

**Harbour-front Enhancement Committee
Sub-committee on Harbour Plan Review**

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

Purpose

This paper is to seek Members’ views on the draft planning brief (PB) for the “Comprehensive Development Area(1)” (“CDA(1)”) site at 14-30 King Wah Road at the Annex.

The Site and Its Surroundings

2. The site, with an area of 3,490 m², is very close to the waterfront of North Point (**Plan 1**). It is within an area of mixed residential and commercial developments including some office buildings and hotels. Island Eastern Corridor (IEC), a temporary open-air car park and Victoria Harbour are located to the north-west of the site. To the north-east is a newly completed hotel development and the ex-Government Supplies Department depot (ex-GSD) site at Oil Street which is intended for comprehensive residential and commercial development. To the south-west is the Causeway Bay Community Centre and the residential development of Harbour Heights. To the south-east across King Wah Road, the predominant land use is commercial/residential developments with some office developments (**Plan 2**).

3. The site falls within the “CDA(1)” zone on the draft North Point Outline Zoning Plan (OZP) No. S/H8/21. The planning intention of the zone is 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. The site is divided into two parts by a pecked line on the OZP (**Plans 1 and 2**). Under the OZP, the southern part of the site (2,785m² in area and covering 80% of the site) is subject to a maximum building height (BH) of 165 mPD and a maximum plot ratio (PR) of 15, while the northern part (705m² in area covering the remaining 20% of the site) shall not exceed the soffit level of IEC.

Background

4. On 2.11.2007, the landowner of the site submitted a planning application (No. A/H8/387) for a proposed residential development at the southern part of the subject site with a PR of 8¹ and a BH of 138mPD. While considering the use, development intensity and BH of the proposed residential development acceptable in principle, the Metro Planning Committee (MPC) of the Town Planning Board (TPB) on 4.1.2008 deferred a decision on the application pending the submission of further information from the applicant on the noise mitigation and building design aspects. The applicant submitted the relevant further information in March 2008. The consideration of the application was further deferred by

¹ The PR is calculated on the basis of the development site area, i.e. the southern part of the site with an area of 2,785 m².

MPC twice on 4.7.2008 and 19.9.2008 to allow time for the applicant to conduct an air ventilation assessment (AVA). The AVA was subsequently submitted by the applicant in November 2008.

5. On 19.9.2008, the landowner submitted another planning application (No. A/H8/392) for a proposed office development with a PR of 13.5 and a BH of 123mPD at the site. On 24.10.2008, MPC deferred a decision on the application in order to allow time for the applicant to address the traffic issues. Further information was submitted by the applicant in March 2009.

6. On 9.6.2008, the “Coalition Against the Proposed Development on King Wah Road” (the Coalition) lodged a complaint to the Legislative Council (LegCo) against the alleged failure of the TPB, Planning Department (PlanD) and other relevant Government departments in giving regard to the adverse impacts of the proposed development at the site.

7. MPC agreed on 7.11.2008 that a PB should be prepared to provide guidance for the development on the site, and deferred a decision on both planning applications pending the endorsement of the PB. On 17.4.2009, MPC considered that the draft PB at the **Annex** was suitable for briefing with LegCo Case Conference, as well as consultation with the Harbour-front Enhancement Committee (HEC) and Eastern District Council.

8. The applicant consulted the Sub-committee on the Harbour Plan Review of HEC on the two applications on 23.1.2008 and 19.11.2008 respectively. On Application No. A/H8/387 for residential development, the Sub-committee had no strong views against the proposed residential development and appreciated the proposed podium setback to facilitate public access to the waterfront and enhance air circulation, which were in line with HEC’s harbour planning principles and guidelines. The Sub-committee considered that the design, layout and disposition of the residential blocks should be improved to further enhance air ventilation. On Application No. A/H8/392 for office development, members considered that (i) the integration of the proposed office development with the waterfront and the surrounding areas was important. The ground level design of the proposed development, including the location of the loading/unloading bays and utility facilities, should be reviewed to improve its interface with the future waterfront park, increase public space, promote vibrancy, enhance public accessibility to the harbour-front and increase permeability; (ii) the proposed 9m setback along the south-western boundary of the site for a public passageway could improve accessibility to the waterfront; (iii) further reduction of the width of building to improve air ventilation, though might increase the BH, might be considered; and (iv) the overall intensity in North Point should be reduced and traffic condition in the district should be improved.

9. On 24.9.2008, the Coalition presented their views on the proposed development at the site to the Sub-committee. The Sub-committee noted that, when the applicant briefed the Sub-committee on the proposed development in January 2008, the Sub-committee had raised comments on aspects including visual impact and air ventilation, which were similar to the local views. Members generally considered that private developers should engage the public more in the planning and development process. Community views would assist the relevant parties/authorities to consider the proposals. The project proponents should also demonstrate the compliance of harbour planning principles and guidelines, including public engagement, in their TPB submissions.

Draft PB

10. The draft PB has taken into account the planning intention for the “CDA(1)” zone, the waterfront setting, surrounding land uses, HEC’s harbour planning principles and guidelines (including adopting a lower development intensity, enhancing visual permeability, air ventilation, as well as accessibility and connectivity to the harbour-front), and the views expressed by MPC and various parties on the proposed development at the site. The PB sets out the intended uses, development parameters, planning requirements and design guidelines to facilitate the preparation of the Master Layout Plan (MLP) submission by the applicant to TPB.

11. The major development parameters in the draft PB are summarized as follows:

Site Area	:	3,490 m ² (whole site) 705 m ² (northern part) (non-building area) 2,785 m ² (southern part) (development site area)	
Use	:	Residential or Office (both may include supporting shop and services use)	
Maximum PR		<u>Office Development</u> 12	<u>Residential Development</u> 8
Maximum GFA	:	33,420 m ²	22,280 m ²
Maximum Site Coverage (SC)	:	60%	60% (below 15m) 33.33% (above 15m)
Maximum BH	:	110 mPD	

Note: The maximum PRs, GFAs and SCs in the table are calculated on the basis of the development site area.

Uses

12. Both residential and office uses are considered compatible with the land uses in the surrounding areas, and in line with the planning intention for the “CDA(1)” zone. The site can be used for residential or office use², and flexibility is allowed for the future developer to determine the use of the site. Shop and services use in support of the proposed office or residential developments is also allowed.

PR and BH

13. As office and residential developments are subject to different requirements in terms of permissible PR and SC under the Buildings Ordinance (BO), different maximum figures have been proposed for them under the draft PB. The residential developments to the south-west and south-east of the site have PRs ranging from about 6 to 10 (**Plan A**). For residential development, a maximum PR of 8 is adopted. As mentioned in paragraph 4 above,

² As the site is relatively small, the co-existence of residential and office blocks is not envisaged under the draft PB.

this PR has been proposed in the applicant's residential scheme under Application No. A/H8/387 and was acceptable to the MPC during the previous consideration.

