

Emma Tse

寄件者: Moses Leung  
 寄件日期: Monday, September 24, 2001 20:59  
 收件者: 'trhy@tm.net.my'  
 副本: Ronald Liang; Luke Ma  
 主旨: West Kowloon write up, 4.15

LWK & Partners (HK) Ltd	
<b>FAX NOTE</b> -H 0042	
Date: 9/24/2001	No. of Pages: 7
To: Mr. Andy Chong	
Co./Dept: T.R. HANZAW & YOUNG	
Fax No: 6074256005	
From: Moses Leung	
Phone No: 2574 1633	
Fax No: 2572 4908	

To mr. Andy Chong  
 From Moses Leung of LWK

**URGENT**

4.15 Compliance with Hong Kong Regulations

On a master plan level, the design team has incorporated the requirement of the local regulation as follows:

1. Class of Site and Servicing Strategy

By proper parcellation of the site and planning of streets of more than 4.5 metre wide around most of the sites, the sites are mostly on an island or half island situation. The sites are either on class B or C situation provided with vehicular traffic.

2. Emergency Vehicular Access (EVA)

The provision of service road of more than 6 metre wide to each land parcel, sufficient EVA to each land parcel is secured at this early stage. With the provision of a fire hydrant service line, the fire appliances can service every site to provide rescue operation.

3. Means of Escape Provision (MOE)

The parcellation is such that almost every site becomes an island or site surrounded by two or more streets. MOE discharge to the street (with enhanced fire services installation in case of covered street) can be secured.

4. Lighting and Ventilation

Proper distance to height ratio in between the high rise blocks has been maintained to ensure sufficient lighting and ventilation as prescribed by the regulations.

5. Fire Separation

It is reckoned that spatial volumes, say, within the retail spaces either juxtaposed or adjacent to each other will be separated by proper fire shutters as to isolate fire compartments from each other.

LWK & Partners (HK) Ltd	
9/24/2001	
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LT	TY
BW	TC
SC	BM
FILE NO:	015425
FILE CODE:	C3-MIS
ACTION:	

Emma Tse

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寄件者: Moses Leung  
寄件日期: Monday, September 24, 2001 19:33  
收件者: 'trhy@tm.net.my'  
副本: Ronald Liang; Luke Ma  
主旨: Write up for West Kowloon

To: Andy Chong

From Moses of LWK

Regarding item 4.4, 4.5, 4.7 to 4.10 and 4.16 of your design proposal, please let us have your initial write up first, as you are more familiar than us on the design detail, and we can mark up our input and comment for your further incorporation.

0002

寄件者: Moses Leung  
寄件日期: Monday, September 24, 2001 18:16  
收件者: 'trhy@tm.net.my'  
主旨: FW: Write up on parcellation and phasing, West Kowloon Competition (amended)

-----Original Message-----

From: Moses Leung  
Sent: Monday, September 24, 2001 6:11 PM  
To: 'trhy@tm.net.my'  
Cc: Ronald Liang; Luke Ma  
Subject: Write up on parcellation and phasing, West Kowloon Competition

To: Andy Chong  
From: moses of LWK

Here are the write up for parcellation and phasing for your comment/incorporation.

#### 4.14 Parcellation and Phasing

Based on the masterplan concept developed, the long stretch of land was further subdivided into parcels of land which would correspond to the type of land use as designated in the masterplan. The purpose of the parcellation was to ensure that:

1. By providing a webs of roads around the land parcels, the land parcels can be effectively serviced and proper means of escape and fire fighting strategy can be maintained.
2. The parcellation is an effective means for the Government to control development density on the site. The parcellation provide a broad guideline based on which a framework of options to redevelop the areas by private/ public participation can be established and the sequence of phasing of development can be easily controlled.
3. The land parcels are meant to be site boundaries based on which the government can allocate the land by auction or other means

Nineteen number of land parcels had been developed and their development density and respective land uses had been shown on the attached diagram. For land parcel 1 to 6, 11, 13 to 15 are shopping and cultural land uses that takes up 18.8 ha. of the site and with a development density of around plot ratio 1.32 on average. Land parcels 16 to 19 with 4.1 ha. are meant to be office and hotel areas with a much higher plot ratio of 8. Meanwhile, the residential areas and marine centre on parcels 7 and 9 would be developed up to plot ratio 6.5.

The phasing of development had been designated as follows:

1. The stretch of land leading from the Kowloon Park to the Opera House at the waterfront which forms the basic shape of the masterplan will be developed as the first phase of the project. This stretch would entail a variety of shops/retail, open spaces, cultural functions and with the Opera House as the climax and also the magnet to the site. This phase is meant to be the longest and most difficult phase as the main infrastructure within the site would be implemented to facilitate the phases which follows. The shops are also built into the first phase to self finance the cultural and open spaces.
- 2 With the shops and entertainment facilities in place, the complexes of hotel and offices would be developed as the next phase. The hotel and offices will in turn support the shops and draw in tremendous amount of population into site.
3. It is expected that the waterfront promenade at the south side which includes a wave break will be completed when the hotel and offices are ready for occupation
4. The residential development with its marine centre which constitute the cream of the development will be developed as the last phase. We hope that with the other facilities in place, the residential area will attract substantial premium to justify the value of this precious piece of land we have.

