





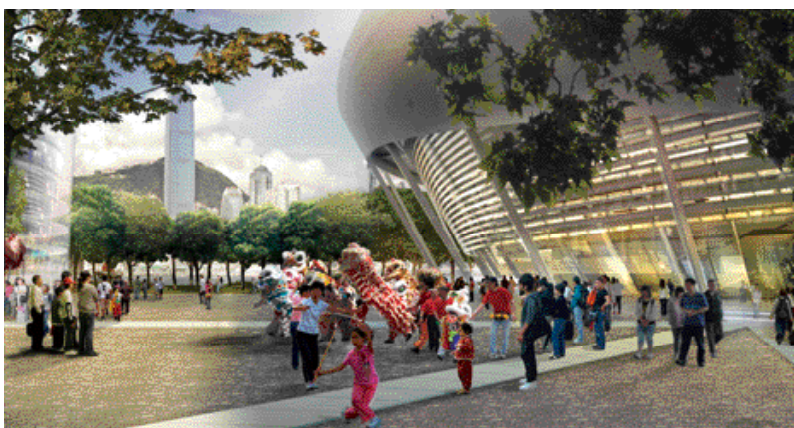
## West Kowloon Cultural District

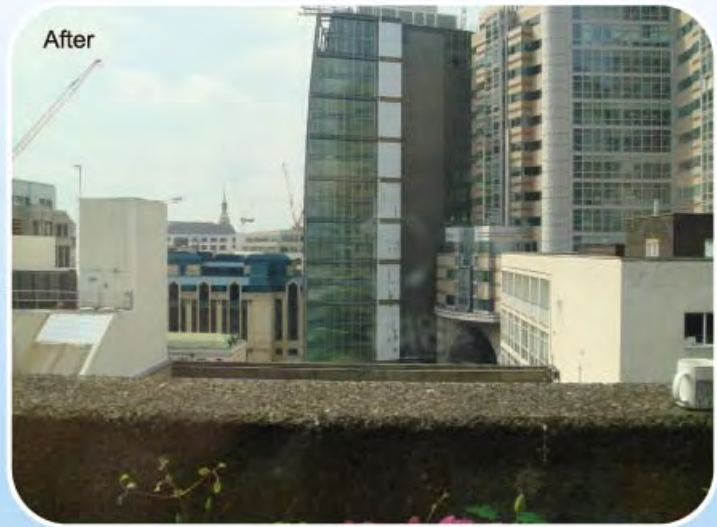
**T**he design City Park by Foster + Partners has been selected as the conceptual plan for the West Kowloon Cultural District for its primary focus on the long-term development of arts and culture.

West Kowloon Cultural District Authority Board Chairman Henry Tang said the plan has a balanced mix of land uses integrating arts and cultural facilities with other uses, which improves visitor experience and enhances the district's vibrancy.

He said the plan contains proposals to support arts education and cultural software development to facilitate the authority's work in nurturing arts talent and building audiences. It has a high degree of flexibility which allows swapping of sites to facilitate earlier development of core arts and cultural facilities and it allows public enjoyment of arts and cultural facilities amidst ongoing construction programmes.

It allows room to accommodate temporary arts and cultural activities before the commissioning of permanent facilities, and the innovative clustering concepts create greater synergy between different facilities. The concept earned the most public support in a public-engagement exercise.





