

**METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

**MPC Paper No. 15/14
For Consideration by
the Metro Planning Committee on 11.7.2014**

**FURTHER CONSIDERATION OF THE DRAFT PLANNING BRIEF
FOR THE “COMPREHENSIVE DEVELOPMENT AREA” SITE
AT THE EXHIBITION STATION SITE
OF THE SHATIN TO CENTRAL LINK IN WAN CHAI NORTH**

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

1. Purpose

This paper is to:

- (a) report to the Metro Planning Committee (the Committee) the results of the consultation with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission (TFHK) and the Development, Planning and Transport Committee (DPTC) of the Wan Chai District Council (WCDC) on the draft Planning Brief (PB) for the “Comprehensive Development Area” (“CDA”) site at the Exhibition Station (EXH Station) Site of the Shatin to Central Link in Wan Chai North (the Site); and
- (b) seek Members’ endorsement of the draft PB at **Appendix I** for providing guidance for future development at the Site.

2. Background

- 2.1 On 9.5.2014, the Committee considered the draft PB for the Site was suitable for consultation with the TFHK and the WCDC. A copy of the MPC Paper No. 9/14 and the minutes of the meeting are at **Appendices II** and **III** respectively.
- 2.2 The major development parameters and planning requirements as set out in the draft PB are summarized as follows:

Items	Particulars
<u>Major Development Parameters</u>	
Site Area	1.65 ha (subject to verification upon setting out of

Items	Particulars
	site boundary)
Proposed Uses	Convention and meeting facilities, other commercial related uses, railway station facilities, a Public Transport Interchange (PTI) and other supporting facilities
Maximum Building Height	50mPD
Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations
<u>Planning Requirements</u>	
Urban Design Considerations	<ul style="list-style-type: none"> • extend and enhance pedestrian linkage • adopt a building design and form with variation in building height commensurate with the waterfront setting and complementing the building of the Hong Kong Convention and Exhibition Centre (HKCEC) Extension and the future waterfront promenade • encourage creative building design • provide high quality greening at the northwestern corner of the Site • provide building setback for greening • improve streetscape and amenity
Open Space Provision	<p>An at-grade public open space (POS) of not less than 1,300m² should be provided at the northwestern corner of the Site.</p> <p>It should be open 24 hours to the public free of charge. The applicant should provide, manage and maintain the POS.</p>
Landscape Aspect	<p>A Landscape Master Plan (LMP) should be prepared incorporating the following elements:</p> <ul style="list-style-type: none"> • a comprehensive landscape proposal to soften the building mass; • a minimum coverage of greenery of 20% at the Site (excluding the POS); • provide at-grade amenity treatment; and • landscape planting at street level, or on podium level/roof and vertical greening on façade.

Items	Particulars
GIC Facilities	<p>A public toilet (about 99m²)</p> <p>A store room (about 43m²)</p>
Public Transport Facilities	<p>A PTI at the ground level with 11 bus bays, 1 taxi stand, 2 general loading/unloading bays and a minimum clear height of 5.5m plus allowance for a service zone for the necessary illumination, ventilation and other systems for operations.</p> <p>The design and provision of the PTI facilities are subject to the agreement of the Commissioner for Transport (C for T).</p>
Pedestrian Connection	<p>The future topside development should be connected to:</p> <ul style="list-style-type: none"> • Great Eagle Centre and Harbour Centre via the two EXH Station entrance connections at podium level; • the HKCEC Extension at podium level; and • the public elevated landscaped deck at podium level with connection to the ground across the Road P2 to the waterfront area. <p>A public passageway (open 24 hours) at podium level accessible to the above connections should be provided, managed and maintained by the applicant in the topside development.</p> <p>A public pedestrian walkway (open 24 hours) connecting between the podium level of the topside development and the HKCEC Extension should be provided, managed and maintained by the applicant.</p> <p>The applicant should review the pedestrian connectivity at ground level between the Site and the surrounding areas.</p>
Loading and Unloading Provision	<p>The provision of ancillary loading/unloading bays and lay-bys for pick-up/drop-off should be justified by a Traffic Impact Assessment (TIA) and is subject to the agreement of C for T.</p>

- 2.3 The Site is zoned “CDA” on the approved Wan Chai North Outline Zoning Plan No. S/H25/4 (the OZP). As required under the Notes of the OZP, a Master Layout Plan (MLP) together with a series of technical assessments will have to be submitted to the Town Planning Board (the Board) for consideration.
- 2.4 The TFHK and the DPTC of the WCDC were consulted on the draft PB on 19.5.2014 and 10.6.2014 respectively. TFHK’s letter dated 30.6.2014 to the Secretary of TPB summarising the comments expressed at the above meeting and extracted draft minutes of the DPTC meeting are at **Appendices IV and V** respectively for Members’ reference.

3. The HKTF and WCDC’s views on the Draft PB

- 3.1 While the TFHK generally had no adverse comments on the draft PB, the following comments were raised (**Appendix IV**):
- (a) underground commercial space of the development should be taken into account when the Government studied the proposed underground space under the Victoria Park, so as to attract tourists and reduce pedestrian flow at the ground level;
 - (b) provision of only one pedestrian linkage from the podium level to Wan Chai North planned in the draft PB was not sufficient and pedestrian connections should be provided at different levels;
 - (c) more flexibility should be allowed in the draft PB to facilitate the future proponent to achieve better interface with the study area under the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas; and
 - (d) ground level development should be different from the standard design of PTI and become an iconic public facility which could achieve better than usual streetscape enhancement. Collaboration among government departments, MTR Corporation and the future proponent should be encouraged in this regard.

3.2 The WCDC members had no adverse comments on the draft PB, with some comments on the traffic flow and design aspect. The views (**Appendix V**) are summarized as follows:

- (a) the traffic flow is very congested in the Wan Chai North area. Future development should pay attention to the possible adverse traffic impact to the existing road network; and
- (b) future design of the public toilet and store room should incorporate the green feature.

4. Responses to Comments Received

4.1 The responses to the comments raised by the TFHK members are as follows:

- (a) the underground space of the Site would be occupied by the EXH Station. Planning Department (PlanD) will reflect Members' suggestion on underground space development to relevant Government bureaux/departments in undertaking the Pilot Study on Underground Space Development in Selected Strategic Urban Areas, under which Admiralty/Wan Chai, Causeway Bay, Happy Valley and Tsim Sha Tsui West have been identified as the selected strategic areas;
- (b) the pedestrian link at podium level to the waterfront promenade via the proposed landscaped deck forms part of the comprehensive pedestrian network connecting the Site with the Wan Chai hinterland and the harbour front. The pedestrian linkage to the HKCEC Extension at podium level will also enhance the pedestrian connection with Wan Chai North. The applicant is required to propose and indicate clearly in the MLP the pedestrian connections from the entrances/exits of the EXH Station to the podium level to ensure smooth pedestrian flow at all levels. Apart from these, the applicant is required to examine the pedestrian connectivity at ground level between the Site and the surrounding areas including the waterfront area to the north and include any enhancement proposal in the MLP submission;
- (c) under the draft PB, apart from the stipulation of the maximum building height of 50mPD, planning requirements on various aspects particularly those on urban design, landscaping and pedestrian connection have been set out to

guide the design of the future development at the Site. With such guidance, flexibility has been allowed for the applicant to provide an innovative development scheme commensurate with the waterfront setting and complementing the building of the HKCEC Extension and the future waterfront promenade while at the same time it can be ensured that the requirements stated in the PB have been complied with. In general, the applicant is required to adopt an integrated approach when preparing the layout and building design for the entire development, the details of which have to be included in the MLP submission to the Board;

- (d) the design of the ground level development including the PTI, which forms part of the entire development, has to be integrated with the overall layout and building design of the development at the Site. The applicant is required to integrate the design of the topside development with that of the railway station facilities/ventilation shafts exposed above ground to the north, the ventilation building to the east abutting Tonnochy Road, and the railway station entrances at the ground and podium levels. To improve streetscape, the applicant is also required to provide high quality paving, street furniture, lighting, tree planting and greening at street level. All of these details have to be included in the MLP submission to the Board; and
- (e) the draft PB provides guidance on the proposed development of the Site with relevant requirements set out to facilitate the preparation of a MLP. The applicant is required to submit details of the proposed design and the associated technical assessments in form of a MLP through a planning application to the Board. Through the MLP submission, the Board will be able to scrutinise the future development scheme and its compliance with the requirements as stated in the PB.

4.2 The responses to the comments raised by the WCDC members are as follows:

- (a) the proposed meeting and convention facilities of the topside development would generate less traffic as compared with exhibition use. As the construction of the topside development would only be commenced after the completion of the EXH Station, the traffic condition in Wan Chai North would be improved by that time with the opening of the Shatin to Central Link (SCL), Central–Wan Chai Bypass and the completion of road works under Wan Chai Development Phase II project. Besides, the applicant is required to submit a TIA with mitigation measures proposed, if necessary, as part of the MLP

submission for approval of the Board; and

- (b) the requirement for the provision of public facilities in the topside development is clearly indicated in the draft PB. The applicant will need to submit a MLP to demonstrate how the public facilities could be integrated with the overall design of the entire development.

5. Planning Department's Views

- 5.1 The TFHK and WCDC generally have no objection to the draft PB. For individual Members' comments on the draft PB, the responses of PlanD are set out in paragraph 4 above. No amendment to the draft PB is considered necessary. Members are invited to take note of TFHK and WCDC's views.
- 5.2 Subject to the endorsement of the PB by the Committee, the PB will provide guidance for the future development and serve as a reference for the preparation of MLP for the Site.

6. Decision Sought

Members are invited to:

- (a) note the views of the TFHK and WCDC as summarised in paragraph 3 above and detailed in **Appendices IV** and **V** respectively; and
- (b) endorse the draft PB at **Appendix I**.

7. Attachments

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

Appendix II MPC Paper 9/14 (the draft PB is not attached)

Appendix III Extract of the minutes of the MPC meeting held on 9.5.2014

Appendix IV Letter to the Secretary of TPB from the TFHK dated 30.6.2014

Appendix V Extract of draft minutes of DPTC meeting held on 10.6.2014

PLANNING DEPARTMENT

JULY 2014

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

1. PURPOSE OF THE PLANNING BRIEF

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plan (MLP) for the comprehensive development at the Exhibition (EXH) Station site (the Site) of the Shatin to Central Link (SCL) in Wan Chai North.
- 1.2 The Site is zoned “Comprehensive Development Area” (“CDA”) on the approved Wan Chai North Outline Zoning Plan No. S/H25/4 (the OZP) (**Plan 1**). Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for the permission for development on land designated “CDA” shall prepare a MLP for the approval of the Town Planning Board (the Board).
- 1.3 While the current PB only provides guidance on the development above the EXH Station at the “CDA” zone, any railway station facilities and other related facilities which would be affected by the development should be illustrated in the MLP.

