

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 1 December 2022

TFHK/04/2022

Master Layout Plan for Site 3 of the New Central Harbourfront (Inland Lot No. 9088)

PURPOSE

Pacific Gate Development Limited (the Applicant) has submitted to the Town Planning Board (TPB) on 4 November 2022, a Section 16 (S16) Planning Application for Proposed Comprehensive Office, Commercial and Retail Development (including Shop and Services, Eating Place and Place of Entertainment), Government Uses and Minor Relaxation of Building Height Restriction (the Proposed Development) in “Comprehensive Development Area” (“CDA”) Zone and Area shown as ‘Road’ at Site 3 of the New Central Harbourfront (Inland Lot No. 9088 (IL9088)) (the Application Site).

2. Given the strategic importance of the Application Site as a world-class iconic landmark extending from the existing urban area of the Central Business District (CBD) to the Victoria Harbour, and that the Application Site falls within the area of responsibility of the Task Force on Harbourfront Developments on Hong Kong Island, the Harbourfront Commission is invited to provide their in-principle support to this Project.

BACKGROUND

3. With a site area of about 47,967m² located at a prominent harbourfront location, Site 3 of the New Central Harbourfront is one the 8 key sites identified under the Urban Design Study (UDS) completed by Planning Department in 2011. Based on the recommendation of UDS to develop Site 3 as a retail and office development with a large landscaped deck, a Planning Brief (PB) was subsequently endorsed by TPB in 2016 to set out the broad planning parameters and development requirements under 23 categories.

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4. Subsequently, in view of the strategic importance of Site 3, a two-envelope open tender process was commenced in December 2020 for disposal of Site 3, whereby tenderer's proposals were evaluated on the bases of design merits and premium offers separately on a 50:50 weighting. The Applicant has attained the highest marks for its premium and non-premium proposals, in which the design merits of the non-premium proposal – THE BRIDGE was recognised by the Tender Assessment Panel for its curation of a world-class iconic landmark with enhanced connectivity between the hinterland and harbourfront, as well as the vast amount of green and public spaces.

5. The Application Site mainly falls within "CDA" zone and a small area shown as 'Road' on the Approved Central District (Extension) Outline Zoning Plan No. S/H24/9 (the "OZP"). According to the Notes of the OZP, any development proposal within the "CDA" zone would require submission of planning application in the form of a Master Layout Plan and supported by explanatory statement, provision of information/ technical assessments, subject to TPB's approval. Therefore, following the tender award in November 2021, the Applicant, also being the Purchaser, has submitted a S16 Planning Application on 4 November 2022 with a Master Layout Plan prepared based on the non-premium proposal and the Conditions of Sale of IL9088, to carry forward the implementation of the Proposed Development.

THE PROPOSED DEVELOPMENT

6. In accordance with the OZP, UDS, PB and Conditions of Sale of IL9088, the Application Site will create a landscaped pedestrian deck in the form of a comprehensively designed 'groundscraper', namely – THE BRIDGE. With a continuous landscaped deck connecting the 3 commercial towers with stepped building heights that descend from the hinterland to the harbourfront, this new landmark to Hong Kong's skyline and transition hub embraces the cityscape, where it will not just create a new vibrant destination at the harbourfront and bring people to the harbour, but also bring harbour to the people and foster nature empowerment of the central business district.

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7. Fronting the Victoria Harbour and located along the harbourfront of the prime CBD of Hong Kong, the Proposed Development aims at creating a new **Landmark and Transition Hub for mixed “work-and-play” development in the Central CBD**. The prime planning and design principles are as follow -

- To fully respect the planning and design requirements of the Site 3 “CDA” zone stated on the PB;
- To establish a comprehensive bridging concept to bridge harbourfront and hinterland;
- To reinforce the importance of the Design Corridors and View Corridor under the broader Urban Design Framework of the Central Waterfront;
- To promote a new “work-and-play” model to Hong Kong’s CBD through the integration of commercial, leisure and recreational spaces;
- To achieve public purposes through the timely reprovision of Government, Institution or Community (G/IC) facilities, transport facilities and the reconstruction of Star Ferry Clock Tower (SFCT);
- To provide unobstructed pedestrian access at multi-levels from hinterland to harbourfront;
- To create a distinctive identity as a world class harbourfront public open space for everyone with vibrancy and diversity of experience; and
- To establish new benchmarks for sustainable design and smart-city solution.

8. Architectural form and massing of the Proposed Development took notion of a traditional skyscraper being rotated and reconfigured horizontally into a ‘groundscraper’. With the carving in of open spaces into the architectural massing, the building form is broken down into efficient floor plates for various types of spaces at multiple levels. Please refer to Figures 1-2 in **Annex I** for the Illustrations of architectural concepts of the Proposed Development.

9. The Proposed Development will provide about 150,000m² commercial gross floor area (GFA) with a mix of office, retail and recreation uses. In addition, non-commercial GFA of about 22,819m² for transport facilities for public uses, public car

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parking spaces, G/IC facilities including reprovisioning of existing public toilets, facilities in the New Post Office and the reconstructed SFCT will be provided. The Overall Master Layout Plan of the Proposed Development is appended at **Annex II** while the Key Parameters Table is appended at **Annex III**.

CONFORMITY WITH THE HARBOUR PLANNING GUIDELINES

10. The design of the Proposed Development fully conforms with the nine aspects of the Harbour Planning Guidelines (HPGs) detailed in paragraphs 9 to 33 below. Conforming to the HPGs, which elaborate in more detail the intentions and requirements of the Harbour Planning Principles, the Proposed Development fully respects the Harbour Planning Principles that facilitate the sustainable planning, preservation, development and management of Victoria Harbour and the harbourfront areas.

I - Public Engagement

11. The HPGs suggested that public engagement is an essential part of harbourfront planning. The formulation of the planning requirements at Site 3 has incorporated community inputs through an open, transparent and collaborative public engagement process. The UDS was completed following two stages of extensive public engagement, and it served as the foundation of the development direction of Site 3 and its PB. Besides, during the tender assessment process, multiple stakeholders including relevant authorities and the Tender Assessment Panel, which comprised senior directorate officers from Development Bureau, various Government departments and experts from multiple fields, have involved in contributing to the formation of the Proposed Development. As part of the statutory procedure for the S16 Planning Application, members of the public are also welcomed to provide comments on the Proposed Development.