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Shui Chuen O Phase 1 & 2A



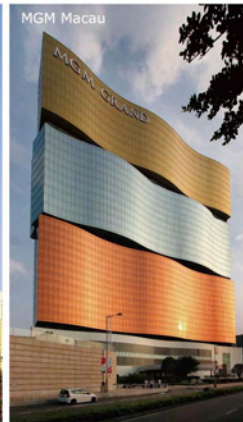
Tamar Project Development



Green 18, HK Science Park Phase II



The Cullinan, Kowloon Station



MGM Macau



St. Rigis Hotel, Hainan



East Hong Kong



Central Police Station



Arc De Triomphe Macau



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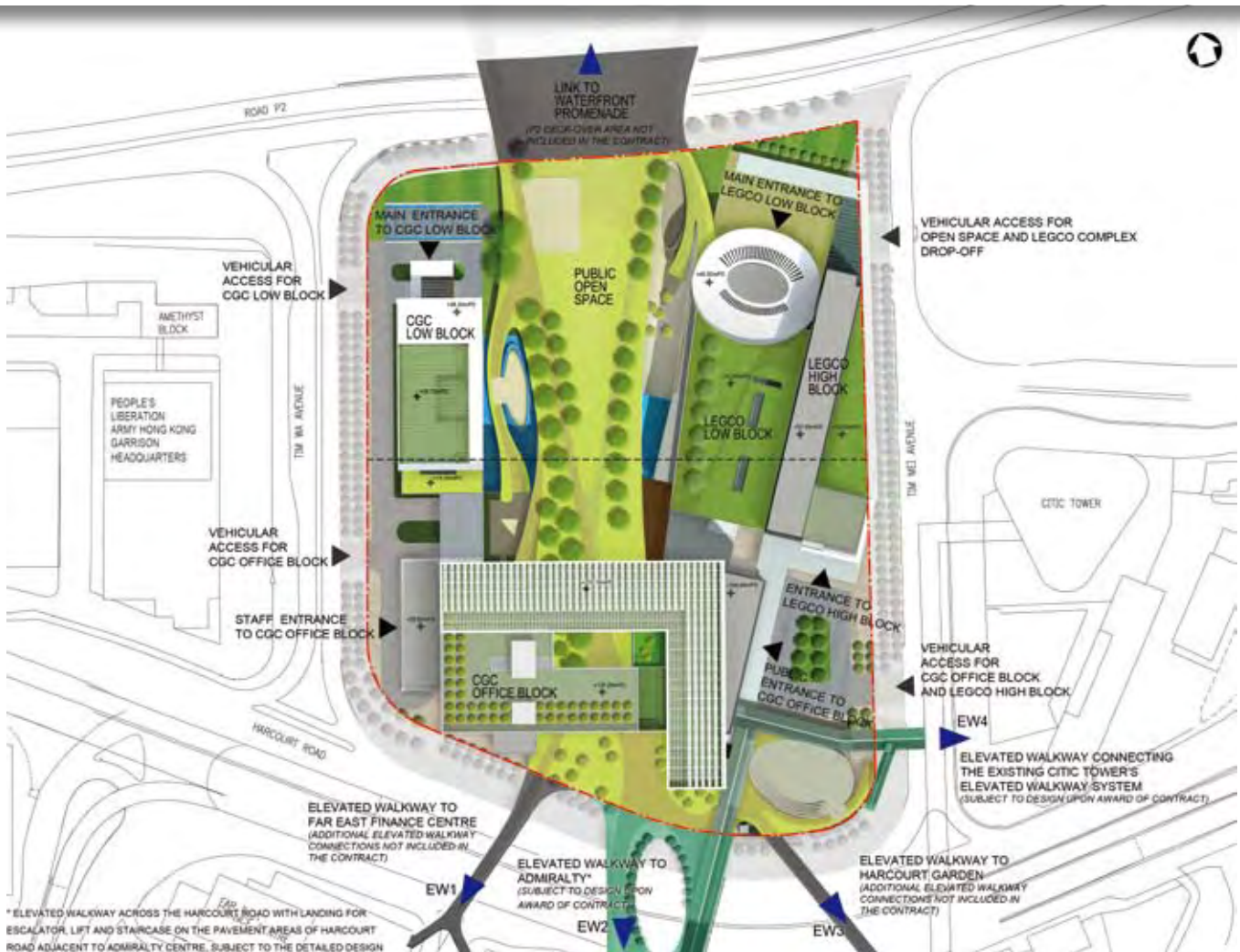


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Master layout plan

# The HKSAR Government Headquarters at Tamar

The design concept of the development originates from four main themes of ideas, namely Openness, Enjoyment, Sustainability and Togetherness which form the basis for the orientation of the building and open space for subject site. The metaphor of G-HH JV's design is "Door always open; Land always green; Sky will be blue; People will be connected".

The Tamar development embodies the Central Government Complex, LegCo Complex and Open Space. The Central Government Complex comprises the Central Government Central Low Block and the Central Government Complex Office Block. The new LegCo Complex will include a LegCo Low Block for accommodating the LegCo Chamber, together with the LegCo High Block for accommodating the LegCo Secretariat, council members and other ancillary facilities.

The contract is worth HK\$4.94 billion, and the construction work commenced in February 2008, and is scheduled for completion in 2011.

tenderer

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lead design architect

**Rocco Design Ltd**

lead structural designer

**Meinhardt (C&S) Ltd**

lead building services designer

**J Rogers Preston Ltd**



## Fast Facts

total site area	Approx 42,000 sq m
total GFA (whole site)	Approx 129,160 sq m
area of open space	Approx 21,020 sq m
number of blocks	3

## Central Government Complex Office Block

number of storeys	27 storeys plus 2 storeys below ground
building height	120 m
GFA	Approx 94,280 sq m

## Central Government Complex Low Block

number of storeys	4 storeys plus 1 storey below ground
building height	25.1 m
GFA	Approx 5,420 sq m

## LegCo Complex

number of storeys	10 storeys plus 1 storey below ground
building height	52.3 m
GFA	Approx 29,460 sq m



