

# **Task Force on Harbourfront Developments on Hong Kong Island**

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For discussion  
on 19 May 2014

TFHK/06/2014

## **Draft Planning Brief for the “Comprehensive Development Area” Site at the Exhibition Station Site of the Shatin to Central Link in Wan Chai North**

### **PURPOSE**

This paper is to seek Members’ views on the draft planning brief (PB) at **Appendix I** for the “Comprehensive Development Area” (“CDA”) site at the Exhibition (EXH) Station site of the Shatin to Central Link (SCL) on the approved Wan Chai North Outline Zoning Plan (OZP) No. S/H25/4 (the OZP).

### **BACKGROUND**

2. On 3.5.2013, the Metro Planning Committee (MPC) of the Town Planning Board (the Board) agreed to rezone the EXH Station site to “CDA” which is intended primarily for convention and meeting facilities and other commercial related uses, together with railway station facilities, a public transport interchange (PTI) and other supporting facilities. On 24.5.2013, the draft Wan Chai North OZP No. S/H25/3, incorporating the zoning amendment amongst others, was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Task Force on Harbour Developments on Hong Kong Islands (the Task Force) of the Harbourfront Commission (HC) was consulted on the amendments to the OZP on 7.6.2013.

3. During the two-month exhibition period, one representation was received in respect of the “CDA” zone and no comment was received. The representer opposed, amongst others, the absence of the requirement for a PB in the Notes or the Explanatory Statement (ES) of the “CDA” zone. On 18.10.2013, after giving consideration to the representation, the Board decided to revise the ES to partially meet the representation, inter alia, by specifying the requirement for preparation of a PB in the ES of the “CDA” zone.

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4. On 18.2.2014, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Wan Chai North OZP, which was subsequently renumbered as S/H25/4. On 28.2.2014, the approved Wan Chai North OZP No. S/H25/4 was notified in the Gazette under section 9(5) of the Ordinance.

5. On 9.5.2014, the MPC agreed that the draft PB at **Appendix I** was suitable for consultation with the Task Force and the Wan Chai District Council (WCDC) to guide the future development of the “CDA” zone.

## **THE SITE AND ITS SURROUNDINGS**

6. The Site, with an area of about 1.65 ha, is bounded by the proposed Road P2 to be constructed under the Wan Chai Development Phase II (WDII) project to the north, Tonnochy Road to the east, Fleming Road to the west and Great Eagle Centre and Harbour Centre to the south (**Plans 1 and 2** in **Appendix I**). It is currently occupied by a PTI in the west, a public toilet, the Harbour Road Sports Centre (HRSC) and the Wan Chai Swimming Pool (WCSP) in the east.

7. According to the authorized scheme of the SCL, the concourse of the future EXH Station will be located underground with station entrances, railway station facilities and ventilation building both in the west and east above ground. The EXH Station is one of the stations in the cross harbour section of the SCL from Hung Hom to Admiralty. It will also be an interchange station of the SCL and the proposed North Hong Kong Island Line (NIL). The existing PTI will be reprovisioned in-situ while the HRSC and the WCSP will be reprovisioned at the “Government, Institution or Community (1)” (“G/IC(1)”) site to the southeast of the Site.

8. To the west and the northwest of the Site across Fleming Road and Expo Drive are the Hong Kong Convention and Exhibition Centre (HKCEC) and HKCEC Extension respectively. To the east is the Wan Chai Sports Ground and to the further south are mainly existing office/commercial buildings. Across the proposed Road P2 to the north is the construction site for the WDII and the Central-Wan Chai

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Bypass (CWB) projects, which will be developed as a waterfront promenade with a new ferry pier and waterfront related commercial leisure uses.

## **DRAFT PLANNING BRIEF**

9. The draft PB has taken into account the planning intention of the “CDA” zone and set out the development parameters and planning requirements for the Site to facilitate the applicant in preparing the Master Layout Plan (MLP) submission together with relevant technical assessments for consideration of the Board.

### Building Height Restriction

10. Development within the Site is subject to a maximum building height of 50mPD. This is to ensure compatibility of the proposed topside development with the waterfront setting and the surrounding developments, and to be in line with the Harbour Planning Principles and Guidelines for a stepped height profile descending to the waterfront.

### Urban Design Requirements

11. As the Site is at a prime location in the Wan Chai waterfront, a number of urban design considerations should be adopted to ensure that the proposed development would complement with the waterfront setting and be compatible with the surrounding areas. These include the adoption of a creative building design, with a variation in building height, and with special regard to integrate the design of the topside development with that of the above-ground railway station facilities/ventilation building. High quality greening should be provided at the northwestern corner of the Site to minimize the visual impact of the free-standing ventilation shafts of the SCL.

12. Building setback for greening along the Road P2 and Fleming Road should be provided as far as possible.

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## Public Open Space (POS) and Landscape Requirements

13. To enhance visual permeability and pedestrian accessibility, an at-grade POS of not less than 1,300m<sup>2</sup> should be provided at the northwestern corner of the Site. A minimum coverage of greenery of 30% at the POS should be provided. The POS should be provided, managed and maintained by the applicant at his own cost, and open 24 hours to the public free of charge.

