

北角京華道14至30號「綜合發展區(1)」地盤規劃大綱

PLANNING BRIEF FOR  
THE "COMPREHENSIVE DEVELOPMENT AREA(1)" SITE  
AT 14 - 30 KING WAH ROAD, NORTH POINT



規劃署  
PLANNING DEPARTMENT

2009年9月  
September 2009

**Planning Brief for the  
“Comprehensive Development Area(1)” Site  
at 14-30 King Wah Road, North Point**

Item	Particulars	Remarks
<b>A. Background Information</b>		
1. Location	The site is close to the waterfront of North Point. It is bounded by a temporary car park to its north-west, a hotel development (Harbour Grand Hong Kong) to its north-east, King Wah Road to its south-east, a residential development (Harbour Heights) and a community centre to its south-west.	<b>Plans 1 and 2</b>
2. OZP Zoning and Planning Intention	<p>“Comprehensive Development Area (1)” (a maximum building height (BH) of 165 mPD and a maximum plot ratio (PR) of 15 for the southern part; and a maximum BH of not exceeding the soffit level of Island Eastern Corridor (IEC) for the northern part)</p> <p>The zone is intended for comprehensive development/redevelopment of the area for residential, commercial, leisure and tourism related uses with the provision of open space and other supporting facilities.</p>	<p><b>Plans 1 and 2</b></p> <p>Southern part – area south of the pecked line shown on OZP.</p> <p>Northern part – area north of the pecked line shown on OZP.</p>
3. Surrounding Land Uses	IEC, a temporary open-air car park and Victoria Harbour are located to the north-west of the site. To the north-east is the Harbour Grand Hong Kong and the ex-Government Supplies Department depot (ex-GSD) site which is intended for comprehensive residential/office/hotel/commercial development. To the south-west is the Causeway Bay Community Centre and Harbour Heights. To the south-east across King Wah Road, the predominant land use is commercial/residential developments with some office developments, i.e. AIA Tower and Manulife Tower.	<b>Plan 2, 3a and 3b</b>
4. General Condition and Ownership	The site was previously occupied by a godown building, and is currently used as a temporary open-air public car park. The site is under private ownership.	<b>Plans 3a and 3b</b>



Item	Particulars	Remarks
<b>B. Major Development Parameters</b>		
5. Proposed Uses	Residential or Office, and may include supporting shop and services use.	
6. Site Area	3,490 m <sup>2</sup> (about) <ul style="list-style-type: none"> <li>- northern part: 705 m<sup>2</sup> (non-building area)</li> <li>- southern part: 2,785 m<sup>2</sup> (development site area)</li> </ul>	<b>Plan 2</b> Subject to verification upon setting out of site boundary. The northern part is designated as a non-building area above ground and excluded from the site area for GFA/site coverage calculation.
7. Maximum Gross Floor Area (GFA) and Maximum Plot Ratio (PR)	<u>For Office Development</u> A maximum GFA of 30,635m <sup>2</sup> (a maximum PR of 11 based on the development site area) or <u>For Residential Development</u> A maximum GFA of 20,887m <sup>2</sup> (a maximum PR of 7.5 based on the development site area)	The maximum GFA is calculated based on the development site area and the maximum PR, and may need to be correspondingly adjusted if there is any change in site area upon setting out of site boundary. Whether the maximum PR is achievable is subject to acceptability of the various technical assessments. The maximum GFA shall not be exceeded even if bonus PR is granted by the Building Authority. Residential development, with a lower development intensity as compared with office development, is encouraged.
8. Maximum Building Height (BH)	110mPD (main roof level)	The maximum BH is consistent with that adopted for the adjacent commercial and residential sites in the south-west and south-east.
9. Maximum Site Coverage (above ground level)	<u>For Office Development</u> 60% <u>For Residential Development</u> 60% (below 15m) 33.33% (above 15m)	To avoid bulky podium structure, ensure adequate space for air circulation and visual corridor to waterfront, and provide pedestrian access to waterfront. Calculated based on development site area.