## SAIVER® Integrated AHU at Tamar Development



### Benefits of Integrated AHU

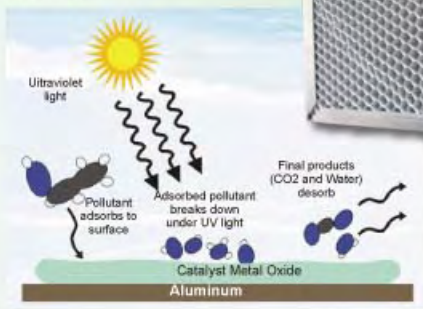
- Reduce on-site fabrication work
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## University of Hong Kong Centennial Campus

**W**ong & Ouyang (HK) Ltd. together with Sasaki Associates, Inc have won the Ideas Competition for the University of Hong Kong (HKU) Main Campus and Centennial Campus Master Plan, and have been awarded the consultancy contract to further develop the proposed master planning concept.

Designs from four architectural consortia were submitted to the University, and the master plan by Wong & Ouyang / Sasaki was selected because of its “consciousness of environmental, ecological, sustainability and heritage issues, efficient use of space, effective integration and cost-effectiveness”.

The proposed master plan organizes the campus into a clearly defined framework of pedestrian spaces, both indoor and outdoor.

The framework consists of two main elements: the first a clearly defined east-west pedestrian street at approximately the mid-elevation of the campus. It is the backbone of the campus. Like a living urban street, the concourse is the organizer of the great variety of educational and social activities harboring opportunities for encounter and giving clear

access to teaching and amenity, civic and academic spaces. It is interior and exterior extending almost the length of the campus at a consistent elevation along the hillside.

The second major organizing element is a ‘Civic Spine’ running north-south beginning at the Main Building then extending to the south edge of the Main Campus. Employing the means to negotiate the steep campus terrain, the Civic Spine links prominent outdoor civic spaces including the courtyards of the Main Building, the Library Plaza, the Lily Pond and the new courtyards of the south science and engineering campus.

Construction of the project has begun in 2008 and is scheduled for completion in 2012.





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# Hong Kong Sports Institute

**W**ith the HKSAR Government's HK\$1.8 billion funding support, The Hong Kong Sports Institute (HKSI) Redevelopment Project is being carried out in three phases. Phase one works include the refurbishment of the existing indoor sports complex at Fo Tan venue and the construction of a temporary velodrome at Whitehead, and Phase two involves the foundation works of the four new buildings. Phase one was completed in early 2010 and Phase two in mid 2011. Phase three is mainly the superstructural works of the new buildings.

The redevelopment of HKSI includes a new multi-purpose sports hall, a new indoor Olympic swimming pool, a new rowing house and a new multi-purpose building which accommodates the athletes' hostel and the offices of the HKSI management.

The architecture of all building components adopt a dynamic composition in the spirit of Sports, featuring floating roof overhangs and slanted glazed surfaces over reclining base structures.

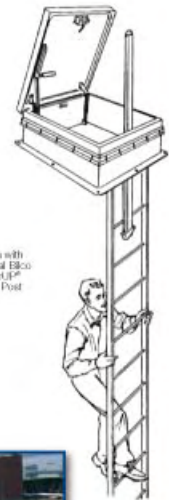
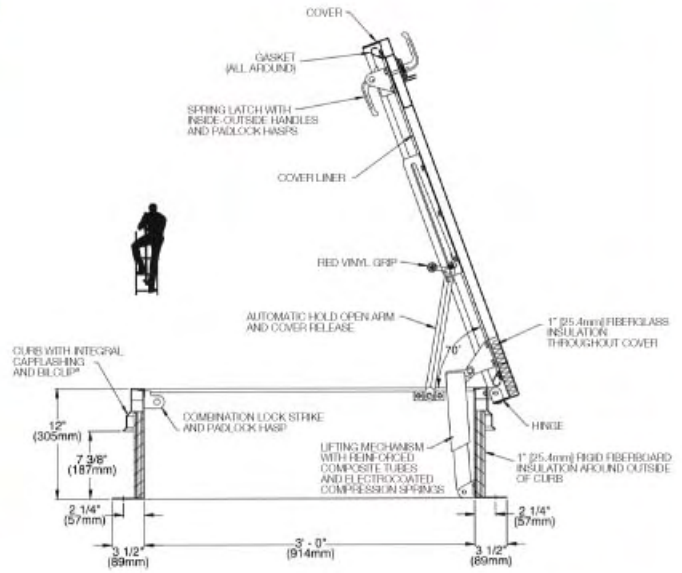
The aesthetics of the existing facilities were reinterpreted in similar design and architecture. All building components of the Institute, new and old are interconnected by an elevated and covered walkway system.

The redevelopment and overall design is well-balanced and elevates the HKSI to a world-class sports facility. Designed by P&T Group, the new sports facilities are to be completed in 2012.

