

**Harbour-front Enhancement Committee
Sub-committee on Harbour Plan Review**
- S16 Application for Office 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/H8/392) –

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. on 19.9.2008. Pro Plan Asia Ltd is planning consultant for the application.

Background

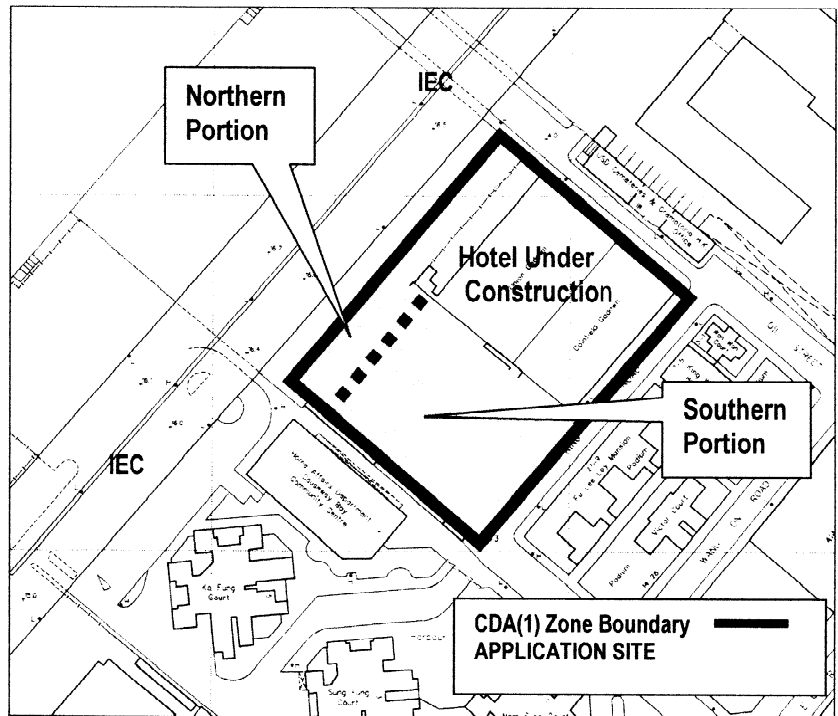
2. The Application Site is the last remaining development land parcel in the western portion of the "CDA (1)" zone on the North Point Outline Zoning Plan S/H8/21 (Figure 1). The Application, which satisfies all requirements under the Notes to the Zone, seeks approval of a Master Layout Plan (MLP) covering the Proponent's landholding (less the waterfront portion of the lot recently deleted from the "CDA(1)" Zone by the TPB). The Application is for office development with eating place and shops and services permissible under the Zone (Table 1) upon approval from the Town Planning Board.

Master Layout Plan Proposals

3. The office development comprises one 27-storey office tower with an overall site coverage of 46.5% and overall PR 10.77, which is located in the southern portion of the site in accordance with OZP requirements (Figure 1 & Table 2). The scheme contains a number of good urban design features that not only respond to the location but also enhance public access, streetscape amenity and visual and air permeability. These include:
 - No Podium. Having regard to recent Town Planning Board adverse comments on the extent of podium structure in the adjoining hotel, the office scheme has no podium structure;
 - All parking provision is provided in three basement levels - so as to further reduce building height;
 - The office tower is setback by 14.5m from King Wah Road, which improves streetscape amenity and air/flow at ground level and through its openness, wider public pavement & new planting strips;
 - The office tower is also setback by 9m from the western boundary, which coupled with a 13.5m headroom, will provide a new public passage between Fook Yum Road and planned open space north of the IEC to be constructed by Government under the CWB project;
 - the southwestern corner of the eating place/shops and services premises is truncated to further assist ground level wind flow into the public passageway along the western edge of the site and open areas around HAD's Community Centre and within Harbour Heights;
4. In addition to the special ground level treatment, two sky gardens two storeys in height (a headroom of 8.4m) are provided at Level 7-8 (+34.8mPD) and Level 17-18 (+76.8mPD) to facilitate penetration of north-south Harbour winds into King Wah Road and add visual interest when viewed from the Harbour and residential development opposite on King Wah Road. The lower sky garden on the eastern façade also articulates the edge of the open area formed by the L-shaped hotel building;
5. The office tower block is positioned slightly west-of-site centre to increase the visual and breezeway "gap" with the western wing of the adjacent hotel;

6. The main roof level of the tower at +123mPD is well below the statutory height level set for the “CDA (1)” zone of +165mPD. It matches existing heights in the adjacent Harbour Heights to the west and is lower than the height (+147mPD to+163mPD) of the hotel towers approved within the same zone. As such, it contributes to an east-west stepped building height profile when viewed from the Harbour and, being lower than taller commercial buildings inland, such as AIA Tower, it fulfils the planning intention to step down building heights toward the Harbour;
7. Appendix A contains relevant drawings from the Master Layout Plan submission.