Item	Particulars	Remarks
<b>C. Planning Requirements</b>		
10. Non-building areas (NBAs) (above ground)	<ul style="list-style-type: none"> <li>the northern part of the site, about 15m in width, is designated as NBA to provide a physical distance between the future building block(s) and IEC; and</li> <li>a 10m-wide NBA along the south-western boundary.</li> </ul>	<b>Plan 4</b>
11. Urban Design Considerations	<p>The development schemes have to take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> <li>avoid creating wall effect and adverse impact on pedestrian wind environment;</li> <li>avoid podium structure or adopt permeable podium design;</li> <li>enhance visual permeability to the waterfront in the design and disposition of the building(s);</li> <li>the 10m-wide NBA along the south-western boundary would serve as a visual and wind corridor, and a public landscaped walkway leading to the waterfront;</li> <li>the 15m-wide NBA along the north-western boundary;</li> <li>provide a full building setback of minimum 6m from King Wah Road to facilitate planting and enhance the openness and streetscape along King Wah Road;</li> <li>provide a building setback of minimum 2m at ground level in addition to the 10m-wide NBA along the south-western side;</li> <li>provide gaps between building blocks within the site (if more than one block is proposed) and from those on adjoining sites as far as practicable; and</li> <li>provide sensitive layout and disposition to achieve better air ventilation.</li> </ul>	<p>The width of the landscaped walkway may be expanded to 12m by merging with the existing 2m-wide public passageway outside the Causeway Bay Community Centre, if possible.</p> <p>Subject to the requirements identified in the Air Ventilation Assessment (AVA) conducted for the site</p>



Item	Particulars	Remarks
12. Open Space Provision and Pedestrian Connection	<p>An at-grade public landscaped walkway with a width of not less than 10m should be provided along the south-western boundary to link up the proposed public open space on the waterfront and the inland areas to the south of the site.</p> <p><u>For Residential Development</u></p> <p>Not less than 1m<sup>2</sup> private local open space (LOS) per person shall be provided for the residents of the development.</p>	<p><b>Plan 4</b></p> <p>The 10m-wide landscaped walkway should be open 24 hours to the public free of charge, and be clearly indicated on the MLP for approval by the TPB.</p> <p>The private LOS can be provided at-grade or on podium level.</p>
13. Landscape Aspect	<p>A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission, with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> <li>• create a comprehensive landscape proposal to integrate the proposed development with the waterfront environment and the landscaped walkway;</li> <li>• optimize greening opportunity in the development. Green podium roof and roof gardens should be provided on building(s);</li> <li>• the NBA at the northern part of the site should be landscaped to allow better integration with the “Open Space” zone and the landscaped area of the adjoining hotel on its two sides;</li> <li>• adequate soil depth should be reserved for planting, especially above basement or structure; and</li> <li>• introduce high quality streetscape with tree planting and street furniture along King Wah Road to provide a friendly pedestrian setting and create a strong sense of place.</li> </ul>	<p>In preparing the LMP, the applicant is encouraged to make reference to the Greening Master Plans for the area published by the Government in the formulation of planting theme and strategy. A minimum coverage of 20% for greening at the site (calculated based on the whole site area) shall be adopted. A minimum of 15% greening shall be at ground level while the remainder can be at ground, podium and rooftop.</p>
14. Harbour-front Planning	<p>As the site occupies a prime location close to the waterfront, the proposed development shall take into account the Harbour Planning Principles and Guidelines promulgated by the Harbour-front Enhancement Committee.</p>	
<b>D. Other Technical Requirements</b>		
15. Visual Aspect	<p>A visual impact assessment shall be prepared to demonstrate that the development intensity, BH and design of the proposed development would minimize any adverse impact on the waterfront environment and the surrounding areas.</p>	<p>The site is at a prime waterfront location. The development shall be carefully designed to avoid creating wall effect on the surrounding areas.</p>

Item	Particulars	Remarks
16. Car Parking, Loading and Unloading Provision	Provision in accordance with the requirements set out in Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG). In view of the proximity to the MTR Fortress Hill Station, the exact level of provision should be justified by a Traffic Impact Assessment (TIA).	Provision should be to the satisfaction of the Transport Department (TD).
17. Traffic and Transport Aspects	A TIA should be prepared and submitted as part of the MLP submission at the planning application stage. Any road/junction improvements proposed in the assessment should be provided and implemented to the satisfaction of TD.	The TIA shall take into account major proposed/committed developments in the surrounding areas, including the redevelopment of the ex-GSD depot site. It shall also include a pedestrian traffic study to assess the impacts of the proposed development on the pedestrian flows in the area and recommend improvement measures to address any identified problems.
18. Air Ventilation Aspect	An AVA should be prepared and submitted as part of the MLP submission at the planning application stage.	The AVA shall take into account major proposed/committed developments in the surrounding areas, including the redevelopment of the ex-GSD depot site.
19. Environmental Aspect	An Environment Assessment should be prepared and submitted as part of the MLP submission at the planning application stage. It is required to address the potential environmental impacts associated with the proposed development, in particular, the noise and air quality impacts arising from IEC. Proposed mitigation measures should be incorporated as part of the MLP submission and implemented to the satisfaction of the Environmental Protection Department (EPD).	<p>In the design and disposition of building blocks, due regard should be given to protecting noise sensitive receivers, i.e. residential block(s), through various measures, such as setting back the residential blocks from IEC, and provision of a noise barrier. Curtain wall design for residential units should only be adopted if there are no other effective noise mitigation measures.</p> <p>In the design and layout of buildings, measures shall be adopted to achieve an environmentally sustainable and energy efficient development.</p>