*(Photos: P&T Group)*



# Bilco Roof Hatch



## Description:

The easy one-hand operation to the fully open or closed position provides the user the security of having one hand firmly on the ladder at all times. Available in galvanized steel, aluminum, or stainless steel construction.

## Specifications:

### Material

Steel: Cover and frame are 14 gauge (1.9mm) G-90 paint bond galvanized steel

### Cover

Breakformed, hollow-metal design with 1" (25.4mm) concealed fiberglass insulation, 3" (76mm) beaded, overlapping flange, fully welded at corners, and internally reinforced for 40 psf (195 kg/m<sup>2</sup>) live load

### Curb

12" (305mm) in height with integral capflashing, 1" (25.4mm) fiberboard insulation, fully welded at corners, and 3-1/2" (89mm) mounting flange with 7/16" holes (11mm) provided for securing frame to the roof deck

### Gasket

Extruded EPDM rubber gasket permanently adhered to cover

### Hinges

Heavy-duty pintle hinges with 3/8" (9.5mm) Type 316 stainless steel hinge pins

### Latch

Slam latch with interior and exterior turn handles and padlock hasps

### Lift Assistance

Compression spring operators enclosed in telescopic tubes. Automatic hold-open arm with grip handle release

### Finish

Steel: Alkyd base red oxide primer

### Hardware

Steel: Engineered composite compression spring tubes. Steel compression springs with electrocoated acrylic finish. All other hardware is zinc plated/chromate sealed



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Photo: Gene Au Yeung

## Public housing

*Excerpt from 2011-12 Policy Address by the Chief Executive*

**W**e face two major challenges in maintaining an average production of 15,000 Public Rental Housing (PRH) units a year. The first is a shortage of land. Both PRH and private housing require land. To achieve our PRH production target, we need to open up new sites and explore ways to appropriately increase the densities and plot ratios of PRH projects without compromising the living environment. The second challenge is the objection of some local communities to PRH development. In my view, these objections are prejudiced and not in the public interest.

### Highlights of the government's housing policy

- Complete construction of about 75 000 units in the next five years and meet the pledge of an average waiting time of 3 years.
- Launch new Home Ownership Scheme targeting families with monthly income no higher than \$30,000. Flats with a saleable floor area of 400-500 square feet to be sold at affordable prices, initially estimated at \$1.5-2 million.

- Supply more than 17 000 flats over four years from 2016-17. First batch expected for pre-sale in 2014 or 2015.
- Ensure supply of land to support on average 20 000 private residential flats, 15 000 public rental units and 5 000 new HOS flats a year. Build up a government land reserve.
- Multi-pronged approach to expand land resources, e.g. release industrial land, explore reclamation outside Victoria Harbour, and examine the use of "Government, Institution or Community" sites.
- Extend by three years the measures to revitalise industrial buildings.

### Forecast Public Housing Production by the HA from 2011/12 to 2015/16

Year	Public Rental Housing
2011/12	11 200
2012/13	15 800
2013/14	14 400
2014/15	17 700
2015/16	16 700



Photo: Gene Au Yeung

## Choi Wan Road Estates

March 28, 2011 was a day to remember, as it marked the completion of the last construction phase of Choi Wan Road public housing development, comprising, Choi Ying, Choi Fuk and Choi Tak Estates. The project won a Commendation Award in the Structural Excellence Award organised by the Joint Structural Division of The Hong Kong Institution of Engineers and the Institution of Structural Engineers.

We have successfully transformed the abandoned quarry site to provide 13 000 homes for over 35 000 people in the three PRH estates. With care in planning and design, this public housing development has quickly built a strong sense of community, set within a green, natural environment, with

excellent pedestrian links giving easy access to facilities and green space.

We carried out extensive environmental studies during the design stage to ensure that the overall development is in harmony with the environment. We also took into consideration other important design considerations like maintaining view corridors and wind passages to the adjacent developments. The distinctive colours featuring sky, earth and trees for the three estates blend the developments with their surroundings while maintaining individual identities of each estate. All in all, this project really does symbolise all that is good about the Housing Authority's approach to PRH construction.

---

*Excerpt from the speech by the Director of Housing, Mr D W Pescod, at the Housing Authority open meeting on June 27, 2011*

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## West Kowloon Terminus

**T**he new West Kowloon Terminus for the Guangzhou-Shenzhen-Hong Kong Express Rail Link will feature a stunning people-oriented design with environmentally-friendly features to create a bright and comfortable cross-boundary travelling experience for passengers and a new iconic structure for the Kowloon skyline, attracting local residents and tourists from Mainland of China and overseas.

The southernmost terminus of the National High-speed Rail Network will cover 11 hectares of space, with the trains arriving and departing underground. This frees up the ground level for the creation of an urban oasis, featuring green landscaping. The roof of the terminus, nearby Public Transport Interchange and civic plaza to the west of the terminus will also be covered in vegetation, creating a lush, green, nature-oriented feel.