14. A Landscape Master Plan (LMP) should be included in the MLP submission. The landscape requirements include a minimum coverage of greenery of 20% and at least half of the greening should be provided at grade or at levels easily accessible to the public.

## Pedestrian Connection

15. To enhance connectivity with the future Wan Chai waterfront, a public passageway and pedestrian walkway should be provided at the podium level to link up the proposed topside development at the Site with the Great Eagle Centre and Harbour Centre to the south, the HKCEC Extension to the northwest and the proposed public elevated landscaped deck to the north, which will be constructed under the WDII project across the future Road P2 to the waterfront. A connection point should also be reserved at the podium level for a future possible link across Tonnochy Road to the east of the Site. The said pedestrian linkage will further extend the existing pedestrian walkway system in Wan Chai making the waterfront more accessible.

## Technical Assessments

### *Traffic Impact Assessment (TIA)*

16. The applicant is required to submit a comprehensive TIA to demonstrate that the proposed topside development would not cause adverse impacts on the vehicular traffic and pedestrian flow to the surrounding areas. The provision of ancillary loading/unloading bays and lay-bys for pick-up/drop-off should be justified by the TIA and is subject to the agreement of the Transport Department.

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## *Air Ventilation Assessment (AVA) and Visual Impact Assessment (VIA)*

17. An AVA and a VIA should be prepared and submitted as part of the MLP submission for consideration by the Board. The AVA should assess the impacts of the proposed topside development on the pedestrian wind environment at the Site and its surrounding areas, and recommend effective mitigation measures to minimize any adverse air ventilation impacts. The VIA should examine the visual impact caused by the proposed topside development and recommend suitable mitigation measures to address the impacts identified.

## *Environmental Requirements*

18. An environmental assessment report should be prepared and included in the MLP submission to examine any possible environmental problems that may be caused to or by the proposed topside development during and after construction and the proposed mitigation measures to tackle them. The MLP submission should also include a sewerage and drainage impact assessment to examine any possible sewerage and drainage problems and propose suitable mitigation measures.

## **HARBOUR PLANNING PRINCIPLES**

19. Reference has been made to Harbour Planning Principles (HPPs) and Harbour Planning Guidelines when the draft PB is prepared. The draft PB is considered to be in line with the following HPPs:

### Principle 1: Preserving Victoria Harbour

- (a) The proposed development does not involve any reclamation within the Victoria Harbour, the objective to preserve the harbour is fulfilled.

### Principle 2: Stakeholder Engagement

- (b) Apart from the Task Force, the WCDC will also be consulted on the draft PB in June 2014. The PB will be revised, if

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necessary, taking into account views collected and will be submitted to the MPC for endorsement.

## Principle 3: Sustainable Development

- (c) The proposed topside development which is intended primarily for convention and meeting facilities and other commercial related uses would optimize the land resources and is conducive to the development of Hong Kong's Meetings, Incentive Travels, Conventions and Exhibitions (MICE) and tourism industries.
- (d) The "CDA" zone would allow appropriate planning control over the development mix, scale, design and layout of development, thereby ensuring no adverse impacts on the environment.

## Principle 4: Integrated Planning

- (e) Under the "CDA" zone, the applicant is required to submit a MLP, supported by relevant technical assessment reports on traffic, environment, air ventilation and visual impact, etc. for approval of the Board to ensure that the future development integrates with the waterfront setting and its surrounding area. The PB which sets out clearly the detailed planning and development requirements is prepared to provide guidance to the future developer in preparing MLP for consideration of the Board.

## Principle 5: Proactive Harbour Enhancement

- (f) The Site is at a strategic location at the waterfront with an established commercial precinct well served by public transport and convenient pedestrian walkway system. The proposed topside development at the Site will enhance the harbourfront area by providing more diversified land uses apart from the originally proposed PTI and railway station facilities, creating a landmark building complementing with the HKCEC Extension. With

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appropriate planning and design requirements proposed under the PB, the future development will enhance the vibrancy and create opportunity for quality development in the waterfront area.

## Principle 6: Vibrant Harbour

- (g) Compared with the previous scheme of a PTI and railway station facilities only at the ground level, the proposed topside development primarily for convention and meeting facilities and other commercial related uses will help introduce land use diversity and add vibrancy to the future waterfront area.

## Principle 7: Accessible Harbour

- (h) The public passageway at the podium level of the proposed topside development with pedestrian connections with Great Eagle Centre and Harbour Centre, the HKCEC Extension and the proposed public elevated landscape deck leading to the waterfront will provide more direct and safe access to the harbourfront and further enhance the continuous pedestrian access from the Wan Chai hinterland to the waterfront.

## Principle 8: Public Enjoyment

- (i) A POS of not less than 1,300m<sup>2</sup> should be provided at the northwestern corner for the Site to enhance the visual permeability and pedestrian accessibility, and it will be open 24 hours for enjoyment of the public. Besides, the public passageway at podium level of the proposed topside development will provide convenient pedestrian linkage and direct more people from the inland area for enjoyment of the waterfront.