14. The major office developments in the area, i.e. Manulife Tower and AIA Tower, have a PR of 8.6³ and 15.7 respectively. Taking into account the existing and proposed developments in the surrounding areas and the planning guideline for lower development intensity near to the waterfront, a PR of 12 is adopted for office development at the site.

15. The "Commercial", "Residential (Group A)" and "Commercial/Residential (2)" zones to the south-west and south-east of the site are all subject to a lower maximum BH of 110mPD (**Plan 1**) and the adjacent ex-GSD depot site at Oil Street is subject to BH restrictions of 100mPD and 110mPD under the PB for that site. For both residential development and office development, a maximum BH of 110mPD is proposed to ensure consistency with the predominant BH restriction on the OZP for the adjacent sites and compatibility with the surrounding developments and waterfront environment.

16. As compared with the maximum PR of 15 and maximum BH of 165mPD for the site under the OZP, the proposed PR and BH would offer opportunity to reduce the development intensity on the waterfront, without compromising the general planning intention for comprehensive development at the site.

17. Photomontages showing the indicative office and residential schemes are in **Plans D and E** (from Tsim Sha Tsui and Hung Hom waterfront promenades) for reference purpose. Taking into account the existing developments in the adjacent areas and along the waterfront, the office and residential schemes are considered not incompatible, and would not have significant visual impact on the waterfront environment.

Visual and Physical Accessibility to the Waterfront

18. In order to minimize the building bulk at the site to enhance air ventilation and visual permeability, a maximum SC of 60% for office development, and a maximum SC of 60% and 33.33% for the podium and above-podium part of residential development are adopted. Moreover, a non-building area (NBA) of 8m along the south-western boundaries of the site is designated. This NBA could serve as a visual and wind corridor (**Plan 4**), extending along Fook Yum Road towards Electric Road to benefit a wider area, and a public landscaped walkway linking up the proposed public open space on the waterfront and the inland areas to the south of the site. These requirements are in line with HEC's harbour planning guidelines in respect of enhancing visual and air permeability to the harbour as well as accessibility and connectivity of the harbour-front. The pedestrian environment may be further enhanced by merging the landscaped walkway with the adjoining 2m-wide public passageway⁴ between the site and Causeway Bay Community Centre, if possible.

Urban Design and Landscape Requirements

19. The applicant is required to submit a visual impact assessment and a landscape master plan as part of the MLP submission for consideration by the TPB. A visual impact assessment should be prepared to demonstrate that the development intensity, BH and design

³ The overall PR of the comprehensive commercial/residential development including Manulife Tower, Harbour Heights, Causeway Bay Community Centre and a petrol filling station is 9.75 (**Plan A**).

⁴ The 2m-wide public passageway is within the lot boundary of Harbour Heights. According to the lease of the lot, the concerned area is required to be open to the public.

of the proposed development would minimize any possible impact on the waterfront environment and the surrounding areas, and avoid the creation of wall effect.

20. On landscape aspect, the northern part of the site, with a width of 15m, is designated as NBA to provide separation between the future building block(s) and IEC, and should be landscaped to allow better integration with the “Open Space” zone and the landscaped area of the adjoining hotel on its two sides. To provide a wider building gap between the site and the residential developments on the other side of King Wah Road and to enhance streetscape and openness, the future development at the site should be set back from King Wah Road by at least 6m.

21. A development concept for the site incorporating the above requirements is at **Plan 4**.

AVA Requirements

22. An AVA should be prepared and submitted as part of the MLP submission at the planning stage. The AVA should assess the impacts of the proposed development on the pedestrian wind environment at the site and its surrounding areas, and recommend mitigation measures to address any air ventilation problem identified.

Transport Requirements

23. The applicant is required to submit a traffic impact assessment to demonstrate that the proposed development at the site would not have adverse impact on the traffic and pedestrian flow in the surrounding areas. Subject to the advice of the TD, parking and loading/unloading spaces should be provided in accordance with the requirements under the Hong Kong Planning Standards and Guidelines.

Environmental Requirements

24. An environmental assessment report to be included in the MLP submission is required to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them.

25. In sum, the draft PB has taken into account the relevant HEC’s harbour planning principles and guidelines on several aspects. It includes the adoption of lower development intensity as compared with the maximum permitted under the OZP to ensure compatibility with the surrounding developments and harbour-front setting, and respond to public concern about the development intensity. The draft PB has also set out such requirements as designation of a visual and wind corridor as well as imposition of maximum SC to enhance visual and air permeability to the harbour, and the provision of a public landscaped walkway to enhance the accessibility and connectivity of the harbour-front.

Advice Sought

26. Members are invited to express views on the draft PB. Members’ views will be reported backed to MPC for further consideration of the PB before endorsement.

Attachments

Annex	Draft Planning Brief
	- Plan 1 Location Plan
	- Plan 2 Site Plan
	- Plan 3a and 3b Site Photos
	- Plan 4 Development Concept
Plan A	PRs of the existing developments in the surrounding areas
Plan B	BHs of the existing developments in the surrounding areas
Plan C	View Points of photomontages
Plan D	Photomontages from Tsim Sha Tsui waterfront promenade
Plan E	Photomontages from Hung Hom waterfront promenade

PLANNING DEPARTMENT
MAY 2009

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

Item	Particulars	Remarks
A. Background Information		
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.	Plans 1 and 2
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>Plans 1 and 2</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.	Plan 2, 3a and 3b
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.	Plans 3a and 3b
B. Major Development Parameters		
5. Proposed Uses	Residential or Office, and may include supporting shop and services use.	

Item	Particulars	Remarks
6. Site Area	3,490 m² (about) <ul style="list-style-type: none"> - northern part: 705 m² (non-building area) - southern part: 2,785 m² (development site area) 	Plan 2 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 33,420 m² (a maximum PR of 12 based on the development site area) <u>For Residential Development</u> A maximum GFA of 22,280 m² (a maximum PR of 8 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.
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.
C. Planning Requirements		
10. Non-building areas (NBAs) (above ground)	<ul style="list-style-type: none"> • 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 • a 8m-wide NBA along the south-western boundary. 	Plan 4
11. Urban Design Considerations	The development schemes have to take into account the following urban design considerations, where appropriate: <ul style="list-style-type: none"> • avoid creating wall effect and adverse impact on pedestrian wind environment; • avoid podium structure or adopt permeable 	