Upon completion, about 3-hectare of public open space and greenery will serve

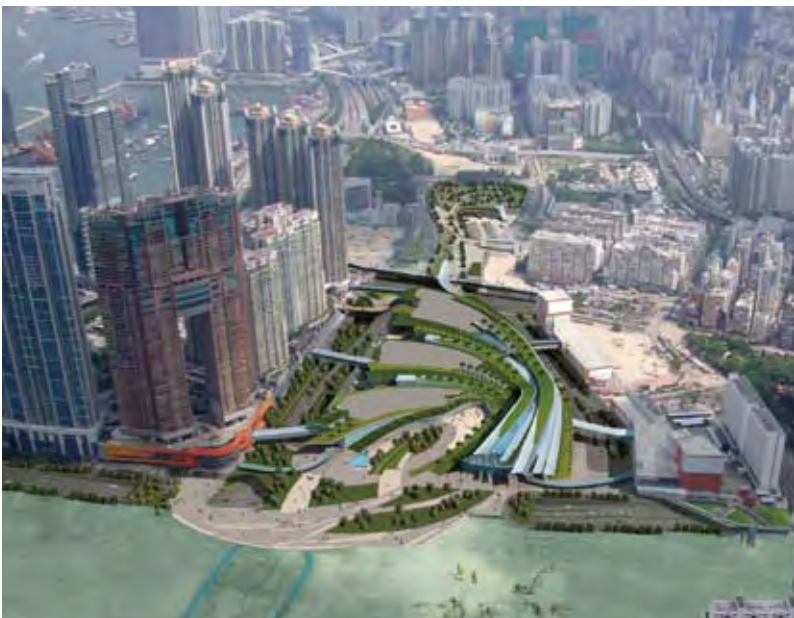
as a 'fresh air sanctuary' in West Kowloon for the enjoyment of both passengers and the general public.

The construction works for the XRL terminus commenced in January 2010 and is expected to be completed in 2015.





## MTR new lines



The 'pedestrian-oriented' West Kowloon Terminus is strategically located between the Kowloon Station and the Austin Station, with good connection to the nearby railway systems and PTI

**W**ithin the next decade, the MTR Corporation will complete five new strategic rail extensions, including:

- West Island Line
- Guangzhou-Shenzhen-Hong Kong Express Rail Link
- Shatin to Central Link
- Kwun Tong Line Extension
- South Island Line (East)

### **West Island Line (WIL)**

Approximately 3 km long, WIL is an underground extension of the existing MTR Island Line from Sheung Wan to Kennedy Town. WIL will have three stations and a total of 15 entrances. Construction is in progress and expected completion in 2014.

### **Guangzhou-Shenzhen-Hong Kong Express Rail Link**

The 26-km long Hong Kong Section of the

Guangzhou-Shenzhen-Hong Kong Express Rail Link (Express Rail Link, or XRL) runs from West Kowloon in Hong Kong to the boundary of Hong Kong and Shenzhen. The Express Rail Link will connect with the 16,000-km National High-speed Railway Network and will enhance Hong Kong's role as the southern gateway to the Mainland. Construction of the Express Rail Link commenced in January 2010, with completion targeted for 2015.

### Shatin to Central Link (SCL)

The SCL will traverse several districts. It will serve the New Territories, Kowloon and Hong Kong Island. The project comprises two parts:

**Tai Wai to Hung Hom Section:** It will extend the existing Ma On Shan Line from Tai Wai to the West Rail Line via East Kowloon to form the "East West Corridor". Expected completion 2018.

**Hung Hom to Admiralty Section:** It will extend the existing East Rail Line across the harbour to Wan Chai North and Central to form the "North South Corridor". Expected completion 2020.

### Kwun Tong Line Extension

As the extension of the existing Kwun Tong Line, the alignment of Kwun Tong Line Extension will run from Yau Ma Tei to Whampoa with one intermediate station at Ho Man Tin.

Extending from the existing overrun tunnel of Yau Ma Tei Station, the line will run along Gascoigne Road cross Wylie Road and reach Ho Man Tin Station at the site of the ex-Valley Road Estate. It will then run through Chatham Road North via Wuhu Street and Tak Man Street, and extend to Whampoa Station at Tak On Street.

The construction of the approximately 2.6 km new rail line is expected to commence in 2011 and finish in 2015.