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## **ADVICE SOUGHT**

20. Members are invited to express views on the draft PB. Members' views would be reported back to the MPC for further consideration of the PB before endorsement.

## **ATTACHMENTS**

- Appendix I Draft PB for the "CDA" Site at the EXH Station Site of the SCL in Wan Chai North
- Plan 1 Location Plan
  - Plan 2 Site Plan
  - Plan 3 Aerial Photo
  - Plan 4a General Development Concept (Ground Level)
  - Plan 4b General Development Concept (Podium Level)

**Planning Department  
May 2014**



**Draft Planning Brief for the “Comprehensive Development Area” Site  
at the Exhibition Station Site of the Shatin to Central Link in Wan Chai North**

**1. PURPOSE OF THE PLANNING BRIEF**

- 1.1 The purpose of the Planning Brief (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 at the Exhibition (EXH) Station site (the Site) of the Shatin to Central Link (SCL) in Wan Chai North.
- 1.2 The Site is zoned “Comprehensive Development Area” (“CDA”) on the approved Wan Chai North Outline Zoning Plan No. S/H25/4 (the OZP) (**Plan 1**). Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for the permission for development on land designated “CDA” 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 development above the EXH Station at the “CDA” zone, any railway station facilities and other related facilities which would be affected by the development should be illustrated in the MLP.

**2. BACKGROUND**

- 2.1 The SCL project was authorized by the Chief Executive in Council (CE in C) on 27.3.2012. The EXH Station is one of the stations in the cross harbour section of the SCL from Hung Hom to Admiralty and the interchange station between SCL and the future North Hong Kong Island Line (NIL).
- 2.2 The Site is at a prime waterfront location and well served by public transport. The ground level of the Site will mainly be occupied by a PTI, the railway entrances and other facilities of the SCL/NIL. A ferry pier is to its north. The Site is also conveniently linked to the MTR Wan Chai Station of Island Line via a network of elevated pedestrian walkways.

2.3 As traffic would be a major concern in the area, an appropriate planning control over the development mix, scale, design and layout of the development is needed. The site was rezoned to “CDA” in the draft Wan Chai North OZP No. S/H25/3, which requires the submission of technical assessments including a Traffic Impact Assessment (TIA) as part of the MLP for the approval of the Board. The draft OZP was exhibited for public inspection on 24.5.2013. After giving consideration to the representation on 18.10.2013, the Board decided to propose amendments, amongst others, to partially meet the representation by specifying the requirement for preparation of a PB in the Explanatory Statement of the “CDA” zone. The draft OZP was approved by the CE in C on 18.2.2014. On 28.2.2014, the approved Wan Chai North OZP No. S/H25/4 was notified in the Gazette under section 9(5) of the Ordinance.

### **3. PLANNING CONTEXT**

- 3.1 The planning intention of the “CDA” zone is for comprehensive development, which is primarily for convention and meeting facilities and other commercial related uses, together with railway station facilities, a PTI and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 3.2 Development within this zone is subject to a maximum building height (BH) of 50mPD. Architectural design with variations in height should be adopted to create an interesting built form to complement the harbour-front setting. Moreover, an open space should be provided at the northwestern corner of the Site to enhance visual permeability and pedestrian accessibility. To enhance the landscape quality and soften the building mass, greening on podium/roof and vertical greening on facades should be provided as far as practicable. Planting along the edges and terraced design with greening should be considered for visual relief and interest.
- 3.3 To further improve the existing footbridge network in Wan Chai and the pedestrian circulation between the Wan Chai hinterland and the

harbour-front, the topside development should be connected to Great Eagle Centre, Harbour Centre, the proposed public elevated landscaped deck across the Road P2 to the waterfront and a future possible link across Tonnochy Road (**Plan 4b**). The applicant should also provide a public pedestrian walkway to link up the topside development with the HKCEC Extension.

#### **4. THE SITE AND SURROUNDING AREAS (Plans 2 and 3)**

- 4.1 The Site has an area of about 1.65 ha (subject to survey), and is bounded by Road P2 to be constructed under the Wan Chai Development Phase II (WDII) project to the north, Tonnochy Road to the east, Great Eagle Centre and Harbour Centre to the south and Fleming Road to the west. At present, the Site is occupied by a PTI in the west, a public toilet, the Harbour Road Sports Centre (HRSC) and the Wan Chai Swimming Pool (WCSP) in the east.
- 4.2 To the further west and the northwest of the Site across Fleming Road and Expo Drive East are the HKCEC and the HKCEC Extension respectively. To the east across Tonnochy Road is the Wan Chai Sports Ground. To the immediate southeast is the “Government, Institution or Community(1)” (“G/IC(1)”) site for reprovisioning of the HRSC and the WCSP. To the further south across Harbour Road are mainly existing office/commercial buildings.
- 4.3 Across the future Road P2 to the north is a construction site for the WDII and the Central-Wan Chai Bypass (CWB) projects. Upon completion of these projects, the area will be developed as a waterfront promenade with a new ferry pier and waterfront related commercial and leisure uses.

