

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

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For discussion  
on 19 October 2016

TFHK/15/2016

## **Draft Planning Brief for the “Comprehensive Development Area” Zone at Site 3 of the New Central Harbourfront**

### **PURPOSE**

This paper invites Members’ views on the draft planning brief (PB) (**Appendix 1**) for Site 3 of the new Central harbourfront (the Site) in the “Comprehensive Development Area” (“CDA”) zone on the draft Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/8.

### **THE SITE AND ITS SURROUNDINGS (Plans 1 to 4 in Appendix 1)**

2. The Site, with an area of about 4.76 hectare, is located to the north of Statue Square and occupies a prominent location on the new Central harbourfront. It is bounded by the Central Piers 7 and 8 (the Central Piers) to its north, Two International Finance Centre (IFCII) to its west, Jardine House to its south, the temporary Hong Kong Observation Wheel and Central Harbourfront Event Space (future Sites 4 and 7 under the Urban Design Study for the New Central Harbourfront (UDS)) and the City Hall Complex to its east.

3. The Site is divided into three portions separated by two existing roads (i.e. Yiu Sing Street and Lung Wo Road) running in an east-west direction. The underground strata of Yiu Sing Street and Lung Wo Road are designated as road reserve for Central-Wan Chai Bypass and railway reserve for Airport Railway Extended Overrun Tunnel (AREOT) / proposed North Island Line (NIL) respectively. The portion north of Lung Wo Road is newly reclaimed land formed under the Central Reclamation Phase III (CRIII) project. The southern part is mainly occupied by the General Post Office (GPO) and the Star Ferry Car Park (SFCP), both to be demolished during the development after suitable reprovisioning.

4. According to the Notes of the OZP, the “CDA” zone is intended for comprehensive development/redevelopment of the area for commercial development, mainly for office and retail uses. The development should provide a landscaped pedestrian deck, with the provision of public open space (POS) and other supporting facilities. The future development in the “CDA” zone is subject to a maximum building height

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(BH) of 50mPD on the western part and 16mPD on the eastern part as separated by a pecked line on the OZP (**Plan 1** in **Appendix 1**).

## BACKGROUND

Urban Design Study for the New Central Harbourfront (UDS) (**Plans 5** to **7** in **Appendix 1**)

5. The Site is one of the eight key sites (see **Plan 5** in **Appendix 1**) under the UDS, which was completed by Planning Department (PlanD) in 2011. The study was commissioned in March 2007 in response to the request of the Town Planning Board (TPB) to refine the urban design framework for the new Central harbourfront. It was completed after a comprehensive two-stage public engagement exercise. Throughout the process, the former Harbour-front Enhancement Commission (HEC) and the community were closely engaged. The recommended planning and design proposals (see Design Corridors and Character Precincts at **Plan 6** and the Master Layout Plan in **Plan 7** in **Appendix 1**) including the design concepts and planning parameters for individual key sites were presented to various stakeholders including the Legislative Council, relevant District Council, HEC and TPB in 2009 and 2010 before the publication of the final report in March 2011.

6. According to the recommendations under the UDS, the Site will be developed into a comprehensive development mainly for office and retail uses in accordance with the planning intention of the “CDA” zone. Under the notional architectural scheme prepared for the Site, it is envisioned that five separate building blocks<sup>1</sup> ranging from 30mPD to 50mPD would be developed in a stepped height profile with descending building height towards the harbourfront. These blocks would sit on a continuous landscaped deck, which would span from the existing GPO site in the hinterland to the Central Piers at the harbourfront. UDS recommended the Site to provide a total of 157,400m<sup>2</sup> Gross Floor Area (GFA) comprising 150,000m<sup>2</sup> for commercial use and about 7,400m<sup>2</sup> for other public facilities<sup>2</sup>. The old Star Ferry Clock Tower would be reconstructed at its original location.

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<sup>1</sup> The provisions of appropriate separation between building blocks will improve air ventilation performance.

<sup>2</sup> The GFA recommended under the notional architectural scheme of the UDS includes 105,200m<sup>2</sup> for retail, 44,800m<sup>2</sup> for office, a public transport terminus for green mini-bus bays, coach bays, taxi stand and public loading and unloading bay located at the northern parcel at G/F with a minimum area of 3,600m<sup>2</sup>, and 150 public parking spaces reprovisioned from SFCP.

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## Review of the Notional Architectural Scheme for Site 3 (Appendices 2 to 4)

7. Having regard to the recommendations of the UDS, a subsequent review was completed by PlanD in mid-2016 to ascertain the proposed development parameters for the Site would be achievable given the site constraints and reprovisioning needs. The review also concluded that the Site could accommodate some district-tied postal facilities from GPO and additional public car parking spaces on top of the 150 for the reprovisioning of SFCP. The overall design concept of the Site is shown in **Plan 8** of **Appendix 1**. The photomontages of the notional architectural scheme are shown in **Appendices 2** and **3**. A cross section of the scheme is shown in **Appendix 4**.

## **DRAFT PB**

8. The developer of the Site is required by the Town Planning Ordinance to make a Master Layout Plan (MLP) submission to the TPB for approval before commencing construction. To provide comprehensive guidance to the developer, a draft PB (**Appendix 1**) setting out the broad development parameters and the planning and design requirements of the Site is prepared. On 30 September 2016, the Metro Planning Committee (MPC) of the TPB agreed that the draft PB was suitable for consultation with the Task Force on Harbourfront Developments on Hong Kong Island (the Task Force) and the Central and Western District Council (C&WDC).

9. The draft PB was formulated based on the notional architectural scheme and the design concept and development parameters recommended for the Site under the UDS and taking into account findings of the subsequent review as mentioned in paragraph 7 above. The major requirements are summarised below.

### Development Parameters

10. To align with the planning intention for the “CDA” zone and the recommendations of the UDS, the maximum commercial GFA for office and retail uses is set at 150,000m<sup>2</sup>. A reasonable mix of retail and office uses would be proposed by the developer and included in the MLP submission taking into account planning and design requirements, building form, prevailing guidelines, etc.

11. In addition, a minimum non-commercial GFA of 21,200m<sup>2</sup> should be provided for public facilities including car parking spaces,

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transport facilities, government, institution or community (G/IC) facilities and the reconstructed SFCT. The Site is also subject to a maximum BH restriction of 50mPD (western portion) and 16mPD (eastern portion) as stipulated on the OZP.

## Urban Design Considerations

12. A number of urban design considerations are proposed to respect the prominent waterfront setting in the Central Business District and to promote an attractive and accessible waterfront. They include –

- (a) integrated site planning and innovative design,
- (b) encouraging diversity in the building form,
- (c) variation in building height and a stepped height profile with descending building height towards the harbourfront,
- (d) adequate POS both at-grade and on the landscaped deck,
- (e) sufficient separation between buildings,
- (f) a comprehensive multi-level barrier-free pedestrian network within the Site and linkage with the surroundings,
- (g) a continuous landscaped deck to provide direct and uninterrupted pedestrian connection,
- (h) improvement of streetscape and amenity, and
- (i) clear vista from Statue Square to the harbourfront.

The MLP submission should demonstrate that the proposed development has taken into account the above urban design considerations.

## Public Open Space (Appendix 5)

13. A minimum 25,000m<sup>2</sup> of POS should be provided within the Site for public enjoyment, with not less than 12,000m<sup>2</sup> to be provided on the ground level. The at-grade POS should mainly be located at the eastern portion of the Site and well integrated with Site 7 (proposed waterfront promenade under the UDS) and the City Hall Complex.

14. To achieve better integration with the surrounding, two additional areas at the northern and southeastern peripheries of the Site would be converted into at-grade POS by the developer. The northern POS between the Site and the Central Piers would replace the existing transport facilities at Man Kwong Street to form part of the future waterfront promenade. The southeastern POS should be well integrated with the piazza in front of the City Gallery and the City Hall. The developer would be responsible to design, construct, manage and maintain the additional areas in order to ensure that the POS in the

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areas would be designed and managed in coordination with the at-grade POS within the Site.

15. A Landscape Master Plan should be submitted as part of the MLP submission. To help create an attractive landscaped POS, enhance the greenery effect of the streetscape, and integrate the landscaped area with the adjoining waterfront promenade, a minimum overall site coverage of greenery of 30% should be provided at the whole Site in accordance with the Sustainable Building Design (SBD) Guidelines promulgated by the Buildings Department, with at least half of the greenery area at the primary zone (i.e. the 15m vertical zone of a site along the abutting street level). To ensure extensive greenery and soft landscape within the POS, a minimum site coverage of greenery of 50% at the POS area should be provided in accordance with the Public Open Space in Private Developments Design and Management Guidelines promulgated by the Development Bureau.

## Pedestrian Connections (**Appendix 6**)

16. A comprehensive multi-level pedestrian network was planned for the Site under the UDS. Among these connections, existing pedestrian link from Connaught Place to the Central Piers along the south-north axis and from the development to Jardine House, Exchange Square, IFC II, City Hall Complex, and future Site 4 along the east-west direction would be retained.

17. A continuous landscaped deck spanning from Connaught Place to the Central Piers across Lung Wo Road and Yiu Sing Street, with a minimum 6m-wide unobstructed pedestrian access, should be provided along the north-south direction to connect the hinterland to the harbourfront. The landscaped deck should provide barrier free access (BFA) to connect all building blocks and elevated POS. The deck should also provide elevated connections to the surrounding developments including Jardine House, Exchange Square, IFCII and the Central Piers. The deck should make suitable provisions to reserve future connections with Sites 1 and 2 of the new Central harbourfront under the UDS. Convenient connections between the landscaped deck and at-grade POS would also be provided within the Site.

18. At underground level, a new underground connection providing a direct access from Central MTR Station to the Site across Connaught Road Central should be constructed and managed by the developer. The existing subway from Statue Square to the Site across Connaught Road Central would be retained and operated by the Government.

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19. The existing temporary footbridge within the Site connecting GPO to the Central Piers would be demolished by phases. Temporary pedestrian access should be provided by the developer at the same service level with barrier free access. Such temporary pedestrian access shall be planned, constructed, managed and maintained by the developer during the construction period.

20. To fulfill these requirements, the developer should devise a pedestrian network plan indicating pedestrian connections (both permanent and temporary) within the Site and to adjacent developments as part of the MLP submission. 24-hour unobstructed pedestrian accesses would be maintained at all time by the developer for these connections upon completion.

## Reconstruction of the Star Ferry Clock Tower (SFCT) (Appendix 7)

21. In accordance with the UDS recommendation, the old SFCT with the same building height would be reconstructed at its original location with due respect to its old design to allow visitors to reminisce the original location of the old Star Ferry Pier and the previous Central coastline. Since the original height of the old SFCT at about 25mPD exceeds the BH restriction of 16mPD as stipulated on the OZP, an application for minor relaxation of the BH restriction for reconstructing SFCT should be submitted as part of the MLP submission for the approval by the TPB.

22. The original location of the SFCT falls on the railway reserve of AREOT/proposed NIL. If the proposed railway works are implemented, the construction is expected to adopt an open-cut method and involve deep excavation. Reconstruction of SFCT prior to the railway works would become abortive. It is therefore suggested for the developer to be called upon by the Government to implement the reconstruction works after the completion of AREOT/proposed NIL<sup>3</sup>.

## Traffic and Transport Requirements

23. The developer is required to provide transport facilities in the ground level development to the north of Yiu Sing Street for relocating the existing traffic facilities at Man Kwong Street so that the area could be converted into at-grade POS for public enjoyment after relocation. A total of 325 public car parking spaces and 30 public motor cycle parking spaces should also be provided within the Site. Assuming

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<sup>3</sup> An indicative implementation window between 2021 and 2026 was recommended for AREOT/proposed NIL under the Railway Development Strategy 2014.



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office use above the landscaped deck level (i.e. 16mPD) and retail use underneath, a total of about 520 ancillary parking spaces to serve office, retail and other uses should also be provided in the development in accordance with Hong Kong Planning Standards and Guidelines requirements.