Item	Particulars	Remarks
	<p>podium design;</p> <ul style="list-style-type: none"> ● enhance visual permeability to the waterfront in the design and disposition of the building(s); ● provide a minimum building setback of 6m from King Wah Road to facilitate planting and enhance the openness and streetscape along King Wah Road; ● the 8m wide NBA along the south-western boundary would serve as a visual and wind corridor, and a public landscaped walkway leading to the waterfront; ● the 15m wide NBA along the north-western boundary; ● 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 ● provide sensitive layout and disposition to achieve better air ventilation. 	<p>The width of the landscaped walkway may be expanded to 10m 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>
<p>12. Open Space Provision and Pedestrian Connection</p>	<p>An at-grade public landscaped walkway with a width of not less than 8m 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 1m² private local open space (LOS) per person shall be provided for the residents of the development.</p>	<p>Plan 4</p> <p>The 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>
<p>13. Landscape Aspect</p>	<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"> ● create a comprehensive landscape proposal to integrate the proposed development with the waterfront environment and the landscaped walkway; ● optimize greening opportunity in the development. Green podium roof and roof gardens should be provided on building(s); ● the NBA at the northern part of the site should be landscaped to allow better integration with the “Open Space” zone 	<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.</p>

Item	Particulars	Remarks
	<p>and the landscaped area of the adjoining hotel on its two sides;</p> <ul style="list-style-type: none"> • adequate soil depth should be reserved for planting, especially above basement or structure; and • 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. 	
14. Harbour-front Planning	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.	
D. Other Technical Requirements		
15. Visual Aspect	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.	The site is at a prime waterfront location. The development shall be carefully designed to avoid creating wall effect on the surrounding areas.
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.

Item	Particulars	Remarks
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>
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
May 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

南面部分
SOUTHERN
PART

北面部分
NORTHERN
PART

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

行人走廊
(細設計)
UNCOVERED WALKWAY
(TAILED DESIGN)

避風塘
PHOON SHELTER



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

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/H8/09/1

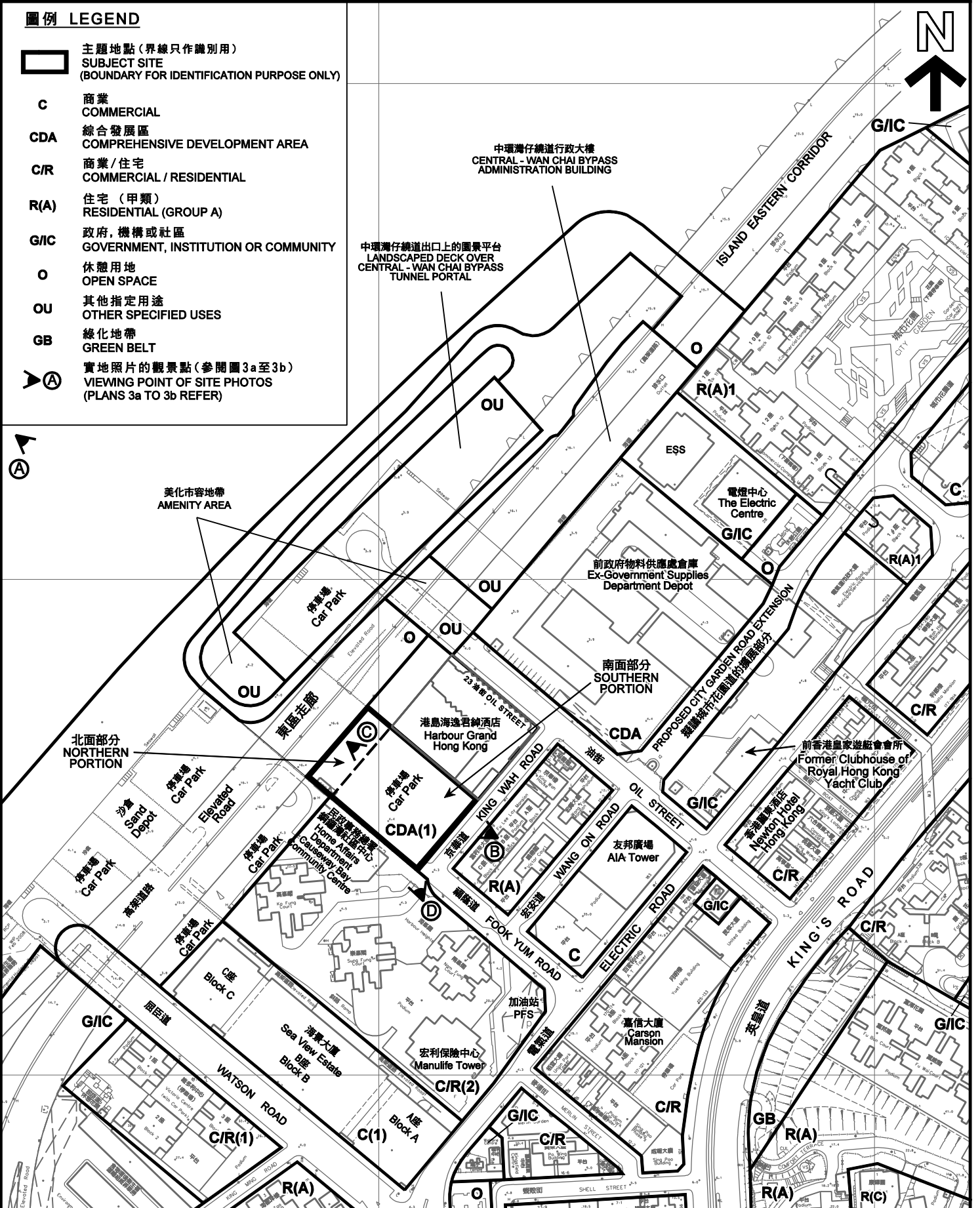
圖 PLAN

1

本摘要圖於2009年4月14日撥備，
所根據的資料為於2007年7月27日
展示的分區計劃大綱圖編號 S/H8/21
EXTRACT PLAN PREPARED ON 14.4.2009
BASED ON OUTLINE ZONING PLAN No.
S/H8/21 EXHIBITED ON 27.7.2007

圖例 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/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)