Figure 1.
Location of Application Site in
“CDA (1)” Zone



Development Schedule for Office Development on Application Site			
	Southern Portion	Northern Portion	Total
1. Application Site Area (approx.)	2,785m ²	705m ²	3,490m ²
2. Total Commercial GFA (Incl office, eating place, shops & services)	37,597.5m ²	-	37,597.5m ²
3. Plot Ratio (MAX. PERMITTED:15.0)	13.5	-	10.773
4. Tower Footprint at G/L (% site coverage)	58.2%	-	46.5%
5. Building Height (mPD) (main roof level) (MAX. PERMITTED: +165mPD)	+123mPD		
6. Av. Office Floor Height	4.2m		
7. Lobby Floor Height	7.5m		
8. No. of Storeys	27 storeys above G/L		
9. G/L Dedication to Public Passage	1,577m ²		
10. Internal Transport Provision:-			
▪ Basement Parking Levels:	3		
▪ Car Parking Space	182 (3 for disabled)		
▪ Motorcycle Parking Space	19		
▪ Loading/Unloading Bay	14		
▪ Offstreet Drop-off/Taxi Layby	1		

Table 1
Development Particulars

Key Design Features in Relation to Harbour Planning Guidelines

8. The Master Layout Plan contains a number of design features that respond directly to relevant HEC Harbour Planning Guidelines and to the Town Planning Board's request for information on visual impact. These features are:
- The office development generates patronage which will heighten street-level vibrancy and ultimately enhance the attractiveness and usage of planned public open space/promenade at the harbourfront to be constructed by Government. It complements the adjacent hotel use in the same zone.
 - The net development intensity on the southern site (PR 13.5) is 10% less than the maximum permitted under the Notes of the zone and approved for the adjoining hotel development. This reduction in development intensity strikes a good balance between the visual context of the site, Community aspirations for less bulky development in such localities and Grade 'A' office demand considerations.
 - The Visual Impact Assessment demonstrates that the proposed office tower, with a height some 42m below the statutory maximum (+165mPD) and over 16% lower than the approved mean roof level of the hotel building (+147mPD) in the same zone, adds to the local diversity in building mass and visual interest, while blending into the local context as viewed from within the Harbour (Figure 3). The building height will not block views of the ridgeline. The Air Ventilation Assessment undertaken and included with the s16 Application affirms that design of the office tower will improve SVR ventilation performance in the vicinity of the site by around 20%.

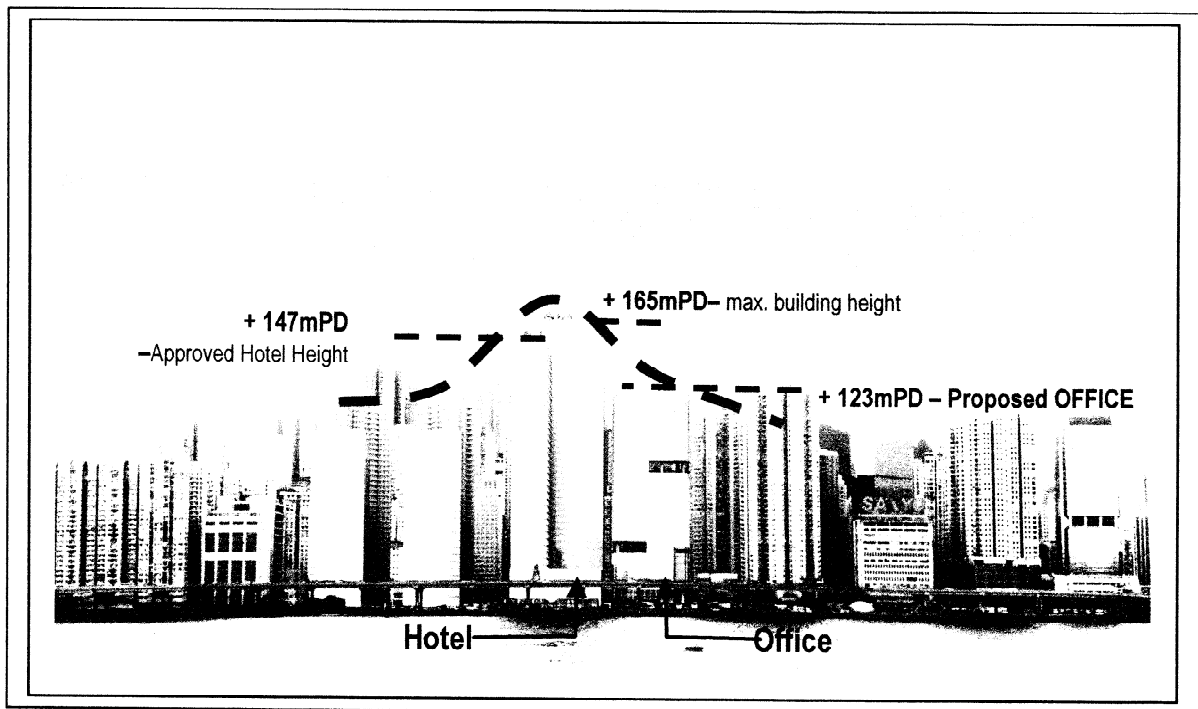


Figure 3 Compatibility of Office Building Height in Local Neighbourhood Setting viewed from Harbour

- Setback in the office tower of 14.5m from King Wah Road introduces an open spatial dimension fronting the road, which enables provision of a widened public pavement and two new planting strips. Such features significantly enhance the existing streetscape amenity compared to the bland hotel podium approved fronting the same street (Figure 4). The AVA undertaken confirms the office tower setback and truncation of retail premises will enhance easterly airflow at ground level from King Wah Road to the Community Centre, Harbour Heights and future waterfront area (Figure 5).
- Setback of the western podium by 9m from the boundary creates an exciting new linear plaza to be designed exclusively as a public passage and serve as a local visual/breezeway corridor. This passageway is the last opportunity within the "CDA (1)" zone to provide such public passage linking King Wah Road to the future waterfront park. It is considered a major harbour planning gain as it will increase accessibility to the Harbour for the public.

