

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

**Draft Planning Brief for “Comprehensive Development Area (1)” Site  
at the Guangzhou – Shenzhen – Hong Kong Express Rail Link Terminus  
in West Kowloon Reclamation Area  
on the Draft South West Kowloon Outline Zoning Plan No. S/K20/23**

**1. Introduction**

The purpose of this paper is to consult Members on the proposed development parameters for the “Comprehensive Development Area (1)” (“CDA(1)”) site (**Plan A**) on the draft South West Kowloon Outline Zoning Plan (OZP) No. S/K20/23 and the draft Planning Brief (PB) at **Appendix I**.

**2. Background**

- 2.1 The HK2030 Study has identified the southern part of West Kowloon as having the potential to become a new high-grade office cluster. Located at an important transportation hub with the convergence of four existing and planned railways (i.e. Airport Express Line, Tung Chung Line, Kowloon Southern Link and the Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL)), the area will command excellent strategic transport connection with international, regional and domestic transport networks and will become the future gateway to Hong Kong from the Mainland. It is therefore crucial and prudent to capitalise on the strategic location and transport connection to the surrounding sites to provide Grade A office accommodation so as to enhance the long-term competitiveness of Hong Kong and help sustain Hong Kong’s position as an international financial and commercial centre.
- 2.2 The subject “CDA(1)” site (the Site) is a rare sizeable prime site located at the very heart of the main urban areas, with good accessibility and connection with the existing Central Business District (CBD) and other parts of the territory. The terminus of the Hong Kong section of the XRL will be situated at the Site. To optimise the use of our valuable land resources, the development intensity of the Site must be set at a suitable level, striking a proper balance between community aspirations on better quality of life and quality waterfront development, and optimization of the land resources.
- 2.3 Against the planning considerations mentioned above and to ensure integrated development of the XRL terminus and the property development above the Site

to be in harmony with the future development of West Kowloon Cultural District (WKCD) to the south, assessment has been undertaken on the appropriate development parameters (including plot ratio and building height) of the Site. A maximum office and commercial / retail GFA of 294 000m<sup>2</sup> (i.e. PR 5) with building height restrictions ranging from 90 to 115mPD is recommended for the Site. Such build form and development parameters for the Site would meet the community aspirations for less intensive development at prominent waterfront locations, and is in line with the Harbour Planning Principles and Guidelines promulgated by the Harbour-front Enhancement Committee, respecting the harbourfront setting and providing visual access to the Harbour, as well as the Vision and Goals of the Town Planning Board (the Board) for the Harbour, the Urban Design Guidelines. The lower building blocks would allow public views to the ridgelines, provide visual relief to the high-rise development at Kowloon Station, and maintain a compatible building profile with WKCD. Office / commercial / retail uses would also provide greater flexibility in mitigating air and noise impacts from the busy road traffic nearby. A Traffic Impact Assessment Study completed in May 2008 has ascertained that the development of the whole Site for office / commercial / retail use is feasible.

- 2.4 On 22.5.2009, the Metro Planning Committee (MPC) of the Board endorsed the draft PB at **Appendix I** and agreed that the draft PB is suitable for consultation with the Harbour-front Enhancement Committee and the Yau Tsim Mong District Council.

### **3. Planning Intention and Development Restrictions**

The Site falls within “CDA(1)” zone on the draft South West Kowloon OZP No. S/K20/23 (**Plan A**). According to the Notes of the OZP, the planning intention of the zone is for comprehensive development of the West Kowloon Terminus of the XRL and the topside office / commercial development into a strategic rail and high-grade office hub with the provision of open space and other supporting facilities. The Site is subject to a maximum plot ratio of 5.0, of which a minimum plot ratio of 4.5 shall be for office use, and maximum building heights in three sub-areas of the site of 90, 100 and 115mPD. Ancillary car parking should be provided in the basement.

### **4. The Site and its Surroundings (Plans B and C)**

- 4.1 The Site is located at southern part of West Kowloon has an area of about 5.88 hectares. It is at present used for temporary uses including golf driving range and bus terminus. To the east of the Site separated by Road D1 is the Austin Station of Kowloon Southern Link, which falls within two residential sites which are zoned “Residential (Group A) 2” (“R(A)2”) and restricted to a maximum PR of 5 for domestic and 1 for non-domestic uses on the draft South West Kowloon Outline Zoning Plan No. S/K20/23 (the OZP). To the west of the Site across Lin Cheung Road is the Kowloon Station development having a site area of

about 13.54 hectares and is zoned “CDA”. The maximum GFA for residential and commercial uses (including hotel) are restricted to 547 026m<sup>2</sup> and 543 000m<sup>2</sup> respectively in the OZP, equivalent to a total PR of about 8.05. Sixteen residential towers and three office / hotel / service apartment towers have been developed on the site. The highest tower, International Commerce Centre is still under construction and will reach a maximum height of 480mPD. The height of residential towers under the approved Master Layout Plan (MLP) is restricted to not more than 275mPD.

- 4.2 To the south of the Site is the WKCD, a world-class arts, cultural and entertainment district under development. With about 40 hectares of land, WKCD is zoned “Other Specified Uses” annotated “Arts, Cultural, Entertainment, Commercial and Other Uses” on the OZP. Key development parameters have been incorporated in the OZP to guide future development of the district (i.e. a maximum PR of 1.81, capping of residential development to not more than 20% of the overall PR, provision of not less than 23 hectares of public open space including a waterfront promenade and building height controls at 50, 70 and 100mPD). Facing the Site to the north on the other side of Jordan Road are two land parcels zoned for public open space use and an area zoned “Open Space (1)” (“O(1)”).

## 5. Planning Brief for the “CDA(1)” Site

- 5.1 The PB sets out the planning objectives, development parameters, planning requirements and design guidelines to facilitate the preparation of a MLP for submission to the Board in the manner as required under the Notes of the OZP for the “CDA(1)” zone. Major planning and design requirements are highlighted in the following paragraphs.

### Major Development Parameters

- 5.2 The planning parameters with background information and design requirements are provided in details in the draft PB at **Appendix I**. The major development parameters are summarized as follows:

<b>Use</b>	<b>Plot Ratio</b>
Office	A minimum of 4.5
Commercial/Retail	Remaining PR
Total	5.0

Consideration should be given to provision of different forms of retail provision such as outdoor shopping street as far as practicable.

### Maximum Building Height and Building Height Profile

- 5.3 To protect the integrity of the ridgelines when viewed from Pier 7 (Star Ferry) in Central and the Sun Yat Sen Memorial Park in Sheung Wan, the development should be subject to a stepped building height profile with maximum building height restrictions (ranging from 90mPD to 115mPD) in three sub-areas of the site as shown on **Plans A and B**.
- 5.4 To respect the waterfront setting and its visual relationship with WKCD, variation in building profile, building heights and building façade should be adopted to create greater visual interests and provide transitional link between areas in Tsim Sha Tsui and West Kowloon.
- 5.5 The topside office/ commercial / retail development should also provide visual relief to the congested harbourfront resulting from extensive building masses in the adjoining areas, namely the development at Kowloon Station and Austin Station.
- 5.6 Given the Site's strategic and unique location, flexibility should be provided to encourage iconic and signature development. As such, a building height relaxation clause is provided to allow greater design flexibility for iconic and sustainable architectural design. Proposal with outstanding design and planning merits may exceed the stated building height restriction on application under section 16 of the Town Planning Ordinance.

