

25. SEP. 2001 14:27

LLA CONSULTANCY LTD

NO. 432 P. 1

**LLA** CONSULTANCY LIMITED

1703, 17/F., CLI Building  
313 Hennessy Road  
Wanchai, Hong Kong  
Tel: 2831 9191  
Fax: 2831 0003  
Email: lla@lla.com.hk

25 SEP 2001

**FAX TRANSMISSION**

To: LWK Architects

From: Oliver Cheung

Attn: Mr. Moses Leung / Mr. Luke Ma

Your Ref.:

c.c.:

Fax: 2572 4908

Our Ref.: 84095-1/F26402/OLC/fmh

No. of Pages: 5  
(Including this page)

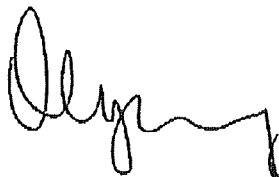
Date: 25 September, 2001

**Subject: West Kowloon Competition  
Traffic Issues**

Please find attached our inputs regarding the above. A soft copy of the input has been e-mailed to you.

Please contact me if your have any queries.

Regards



OLIVER CHEUNG

LWK & Partners (HK) Ltd	
<b>FAX NOTE</b>	
Date 26/9	No. of Pages 5
To Andy Cheung	
Co./Dept. T.R.	
Fax No.	
From Ronald Liang	
Phone No. 2574 1633	
Fax No. 2572 4908	

## 1. ACCESS TO THE SCHEME AREA

- The main accesses to the scheme area would be via Lin Cheung Road and Jordan Road:
  - ❖ Via Lin Cheung Road, traffic from the site can access Hong Kong Island through Western Harbour Crossing and the western Kowloon and N.T. via West Kowloon Highway, and vice versa.
  - ❖ Lin Cheung Road is also connecting with Jordan Road which links with the primary distributor roads such as Nathan Road, Gascoigne Road, Chatham Road, Cross Harbour Tunnel etc. to the other parts of the SAR territories.
- Other possible accesses to the scheme area include:
  - ❖ The junction at Austin Road/ Canton Road would be providing additional capacity for traffic between the Scheme Area and the southern parts of Kowloon and Hong Kong Island. It is noted that currently both Austin Road and Canton Road are already operating at capacity in particular during the peak periods. With the extension of Austin Road, i.e. Austin Road West within the Scheme Area, the scope for increasing the capacity of the junction is enhanced.
  - ❖ Another possible access is via the roundabout junction adjacent to Western Harbour Crossing Toll Plaza. This would provide an alternative access directly to the western part of the scheme area near the Yau Ma Tei Typhoon Shelter.
- It is anticipated that the proposed development within the Scheme Area would generate around 1500-1600 pcus/hr for one direction during the commuter peak periods. The traffic would be distributed to various parts of the SAR territories via the different access points described above.

## 2. PUBLIC TRANSPORT FACILITIES

In order to provide a better environment and enhance the efficient use of road space, visitors are encouraged to use public transport to access the area. Different types of public transport modes would be available:

- Heavy Rail - the MTR Airport Railway Kowloon Station and the future KCR West Kowloon Station will also be located opposite to the scheme area, carrying people from various part of the territories to West Kowloon. Direct pedestrian linkages will be provided connecting the scheme area with the railway stations.
- Other Public Transport Services –public transport interchanges will be provided at both the MTR and KCR rail stations, providing interchange facilities for different types of public transport including franchised bus service, minibus and taxi services etc. In addition, pick up/drop off areas will be provided at appropriate locations within the scheme area to provide easy access to the various locations within the site.

- Mono Rail (MRT) - An innovative rail system is proposed, running in east-west direction, to provide speedy services to the various attractions such as the retail zone, Opera House, and residential area etc. within the Scheme Area. It is also possible to extend the rail service to link up with other transport nodes in the catchment area such as MTR Tsimshatsui station via Kowloon Park.

