

**Proposed Composite Development (with Flat and Retail/F&B)
with Minor Relaxation of Plot Ratio Restriction
in “Commercial (2)” Zone at 8 Lam Chak Street, Kowloon
S16 Planning Application**

(Planning Application No: A/K22/50)

Appendix V

Replacement Pages of the Supporting Planning Statement

3. THE PROPOSED DEVELOPMENT SCHEME

3.1 The Proposed Development Scheme

- 3.1.1 Schematic drawings for the Proposed Composite Development are presented in **Appendix 1** of this Supporting Planning Statement. The Site of an area of about 6,541m² yields a total GFA of approximately 45,787m² at PR 7.0 to produce to a total of 1,140 residential units. The Proposed Composite Development comprises two residential towers with a building height of 34 domestic floors (max., excluding 1 refuge floor), over one storey of recreational facilities, two storeys of retail/F&B and GIC floors and two storeys of underground carpark. The proposed max. building height maintains at +136.45mPD (main roof level).
- 3.1.2 The Applicant commits to reserve about 15% of the non-domestic GFA (i.e. about 490m²) for GIC uses to be operated by NGOs. This could serve as youth centre, childcare centre, nursery and etc. **The Applicant notes that the proposed GFA would not be exempted from GFA calculation and the GIC uses will not receive funding from the Government.**
- 3.1.3 Major development parameters and proposed floor uses of the Proposed Composite Development are summarised in **Table 3.1** and **Table 3.2**, respectively.

Table 3.1 Key Development Parameters

	Proposed Development Scheme
Major Development Parameters	
Total Site Area	About 6,541m ²
Plot Ratio	Total: 7.0 Domestic: 6.5 Non-domestic: 0.5
Total GFA	Total: 45,787m ² Domestic: 42,516.5m ² Non-domestic: 3,270.5m ² GIC Facilities: about 490m ² Shop/F&B: about 2,780.5m ²

Lam Chak Street (to about 5m). The public will be able to access these areas at least during the operation hours of the non-domestic portion of the proposed development. The more spacious pedestrian walkway would enhance the walking experience along the Site, aligning with the principles of pedestrian-friendliness and accessibility set out in the Kai Tak UDGMs and HPPs. Coupled with the provision of canopy of 1.5m in width, walking experience would be significantly enhanced.

Adopting a Varying Building Height Design

- 3.2.3 The maximum building height of the Proposed Composite Development remains not more than +136.45mPD, which is consistent with the height of the existing building at the Site. To give visual interest to the skyline, the Proposed Development Scheme has adopted a varying building height profile. Tower 1B & 2B would appear distinctively lower than Tower 1A & 2A, varying from 110mPD (Tower 1B & 2B) to 126mPD (Tower 1A) and 136.45mPD (Tower 2A).

Provision of a 15m Setback

- 3.2.4 A 15m building setback has been proposed between the Proposed Composite Development and the site boundary abutting Pacific Trade Centre. In line with this, the footprint of the two-storey retail space has been minimised. Together with the building setbacks along Lam Chak Street and Kai Hing Road, the proposed site coverage has been kept to an acceptable level (at about 65%), balancing the provision of retail facilities with good wind penetration at pedestrian street level.

Provision of a Splayed Corner at Lam Chak Street and Kai Hing Road

- 3.2.5 The Proposed Composite Development has incorporated a splayed corner with an area of 230m² at the corner of Lam Chak Street and Kai Hing Road. This shall become an open area that is publicly accessible during the operation hours of the non-domestic portion of the proposed development and to be managed by the non-domestic portion of the Proposed Composite Development. This would help to create openness amongst the future developments nearby and create a welcoming area for socialising while passerbys will still be able to enjoy a through passage.

Provision of a Public Passage

- 3.2.6 In response to the comments received from the Harbourfront Commission regarding accessibility towards the waterfront, The Proposed Composite Development has incorporated a landscaped public passage with a clear width of 4m along the northeastern boundary. This public passage will be opened to the public 12 hours a day, say 8am to 8pm, subject to confirmation at the lease modification stage.

the Proposed Development Scheme provides a 15m setback that responds to the existing and future building separations as observed on site and with reference to the approved development schemes of the adjacent development. This setback would provide a possible connection with the building gap between New Acute Hospital and Kai Tak Fire Station as well as the building gap as proposed in the approved development scheme under planning application no. A/K22/31 (**Figure 4.3** refers). Afterall, the site coverage would be significantly reduced from about 94.906% to about 65%; this is equivalent to a 31.5% reduction comparing to the existing bulk.



Figure 4.3 The Proposed 15m Setback

4.5.3 Not least, The Proposed Development Scheme will provide a 1.5m wide canopy outside the commercial portion along Kai Hing Road and Lam Chak Street.

4.6 Bring Enhancement to Accessibility

4.6.1 The Application Site is located within the street block bounded by Kai Hing Road, Lam Chak Street, Cheung Yip Street and Hoi Bun Road. The two existing buildings, namely Harbourside HQ and Pacific Trade Centre, fully occupy the street block and create a basically continuous building frontage on all four sides.

4.6.2 The Proposed Development Scheme includes a landscaped public passage of 4m in width on the northeastern boundary next to Pacific Trade Centre. This will be opened 12 hours a day and 7 days a week, say 8am to 8pm, subject to confirmation at the lease modification stage. The public will then be able to enjoy an additional connection between Kai Hing Road and Cheung Yip Street, which bring better accessibility and connectivity between the future New Acute Hospital and the waterfront.



Figure 4.4 Design Merits

4.7 The Proposed Development Scheme Adopts Design Strategies to Enhance Livability and Safety

- 4.7.1 The Proposed Development Scheme provides a 15m setback connecting Cheung Yip Street and Kai Hing Road and create a permeable zone between the Proposed Composite Development and the existing Pacific Trade Centre. This significant setback is designed to allow air to penetrate at pedestrian street level and to effectively minimising wall effect along Cheung Yip Street and Kai Hing Road (**Figure 4.4** refers).
- 4.7.2 According to the Explanatory Statement of the Approved OZP, development is encouraged to enhance air ventilation. The proposed setback does not only help to promote better airflow but also improve the overall living environment of the vicinity, providing residents with a more pleasant and livable environment.
- 4.7.3 Moreover, the positioning of the towers has been carefully planned with regard to the nearby LPG Filling Station located on Cheung Yip Street. According to the Section 7.3 of HKPSG, high-rise residential/ educational/ hospital uses shall have a separation distance of 55m between a LPG Filling Station. To comply with this guideline, the residential towers have been placed outside the 55-meter radius of the LPG Filling Station and a Qualitative Risk Assessment has been carried out (**Appendix VII** refers).