2. BACKGROUND

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

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

3. PLANNING CONTEXT

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

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

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

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

5. PLANNING REQUIREMENTS FOR THE “CDA” SITE

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

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

Item	Particulars	Remarks
	<p>ventilation building to the east abutting Tonnochy Road, and the railway station entrances at the ground and podium levels (Plan 4a and 4b) with a view to minimizing the visual impact;</p> <ul style="list-style-type: none"> ▪ provide high quality greening at the northwestern corner of the Site to minimize the visual impacts of the free-standing ventilation shafts associated with the SCL (Plan 4a and 4b); ▪ provide building setback for greening along Road P2 and Fleming Road as far as possible; and ▪ improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level. 	<p>railway station facilities, ventilation shafts and building should be indicated in the MLP.</p>
Open Space Provision	<p>An at-grade public open space of not less than 1,300m² should be provided at the northwestern corner of the Site (Plan 4a) to enhance visual permeability and pedestrian accessibility. Provision of open space at locations other than ground level should be justified with good reasons. It should be open 24 hours to the public free of charge. The applicant should provide, manage and maintain the public open space.</p>	<p>The public open space should be coherently integrated with the layout of the development to enhance the vibrancy of the area.</p> <p>The design of the public open space should not affect the pedestrian crossing facilities at the adjacent road junction and the public transport</p>

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

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

Item	Particulars	Remarks
	<p>northwestern corner of the Site and the above ground railway facilities and ventilation shafts; and</p> <ul style="list-style-type: none"> ▪ layout and landscape design of open spaces including pedestrian circulation in relation to adjoining development and areas. 	
GIC Facilities	<p>The following GIC facilities should be provided at ground level of the Site:</p> <ul style="list-style-type: none"> ▪ a public toilet for the Food and Environmental Hygiene Department (FEHD) with a GFA of about 99m²; and ▪ a store room for the FEHD with a GFA of about 43m². 	<p>The GIC facilities are for re-provisioning of the existing facilities at the Site.</p> <p>Actual provision, composition and standards of the facilities, and the eventual locations of the public toilet and the store room, are subject to the agreement of relevant Government departments/authorities.</p> <p>The public toilet and the store room should be handed over to FEHD for management and maintenance upon completion.</p>
Public Transport Facilities	<p>A PTI at the ground level of the Site should be provided (Plan 4a) in accordance with the following</p>	<p>The PTI is for re-provisioning of the existing taxi stand, bus,</p>

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

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

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

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

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

Item	Particulars	Remarks
Air Ventilation Aspect	<p>An Air Ventilation Assessment (AVA) should be conducted by the applicant and submitted as part of the MLP submission.</p> <p>Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the site and to the nearby areas.</p>	<p>The AVA should be conducted in accordance with the Joint Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Technical Circular No. 1/06 on AVAs.</p> <p>Due to the close proximity to Great Eagle Centre and Harbour Centre, the proposed development on the site should be designed to mitigate any adverse impacts at the pedestrian level fronting Great Eagle Centre and Harbour Centre. Terraced podium design and permeable elements should be explored in the building design with a view to enhancing permeability and minimizing the building bulk.</p>
Visual Aspect	<p>A Visual Impact Assessment (VIA) should be carried out by the applicant to examine any possible visual impacts that may be caused by the proposed development and suitable mitigation</p>	<p>The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for</p>

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

6. IMPLEMENTATION PROGRAMME

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

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

7. MASTER LAYOUT PLAN SUBMISSION

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

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

be provided within the area;

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

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

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

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

8. ATTACHMENTS

Plan 1 Location Plan

Plan 2 Site Plan

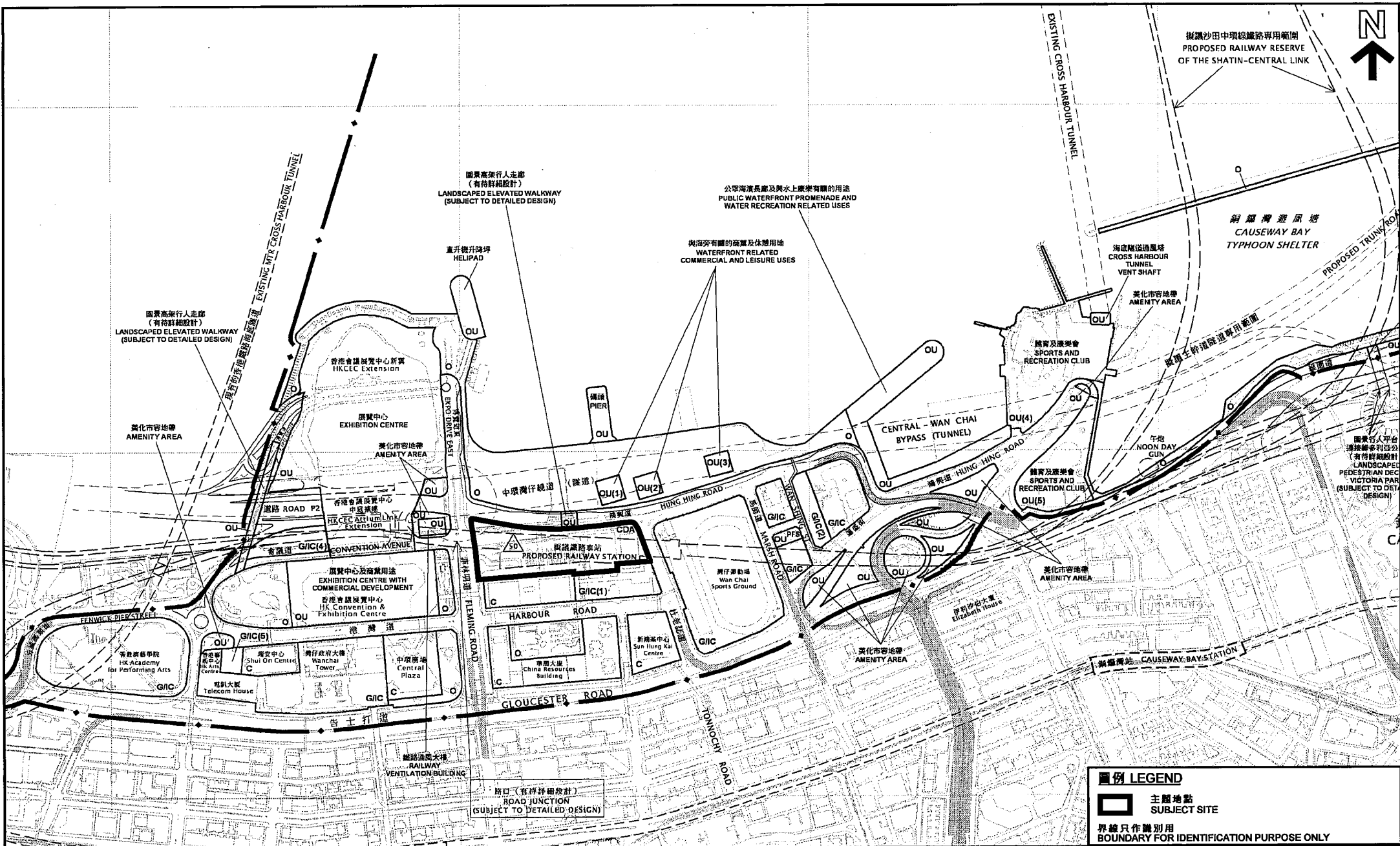
Plan 3 Aerial Photo

Plan 4a General Development Concept (Ground Level)

Plan 4b General Development Concept (Podium Level)

PLANNING DEPARTMENT

JULY 2014



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

100 0 100 200 300 METRES 米

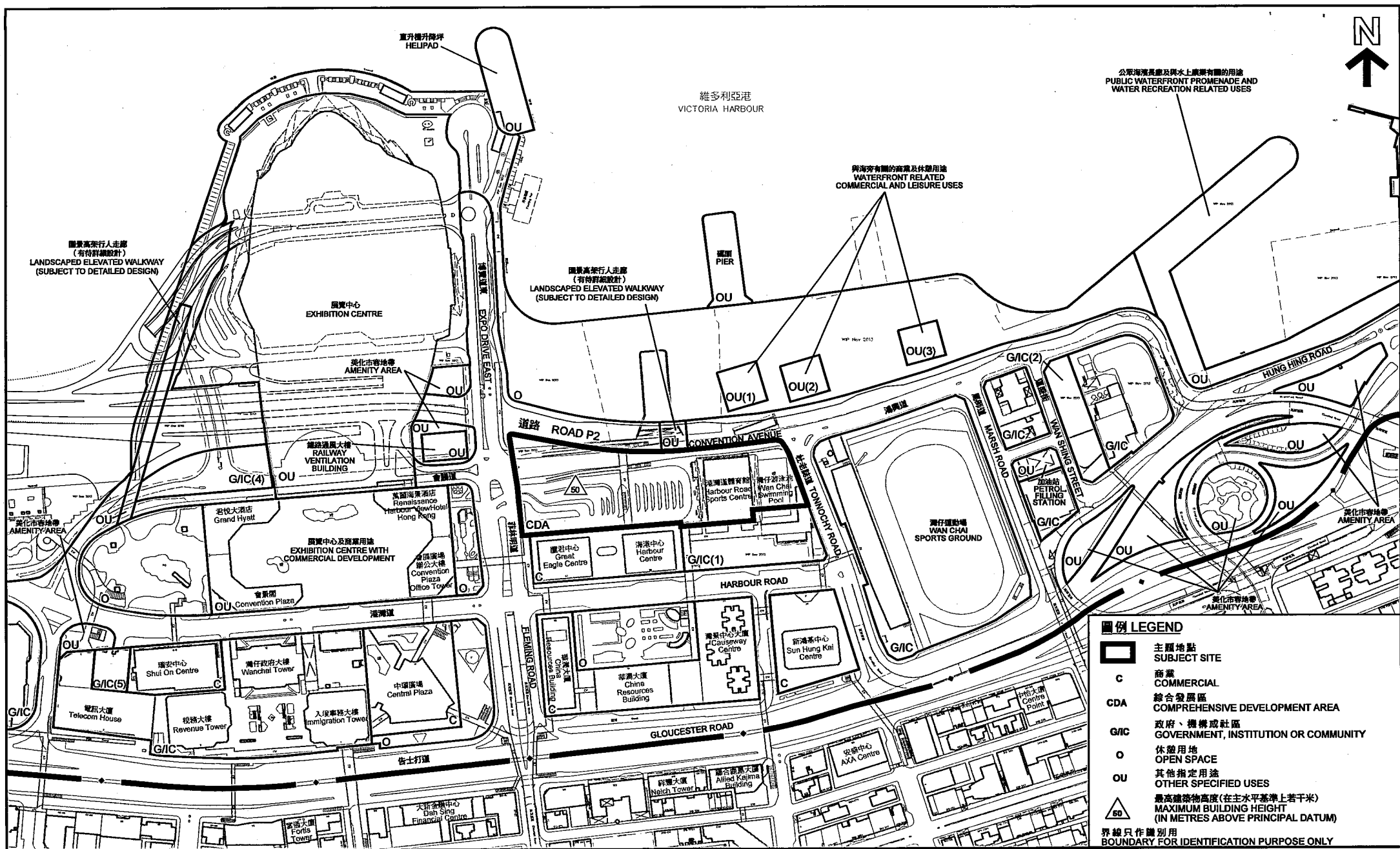
本摘要圖於2014年2月28日獲備，所根據的資料為
 於2014年2月18日批准的分區計劃大綱圖編號 S/H25/4
 EXTRACT PLAN PREPARED ON 28.2.2014 BASED ON
 OUTLINE ZONING PLAN No.S/H25/4 APPROVED ON 18.2.2014

規劃署
PLANNING DEPARTMENT



參考編號
 REFERENCE No.
 M/SD/14/21

圖 PLAN
1



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

米 METRES 50 0 50 100 150 200 METRES 米

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/SD/14/21

圖 PLAN
2

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



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

WIP Nov 2013

EXPO DRIVE EAST

WIP Dec 2013

WIP Dec 2013

擬議公眾休憩用地
(不少於1,300平方米)
Proposed Public Open Space
(Not less than 1,300m²)

擬議鐵路出入口
Proposed Railway
Station Entrance

擬議公共交通匯處
Proposed Public Transport
Interchange

擬議鐵路通風大樓
Proposed Railway
Ventilation Building

CONVENTION AVENUE

鴻興道

HUNG HING ROAD

萬麗海景酒店
Renaissance
Harbour View Hotel
Hong Kong

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

會議廣場
辦公大樓
Convention
Plaza
Office Tower

鷹君中心
Great
Eagle Centre

海港中心
Harbour
Centre

擬議鐵路通風塔
Proposed Railway
Ventilation Shafts

HARBOUR ROAD

吐露港
TONNOCK ROAD

灣仔運動場
WAN CHAI
SPORTS GROUND

圖例 LEGEND

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

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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

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

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

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/SD/14/21

PLAN
4a

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



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

WIP Nov 2013

EXPO DRIVE EAST

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

擬議鐵路通風塔
Proposed Railway
Ventilation Shafts

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

CONVENTION AVENUE

萬麗海景酒店
Renaissance
Harbour View Hotel
Hong Kong

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

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

擬議鐵路出入口
Proposed Railway
Station Entrance

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

擬議鐵路
通風大樓
Proposed
Railway
Ventilation
Building

會展廣場
辦公大樓
Convention
Plaza
Office Tower

鷹君中心
Great
Eagle Centre

海港中心
Harbour
Centre

HARBOUR ROAD

港灣道

FLAMING ROAD

資源大樓
Resource Building

灣仔中心大廈
Causeway Centre

新灣仔中心
Sun Hung Kai Centre

灣仔運動場
WAN CHAI
SPORTS GROUND

圖例 LEGEND



主體地點
SUBJECT SITE



擬議架空行人連繫
PROPOSED ELEVATED PEDESTRIAN CONNECTION



擬議位於平台層的24小時行人通道
PROPOSED 24 HOURS PEDESTRIAN PASSAGEWAY
AT PODIUM LEVEL



現有架空行人連繫
EXISTING ELEVATED PEDESTRIAN CONNECTION



灣仔發展第II期的填海範圍
RECLAMATION EXTENT FOR
WAN CHAI DEVELOPMENT PHASE II



擬議道路
PROPOSED NEW ROADS

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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

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

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

規劃署

PLANNING DEPARTMENT



參考編號
REFERENCE No.