II - Land Use Planning

12. Adhering to the HPGs, a well-balanced mix of uses will be

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provided in the Proposed Development which will promote vibrancy and diversity along the Victoria Harbour and enhance public enjoyment. Three major components of spaces can be found in the Proposed Development, as detailed below -

Commercial/ Retail Component

13. The landscaped deck and the basement of the Proposed Development are mainly dedicated to shop and services, eating place and place of entertainment, which will provide GFA of about 85,776m². Majority of the retailing activities are designed at the south of the Site to create a significant retail mass closer to the hinterland, aiming at attracting more visitors to create a retail destination at the Application Site. It allows the hinterland to connect with the harbourfront via vibrant commercial/ retailing activities through the malls and landscaped deck, meanwhile offering a diversity of experiences meeting the daily needs of visitors and travellers.

Office Component

14. Above the landscaped deck and commercial/retail component, Tower 1 is a Multi-purpose Event Space while Tower 2 and Tower 3 are designated for office use. These commercial towers providing GFA of about 64,224m² not only respond to the strong demand for prime Grade-A office, but also strengthen Hong Kong's influence as an international financial and business centre as well as to maintain as a choice location for corporate/ regional headquarters. Fronting the Victoria Harbour, the Multi-purpose Event Space in the Proposed Development also provides venues for international events/ exhibitions.

Open Space Component

15. The overall building form will organically provide a multitude of spaces for resting, gathering and leisure activities. 3 major layers of open spaces, including an array of Public and Private Open Spaces, will be provided in the Proposed Development: at-grade (including the Grand Boulevard, illustrated in **Annex IV**); at landscaped deck level; and at roof level (the Horizon Park,

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illustrated in **Annex V**), seamlessly connecting the building mass to form a multi-dimensional urban forest with the provision of multiple elevators for easy access. In particular, about 28,750m² of Public Open Space (POS) (15% more than the minimum requirement) will be provided within the Application Site for public enjoyment, with about 12,000m² to be provided at-grade (about 25% of the site area). These POS will be activated by a large variety of active and passive recreational facilities, as well as facilities for alfresco dining, seating areas, performance platforms, and event spaces, offering new social and leisure opportunities to the local community. Complimenting the POS, about 9,000m² Private Open Spaces with flexible configuration will be provided for events, functions and performances

16. Other than the major components listed above, government uses will also be provided in the Proposed Development. Existing G/IC and transport facilities will be re-provided at the Proposed Development, including the New Post Office, two public toilets, public vehicle park (i.e. 325 nos. of public car parking spaces for motor vehicles and 30 nos. of public car parking spaces for motorcycles) and transport facilities for public use and New Post Office use in accordance with the PB requirements. The historic SFCT will also be reinstated at its original location with full respect to its original height (i.e. +25mPD), dimension (i.e. 4m x 4m) and design to offer the local community a collective memory of the city's history and reinforce the area's historical significance. As the original height of the old SFCT at about +25mPD exceeds the building height restriction of +16mPD on the eastern part of Site 3 as stipulated on the OZP, minor relaxation of building height restriction for the reconstructed SFCT is included as part of the S16 Planning Application.

17. A comprehensive development programme has been formulated to ensure uninterrupted services of G/IC facilities throughout the construction stage. Specifically, district-tied and existing public facilities such as the New Post Office, public vehicle park and the public toilet closer to the harbour promenade will be early re-provided at Site 3A under Phase 1 of the Proposed Development.

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III - Urban Design

18. The HPGs suggested that the development intensity proposed along the harbourfront should be commensurate with the harbourfront setting. The scale of the Proposed Development is of a medium development intensity in accordance with requirements in UDS, PB, OZP and Conditions of Sale, which will provide a human scale environment with good streetscape design and commensurate with the harbourfront setting. Not only that the Proposed Development will create a new iconic landmark at Central, but it also protects and complements Hong Kong's landmark of Victoria's Peak skyline.

Enhancing Visual and Wind Permeability with Sensitive Building Design and Disposition

19. Being a 'groundscraper' with relatively low-rise in nature but extends horizontally over a long distance towards the New Central Waterfront, the 3 commercial towers of the Proposed Development are connected with a continuous landscaped deck at podium level, with stepped building heights at main roof level, ranging from +50mPD to +47mPD descending from the hinterland to the harbourfront to suit the harbourfront setting. Moreover, open spaces, voids and skylights are carved into the architectural massing to allow penetrations that reduce wall effect. Building facades are also inwardly slanted to maximise the penetration of daylight into open spaces. The variety of geometry will capture the changing light and reflections across the day to stand out from the surrounding context as a new landmark.

20. On top of carefully observing the Sustainable Building Design Guidelines (SBDG), buildings separations in the form of five "urban windows" are introduced to main massing of the Proposed Development to improve air ventilation and visual penetration, with two "urban windows" to be provided at podium level and three "urban windows" to be provided at street level between towers and G/F structures. Air Ventilation Assessment and Visual Impact Assessment have also been conducted and no adverse impacts have been resulted. Please refer to Figure 3 in **Annex I** for the location of the five "urban windows".

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Reinforcing the Importance of the Design Corridors and View Corridor Identified Under the UDS

21. Comprised of the Historic Corridor, Open Space Corridor with View Corridor, the Statue Square Corridor, where Site 3 is located, is recommended to be maintained as one of the key design corridors as identified under the UDS. The Proposed Development at Site 3 will reinforce the importance of the Statue Square Corridor where the Corridor will become the major open space and north-south pedestrian link extending from the hinterland to the harbourfront at Central. Please refer to **Annex VI** for the extent of the Design Corridors in the Refined Urban Design Framework Plan extracted from the UDS.

(a) Historic Corridor

One of the Central and Western Heritage Trails highlights various historic features around Site 3, including the Court of Final Appeal, the Cenotaph, Statue Square, the Edinburgh Place, etc. from south to north. The Proposed Development pays full respect to the identity of this historic feature cluster by the reconstruction of SFCT at its original location.