Item	Particulars	Remarks
20. Drainage and Sewerage Aspects	A drainage and sewerage assessment should be prepared and submitted as part of the MLP submission at the planning application stage.	Subject to the advice of EPD and Drainage Services Department.

Plan 1                      Location Plan  
Plan 2                      Site Plan  
Plans 3a and 3b        Site Photos  
Plan 4                      Development Concept

**Planning Department**  
**September 2009**





北  
NORTH

中環灣仔繞道出口上的園景平台  
LANDSCAPED DECK OVER  
CENTRAL - WAN CHAI BYPASS  
TUNNEL PORTAL

中環灣仔繞道行政大樓  
CENTRAL - WAN CHAI BYPASS  
ADMINISTRATION BUILDING

美化市容地帶  
AMENITY AREA

中環灣仔繞道通風大樓  
CENTRAL - WAN CHAI BYPASS  
VENTILATION BUILDING

北面部分  
NORTHERN PART

南面部分  
SOUTHERN PART

行人走廊  
(細設計)  
DEVELOPED WALKWAY  
(DETAILED DESIGN)

避風塘  
PHOON SHELTER

建議主幹道專用範圍



主題地點(界線只作識別用)  
SUBJECT SITE  
(BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY)

### 位置圖 LOCATION PLAN

香港北角京華道14至30號  
「綜合發展區(1)」地盤

CDA(1) SITE AT 14 - 30 KING WAH ROAD,  
NORTH POINT, HONG KONG

本摘要圖於2009年8月19日擬備，  
所根據的資料為於2009年5月19日  
核准的分區計劃大綱圖編號 S/H8/22  
EXTRACT PLAN PREPARED ON 19.8.2009  
BASED ON OUTLINE ZONING PLAN No.  
S/H8/22 APPROVED ON 19.5.2009

米 METRES 100 0 100 200 METRES  
SCALE 1:5 000 比例尺

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H8/09/9

圖 PLAN

1



# LEGEND



主題地點(界線只作識別用)  
SUBJECT SITE  
(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

C

商業  
COMMERCIAL

CDA

綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA

C/R

商業/住宅  
COMMERCIAL / RESIDENTIAL

R(A)

住宅(甲類)  
RESIDENTIAL (GROUP A)

G/I/C

政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY

O

休憩用地  
OPEN SPACE

OU

其他指定用途  
OTHER SPECIFIED USES

GB

綠化地帶  
GREEN BELT



實地照片的觀景點(參閱圖3a至3b)  
VIEWING POINT OF SITE PHOTOS  
(PLANS 3a TO 3b REFER)

中環灣仔繞道行政大樓  
CENTRAL - WAN CHAI BYPASS  
ADMINISTRATION BUILDING

中環灣仔繞道出口上的園景平台  
LANDSCAPED DECK OVER  
CENTRAL - WAN CHAI BYPASS  
TUNNEL PORTAL

美化市容地帶  
AMENITY AREA

北面部分  
NORTHERN  
PART

港島海逸君綽酒店  
Harbour Grand  
Hong Kong

前政府物料供應處倉庫  
Ex-Government Supplies  
Department Depot

南面部分  
SOUTHERN  
PART

電燈中心  
The Electric  
Centre

前香港皇家遊艇會會所  
Former Clubhouse of  
Royal Hong Kong  
Yacht Club

香港房屋委員會  
Hong Kong Housing  
Authority

友邦廣場  
AIA Tower

嘉信大廈  
Carson  
Mansion

宏利保險中心  
Manulife Tower

海景大廈  
Sea View Estate

## 平面圖 SITE PLAN

香港北角京華道14至30號  
「綜合發展區(1)」地盤

CDA(1) SITE AT 14 - 30 KING WAH ROAD,  
NORTH POINT, HONG KONG

本摘要圖於2009年8月21日擬備,  
所根據的資料為測量圖編號  
11-SE-1C & 6A  
EXTRACT PLAN PREPARED ON 21.8.2009  
BASED ON SURVEY SHEETS No.  
11-SE-1C & 6A