M/SD/14/21

PLAN

4b

本摘要圖於2014年4月28日製備，所根據的資料為
測量圖編號11-SW-9D和110C

EXTRACT PLAN PREPARED ON 28.4.2014 BASED ON
SURVEY SHEETS No. 11-SW-9D AND 10C

MPC Paper No. 9/14
For Consideration by the
Metro Planning Committee
on 9.5.2014

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

1. Purpose

This paper is to seek:

- (a) Members’ views on the draft planning brief (PB) for the proposed comprehensive development at the Exhibition Station site of the Shatin to Central Link (SCL) zoned “Comprehensive Development Area” (“CDA”) on the approved Wan Chai North Outline Zoning Plan No. S/H25/4 (the OZP); and
- (b) the Metro Planning Committee’s (the Committee) agreement that the draft PB at **Appendix I** is suitable for consultation with Wan Chai District Council (WCDC) and the Task Force on Harbour Developments on Hong Kong Islands (the Task Force) of the Harbourfront Commission (HC).

2. The Site and Its Surroundings

- 2.1 The Site, with an area of about 1.65 ha, is bounded by the proposed Road P2 to be constructed under the Wan Chai Development Phase II (WDII) project to the north, Tonnochy Road to the east, Fleming Road to the west and Great Eagle Centre and Harbour Centre to the south (**Plans 1 and 2 in Appendix I**). At present, it is occupied by a public transport interchange (PTI) in the west, a public toilet, the Harbour Road Sports Centre (HRSC) and the Wan Chai Swimming Pool (WCSP) in the east.
- 2.2 According to the authorized scheme of the SCL, the future Exhibition (EXH) Station will be located at the Site with an underground concourse as well as station entrances, railway station facilities and ventilation building above ground. The EXH Station is one of the stations in the cross harbour section of the SCL

from Hung Hom to Admiralty. It will also be an interchange station of the SCL and the proposed North Hong Kong Island Line (NIL). The existing PTI will be reprovisioned in-situ while the HRSC and the WCSP will be reprovisioned at the “Government, Institution or Community (1)” (“G/IC(1)”) site to the southeast of the Site.

- 2.3 To the west and the northwest of the Site across Fleming Road and Expo Drive are the Hong Kong Convention and Exhibition Centre (HKCEC) and HKCEC Extension respectively. To the east is the Wan Chai Sports Ground and to the further south are mainly existing office/commercial buildings. Across the proposed Road P2 to the north of the Site is the construction site for the WDII and the Central-Wan Chai Bypass (CWB) projects, which will be developed as a waterfront promenade with a new ferry pier and waterfront related commercial leisure uses.

3. Planning Intention and Development Restrictions

- 3.1 The “CDA” zone is intended for comprehensive development, which is primarily for convention and meeting facilities and other commercial related uses, together with railway station facilities, a PTI and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 3.2 Development within the “CDA” zone is subject to a maximum building height (BH) of 50mPD. Minor relaxation of the BH restriction may be considered by the Town Planning Board (the Board) on application under section 16 of the Ordinance.
- 3.3 According to the Explanatory Statement (ES) of the “CDA” zone, architectural design with variations in height should be adopted to create an interesting built form to complement the harbour-front setting and an open space should be provided at the northwestern corner of this zone to enhance visual permeability and pedestrian accessibility.

4. Land Aspect

- 4.1 The Site is a piece of Government land. The eastern portion of the site is occupied by HRSC and WCSP and will be allocated to the Railway Development Office of Highways Department (HyD) by phases for the use of temporary work site of the SCL project under Temporary Government Land Allocation (TGLA) No. TRD078 up to 31.12.2020. A minor portion of the site is allocated to the Food and Environmental Hygiene Department (FEHD) and currently used as a public toilet under GLA No. HK588.

5. Background

- 5.1 As traffic would be a major concern in the area, an appropriate planning control over the development mix, scale, design and layout of the development was needed. The Committee agreed on 3.5.2013 to rezone the site to “CDA”, which requires the submission of technical assessments including a Traffic Impact Assessment (TIA) as part of the Master Layout Plan (MLP) for the approval of the Board. On 24.5.2013, the draft Wan Chai North OZP No. S/H25/3, incorporating the “CDA” zoning amendment amongst others, was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance).
- 5.2 The WCDC and the Task Force of the HC were consulted on the amendments to the OZP on 14.5.2013 and 7.6.2013 respectively. Both the WCDC and the Task Force expressed concern on the traffic impact of convention and meeting facilities at the Site to the nearby road junctions and the pedestrian connections to cater for the pedestrian flow. In response, the Planning Department (PlanD) explained that the construction of the topside development would only commence after the opening of CWB and other road improvement works in the area in 2017 and the completion of the EXH Station in 2020. The traffic condition of the area would be improved by that time. Besides, the future applicant would also be required to submit a TIA at the planning application stage. Moreover, a planning brief would be prepared to guide the future development including the pedestrian connection with the surrounding areas.
- 5.3 During the two-month exhibition period, one representation was received in respect of the “CDA” zone. The representer opposed, amongst others, the absence of the requirement for a PB in the Notes or the ES of the “CDA” zone.

On 18.10.2013, after giving consideration to the representation, the Board decided to propose amendments to partially meet the representation, inter alia, by specifying the requirement for preparation of a PB in the ES of the “CDA” zone.

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

6. Draft PB

- 6.1 A draft PB has been prepared at **Appendix I** to guide the development on the Site. The PB sets out the intended uses, development parameters and the planning and design requirements to facilitate the preparation of a MLP submission by the future applicant to the Board.
- 6.2 As it is intended to develop the Site for a topside development primarily for convention and meeting facilities and other commercial related uses above the station, together with railway station facilities, a PTI and other supporting facilities at the ground level in a comprehensive manner, the planning requirements for the Site have been formulated and illustrated in paragraph 5, **Plan 4a and 4b of Appendix I** respectively. The main requirements of the PB are highlighted below.

Development Parameters

- 6.3 Development within the Site is subject to a maximum BH of 50mPD. The maximum site coverage for the development shall not exceed those stipulated in the Building (Planning) Regulations.

Urban Design Requirements

- 6.4 As the Site is at a prime location in the Wan Chai waterfront, a number of urban design considerations should be adopted to ensure that the future development would complement with the waterfront setting and be compatible with the surrounding areas. The future development should adopt a creative building design, with a variation in building height, and with special regard to the integration of the design of the topside development with that of the above-ground

railway station facilities/ventilation buildings. High quality greening should be provided at the northwestern corner of the Site to minimize the visual impact of the free-standing ventilation shafts.

- 6.5 Building setback for greening along the Road P2 and Fleming Road should be provided as far as possible.
- 6.6 An Air Ventilation Assessment and a Visual Impact Assessment should be included in the MLP submission. Suitable mitigation measures should be proposed to minimize any possible air ventilation or visual impacts to the surrounding areas that may be caused by the proposed development.

Open Space and Landscape Requirements

- 6.7 An at-grade POS of not less than 1,300m² should be provided at the northwestern corner of the Site (**Plan 4a in Appendix I**). A minimum coverage of greenery of 30% at the POS should be provided. The POS should be provided, managed and maintained by the applicant at his own cost, and open 24 hours to the public free of charge.
- 6.8 A Landscape Master Plan (LMP) should be included in the MLP submission. The landscape requirements include a minimum coverage of greenery of 20% (calculated on the net site area excluding the POS) and at least half of the greening should be provided at grade or at levels easily accessible to the public.

GIC Facilities

- 6.9 An existing public toilet and a store room currently managed by FEHD would be affected. To comply with the prevailing space requirements, a public toilet with a GFA of about 99m² and a store room with a GFA of about 43m² should be reprovisioned preferably in-situ.

Pedestrian Connection and Transport Requirements

- 6.10 The pedestrian connections with the PTI, the railway station and its supporting facilities at the Site and the adjoining developments should be addressed and indicated clearly in the MLP (**Plan 4a and 4b in Appendix I**).
- 6.11 A public passageway open 24 hours at podium level (**Plan 4b in Appendix I**)

should be provided, managed and maintained by the applicant in the topside development.

- 6.12 A public pedestrian walkway open 24 hours connecting between the podium level (**Plan 4b in Appendix I**) of the topside development and the HKCEC Extension should be provided, managed and maintained by the applicant.
- 6.13 A landing point should be reserved at podium level for a future possible link across Tonnochy Road in the east.
- 6.14 A comprehensive TIA should be conducted by the applicant to the satisfaction of C for T and included in the MLP submission. The requirements and methodology of the TIA should be agreed with C for T before its commencement. Any road/junction improvements proposed in the TIA should be designed and implemented by the applicant to the satisfaction of C for T. The provision of ancillary loading/unloading bays and lay-bys for pick-up/drop-off should be justified in the TIA, subject to the agreement of C for T and incorporated as part of the MLP.
- 6.15 During the construction of SCL project, the existing PTI will be relocated to the waterfront area temporarily. The applicant should consult the Transport Department, HyD and MTR Corporation Limited on the interface between the temporary/reprovisioned PTI, the railway facilities and the topside development. The design and provision of public transport facilities are subject to the agreement of C for T. The PTI should be handed over to the relevant Government departments for management and maintenance upon completion if it is owned by the Government.

Environmental, Drainage, Sewerage and Waterworks Requirements

- 6.16 An environmental assessment (EA) should examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures. The EA report should be prepared and submitted as part of the MLP submission to the satisfaction of the Director of Environmental Protection (DEP).
- 6.17 Sewerage Impact Assessment (SIA) and Drainage Impact Assessment (DIA) should be prepared and submitted as part of the MLP submission to the satisfaction of the DEP and the Director of Drainage Services respectively.

7. Consultation

7.1 The following Government bureaux and departments have been consulted and their comments have been incorporated into the above paragraphs and the draft PB, where appropriate:

- (a) Harbour Unit, Development Bureau;
- (b) Secretary of Commerce and Economic Development;
- (c) Chief Town Planner/Urban Design and Landscape, Planning Department;
- (d) Chief Architect/Central Management Division 2, Architectural Services Department;
- (e) Commissioner of Transport;
- (f) Chief Highway Engineer/Hong Kong, Highways Department;
- (g) Director of Food and Environmental Hygiene
- (h) Chief Engineer/Railway Development 1-2, Railway Development Office, Highways Department;
- (i) Chief Building Surveyor/Hong Kong East and Heritage, Buildings Department;
- (j) District Lands Officer/Hong Kong East, Lands Department;
- (k) District Planning Officer/Hong Kong, Planning Department; and
- (l) Director of Environmental Protection.

7.2 The following Government departments have no comment on the draft PB:

- (a) Lands Unit, Development Bureau;
- (b) Chief Engineer/Hong Kong and Islands, Drainage Services Department;
- (c) Commissioner of Police;
- (d) District Officer/Wan Chai, Home Affairs Department;
- (e) Director of Electrical and Mechanical Services;
- (f) Director of Leisure and Cultural Services;
- (g) Chief Engineer/Development(2), Water Supplies Department; and
- (h) Government Property Administrator;
- (i) Project Manager (Hong Kong Island & Islands), Civil Engineering and Development Department; and
- (j) Director of Fire Services.

