

## Appendix G

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## 4.5 Building Design Features of the Indicative Scheme

- 4.5.1 Adhering to the general planning and design principles set out in **Section 4.3**, the Indicative Scheme has been formulated with the following building design features that are meticulously incorporated to achieve the vision of premiering an International I&T Hub in Hong Kong.

### **Building Layout of the Indicative Scheme**

- 4.5.2 Situated in the boundary location abutting the city of Shenzhen, the Indicative Scheme of an I&T Hub will be a gateway landmark with visual prominence on both sides of Hong Kong and Shenzhen. The Indicative Scheme is designed with five major components consisting of three R&D Centres, three Data Centres, a Commercial Centre, three towers of Ancillary Dormitories to be resided by IT talents and their families, and five towers of Other Residential Uses. Footbridge connections are available to facilitate convenient movement of workers between buildings in the I&T Hub. The buildings are organised in relationship of the surrounding taking advantage of both mountain and river views. An Artist's Impression of the overall layout of the Indicative Scheme in **Figure 4.1** demonstrates the proposed landmark development of an International I&T with quality living and working environment in the strategic boundary location of Man Kam To.

- 4.5.3 Sitting by the Ping Yuen River, a 10m-wide riverside promenade will be provided between the river course and R&D Centres. The continuous riverside promenade will be utilised as leisure and social space for employees and residents of the I&T Hub, offering a pleasant view of the river and quality local open space **as demonstrated in Figure 4.2.**

### **Building Height Profile**

- 4.5.4 The Indicative Scheme has taken into consideration the Application Site's natural contour, surrounding environment, and the close relationship with the adjacent natural resources, including Lo Shue Ling to the west and Ping Yuen River to the northeast. With a more than 10m difference in the existing site level, the suitable site formations have been carefully studied in order to minimise the extent excavation, and cut and fill on the Site. The building height profile of the Indicative Scheme will vary from 90mPD of the R&D Centres by the riverside to

120mPD of the Other Residential Buildings towards the southwestern portion of the Application Site with Data Centres of 80mPD and Ancillary Dormitories of 110mPD in the middle creating an interesting townscape profile.

### **Incorporation of Wind Corridors and Enhancement Features**

4.5.5 With annual and summer prevailing winds coming from north-northeast (NNE), east (E), and east-southeast (ESE) directions, a total of four 30m-wide wind corridors and one 40-m wind corridor have been introduced to facilitate air ventilation of the Application Site and its surroundings. With the 30m wide building separation between R&D2 and R&D3, between the DC1 and DC2, as well as between AD2 and AD3, annual wind entering the Application Site from the north-northeast direction can be penetrated through. Together with the three wind corridors aligning in east and east-southeast directions, the potential impacts on the nearby Chow Tin Tsuen and Ta Ku Ling Ling Ying Public School can be minimised. They also provide visual relief through which workers and residents can enjoy the greeneries provided in the Site and the natural resources, i.e. the views of Ping Yuen River and Lo Shue Ling, in the surrounding. The Artist's Impression in **Figure 4.3** exhibits the incorporation of building separations (15m and 30m-wide respectively) between DC1, DC2, and DC3 for enhanced wind penetration and visual permeability.

4.5.6 Architectural and sustainability design strategies will be applied to the building façade to enhance the visual appearance and functionality of each building. Façade treatment and finishes will help achieve a better integration with surrounding environment and reduce the visual mass of the development.

### **Road Layout and Car Parking Provision**

4.5.7 The internal road network will serve as a main spine of the I&T Hub providing adequate vehicular and pedestrian access. Upon entering the Application Site from Lin Ma Hang Road, a single 2-lane arrangement is proposed for traffic circulation within the Indicative Scheme and as emergency vehicular access (“EVA”) with a minimum road width of 7.3m. Adequate manoeuvring spaces for emergency vehicles are provided. The road layout is carefully formulated to provide easy and direct access to both the I&T facilities and housing sites. The run in/run outs for the basement carparks are planned in a way to discourage on

ground vehicular parking. Right of Access is provided for the users of Ta Ku Ling Ling Ying Public School who can reach the school site across the Application Site.

- 4.5.8 All car parking (except loading/unloading facilities provided at G/F) are proposed at basement levels to avoid podium structure and to minimise the need for car parking structures above ground, while at the same time reducing vehicular emissions on the ground level, and to reserve more areas for provision of landscaping/greening. The high-end requirements of the latest Chapter 8 of HKPSG will be fulfilled.

### **Landscaped Pedestrian Sidewalks and Weather-Proof Footbridges for Smooth, Safe, and Efficient Connection**

- 4.5.9 For the convenience of workers of the I&T Hub, the R&D Centres and Data Centres will be interconnected by skybridges for people to move between working spaces easily. Footbridges will also be provided between R&D2 and the Commercial Centre as safe, comfortable and weatherproof pedestrian access, so that people do not have to perform road crossing at-grade. Pedestrian sidewalks will be paved with landscape features, with green pockets and outdoor atria serving as setbacks for users to enjoy. An Artist's Impression of showing these design features in the Indicative Scheme has been presented in **Figure 4.4**.

### **Consideration of the Location of Education and Transport Facilities**

- 4.5.10 Taking into consideration the population arising from the tenants of Ancillary Dormitories and other residents, a kindergarten is proposed to be situated on the ground floor between AD1 and AD2 which will be convenient for tech talents to move in with their families. The Transport Interchange proposed to be placed on the ground floor of R&D2 will accommodate three bus bays and a taxi stand. Together with two sets of en-route bus stops running across the Site, the proposed I&T Hub is easily accessible without imposing adverse impacts on the existing public transport services.

## **4.6 Landscape Design Framework**

- 4.6.1 The Proposed Amendment strives to create a comfortable and relaxing environment for the future working talents and residents by providing



Indicative Only. Subject to Detailed Design.

<b>Figure No.</b> 4.2	<b>Scale</b> -	<b>Figure Title</b> Artist's Impression of Urban Design Features of the Proposed Development on the Riverfront
<b>Deloitte.</b>	<b>Date</b> Sep 2024	<b>Source</b> -



Indicative Only. Subject to Detailed Design.

<b>Figure No.</b> 4.3	<b>Scale</b> -	<b>Figure Title</b> Artist's Impression of Incorporation of Wind Corridors and Enhancement Features
<b>Deloitte.</b>	<b>Date</b> Mar 2023	<b>Source</b> -



Indicative Only. Subject to Detailed Design.

<b>Figure No.</b> <b>4.4</b>	<b>Scale</b> -	<b>Figure Title</b> Artist's Impression of Provision of Landscape Pedestrian Sidewalks and Weather-Proof Footbridges
<b>Deloitte.</b>	<b>Date</b> Mar 2023	<b>Source</b> -