(b) Open Space Corridor with View Corridor

An open and visible corridor connecting the hinterland and the harbourfront will be created by virtue of the Grand Boulevard and other open spaces designated at-grade at the eastern portion of Site 3. The character of the Open Space Corridor will be further enhanced by the establishment of continuous landscaped deck, Horizon Park, and the plentiful at-grade open space. The unobstructed north-south at-grade pedestrian corridor proposed along the View Corridor (along the 20m-wide Grand Boulevard), is designed with a length of over 300m ample length. It will provide physical and visual connection with areas of its close proximity.

(c) Statue Square Corridor

Comprising Historic Corridor, Open Space Corridor with

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View Corridor, the Statue Square Corridor will be developed into landscaped pedestrian deck fully integrating with commercial development along the western edge, and providing attractive open space with various focal points and re-established historic feature along the eastern edge.

IV – Landscaping

22. The Proposed Development has fully complied with the recommendations in the HPGs and will maximise greening opportunities. The Proposed Development will also enhance landscape amenity and urban biodiversity and promote biophilic design that enables the public to reconnect with nature.

23. Diverse plant species and vegetation structure will be introduced at multiple levels to transform Site 3 into a green oasis of the New Central Harbourfront. For instance, an overall greenery coverage of about 35% will be achieved (5% more than the minimum requirement of SBDG), while greenery coverage at POS will achieve 50%.

24. The G/F landscape is unified and connected by the Grand Boulevard, which is a continuous tree colonnade over 300m in length. This richly paved tree-lined pedestrian axis provides an attractive shaded promenade, and connects to the various open spaces at the ground floor. The Grand Boulevard will provide a strong visual and tangible connection along the Historic Statue Square Corridor, also reinforcing the Visual Corridor along the Open Space Corridor. Other major landscape gardens rich in planting such as the Eco Garden, Harbour Amphitheatre and the Chill-out are located at the Landscaped Deck on 1/F and 2/F of the Proposed Development (see **Annex V** for the locations of the landscape gardens). At roof level, the Horizon Park, a substantial and sumptuous floating urban oasis and urban forest, will be provided to connect the three towers of the Proposed Development. The Horizon Park features a variety of themed planting areas for visitors to reconnect with nature, as well as a biodiverse urban forest that supports Hong Kong's Biodiversity Strategy Action Plan.

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25. With the incorporation of diverse plant species and extensive use of native tree and shrubs species, the urban forest created at Proposed Development will also serves as a '*wildlife habitat bridge*', that enhance habitat connections between the various green open spaces in the wider Central area. All in all, the connection to nature is a major component in the landscape strategy of the Proposed Development, which can contribute to enhancing physical and psychological health, and promoting social and cultural community activities.

26. Please refer to **Annex VII** for the Overall Landscape Master Plan of the Proposed Development.

V - Physical Linkage

27. The Proposed Development has taken into due account the HPGs' recommendation on enhancing physical linkage, where it is positioned as a super-connector at the New Central Harbourfront.

28. In accordance with the PB and Conditions of Sales, the Proposed Development will become the major pedestrian corridor connecting hinterland and harbourfront, and adjoining areas with the provision of comprehensive office and retail development. Sufficient internal vertical transport facilities such as escalators, lifts or staircases connecting basement levels, ground floor and elevated footbridge levels will be provided to ensure seamless and inclusive connections between different levels of POS and adjoining harbourfront areas. Please refer to **Annex VIII** and **Annex IX** respectively for the Comprehensive Pedestrian Network Plan and the Pedestrian Connection with Adjacent Nodal Attractions.

(d) Elevated Footbridge

The landscaped deck of the Proposed Development will link up the elevated passageways including the existing Central Elevated Walkway, IFCII with Site 3A (New Footbridge A) and Central Terminal Building with Site 3A

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(New Footbridge B and Art Boulevard¹). Moreover, opening for the purpose of allowing additional connection from Sites 1 and 2 will be reserved to enable future construction of elevated walkway. As the existing footbridge will be demolished and removed for the construction of Site 3, temporary footbridge will be provided to maintain the elevated connection between IFC and Central Terminal Building prior to the demolition and removal of existing footbridge.

(e) Underground Subway

While connection to Statue Square via the existing Subway Reserve will be maintained, another underground connection from the MTR Central Station across Connaught Road Central will be provided in the Proposed Development. Proposed future connections to MTR Hong Kong Station and IFC carpark across Man Yiu Street will be further explored in the detailed design stage.

(f) At-grade Connection

The unobstructed North-South at-grade pedestrian corridor proposed is designed with ample width to encourage continuous pedestrian access along the harbourfront. Visual continuity will be established to attract people to walk at street level towards the harbourfront and the Central Piers, and to the adjacent nodal attractions including the City Hall Complex, the Edinburgh Place and the waterfront promenade.

29. Other than pedestrian walkability, transport facilities and vehicular access are also provided at an appropriate level in accordance with the requirements from the PB and Condition of Sales to facilitate public access to the Proposed Development.

VI - Land Formation

30. As stipulated in the HPGs, in accordance with the judgment

¹ The Art Boulevard does not form part of the concerned S16 Planning Application and is subject to further liaison with relevant Government departments.

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of the Court of Final Appeal on the interpretation of the Protection of the Harbour Ordinance, Cap. 531, there should be no reclamation in Victoria Harbour unless the project proponent can demonstrate that there is an overriding public need for reclamation. In this regard, land formation will only be carried out within the Application Site and no reclamation will be carried out in the Victoria Harbour.

VII - Harbourfront Management

31. The HPGs encourage private sector involvement to finance, develop and manage public waterfront promenades or open spaces adjoining a private development. Specifically, the Proposed Development together with some of its adjoining open spaces, are designed, constructed and managed by the Applicant at its own finance. The design of all open spaces will embrace the harbourfront context and connecting people with the harbour by providing a welcoming and ample sea frontage as well as look-out areas. Commercial facilities such as alfresco dining, kiosks at flexible locations and open-air cafes will be incorporated to create active frontages for public enjoyment.