## Government, Institution or Community Facilities

24. The district-related postal facilities in the GPO building and two existing public toilets to be affected by the development of the Site would be reprovisioned. The developer is required to design and construct district-tied postal facilities, including GPO Delivery Office, Speedpost Section, GPO Post Office Counters and Post Office Box Section, as well as the two public toilets within the development. These facilities would be handed over to relevant departments for continued and uninterrupted provision of public services. Part of the Site is currently being let out to a private tenant for part of the operation of the Hong Kong Observation Wheel and another part to Hong Kong Jockey Club for operating a betting centre, both under short-term tenancies to be suitably amended or terminated before land disposal. In addition to those infrastructure reserves as set out in paragraph 3 above, some existing underground utilities such as box culvert, trunk sewer, private cooling water pipes and high voltage electricity cables would be retained in-situ.

## Technical Assessments

25. The developer is also required to conduct the following major technical assessments, amongst others, –

- (a) a visual impact assessment to assess potential visual impacts of the development to the surrounding;
- (b) a quantitative air ventilation assessment to demonstrate the ventilation performance of the development in comparison with the UDS scheme;
- (c) a traffic impact assessment to examine possible traffic problems with proposed mitigation measures to cater for the development;
- (d) an environment assessment to examine possible environmental impacts that may be caused by the development during construction and operation with proposed mitigation measures; and

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- (e) a drainage and sewerage impact assessment to examine possible drainage and sewerage problems that may be caused by the development with proposed mitigation measures.

Full list of assessments including the above (paragraph 5.2 of the PB in **Appendix 1**) should be completed to the satisfaction of relevant government departments and submitted as part of the MLP submission.

## Implementation

26. The Site should be implemented in two phases according to the demarcation of Sites 3A and 3B (**Plan 1** in **Appendix 1**). Site 3A to the north of Lung Wo Road should be developed first to reprovision the district-tied postal facilities of GPO and provide 250 public car parking spaces. Upon completion of Site 3A, development in Site 3B will then proceed and an additional 75 public car parking spaces would be provided therein. The required ancillary parking spaces and loading/unloading facilities would also be implemented in two phases according to the actual design of the development. An implementation plan including the phasing strategy should be submitted as part of the MLP submission.

## **HARBOUR PLANNING PRINCIPLES**

27. Reference has been made to the Harbour Planning Principles (HPPs) and the Harbour Planning Guidelines when preparing the draft PB. We consider the draft PB in line with the HPPs in the following aspects:

### Principle 1: Preserving Victoria Harbour

- (a) The proposed development would take forward long-term development of the newly reclaimed land on the new Central harbourfront in accordance with the recommendations of the UDS.
- (b) The proposed development with maximum building heights respects the waterfront setting and would not impose significant visual impact on the surrounding. The requirement of adopting a stepped height profile descending towards the waterfront would promote



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openness and allow appreciation of the harbour.

## Principle 2: Stakeholder Engagement

- (c) The UDS has undergone a comprehensive public engagement process. During the study, PlanD has undertaken a two-stage public engagement exercise to widely canvass views of the community. With the aim to consult a larger population, the Stage 2 public engagement activities comprised two large scale public exhibitions (with 13,700 visitors) complemented by seven roving exhibitions (with 11,340 visitors), a focus group workshop (49 participants), a community engagement forum (142 participants), collection of public views through comment cards (1,872 cards collected), telephone polls (2,471 successful cases), face-to-face interviews (365 valid cases), as well as invitation of written submissions (64 submissions). Consultation sessions and briefings were also conducted for the Legislative Council, the TPB, HEC, 18 District Councils (DCs), academic and professional institutes and other relevant public and advisory bodies.
- (d) The proposed design concepts for Site 3 were generally supported. The reduction in building density, the breaking up of the Site into smaller footprints, the provision of multi-level links for pedestrian connection, the provision of landscaped deck and open spaces, and the provision of retail facilities at the Site were generally supported. Major suggestions received such as simplifying the configuration of the landscaped decks; improving the building disposition to ensure visual permeability from inland to the waterfront as well as at street level; improving at-grade pedestrian connections; incorporating different types of pedestrian linkages; providing more shaded areas and artistic elements; and ensuring public access to the landscaped decks and rooftops were suitably incorporated in the finalised design concept recommended under the UDS.
- (e) The formulation of the draft PB was mainly based on the notional architectural scheme prepared for the Site according to the design concept and development parameters recommended under the UDS.

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- (f) Both the Task Force and the C&WDC would be consulted on the draft PB. The PB will be duly revised, where appropriate, taking into account the views collected from the Task Force and C&WDC and then be submitted to MPC for further consideration and endorsement. The future MLP submission would also be duly considered by the TPB.

## Principle 3: Sustainable Development

- (g) The proposed comprehensive development aims to balance and cater for the economic, social and environmental needs of all sectors. The proposed commercial development mainly for office and retail uses would provide additional supply of commercial space, which is needed in the Central Business District to support economic development. While optimizing the utilization of scarce land resources, the provision of high-quality public open space, a multi-level pedestrian network, suitable government and community facilities would enable public enjoyment of existing level of public service.
- (h) The “CDA” zone allows appropriate control over the development mix, scale, design and layout of development through the requirement of MLP submission with technical assessment results, thereby ensuring the future development would be sustainable in terms of environmental, traffic, visual, landscape and air ventilation, and pose no significant adverse impact to the environment.

## Principle 4: Integrated Planning

- (i) The UDS adopted an integrated planning approach to lay down the urban design framework and also to formulate design concepts for individual key sites on the new Central harbourfront. The overall goal is to support and enhance the economic, environmental and social aspirations of the community.
- (j) As mentioned above, the “CDA” zone allows appropriate control over the development through the requirement of MLP submission, thereby ensuring the future scheme to be proposed by the developer would be designed in a coordinated and integrated manner. In accordance with the recommendations of the UDS, the draft PB has set out detailed planning and development requirements to

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provide guidance for the developer to prepare the MLP submission.

## Principle 5: Proactive Harbour Enhancement

- (k) The Site is at a prominent location on the new Central harbourfront. By setting out detailed urban design requirements in the draft PB in accordance with the design concept recommended under the UDS and also to require for MLP submission, the future design of the development should be able to set another example of Hong Kong's urban design excellence. It could become another harbourfront icon for Hong Kong.

## Principle 6: Vibrant Harbour

- (l) The diversified land uses of the Site which aim to strike a balance between commercial uses and public enjoyment would proactively enhance the new Central harbourfront and bring vibrant land uses to the harbourfront.

## Principle 7: Accessible Harbour

- (m) A comprehensive multi-level pedestrian network would be provided within the Site. 24-hour unobstructed pedestrian accesses would be provided along both north-south axis and east-west direction. The network would enable the development to be well integrated with all surrounding developments. Pedestrian connectivity of the area is expected to be improved significantly after completion of the development.

## Principle 8: Public Enjoyment

- (n) The developer would be required to provide POS of not less than 25,000m<sup>2</sup> within the Site at both landscaped deck and the ground level. In addition, two additional at-grade POS (landscaping area) will be developed at the northern and southeastern peripheries of the Site for better integration with the waterfront promenade in Site 7 and POS in front of the City Hall Complex. The incorporation of retail facilities within the development would also bring vibrancy to the waterfront.

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## ADVICE SOUGHT

28. Members are invited to give views on the draft PB. These views would be considered in making suitable amendments to the draft planning brief, which will be submitted to the MPC of the TPB for further consideration and endorsement.

## ATTACHMENTS

- Appendix 1** Draft PB for the “CDA” Zone at Site 3 of the new Central harbourfront
- Plan 1 Location Plan
  - Plan 2 Site Plan
  - Plan 3 Aerial Photo
  - Plan 4 Site Photo
  - Plan 5 UDS – Study Area and the Eight Key Sites
  - Plan 6 UDS - Design Corridors and Character Precincts
  - Plan 7 UDS – Master Layout Plan
  - Plan 8 Development Concept
- Appendix 2** Comparison of the Site Photo and Photomontages of the Notional Architectural Scheme
- Appendix 3** Photomontages of the Notional Architectural Scheme
- Appendix 4** Cross Section Plan of the Notional Architectural Scheme
- Appendix 5** Public Open Space
- Appendix 6** Pedestrian Connections
- Appendix 7** Original Location of old Star Ferry Clock Tower

**Development Bureau  
Planning Department  
October 2016**

**Planning Brief for the “Comprehensive Development Area” Zone at  
Site 3 of the New Central Harbourfront**

**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 comprehensive development at Site 3 of the new Central harbourfront (the Site).
- 1.2 The Site is zoned “Comprehensive Development Area” (“CDA”) on the draft Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/8 (**Plans 1 to 4**). 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” shall prepare a MLP for the approval of the Town Planning Board (the Board).

**2. BACKGROUND**

- 2.1 The Site is one of the eight key sites under the Urban Design Study for the New Central Harbourfront (UDS) completed by Planning Department (PlanD) in 2011 (**Plan 5**). According to the Refined Urban Design Framework of the UDS, the Statue Square Corridor, where Site 3 is located, is recommended to be maintained as one of the key principal Design Corridors as planned on the OZP. It comprises an Open Space Corridor and a Historic Corridor extending from the existing urban area to the waterfront (**Plans 6 and 7**). The south-north pedestrian link from HSBC Main Building to the Central Piers 7 & 8 is enhanced along the Statue Square Corridor by the provision of a mix of comprehensive multi-level (at-grade / elevated / underground) pedestrian network through the commercial development of Site 3.
- 2.2 According to the final recommendation of the UDS, Site 3 will be developed into a comprehensive commercial development mainly for office and retail uses in separate building blocks on top of a continuous landscaped deck stretching from Statue Square to Central Piers 7 & 8 across Lung Wo Road and Yiu Sing Street. The old Star Ferry Clock Tower (SFCT) is recommended to be reconstructed at its original location. The UDS also recommends to re-provision 150 number of the car parking

spaces at the Star Ferry Car Park (SFCP) in the future development of Site 3. Two strips of land at the northeastern corner and southern tip within the “CDA” zone are excised from the Site 3 boundary under the UDS recommendations to facilitate the development of Ferry Plaza within the adjoining Site 7 (Waterfront Promenade) (Area A in **Plan 1**) and to avoid encroaching onto Connaught Road Central respectively (Area B in **Plan 1**).

- 2.3 A review study was completed by PlanD in mid-2016 and ascertained that the implementation of the notional architectural scheme would be technically feasible having regard to the technical constraints and site requirements. It concluded that the Site could accommodate some district-tied postal facilities and additional public car parking spaces on top of the 150 for the reprovisioning of SFCP.