### Non-Building Area

- 5.7 To avoid serious functional and spatial conflicts between the topside development and the XRL terminus, the Mass Transit Railway Corporation Limited (MTRCL) has delineated a non-building area on top of the terminus (**Plan D**). Specifically, the additional columns and lift shafts of the topside development that would adversely impact to the custom, immigration and quarantine functional areas and circulation floors. These columns and lift shafts should also stay clear of the track-fan area in order not to clash with track alignments. Thus, it is estimated that not more than four towers could be built in "buildable area" of the Site. However, the exact location and extent of the non-building area can be refined subject to negotiation and agreement with MTRCL.

### Urban Design, Open Space and Landscape Requirements

- 5.8 The future developers are required to provide urban design proposals (including visual impact assessments), landscape master plans and air ventilation assessment reports as part of the MLP submission for consideration by the Board. A north-south breezeway / visual link of not less than 40m and east-west air paths (**Plan F**) should be reserved to facilitate air ventilation and enhance visual connectivity to the WKCD and the harbourfront. Detailed design criteria and principles have been stated in the draft PB.

- 5.9 A minimum of 8 900 m<sup>2</sup> of public open space should be provided. Open space should be conducive to easy public accessibility. It should be open-air and be mostly provided at ground level, open 24 hours to the public and designed with high landscape quality including maximum greening, quality paving and high quality street furniture of suitable colour and texture as well as lighting, etc. It should also be coherently integrated into the layout of the development, functioning as a space of interaction for different activities and should be conducive to vibrancy (**Plan E**).
- 5.10 A minimum green coverage of 30% of the site area should be visible to pedestrians for improved micro-climate and general amenity. The greenery could be provided at various levels and forms, where some could be provided as vertical greening.

#### Other Technical Requirements

- 5.11 An air ventilation assessment (AVA) should be prepared and submitted as part of the MLP submission. 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.
- 5.12 A visual impact assessment (VIA) should be prepared and submitted as part of the MLP submission. The VIA should assess the impacts of the proposed development on nearby visual sensitive receivers in accordance with the Technical Memorandum of the Environmental Impact Assessment process for the Environmental Impact Assessment Ordinance.
- 5.13 A traffic impact assessment (TIA), including pedestrian flow analysis taking into account the pedestrian circulation pattern through the proposed pedestrian facilities (eg. footbridges, subways, and at-grade crossings to WKCD at **Plan E**) that will be provided by the West Kowloon Terminus project underneath the Site should be carried out and completed to the satisfaction of the Commissioner for Transport and submitted together with the MLP for consideration by the Board.
- 5.14 An environmental assessment (EA) with suitable mitigation measures recommended to meet the requirements of the HKPSG and the relevant environmental control ordinances should be completed to the satisfaction of the Director of Environmental Protection. A drainage and sewerage impact assessment should also be carried out to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The above impact assessment reports should be submitted together with the MLP for the Board's consideration.

**6. Next Steps**

Public comments received and any revision to the draft PB will be submitted to the MPC of the Board for endorsement. Upon the endorsement of the PB, the development parameters will be incorporated into the Conditions of Sale of the “CDA(1)” site.

**7. Advice Sought**

Members are invited to comment on the development parameters and the draft PB at **Appendix I**.

**8. Attachments**

Appendix I      Draft Planning Brief for the “CDA(1)” Site

**PLANNING DEPARTMENT  
JULY 2009**

**Draft Planning Brief for the “Comprehensive Development Area(1)” Site at the  
Guangzhou-Shenzhen-Hong Kong Express Rail Link Terminus  
in West Kowloon Reclamation Area**

**1. PURPOSE OF THE PLANNING BRIEF**

- 1.1 The purpose of the Planning Brief (the PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plan (MLP) for the comprehensive development of a site where the West Kowloon Terminus (WKT) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) will be situated (the Site). The XRL project (including WKT) was gazetted under the Railways Ordinance in November 2008.
- 1.2 The Site is zoned “Comprehensive Development Area (1)” (“CDA(1)”) on the draft South West Kowloon Outline Zoning Plan No. S/K20/23 (the OZP) (**Plan A**). Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA(1)” shall prepare a MLP for the approval of the Town Planning Board (the Board).
- 1.3 While the current PB only provides guidance on the property development above the WKT at the “CDA(1)” zone, the broad station arrangements, railway alignments and related facilities which would affect the property development should be illustrated in the MLP submission.

**2. THE SITE AND SURROUNDING AREAS (Plans B & C)**

- 2.1 With a land area of about 5.88 hectares [subject to survey], the Site is situated at a prominent location in the southern part of West Kowloon facing the harbour and the West Kowloon Cultural District (WKCD) to the south. The Site is bounded by Jordan Road to the north, Lin Cheung Road to the west, Austin Road West to the south and the proposed Road D1 and

Road D1A to the east. The Site is at present used for temporary uses including golf driving range and bus terminus.

- 2.2 To the east of the Site separated by Roads D1 and D1A is the Austin Station of the Kowloon Southern Link to be opened in the second half of 2009. The station straddles across two residential sites which are zoned “Residential (Group A)2” in the OZP. To the west of the Site across Lin Cheung Road is the Kowloon Station of the Airport Express Line / Tung Chung Line and the above station development which is zoned “CDA” in the OZP. Sixteen residential towers and three office/hotel/service apartment towers have been developed above the Kowloon Station. Further west is the Western Harbour Crossing Toll Plaza.
- 2.3 To the south of the Site is the West Kowloon Cultural District (WKCD), a world-class arts, cultural and entertainment district under development. The district will be supported by a range of mixed commercial, office, retail, residential, hotel and other Government, institution and community facilities. With about 40 hectares of land, WKCD is zoned “Other Specified Uses” annotated “Arts, Cultural, Entertainment, Commercial and Other Uses” on the OZP.
- 2.4 Facing the Site to the north on the other side of Jordan Road are two parcels of public open space and an area zoned “Open Space (1)” (“O(1)”). Further to the northwest is a network of major roads including the West Kowloon Highways and the Yau Ma Tei Interchange.

### **3. PLANNING CONTEXT**

- 3.1 The HK2030 Study has identified the southern part of West Kowloon as having potential to be turned into a high-grade office cluster. Located at an important transportation hub with the convergence of four existing and planned railways (i.e. Airport Railway, Tung Chung Line, Kowloon Southern Link and XRL), the area will command excellent strategic transport connection with regional and domestic transport networks and will be the future gateway from the Mainland to Hong Kong. The Site is also a convenient location to overseas visitors with the presence of the Airport Railway Kowloon Station nearby.



- 3.2 The Hong Kong section of the XRL is intended to comprise a long rail link enclosed in an underground tunnel from the WKT to the boundary at Huanggang. Being a part of the national high-speed rail network, XRL will vastly improve Hong Kong's rail links with major Mainland cities. With the opening of the XRL in 2015, the total journey time from West Kowloon to Shenzhen and Guangzhou will be shortened to 14 minutes and 48 minutes respectively.
- 3.3 The WKT will be designed as a world-class terminus to serve more than 120,000 passengers per day. The terminus will contain various design features that are unique and very specific to high-speed rail services to and from the Mainland. For the strategic and symbolic importance of XRL as a gateway linking with the national high-speed rail network, the WKT shall be designed with iconic features with architectural merits to reflect the specific characters of the neighbouring WKCD and Hong Kong. Boundary crossing facilities will be included in the terminus. While the terminus will be largely underground, part of the main entrance areas, traffic facilities, Emergency Vehicular Access (EVA), Emergency Assembly Area (EAA), evacuation means and accesses, ventilation facilities and supporting station trading area will be located at the ground level of the Site.
- 3.4 Together with the existing and planned developments in West Kowloon, office / commercial / retail development above the WKT would turn the area into a prime business centre of Hong Kong. High-grade office floor space will offer convenient accommodations for enterprises and companies having strong business ties with the Mainland. Capitalising its strategic location and unique transport connection, high-grade office development above the WKT would enhance the long-term competitiveness of Hong Kong and help sustain Hong Kong's position as an international financial and commercial centre.