米  
METRES 50

SCALE 1 : 2 500 比例尺

米  
100 METRES

規劃署

PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/H8/09/9

圖 PLAN

2



取景位置 View Point A



地盤及鄰近地區 THE SITE AND SURROUNDING AREAS

取景位置 View Point B



地盤 THE SITE

界線只作識別用  
BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY

### 實地照片 SITE PHOTOS

香港北角京華道 14 至 30 號  
「綜合發展區(1)」地盤

CDA(1) SITE AT 14 - 30 KING WAH ROAD,  
NORTH POINT, HONG KONG

本圖於2009年8月24日擬備，所根據的資料  
為攝於2009年8月24日(上)及攝於2009年  
8月18日(下)的實地照片  
PLAN PREPARED ON 24.8.2009 BASED ON  
SITE PHOTOS TAKEN ON 24.8.2009(UPPER)  
AND 18.8.2009(LOWER)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H8/09/9

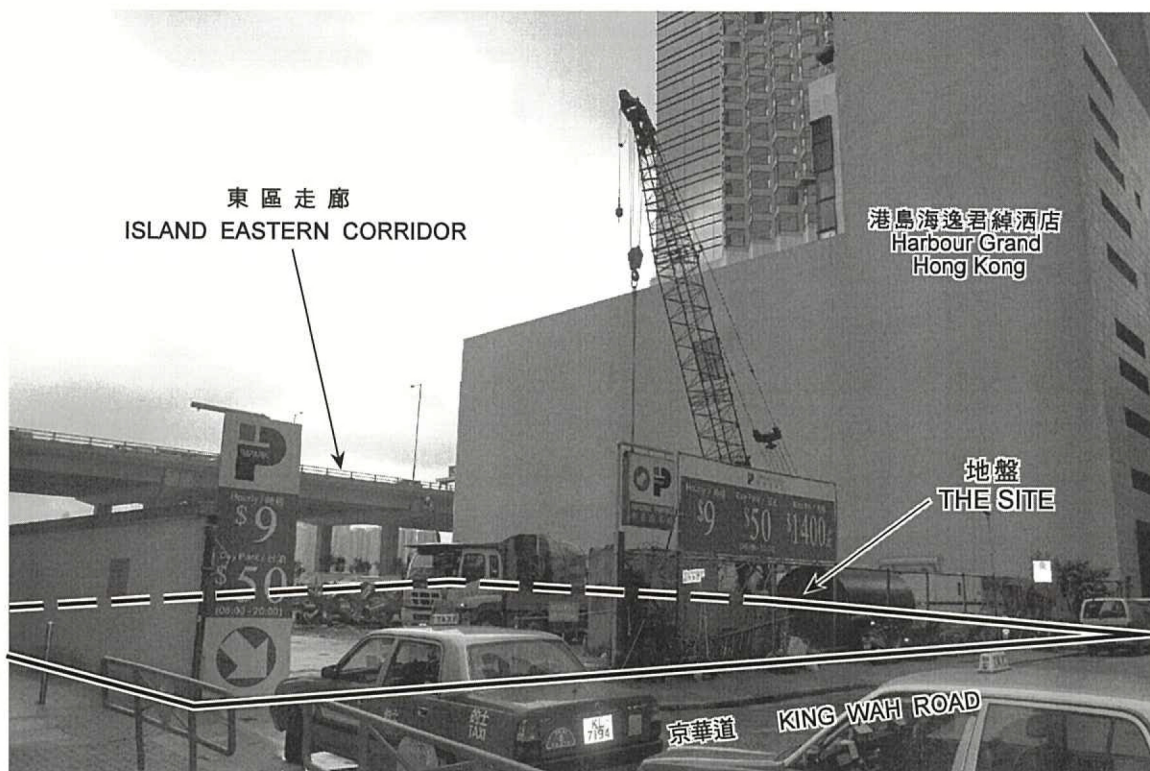
圖 PLAN  
3a



取景位置 View Point C



取景位置 View Point D



界線只作識別用  
BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY

### 實地照片 SITE PHOTOS

香港北角京華道14至30號  
「綜合發展區(1)」地盤  
CDA(1) SITE AT 14 - 30 KING WAH ROAD,  
NORTH POINT, HONG KONG

本圖於2009年8月19日擬備，所根據的  
資料為攝於2009年8月18日的實地照片  
PLAN PREPARED ON 19.8.2009 BASED ON  
SITE PHOTOS TAKEN ON 18.8.2009