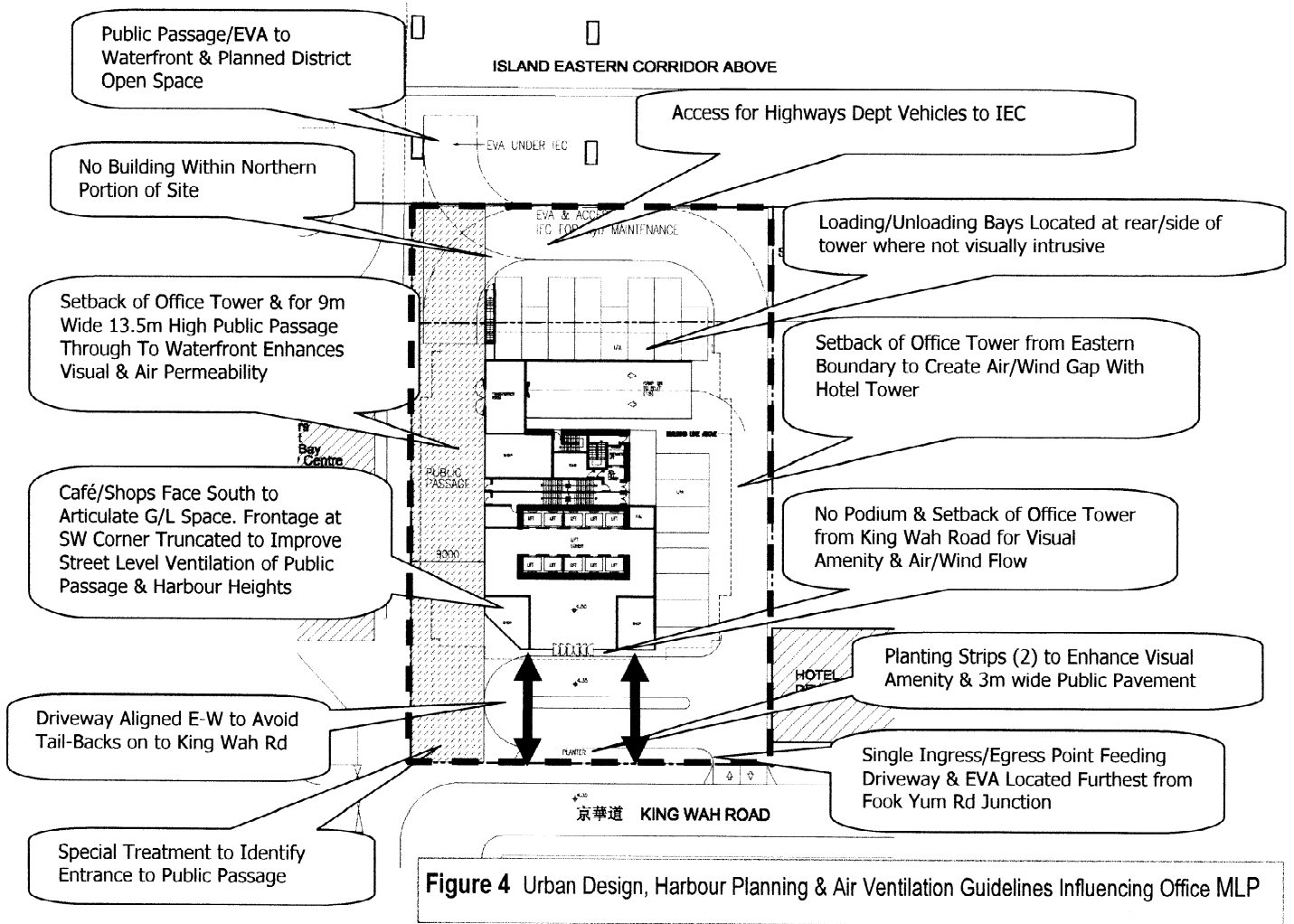


Figure 4 Urban Design, Harbour Planning & Air Ventilation Guidelines Influencing Office MLP

- The office tower is setback from IEC to comfortably align with existing buildings on either side. The context formed by individual blocks in Harbour Height, the proposed office tower and the L-shaped hotel development avoids the wall-like effect when viewed from along the elevated road.
- The two sky gardens, designed as second tier courtyard gardens with water features, are located on different sides of the office building to create softer building articulation and as confirmed by the AVA, will facilitate the penetration of onshore (NNE) winds into King Wah Road.
- The tower setback along the eastern boundary also acts to facilitate local wind flows while doubling as Government's access to the IEC for maintenance/emergency purposes.
- The office tower is well sited to promote workers and visitors use of public transport thereby lowering the carbon footprint. Fortress Hill MTR station is just 300 metres walk, while numerous franchised bus and mini-bus routes exist along Electric Road and King's Road.