### South Island Line (East)

The South Island Line (East) will be a medium capacity railway comprising underground and viaduct sections. The railway will be underground except for the section between the Aberdeen Tunnel toll plaza and Ap Lei Chau which will be on a viaduct. The viaduct design has been enhanced to use slender and rounded viaduct columns and harmonious colours

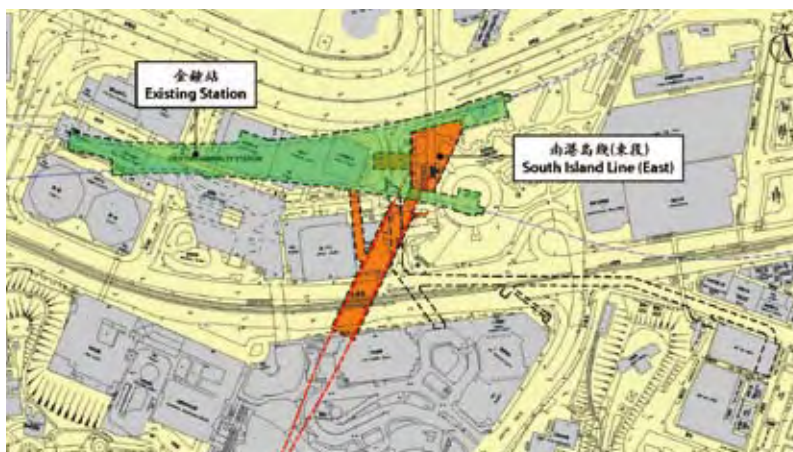


West Island Line

for the viaduct facade and noise barriers, to better integrate with the surrounding environment. Landscape works under the viaduct will create new open spaces for the public.

Construction of the 7 km South Island Line (East) is expected to commence in 2011 and will be completed in 2015.

Shatin to Central Link

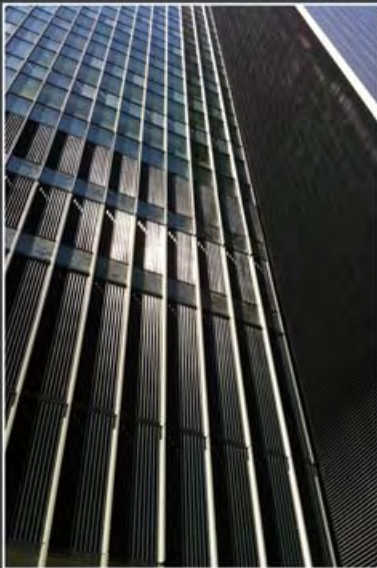


South Island Line (East)

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## Properties development under construction along MTR lines and extensions

# Austin Station Sites C & D

The development is located at Austin Station with two separate sites - "Site C" and "Site D". "Site C" is bounded by Jordan Road at the north, Canton Road at the east, Wui Cheung Road at the south, and future Wui Man Road at the west. "Site D" is bounded by Wui Cheung Road at the north, Canton Road at the east, Austin Road West at the south, and Wui Man Road at the west.

Fast New Limited (a consortium formed by New World Development and Wheelock Properties) won the tender to develop this project. The development will comprise 6 residential towers with a total residential GFA of approximately 119,116 sq m. About 1,200 units with average flat size of approximately 99 sq m will be provided along with 450 ca parking spaces. Construction is in progress and the project is expected to complete in phases up to 2014.



### Tuen Mun Development

Developer: Wetland Park Management Service Ltd  
(subsidiary of Sun Hung Kai Properties)

Residential GFA: 119,512 sq m

No of towers: 7

No. of flats: 2,011

No. of storeys: 31 to 37

Retail GFA: 25,000 sq m

Expected completion date: 2013

### Che Kung Temple Station Development

Developer: Deluxe Sign Ltd  
(subsidiary of New World Development)

Residential GFA: 89,792 sq m

No of towers: 4

No of flats: 981

Average flat size: 91.5 sq m

No of storeys: 36 to 38

Retail GFA: 863 sq m (include a minimum of 670 sq m for a kindergarten)

Car parking spaces: 232

Expected completion date: 2012

### Tsuen Wan West TW7 Development

Developer: Queensway Investments Ltd  
(Cheung Kong Group)

Residential GFA: 113,064 sq m

No of towers: 7

No of flats: 1,740

No of storeys: 40 to 42

Expected completion date: 2013

# Urban renewal

**E**stablished in 2001, the Urban Renewal Authority (URA) has successfully launched and completed many redevelopment projects.

Under the new Urban Renewal Strategy in place since February 2011, the URA has devised specific measures which include the “flat for flat” scheme, as well as the new “facilitator” scheme and “demand-led” scheme for urban renewal. The first Urban Renewal

Forum in Kowloon City and the Urban Renewal Fund Limited have been set up. The Integrated Building Maintenance Assistance Scheme has also been launched to provide property owners with one-stop service. In addition, the URA's first Urban Renewal Resources Centre in Tai Kok Tsui is expected to come into service in early 2012.