平面圖 SITE PLAN

香港北京角華道 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

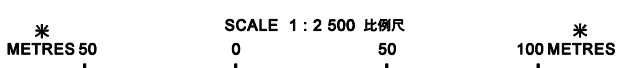
規劃署
**PLANNING
DEPARTMENT**



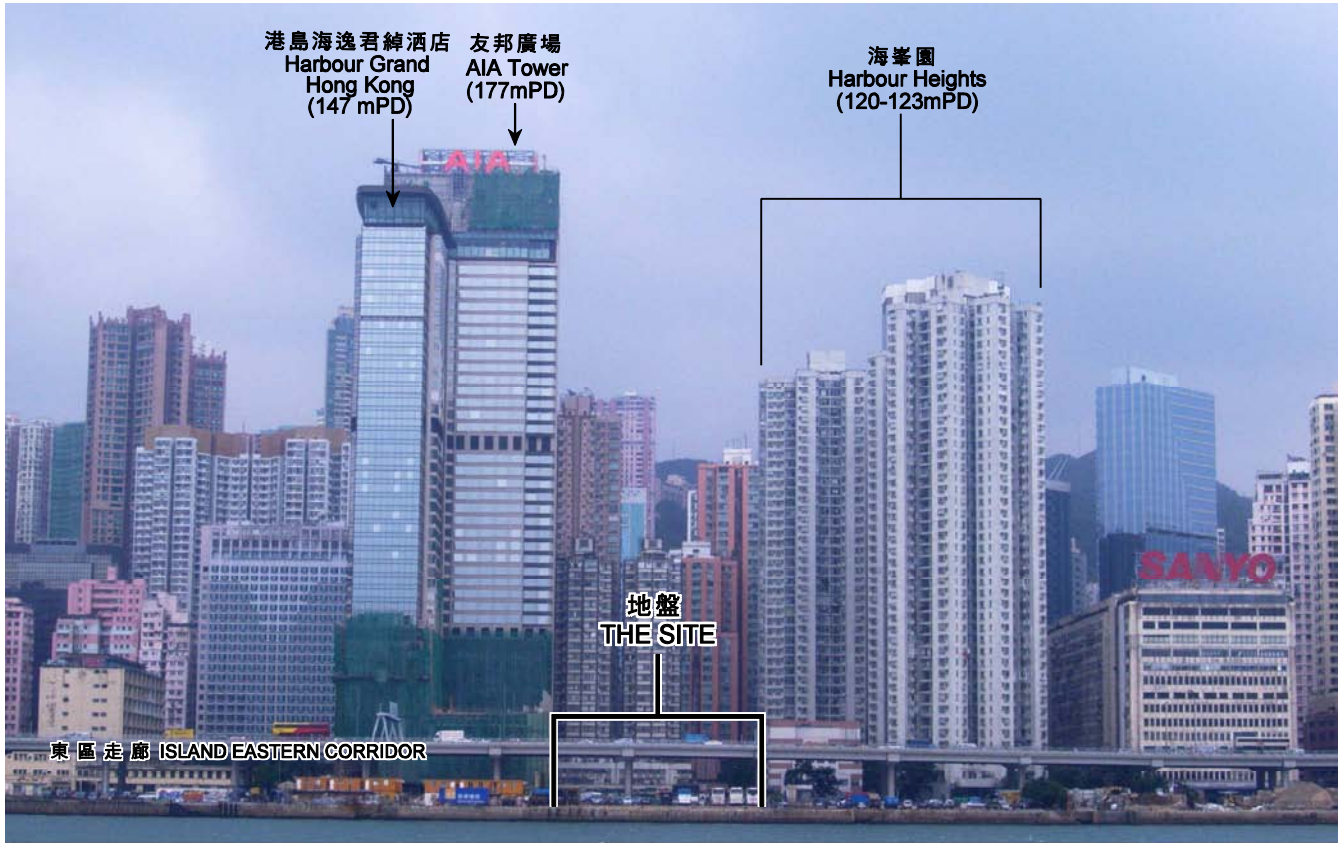
本摘要圖於 2009 年 4 月 9 日擬備，
所根據的資料為測量圖編號
11-SE-1C & 6A
EXTRACT PLAN PREPARED ON 9.4.2009
BASED ON SURVEY SHEETS No.
11-SE-1C & 6A

參考編號
REFERENCE No.
M/H8/09/1

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H8/09/1

圖 PLAN
3a

本圖於2009年4月9日擬備，所根據的資料
為攝於2008年10月13日(上)及攝於2009年
4月3日(下)的實地照片
PLAN PREPARED ON 9.4.2009 BASED ON
SITE PHOTOS TAKEN ON 13.10.2008(UPPER)
AND 3.4.2009(LOWER)

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

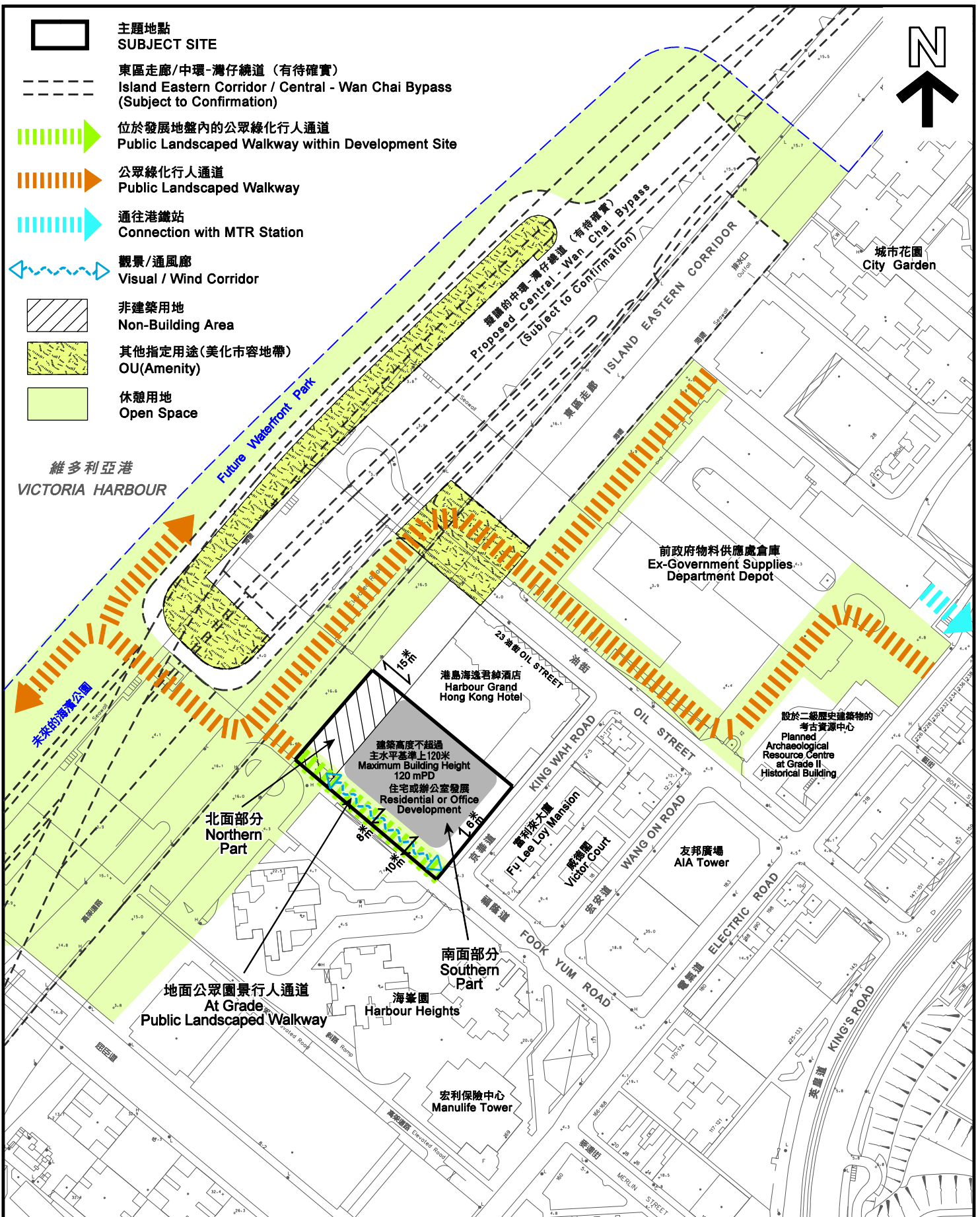
本圖於2009年4月7日擬備，所根據的
資料為攝於2009年4月3日的實地照片
PLAN PREPARED ON 7.4.2009 BASED ON
SITE PHOTOS TAKEN ON 3.4.2009