8. Way Forward

Subject to the Committee's agreement, PlanD will consult the WCDC on the draft PB. As the EXH Station site is located at the Wan Chai waterfront, the Task Force of the HC will also be consulted on the draft PB. The views collected together with the revised PB incorporating the relevant comments, where appropriate, will be submitted to the Committee for further consideration and endorsement.

9. Advice Sought

Members are invited to consider the draft PB at **Appendix I**, and agree that the draft PB is suitable for consultation with the WCDC and the Task Force of the HC.

10. Attachment

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

PLANNING DEPARTMENT

May 2013

~~[Miss Elsa Cheuk, Chief Town Planner/Special Duties (CTP/SD) and Ms Polly O.F. Yip, Senior Town Planner/Special Duties (STP/SD) were invited to the meeting at this point.]~~

Agenda Item 6

[Open Meeting (Presentation and Question Sessions Only)]

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

(MPC Paper No.9/14)

Presentation and Question Sessions

54. With the aid of a PowerPoint presentation, Ms Polly O.F. Yip, STP/SD, presented the draft planning brief for the “Comprehensive Development Area” (“CDA”) site at the Exhibition Station of Shatin to Central Link (SCL) in Wan Chai North as detailed in the Paper :

Background

- (a) the Committee agreed on 3.5.2013 to rezone the site to “CDA”. On 24.5.2013, the draft Wan Chai North OZP No. S/H25/3 (the OZP), incorporating the “CDA” zoning amendment amongst others, was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance);
- (b) on 18.2.2014, the Chief Executive in Council, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/H25/4.

The Draft Planning Brief (PB)

- (c) the draft PB was intended to develop the site for a topside development primarily for convention and meeting facilities and other commercial

related uses above the station, together with railway station facilities, a public transport interchange (PTI) and other supporting facilities at the ground level in a comprehensive manner. The main requirements of the PB were included in paragraph 6 of the Paper and were summarised as follows:

Development Parameters

- (i) development within the site was subject to a maximum building height of 50mPD. The maximum site coverage for the development should not exceed those stipulated in the Building (Planning) Regulations;

Urban Design Requirements

- (ii) a number of urban design considerations should be adopted to ensure that the future development would complement with the waterfront setting and be compatible with the surrounding areas. The future development should adopt a creative building design, with a variation in building height, and with special regard to the integration of the design of the topside development with that of the above-ground railway station facilities/ventilation buildings. High quality greening should be provided at the northwestern corner of the site to minimize the visual impact of the free-standing ventilation shafts;
- (iii) building setback for greening along Road P2 and Fleming Road should be provided as far as possible; and
- (iv) an Air Ventilation Assessment and a Visual Impact Assessment with suitable mitigation measures should be included in the submission of the Master Layout Plan (MLP).

Open Space and Landscape Requirements

- (v) an at-grade public open space (POS) of not less than 1,300m² should be provided at the northwestern corner of the site. A minimum coverage of greenery of 30% at the POS should be provided. The POS should be provided, managed and maintained by the applicant at his own cost, and open 24 hours to the public free of charge;
- (vi) a Landscape Master Plan should be included in the MLP submission. The landscape requirements included a minimum coverage of greenery of 20% (calculated on the net site area excluding the POS) and at least half of the greening should be provided at grade or at levels easily accessible to the public;

GIC Facilities

- (vii) a public toilet with a gross floor area (GFA) of about 99m² and a store room with a GFA of about 43m² should be reprovisioned preferably in-situ;

Pedestrian Connection and Transport Requirements

- (viii) the pedestrian connections with the PTI, the railway station and its supporting facilities at the site and the adjoining developments should be addressed and indicated clearly in the MLP;
- (ix) a public passageway at the podium level, to be open 24 hours, should be provided, managed and maintained by the applicant in the topside development;
- (x) a public pedestrian walkway, to be open 24 hours, connecting between the podium level of the topside development and the Hong Kong Convention and Exhibition Centre Extension should be provided, managed and maintained by the applicant;
- (xi) a landing point should be reserved at podium level for a future

possible link across Tonnochy Road in the east;

(xii) a comprehensive Traffic Impact Assessment (TIA) should be conducted by the applicant to the satisfaction of the Commissioner for Transport (C for T) and included in the MLP submission;

(xiii) during the construction of SCL, the existing PTI would be relocated to the waterfront area temporarily;

Environmental, Drainage, Sewerage and Waterworks Requirements

(xiv) an environmental assessment (EA) should examine any possible environmental problems that might be caused by the proposed development and be submitted to the satisfaction of the Director of Environmental Protection (DEP);

(xv) a Sewerage Impact Assessment and a Drainage Impact Assessment should be prepared and submitted as part of the MLP submission to the satisfaction of DEP and the Director of Drainage Services respectively.

Way Forward

(d) subject to the Committee's agreement, the Planning Department would consult the Wan Chai District Council on the draft PB. As the future Exhibition Station site was located at the Wan Chai waterfront, the Task Force of the Harbourfront Commission would also be consulted on the draft PB. The views collected together with the revised PB incorporating the relevant comments, where appropriate, would be submitted to the Committee for further consideration and endorsement.

55. Members had no question on the draft PB.

Deliberation Session

56. After deliberation, the Committee decided to agree that the draft PB was suitable for consultation with the Wan Chai District Council and the Task Force on Harbour Developments on Hong Kong Island of the Harbourfront Commission.

[The Chairman thanked Miss Elsa Cheuk,(CTP/SD) and Ms Polly O.F. Yip, STP/SD, for their attendance to answer Members' enquiries. They left the meeting at this point.]

[Ms Julia M.K. Lau left the meeting at this point.]

[Mr Philip Y.L. Chum, Senior Town Planner/Tsuen Wan and West Kowloon (STP/TWK), was invited to the meeting at this point.]

Tsuen Wan & West Kowloon District

Agenda Item 7

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/K5/751 Proposed Hotel in "Other Specified Uses" annotated "Business(2)"
Zone, 788 Cheung Sha Wan Road, Cheung Sha Wan
(MPC Paper No. A/K5/751)

57. The Secretary reported that Mr Dominic K.K. Lam and Mr Patrick H.T. Lau had declared interests in this item as they had current business dealings with Ove Arup & Partners Hong Kong Limited, the consultant of the applicant. The Committee noted that Mr Lau had left the meeting. As Mr Lam had no direct involvement in the application, the Committee agreed that he could stay in the meeting.

Presentation and Question Sessions

58. With the aid of a PowerPoint presentation, Mr Philip Y.L. Chum, STP/TWK, presented the application and covered the following aspects as detailed in the Paper :

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TO 25773075

P.01



Harbourfront Commission
海濱發展委員會

17/F, West Wing, Central Government Offices
2 Tim Mei Avenue, Tamar, Hong Kong
香港中環添美道2號政府總部西翼17樓
T 電話: (852) 3509 8855
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W 網址: www.hfc.org.hk

30 June 2014

Secretary
Town Planning Board
15/F North Point Government Offices
333 Java Road, North Point
Hong Kong

Dear Sir,

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

On 19 May 2014, the Planning Department (PlanD) briefed the Harbourfront Commission's ("HC") Task Force on Harbourfront Developments on Hong Kong Island ("the Task Force") on the draft planning brief (PB) for the "Comprehensive Development Area" site at the Exhibition Station of the Shatin to Central Link in Wan Chai North.

Comments expressed by Members at the meeting were summarised as follows-

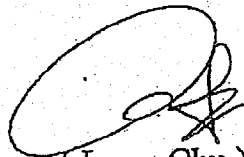
- underground commercial space of the development should be taken into account when the Government studied the proposed underground space under the Victoria Park, so as to attract tourists and reduce pedestrian flow at the ground level;
- provision of only one pedestrian linkage from the podium level to Wan Chai North planned in the draft PB was not sufficient and pedestrian connections should be provided at different levels;

- more flexibility should be allowed in the draft PB to facilitate the future proponent to achieve better interface with the study area under the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas; and
- ground level development should be different from the standard design of public transport interchange and become an iconic public facility which could achieve better than usual streetscape enhancement. Collaboration among government departments, MTR Corporation and the future proponent should be encouraged in this regard.

A copy of the discussion paper (i.e. Paper No. TFHK/06/2014) and the PowerPoint presentation submitted by PlanD to the Task Force are enclosed for your reference. The minutes of the Task Force meeting are being prepared and will be uploaded onto the HC's website after confirmation at the Task Force's next meeting tentatively scheduled for September 2014.

I should be grateful if you would convey the above to the Town Planning Board for reference when it considers the draft PB.

Yours faithfully,



(Larry Chu)

Secretary,

Task Force on Harbourfront Developments
on Hong Kong Island
Harbourfront Commission

Encl.

c.c. Director of Planning (Attn: Mr Derek Cheung)

灣仔北沙中線會展站 「綜合發展區」用地的規劃大綱擬稿

Draft Planning Brief for the "Comprehensive Development Area" Site at the Exhibition Site of the Shatin to Central Link, Wan Chai North

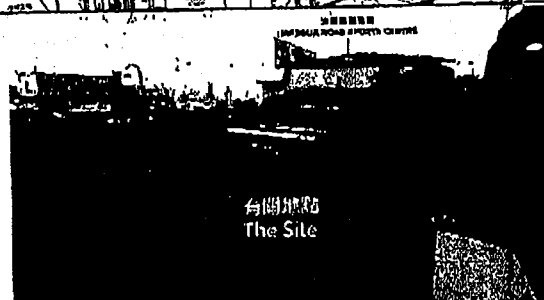
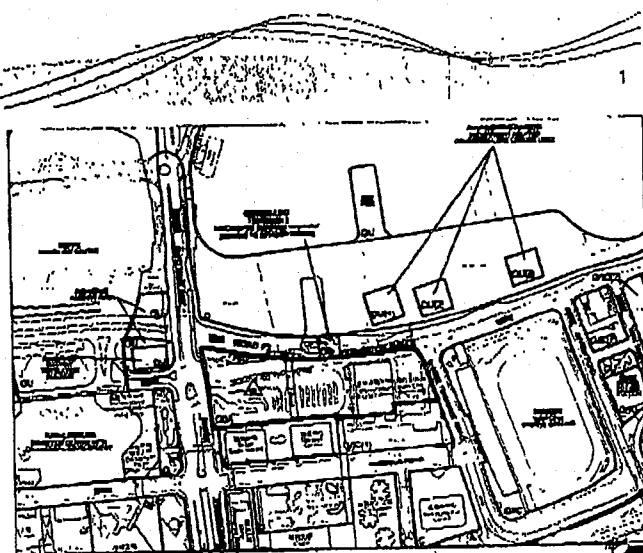
港島區海濱發展專責小組會議
Task Force on Harbourfront
Developments on Hong Kong Island
Meeting
(19.5.2014)