#### 4. PROPOSED LAND USE AND GENERAL DEVELOPMENT PRINCIPLES

4.1 Apart from housing vast railway facilities for the XRL, the Site is intended for office / commercial / retail development above the WKT with open space and necessary supporting facilities. The Site should be developed into a strategic rail and high-grade office hub in a comprehensive manner to optimise its development potential with due regard to the overall environmental and traffic conditions, infrastructure constraints and urban design considerations of the area as well as the operation need of the WKT. Special attention should be given to the appropriate integration/connection with the adjacent developments. Design of all above-station developments should aim to minimise possible adverse visual impact to the surrounding areas and emphasise a coherent townscape conducive to the waterfront setting, the planned WKCD and character of Hong Kong.

4.2 The major planning principles for the office / commercial / retail development above WKT at the Site are as follows:

(a) Urban Design Requirements

- Due regards should be given to the Harbour Vision Statement and the Harbour Planning Principles and Guidelines promulgated by the Board and the Harbour-front Enhancement Committee respectively and design consideration as stated in the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines (HKPSG).
- The office / commercial / retail development above the WKT should complement the architectural design of the terminus;
- The development should achieve a high quality mix of office / commercial / retail uses compatible and congruous with harbourfront setting, the planned WKCD planning and the character of Hong Kong;
- Design and layout should respect the waterfront setting and the planned WKCD and promote public and visual access to and enjoyment of the harbour;
- The development should not obstruct public views to important ridgelines which are valuable attributes of the cityscape;

(b) Interface Requirements

- Suitable considerations should be given to interface issues between railway facilities and the property development, especially for facilities, utilities and supporting installations to be accommodated underground. High level integration is needed for the design and disposition of these elements;

(c) Environmental Requirements

- The development should meet prevailing standards on air, noise and water pollution, and hazardous requirements;
- The design of buildings should minimise air ventilation impact upon adjacent areas arising from the development;

(d) Engineering Requirements

- The development should have regard and be subjected to geotechnical, topographic and traffic constraints as well as the engineering requirements of the WKT;
- The level of development should be commensurate with the capacity of transport, infrastructure and utility installation;

(e) Transport Requirements

- To derive an appropriate layout and internal road network to ensure smooth operation of the WKT and the development above;

(f) Pedestrian Connections

- To form a comprehensive pedestrian network with linkages to different uses including open spaces, public transport interchanges, office / commercial / retail, etc., and adjoining districts in vicinity, taking into account the pedestrian connections such as at-grade pedestrian crossings, footbridges and subways to be provided under the WKT project; and

(g) Construction Programme and Phasing

- Suitable planning considerations of phased development of the Site should be considered and reflected in the MLP with due consideration that the operation of the WKT will not be unduly

affected by construction work resulting from property development above the WKT.

- 4.3 While the railway facilities and property development have independent functions and operations, their common and specific planning and design requirements should be considered in an integrated manner. Parking should only be provided in the basement to reduce the podium mass and increase openness at ground level. All traffic, loading and unloading, and pick up/drop off provisions for the WKT and development above should be separated to ensure independent operations.
- 4.4 The road layout should take into consideration of the at-grade pedestrian crossing connecting the Site with WKCD and Kowloon Station made possible by the depressing a portion of Lin Cheung Road and Austin Road West.

## **5. GENERAL STATION ARRANGEMENT**

- 5.1 The railway facilities for the WKT will consist of the following:
  - Platform level
  - Passenger departure and arrival levels
  - Concourse level
  - Above ground entrance hall
  - Boundary Crossing Facilities (BCF) and associated areas
  - Station Trading Area (STA)
  - Terminus Operations Offices
- 5.2 Provisions for the WKT picking up/dropping off, loading/unloading and other traffic circulation areas will be placed at ground floor and basement levels. Where they are located at basement levels, fire safety measures including proper separation, direct access to ground level and air circulation requirements will be provided to the satisfaction of relevant departments with required facilities to be disposed at ground level of the Site.

- 5.3 While railway facilities and the office development above should be operated as independent entities, every effort should be made to achieve a convenient and attractive interface between railway facilities and the contiguous developments. Specific fire services and evacuation measures should be provided and integrated in the design to support both railway facilities and property development above. The broad arrangement on these areas covering both underground and above-station should be explained in the MLP submission.
- 5.4 The office / commercial / retail development above WKT should observe the following WKT design and operation requirements:
- drop-off and pick-up frontage for the terminus;
  - a very limited number of columns allowed in the track-fan area;
  - fewer columns to penetrate the customs, immigration and quarantine (CIQ) and circulation floors of the terminus ;
  - ventilation shafts and evacuation means required for the terminus;
  - separate car parks/loading and unloading areas for the terminus and the developments above;
  - separate means of escapes, means of accesses for the terminus and the developments above; and
  - EAA and dedicated access.
- 5.5 To avoid serious functional and spatial conflicts between the topside development and the XRL terminus, the Mass Transit Railway Corporation Limited (MTRCL) has delineated non-building areas on top of the terminus (**Plan D**). Specifically, the additional columns and lift shafts of the topside development that would adversely impact on the CIQ functional areas and circulation floors. These columns and lift shafts should also stay clear of the track-fan area in order not to clash with track alignments. Thus, it is estimated that not more than four towers could be built in “buildable area” of the Site. However, the exact location and extent of the non-building area can be refined subject to detail design.
- 5.6 Supporting commercial facilities, such as duty-free shops and station trading areas, will be provided at both above ground and below ground to meet the need of visitors and facilitate the operation of WKT.

- 5.7 The station skylight structures may scatter within the Site (at ground level or on entrance roof) to let as much daylight as possible filter down to the underground levels of the terminus. Such skylight structures and areas will be managed by the WKT operator to ensure maintenance access and adequate means of protection.
- 5.8 Pedestrian circulation with adjacent developments and rail lines (Kowloon Southern Link, Airport Railway) should be facilitated by footbridges, at-grade crossings, and subways (**Plan E**). As such, a total of six footbridges linking the Site with Kowloon Station, Austin Station and the Public Transport Interchanges (PTI) across Jordan Road, and three subways linking with WKCD, Austin Station, and Kowloon Station would be provided by the WKT project. Moreover, with the proposed depression of Lin Cheung Road and Austin Road West at the sections surrounding the Site to be provided under WKT-related roadworks project, an at-grade pedestrian crossing would also be provided at the junction of Lin Cheung Road and Austin Road West to facilitate at-grade connection from the Site to WKCD and Kowloon Station. These pedestrian connections could also serve as access link to other railway networks, WKCD, and the existing urban areas in Jordan and Tsim Sha Tsui.

## 6. PLANNING REQUIREMENTS

Item	Particulars	Remarks
<b>Major Development Parameters</b>		
<b>Proposed Uses</b>	Office / commercial / retail uses	
<b>Site Area</b>	About 58 800m <sup>2</sup> (subject to survey)	<b>Plan B</b>
<b>Maximum Plot Ratio (PR)</b>	<p>Not exceeding a maximum PR of 5 comprising:</p> <p>(a) at least a minimum of PR of 4.5 for office use</p> <p>(b) PR of 0.5 for commercial / retail use</p> <ul style="list-style-type: none"> <li>• Conderation should be given to providing different forms of retail provision such as outdoor shopping street as far as practicable</li> <li>• As detailed design and development</li> </ul>	Whether the maximum PR is achievable is subject to acceptability of the various technical assessments.