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H8/09/1

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

**規劃署
PLANNING
DEPARTMENT**



本摘要圖於2009年4月14日擬備，所根據的資料為測量圖編號 11-SE-1C, 6A 和 11-SW-10B

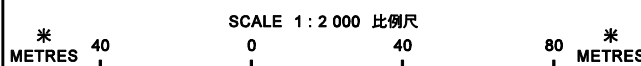
EXTRACT PLAN PREPARED ON 14.4.2009
BASED ON SURVEY SHEETS No. 11-SE-1C,
6A & 11-SW-10B

參考編號
REFERENCE No.

M/H8/09/1

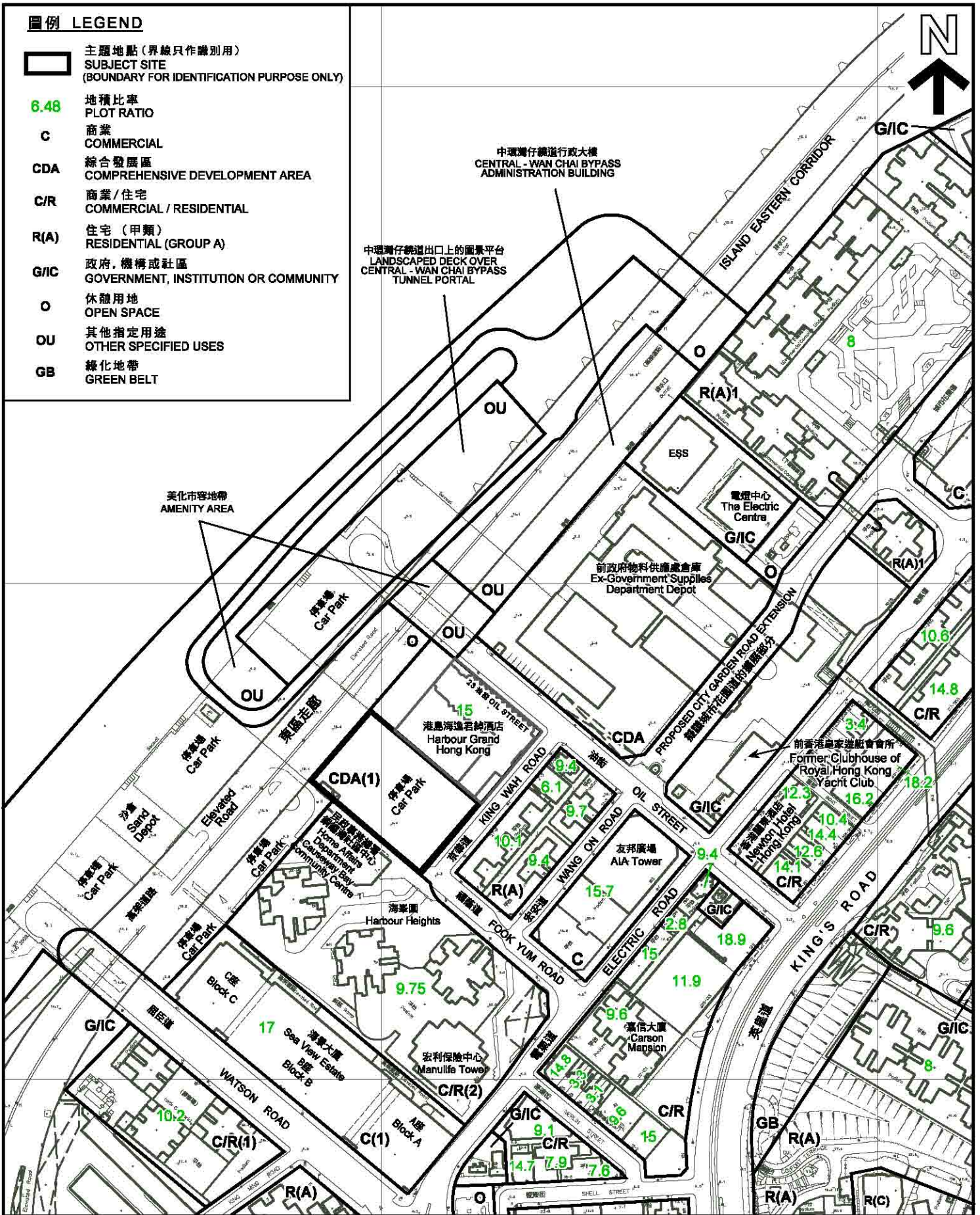
圖 PLAN

4



圖例 LEGEND

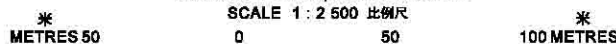
- 主題地點 (界線只作識別用)
SUBJECT SITE
(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
- 6.48 地積比率
PLOT RATIO
- C** 商業
COMMERCIAL
- CDA** 綜合發展區
COMPREHENSIVE DEVELOPMENT AREA
- C/R** 商業 / 住宅
COMMERCIAL / RESIDENTIAL
- R(A)** 住宅 (甲類)
RESIDENTIAL (GROUP A)
- G/I/C** 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY
- O** 休憩用地
OPEN SPACE
- OU** 其他指定用途
OTHER SPECIFIED USES
- GB** 綠化地帶
GREEN BELT



**毗鄰地區現有發展的地積比率
PLOT RATIO OF EXISTING DEVELOPMENTS
IN SURROUNDING AREAS**

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

SCALE 1 : 2 500 比例尺



**規劃署
PLANNING
DEPARTMENT**



參考編號
REFERENCE No.