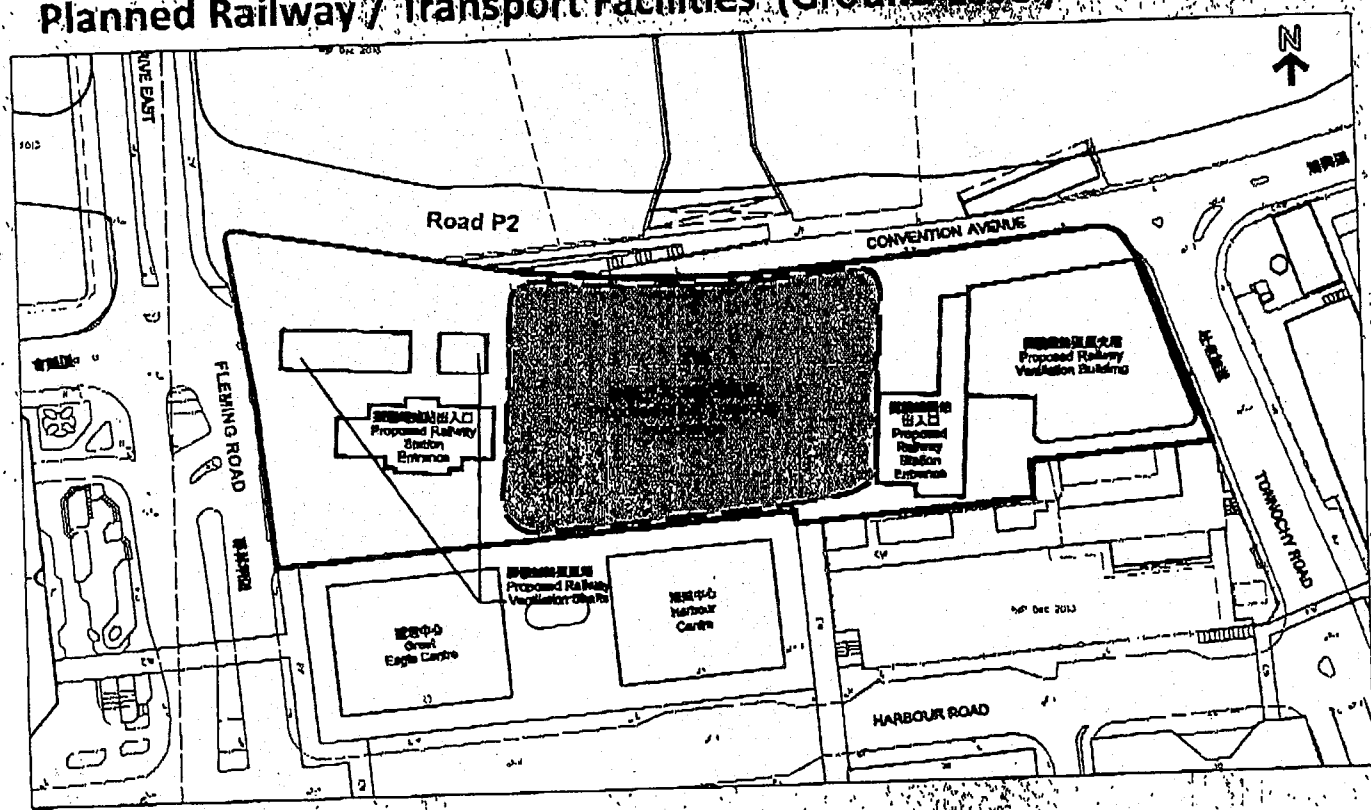
規劃署
Planning Department

背景 Background

- ◆ 位處海旁位置，現時主要是一個公共運輸交匯處，與及東面的港灣道體育館、灣仔游泳池和一所公廁。
The Site is at a waterfront location and is occupied by a PTI, and Harbour Road Sports Centre, Wan Chai Swimming Pool and a public toilet in the east.
- ◆ 鄰近會展及會展新翼。
Close proximity to HKCEC and HKCEC Extension.
- ◆ 將會是一個重要的公共交通樞紐（沙中線及北港島線鐵路站、渡輪、巴士及過境巴士、完善的行人天橋系統）。
Potential major transport hub (stations of SCL/NIL, ferry, buses and cross boundary buses, network of elevated pedestrian walkways).

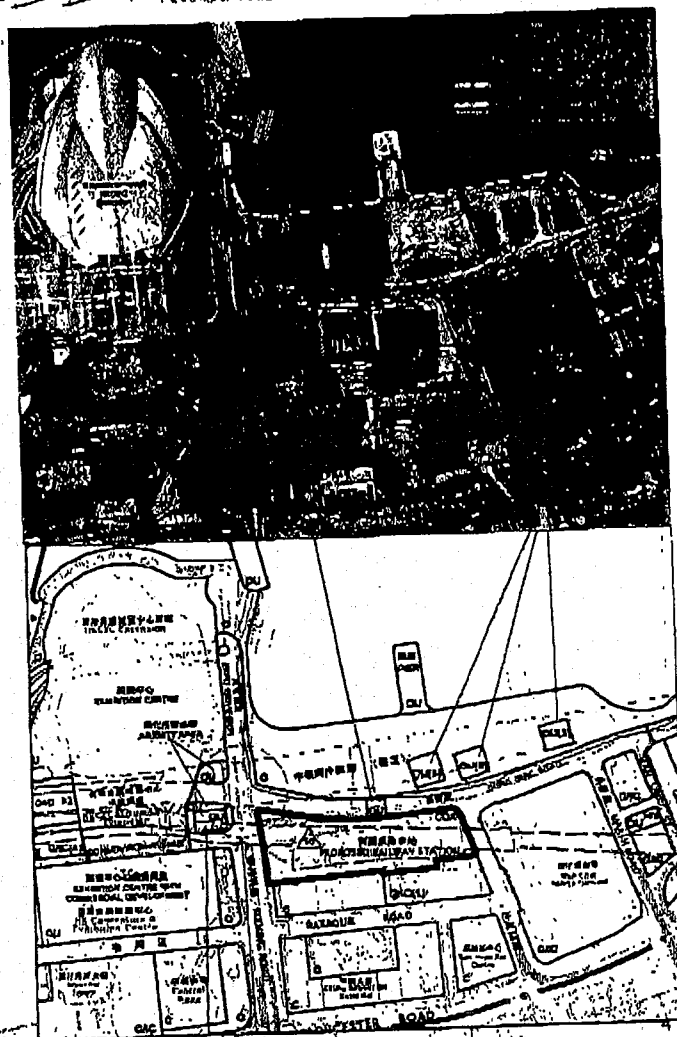


已規劃的鐵路 / 運輸設施 (地面) Planned Railway / Transport Facilities (Ground Level)



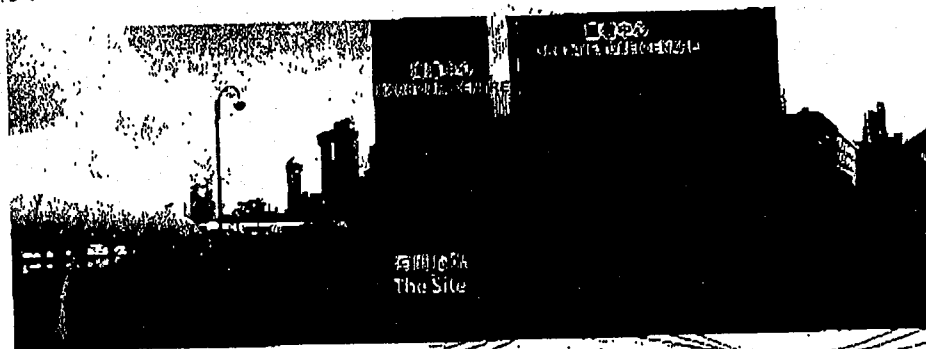
背景 Background

- ◆ 該用地(約1.65公頃)於《灣仔北分區計劃大綱草圖編號S/H25/3》改劃為「綜合發展區」地帶，並於2013年5月24日刊憲。
The Site (about 1.65 ha) was rezoned to "CDA" in the draft Wan Chai North OZP No. S/H25/3, exhibited on 24.5.2013.
- ◆ 本署於2013年6月7日，曾就分區計劃大綱圖的修訂諮詢港島區海濱發展專責小組。
HKTF was consulted on the amendments to the OZP on 7.6.2013.
- ◆ 2014年2月18日，有關草圖已提交行政長官會同行政會議核准。《灣仔北分區計劃大綱核准圖編號S/H25/4》於2014年2月28日刊憲。
The draft OZP was approved by the CE in C on 18.2.2014. On 28.2.2014, the approved Wan Chai North OZP No. S/H25/4 was notified in the Gazette.



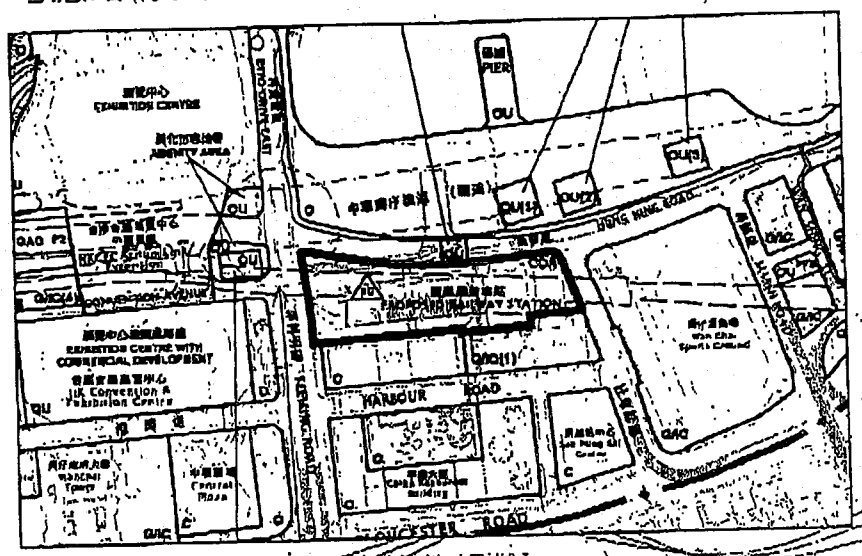
規劃大綱擬稿 Draft Planning Brief

- ◆ 為「綜合發展區」地帶內會展站的擬議上蓋發展提供指引，並載列擬定用途、發展參數，以及規劃和設計要求，以便申請人擬備總綱發展藍圖，提交予城規委會審批。
To guide the proposed topside development above the EXH Station in the 'CDA' site and set out the intended uses, development parameters, planning and design requirements to facilitate the applicant in preparing a Master Layout Plan submission to the Board for consideration.
- ◆ 該地盤的規劃意向是作綜合發展，主要作會議設施及其他與商業有關的用途，並關設鐵路車站設施、公共運輸交匯處及其他輔助設施。
It is intended to develop the Site for a comprehensive development, which is primarily for convention and meeting facilities and other commercial related uses together with railway station facilities, a PTI and other supporting facilities.
- ◆ 設立此地帶，是方便當局因應環境、交通、基礎設施等各種限制和其他限制，對發展的組合、規模、設計和布局實施適當的規劃管制。
The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.



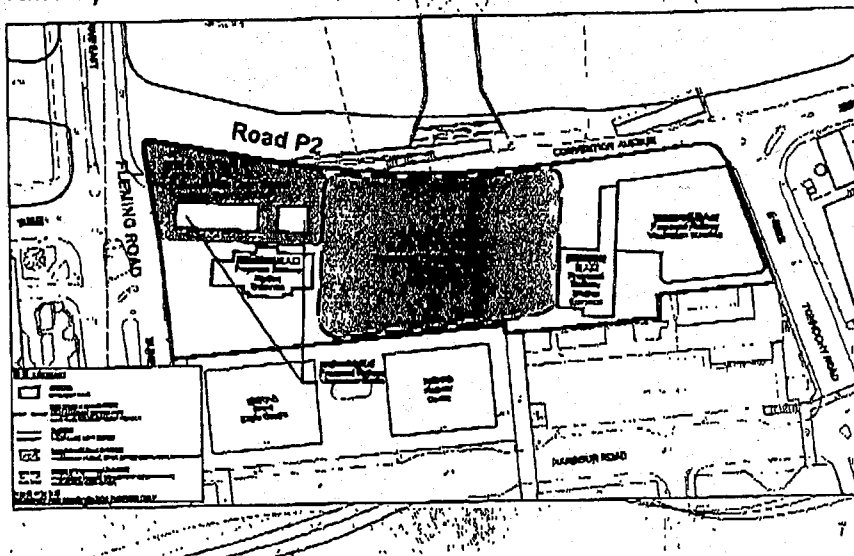
發展管制 Development Control

- ◆ 地盤總面積：約1.65公頃
Site Area : about 1.65 ha
- ◆ 最高建築物高度：主水平基準上50米
Maximum Building Height : 50mPD
- ◆ 可按第16條提出的申請，考慮略為放寬建築物高度限制。
Minor relaxation of BH restriction may be considered under s.16 application.
- ◆ 須提交總綱發展藍圖
Submit Master Layout Plan (MLP)