Item	Particulars	Remarks
	proceeds, slight variation to the above development mix to meet market requirements could be permitted subject to agreement by departments concerned and approval of the MLP by the Board	
<b>Maximum Building Height (BH)</b>	<p>A stepped building height profile with maximum BH restrictions at 90, 100 and 115 metres above Principal Datum (mPD) in three sub-areas as shown on the OZP.</p> <p>The BH restriction is measured on main roof level. To avoid excessive utility and architectural features on roof tops of towers and podium, roof-top structure design and height should be included in the MLP submission for consideration and approval by the Board.</p> <p>Building height relaxation on the building height restrictions stipulated on the OZP may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance for proposal with outstanding planning or design merits.</p>	<p><b>Plans A and B</b></p> <p>The maximum BH is derived having taken the need to protect the integrity of the ridgelines when viewed from Pier 7 (Star Ferry) in Central and the Sun Yat Sen Memorial Park in Sheung Wan into account. Protection of ridgeline is in line with the Vision and Goals of the Board for the Harbour, the Urban Design Guidelines, as well as the Harbour Planning Principles and Guidelines promulgated by the Harbour-front Enhancement Committee.</p>
<b>Urban Design and Landscape Framework</b>		
<b>Urban Design Considerations</b>	<p>The following urban design considerations, should be taken into account when formulating development proposal:</p> <ul style="list-style-type: none"> <li>• adopt variation in building profile, building heights and building façade to create greater visual interests;</li> <li>• adopt a stepped height / terraced design for any podium to reduce the bulk and increase permeability for a high quality pedestrian environment;</li> <li>• provide appropriate building setback to improve street environment and facilitate air ventilation and greening;</li> <li>• provide visual relief towards and from the harbour, and to the congested harbourfront</li> </ul>	<p><b>Plan F</b></p> <p>Urban Design Objectives are listed as follows:</p> <ul style="list-style-type: none"> <li>• the office / commercial / retail development above WKT should match the standard of world-class design of the XRL terminus;</li> <li>• the development should achieve a high quality mix of office, commercial and retail uses which will be</li> </ul>

Item	Particulars	Remarks
	<p>and building cluster nearby;</p> <ul style="list-style-type: none"> <li>• create visual openness and interests within the Site, and to mitigate visual obstruction especially the large podium structures at the adjoining Kowloon Station development;</li> <li>• provision of building gap(s) to promote air and visual permeability;</li> <li>• different buildings within the Site should blend in with planned podium, railway structures and landscape amenities to enhance aesthetic and visual interest;</li> <li>• suitable building disposition to avoid visual barriers to the WKCD and the harbour;</li> <li>• landmark features including station entrance should excel in architectural design and be compatible to the WKCD;</li> <li>• utility structures should be integrated with the building and podium design and free-standing structures should be avoided as far as possible and if required, structures should be embedded in aesthetically pleasing building and façade design; and</li> <li>• ventilation shafts and plant rooms associated with the WKT within the Site boundary should be so designed to integrate with the topside development and to minimise visual intrusion, air flow and noise to pedestrians at street level, and optimise integration with other uses on ground level.</li> </ul>	<p>compatible and congruous with the harbourfront setting and the WKCD;</p> <ul style="list-style-type: none"> <li>• design and layout should respect the waterfront setting and the WKCD and promote public and visual access to the harbour; and</li> <li>• the development should not obstruct public views to important ridgelines which are valuable attributes of the cityscape.</li> </ul>
<p><b>Non-building areas (NBAs) (above ground)</b></p>	<ul style="list-style-type: none"> <li>• To avoid serious functional and spatial conflicts between the topside development and the XRL terminus, a NBA has been delineated.</li> <li>• The exact location and extent of the NBA can be refined subject to negotiation and agreement with MTRCL.</li> </ul>	<p><b>Plan D</b></p>



Item	Particulars	Remarks
<b>Open Space Provision</b>	<p>A minimum of 8 900m<sup>2</sup> of public open space should be provided.</p> <p>Open space should be conducive to easy public accessibility. It should be open-air and be mostly provided at ground level supplemented by podium level, if any, with easy access, and with strong justifications. It should be open 24 hours to the public and to be managed and maintained by the owner(s) of the Site. It should also be designed with high landscape quality including maximum greening, quality paving and high quality street furniture of suitable colour and texture as well as lighting, etc.</p>	<p>Open space should be coherently integrated into the layout of the development, functioning as space for different activities conducive to furthering vibrancy of the area.</p>
<b>Landscape Aspect</b>	<ul style="list-style-type: none"> <li>● Provision of a utility-free and unobstructed planting strip.</li> <li>● Provision of in-ground tree planting at ground level.</li> <li>● Minimum coverage of greenery of 30% of the site area visible to pedestrians.</li> </ul> <p>A Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission and should illustrate:</p> <ul style="list-style-type: none"> <li>● conceptual and detailed landscape proposals including hard and soft landscape;</li> <li>● other amenities, street furniture and facilities to be provided;</li> <li>● the relationship of the development with the surroundings; and</li> <li>● layout and landscape design of open spaces including pedestrian circulation in relation to adjoining development and areas.</li> </ul> <p>The LMP should include amongst others the following landscape design principles:</p> <ul style="list-style-type: none"> <li>● optimise greening opportunity within the development at grade, various building levels, roof and vertical facade;</li> <li>● integrate the provision of pedestrian linkages with that of the open space</li> </ul>	<p>Greenery should be provided at various levels and forms, including vertical greening.</p> <p>In accordance with Joint Practice Note No. 3</p>

Item	Particulars	Remarks
	<p>network;</p> <ul style="list-style-type: none"> <li>• maximise the provision of high quality landscaped open space at ground, above ground and roof levels including the provision of a stepped height / terraced landscaped podium to integrate with the WKT station entrance;</li> <li>• introduce high quality streetscape with tree and shrub planting and street furniture to enhance the visual connectivity amongst various activity nodes, provide a friendly pedestrian setting and create a strong sense of place; and</li> <li>• integrated landscape design to achieve urban design objective related to waterfront areas.</li> </ul>	
<b>Other Technical Requirements</b>		
<b>Traffic and Transport Aspects</b>	<ul style="list-style-type: none"> <li>• A Traffic Impact Assessment (TIA), including pedestrian flow analysis by taking into account the pedestrian circulation pattern of the WKT as shown in <b>Plan E</b> should be carried out to examine any possible traffic problems that may arise from the proposed development and the proposed mitigation measure to tackle them.</li> <li>• The TIA should be completed to the satisfaction of the Commissioner for Transport and submitted together with the MLP for the Board's consideration</li> </ul>	
<b>Car Parking, Loading and Unloading Provision</b>	The provision of ancillary car parking spaces, loading / unloading bays and lay-bys for the office / commercial / retail developments should be in accordance with the HKPSG. All parking and loading / unloading facilities should be provided in the basement and incorporated as part of the MLP submission.	Provision should be to the satisfaction of the Commissioner for Transport.

Item	Particulars	Remarks
<b>Visual Aspect</b>	Visual Impact Assessment (VIA) should be carried out to examine any possible visual impacts that may be caused by the proposed development and suitable mitigation measures should be proposed to tackle them. The VIA should be submitted together with the MLP for the Board's consideration.	The site is at a prime waterfront location with Beacon Hill and Lion Rock ridgeline as a backdrop. Development shall be carefully designed to avoid creating negative visual impact to the general setting and surrounding areas.
<b>Air Ventilation Aspect</b>	<ul style="list-style-type: none"> <li>● Building orientation should avoid obstruction to prevailing wind, particularly in the summer season, for improved air ventilation.</li> <li>● A north-south breezeway / visual link of not less than 40m should be reserved to facilitate air ventilation and enhance visual connectivity to the WKCD and the harbourfront.</li> <li>● Building layout should be integrated with the adjoining street pattern to maintain east-west air ventilation.</li> <li>● An AVA should be prepared and submitted as part of the MLP submission.</li> </ul>	<b>Plan F</b> The AVA should be conducted in accordance with the Joint Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessment (AVAs).
<b>Environmental Aspect</b>	An environmental assessment (EA) should be conducted to examine any possible environmental problems that may arise from the proposed development during and after construction and the proposed mitigation measures to tackle them. The EA report should be completed to the satisfaction of the Director of Environmental Protection and submitted together with the MLP for the Board's consideration.	
<b>Drainage and Sewerage Aspects</b>	A drainage and sewerage impact assessment should be carried out to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The assessment should be submitted together with the MLP for the Board's consideration.	