32. The POS that is unobstructed with barrier-free access, will be publicly accessible 24 hours a day, or at such reasonable time agreed with concerned departments or authorities to facilitate public usage. The POS within the development boundary will be maintained by the developer or an assigned property management agent.

33. Complimenting the POS, the Private Open Spaces will be open to the public when there are no private events taking place. They will be open to the public free of charge at certain times and at other times public access to them may be subject to nominal charges. The opening hours to the public for each Private Open Space will vary according to the timing of the private activities within each Space. Since they are privately managed, innovative and flexible approach can be adopted to maximise their potential and meet the needs of the public.

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VIII - Sustainable Development

34. The HPGs highlighted the importance of sustainability in the planning of the harbourfront. The Proposed Development will comply with the SBDG requirement of minimum overall site coverage of greenery of 30%, an overall Site Coverage of Greenery for the whole site of 35% will be achieved. Other than that, sustainable solutions are promoted through adopting a combination of passive design and energy efficient active systems such as green building strategies, renewable energy, waste and resources management, etc. In order to realise a people-centric and future-proof design, over 60 sustainability innovations will be explored in various spaces of the Proposed Development in detailed design stage. The Proposed Development targets to achieve the highest rating (Platinum) in BEAM Plus New Building, BEAM Plus Neighbourhood, LEED Certification and WELL Certification.

IX – Temporary Land Use

35. The design of the Proposed Development will be compatible with the adjoining areas to be developed through landscaping design and improving the local public access. In particular, at the north end of Site 3, the proposed Harbour Amphitheatre that leads up to the first floor of the Proposed Development connects the open space adjacent to the Central Ferry Piers through a site under short-term tenancy (STT) for operating an observation wheel and ancillary facilities. The Applicant will coordinate with the STT tenant to ensure a harmonious design will be achieved between the Proposed Development at Site 3 and the interfacing open space at the STT site. In addition, underground utilities diversion works will temporarily occupy some of the land adjoining and within Site 3 to facilitate construction, with proper traffic and pedestrian diversion measures to ensure the public's smooth physical access to the harbour during construction.

TECHNICAL FEASIBILITY

36. Technical assessments including the Landscape Master

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Plan with Landscape and Greening Proposals, Traffic Impact Assessment, Visual Impact Assessment, Air Ventilation Assessment, Preliminary Environmental Assessment, Drainage and Sewerage Impact Assessment and Impact Assessment Report for Works within the Central-Wan Chai Tunnel Influence Zone, have been included as part of the S16 Planning Application submitted to the TPB on 4 November 2022. Findings of technical assessments have demonstrated that Proposed Development would neither be subject to nor itself bring adverse visual, traffic, air ventilation, environmental, drainage, sewerage and other engineering impacts to the area.

PROJECT IMPLEMENTATION

37. The Proposed Development will be the first piece and the largest scale development to be realised among the 8 identified New Central Harbourfront Sites. Being the first-mover, it will be delivered for public use in two phases by year 2026 and year 2031.

ADVICE SOUGHT

38. The Proposed Development has achieved multiple benefits and planning gains in optimising development opportunity on a prominent harbourfront location in Central, as well as creating a new landmark to Hong Kong's skyline. The optimal mix of office and retail uses integrating a continuous landscaped deck will not only maintain Hong Kong as a great choice of locations for corporate international headquarters, the provision of multi-level open spaces will also create a lively, attractive civic and cultural destination of all ages. The Proposed Development will not just compliment and interact with the already vibrant Central harbourfront and bring people to the harbour, it also brings harbour to the people and fosters nature empowerment in a metropolitan area. Also, the lively movement it can bring will also radiate to different parts of the New Central Harbourfront and invigorate developments in the surroundings.

39. Members are invited to express their views and offer support

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on the Proposed Development.

APPENDICES

- Annex I** Illustrations of architectural concepts of the Proposed Development
- Annex II** Overall Master Layout Plan of the Proposed Development
- Annex III** Key Parameters Table of the Proposed Development
- Annex IV** Photomontage of the Grand Boulevard
- Annex V** Photomontage of the Horizon Park and the Overview of the Proposed Development
- Annex VI** Extent of the Design Corridors in the Refined Urban Design Framework Plan extracted from the Urban Design Study
- Annex VII** Overall Landscape Master Plan of the Proposed Development
- Annex VIII** Comprehensive Pedestrian Network Plan
- Annex IX** Pedestrian Connection with Adjacent Nodal Attractions