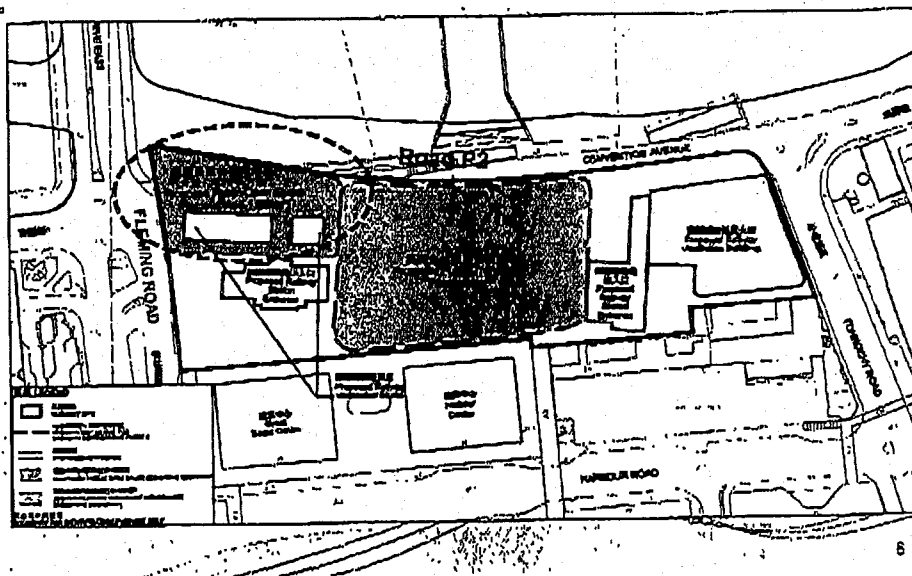
城市設計要求 Urban Design Requirements

- ◆ 採用高低有致的建築設計，以配合海濱景致，並與會展新翼建築物及未來的海濱長廊相互協調。
Variation in building height to commensurate with waterfront setting and to complement the HKCEC Extension building and the future waterfront promenade.
- ◆ 鼓勵創新的建築設計，融合上蓋發展的設計與鐵路車站設施、通風塔、通風大樓和車站入口的外部設計。
Creative building design is encouraged. Integration of the design of the topside development with that of the railway station facilities, ventilation shafts/building and station entrances.
- ◆ 伸延並優化行人通道、綜合平台及高架行人道網絡，以改善該區整體的行人通道連接。
Extend and enhance the pedestrian linkage, integrated podium and elevated walkway network to improve the overall pedestrian connectivity of the area.



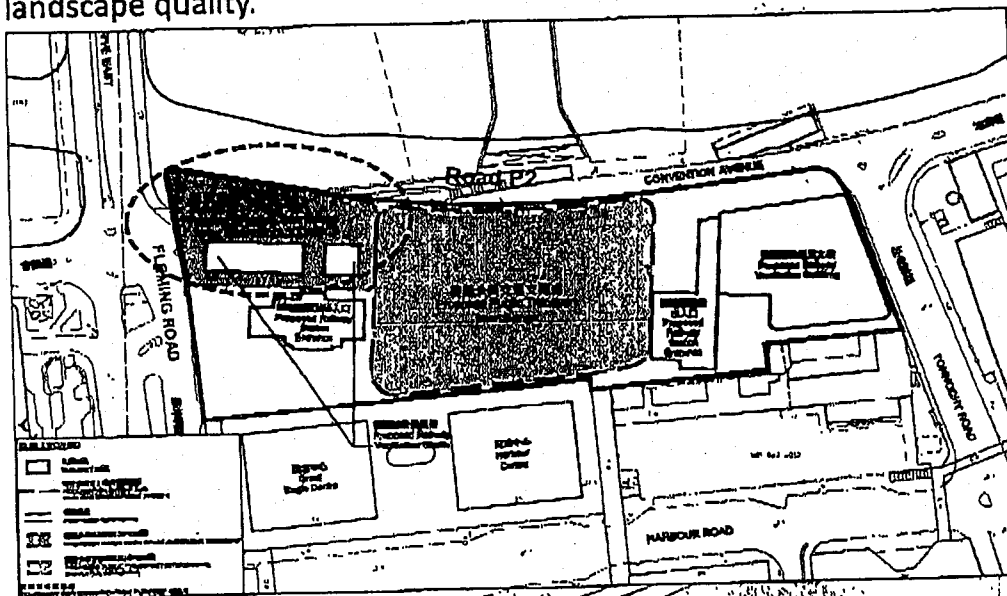
城市設計要求 Urban Design Requirements

- ◆ 在西北隅利用優質的綠化，以期盡量減低獨立式通風塔所造成的視覺影響。
High quality greening at the NW corner to minimize the visual impact of the free-standing ventilation shafts.
- ◆ 建築物須沿P2路及菲林明道後移，以進行綠化。
Building setback for greening along Road P2 and Fleming Road.
- ◆ 改善街景及市容，使用優質物料鋪築路面，於地面設置街道裝置、照明設備、種植樹木和進行綠化。
Improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level.



休憩用地要求 Open Space Requirements

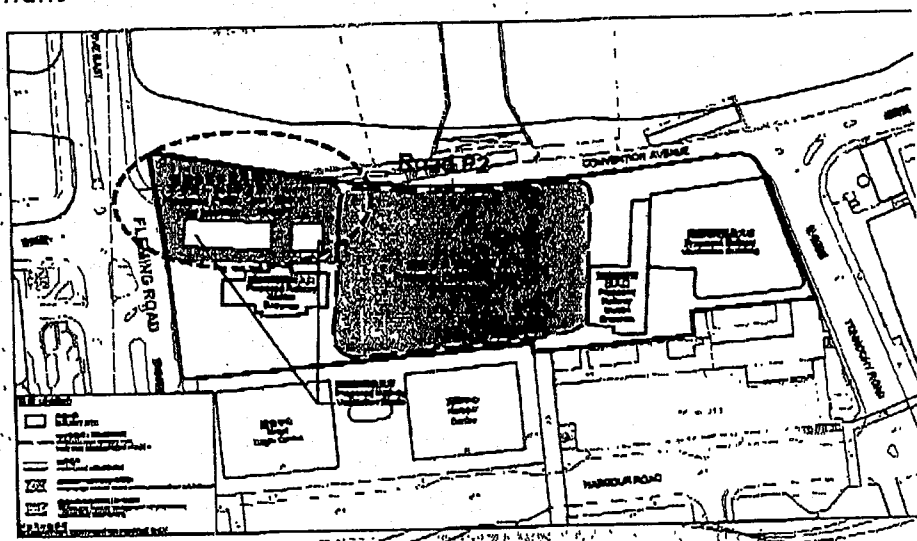
- ◆ 在西北隅地面闢設不少於1,300平方米的公眾休憩用地，並由申請人興建、管理及維修保養。
Provision of an at-grade POS of not less than 1,300m² at the NW corner to be provided, managed and maintained by the applicant.
- ◆ 公眾休憩用地須至少有30%為綠化地方，休憩用地應採用優質的景觀設計。
Minimum coverage of greenery of 30% at the POS. Design of the POS should be of high landscape quality.



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園景要求 Landscape Requirements

- ◆ 須提交園景設計總圖
Submit Landscape Master Plan (LMP)
- ◆ 該用地須至少有20%為綠化地方(不包括公眾休憩用地)
Minimum coverage of greenery of 20% at the Site (excluding the POS)
- ◆ 在地面進行美化景觀工程，以提供舒適的步行環境
At-grade amenity treatment to create a pedestrian friendly environment

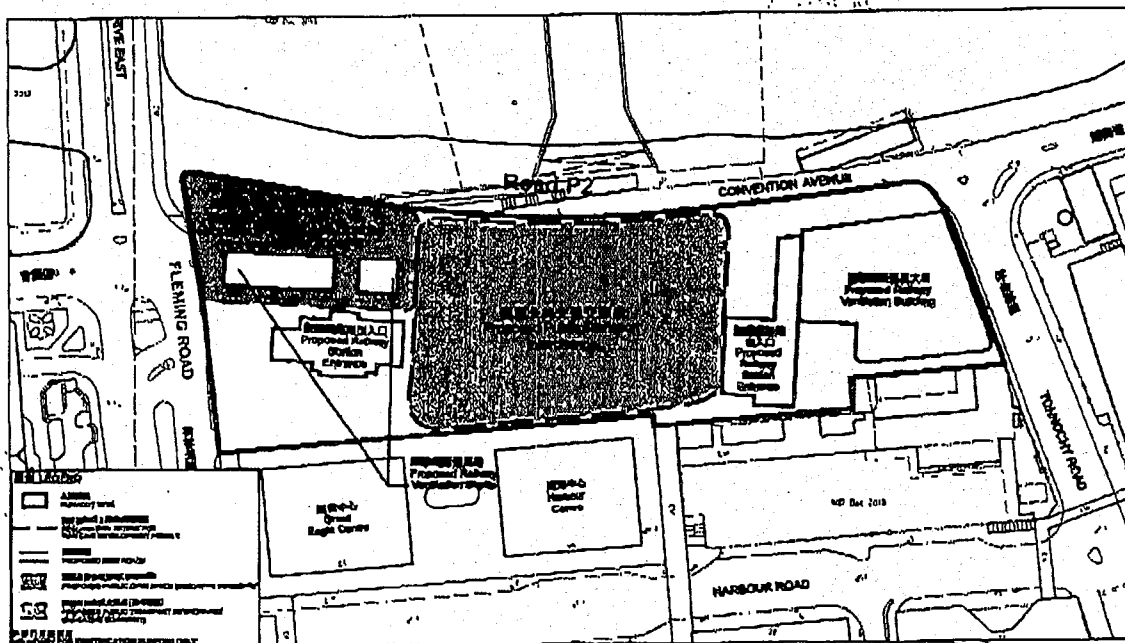


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政府、機構或社區設施要求 GIC Facilities Requirements

- ◆ 於地面重置一個公廁(總樓面面積約為99平方米) 及一個貯物室(總樓面面積約為43平方米)。

Reprovision of a public toilet (GFA of about 99m²) and a store room (GFA of about 43m²) at ground level.



11

公共交通及上落客貨設施要求

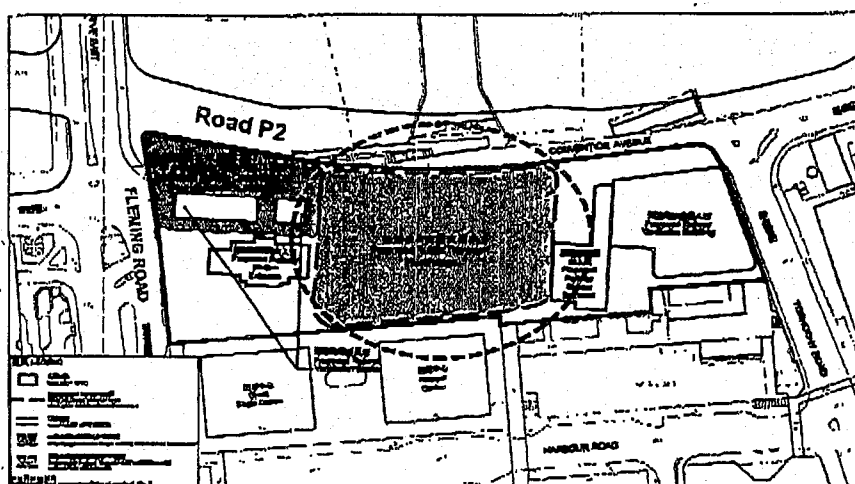
Public Transport and Loading/Unloading Facilities Requirements

- ◆ 於地面重置一個公共交通交匯處。公共交通交匯處設施的設計須徵得運輸署署長的同意。

Reprovision of a PTI at ground level. Design of the PTI facilities is subject to the agreement of the Commissioner for Transport (C for T).

- ◆ 按交通影響評估的建議，提供附屬上落客貨車位和路旁停車處，並須徵得運輸署署長的同意。

Provision of ancillary loading/unloading bays and lay-bys for pick-up/drop-off should be justified by a TIA and is subject to the agreement of C for T.