Highlights on some of the major URA projects in progress:



## Yu Lok Lane / Centre Street Project



### Site information

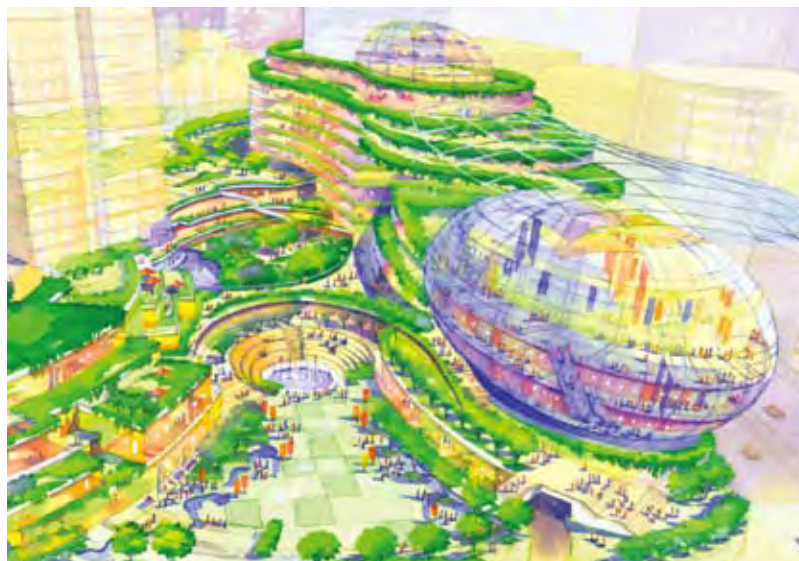
Area	about 2,150 square metres
Existing GFA	4,140 square metres
Affected buildings	14

### Project development information

Total GFA	16,464 square metres
Residential flats	270
Commercial space	245 square metres
Open Space	1,180 square metres

### Developers

Urban Renewal Authority and China Overseas



## Kwun Tong Town Centre Project (Yuet Wah Street site)

### Site information (including 2 sites)

Area	53,500 square metres
Existing GFA	96,104 square metres
Affected buildings	24

### Project development information

Total GFA	401,250 square metres
Residential flats	1,980
Commercial space	111,780 square metres
Other uses	97,860 square metres
G/IC GFA	31,000 square metres
Open space	13,400 square metres

### Yuet Wah Street site is developed by

Urban Renewal Authority and Sino Land

## Lee Tung Street / McGregor Street Project



### Site information

Area	8,220 square metres
Total GFA	36,534 square metres
Affected buildings	52

### Project development information

Total GFA	77,587 square metres
Residential flats	1,212
Commercial space	9,637 square metres
G/IC GFA	2,706 square metres
(including residential care home for the elderly, day care centre, refuse collection point and public toilet)	
Open space	3,000 square metres

### Status

Demolition completed  
Three historical tenement houses along Queen's Road East will be preserved as part of project.

### Developers

Urban Renewal Authority, Sino Land and Hopewell Holdings

## Macpherson Stadium Project



### Site information

Area	2,400 square metres
Existing GFA	2,788 square metres
Affected buildings	1

### Project development information

Total GFA	24,767 square metres
Residential flats	297
Commercial space	2,443 square metres
G/IC GFA	5,619 square metres

### Status

Demolition completed

### Developers

Urban Renewal Authority and Kowloon Development Co Ltd



## International Commerce Centre



**T**he 118-storey International Commerce Centre (ICC), is the fourth tallest in the world and will redefine one of its most famous skylines. Rising 490 metres high from the peninsula of West Kowloon, the emergence of ICC reflects the rapidly developing financial district.

Architectural firm Kohn Pedersen Fox (KPF) was appointed by developers Sun Hung Kai Properties to lead the architectural design of ICC after submitting the winning entry in a limited international design competition in 2000. The firm provided an innovative plan for sustainable urban planning, particularly utilising its specific knowledge and proven expertise in designing super-tall buildings.

The building is designed to combine the best possible structure with the most efficient floor plate. For instance, a tower