Pacific Gate Development Limited
November 2022



Annex I - Illustrations of Architectural Concepts of the Proposed Development

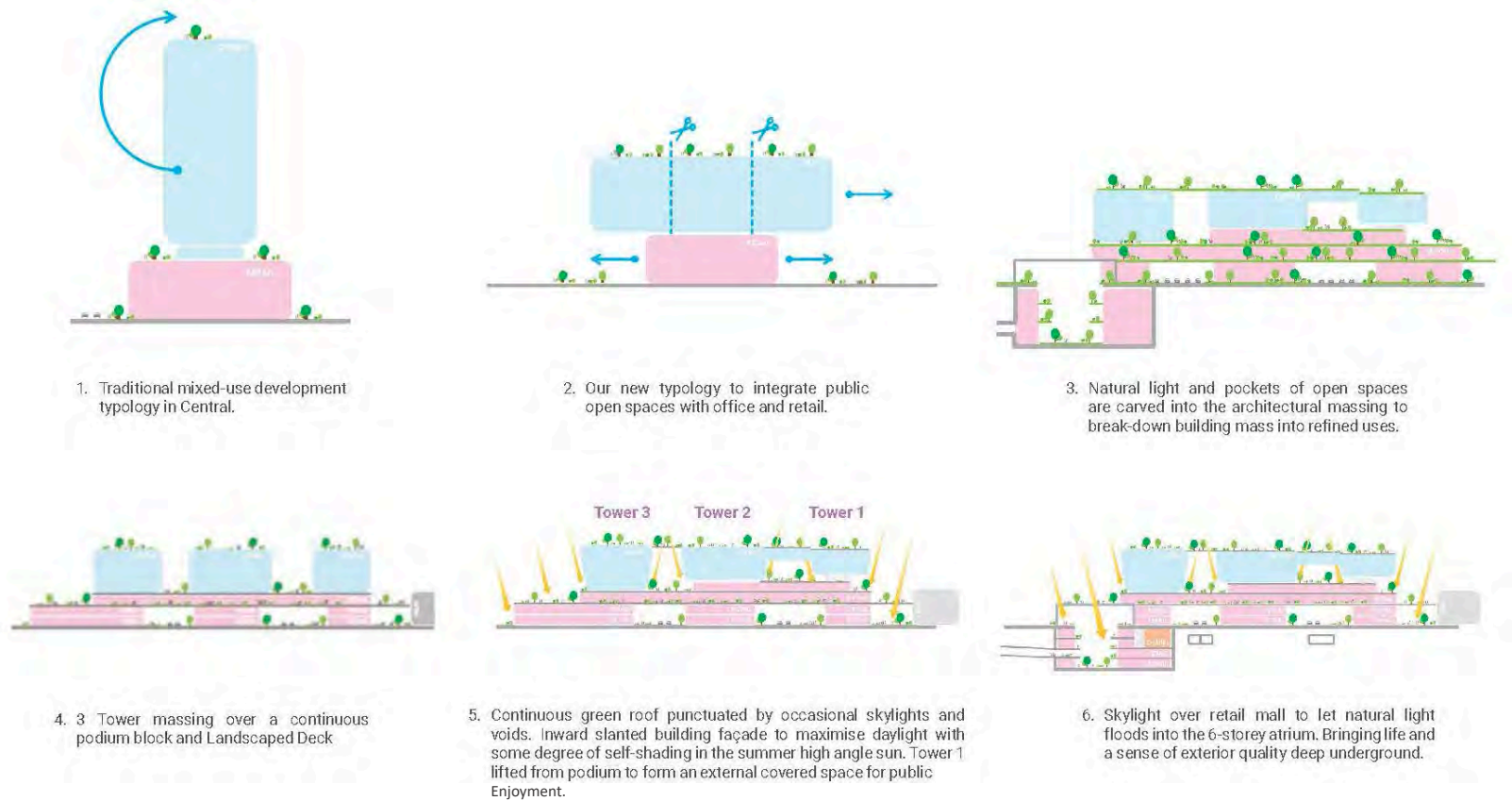


Figure 1 Architectural Form and Massing



Annex I - Illustrations of Architectural Concepts of the Proposed Development

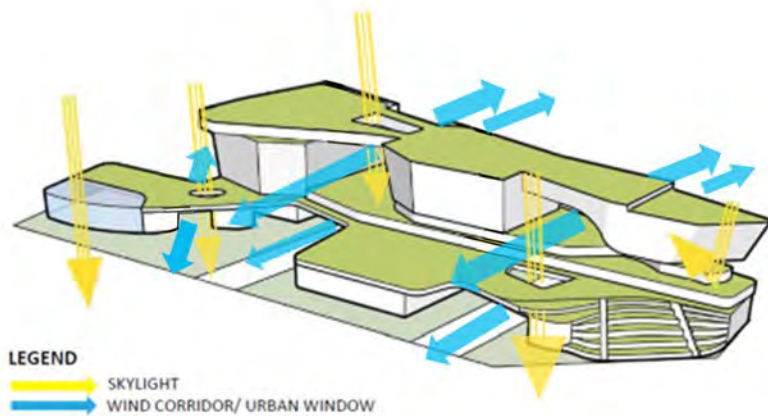


Figure 2 Illustration of Architectural Permeability for Wind and Daylight Penetration