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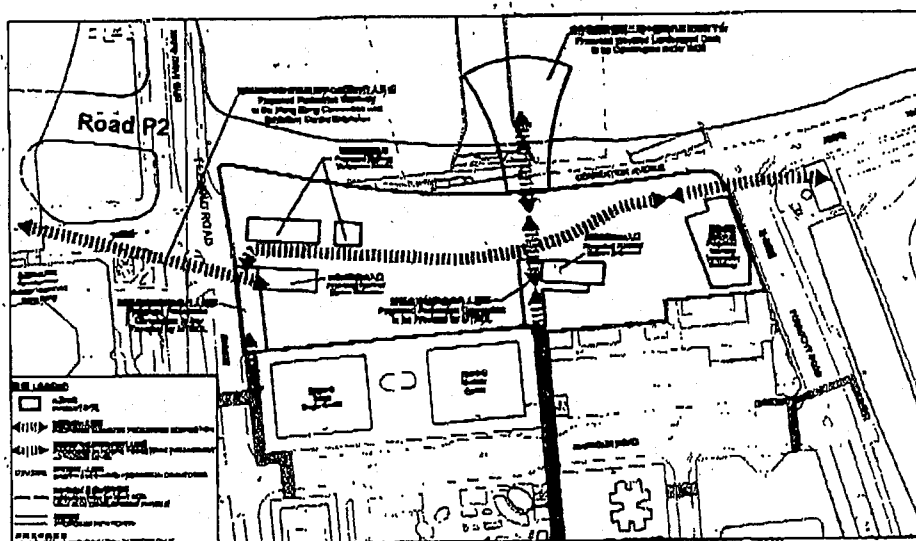
行人通道要求 Pedestrian Connection Requirements

- ◆ 申請人須在上蓋發展的平台樓層提供一條24小時開放的公共通道，通往南面、北面及西面，並負責管理和維修保養該通道。

A public passageway (open 24 hrs) at podium level should be provided, managed and maintained by the applicant in the topside development for public access to north, south and west.

- ◆ 申請人須提供一條24小時開放的公共行人天橋，連接上蓋發展的平台樓層及會展新翼，以及負責管理和維修保養該天橋。

A public pedestrian walkway (open 24 hrs) connecting between the podium level and the HKCEC Extension should be provided, managed and maintained by the applicant.



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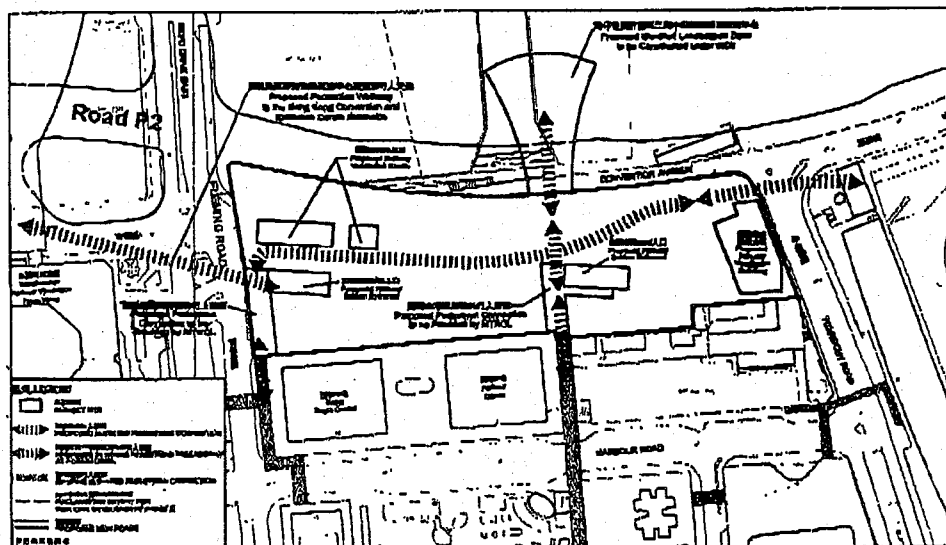
行人通道要求 Pedestrian Connection Requirements

- ◆ 上蓋發展的平台樓層應預留一個連接點，以接駁北面的擬議高架園景平台。

A landing point should be reserved at podium level to connect the proposed public elevated landscaped deck in the north.

- ◆ 平台樓層亦應預留另一個連接點，以便日後接駁可能位於東面跨越杜老誌道的通道。

Another landing point should be reserved at podium level for a future possible link across Tonnochy Road in the east.



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其他技術評估要求

Other Technical Assessment Requirements

- ◆ 環境評估
Environmental Assessment
- ◆ 交通影響評估
Traffic Impact Assessment
- ◆ 排水及排污影響評估
Sewerage and Drainage Impact Assessment
- ◆ 空氣流通評估
Air Ventilation Assessment
- ◆ 視覺影響評估
Visual Impact Assessment

15

海港規劃原則 Harbour Planning Principles

- ◆ 原則1：保存維多利亞港 Principle 1 : Preserving Victoria Harbour
 - 不涉及維多利亞港內的填海。
No reclamation within the Victoria Harbour involved.
- ◆ 原則2：公眾參與 Principle 2 : Stakeholder Engagement
 - 亦將於2014年6月諮詢灣仔區議會，所收集的意見和修訂後的規劃大綱將提交予都會規劃小組委員會批准。
WCDC will also be consulted in June 2014. Views collected and revised PB will be submitted to MPC for endorsement.
- ◆ 原則3：可持續發展 Principle 3 : Sustainable Development
 - 擬議的上蓋發展能善用土地資源，促進會議、展覽及旅遊業發展。
Proposed topside development would optimize land resources, be conducive to the development of MICE and tourism industries.
 - 「綜合發展區」地帶對發展的組合、規模、設計和布局實施適當的規劃管制，確保發展不會對環境帶來負面影響。
“CDA” zone has appropriate control over the development mix, scale, design and layout of development, thereby ensuring no adverse impacts on the environment.

18

海港規劃原則 Harbour Planning Principles

◆ 原則4：綜合規劃 Principle 4 : Integrated Planning

- 為確保未來發展可與海濱環境融合，申請人須提交附有相關技術評估報告的總綱發展藍圖予城規會批准。規劃大綱亦列明詳細的規劃和發展要求，為申請人制備總綱發展藍圖提供指引。

Submission of a MLP supported by relevant technical assessment reports is required for the approval of the Town Planning Board to ensure the future development integrates with the waterfront setting. The PB sets out detailed planning and development requirements to guide the applicant in the preparation of MLP.

◆ 原則5：積極改善海港 Principle 5 : Proactive Harbour Enhancement

- 擬議的上蓋發展可提供更多元化的土地用途、供興建一座地標式建築，使該區更富活力及創造優質海濱發展的機會。

Proposed topside development provides more diversified land uses, creates a landmark building. It will enhance the vibrancy and create opportunity for quality waterfront development.

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海港規劃原則 Harbour Planning Principles

◆ 原則6：朝氣蓬勃的海港 Principle 6 : Vibrant Harbour

- 與原來的計劃相比，擬議的上蓋發展有助於引入多元化的土地用途及增添未來海濱區的活力。

Compared with the original scheme, the proposed topside development will help introduce land use diversity and add vibrancy to the future waterfront area.

◆ 原則7：交通暢達的海港 Principle 7 : Accessible Harbour

- 位於擬議上蓋發展平台層的公共通道將提供更直接、更安全的連繫通往海旁，進一步改善由灣仔內陸前往海濱連續的行人連繫。

Public passageway at the podium level of the proposed topside development will provide a more direct and safe access to the harbourfront and further enhance the continuous pedestrian access from Wan Chai hinterland to the waterfront.

◆ 原則8：公眾享用的地方 Principle 8 : Public Enjoyment

- 在西北隅地面闢設不少於1,300平方米的公眾休憩用地，與及於平台層設置的公共通道。

At-grade POS of not less than 1,300m² at NW corner; and public passageway at podium level.

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諮詢 Consultation

- ◆ 城規會轄下的都會規劃小組委員會於2014年5月9日已同意，就上述的規劃大綱擬稿諮詢港島區海濱發展專責小組和灣仔區議會。

On 9.5.2014, the Metro Planning Committee (MPC) of the TPB had agreed to consult the HKTF and WCDC on the draft PB.

- ◆ 歡迎委員就規劃大綱擬稿提出意見。

Members are invited to express views on the draft PB.

- ◆ 收集到的有關意見，將連同規劃大綱提交予都會規劃小組委員會作進一步審議和批准

Views collected would be reported back to the MPC for further consideration of the PB before endorsement.

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多謝

Thank You

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Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 19 May 2014

TFHK/06/2014

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

PURPOSE

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

BACKGROUND

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

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

Task Force on Harbourfront Developments on Hong Kong Island

TFHK/06/2014

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

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

THE SITE AND ITS SURROUNDINGS

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

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

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

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

DRAFT PLANNING BRIEF

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

Building Height Restriction

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

Urban Design Requirements

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

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

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Public Open Space (POS) and Landscape Requirements

13. To enhance visual permeability and pedestrian accessibility, an at-grade POS of not less than 1,300m² should be provided at the northwestern corner of the Site. A minimum coverage of greenery of 30% at the POS should be provided. The POS should be provided, managed and maintained by the applicant at his own cost, and open 24 hours to the public free of charge.

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

Pedestrian Connection

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

Technical Assessments

Traffic Impact Assessment (TIA)

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

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

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

Environmental Requirements

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

HARBOUR PLANNING PRINCIPLES

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

Principle 1: Preserving Victoria Harbour

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

Principle 2: Stakeholder Engagement

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

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

Principle 3: Sustainable Development

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

Principle 4: Integrated Planning

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

Principle 5: Proactive Harbour Enhancement

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

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

Principle 6: Vibrant Harbour

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

Principle 7: Accessible Harbour

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

Principle 8: Public Enjoyment

- (i) A POS of not less than 1,300m² should be provided at the northwestern corner for the Site to enhance the visual permeability and pedestrian accessibility, and it will be open 24 hours for enjoyment of the public. Besides, the public passageway at podium level of the proposed topside development will provide convenient pedestrian linkage and direct more people from the inland area for enjoyment of the waterfront.

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ADVICE SOUGHT

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

ATTACHMENTS

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

**Planning Department
May 2014**

Appendix I

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

1. PURPOSE OF THE PLANNING BRIEF

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plan (MLP) for the comprehensive development at the Exhibition (EXH) Station site (the Site) of the Shatin to Central Link (SCL) in Wan Chai North.
- 1.2 The Site is zoned "Comprehensive Development Area" ("CDA") on the approved Wan Chai North Outline Zoning Plan No. S/H25/4 (the OZP) (Plan 1). Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for the permission for development on land designated "CDA" shall prepare a MLP for the approval of the Town Planning Board (the Board).
- 1.3 While the current PB only provides guidance on the development above the EXH Station at the "CDA" zone, any railway station facilities and other related facilities which would be affected by the development should be illustrated in the MLP.