## **7. IMPLEMENTATION PROGRAMME**

- 7.1 An implementation programme is required to indicate the timing and the phasing of the property development, and the construction programmes for public open space, public transport facilities and pedestrian connections in relation to the main terminus development. The implementation programme should be well co-ordinated with the terminus development. Adequate footbridges and pedestrian circulation facilities should tie in with the opening of the WKT.
- 7.2 The detailed design and construction of the office / commercial / retail development above WKT should be implemented by the prospective developer(s). The necessary foundations and any appropriate underground facilities including car parks and utilities, however, should be designed and constructed together with the WKT main works, as such underground works will not be possible to be implemented after the opening of the WKT.

## **8. MASTER LAYOUT PLAN SUBMISSION**

- 8.1 A MLP should be submitted to the Board for approval should contain all the information as required under the Notes of the OZP and to demonstrate that the requirements stated in this PB has been complied with. Relevant requirements for the submission of MLP are provided in the Town Planning Board Guidelines TPB PG-No.18A.
- 8.2 The MLP should be supported by an explanatory statement which should contain an adequate explanation of the development proposal including such basic information as relevant lease/land allocation conditions, existing condition of the sites, the character of the site in relation to the surrounding area, principles of layout design, major development parameters, visual, landscape and air ventilation considerations, vehicular/pedestrian circulation system and assumptions for the provision of open space and other facilities.

8.3 A copy of the MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for public inspection in accordance with section 4A(3) of the Ordinance.

**9. ATTACHMENTS**

Plan A	Location Plan
Plan B	Site Plan
Plan C	Aerial Photo
Plan D	Operation Requirements of XRL Terminus
Plan E	Pedestrian Circulation Plan
Plan F	Urban Design Concepts

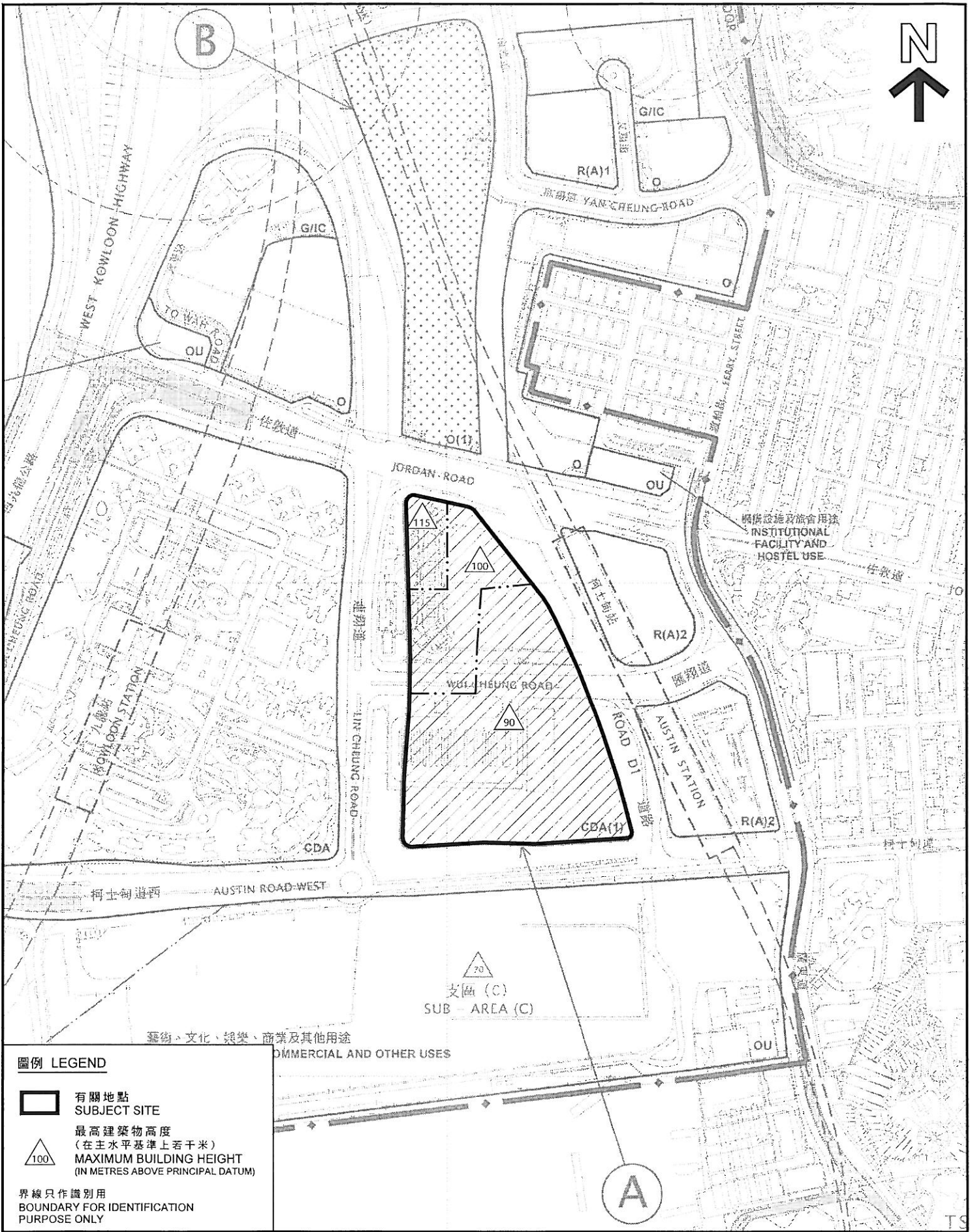
**PLANNING DEPARTMENT**

**MAY 2009**



B

A



**圖例 LEGEND**

-  有關地點  
SUBJECT SITE
-  最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

界線只作識別用  
BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY

**位置圖 LOCATION PLAN**

西九龍填海區  
廣深港高速鐵路西九龍總站  
綜合發展區(1)  
COMPREHENSIVE DEVELOPMENT AREA (1) SITE  
AT THE GUANGZHOU-SHENZHEN-HONG KONG  
EXPRESS RAIL LINK TERMINUS  
IN WEST KOWLOON RECLAMATION AREA  
SCALE 1 : 5 000 比例尺