### 3. PARKING AND LOADING/UNLOADING FACILITIES

- The proposed scheme would comprise a mixture of hotels, residential, office, entertainment, retail, tourist attractions and cultural spots such as Opera House. To provide a vehicle-free environment, parking and loading/unloading facilities within the Scheme Area would be mainly provided at underground level as far as practicable.
- The level of provision would be complied with the HKPSG as appropriate. Moreover, due to environmental reason, the lower end of loading/unloading and parking provisions are proposed.

Land Use	Car Parking Spaces	Goods Vehicles Loading/ Unloading	Coach
Hotel	20	20	3
Residential	260	5	-
Office	690	70	-
Retail	620	160	-
Coliseum/Opera House/ IMAX etc.	850	45	70
Total	2440	300	73

- A coach park is proposed to serve as holding area for coaches in particular when large-scale major functions are taken place at the major activity areas such as Opera House, IMAX etc. in which large amount of visitors/tourists are anticipated.
- Numerous passenger pickup/ drop off laybys will be provided near the major activity areas such as the retail strip, IMAX, Opera House, office, hotel etc. and scenic points of the site for the convenience of visitors to the areas.
- Servicing facilities will be provided at ground/ basement level mainly to serve routine goods delivery to individual development buildings.
- All of the above facilities will be connected by an internal road system branch off from Austin Road West. The carriageway of Austin Road West adjacent to the retail strip will be providing pick up/ drop off facilities. The various car parks at the basement level will be connected by an internal street system with "Green cell nodes" which act as pedestrian linkage from car park to the shops and other facilities.

### 4. PROVISION FOR PEDESTRIANS

- An integrated pedestrian circulation network, including both horizontal and vertical linkages, will provide elements / facilities with different travelling speed to meet the needs from a wide spectrum of users.

- ❖ A pedestrian deck will be provided at the podium level (L4) where pedestrian linkages are available to the various attractions within the site. As the site is elongated in shape, pedestrian travellers will be provided to provide comfortable and convenience means of transport in east-west direction.
- ❖ The Waterfront Promenade along the seafront of the site will provide a comfortable walking environment for visitors to enjoy the scenic points of the Site as well as the scenery of the harbour.
- ❖ Vertical circulation system with the provisions of escalators, lifts, stairs as well as spiral walking ramps etc. will be provided that, together with the horizontal circulation system, form a comprehensive pedestrian network connecting all activity centres and facilities located at different levels of the development.
- The pedestrian network will also be integrated with the existing or future pedestrian system in the catchment area:
  - ❖ Pedestrian footbridges will be provided linking the pedestrian deck with the major public transport nodes located to the north of the site, i.e. the MTR Kowloon Station, the future KCRC West Kowloon Station and the public transport interchange etc. As majority of the public is anticipated to access the site via the above two rail stations, travellers can be provided along the linkages to facilitate a comfortable and convenience environment to/from the site.
  - ❖ To the southeast, the pedestrian system can be extended to link with the existing shopping street alongside Canton Road. In addition, the network can be extended to link with Kowloon Park by providing a new footbridge at the south-eastern corner of the site.
  - ❖ The Waterfront Promenade can be extended to connect with the future developments to the north of the site and Gateway Road to the south to form a continuous Waterfront Promenade.

28.SEP.2001 18:59 TR HAMZAH & YEANG 603 4561005

West Kowloon Waterfront Reclamation Area Schedule

# URGENT

PLANNING  
 could you please calculate the number of carpark spaces we need to provide?