M/H8/09/1

**PLAN
A**

本摘要圖於2009年5月5日擬備，
所根據的資料為測量圖編號
11-SE-1C & 6A
EXTRACT PLAN PREPARED ON 5.5.2009
BASED ON SURVEY SHEETS No.
11-SE-1C & 6A

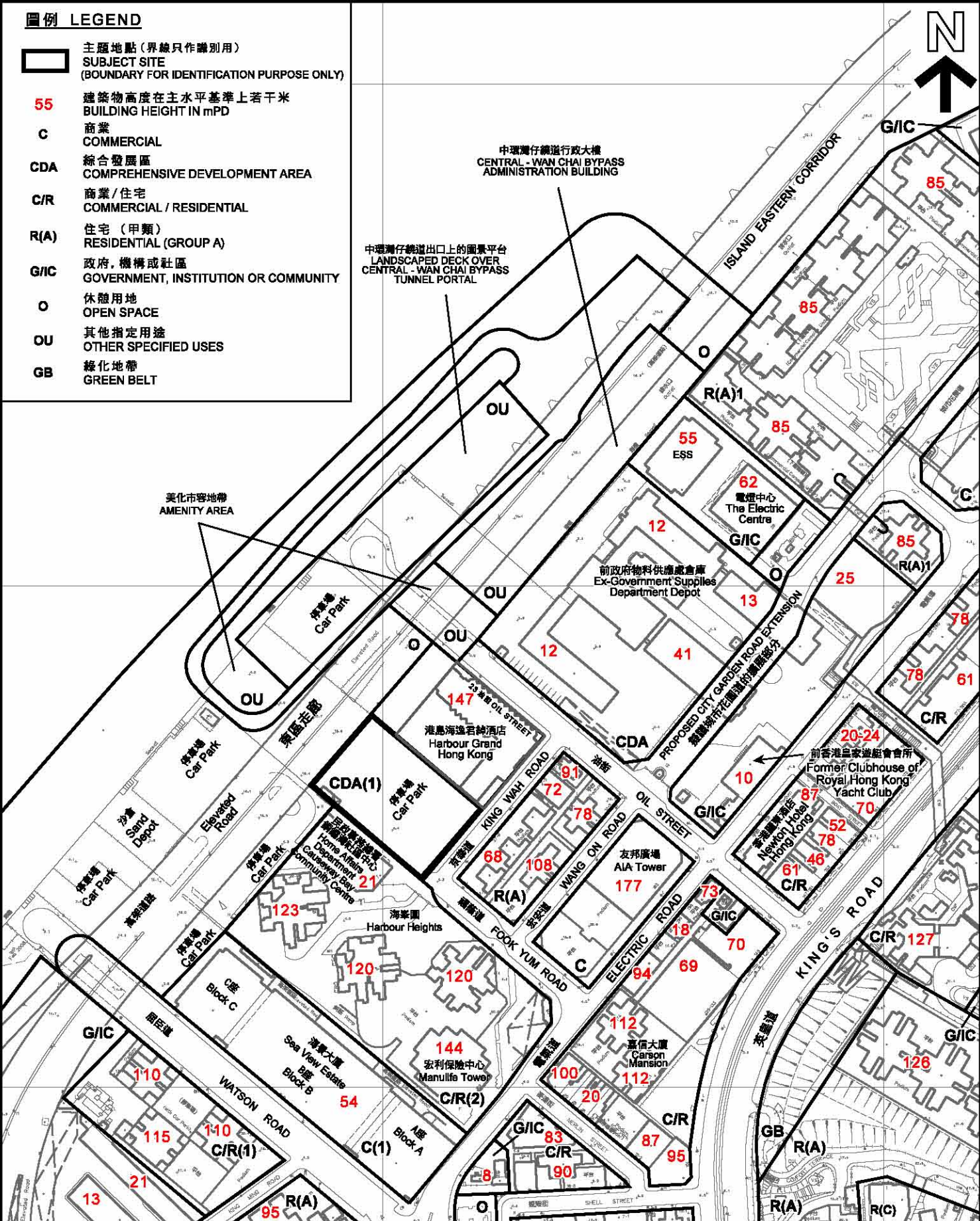
圖例 LEGEND

- 主題地點 (界線只作識別用)
SUBJECT SITE
(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)
- 55** 建築物高度在主水平基準上若干米
BUILDING HEIGHT IN mPD
- 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