### 3. PLANNING REQUIREMENTS FOR THE SITE

Item	Particulars	Remarks
<b>A. Site Information</b>		
1. Location	The Site is located to the north of Statue Square and occupies a prominent location at the New Central Harbourfront. It is bounded by the Central Piers 7 and 8 to its north, Two International Finance Centre (IFCII) to its west, Statue Square and Jardine House to its south, and the temporary Hong Kong Observation Wheel and Central Harbourfront Event Space (future Sites 4 and 7 under UDS) and the City Hall Complex to its east.	<b>Plans 1 to 5</b>
2. OZP Zoning, Planning Intention and Restrictions	<p>“Comprehensive Development Area” (“CDA”) on the draft Central District (Extension) Outline Zoning Plan No. S/H24/8 (the OZP).</p> <p>The planning intention is for comprehensive development/redevelopment of the site for commercial development, mainly for office and retail uses, and a continuous landscaped</p>	<b>Plan 1</b>



Item	Particulars	Remarks
	<p>pedestrian deck, with the provision of public open space (POS) and other supporting facilities.</p> <p>The “CDA” zone is subject to a maximum building height (BH) of 50mPD for the medium-rise commercial development on the western part and a maximum BH of 16mPD for the low-rise landscaped pedestrian deck with commercial facilities below on the eastern part as separated by a pecked line on the OZP.</p>	
3. General Site Context	<p>The Site is divided into three portions by two existing public roads, Yiu Sing Street and Lung Wo Road, running through the Site in an east-west direction.</p> <p>The northern part of the Site is situated on newly reclaimed land formed under the Central Reclamation Phase III (CRIII) project. The northern edge of this portion is currently included in the tenancy area of the temporary Observation Wheel site.</p> <p>The middle portion is largely vacant.</p> <p>The southern part of the Site is currently occupied by the General Post Office and the Star Ferry Car Park.</p>	<b>Plans 2-4</b>
4. Surrounding Land Uses	<p>Several Grade A commercial developments, such as IFCII, Jardine House, Exchange Square are located to the immediate west and southwest of the Site.</p> <p>A number of sites with historical significance such as Statue Square, City Hall Complex, the Cenotaph and the Court of Final Appeal Building are located to its</p>	<b>Plans 2-4</b>

Item	Particulars	Remarks
	east and south.	
<b>B. Major Development Parameters</b>		
5. Site Area	About 4.76ha	<p><b>Plan 2</b></p> <p>The underground and ground level strata of the two existing public roads are designated as road reserve for tunnel protection zone for Central-Wan Chai Bypass (Yiu Sing Street) and railway reserve for Airport Railway Extended Overrun Tunnel (AREOT) / proposed North Island Line (NIL) (Lung Wo Road). No building is allowed within the reserved areas unless otherwise specified or allowed.</p> <p>The site area is subject to verification upon setting out of site boundary.</p> <p>The reserved areas are indicative only and their exact extent will be subject to confirmation by the relevant Government departments.</p>
6. Proposed Uses	<p>Commercial development mainly for office and retail uses, continuous landscaped deck, public open space, Government, Institution or Community (G/IC) facilities and public car parking spaces.</p> <p>The Star Ferry Clock Tower (SFCT) should be reconstructed at its original location.</p>	

Item	Particulars	Remarks
7. Maximum Gross Floor Area (GFA)	A maximum <b>commercial GFA</b> of <b>150,000m<sup>2</sup></b> and an addition of a minimum <b>non-commercial GFA</b> of <b>21,200m<sup>2</sup></b> for public car parking spaces, transport facilities, G/IC facilities including district-tied facilities for the existing GPO and public toilets and the reconstructed SFCT shall be provided. For detailed requirements of non-commercial GFA, please refer to Items 15 to 17 below.	<p>A reasonable mix of retail and office uses should be provided by the future developer taking account of the planning and design requirements, building form, prevailing guidelines, etc.</p> <p>No bonus GFA or GFA exemption relating to dedication of public passageway, surrender for road widening and building set back would be allowed.</p> <p>Any floor space that is constructed or intended for use solely as GIC facilities and public car park shall be included for plot ratio/GFA calculation.</p> <p>The commercial GFA shall not be undermined even if the non-commercial GFA will exceed the minimum provision as specified in the planning brief.</p>
8. Maximum Building Height	<p><u>Western Portion</u> 50mPD</p> <p><u>Eastern Portion</u> 16mPD</p>	<p><b>Plan 2</b></p> <p>To provide design/architectural flexibility, minor relaxation of the BH restrictions, based on the merits of individual development or redevelopment scheme, may be considered by the Board on application under section 16 of the Ordinance.</p>
9. Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations.	

Item	Particulars	Remarks
<b>C. Planning Requirements</b>		
10. Urban Design Considerations	<p>An urban design proposal should be submitted as part of the MLP submission. The MLP should take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> <li>• Provision of diversity in building form, variation in building height, and an overall stepped height profile descending from the hinterland towards the harbourfront to be commensurate with the harbourfront setting;</li> <li>• Provision of a continuous landscaped deck to provide direct and uninterrupted pedestrian connection from Statue Square to the Central Piers;</li> <li>• Provision of sufficient separation between buildings to improve air ventilation and visual permeability;</li> <li>• Provision of a comprehensive multi-level barrier-free and convenient pedestrian network within the Site linking with the surrounding areas;</li> <li>• Maximization of the at-grade public spaces;</li> <li>• Provision of adequate POS at grade and on the landscaped deck to provide a continuous green link extending from the existing Central Business</li> </ul>	<p><b>Plan 8</b></p> <p>Reference should be made to the Refined Urban Design Framework of the UDS, including the design corridors, view corridors, pedestrian network, landscaped strategy, and MLP etc., as detailed in the Final Report of UDS<sup>1</sup>.</p> <p>Due consideration should be given to the Town Planning Board's Harbour Vision Statement, the Harbour Planning Principles and Harbour Planning Guidelines promulgated by the Harbourfront Commission and the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11 on Urban Design Guidelines.</p> <p>The future development should comply with the Sustainable Building Design (SBD) Guidelines (PNAP APP-152) promulgated by Buildings Department (BD).</p> <p>Due consideration should be given to freeing up more ground level spaces to meet public aspiration for pedestrian-oriented harbourfront environment.</p>

<sup>1</sup> The Final Report of the UDS is available for public viewing at:  
[http://www.pland.gov.hk/pland\\_en/p\\_study/comp\\_s/UDS/eng\\_v1/images\\_eng/pdf\\_paper/finalreport\\_e.pdf](http://www.pland.gov.hk/pland_en/p_study/comp_s/UDS/eng_v1/images_eng/pdf_paper/finalreport_e.pdf)

Item	Particulars	Remarks
	<p>District (CBD) with the harbourfront;</p> <ul style="list-style-type: none"> <li>• Adoption of an integrated site planning approach and innovative architectural design for enhancement of the visual quality of the harbourfront;</li> <li>• Maintenance of a clear vista from the existing Statue Square to the harbour as well as visual connection with the surrounding historical sites;</li> <li>• Provision of voids/skylights on the landscaped deck to enhance lighting and ventilation for the ground level environment of the roads and POS at ground level;</li> <li>• Reconstruction of the SFCT at its original location with due respect to its original design, when called upon by the Government to do so;</li> <li>• Promotion of high permeability podium design;</li> <li>• Provision of high quality greening and maximization of the greening opportunity; and</li> <li>• Improvement of streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening.</li> </ul>	
11. Landscaped Deck	A continuous landscaped deck spanning above Lung Wo Road and Yiu Sing Street with minimum 6m-wide unobstructed pedestrian access connecting the CBD to	<p><b>Plans 2 and 8</b></p> <p>The continuous landscaped deck should be carefully designed with due consideration of the</p>

Item	Particulars	Remarks
	<p>the harbourfront should be provided along the north-south direction.</p> <p>The landscaped deck should connect all building blocks and at-grade POS within the Site. It should also provide connections with the adjacent existing and planned developments, namely IFCII, MTR Hong Kong Station, future developments at Sites 1 and 2, the existing Central Terminal Building, the waterfront promenade and the proposed piazza fronting City Gallery and City Hall.</p>	<p>followings:</p> <ul style="list-style-type: none"> <li>• visual impact of the landscaped deck to the surrounding;</li> <li>• impact on natural lighting and ventilation of spaces/facilities around and underneath the landscape deck;</li> <li>• accessibility including vertical and horizontal barrier-free access (BFA) and physical and visual connectivity with the POS, surrounding developments and waterfront; and</li> <li>• creation of focal points with identity.</li> </ul> <p>The level difference along the landscaped deck should be minimised to provide BFA and a pleasant walking experience for pedestrians.</p> <p>A minimum headroom clearance of 6m (for as-built portion of AREOT/NIL) and 8m (for as-planned portion of AREOT/NIL) should be allowed within the railway reserve (<b>Plan 2</b>). The developer is required to further coordinate with Mass Transit Railway Corporation Limited (MTRCL) and relevant government departments during the design of the landscaped deck.</p>



Item	Particulars	Remarks
		<p>Sufficient headroom is required under the landscaped deck for road traffic, necessary ventilation and lighting facilities, utility facilities underneath and railway construction.</p> <p>The construction of landscaped deck should minimize the possible implication to the Formula E race track as far as practicable. Close liaison should be made with relevant Government bureaux / departments on the design and implementation schedule.</p> <p>Ventilation impacts and mitigation measures on the two existing roads under the landscaped deck both during construction and after completion of the Site 3 development should be properly addressed to the satisfaction of relevant Government departments.</p> <p>Adequate provision of lighting on the two existing roads under the landscaped deck should be provided in accordance with the latest edition of the Public Lighting Design Manual published by the Highways Department.</p> <p>The developer should be responsible for the design, construction, operation, management and maintenance of any necessary ventilation and lighting facilities on the two</p>

Item	Particulars	Remarks
		existing roads underneath the deck.
12. Open Space Provision	<p>A minimum 25,000m<sup>2</sup> of POS should be provided within the Site for public enjoyment, with not less than 12,000m<sup>2</sup> be provided at-grade.</p> <p>The at-grade POS should mainly be located at the eastern portion of the Site to integrate with the surrounding POS in the locality and the new waterfront promenade.</p> <p>The POS should be designed to allow for provision of a diversity of activities to ensure harmony of the waterfront.</p> <p><u>POS within railway reserve</u></p> <p>The developer is required to develop, manage and maintain some space at the ground level in the railway reserve area on both sides of Lung Wo Road as a landscaping area upon taking over the concerned phase of Site and return the space to the Government for eventual construction of the AREOT/NIL. Upon completion of the AREOT/NIL, the developer, when called upon by the government under lease, will develop, manage and maintain the space as POS.</p> <p><u>POS outside Site 3</u></p> <p>To ensure better integration with the surrounding POS in the same area, two additional at-grade POS (landscaping area) on Government land of about 5,800m<sup>2</sup> and 3,000m<sup>2</sup> outside the northern and south-</p>	<p>The POS should be designed, constructed, managed and maintained by the developer, and should be opened to the public 24 hours a day and free of charge.</p> <p>The POS should be designed with high landscape quality with adequate greenery, thematic planting, quality paving and street furniture and should provide smooth transition between public and private open spaces. Fragmented POS design should be avoided.</p> <p>The design of POS should follow the Public Open Space in Private Developments Design and Management Guidelines promulgated by the Development Bureau (DEVB).</p> <p>It is encouraged to consider including features such as entrance plaza, food kiosks and open air cafes in the design of POS.</p> <p>Vehicular maintenance access to the existing electricity supply building to the north of the Site should be provided (<b>Plan 2</b>).</p> <p>BFA vertical and horizontal connections between the POS at landscaped deck and at-grade levels as well as the adjacent</p>

Item	Particulars	Remarks
	<p>eastern boundaries of the Site connecting Central Piers and City Hall Complex respectively should be designed, constructed, managed and maintained by the developer before surrendering to the Government upon request. The POS between the Site and the Central Piers should be constructed after relocation of the existing transport facilities at Man Kwong Street to Site 3 (<b>Plans 2 and 8</b>).</p>	<p>waterfront promenade should be provided. Consideration should be given to provide weather protected pedestrian route, as appropriate, for the convenience of the public.</p> <p>The developer should have close liaison with MTRCL and relevant government departments during the design of POS within the railway reserve area.</p>
<p>13. Landscape and Greening Aspects</p>	<p>A Landscape Master Plan (LMP) with landscape and greening proposals including tree preservation and transplanting within the area, provision of vertical, rooftop and podium landscape treatments should be submitted as part of the MLP submission.</p> <p>A minimum overall site coverage of greenery of 30% for the whole Site is required in accordance with the PNAP APP-152 SBD Guidelines, where at least half of the greenery area should be provided at the primary zone (i.e. the 15m vertical zone of a site along the abutting street level).</p> <p>A minimum site coverage of greenery of 50% at the public open space area should be provided according to the Public Open Space in Private Developments Design and Management Guidelines promulgated by DEVB. At-grade planting is also encouraged.</p> <p>The site coverage of greenery including at-grade green coverage, vertical greening,</p>	<p>Reference should be made to the Harbour Planning Guidelines formulated by the then Harbour-front Enhancement Committee and the SBD Guidelines.</p> <p>For the purpose of Landscape Master Plan with landscape and greening proposals, the site coverage of greenery should be calculated in accordance with the guidelines for calculation of site coverage of greenery promulgated in the SBD Guidelines set out in PNAP APP-152.</p>