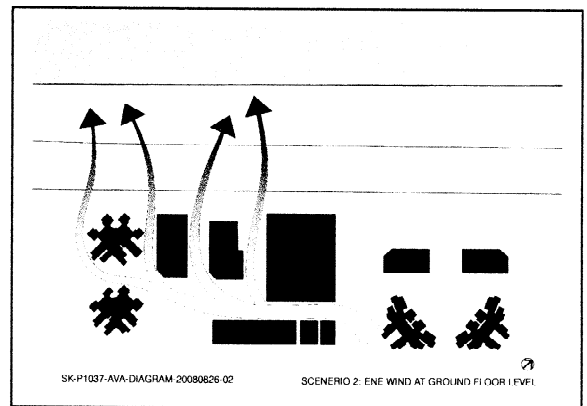


Figure 5 Office Design Enhances Air Flows

Advice Sought

9. Members are invited to comment on the Master Layout Plan prepared under application.

APPENDIX A

**SELECTED PLANS FROM
THE MASTER LAYOUT PLAN SUBMISSION**

B/L REFERENCE	圖字號/圖號
F.S.D. REFERENCE	行政區/圖號
W/W REFERENCE	水務署圖號
CAD FILE NAME	檔案編號
NOTES	註釋
NO. 編號	REVISIONS 修改/訂正
DATE 日期	BY 制圖人

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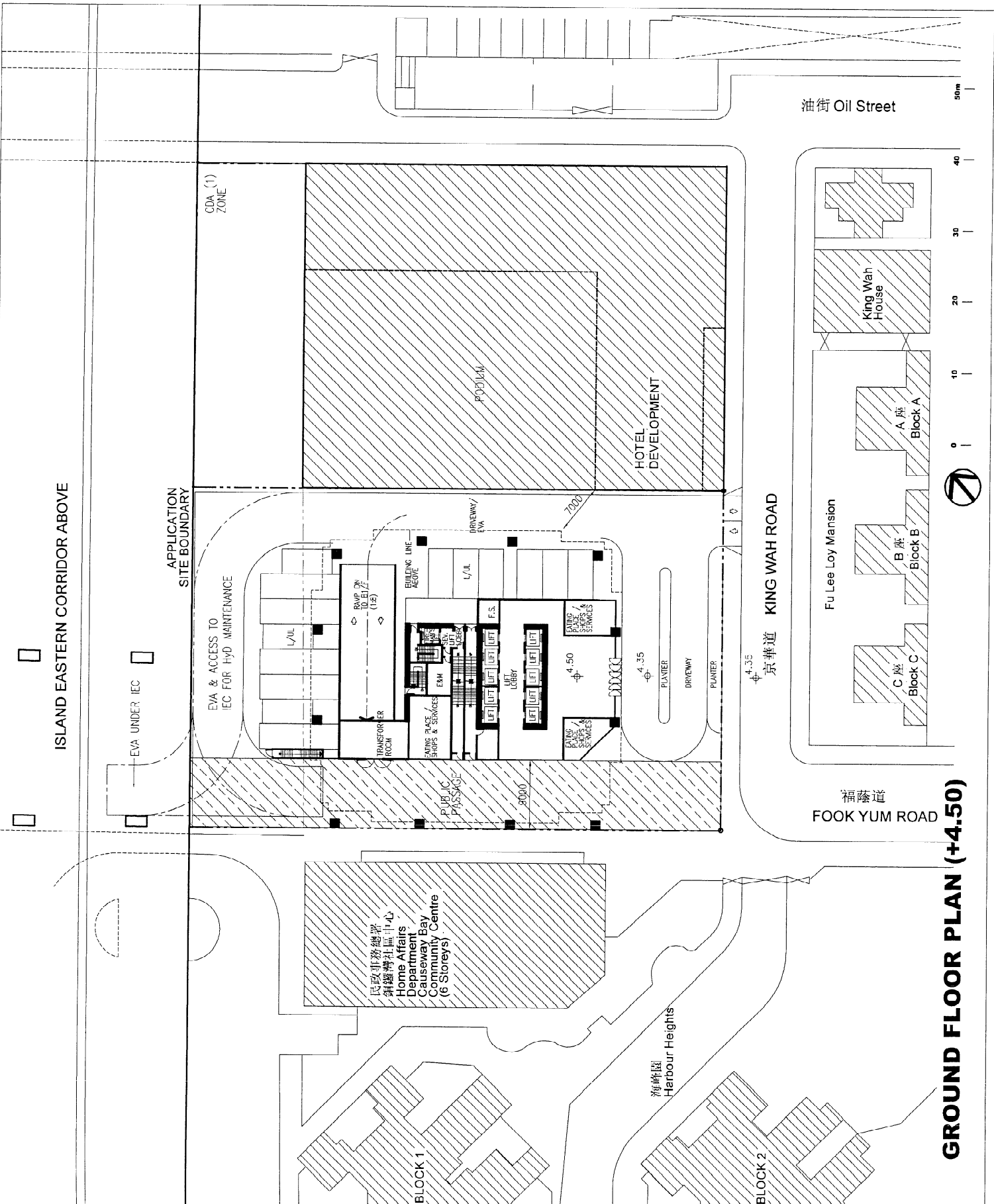
PROJECT 項目名稱