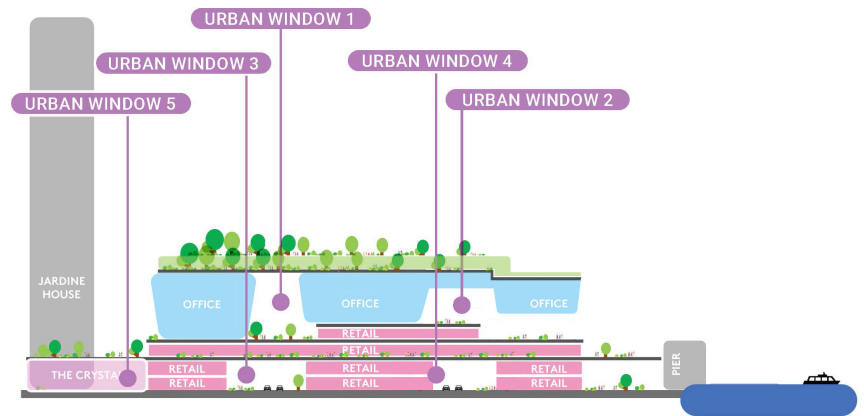
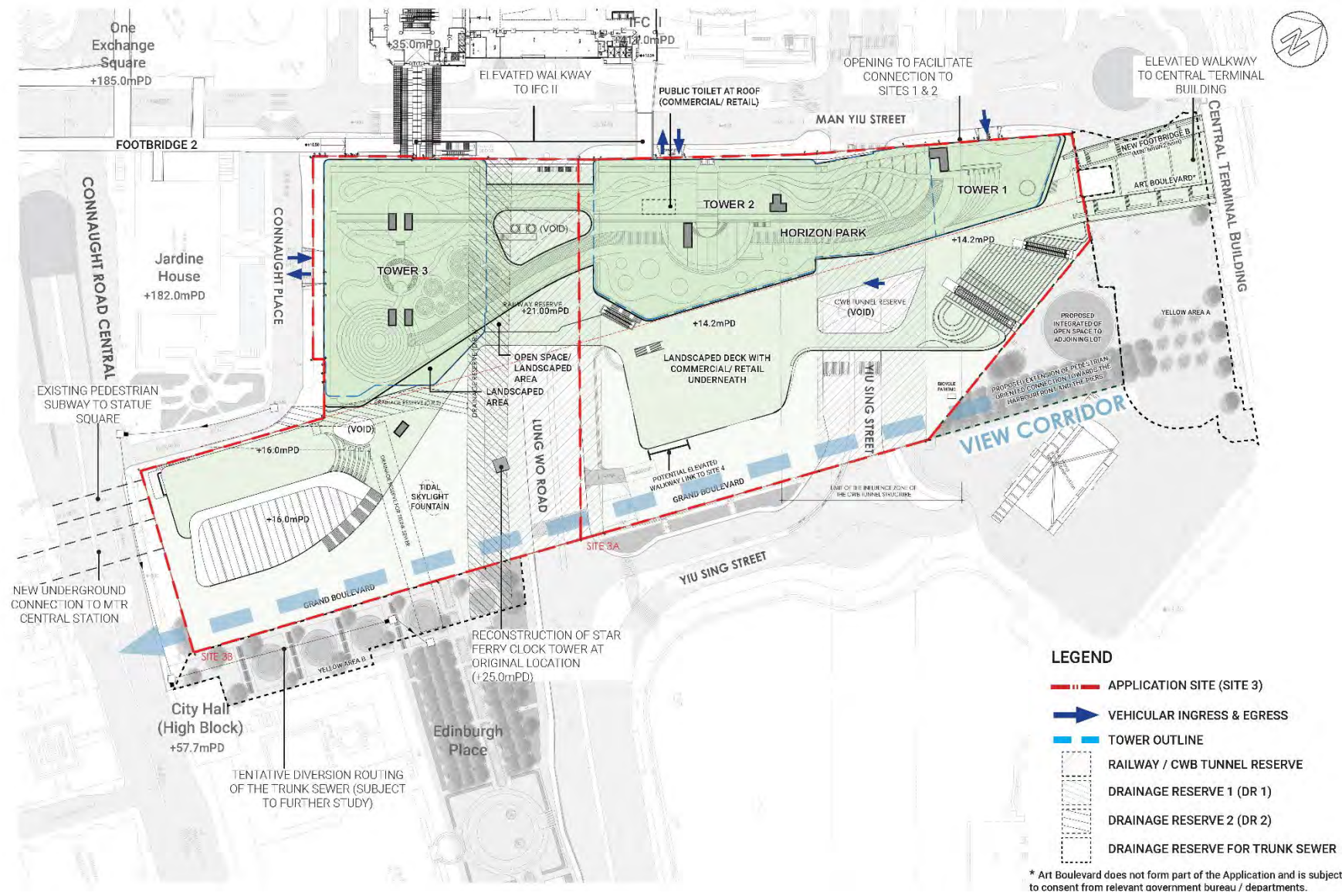


Figure 3 Five “Urban Windows”



Annex II - Overall Master Layout Plan of the Proposed Development



Annex III - Key Development Parameters of the Proposed Development

		Site 3A	Site 3B	Total	PB Requirement	
					Particulars	Fulfilled?
Site Area (m²) (about)		24,695	23,272	47,967	About 4.75 ha	✓
Plot Ratio (Commercial Portion)		About 2.38	About 3.92	About 3.13	-	-
Plot Ratio (Non-commercial Portion)		About 0.91	About 0.01	About 0.48	-	-
GFA (m²) (about)	Commercial	Office: 30,773 Commercial/ Retail ⁺ : 31,980 (including a theatre (Place of entertainment) of 7,000)	Office: 33,451 Commercial/ Retail ⁺ : 53,796	150,000, including: Office: 64,224 Commercial/ Retail ⁺ : 85,776	Maximum 150,000	✓
	Additional Non-Commercial	22,587, including: · Public car parking spaces: 10,497 · Transport facilities: 2,240 · New Post Office Facilities [@] : 9,700 · Public toilets: 150	232, including: · Public toilets: 210 · Reconstructed SFCT: 22	22,819, including: · Public car parking spaces: 10,497 · Transport facilities: 2,240 · New Post Office Facilities [@] : 9,700 · Public toilets: 360 · Reconstructed SFCT: 22	At least 21,200 <i>for public car parking spaces, transport facilities, G/TC facilities including district-tied facilities for the existing GPO and public toilets and the reconstructed SFCT, as required by the Government</i>	✓
Site Coverage		Not exceeding 65% (excluding basements)			Not exceeding those stipulated in the Building (Planning) Regulations	✓
No. of Commercial Towers		2	1	3	-	-
No. of Storeys		Aboveground (Western Part): 6 (Tower 1)/ 9 (Tower 2) Aboveground (Eastern Part): 1 Basement: 4 (North of Yiu Sing Street)/ 6 (South of Yiu Sing Street)	Aboveground (Western Part): 10 (Tower 3) Aboveground (Eastern Part): 2 Basement: 6	Aboveground: max 10 Basement: max 6	-	-
Building Height (+MPD) (main roof level)		Western Part: 47 (Tower 1)/ 50 (Tower 2) Eastern Part: 14.2	Western Part: 50 (Tower 3) Eastern Part: 16 <i>(with minor relaxation of BHR for reconstruction of SFCT: 25)</i>	Western Part: max 50 Eastern Part: max 16 <i>(with minor relaxation of BHR for reconstruction of SFCT: 25)</i>	Western Part: max 50 Eastern Part: max 16 <i>(minor relaxation of BHR for reconstruction of SFCT should be submitted)</i>	✓ (Minor relaxation of BHR for SFCT is applied)