Item	Particulars	Remarks
	<p>green roof, green deck, etc. should be comprehensively considered in the building design.</p> <p>The LMP should cover the temporary and permanent landscape arrangement of the railway reserve area at both sides of Lung Wo Road.</p> <p>The design should enhance integration with the City Hall complex, proposed piazza fronting City Gallery and City Hall, and the landscaping area outside the Site boundary.</p> <p>Provision of continuous landscape strips is recommended along the perimeter of the Site with frontages on Man Yiu Street, Yiu Sing Street and Connaught Place to further enhance the greenery effect of the streetscape.</p>	
14. Reconstruction of Old Star Ferry Clock Tower (SFCT)	<p>The old SFCT with original height at about 25mPD is to be reconstructed at its original location in the eastern portion of the Site with due respect to its original design.</p> <p>The original location of the old SFCT falls within an existing drainage culvert (Culvert F) and the railway reserve of the AREOT/NIL along Lung Wo Road. The future developer would be called upon by the Government to fulfill the reconstruction works of the SFCT and to manage and maintain the old SFCT after completion of AREOT/NIL or when the Government decide not to construct the AREOT/NIL.</p>	<p><b>Plans 2, 6 and 8</b></p> <p>The design and orientation of the reconstructed old SFCT together with its landscape setting should help reinforce the spatial character of the historical landmarks within the Historic Corridor and to integrate with the visual axis and the landscape setting of existing Statue Square Corridor.</p> <p>As the original height of the old SFCT at about 25mPD exceeds the BH restriction of 16mPD as stipulated on the OZP, an application for minor relaxation of the building height restriction for</p>

Item	Particulars	Remarks
		the SFCT should be submitted as part of the MLP submission to the Board for approval.
15. G/IC Facilities	<p>The following G/IC facilities should be reprovisioned within the Site:</p> <p><u>GPO Facilities</u></p> <p>GPO facilities in Site 3A with GFA of not less than 9,700m<sup>2</sup> to reprovision the district-tied facilities of the existing GPO at Site 3B:</p> <ul style="list-style-type: none"> <li>• Post Office Counters;</li> <li>• Post Office Box Section;</li> <li>• Delivery Office;</li> <li>• Speedpost Section; and</li> <li>• 28 parking spaces and 9 loading/unloading bays with loading platform for exclusive use by Hongkong Post (HKP) should be provided.</li> </ul> <p><u>Public Toilets</u></p> <p>Reprovisioning of the two existing public toilets located at Man Yiu Street and at the Star Ferry Car Park within the Site with total GFA of not less than 360m<sup>2</sup>.</p>	<p><b>Plans 2 and 8</b></p> <p>The developer is required to design and construct the GPO facilities as part of the development according to government requirements and handed over to the Postmaster General for management and maintenance upon completion.</p> <p>Detailed requirements for the GPO facilities will be stipulated in the technical schedules included in the lease.</p> <p>The existing GPO building in Site 3B should only be demolished after the completion of reprovisioning works of the district-tied facilities of GPO facilities within Site 3A. The post office facilities should be designed in all respects to the satisfaction of HKP.</p> <p>The developer is required to design and construct the two public toilets as part of the development according to government requirements and handed over to the Director of</p>

Item	Particulars	Remarks
		<p>Food and Environmental Hygiene for management and maintenance upon completion.</p> <p>Detailed requirements for the two public toilets will be stipulated in the technical schedules included in the lease.</p>
16. Transport Facilities	<p>The following transport facilities with GFA of not less than 2,240m<sup>2</sup> should be provided at ground level within the northern part of the proposed development to the north of Yiu Sing Street for relocation of the existing transport facilities at Man Kwong Street:</p> <ul style="list-style-type: none"> <li>• One 15m taxi stand;</li> <li>• One 26m coach bay;</li> <li>• One 28m coach bay; and</li> <li>• One 25m public loading/unloading bay.</li> </ul>	<p>The location of ingress/egress of the transport facilities are subject to the agreement of the Commissioner for Transport (C for Transport).</p> <p>The transport facilities should be designed, constructed, managed and maintained by the developer.</p> <p>The transport facilities should preferably be open-sided to enhance natural lighting and air ventilation and allowing visual and physical connection to the waterfront. No long blank walls should be facing the waterfront promenade. BFA should also be provided.</p> <p>The existing temporary transport facilities at Man Kwong Street should only be demolished after the transport facilities within Site 3 is in operation.</p>
17. Car Parking, Loading and Unloading Provision	<p>Provision should be in accordance with Chapter 8 of the Hong Kong Planning Standards and Guidelines.</p> <p>Reprovisioning of the following public</p>	<p>The provision of internal transport facilities, details of the vehicular accesses, parking layouts and loading/unloading arrangements should be to the satisfaction of the</p>



Item	Particulars	Remarks
	<p>parking facilities within the proposed development at the Site:</p> <ul style="list-style-type: none"> <li>• 325 public car parking spaces with at least 250 be provided in Site 3A; and</li> <li>• 30 public motor cycle parking spaces be provided in Site 3A.</li> </ul>	<p>C for Transport.</p> <p>All public car parking spaces should be designed, constructed, managed and maintained by the developer.</p> <p>The existing SFCP should only be demolished after public car parking spaces within Site 3A are completed and in operation.</p> <p>The strip of land to the southern tip of the existing SFCP falling outside Site 3 should be reinstated and handed over to the relevant Government departments after demolition.</p>
18. Pedestrian Connections	<p>A comprehensive multi-level pedestrian network plan including at-grade, elevated and underground pedestrian links providing direct accesses with adjacent nodal attractions including the IFCII, the future Key Sites 1, 2 and 4, the Statue Square Corridor, the City Hall Complex, the Central Piers, the proposed ferry plaza in front of the Central Piers 9 and 10, the reassembled Queen's Pier, the waterfront promenade and MTR stations should be included as part of the MLP submission.</p> <p>The following elevated and underground connections should be provided:</p> <p><u>Elevated Connections</u></p> <p>(a) a new elevated walkway from the Site to IFCII across Man Yiu Street;</p>	<p><b>Plan 8</b></p> <p>24-hour unobstructed pedestrian accesses with a minimum width of 6m should be maintained to connect Statue Square and the existing elevated walkway from IFCII and Jardine House at the hinterland to the waterfront promenade at south-north direction.</p> <p>24-hour vertical pedestrian accesses should be maintained connecting the landscaped deck and the at-grade level within the Site.</p> <p>BFA should be provided for the pedestrians within the Site and to the surrounding developments.</p>

Item	Particulars	Remarks
	<p>(b) connection to the existing elevated walkway from IFCII and Jardine House to the Site across Man Yiu Street and Connaught Place;</p> <p>(c) an opening at the northern portion of the Site to facilitate the connection of an elevated walkway from Sites 1 and 2 to the landscaped deck across Man Yiu Street in future;</p> <p>(d) replacement of the existing elevated walkway by a new one from the Site to the Central Terminal Building of Central Piers 7 and 8;</p> <p><u>Underground Connections</u></p> <p>(e) new underground connection from the Site to MTR Central Station across Connaught Road Central;</p> <p>(f) existing pedestrian subway across Connaught Road Central to Statue Square should be maintained during construction and upon completion of the Site 3 development; and</p> <p><u>Travellator</u></p> <p>(g) provision of travellator(s) running in a south-north direction within the Site may be considered where possible.</p>	<p>All new elevated walkways/tunnel should be provided with BFA. Existing elevated walkways if retained should be provided with BFA unless proven to be technically infeasible.</p> <p>Level difference between existing elevated walkways and all parts of the landscaped deck should be avoided/minimized except due to technical constraints.</p> <p>The developer should closely liaise with MTRCL, the owner of IL8898 (i.e. owner of IFCII) and the owner/management agent of the Central Terminal Building for the proposed elevated and underground pedestrian connections.</p> <p>Temporary pedestrian access arrangement including reprovision of temporary footbridge with BFA has to be provided to the same level of service when the existing footbridge connecting the GPO building and the Central Terminal Building has to be demolished for building development of Site 3. Any temporary reprovisioning of footbridge shall be designed, constructed, managed and maintained by the developer during the construction period.</p> <p>The design of the multi-level pedestrian links should comply</p>

Item	Particulars	Remarks
		<p>with the Buildings Ordinance and Design Manual - Barrier Free Access 2008 promulgated by BD.</p> <p>Direct and convenient pedestrian connection should be provided between the new underground connection from MTR Central Station, the at-grade level and the landscaped deck level.</p> <p>Any new elevated walkways / new connections to existing elevated walkways / new underground connections should be designed, constructed, managed and maintained by the developer to the satisfaction of relevant government departments / maintenance parties.</p>
<b>D. Other Technical Requirements</b>		
19. Traffic and Transport Aspects	<p>A traffic impact assessment (TIA) shall be prepared to examine any possible traffic impacts including impacts on pedestrians and crowd dispersal proposal during festive events as well as the parking demand/attraction that may be caused by the proposed development during construction or upon completion of the development with proposed mitigation measures.</p> <p>The TIA report should contain details of the vehicular access arrangements, layout and arrangements of parking and loading/unloading facilities, lay-bys, temporary pedestrian connection from the hinterland to the waterfront via the Site</p>	<p>The TIA should include measures to ensure that uninterrupted services of the GPO facilities would be maintained throughout the construction stage.</p> <p>The traffic diversion measures including pedestrian walkways and connections for construction of landscaped deck, if required, should be agreed by the C for Transport and the Commissioner of Police.</p>

Item	Particulars	Remarks
	<p>during construction, etc.</p> <p>Any road / junction improvement works / measures proposed in the TIA should be designed and implemented by the developer to the satisfaction of C for Transport and the Director of Highways.</p> <p>The TIA should be completed to the satisfaction of the C for Transport and submitted as part of the MLP for the consideration of the Board.</p>	
20. Visual Aspect	A visual impact assessment (VIA) shall be carried out as part of the MLP submission to assess the potential visual impacts of the proposed development to the surrounding areas.	The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Application to the TPB (TPB-PG No. 41).
21. Air Ventilation Aspect	A quantitative air ventilation assessment (AVA) shall be carried out as part of the MLP submission to demonstrate the ventilation performance of the future development scheme in comparison with the UDS scheme.	<p>Mitigation measures should be incorporated to minimize the potential impacts to the surrounding wind environment and building blocks with long continuous façade should be avoided.</p> <p>Particular areas of concern for potential stagnant zones include Man Yiu Street, areas at the immediate vicinity of the landscape deck and areas underneath the landscape deck.</p> <p>The quantitative AVA should be carried out in accordance with the Technical Circular on Air Ventilation Assessment promulgated by the then Housing,</p>

Item	Particulars	Remarks
		Planning and Lands Bureau and the then Environment, Transport and Works Bureau (2006).
22.Environmental Aspect	<p>An environmental assessment (EA) should be prepared to demonstrate the environmental acceptability of the proposed development and to examine any possible environmental impacts that may be caused by the proposed development during construction and operation with any proposed mitigation measures.</p> <p>The EA report should be completed to the satisfaction of the Director of Environmental Protection (DEP) and submitted as part of the MLP for the consideration of the Board.</p>	The design and development of the Site should take into account the sustainable design principles established for the new Central harbourfront in the Final Report of the UDS with due consideration to the environmental guidelines and site coverage of greenery recommended for the area.
23. Drainage and Sewerage Aspects	<p>A drainage and sewerage impact assessment (D&amp;SIA) should be carried out to examine any possible drainage and sewerage problems that may be caused by the proposed development with proposed mitigation measures.</p> <p>The assessment should be completed to the satisfaction of the DEP and the Director of Drainage Services, and submitted as part of the MLP for the consideration of the Board.</p>	<p>Attention should be paid to the existing drainage reserves within the Site.</p> <p>Any diversion scheme / upgrading works of existing drains and sewers and provision of new drains and sewers should be agreed with Drainage Services Department and carried out by the developer.</p>

#### 4. IMPLEMENTATION PROGRAMME

- 4.1 The Site should be implemented in two phases, i.e. Sites 3A and 3B (**Plan 1**). Site 3A at the northern portion should be developed first to re-provision the district-tied facilities of the existing GPO and the required number of public car parking spaces in Site 3. Upon completion of the necessary

facilities for re-provisioning and relocation of existing facilities, development of the remaining part at Site 3B will proceed.