**Proposed CDA Development
 at 14-30 King Wah Road
 I.L. 7106 S.B.S.C and
 R.P. & Ext - (part)
 North Point**

TITLE 圖名

**GROUND FLOOR PLAN
 (SCHEME6 -123mpd)
 (PLOT RATIO 13.5)**

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JOB NO. 工程項目		
P1037		



GROUND FLOOR PLAN (+4.50)

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NOTES	註釋		
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TITLE

圖名

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 (PLOT RATIO 13:5)

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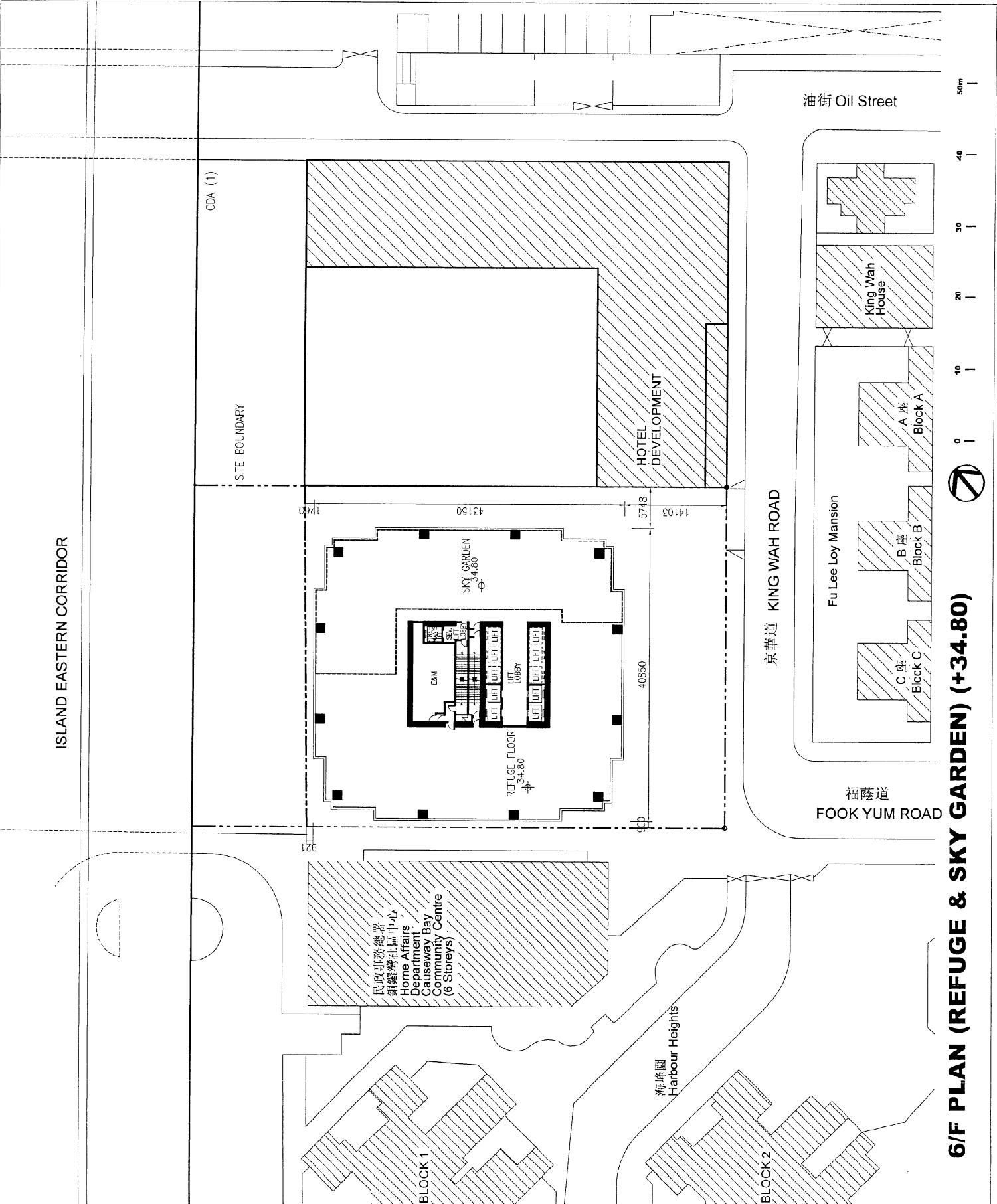
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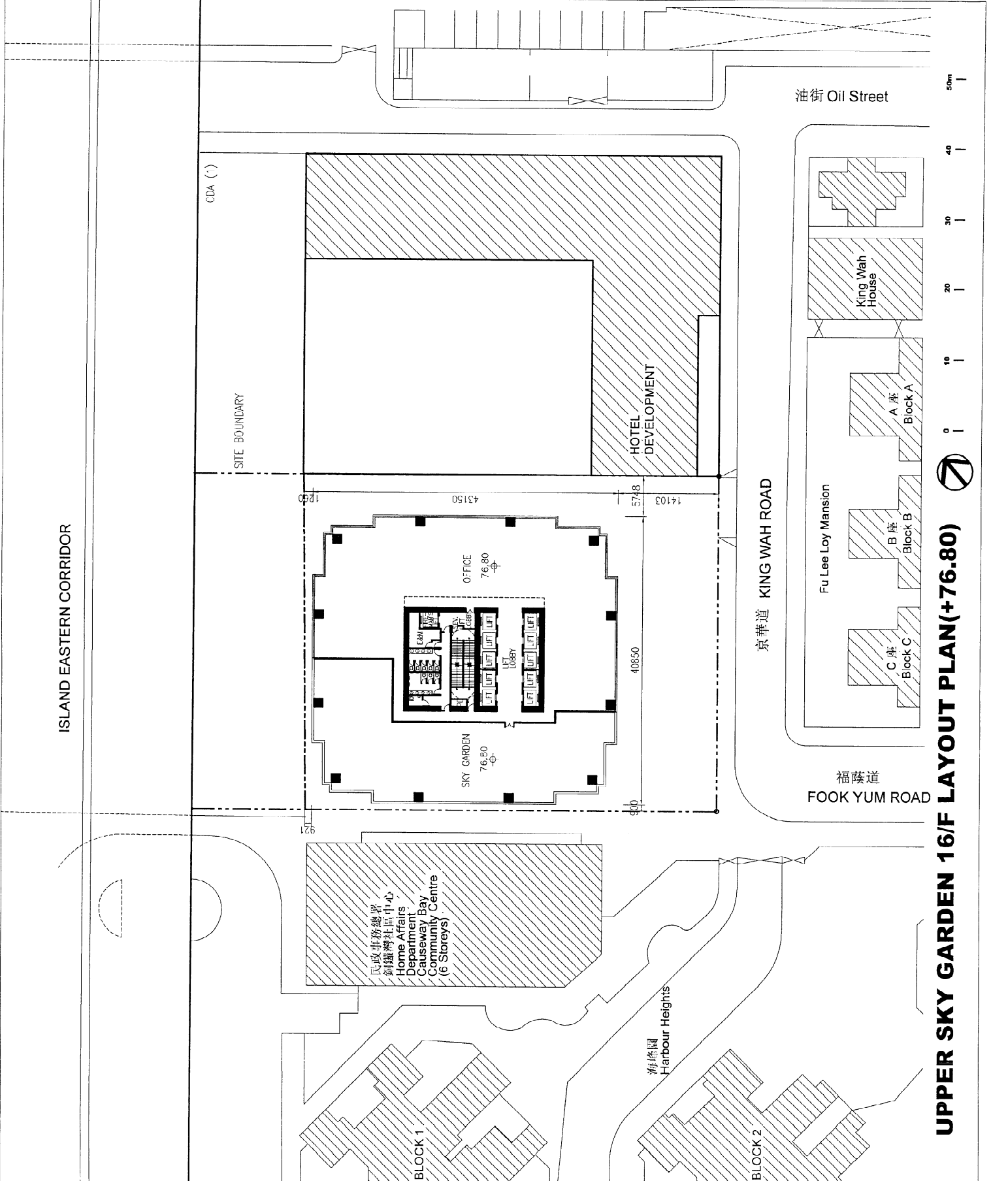
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PROJECT
Proposed CDA Development
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TITLE	樓名
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P1037	SK2-SCH6-M-110