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寄件者: Moses Leung  
寄件日期: Monday, September 24, 2001 18:11  
收件者: 'trhy@tm.net.my'  
副本: Ronald Liang; Luke Ma  
主旨: Write up on parcellation and phasing, West Kowloon Competition

To: Andy Chong  
From: moses of LWK

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0004

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寄件者: Moses Leung  
寄件日期: Monday, September 24, 2001 17:41  
收件者: 'trhy@tm.net.my'  
副本: Ronald Liang; Luke Ma  
主旨: West Kowloon Competition, Urgent : Some technical concern

To: Mr.Andy Chong  
From Moses of LWK

Please ensure that the demolished Fire station had been reprovided at a location close to the original location and with a sea frontage. We could get disqualified the first round if we fail to justify the case.

Please also ensure that you have full justification to stick any part of your scheme such as the opera house beyond the present reclamation line. We have assumed that the major part beyond the reclamation line shown last time had been rectified

It would appear that the railway tunnel had been covered by buildings on land parcels 4, part of 3, and 13. Please try to avoid the same and mentioned in the report that the railway line had not been disturbed. Otherwise full justification must be provided.

0005

寄件者: Moses Leung  
寄件日期: Monday, September 24, 2001 17:21  
收件者: 'trhy@tm.net.my'  
副本: Ronald Liang; Luke Ma  
主旨: West Kowloon Competition, URGENT

To; Mr. Andy Chong

From Moses Leung of LWK

Your fax dated 20.9.01 refers

On parcellation diagrams:

1. plot ratio for no. 1 to 3, i.e. entertainment, retail, retail and entertainment is too excessive. Given a three storey building with extensive voids and atrium, the plot ratio can only be up to 2 max.

On phasing;

1. The cultural linkage should be phase 1 as the cultural part is the main body of the exercise. We suggest the linkage from Kowloon part, the shops and the opera house be phase a, i.e. 1A, 1C, 2A, 3A and 3C on your diagram. As this phase is actually making up the shape of the whole development, it will take the longest period to complete.
2. The offices, hotel should be developed when the shops are almost finished (i.e. 4B on your diagram)
3. The promenade area should be developed next, if not earlier, i.e. 2B and 3B on your diagram
4. The residential part, the cream of the whole thing in terms of profit can be the last to come in.

Please check your phasing with the financial planning of the development. They should tell the same story

On Public Transport and Pedestrian Circulation

1. Connection to MTR and KCRC station through travellers should be indicated
2. The retail and Cultural circulation pattern should be crossed and interchanged at some points
3. The MRT line should be extended to land on Kowloon Park and terminated at the TST station, Luke will send you the plan
4. Both the recreational loop and retail strip should be shown extended towards the gateways, China HK City and the Harbour City. Luke will show you the plan.

On Park Circulation

1. Linkage to Kowloon Park should be shown

On B1 parking Zones

1. It shall indicate the green node as pedestrian link to shops and other facilities

On vehicular circulation

1. Waterfront Broadwall should read as Waterfront boardwalk
2. Coach loop not clear

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寄件者: Moses Leung  
寄件日期: Monday, September 24, 2001 17:00  
收件者: 'rhy@tm.net.my'  
主旨: FW: West kowloon Competition, Urgent

To: Mr Andy Chong

-----Original Message-----

From: Moses Leung  
Sent: Monday, September 24, 2001 4:56 PM  
To: 'lla@lla.com.hk'  
Cc: Ronald Liang; Luke Ma  
Subject: West kowloon Competition, Urgent

Notes to Oliver Cheung of LLA

Oliver,

Here are some points on your write up for the captioned;

1. Please indicate whether the feeding traffic can sustain the proposed development density on your "Access to the Scheme Area"
2. Some materials to show our monorail facilities linking to the Kowloon Park and landed on TST MTR station is required
3. Some description on the carpark provision is required
4. More description on the following;
  - Coach circulation to all scenic points of the site.
  - Private car circulation to the carpark, with 'Green cell node which acts as pedestrian linkage from the carpark to the shops and other facilities
  - An additional layby next to the Austin Road
  - Pedestrian circulation, please refer to Ken Yeang's plan faxed to you today.
  - L/U circulation.
5. Connection to KCRC and MTR station by travellers?
6. Please let us also have your personal qualification for registration purpose

The above text must be available before 25.9.01

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