Public Open Space (POS) (m²)#		About 11,545 Provided during Site 3B works [§] (with about 4,600 provided at-grade)	Remaining Provision [§]	About 28,750 (with about 12,000 provided at-grade)	Minimum 25,000 (with not less than 12,000 provided at-grade)	✓
Private Open Space that will be Open to Public at Certain Times (m²)		About 8,000 provided during Site 3B works [§] (at levels 1, 2, 3 and Roof)	Remaining Provision [§] (level 2 and Roof)	About 9,900 (levels 1, 2, 3 and Roof)	-	-
Public Car Parking Spaces & Transport Facilities	Reprovision of Public Vehicle Park (nos.)	Private Cars: 325 Motorcycles: 30	-	Private Cars: 325 Motorcycles: 30	Private Cars: 325 (at least 250 in Site 3A) Motorcycles: 30 (in Site 3A)	✓
	Reprovision of Transport Facilities for Public Use (nos.) Areas (m ²)	Taxi Stand: 1 General Lay-bys: 3 Area: About 2,240	-	Taxi Stand: 1 General Lay-bys: 3 Area: About 2,240	Taxi Stand: 1 General Lay-bys: 3 Area: Not less than 2,240 (in Site 3A)	✓
G/IC Facilities	New Post Office Parking Spaces & L/UL (nos.)	Parking Spaces: 28 L/UL: 9	-	Parking Spaces: 28 L/UL: 9	Parking Spaces: 28 (in Site 3A) L/UL: 9 (in Site 3A)	✓
	New Post Office Facilities [@] (m ²)	About 9,700 (GFA)	-	About 9,700 (GFA)	Not less than 9,700 (GFA)	✓
	Reprovision of At-Grade Public Toilets (m ²)	About 103 (NOFA [^]) or 150 (GFA)	About 106 (NOFA [^]) or 210 (GFA)	About 209 (NOFA) or 360 (GFA)	Not less than 360 (GFA)	✓
Ancillary Transport Facilities		Private Cars: 247 Motorcycles: 13 L/UL: 38 Lay-bys: 2	Private Cars: 305 Motorcycles: 15 L/UL: 56 Lay-bys: 2	Private Cars: 552 Motorcycles: 28 L/UL: 94 Lay-bys: 4	-	-
Greenery (m²)		30% of Site 3A provided during Site 3B works [§]	Remaining Provision [§]	About 16,789 (35% of the Application Site [%])	Not less than 30% Greenery Coverage	✓
Completion Year		2026	2031*	2031*	-	-

Remarks:

+ Commercial/ Retail includes *Shop & Services/ Eating Place/ Place of Entertainment*.

Area of alfresco dining facilities equivalent to 5% of the minimum requirement of POS, that is 1,250sqm, is provided and disregarded from the total GFA calculation.

§ The phased construction and opening of Sites 3A and 3B necessitate an 'interface works area' within the southern edge of Site 3A for the construction of the high and low bridge decks over Lung Wo Road. This interface works area can be opened to the public when Site 3B and the two bridge decks are completed. Therefore, the term "Provided during Site 3B Works" refers to the POS and Greenery within the portion of Site 3A that can be opened in Phase 1, i.e., not including the interface works area within the southern edge of Site 3A. Accordingly, the term "Remaining Provision" refers to the POS and Greenery within the entire Site 3B plus the interface works area within the southern edge of Site 3A.

* Also the design year adopted in technical assessments.

@ According to the Planning Brief, the New Post Office should reprovision the district-led facilities of the existing GPO including Post Office Counters, Post Office Box Section, Delivery Office, Speedpost Section, 28 parking spaces and 9 L/UL bays for Hongkong Post's use.

^ Requirement specified in Conditions of Sale for IL9088.

~ Included in non-commercial GFA calculation.

% Based on the Site Area of the Application Site.