## 5. PLANNING REQUIREMENTS FOR THE “CDA” SITE

Item	Particulars	Remarks
<b>Major Development Parameters</b>		
<p><b>OZP Zoning and Planning Intention</b></p>	<p>“CDA” - intended for comprehensive development, which is primarily for convention and meeting facilities and other commercial related uses, together with railway station facilities, a PTI and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.</p> <p>Development is subject to a maximum building height (BH) of 50mPD. Minor relaxation of the BH restriction may be considered by the Board on application under section 16 of the Ordinance.</p> <p>A MLP should be prepared in accordance with Town Planning Board Guidelines on Submission of Master Layout Plan (TPB-PG No. 18A).</p>	
<p><b>Proposed Use</b></p>	<p>Convention and meeting facilities, other commercial related uses, railway station facilities, a PTI and other supporting facilities.</p>	

Item	Particulars	Remarks
<b>Site Area</b>	About 1.65 ha	Subject to verification upon setting out of site boundary.
<b>Maximum Site Coverage</b>	Not exceeding those stipulated in the Building (Planning) Regulations.	
<b>Planning Requirements</b>		
<b>Urban Design Considerations</b>	<p>The development scheme should take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> <li>▪ extend and enhance pedestrian linkage to the HKCEC Extension, the waterfront, across Tonnochy Road, and the integrated podium and elevated walkway network to improve the overall pedestrian connectivity of the area (<b>Plan 4b</b>);</li> <li>▪ adopt a building design and form with variation in building height commensurate with the waterfront setting and complementing the building of the HKCEC Extension and the future waterfront promenade;</li> <li>▪ creative building design is encouraged. Special regard should be paid to integrate the design of the topside development with that of the railway station facilities/ventilation shafts exposed above ground to the north, the</li> </ul>	<p>Please also refer to visual aspect and air ventilation aspect.</p> <p>In the MLP submission to the Board, the applicant is required to demonstrate that the development can comply with the Sustainable Building Design Guidelines promulgated in the Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Engineers APP-152 issued by the Building Authority.</p> <p>The MLP should demonstrate the design integration of the proposed development with the above-ground railway station facilities/ventilation shafts and building. The broad exterior design of the</p>

Item	Particulars	Remarks
	<p>ventilation building to the east abutting Tonnochy Road, and the railway station entrances at the ground and podium levels (<b>Plan 4a and 4b</b>) with a view to minimizing the visual impact;</p> <ul style="list-style-type: none"> <li>▪ provide high quality greening at the northwestern corner of the Site to minimize the visual impacts of the free-standing ventilation shafts associated with the SCL (<b>Plan 4a and 4b</b>);</li> <li>▪ provide building setback for greening along Road P2 and Fleming Road as far as possible; and</li> <li>▪ improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level.</li> </ul>	<p>railway station facilities, ventilation shafts and building should be indicated in the MLP.</p>
<p><b>Open Space Provision</b></p>	<p>An at-grade public open space of not less than 1,300m<sup>2</sup> should be provided at the northwestern corner of the Site (<b>Plan 4a</b>) to enhance visual permeability and pedestrian accessibility. Provision of open space at locations other than ground level should be justified with good reasons. It should be open 24 hours to the public free of charge. The applicant should provide, manage and maintain the public open space.</p>	<p>The public open space should be coherently integrated with the layout of the development to enhance the vibrancy of the area.</p> <p>The design of the public open space should not affect the pedestrian crossing facilities at the adjacent road junction and the public transport</p>

Item	Particulars	Remarks
	<p>A minimum coverage of greenery of 30% at the public open space should be provided but without affecting the maintenance access to the railway plant rooms, fireman access and evacuation route for railway operation. The proposed open space should be designed with high landscape quality including maximizing the greening areas, provision of quality paving and high quality street furniture of suitable colour and texture as well as lighting, etc. to create an interesting space for public enjoyment.</p>	<p>facilities for the proposed PTI.</p>
<p><b>Landscape Aspect</b></p>	<p>A Landscape Master Plan (LMP) should be prepared and submitted by the applicant as part of the MLP submission and with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> <li>▪ create a comprehensive landscape proposal to soften the building mass into the development in order to minimize the adverse impact on the existing landscape character and resources;</li> <li>▪ due consideration should be given to preserve the existing tree on the Site as far as practicable;</li> <li>▪ a minimum coverage of greenery of 20% at the Site (calculated based on the net site area excluding the public open space). The</li> </ul>	<p>A tree survey report and a tree preservation proposal should be included in the LMP submission.</p> <p>Reference should be made in accordance with the requirements and procedures as stipulated in Development Bureau Technical Circular (Works) No. 10/2013 – Tree Preservation.</p>

Item	Particulars	Remarks
	<p>greening can be provided at ground level, podium, rooftop or vertical greening, etc. At least half of the greening should be provided at grade or levels easily accessible to pedestrians (e.g. street level and/or platform/podium accessible to the public);</p> <ul style="list-style-type: none"> <li>▪ while preserving an open view towards the waterfront to the north, landscape planting at street level, or on podium level/roof and vertical greening on façade should be provided. Planting along the edges and terraced design with vertical greening should be adopted; and</li> <li>▪ provide at-grade amenity treatment (e.g. high quality roadside trees and street furniture) to provide a pedestrian friendly environment and create a strong sense of place.</li> </ul> <p>The LMP 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, especially with the public open space at the</li> </ul>	