- 4.2 An implementation programme with phasing plan is required as part of the MLP submission to indicate the construction programme of the proposed comprehensive development, including the commercial uses, the G/IC facilities, the continuous landscaped deck, public open space, public car park, transport facilities, pedestrian facilities, etc.

## **5. MASTER LAYOUT PLAN SUBMISSION**

- 5.1 Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, a MLP should be prepared on land designated “CDA” and submitted to the Board for approval.
- 5.2 The MLP should contain all the information as required under the Notes for the “CDA” zone of the Central District (Extension) OZP No. S/H24/8 and demonstrate clearly that the requirements 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 Site;
  - (ii) the proposed total site area and gross floor area for various uses within the Site;
  - (iii) the details and extent of Government, institution or community and recreational facilities, public transport and parking facilities, and public open space to be provided within the Site;
  - (iv) the alignment, widths and levels of any roads proposed to be constructed within the Site;
  - (v) a landscape master plan with landscape and greening proposals including tree preservation and transplanting within the Site, provision of vertical, rooftop and podium landscape treatments;

- (vi) programmes of development including phasing plan in detail;
- (vii) an urban design proposal to demonstrate the design concept for the Site taking into account the key urban design concept of Site 3 under the UDS;
- (viii) a VIA report to assess the potential visual impacts of the proposed development to the surrounding areas;
- (ix) a quantitative AVA report to assess the ventilation performance when compared with the UDS scheme. Mitigation measures should be incorporated to minimize the potential impacts to the surrounding wind environment. Building blocks with long continuous façade should be avoided. Particular areas of concern for potential stagnant zones include Man Yiu Street, areas at the immediate vicinity of the landscape deck and areas underneath the landscape deck should be covered in the report;
- (x) an EA report to demonstrate environmental acceptability of the proposal and to examine any possible environmental problems that may be caused by the proposed development during construction and operation with proposed mitigation measures;
- (xi) a D&SIA report to examine any possible drainage and sewerage problems that may be caused by the proposed development with proposed mitigation measures;
- (xii) a TIA report to examine any possible traffic impacts including impacts on pedestrians and crowd dispersal proposal during festive events as well as the parking demand/attraction that may be caused by the proposed development during construction or upon completion of the development with proposed mitigation measures;
- (xiii) a comprehensive pedestrian network plan and respective development programme for provision of multi-level connections (elevated, at-grade and underground) including temporary arrangement for pedestrian connection during construction; and
- (xiv) such other information as may be required by the Board.

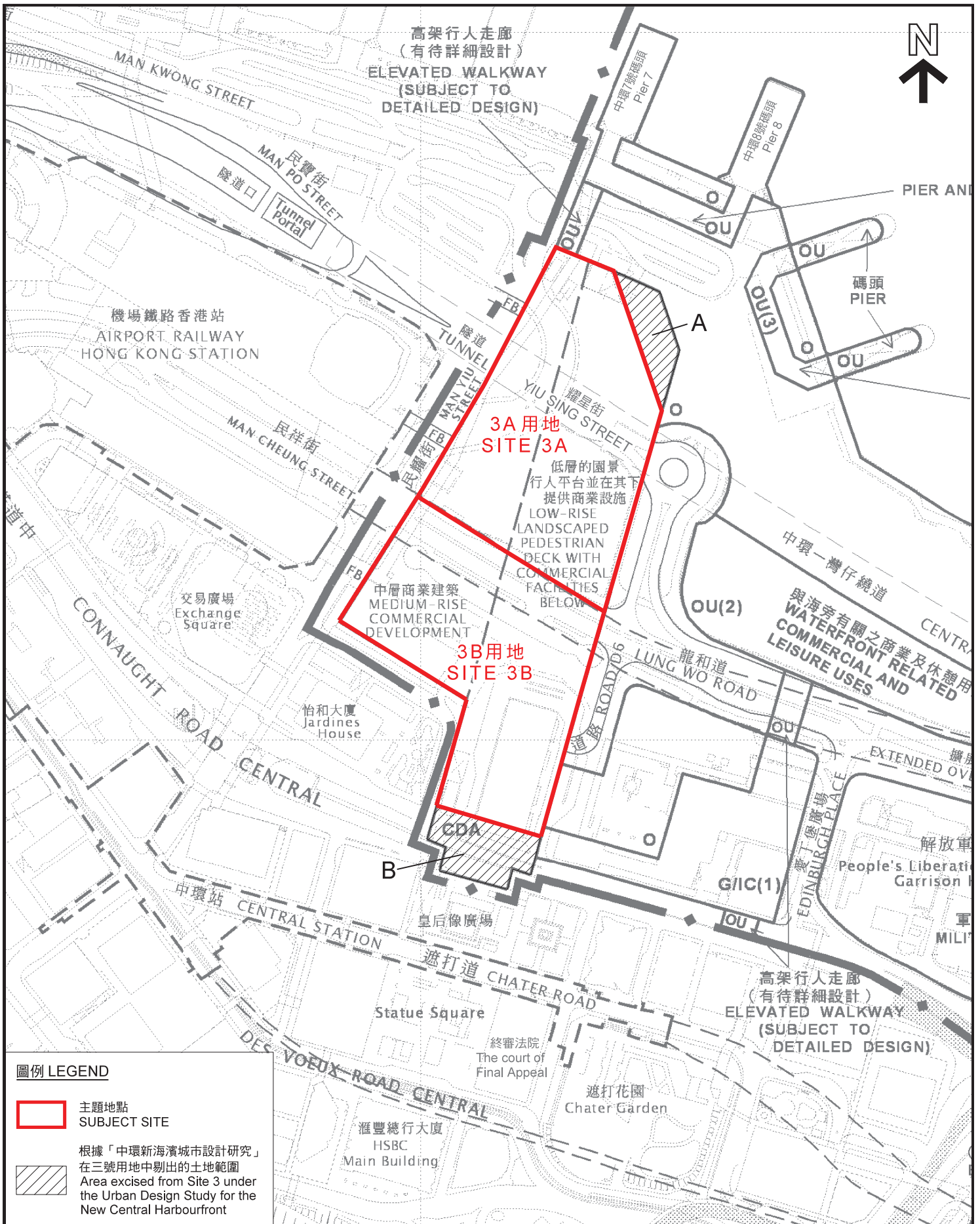


- 5.3 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the Site, the character of the Site in relation to the surrounding areas, principles of layout and urban design, major development parameters, types of G/IC, transport and parking facilities and recreational and open space facilities.
- 5.4 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.

## **6. ATTACHMENTS**

<b>Plan 1</b>	<b>Location Plan</b>
<b>Plan 2</b>	<b>Site Plan</b>
<b>Plan 3</b>	<b>Aerial Photo</b>
<b>Plan 4</b>	<b>Site Photo</b>
<b>Plan 5</b>	<b>UDS – Study Area and Key Sites</b>
<b>Plan 6</b>	<b>UDS – Design Corridors and Character Precinct</b>
<b>Plan 7</b>	<b>UDS – Master Layout Plan</b>
<b>Plan 8</b>	<b>Development Concept</b>

**PLANNING DEPARTMENT  
SEPTEMBER 2016**



**圖例 LEGEND**

 主題地點  
SUBJECT SITE

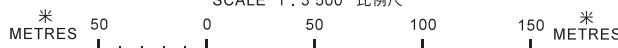
 根據「中環新海濱城市設計研究」  
在3號用地中剔出的土地範圍  
Area excised from Site 3 under  
the Urban Design Study for the  
New Central Harbourfront

**位置圖 LOCATION PLAN**

中環新海濱三號用地

SITE 3 AT THE NEW CENTRAL HARBOURFRONT

SCALE 1:3 500 比例尺



規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/HOLS/16/23

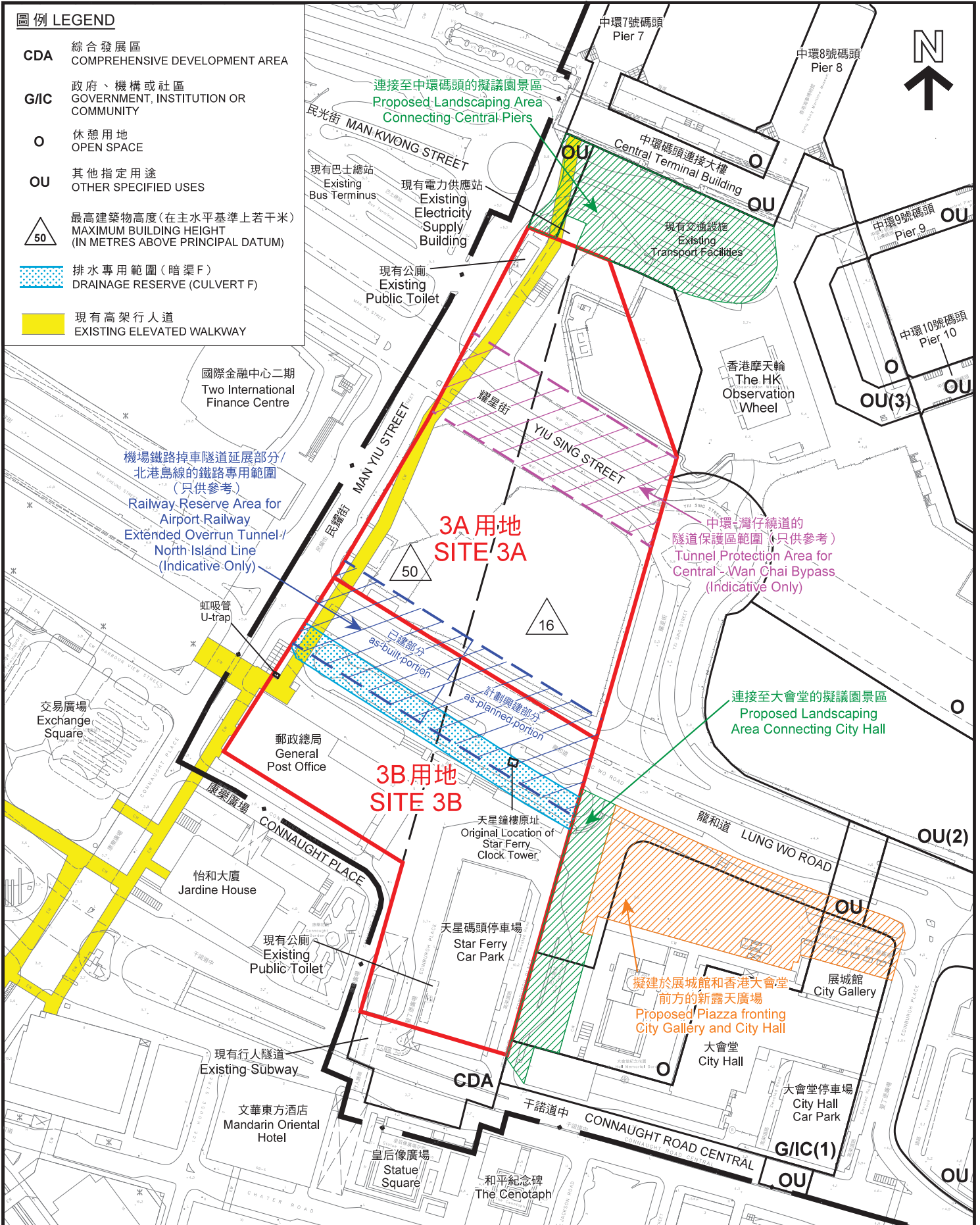
圖 PLAN

1

本摘要圖於2016年9月22日擬備，所根據的資料為於2013年2月15日展示的分區計劃大綱圖編號S/H24/8 EXTRACT PLAN PREPARED ON 22.9.2016 BASED ON OUTLINE ZONING PLAN No.S/H24/8 EXHIBITED ON 15.2.2013