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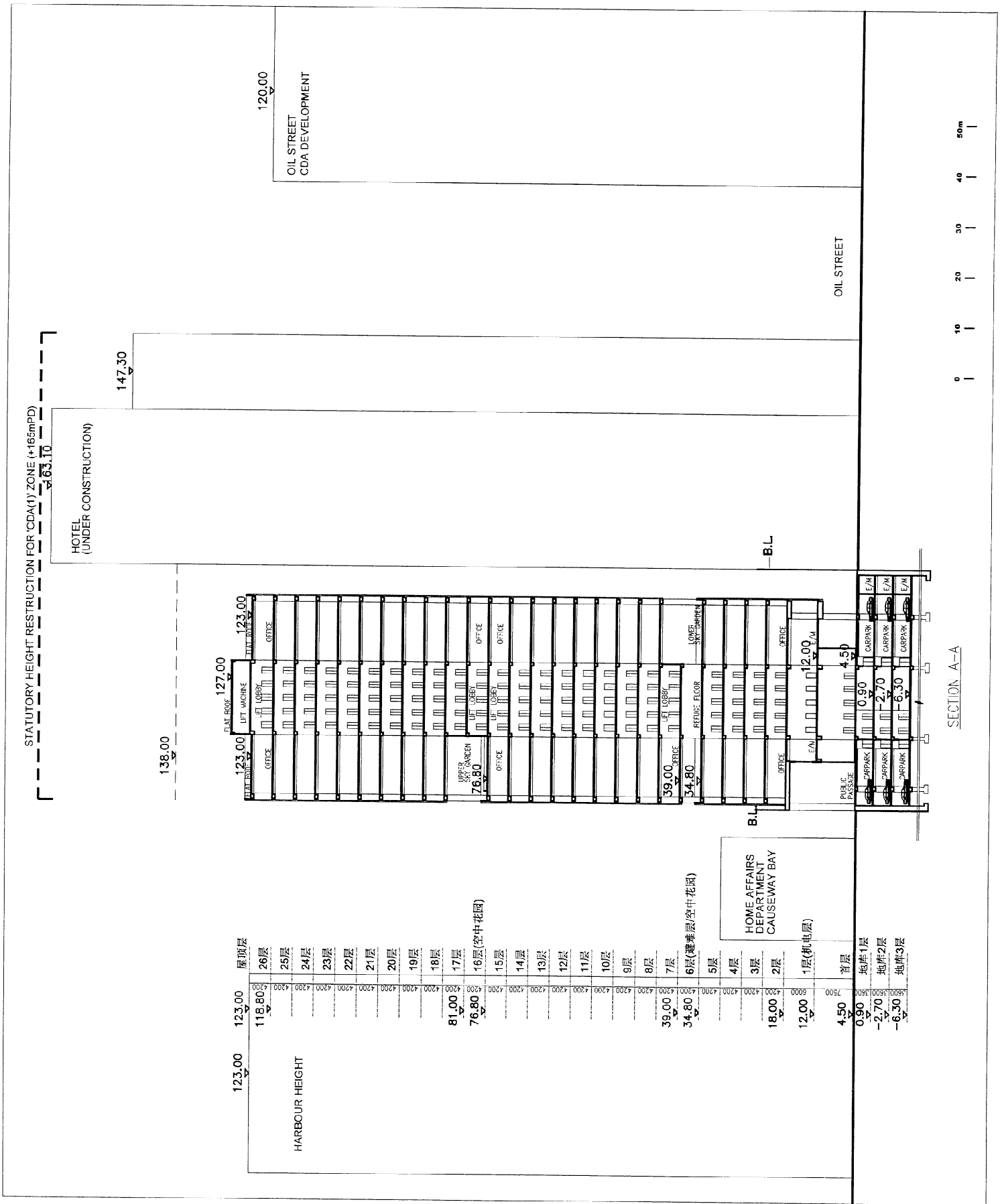
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PROJECT	工程名稱
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SECTION A-A (SCHEME 6-123MPD) (PLOT RATIO 13.5)	
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DATE	日期
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NO.	圖號
JOB NO.	工程圖號
P1037	SK2-SCH6-M-201