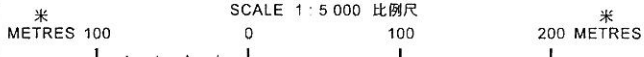
規劃署  
PLANNING  
DEPARTMENT

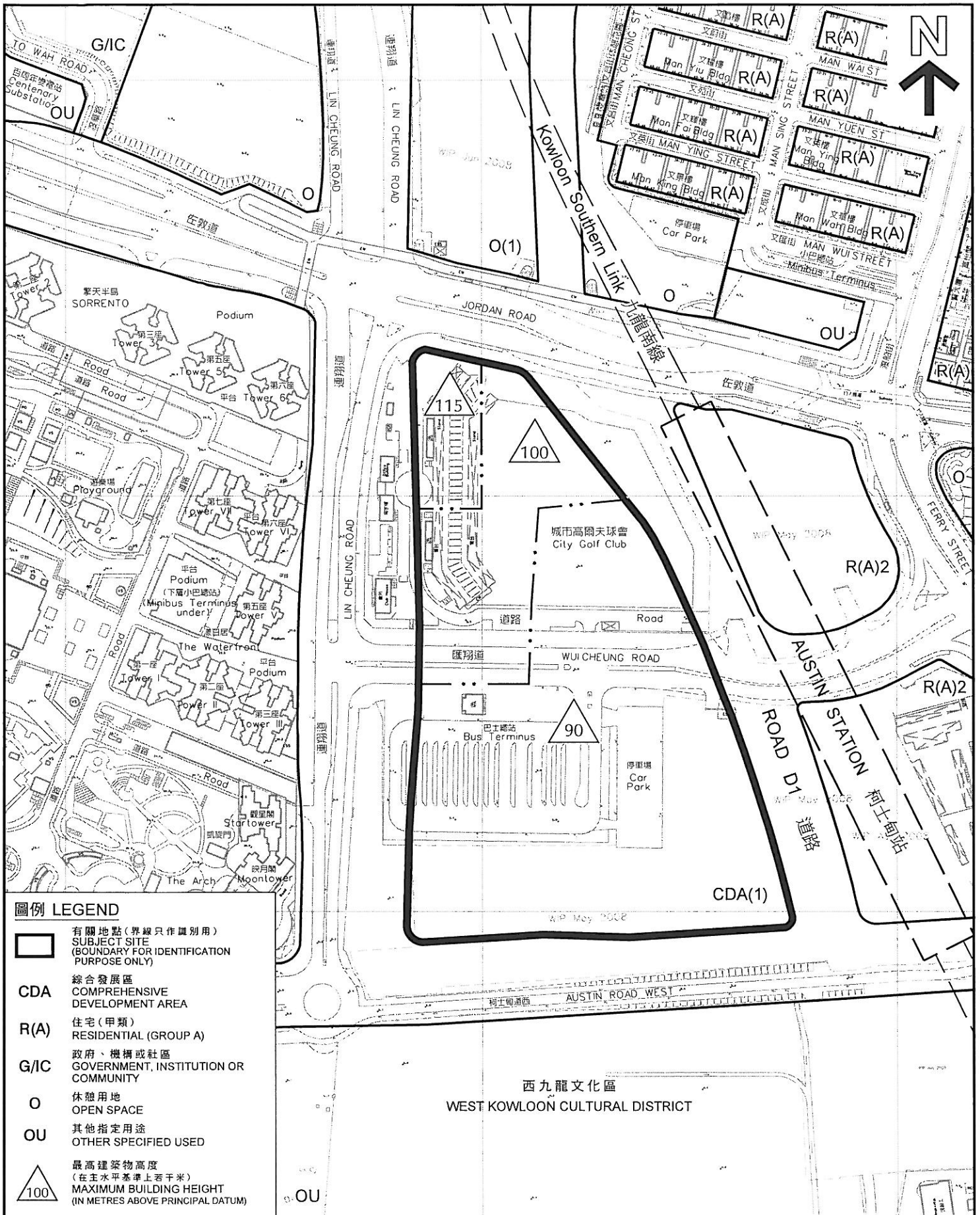


M/K20/09/89



圖 PLAN  
A

本摘要圖於2009年6月5日擬備，所根據的資料為  
於2009年5月29日展示的分區計劃大綱圖編號  
S/K20/23  
EXTRACT PLAN PREPARED ON 5.6.2009  
BASED ON OUTLINE ZONING PLAN No.  
S/K20/23 EXHIBITED ON 29.5.2009





**圖例 LEGEND**

-  有關地點(界線只作識別用)  
SUBJECT SITE  
(BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY)
- CDA** 綜合發展區  
COMPREHENSIVE  
DEVELOPMENT AREA
- R(A)** 住宅(甲類)  
RESIDENTIAL (GROUP A)
- G/IC** 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 USED
-  最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

本摘要圖於2009年5月19日擬備，  
所根據的資料為測量圖編號  
11-NW-24A, B, C和D  
EXTRACT PLAN PREPARED ON 19.5.2009  
BASED ON SURVEY SHEETS No.  
11-NW-24A, B C & D

**平面圖 SITE PLAN**

西九龍填海區  
廣深港高速鐵路西九龍總站  
綜合發展區(1)  
COMPREHENSIVE DEVELOPMENT AREA (1) SITE  
AT GUANGZHOU-SHENZHEN-HONG KONG  
EXPRESS RAIL LINK TERMINUS  
IN WEST KOWLOON RECLAMATION AREA  
SCALE 1:3 000 比例尺

米 METRES 60 0 60 120 METRES

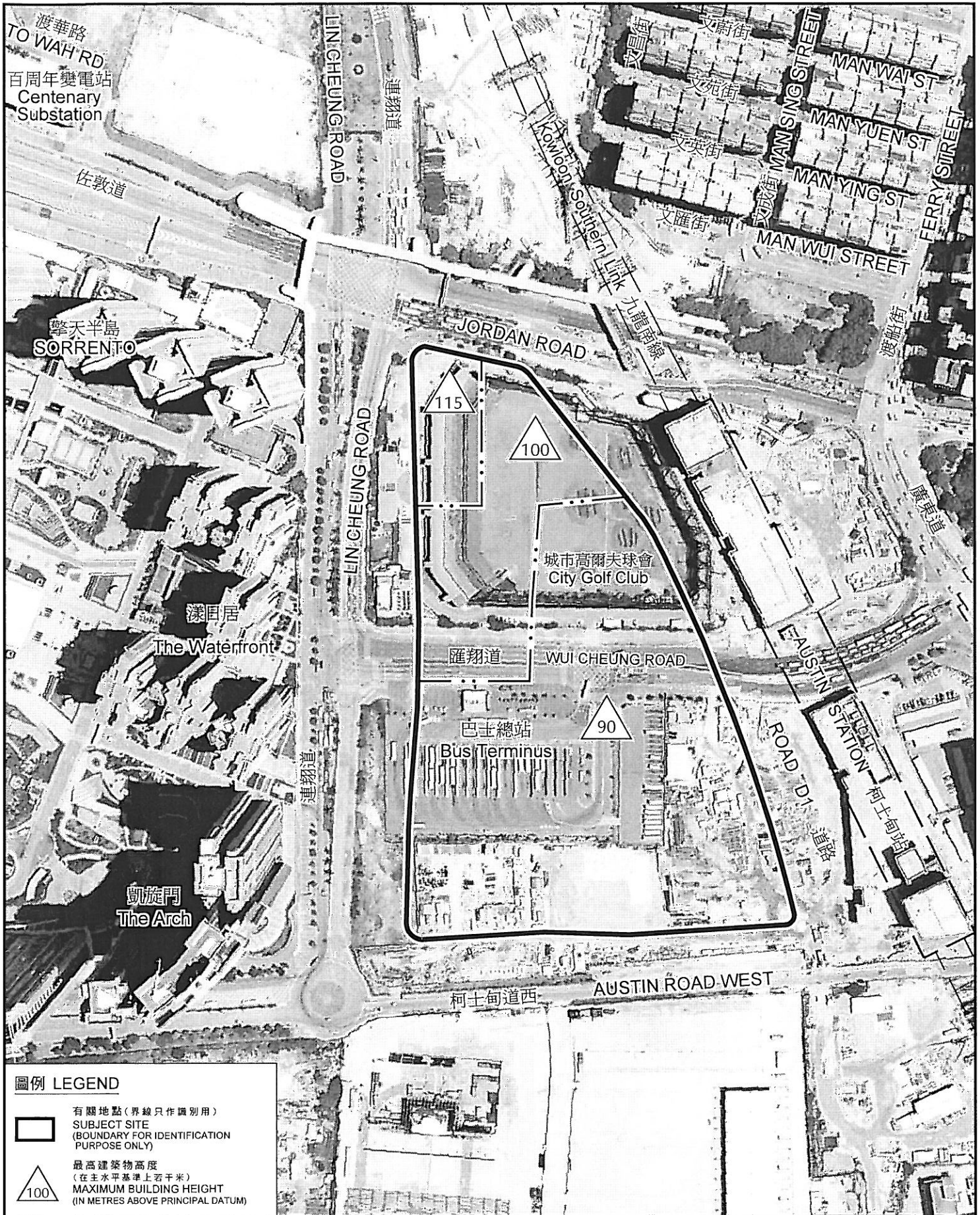
規劃署  
PLANNING  
DEPARTMENT



M/K20/09/89

圖 PLAN  
B





**圖例 LEGEND**

-  有關地點(界線只作識別用)  
SUBJECT SITE  
(BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY)
-  最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