**圖例 LEGEND**

- CDA** 綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA
- G/I/C** 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
- O** 休憩用地  
OPEN SPACE
- OU** 其他指定用途  
OTHER SPECIFIED USES
- △ 50** 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)
- ▨** 排水專用範圍(暗渠F)  
DRAINAGE RESERVE (CULVERT F)
- 現有高架行人道  
EXISTING ELEVATED WALKWAY



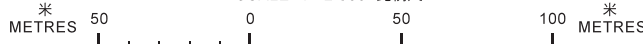
**主體地點**  
SUBJECT SITE

**平面圖 SITE PLAN**

中環新海濱三號用地

SITE 3 AT THE NEW CENTRAL HARBOURFRONT

SCALE 1 : 2 500 比例尺



**規劃署**  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

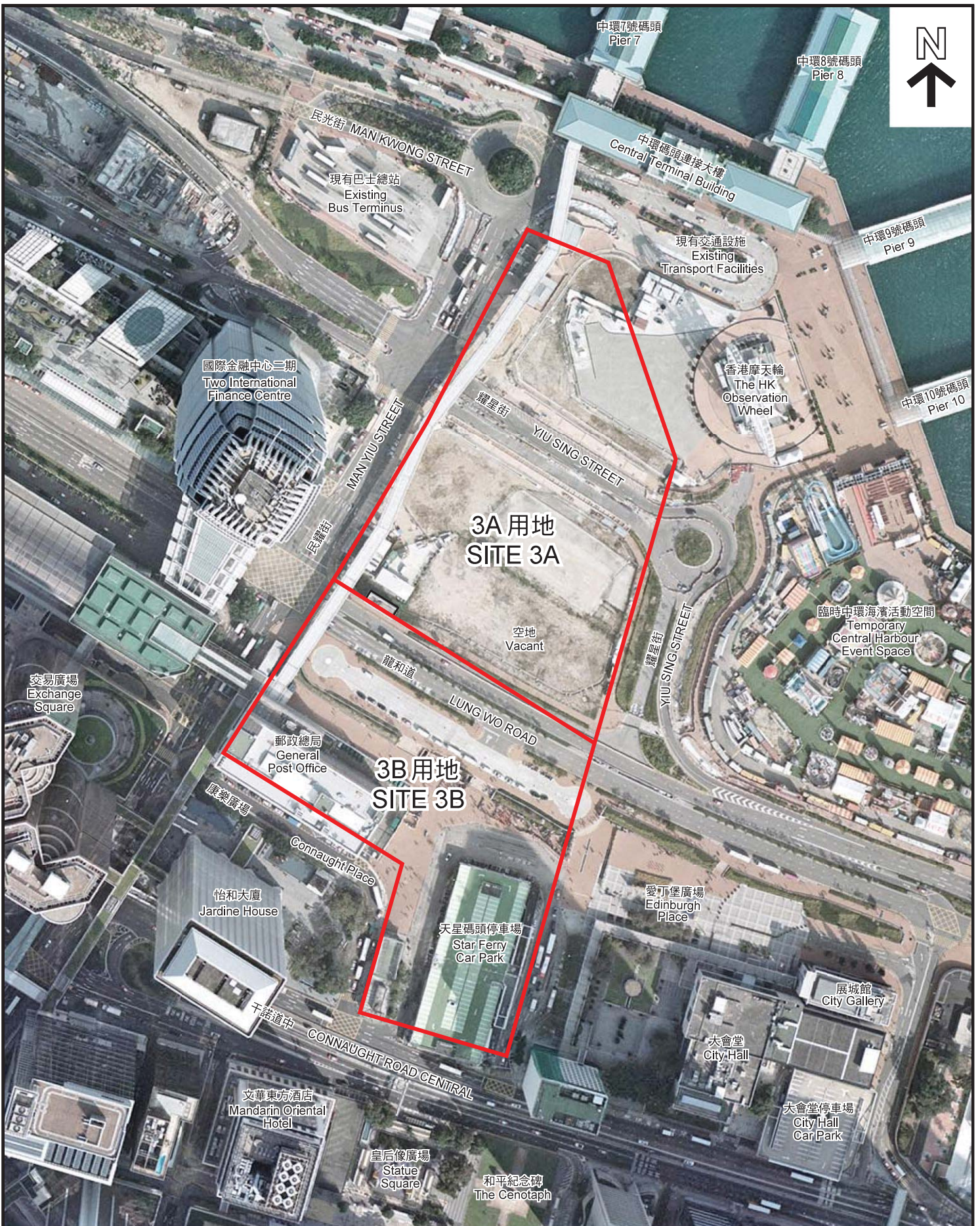
M/HOLS/16/23

圖 PLAN

2

本摘要圖於2016年9月22日擬備，所根據的資料為測量圖編號11-SW-8B, 8D, 9A和9C  
EXTRACT PLAN PREPARED ON 22.9.2016  
BASED ON SURVEY SHEETS No. 11-SW-8B, 8D, 9A AND 9C





 主題地點  
SUBJECT SITE

航攝照片 AERIAL PHOTO

規劃署  
PLANNING  
DEPARTMENT



本圖於2016年9月6日擬備，所根據的資料為地政總署於2016年1月1日拍得的航攝照片編號CS62204  
PLAN PREPARED ON 6.9.2016  
BASED ON AERIAL PHOTO No. CS62204  
TAKEN ON 1.1.2016 BY LANDS DEPARTMENT

中環新海濱三號用地  
SITE 3 AT THE NEW CENTRAL HARBOURFRONT

參考編號  
REFERENCE No.

M/HOLS/16/23

圖 PLAN

3





 主題地點  
SUBJECT SITE

### 實地照片 SITE PHOTO

中環新海濱三號用地  
SITE 3 AT THE NEW CENTRAL HARBOURFRONT

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/HOLS/16/23

圖 PLAN

4

本圖於2016年8月10日擬備，所根據的資料為攝於2016年7月20日的實地照片  
PLAN PREPARED ON 10.8.2016 BASED ON SITE PHOTO TAKEN ON 20.7.2016





**圖例 LEGEND**

- 研究範圍界線  
BOUNDARY OF STUDY AREA
- 灣仔發展計劃二期工程界線  
WAN CHAI DEVELOPMENT PHASE II BOUNDARY

1 毗連四號至六號碼頭的综合發展區用地  
Comprehensive Development Area (CDA) site adjoining Central Piers No. 4 to 6

2 國際金融中心第二期以北的商業用地  
Commercial site north of International Finance Centre (IFC) II

3 皇后像廣場以北的綜合發展區用地  
CDA Site north of Statue Square

4 大會堂以北的與海旁有關之商業及休憩用途用地  
Waterfront Related Commercial and Leisure Uses site north of City Hall

5 中信大廈以北的政府、機構或社區用地  
Government, Institution or Community site north of CITIC Tower

6 香港會議展覽中心附近的與海旁有關之商業及休憩用途用地  
Waterfront Related Commercial and Leisure Uses site near HKCEC Extension

7 海濱長廊  
Waterfront Promenade

8 在海濱重組皇后碼頭  
Queen's Pier by the Harbour

填海範圍根據灣仔發展計劃二期工程所定  
RECLAMATION LIMIT  
BASED ON WDI

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H4/13 (部分)  
CENTRAL DISTRICT  
OUTLINE ZONING PLAN No. S/H4/13 (PART)

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6

中區(擴展部分)分區計劃大綱圖編號 S/H24/6  
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OUTLINE ZONING PLAN No. S/H-24/6

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OUTLINE ZONING PLAN No. S/H-24/6

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CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN No. S/H-24/6



中環新海濱城市設計研究  
URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT

研究範圍及八幅主要用地  
STUDY AREA AND THE 8 KEY SITES

米 100 200 300 METRES  
SCALE 1:7,500 比例尺

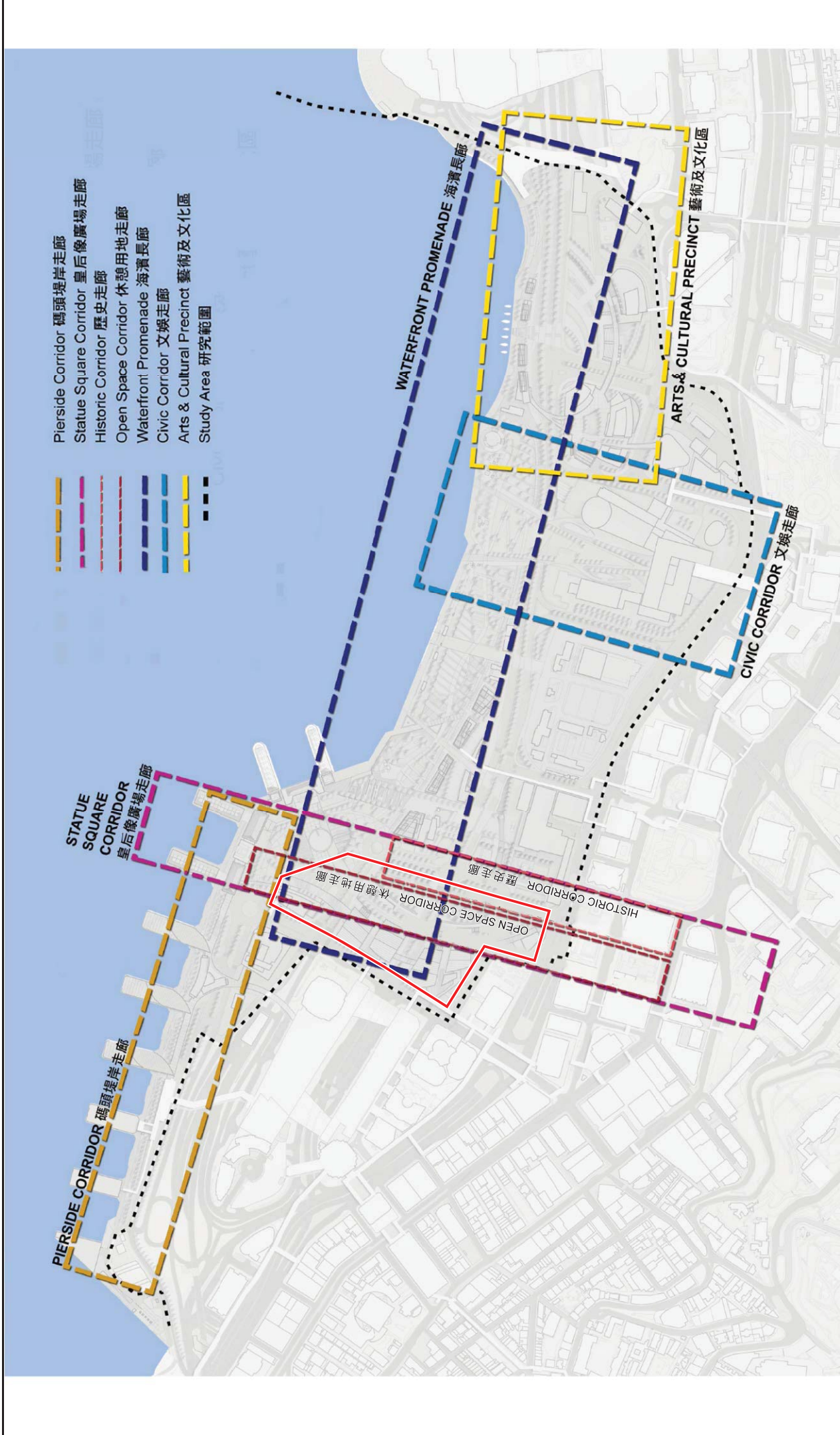
規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/HOLS/16/23

圖 PLAN  
5

本摘要圖於2016年8月10日撥備，所根據的資料為  
中環新海濱城市設計研究最後報告書  
EXTRACT PLAN PREPARED ON 10.8.2016 BASED ON  
THE FINAL REPORT OF THE URBAN DESIGN STUDY FOR  
THE NEW CENTRAL HARBOURFRONT