Item	Particulars	Remarks
	<p>northwestern corner of the Site and the above ground railway facilities and ventilation shafts; and</p> <ul style="list-style-type: none"> <li>▪ layout and landscape design of open spaces including pedestrian circulation in relation to adjoining development and areas.</li> </ul>	
<b>GIC Facilities</b>	<p>The following GIC facilities should be provided at ground level of the Site:</p> <ul style="list-style-type: none"> <li>▪ a public toilet for the Food and Environmental Hygiene Department (FEHD) with a GFA of about 99m<sup>2</sup>; and</li> <li>▪ a store room for the FEHD with a GFA of about 43m<sup>2</sup>.</li> </ul>	<p>The GIC facilities are for re-provisioning of the existing facilities at the Site.</p> <p>Actual provision, composition and standards of the facilities, and the eventual locations of the public toilet and the store room, are subject to the agreement of relevant Government departments/authorities.</p> <p>The public toilet and the store room should be handed over to FEHD for management and maintenance upon completion.</p>
<b>Public Transport Facilities</b>	<p>A PTI at the ground level of the Site should be provided (<b>Plan 4a</b>) in accordance with the following</p>	<p>The PTI is for re-provisioning of the existing taxi stand, bus,</p>

Item	Particulars	Remarks
	<p>requirements:</p> <ul style="list-style-type: none"> <li>▪ 11 bus bays (viz. 2 double width and 9 single width bus bays) for franchised bus routes and cross-boundary coaches (total length of about 312m);</li> <li>▪ 1 taxi stand of about 50m long; and</li> <li>▪ 2 general loading/unloading bays (with a total length of about 50m) for pick-up/drop-off;</li> <li>▪ sufficient space should be reserved for placement of transformer / switch gear / ventilation room(s) and bus regulators' kiosks / ticket office; and</li> <li>▪ a minimum clear height of 5.5 metres plus allowance for a service zone for the necessary illumination, ventilation and other systems for operations of the PTI.</li> </ul> <p>The design and provision of the above PTI facilities are subject to the agreement of the Commissioner for Transport (C for T).</p>	<p>cross-boundary coach termini and a general pick-up/drop-off point at the Site. During the construction of SCL project, the PTI will be re-sited to the waterfront area temporarily.</p> <p>The applicant should consult the Transport Department (TD), Highways Department (HyD) and MTR Corporation Limited (MTRCL) on the interface between the temporary / reprovisioned PTI and the railway facilities.</p> <p>The design and provision of the PTI are subject to the agreement of C for T.</p> <p>The PTI should be handed over to the relevant Government departments for management and maintenance upon completion if it is owned by Government; or the private developer should be required to undertake all the maintenance, management and cleansing responsibilities</p>

Item	Particulars	Remarks
		<p>of the PTI if it is owned by the private developer and constructed at its own cost.</p> <p>Reference should be made to Environmental Protection Department's Practice Note for Professional Persons for Control of Air Pollution in Semi-Confined Public Transport Interchange (ProPECC PN1/98).</p>
<p><b>Pedestrian Connection</b></p>	<p>The pedestrian connection with the PTI, the railway station and its supporting facilities at the Site and the adjoining developments should be addressed and indicated clearly in the MLP. The change in the pedestrian flow due to the proposed connections shall be assessed and not to affect the original design provision of the railway station facilities.</p> <p>The future topside development should be connected to:</p> <ul style="list-style-type: none"> <li>▪ Great Eagle Centre and Harbour Centre via the two EXH Station entrance connections at podium level;</li> <li>▪ the HKCEC Extension at podium level; and</li> </ul>	<p>According to the authorized scheme of the SCL project, the EXH Station will have two entrances at the ground level and at the podium level respectively leading to the underground concourse. Two station entrance connections to the podium of Great Eagle Centre and Harbour Centre will be provided by MTRCL as part of the SCL project.</p>

Item	Particulars	Remarks
	<ul style="list-style-type: none"> <li>▪ the public elevated landscaped deck at podium level with connection to the ground across the Road P2 to the waterfront area.</li> </ul> <p>A public passageway (open 24 hours) at podium level (<b>Plan 4b</b>) accessible to the above connections should be provided, managed and maintained by the applicant in the topside development. Adequate separation shall be kept to the railway ventilation shafts and the ventilation building.</p> <p>A public pedestrian walkway (open 24 hours) connecting between the podium level of the topside development and the HKCEC Extension should be provided, managed and maintained by the applicant.</p> <p>A landing point should be reserved at podium level of the topside development to connect the proposed public elevated landscaped deck in the north. Space should also be reserved on the ground level for vertical pedestrian connection from the landscaped deck.</p> <p>Another landing point should be reserved at podium level for a future possible link across Tonnochy Road in the east.</p> <p>The applicant should review the pedestrian connectivity at ground level</p>	