SECTION A-A

B.D. REFERENCE	圖則/圖號
F.S.D. REFERENCE	外務圖號
W.W.D. REFERENCE	水務圖號
CAD FILE NAME	檔案編號
NOTES	註釋
NO. 修改號	REVISIONS 修改內容
DATE 日期	BY 制圖人

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 CONSULTANTS

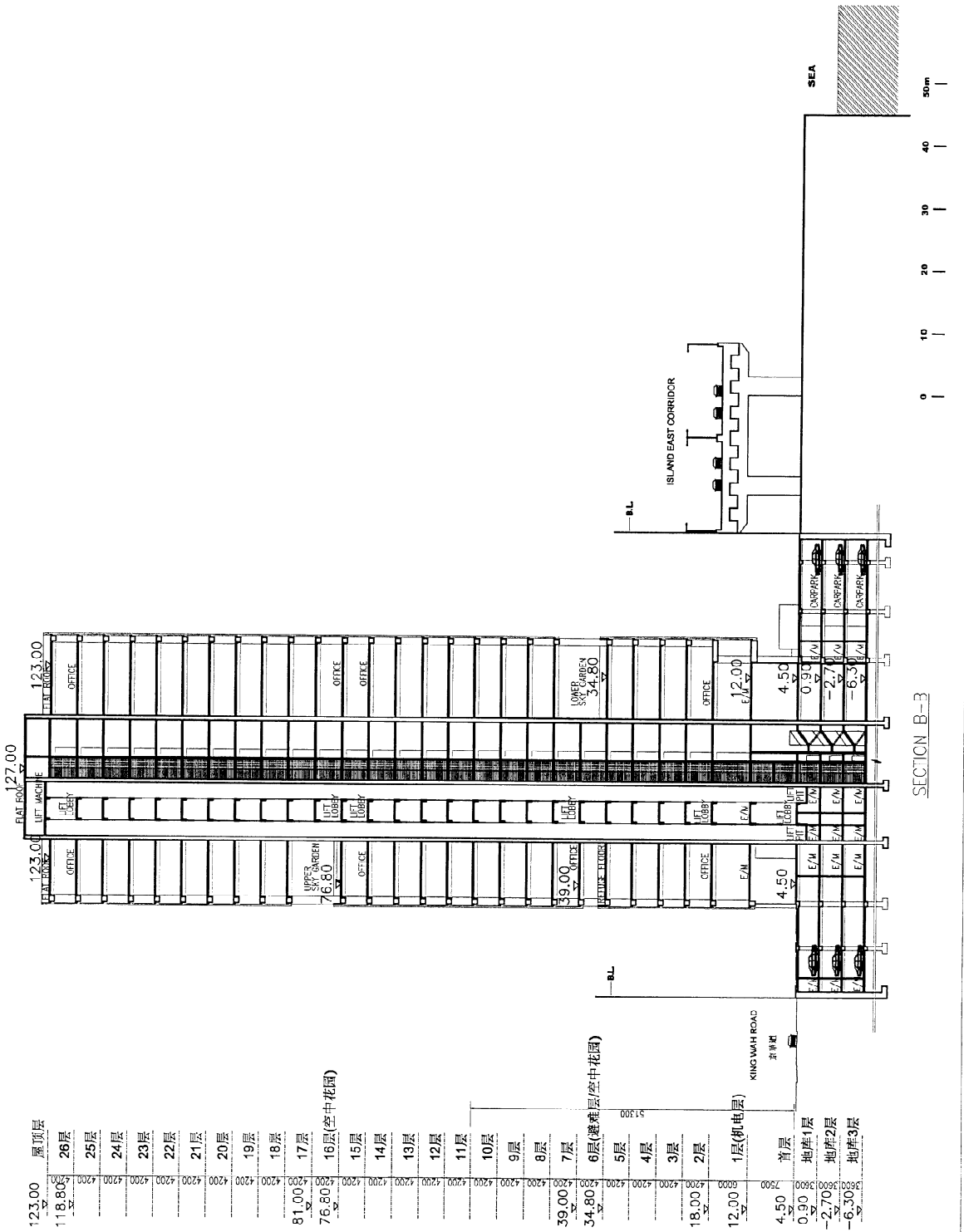
PROJECT
Proposed GDA Development
at 14-30 King Wah Road
I.L. 7106 S.B.S.C and
R.P. & Ext. (part)
North Point