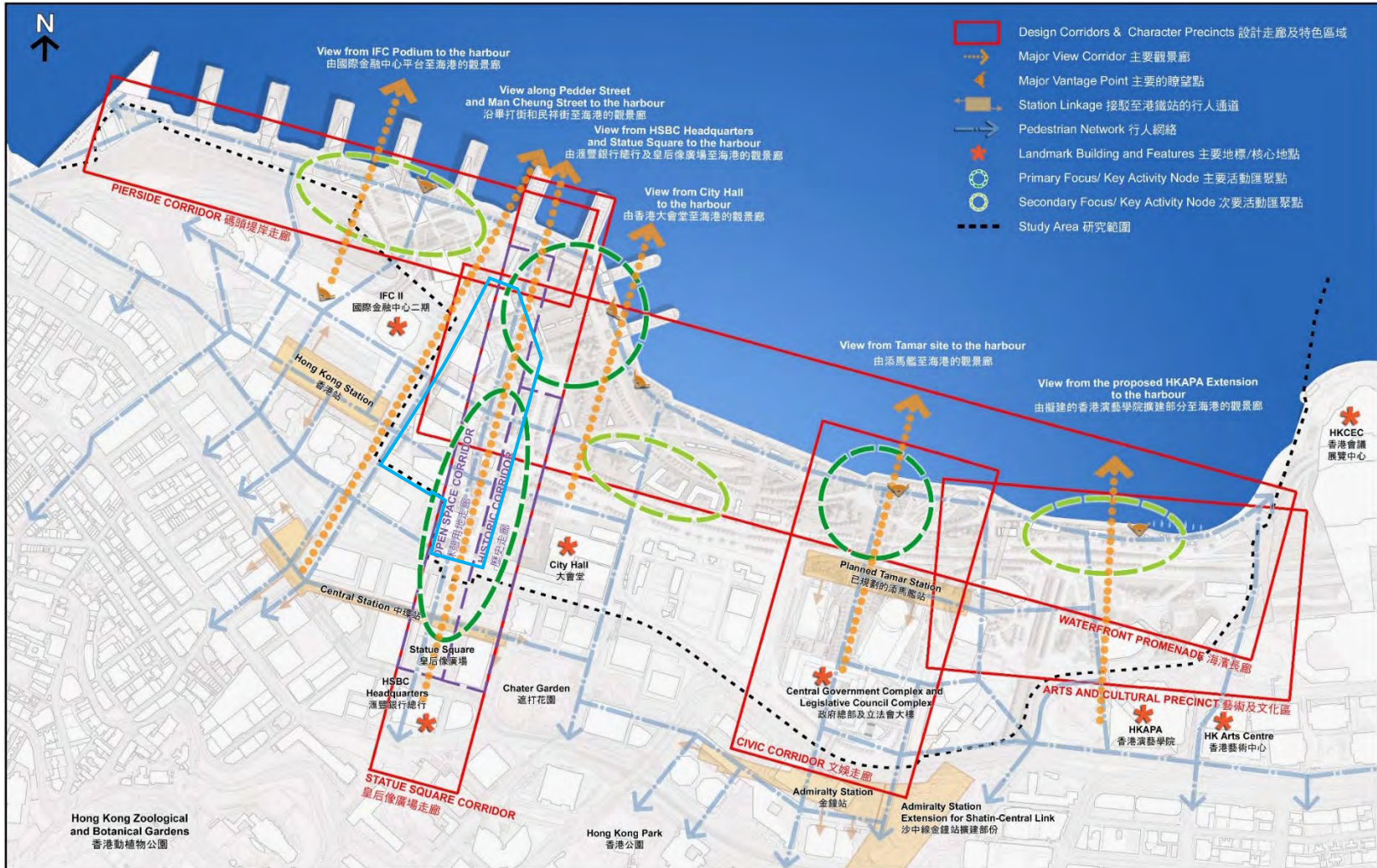


Annex IV - Photomontage of the Grand Boulevard





Annex VI – Extent of the Design Corridors in the Refined Urban Design Framework Plan Extracted from the Urban Design Study



LEGEND **Application Site**



Annex VII – Overall Landscape Master Plan of the Proposed Development

Note1: Seating Facilities in POS refer to Figure No. HL69_S16_PA_LD10 to HL69_S16_PA_LD13.

Note2: The Art Boulevard does not form part of the Application and is subject to consent from relevant government bureau / departments.

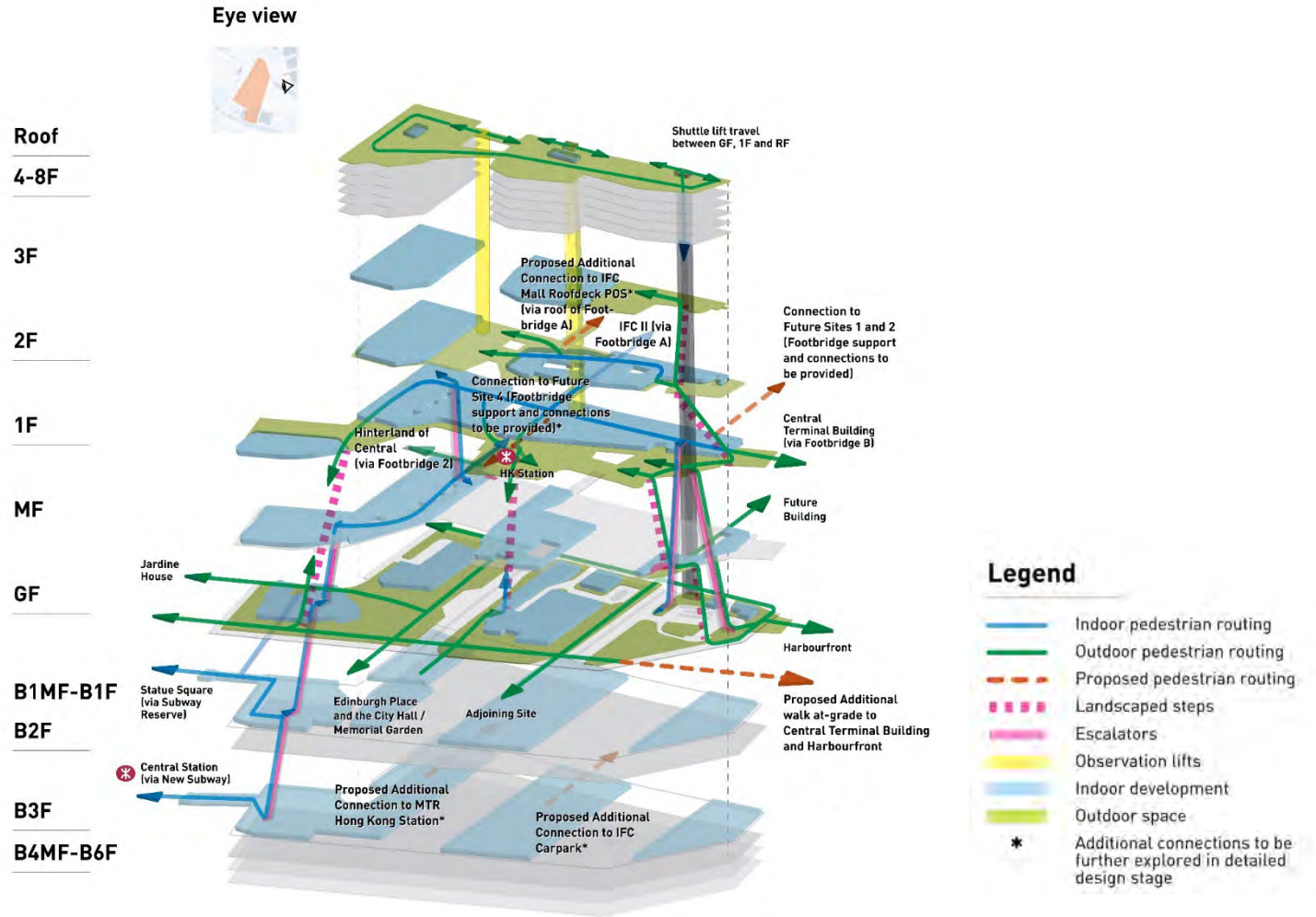


- LEGEND**
- PFL Planter Soil Finish Level (mPD)
 - FFL Floor Finish Level (mPD)
 - 3B 3A Application Site Boundary
 - Application Site Phasing
 - Landscaping Area connecting Central Terminal Building (Yellow Area A) (Landscape Plans refer to HL69_S16_YA_LP01)
 - Landscaping Area connecting City Hall (Yellow Area B) (Landscape Plans refer to HL69_S16_YA_LP02)
 - Tree in Movable Planter
 - Trees
 - Planting Area
 - Lawn Area
 - Vertical Greening
 - Flexible locations for movable kiosks
 - Water Feature
 - Paving Area

SCALE 1:1,200
 0 10 20 40 60 80m



Annex VIII – Comprehensive Pedestrian Network Plan





Annex IX - Pedestrian Connection with Adjacent Nodal Attractions