Item	Particulars	Remarks
	<p>between the Site and the surrounding areas.</p> <p>The applicant should propose and indicate clearly in the MLP the pedestrian connections from the entrances/exits of the EXH Station to the podium level of the topside development with a view to ensuring smooth pedestrian flow at all levels.</p>	
<p><b>Loading and Unloading Provision</b></p>	<p>The provision of ancillary loading/unloading bays and lay-bys for pick-up/drop-off should be justified by a TIA and is subject to the agreement of C for T.</p> <p>All loading/unloading bays and lay-bys should be incorporated as part of the MLP submission.</p>	
<p><b>Other Technical Requirements</b></p>		
<p><b>Environmental Aspect</b></p>	<p>An Environmental Assessment (EA) should be conducted by the applicant to examine any possible environmental problems that may cause to or by the proposed development during and after construction and the proposed mitigation measures to tackle them. The summary, findings and conclusion of the Sewerage Impact Assessment (SIA) should be incorporated into the EA report.</p> <p>The EA report should be completed to the satisfaction of the Director of</p>	

Item	Particulars	Remarks
	<p>Environmental Protection (DEP) and submitted together with the MLP for consideration by the Board.</p>	
<p><b>Traffic and Transport Aspects</b></p>	<p>A TIA should be conducted by the applicant to the satisfaction of C for T. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement.</p> <p>Any road/junction improvements proposed in the TIA should be designed and implemented by the applicant to the satisfaction of C for T.</p> <p>The TIA should be completed to the satisfaction of C for T and submitted together with the MLP for consideration by the Board.</p>	<p>The TIA should include the assessment on pedestrian, vehicular traffic and public transport facilities during the construction stage and completion stage.</p>
<p><b>Sewerage and Drainage Aspects</b></p>	<p>A Sewerage and Drainage Impact Assessment (S&amp;DIA) should be carried out by the applicant to examine any possible sewerage and drainage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them.</p> <p>The SIA and DIA should be completed to the satisfaction of the Director of Environmental Protection and the Director of Drainage Services respectively, and submitted together with the MLP for the consideration by the Board.</p>	

Item	Particulars	Remarks
<b>Air Ventilation Aspect</b>	<p>An Air Ventilation Assessment (AVA) should be conducted by the applicant and submitted as part of the MLP submission.</p> <p>Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the site and to the nearby areas.</p>	<p>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 AVAs.</p> <p>Due to the close proximity to Great Eagle Centre and Harbour Centre, the proposed development on the site should be designed to mitigate any adverse impacts at the pedestrian level fronting Great Eagle Centre and Harbour Centre. Terraced podium design and permeable elements should be explored in the building design with a view to enhancing permeability and minimizing the building bulk.</p>
<b>Visual Aspect</b>	<p>A Visual Impact Assessment (VIA) should be carried out by the applicant to examine any possible visual impacts that may be caused by the proposed development and suitable mitigation</p>	<p>The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for</p>

Item	Particulars	Remarks
	measures should be proposed to tackle them. The VIA should be submitted together with the MLP for the consideration by the Board.	Planning Application to the Town Planning Board (TPB-PG No. 41).

## 6. IMPLEMENTATION PROGRAMME

6.1 An implementation programme is required as part of the MLP submission to indicate the construction programmes of the proposed topside development, public open space, PTI, pedestrian walkway connecting the topside development and the HKCEC Extension and the abovementioned GIC facilities.

6.2 Part of the foundation works for the future topside development, which could not be carried out after the opening of the SCL, would be designed and constructed together with the EXH Station main works.

## 7. MASTER LAYOUT PLAN SUBMISSION

7.1 A MLP submitted to the Board for approval should contain all the information as required under the Notes of the OZP for the “CDA” zone of the Wan Chai North OZP and to clearly demonstrate that the requirement stated in this PB have been complied with. Relevant requirements for the submission of MLP are provided in the TPB PG-No. 18A – Submission of MLP under Section 4A(2) of the Town Planning Ordinance. The MLP should indicate the following information:

- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
- (ii) the proposed total site area and gross floor area for various uses where applicable;
- (iii) the details and extent of public transport facilities and open space to



be provided within the area;

- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
- (v) the Landscape Master Plan and urban design proposals within the area;
- (vi) programme of development in detail;
- (vii) an environmental assessment report 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;
- (viii) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a sewerage and drainage impact assessment report to examine any possible sewerage and drainage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (x) an air ventilation assessment report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (xi) a visual impact assessment report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
- (xii) such other information as may be required by the Town Planning Board.

7.2 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant land allocation conditions, existing

conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters and open space facilities.