Plot & Land Use	Land Area (sq.m)	Floor plate area (sq.m)	No. of Floors	Total Gross Area (sq.m)	Plaza / Landscape area (sq.m)	Carpark
1. In-car Centre	12,000	4,600	3	3,600	3,600	
2. Retail	20,800	30,800	3	92,400	30,800	25
3. Retail & Entertainment	81,600	81,600	3	94,500	81,600	} 620
4. Art Gallery	8,100	8,100	1-2	8,100	8,100	
5. Performing Arts Centre	18,800	18,800	1-2	18,800	18,800	} 600
6. Outdoor Amphitheatre	28,000	10,000	1-2	10,000	28,000	
7. Recreational Park	22,400				22,400	
8. Residential (1,800 units)	88,500	800 800 800 800	1 x 80 1 x 45 1 x 45 1 x 50	144,000	18,800	400 cars @ 1 car per 4 units @ say 1,800 units
Sports/leisure/amenities/facilities		10,800	1	10,800		260
9. Services (excl.)	6,500					
10. Opera House	25,000	5,000	2.5	12,500	25,000	125
11. Services (excl.)	7,800					
12. Media-theatre	98,800	6,700	1.6	8,550	27,800	420
13. Landscape Park	61,800				61,800	
14. Hotel (800 rooms)	7,700	1,800	58	81,500	3,000	} 20
15. Hotel (1,000 rooms)	8,000	1,800	45	72,000	4,000	
16. Offices	11,000	1,800	60	80,000	8,000	} 690
17. Offices	14,000	2,000	82	120,000	6,000	
18. Utilities	8,800					
19. Road reserve	53,450					
Sub-total	418,850	148,600		788,850	283,000	Total 1440
20. Marina & Marina Centre	65,000					
21. Water Park	28,800				18,000	
Sub-total	81,800					
Total	501,450	148,600		788,850	283,000	

Site area = 400,000 sqm  
 Total GFA = 738,850 sqm

Percentage green area = 288,800/400,000 = 72% total site area

LWK & PARTNERS (HK) LTD

**FAX NOTE**

Date: 28/9/01 No. of Pages: 1

To: Ms PIERRE HUNG

Co./Dept: LWK

Fax No: 2572 4908

From: Mabel YEUNG

Phone No: 2574 2833

Fax No: 2572 4908

Emma Tse

寄件者: Emma Tse  
寄件日期: Wednesday, September 26, 2001 14:51  
收件者: 'trhy@tm.net.my'  
副本: Moses Leung; Luke Ma  
主旨: West Kowloon Competiton Traffic Issues

To: Mr. Andy Chong  
Fm: Mr. Luke Ma  
Date: 26 September 2001

**FAXED**  
26/9/2001

Re: West Kowloon Competiton Traffic Issues

LWK & Partners (HK) Ltd	
<b>FAX NOTE</b> #0047	
Date: 26/9/2001	No. of Pages: 4
To: Mr. Andy Chong	
Co./Dept: J.R. Hamzah & Partners	
Fax No: 603 495 6100	
From: Moses Leung	
Phone No: 2574 1633	
Fax No: 2572 4908	

Herewith the traffic issues regarding the West Kowloon Competition. For any queries, please feel free to contact our Mr. Moses Leung or Mr. Luke Ma. Thanks for your kind attention.



traffic information  
(Oliver).d...

Regards  
Luke Ma

LM/et

LWK & Partners (HK) Ltd	
RL	EL
IF	RS
TL	RC
CL	NP
WC	PN
EP	LM
KL	TW
AM	CC
PL	AT
LT	TY
BW	TC
SC	BM
RC	AP
FILE NO: W 0047	
FILE CODE: 06-MS	
ACTION: *	

0006

**Subject: West Kowloon Competition  
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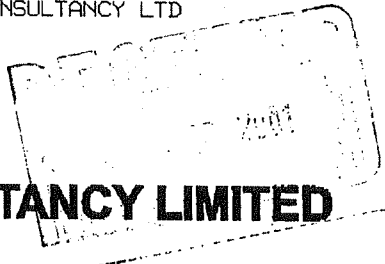
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**To:** LWK Architects **From:** Oliver Cheung  
**Attn:** Mr. Moses Leung / Mr. Luke Ma **Your Ref.:**  
**c.c.:**  
**Fax:** 2572 4908 **Our Ref.:** 84095-1/F26381/OLC/fmh  
**No. of Pages:** 4 **Date:** 20 September, 2001  
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**Subject:** West Kowloon Competition  
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Please find attached our inputs regarding the above. A soft copy of the input has been e-mailed to you.