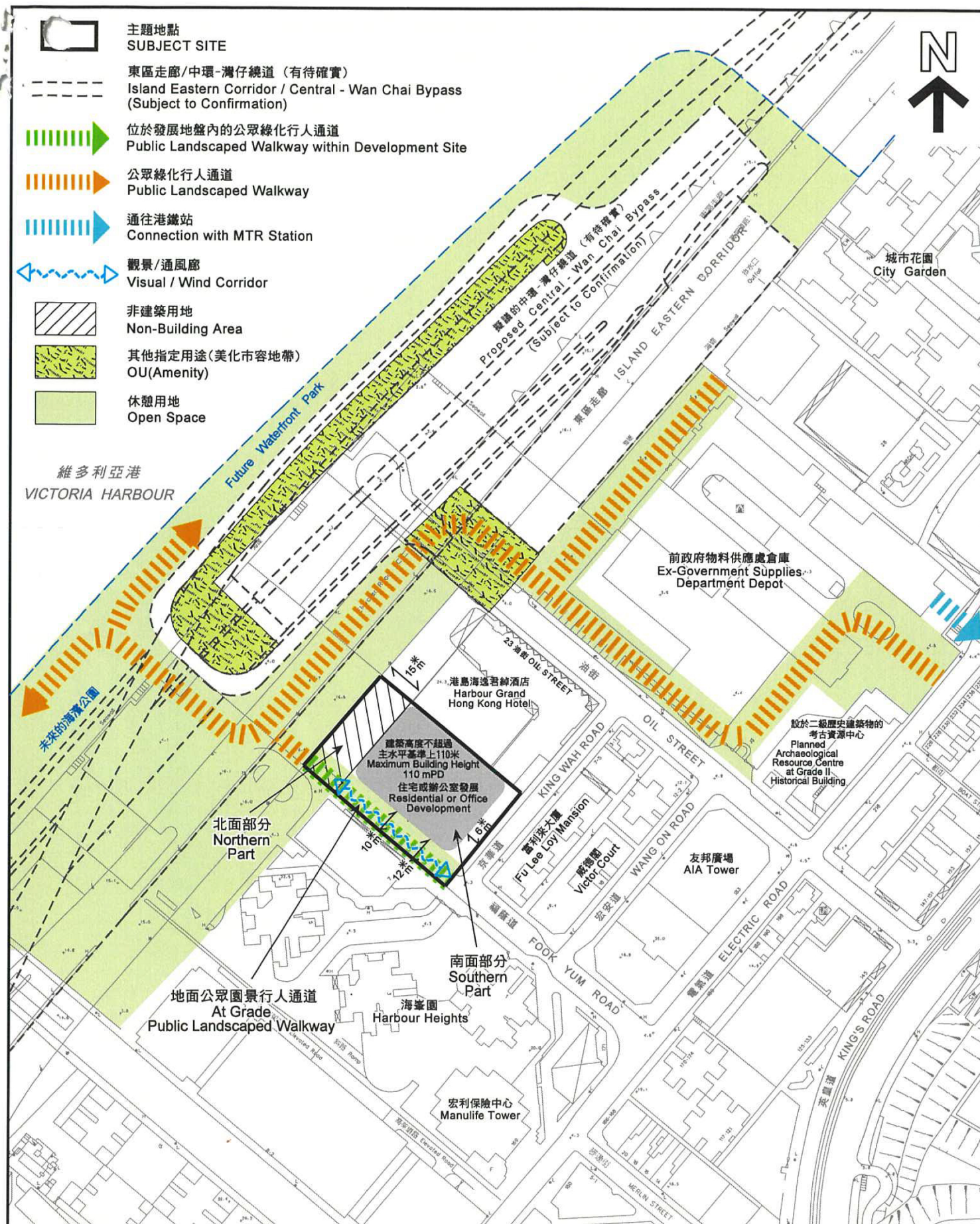
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H8/09/9

圖 PLAN  
3b





## 發展概念 DEVELOPMENT CONCEPT

香港北角京華道14至30號「綜合發展區(1)」地盤  
CDA(1) SITE AT 14 - 30 KING WAH ROAD  
NORTH POINT, HONG KONG

本摘要圖於2009年9月1日擬備，所根據  
的資料為測量圖編號 11-SE-1C和6A  
EXTRACT PLAN PREPARED ON 1.9.2009  
BASED ON SURVEY SHEETS No.  
11-SE-1C & 6A

SCALE 1:2 000 比例尺  
40 0 40 80  
METRES METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/H8/09/9

圖 PLAN  
4