本摘要圖於2009年5月19日擬備，  
所根據的資料為：於2008年7月24日  
經地政署拍攝的航攝照片編號 CS13446  
EXTRACT PLAN PREPARED ON 19.5.2009  
BASED ON AERIAL PHOTO No.  
CS13446 TAKEN ON 24.7.2008  
BY LANDS DEPARTMENT

**航攝照片 AERIAL PHOTO**

西九龍填海區  
廣深港高速鐵路西九龍總站  
綜合發展區(1)

COMPREHENSIVE DEVELOPMENT AREA (1) SITE  
AT GUANGZHOU-SHENZHEN-HONG KONG  
EXPRESS RAIL LINK TERMINUS  
IN WEST KOWLOON RECLAMATION AREA

規劃署  
PLANNING  
DEPARTMENT




M/K20/09/89

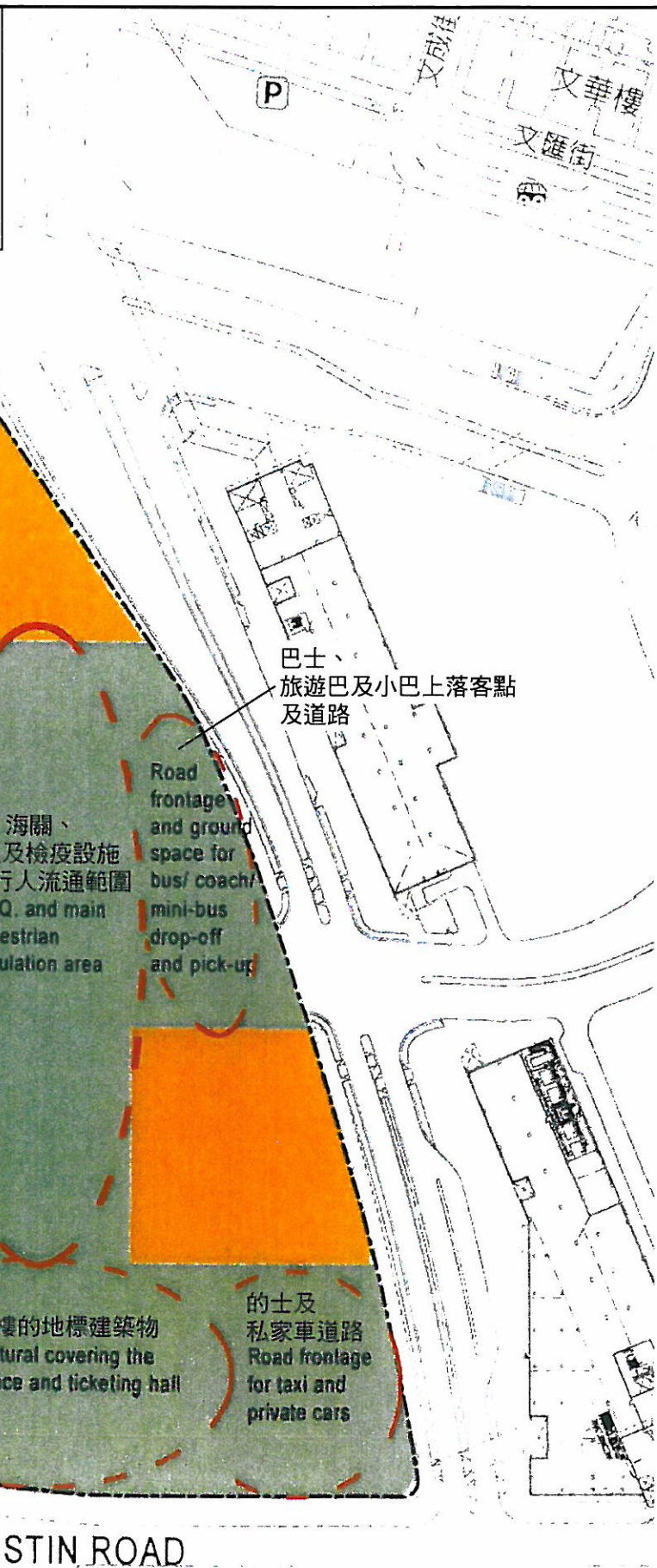
圖 PLAN  
C



**圖例 LEGEND**

 上蓋物業發展範圍、須視乎港鐵的詳細技術性研究  
Topside property development zone, subject to detailed technical study with MTR