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RECEIVED  
20 SEP 2001

LWK & Partners (HK) Ltd	
<b>FAX NOTE</b>	
Date <i>21/9</i>	No. of Pages <i>2</i>
To <i>Key Years / Andy Cheung</i>	
Co./Dept.	
Fax No. <i>60-3-42561005</i>	
From <i>Ronald Lian</i>	
Phone No. 2574 1633	
Fax No. 2572 4908	

EL	EL
RS	RS
RC	RC
PH	PH
LM	LM
TW	TW
BC	BC
PL	PL
LT	LT
BW	BW
CF	CF
BM	BM

*0042*  
*Copy to Luke*

WEST KOWLOON COMPETITIONTRANSPORTATION ISSUESACCESS TO THE SCHEME AREA

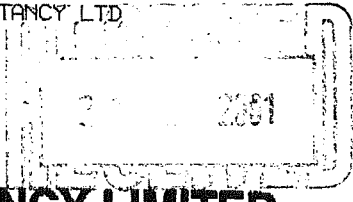
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  - ❖ Another possible access is via the roundabout junction adjacent to Western Harbour Crossing Toll Plaza. This would provide an alternative access directly to the western part of the scheme area near the Yau Ma Tei Typhoon Shelter.

PUBLIC TRANSPORT FACILITIES

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- Coach services – a coach park will be provided to cope with the mass demand to the various attractions such as the Opera House.

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WEST KOWLOON COMPETITIONTRANSPORTATION ISSUESACCESS TO THE SCHEME AREA

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WEST KOWLOON COMPETITIONTRANSPORTATION ISSUES

- Mono Rail - An innovative rail system is proposed, running in east-west direction, to provide speedy services to the various attractions within the scheme area as well as convenient connection with the major catchment area such as TST MTR station.

PARKING AND LOADING/UNLOADING FACILITIES

- The proposed scheme would comprise a mixture of hotels, residential, office, entertainment, retail, tourist attractions and cultural spots such as Opera House. To provide a vehicle-free environment, parking and loading/unloading facilities within the Scheme Area would be mainly provided at underground level as far as practicable.
- Due to environmental reason, the lower end of loading/unloading and parking provisions are proposed as follows:

Land Use	Car Parking Spaces	Loading/ Unloading		
		GV	Car/Taxi	Coach
Hotel	20	20	5	4
Residential	270	5	-	-
Office	720	70	10	-
Retail	630	160	10	-
Cultural Attractions	360	20	10 - 20	10
Total	2000	275	35 - 45	14

- Passenger pickup/ drop off laybys will be provided near the major activity areas such as the retail areas, Opera House, etc. Servicing facilities will be provided at ground/ basement level mainly to serve routine goods delivery to individual development buildings.
- In addition, a coach park is proposed to serve as holding area for coaches in particular when large-scale major functions are taken place within the area.

PROVISION FOR PEDESTRIANS

- A pedestrian deck will be provided at the podium level (L4) where pedestrian linkages are available to the various attractions within the site. As the site is elongated in shape, pedestrian travellators will be provided to provide comfort and convenience means of transport in east-west direction. Moreover, the cultural waterfront walk along the seafront to the south will provide a comfortable walking environment along the waterfront.
- Pedestrian footbridges will be provided linking the pedestrian deck with the major public transport nodes located opposite to the scheme area, i.e. the MTR Kowloon Station, the future KCRC West Kowloon Station and the public transport interchange

WEST KOWLOON COMPETITIONTRANSPORTATION ISSUES

etc. In addition, a footbridge will also be provided at the southeastern corner of the site, connecting with Kowloon Park to the southeast.

- An integrated pedestrian circulation network, including both horizontal and vertical linkages, is proposed, providing a comprehensive pedestrian system to the various activity centres and attractions located in different areas and levels of the scheme area.