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



**毗鄰地區現有發展的高度
BUILDING HEIGHT OF EXISTING DEVELOPMENTS
IN SURROUNDING AREAS**

香港北角華道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

SCALE 1 : 2 500 比例尺

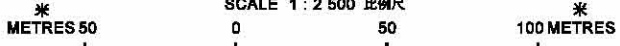
**規劃署
PLANNING
DEPARTMENT**

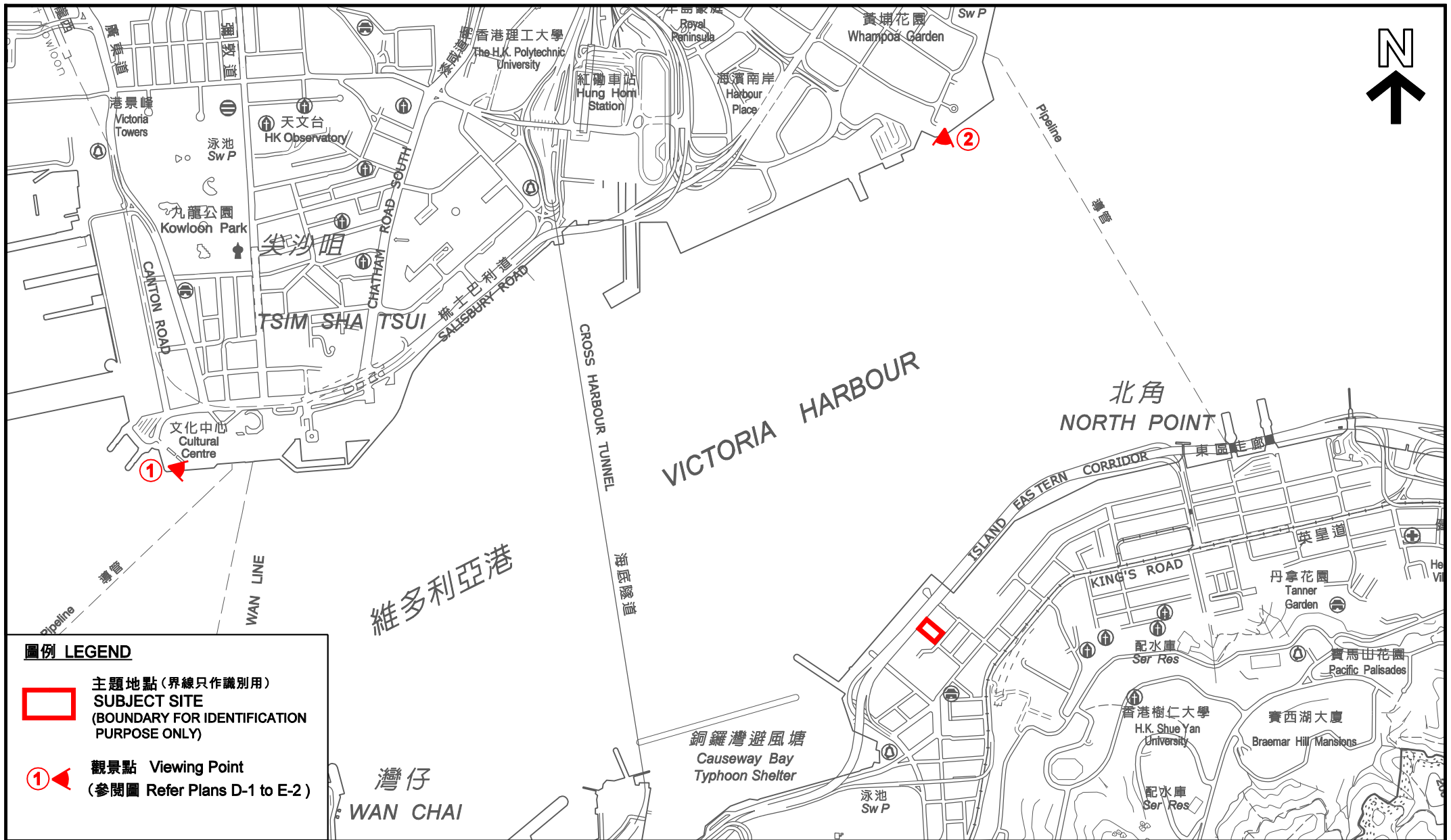


參考編號
REFERENCE No.
M/H8/09/1

**PLAN
B**

本摘要圖於2009年4月14日擬備，
所根據的資料為測量圖編號
11-SE-1C & 6A
EXTRACT PLAN PREPARED ON 14.4.2009
BASED ON SURVEY SHEETS No.
11-SE-1C & 6A





圖例 LEGEND

-  主題地點 (界線只作識別用)
SUBJECT SITE
(BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY)
-  觀景點 Viewing Point
(參閱圖 Refer Plans D-1 to E-2)

合成照片的取景位置 VIEW POINTS OF PHOTOMONTAGE

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

比例尺 SCALE 1 : 15 000
米 METRES 200 0 200 400 600 METRES

本摘要圖於2009年4月9日擬備，
所根據的資料為測量圖編號
11-NE、11-NW、11-SE及11-SW
EXTRACT PLAN PREPARED ON 9.4.2009
BASED ON SURVEY SHEETS No.
11-NE, 11-NW, 11-SE AND 11-SW

**規劃署
PLANNING
DEPARTMENT**

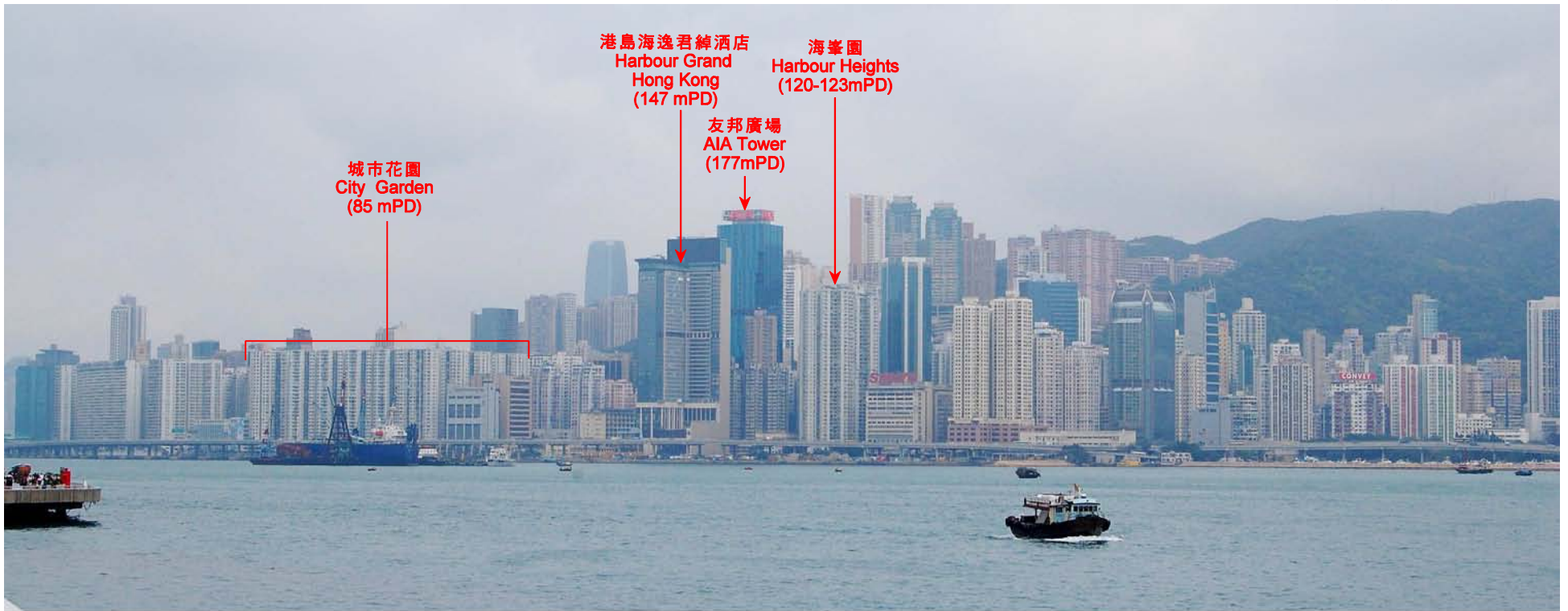


參考編號
REFERENCE No.

