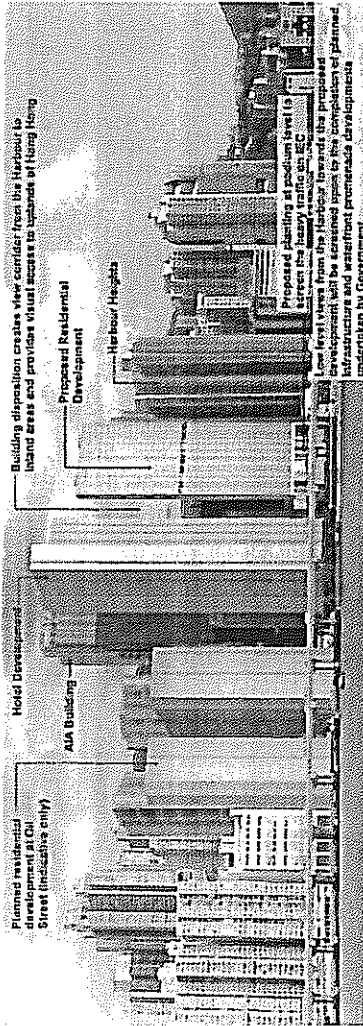


The Application Site

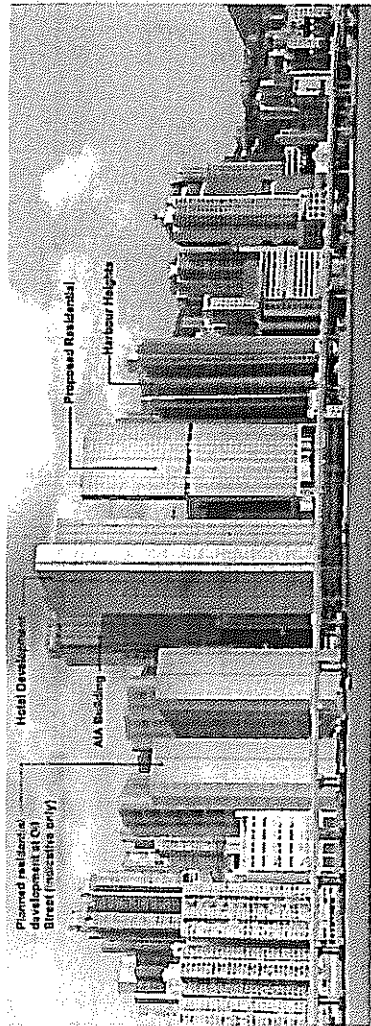
Key Plan



**Existing Condition**  
Looking south at the middle of the Harbour between Tsim Sha Tsui East, Hung Hom and North Point representing VSR 1.1: Maritime travellers at the middle of Victoria Harbour between Hung Hom, Tsim Sha Tsui East and North Point and VSR 1.3: Residents of Hung Hom Waterfront Developments Including Laguna Verde and Harbour Plaza



**Operation Phase - Year 1 with landscape mitigation measures newly implemented**



**Operation Phase - Year 10 with landscape mitigation measures fully established**

Proposed Residential Development in CDA(1) Zone, King Wan Road, North Point

Photomontages Sheet

Photomontage Images are prepared by  
Project Architects - Dennis Lau and Ng Chun  
Man Architects and Engineers (HK) Limited.

SCALE: 1:500  
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FIGURE NO: H2.3

SCALE	FIGURE NO	CHECKED	DATE	DESIGN	PROJECT NAME
1:500	H2.3	[Signature]	2024	ARCHITECT	Proposed Residential Development in CDA(1) Zone, King Wan Road, North Point

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