TITLE
SECTION B-B
(SCHEME 6-123MPD)
(PLOT RATIO 13.5)

SCALE 1:100 @ A4
DATE 2008-08-29
SCALE 比例
DATE 日期

DRAWN BY 制圖人 EW
CHECKED BY 校核
DATE 日期

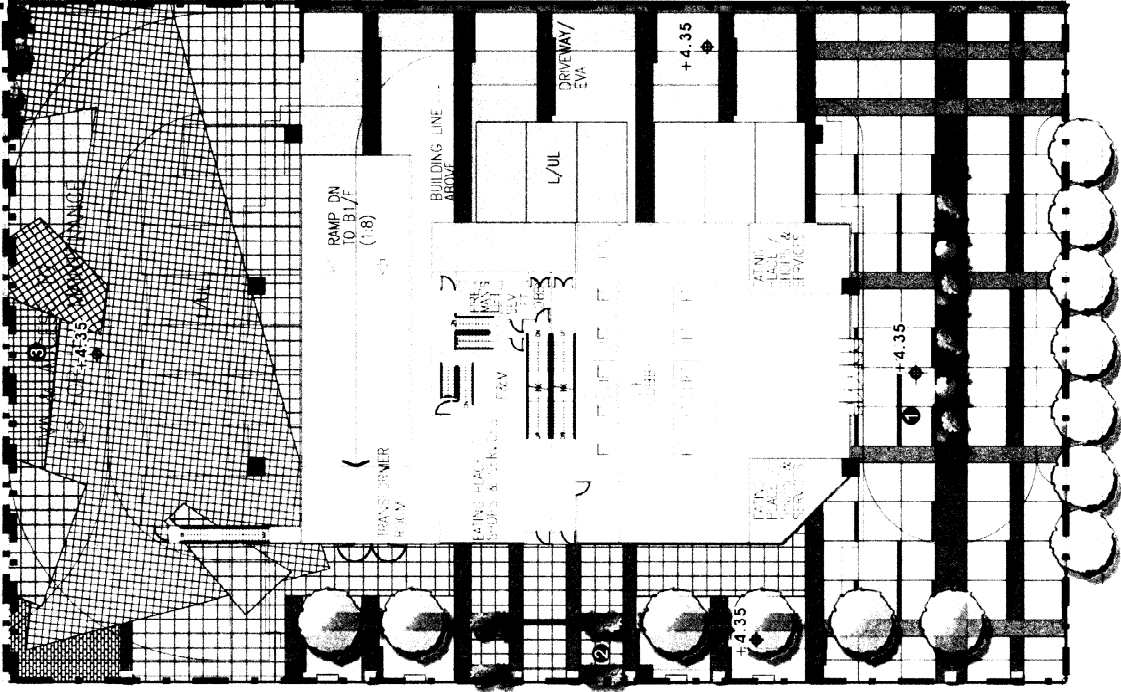
JOB NO. SK2-SCH6-M-202
DRAWING NO.
P 1037



123.00	屋顶层
118.80	26层
	25层
	24层
	23层
	22层
	21层
	20层
	19层
	18层
81.00	17层
76.80	16层(空中花园)
	15层
	14层
	13层
	12层
	11层
	10层
	9层
	8层
	7层
39.00	6层(空中花园)
34.80	5层
	4层
	3层
	2层
18.00	1层(机电层)
12.00	顶层
4.50	地庫1层
0.90	地庫2层
-2.70	地庫3层
-6.30	



香港房屋委員會
 房屋事務處
 Home Affairs
 Department
 Causeway Bay
 Community Centre



LEGEND:

- · — Applicant Site Boundary
- · — Waterfront Beautification Works (will be designed and implemented by Government)
- New Street 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 9m 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

HOTEL
DEVELOPMENT



康華道 KING WAH ROAD

SCALE	AS SHOWN	DATE	NO. SHEET
CHECKED	ELK	DESIGNED	2
FIGURE NO.	ELK	DRAWN	2
		REV	
		B 1 4	