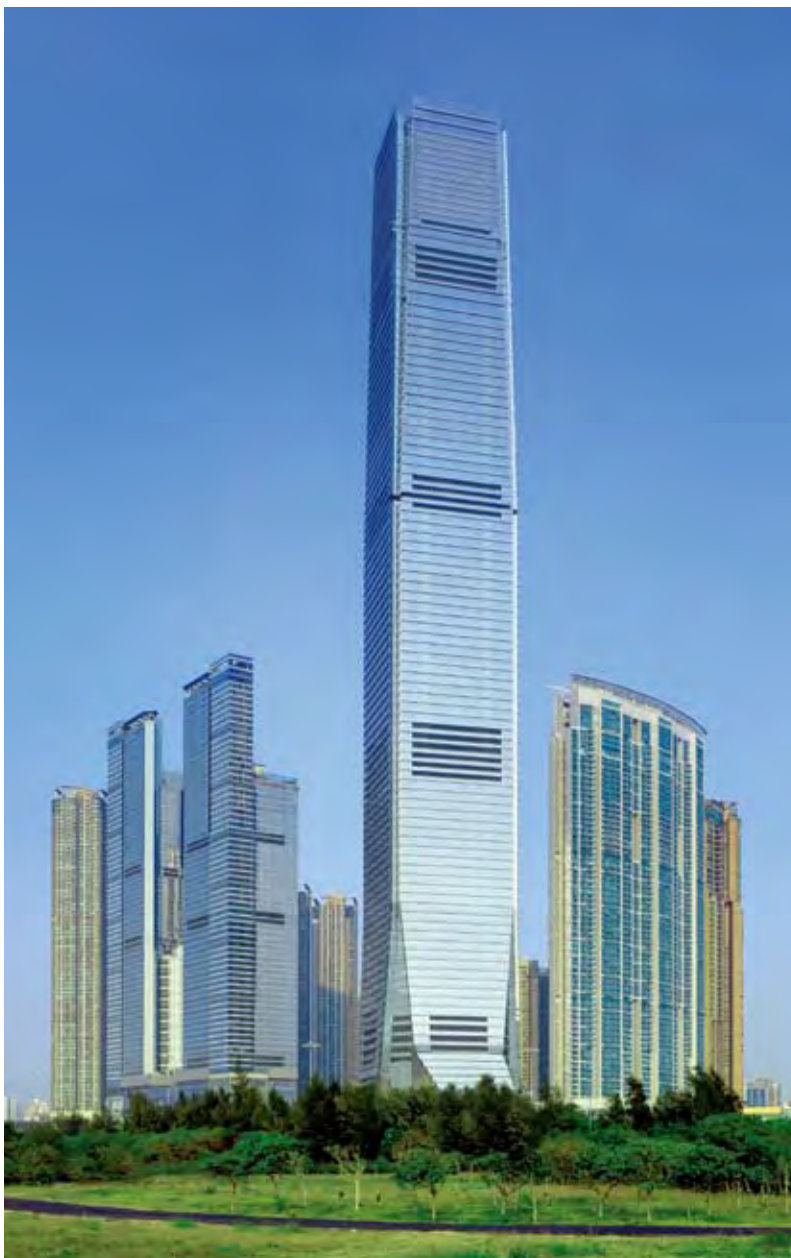
geometry based on a circular floor plate would perform well in the wind, but would be undesirable to Hong Kong's financial tenants, who prefer the efficient layout of square floors. Conversely, a perfectly square floor plate would perform poorly in the wind and lead to an increase in steel and concrete use, and therefore not a sustainable approach. An analysis of preliminary wind tunnel studies indicated that a square with notched, or 're-entrant,' corners would exhibit nearly the same wind response as that of a circle.

Sustainability design for the building is geared towards the reduction of energy consumption and carbon emissions by maximising its self-efficiency. Sheathed in silver low-emissivity insulating glass, the tower's single layer skin provides the maximum protection from solar heat gain while deploying a minimum amount of facade material. The silver coating has the unique quality of reflecting the heat-generating spectrum of sunlight, while allowing the desirable visible light spectrum to transmit through the facade. The optical properties of the glass provide more than three times the protection of uncoated glass. The shingled panels provide self-shading of the main facades, with horizontal baffles in the re-entrant corners providing additional shading of the facade.

## Kowloon Station Development

Located on reclaimed land in West Kowloon, this comprehensive commercial and residential development forms a new urban centre for Hong Kong. The 13.54 hectare site enjoys spectacular views of Victoria Harbour and Hong Kong Island and is conveniently served by public transport. The master plan of the development includes the International Commerce Centre, a world class 118-storey office/hotel tower with entertainment venues, open spaces and residential and retail locations. The entire development is divided into seven packages. The development packages are, namely: The Waterfront (Package 1), Sorrento (Package 2), The Harbourside (Package 3), The Arch (Package 4) and International Commerce Centre (Package 5, 6 & 7). The entire development was completed in 2010.

*(Source: MTRC)*



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- Fire & Smoke Resistant Door Hardware
- Fire Resistant Mastic



Grand Lisboa Hotel & Casino (Macau)



The Beverly Hill



Queen Mary Hospital



The Matilda Hospital

# Mott MacDonald

## 20 years' of excellence in West Kowloon

Mott MacDonald is a global management, engineering and development consultancy. We have been working in Hong Kong for over 50 years and our 500 staff working locally are delivering sustainable, innovative and cost effective solutions in all sectors.

We have played an integral role in the development of West Kowloon. Our project portfolio includes the reclamation, civil and transport infrastructure projects leading to the current West Kowloon Cultural District Development where we are project consultant for the development plan.

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