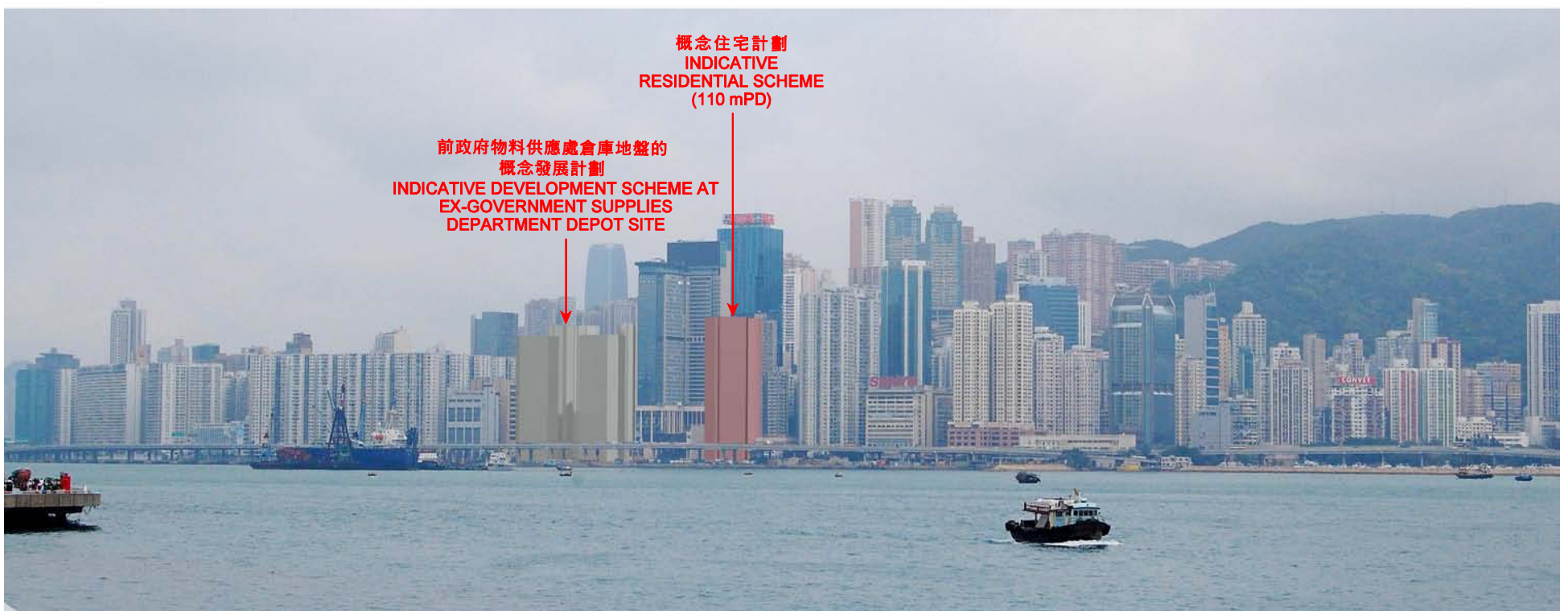
M/H8/09/1

圖 PLAN

C



現有景觀 EXISTING VIEW



概念住宅計劃
INDICATIVE RESIDENTIAL SCHEME

最高地積比率 : 8 最高建築物高度 : 110mPD
MAX. PLOT RATIO : 8 MAX. BUILDING HEIGHT : 110mPD



概念辦公室計劃
INDICATIVE OFFICE SCHEME

最高地積比率 : 12 最高建築物高度 : 110mPD
MAX. PLOT RATIO : 12 MAX. BUILDING HEIGHT : 110mPD

合成照片 PHOTOMONTAGE

從尖沙嘴海濱長廊眺望
VIEW FROM TSIM SHA TSUI WATERFRONT PROMENADE

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/H8/09/1

圖 PLAN
D

本摘要圖於2009年5月5日擬備，所根據的資料為攝於2009年4月6日的實地照片
EXTRACT PLAN PREPARED ON 5.5.2009
BASED ON SITE PHOTO TAKEN ON 6.4.2009

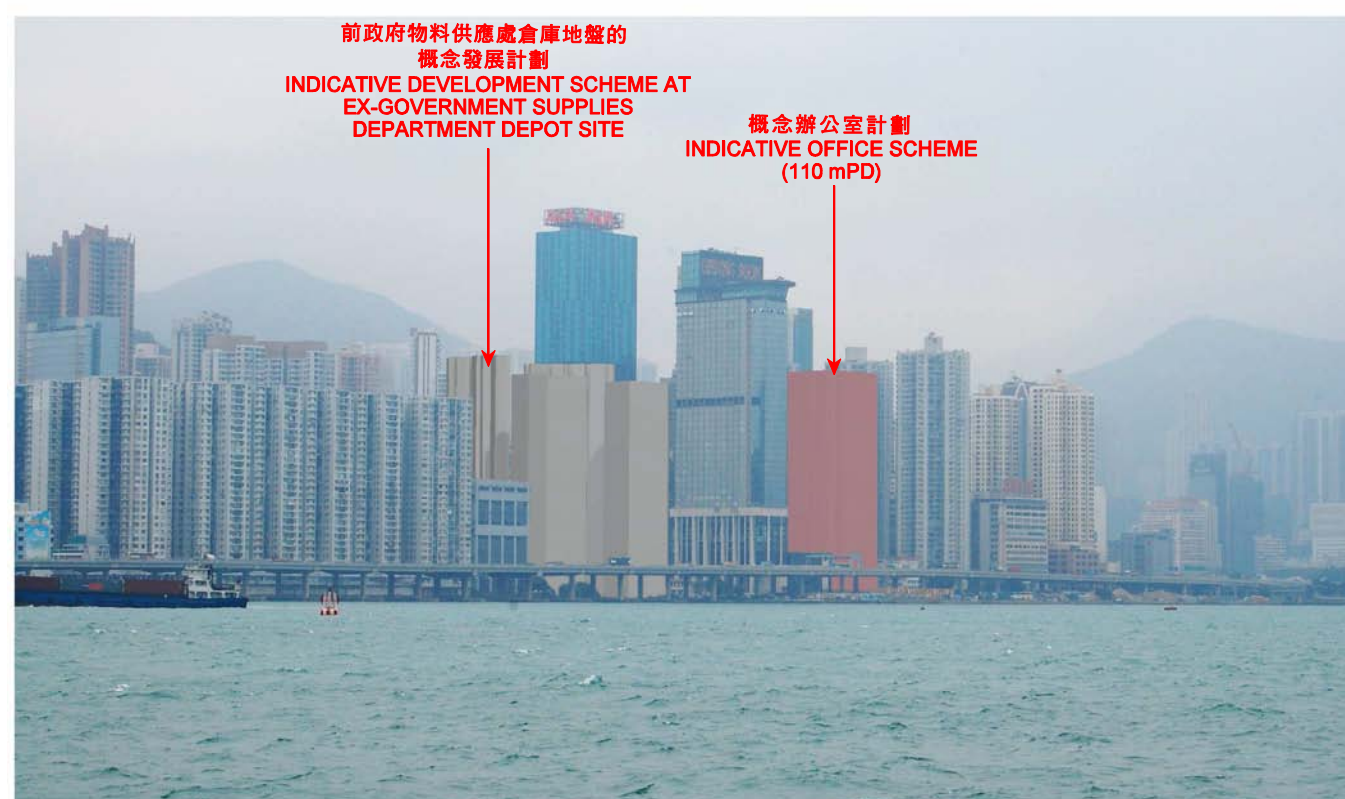


現有景觀 EXISTING VIEW



概念住宅計劃
INDICATIVE RESIDENTIAL SCHEME

最高地積比率 : 8 最高建築物高度 : 110mPD
MAX. PLOT RATIO : 8 MAX. BUILDING HEIGHT : 110mPD



概念辦公室計劃
INDICATIVE OFFICE SCHEME

最高地積比率 : 12 最高建築物高度 : 110mPD
MAX. PLOT RATIO : 12 MAX. BUILDING HEIGHT : 110mPD

合成照片 PHOTOMONTAGE

從紅磡海濱長廊眺望
VIEW FROM HUNG HOM WATERFRONT PROMENADE

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

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/H8/09/1

圖 PLAN
E

本摘要圖於2009年5月6日擬備，所根據的資料為攝於2009年4月3日的實地照片
EXTRACT PLAN PREPARED ON 6.5.2009
BASED ON SITE PHOTO TAKEN ON 3.4.2009