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

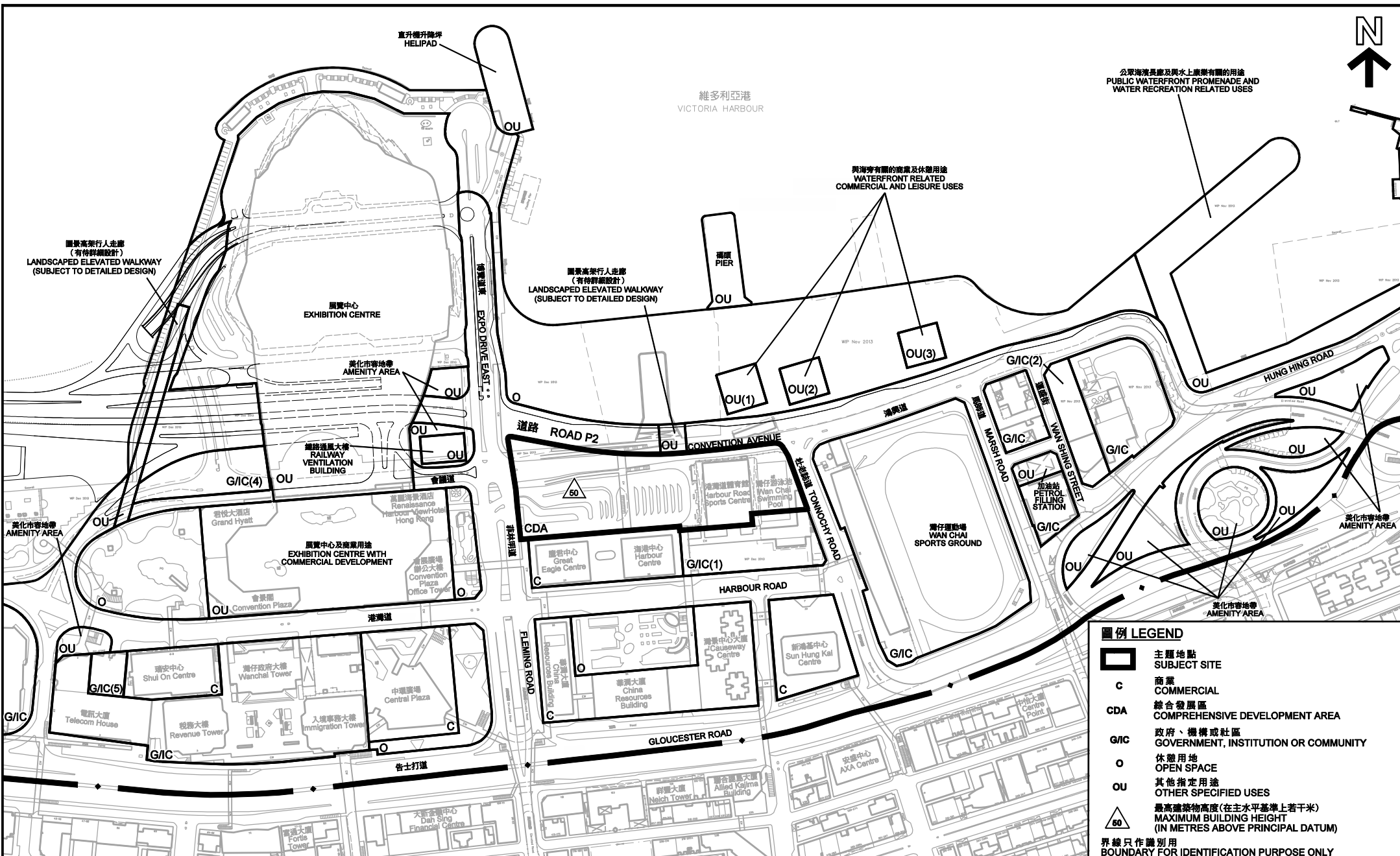
## **8. ATTACHMENTS**

- Plan 1** Location Plan
- Plan 2** Site Plan
- Plan 3** Aerial Photo
- Plan 4a** General Development Concept (Ground Level)
- Plan 4b** General Development Concept (Podium Level)

**PLANNING DEPARTMENT**

**APRIL 2014**





平面圖 SITE PLAN  
 灣仔北沙田至中環線會展站綜合發展區  
 COMPREHENSIVE DEVELOPMENT AREA SITE  
 AT SHATIN TO CENTRAL LINK EXHIBITION STATION SITE IN WAN CHAI NORTH AREA

\* METRES 50 0 50 100 150 200 METRES \*

本摘要圖於2014年2月28日製備，所根據的資料為  
 測量圖編號 11-SW-9B、9D、10A、10B、10C、10D、14B、15A和15B  
 EXTRACT PLAN PREPARED ON 28.2.2014 BASED ON  
 SURVEY SHEETS No. 11-SW-9B, 9D, 10A, 10B, 10C, 10D, 14B, 15A AND 15B

規劃署  
 PLANNING DEPARTMENT



參考編號  
 REFERENCE No.  
 M/SD/14/21

圖 PLAN  
 2









香港會議展覽中心新翼  
Hong Kong Convention and Exhibition Centre Extension

WIP Nov 2013

EXPO DRIVE EAST

CONVENTION AVENUE

HUNG HING ROAD

TONKCHY ROAD

HARBOUR ROAD

FLEMING ROAD

擬議公眾休憩用地  
(不少於 1,300 平方米)  
Proposed Public Open Space  
(Not less than 1,300m<sup>2</sup>)