中環新海濱城市設計研究  
 URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT  
 設計走廊及特色區域  
 DESIGN CORRIDORS AND CHARACTER PRECINCT  
 100 METRES 300 METRES  
 100 METRES 300 METRES

主體地點 (三號用地)  
 SUBJECT SITE (SITE 3)  
 本摘要圖於2016年8月10日製備，所根據的資料為  
 中環新海濱城市設計研究資料摘要  
 EXTRACT PLAN PREPARED ON 10.8.2016 BASED ON  
 INFORMATION DIGEST OF THE URBAN DESIGN STUDY  
 FOR THE NEW CENTRAL HARBOURFRONT



**Legend 圖例**

Anchoring Public Spaces along the waterfront 沿著水濱的重要公共空間

**Leisure and Recreation Facility 消閒及康樂設施**

- A1 Boardwalk 木板步行徑
- A2 Ferry Plaza 渡輪廣場
- A3 Statue Square Corridor (with Landscaped Deck and Landscaped Open Space at-grade)
- A4 Clock Tower & Gallery 鐘樓及展廊
- A5 Entrance Plaza 入口廣場
- A6 Harbour Pier 海港碼頭
- A7 Bicycle Station 單車站
- A8 Visual / Pedestrian Corridor 景觀/行人走廊
- A9 Water Feature 水景
- A10 Edinburgh Place 愛丁堡廣場
- A11 Harbour Place 海港廣場
- A12 Waterfront-related Commercial and Leisure Uses 沿水濱(與海濱有關之商業及康樂用途)
- A13 Viewing Platform 觀景平台
- A14 Food and Beverage Kiosk 餐飲設施
- A15 Festival Lawn 草坪
- A16 Harbour Promenade 海港 promenade
- A17 Viewing Platform (Scalpture Garden Theme) 觀景平台 (雕塑花園主題)
- A18 Woodland 風林地
- A19 Waterfront Event Plaza 濱水廣場
- A20 Green Carpet 草坡
- A21 Waterfront-related Commercial and Leisure Uses (Waterfront-related Commercial and Leisure Uses) 沿水濱(與海濱有關之商業及康樂用途)
- A22 Las Rambles 林蔭步徑
- A23 Art Event Plaza 藝術廣場
- A24 Public Landing Steps 公眾登岸梯級
- A25 Marina Place Boardwalk 海岸廣場邊廊

**Public Facility 公共設施**

- B1 Elevated Walkway 高架行人走廊
- B2 CWB Ventilation Building 中環灣仔繞道通風大樓
- B3 Landscaped Deck 園藝平台
- B4 Electricity Supply Station (below elevated walkway)
- B5 Environmentally Friendly Transport Reserve 環保交通工用預留空間
- B6 P.A. Bath 戲院戲院邊廊
- B7 Ventilation Shaft 通風塔
- B8 Military Access 軍用通道
- B9 Electricity Supply Station 電力供應站
- B10 Landscaped Podium 園藝平台
- B11 Proposed Hong Kong Visual Arts Extension 香港視覺藝術館擴建部分
- B12 Proposed Hong Kong Visual Arts Education Centre 擬建之香港視覺藝術教育中心
- B14 Landscaped Deck to HKCEC West 連往香港會議展覽中心西面的園藝平台

**Commercial Facility 商業設施**

- C1 Retail / Cafe / Alfresco Dining over the Pier 碼頭上蓋之零售店/餐館/露天飲食設施
- C2 Retail / Exhibition / Gallery 零售商店及展覽設施
- C3 Iconic Building 地標性建築
- C4 Office with Retail below 辦公室及零售店
- C5 Landscaped Deck with Retail below 園藝平台及零售店
- C6 Retail 零售商店
- C7 Office 辦公室大樓
- C8 Hotel 酒店



主題地點 (三號用地)  
SUBJECT SITE (SITE 3)

**URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT**  
總綱發展藍圖  
**MASTER LAYOUT PLAN**

SCALE 1:7,500 比例尺  
0 100 200 300 METRES 米

規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/HOLS/16/23

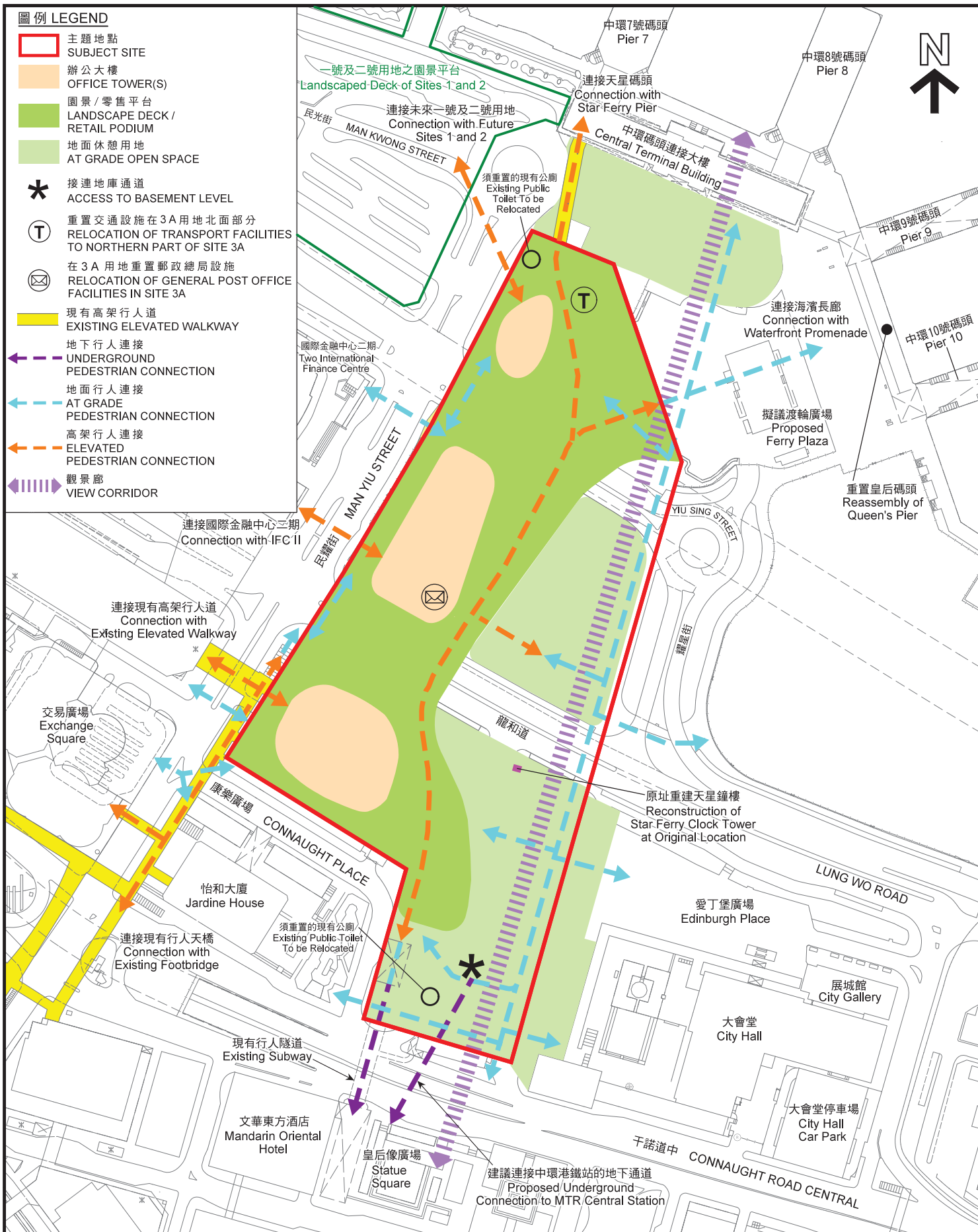
圖 PLAN  
7

本摘要圖於2016年9月6日擬備，所根據的資料為  
中環新海濱城市設計研究資料摘要  
EXTRACT PLAN PREPARED ON 6.9.2016 BASED ON  
INFORMATION DIGEST OF THE URBAN DESIGN STUDY  
FOR THE NEW CENTRAL HARBOURFRONT



圖例 LEGEND

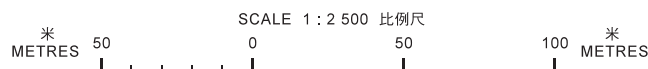
- 主題地點  
SUBJECT SITE
- 辦公大樓  
OFFICE TOWER(S)
- 園景 / 零售平台  
LANDSCAPE DECK /  
RETAIL PODIUM
- 地面休憩用地  
AT GRADE OPEN SPACE
- \* 接連地庫通道  
ACCESS TO BASEMENT LEVEL
- T 重置交通設施在 3A 用地北面部分  
RELOCATION OF TRANSPORT FACILITIES  
TO NORTHERN PART OF SITE 3A
- ✉ 在 3A 用地重置郵政總局設施  
RELOCATION OF GENERAL POST OFFICE  
FACILITIES IN SITE 3A
- 現有高架行人道  
EXISTING ELEVATED WALKWAY
- 地下行人連接  
UNDERGROUND  
PEDESTRIAN CONNECTION
- 地面行人連接  
AT GRADE  
PEDESTRIAN CONNECTION
- 高架行人連接  
ELEVATED  
PEDESTRIAN CONNECTION
- 觀景廊  
VIEW CORRIDOR



(只供參考)  
(INDICATIVE ONLY)

中環新海濱三號用地發展概念  
DEVELOPMENT CONCEPT OF SITE 3  
AT THE NEW CENTRAL HARBOURFRONT

本摘要圖於2016年9月13日擬備，所根據的資料為測量圖編號11-SW-8B, 8D, 9A和9C  
PLAN PREPARED ON 13.9.2016  
BASED ON SURVEY SHEETS No. 11-SW-8B, 8D, 9A AND 9C



規劃署  
PLANNING  
DEPARTMENT



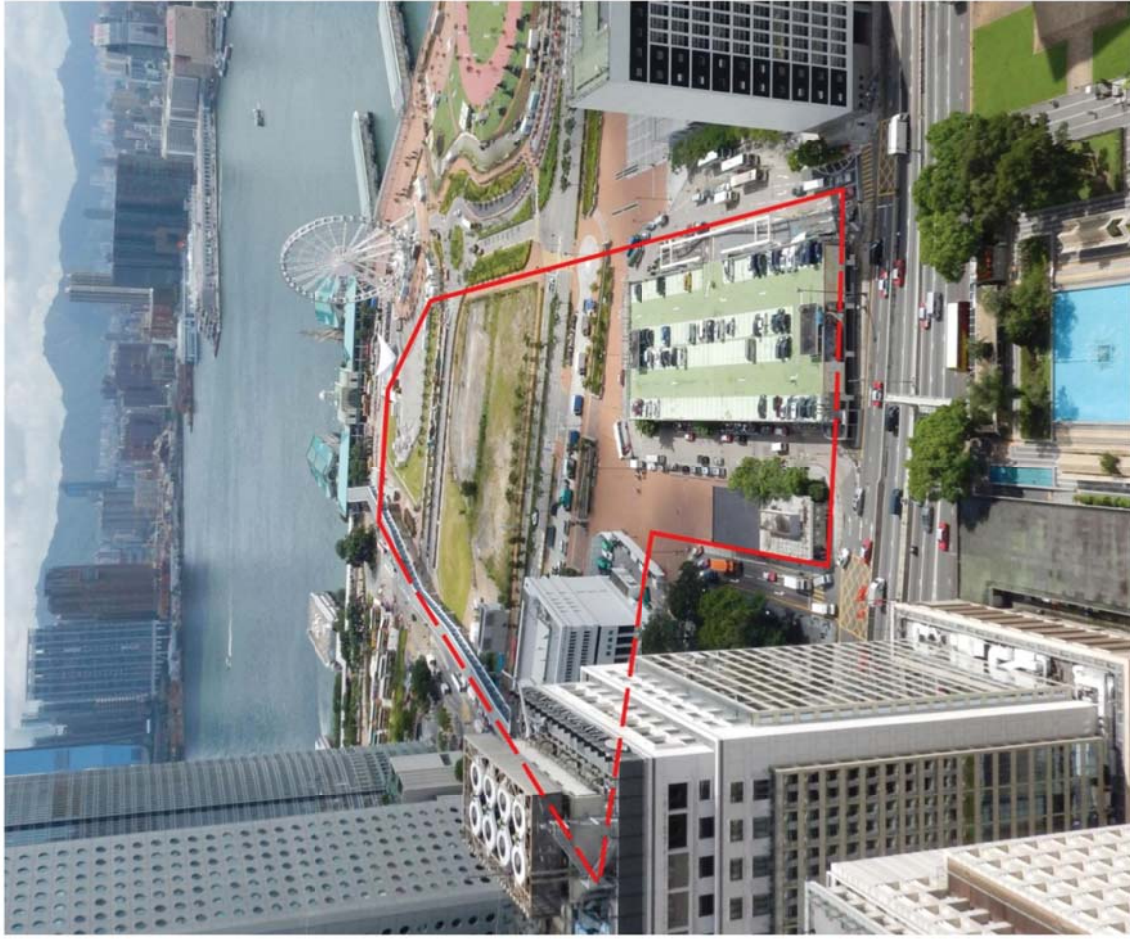
參考編號  
REFERENCE No.