 非上蓋發展地帶  
No topside development zone



連翔道 LIN CHEUNG ROAD

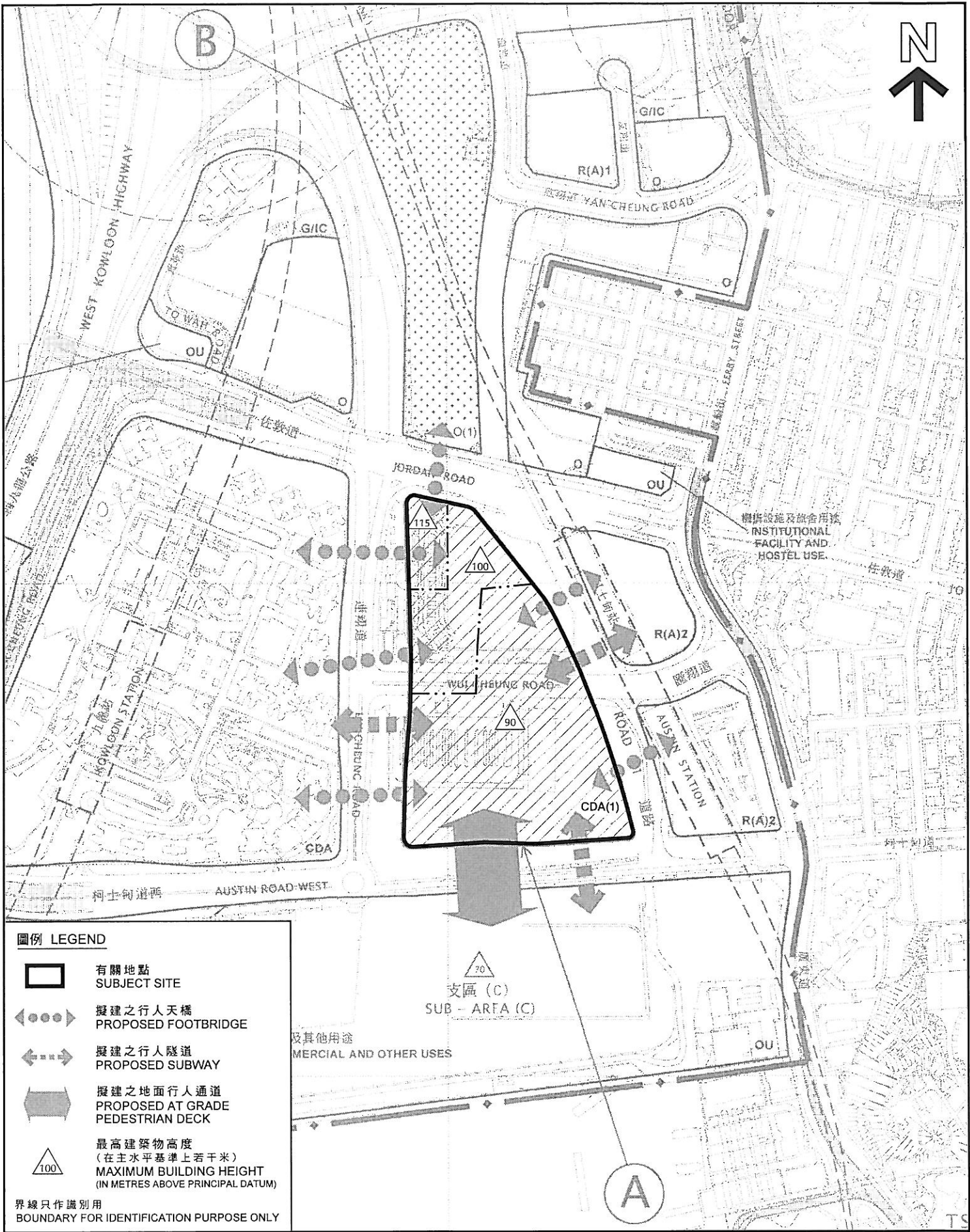
柯士甸道 AUSTIN ROAD

本摘要圖於2009年5月19日擬備，  
所根據的資料為香港鐵路有限公司的繪圖  
EXTRACT PLAN PREPARED ON 19.5.2009  
BASED ON DRAWING FROM MTRCL

廣深港高速鐵路西九龍站運作要求  
OPERATIONAL REQUIREMENTS  
OF XRL TERMINUS

規劃署  
PLANNING  
DEPARTMENT 

M/K20/09/89 圖 PLAN D



**圖例 LEGEND**

- 有關地點  
SUBJECT SITE
- 擬建之行人天橋  
PROPOSED FOOTBRIDGE
- 擬建之行人隧道  
PROPOSED SUBWAY
- 擬建之地面行人通道  
PROPOSED AT GRADE  
PEDESTRIAN DECK
- 最高建築物高度  
(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

**行人流通情況圖 PEDESTRIAN CIRCULATION PLAN**

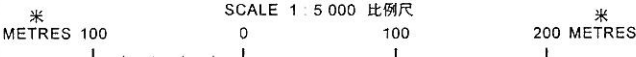
西九龍填海區  
廣深港高速鐵路西九龍總站  
綜合發展區(1)  
COMPREHENSIVE DEVELOPMENT AREA (1) SITE  
AT THE GUANGZHOU-SHENZHEN-HONG KONG  
EXPRESS RAIL LINK TERMINUS  
IN WEST KOWLOON RECLAMATION AREA  
SCALE 1 : 5 000 比例尺

規劃署  
PLANNING  
DEPARTMENT



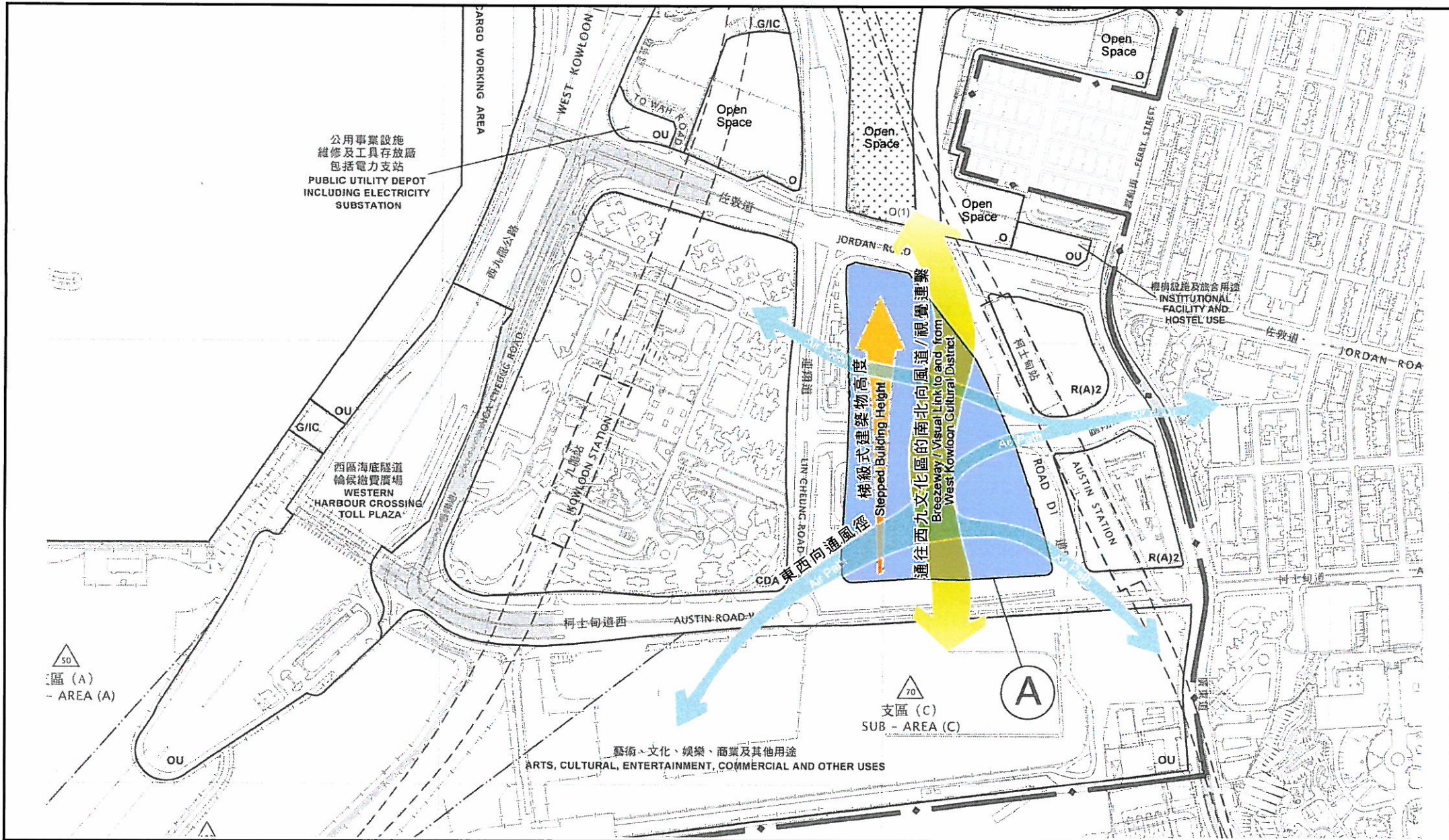
M/K20/09/89

圖 PLAN  
E



本摘要圖於2009年6月5日擬備，所根據的資料為  
於2009年5月29日展示的分區計劃大綱圖編號  
S/K20/23  
EXTRACT PLAN PREPARED ON 5.6.2009  
BASED ON OUTLINE ZONING PLAN No.  
S/K20/23 EXHIBITED ON 29.5.2009





城市設計概念圖  
URBAN DESIGN CONCEPTS

規劃署  
PLANNING  
DEPARTMENT



M/K20/09/89

圖 PLAN  
F