擬議公共交通匯處  
Proposed Public Transport  
Interchange

擬議鐵路通風大樓  
Proposed Railway  
Ventilation Building

擬議鐵路出入口  
Proposed Railway  
Station  
Entrance

擬議鐵路出入口  
Proposed Railway  
Station  
Entrance

擬議鐵路通風塔  
Proposed Railway  
Ventilation Shafts

鷹君中心  
Great  
Eagle Centre

海港中心  
Harbour  
Centre

海港中心大廈  
Causeway  
Centre

新鴻基中心  
Sun Hung Kai  
Centre

喜來登酒店  
Renaissance  
Harbour View Hotel  
Hong Kong

香港會議展覽中心  
Hong Kong Convention and Exhibition Centre

會議廣場  
辦公大樓  
Convention  
Plaza  
Office Tower

中環廣場  
Central Plaza

灣仔運動場  
WAN CHAI  
SPORTS GROUND

圖例 LEGEND

-  主題地點  
SUBJECT SITE
-  灣仔發展第 II 期的填海範圍  
RECLAMATION EXTENT FOR  
WAN CHAI DEVELOPMENT PHASE II
-  擬議道路  
PROPOSED NEW ROADS
-  擬議公眾休憩用地(參考範圍)  
PROPOSED PUBLIC OPEN SPACE (INDICATIVE BOUNDARY)
-  擬議公共交通匯處(參考範圍)  
PROPOSED PUBLIC TRANSPORT INTERCHANGE  
(INDICATIVE BOUNDARY)

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

整體發展概念(地面水平) GENERAL DEVELOPMENT CONCEPT (GROUND LEVEL)

灣仔北沙田至中環線會展站綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA SITE  
AT SHATIN TO CENTRAL LINK EXHIBITION STATION SITE IN WAN CHAI NORTH AREA

米 METRES 20 0 20 40 60 80 100 120 METRES 米

本摘要圖於2014年4月22日擬備，所根據的資料為  
測量圖編號11-SW-9D和110C  
EXTRACT PLAN PREPARED ON 22.4.2014 BASED ON  
SURVEY SHEETS No. 11-SW-9D AND 10C

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/SD/14/21

圖 PLAN  
4a



香港會議展覽中心新翼  
Hong Kong Convention and Exhibition Centre Extension

WIP Nov 2013

灣仔發展計劃第二期中擬議的高架園景平台  
Proposed Elevated Landscaped Desk  
to be Constructed under WDII

擬議連接香港會議展覽中心新翼的行人天橋  
Proposed Pedestrian Walkway  
to the Hong Kong Convention and  
Exhibition Centre Extension

擬議鐵路通風塔  
Proposed Railway  
Ventilation Shafts

CONVENTION AVENUE

擬議鐵路出入口  
Proposed Railway  
Station Entrance

擬議鐵路  
通風大樓  
Proposed  
Railway  
Ventilation  
Building

擬議鐵路出入口  
Proposed Railway  
Station Entrance

擬議由港鐵興建的行人連繫  
Proposed Pedestrian Connection  
to be Provided by MTRCL

擬議由港鐵興建的行人連繫  
Proposed Pedestrian  
Connection to be  
Provided by MTRCL

喜來登酒店  
Renaissance  
Harbour View Hotel  
Hong Kong

香港會議展覽中心  
Hong Kong Convention and Exhibition Centre

會議廣場  
辦公大樓  
Convention  
Plaza  
Office Tower

鷹君中心  
Great  
Eagle Centre

海港中心  
Harbour  
Centre

HARBOUR ROAD

港海大道

FLEMING ROAD

香港大廈  
China  
Resources building

海港中心大廈  
Causeway  
Centre

新鴻基中心  
Sun Hung Kai  
Centre

灣仔運動場  
WAN CHAI  
SPORTS GROUND

### 圖例 LEGEND

-  主題地點  
SUBJECT SITE
-  擬議架空行人連繫  
PROPOSED ELEVATED PEDESTRIAN CONNECTION
-  擬議位於平台層的24小時行人通道  
PROPOSED 24 HOURS PEDESTRIAN PASSAGEWAY  
AT PODIUM LEVEL
-  現有架空行人連繫  
EXISTING ELEVATED PEDESTRIAN CONNECTION
-  灣仔發展第II期的填海範圍  
RECLAMATION EXTENT FOR  
WAN CHAI DEVELOPMENT PHASE II
-  擬議道路  
PROPOSED NEW ROADS

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

## 整體發展概念(平台層) GENERAL DEVELOPMENT CONCEPT (PODIUM LEVEL)

灣仔北沙田至中環線會展站綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA SITE  
AT SHATIN TO CENTRAL LINK EXHIBITION STATION SITE IN WAN CHAI NORTH AREA

米 METRES 20 0 20 40 60 80 100 120 METRES 米

本摘要圖於2014年4月28日擬備，所根據的資料為  
測量圖編號11-SW-9D和110C  
EXTRACT PLAN PREPARED ON 28.4.2014 BASED ON  
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PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/SD/14/21

圖 PLAN  
4b