M/HOLS/16/23

圖 PLAN

8





現時圖片 (2016)

Current Site Photo (2016)



構想圖 (只供參考)

Photomontage (for reference only)

現時圖片和概念建築方案構想圖之相比

COMPARISON OF THE SITE PHOTO AND  
PHOTOMONTAGE OF THE NOTIONAL ARCHITECTURAL SCHEME



規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.

M/HOLS/16/23

附件 2

Appendix 2





規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/HOLS/16/23

附件 3  
Appendix 3

概念建築方案構想圖

PHOTOMONTAGE OF THE NOTIONAL ARCHITECTURAL SCHEME





圖例 LEGEND

- 主題地點  
SUBJECT SITE
- 辦公大樓  
OFFICE TOWER(S)
- 園景 / 零售平台  
LANDSCAPE DECK /  
RETAIL PODIUM
- 地面休憩用地  
AT GRADE OPEN SPACE

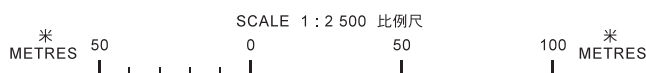


公眾休憩用地  
PUBLIC OPEN SPACE

規劃署  
PLANNING  
DEPARTMENT



本摘要圖於2016年10月3日擬備  
PLAN PREPARED ON 3.10.2016



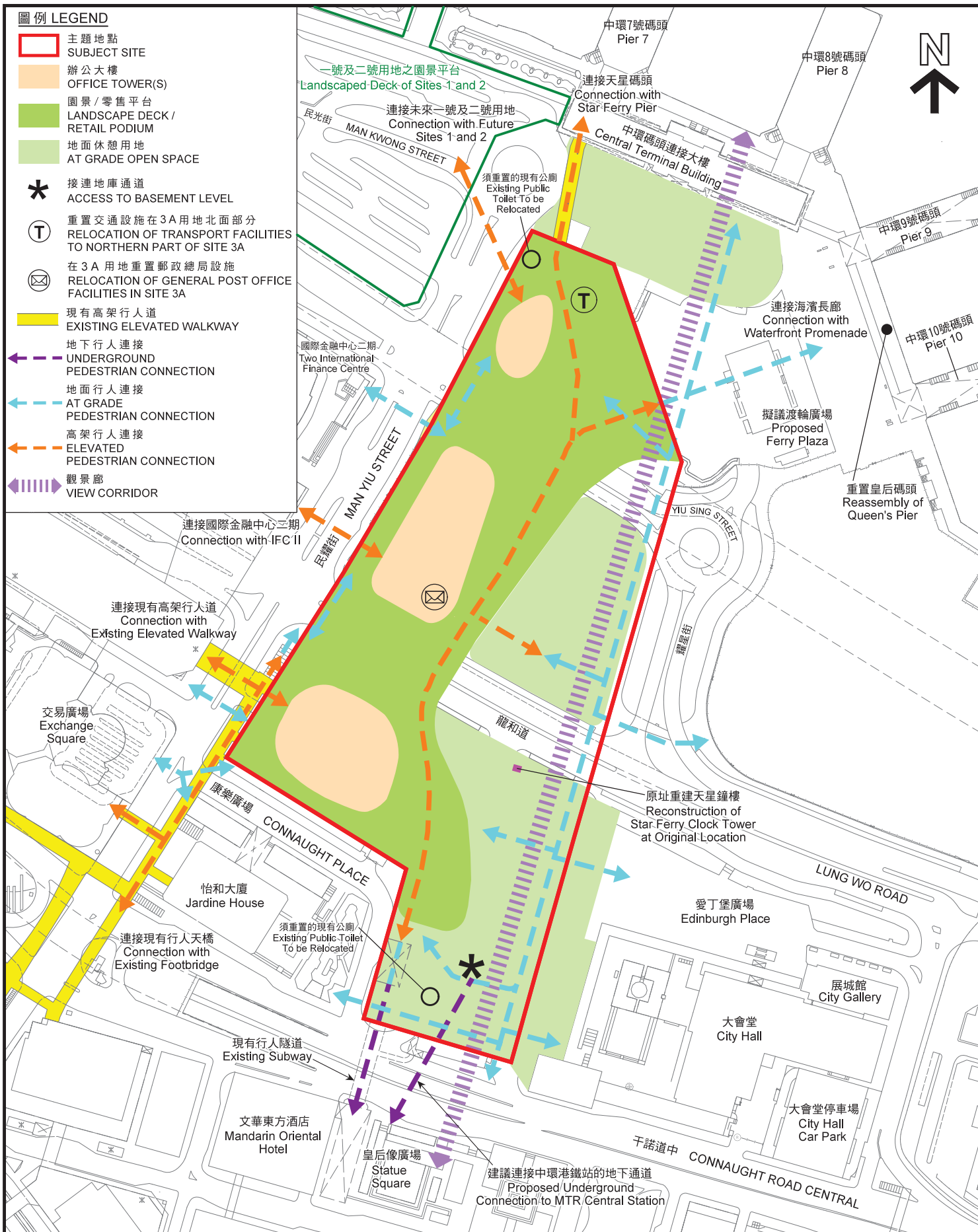
參考編號  
REFERENCE No.

M/HOLS/16/23

附件 5  
Appendix 5

圖例 LEGEND

- 主題地點  
SUBJECT SITE
- 辦公大樓  
OFFICE TOWER(S)
- 園景 / 零售平台  
LANDSCAPE DECK /  
RETAIL PODIUM
- 地面休憩用地  
AT GRADE OPEN SPACE
- \* 接連地庫通道  
ACCESS TO BASEMENT LEVEL
- T** 重置交通設施在 3A 用地北面部分  
RELOCATION OF TRANSPORT FACILITIES  
TO NORTHERN PART OF SITE 3A
- ⓧ** 在 3A 用地重置郵政總局設施  
RELOCATION OF GENERAL POST OFFICE  
FACILITIES IN SITE 3A
- 現有高架行人道  
EXISTING ELEVATED WALKWAY
- 地下行人連接  
UNDERGROUND  
PEDESTRIAN CONNECTION
- 地面行人連接  
AT GRADE  
PEDESTRIAN CONNECTION
- 高架行人連接  
ELEVATED  
PEDESTRIAN CONNECTION
- 觀景廊  
VIEW CORRIDOR



(只供參考)  
(INDICATIVE ONLY)

本摘要圖於2016年10月3日擬備  
PLAN PREPARED ON 3.10.2016

行人連接  
PEDESTRIAN CONNECTIONS



規劃署  
PLANNING  
DEPARTMENT

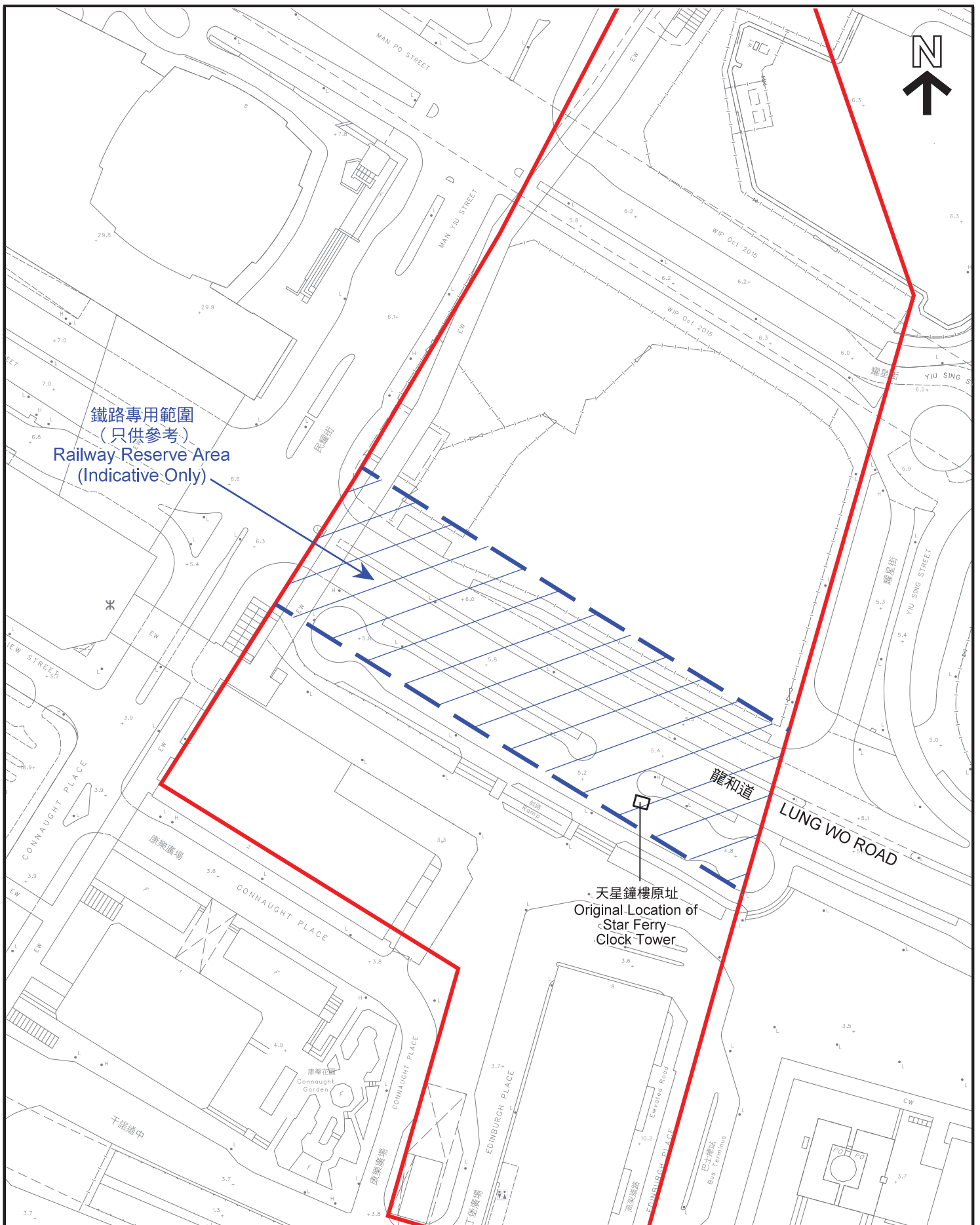


參考編號  
REFERENCE No.

M/HOLS/16/23


附件 6  
Appendix 6





鐵路專用範圍  
(只供參考)  
Railway Reserve Area  
(Indicative Only)

天星鐘樓原址  
Original Location of  
Star Ferry  
Clock Tower

 主題地點  
SUBJECT SITE

舊天星碼頭鐘樓原址  
ORIGINAL LOCATION OF  
THE OLD STAR FERRY CLOCK TOWER

(不按比例)  
(NOT TO SCALE)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/HOLS/16/23

附件 7  
Appendix 7