2. BACKGROUND

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

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

3. PLANNING CONTEXT

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

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

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

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

5. PLANNING REQUIREMENTS FOR THE "CDA" SITE

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

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

Item	Particulars	Remarks
	<p>ventilation building to the east abutting Tonnochy Road, and the railway station entrances at the ground and podium levels (Plan 4a and 4b) with a view to minimizing the visual impact;</p> <ul style="list-style-type: none"> ▪ provide high quality greening at the northwestern corner of the Site to minimize the visual impacts of the free-standing ventilation shafts associated with the SCL (Plan 4a and 4b); ▪ provide building setback for greening along Road P2 and Fleming Road as far as possible; and ▪ improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level. 	<p>railway station facilities, ventilation shafts and building should be indicated in the MLP.</p>
Open Space Provision	<p>An at-grade public open space of not less than 1,300m² should be provided at the northwestern corner of the Site (Plan 4a) to enhance visual permeability and pedestrian accessibility. Provision of open space at locations other than ground level should be justified with good reasons. It should be open 24 hours to the public free of charge. The applicant should provide, manage and maintain the public open space.</p>	<p>The public open space should be coherently integrated with the layout of the development to enhance the vibrancy of the area.</p> <p>The design of the public open space should not affect the pedestrian crossing facilities at the adjacent road junction and the public transport</p>

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

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

Item	Particulars	Remarks
	<p>northwestern corner of the Site and the above ground railway facilities and ventilation shafts; and</p> <ul style="list-style-type: none"> ▪ layout and landscape design of open spaces including pedestrian circulation in relation to adjoining development and areas. 	
GIC Facilities	<p>The following GIC facilities should be provided at ground level of the Site:</p> <ul style="list-style-type: none"> ▪ a public toilet for the Food and Environmental Hygiene Department (FEHD) with a GFA of about 99m²; and ▪ a store room for the FEHD with a GFA of about 43m². 	<p>The GIC facilities are for re-provisioning of the existing facilities at the Site.</p> <p>Actual provision, composition and standards of the facilities, and the eventual locations of the public toilet and the store room, are subject to the agreement of relevant Government departments/authorities.</p> <p>The public toilet and the store room should be handed over to FEHD for management and maintenance upon completion.</p>
Public Transport Facilities	<p>A PTI at the ground level of the Site should be provided (Plan 4a) in accordance with the following</p>	<p>The PTI is for re-provisioning of the existing taxi stand, bus,</p>

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

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

Item	Particulars	Remarks
	<p>▪ the public elevated landscaped deck at podium level with connection to the ground across the Road P2 to the waterfront area.</p> <p>A public passageway (open 24 hours) at podium level (Plan 4b) accessible to the above connections should be provided, managed and maintained by the applicant in the topside development. Adequate separation shall be kept to the railway ventilation shafts and the ventilation building.</p> <p>A public pedestrian walkway (open 24 hours) connecting between the podium level of the topside development and the HKCEC Extension should be provided, managed and maintained by the applicant.</p> <p>A landing point should be reserved at podium level of the topside development to connect the proposed public elevated landscaped deck in the north. Space should also be reserved on the ground level for vertical pedestrian connection from the landscaped deck.</p> <p>Another landing point should be reserved at podium level for a future possible link across Tonnochy Road in the east.</p> <p>The applicant should review the pedestrian connectivity at ground level</p>	

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

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

Item	Particulars	Remarks
Air Ventilation Aspect	<p>An Air Ventilation Assessment (AVA) should be conducted by the applicant and submitted as part of the MLP submission.</p> <p>Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the site and to the nearby areas.</p>	<p>The AVA should be conducted in accordance with the Joint Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Technical Circular No. 1/06 on AVAs.</p> <p>Due to the close proximity to Great Eagle Centre and Harbour Centre, the proposed development on the site should be designed to mitigate any adverse impacts at the pedestrian level fronting Great Eagle Centre and Harbour Centre. Terraced podium design and permeable elements should be explored in the building design with a view to enhancing permeability and minimizing the building bulk.</p>
Visual Aspect	A Visual Impact Assessment (VIA) should be carried out by the applicant to examine any possible visual impacts that may be caused by the proposed development and suitable mitigation	The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for

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

6. IMPLEMENTATION PROGRAMME

- 6.1 An implementation programme is required as part of the MLP submission to indicate the construction programmes of the proposed topside development, public open space, PTI, pedestrian walkway connecting the topside development and the HKCEC Extension and the abovementioned GIC facilities.
- 6.2 Part of the foundation works for the future topside development, which could not be carried out after the opening of the SCL, would be designed and constructed together with the EXH Station main works.

7. MASTER LAYOUT PLAN SUBMISSION

- 7.1 A MLP submitted to the Board for approval should contain all the information as required under the Notes of the OZP for the "CDA" zone of the Wan Chai North OZP and to clearly demonstrate that the requirement stated in this PB have been complied with. Relevant requirements for the submission of MLP are provided in the TPB PG-No. 18A – Submission of MLP under Section 4A(2) of the Town Planning Ordinance. The MLP should indicate the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses where applicable;
 - (iii) the details and extent of public transport facilities and open space to

be provided within the area;

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

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

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

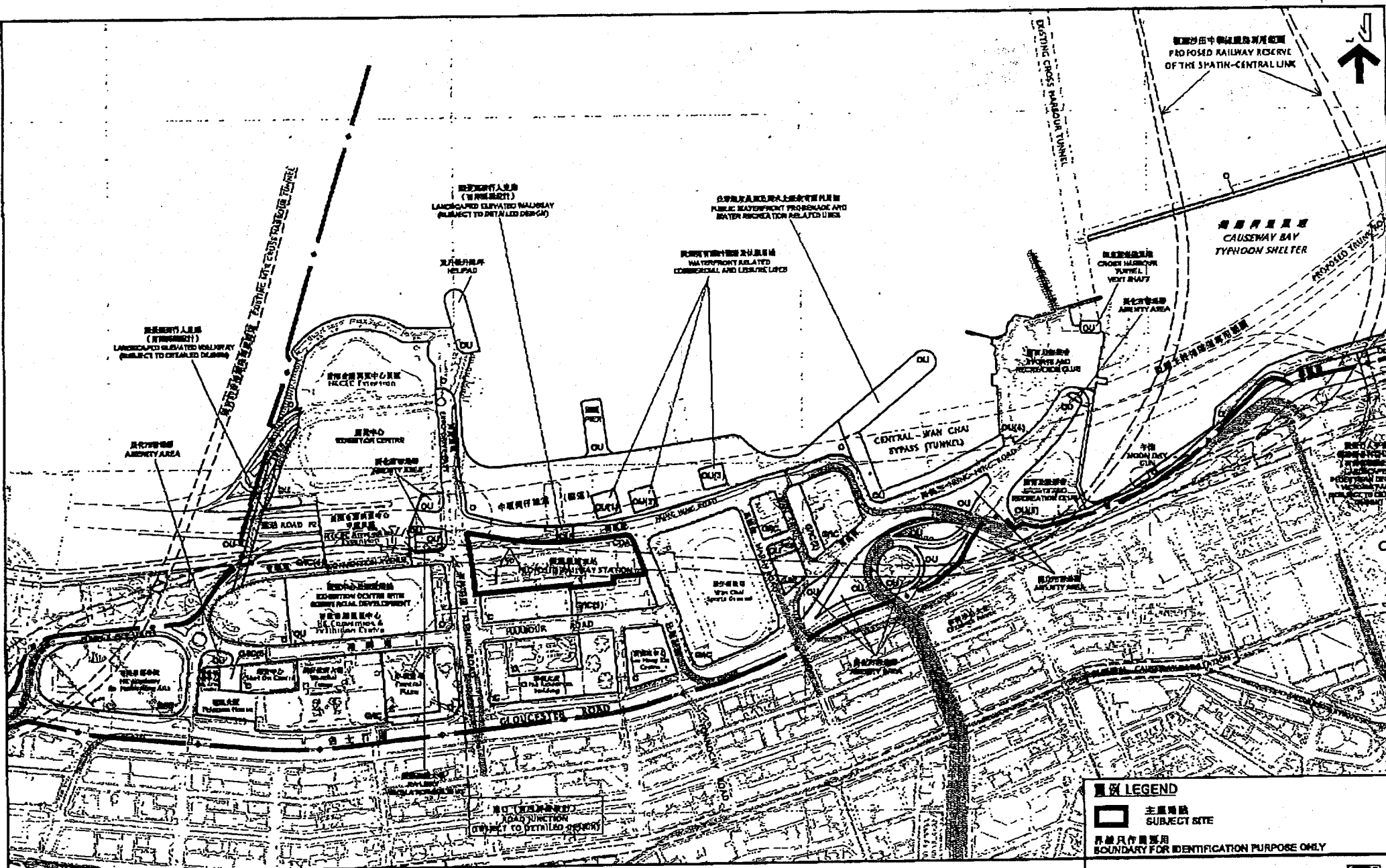
- 7.3 A copy of MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Town Planning Ordinance.

8. ATTACHMENTS

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

PLANNING DEPARTMENT

APRIL 2014



LEGEND

主線鐵路
SUBJECT SITE

界線只作圖樣用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

規劃署
PLANNING DEPARTMENT

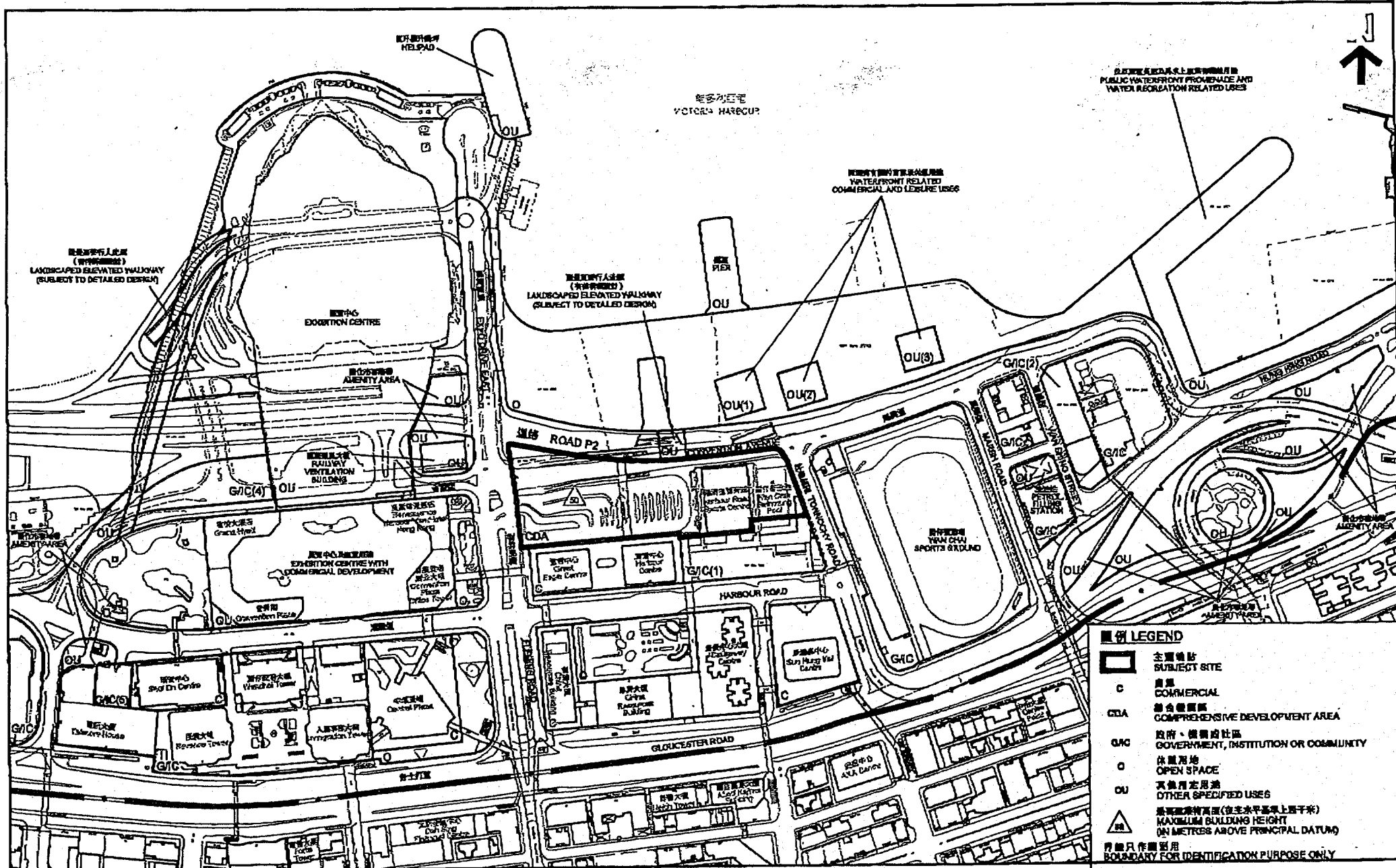
參考編號
REFERENCE No.
M/SD/14/21

PLAN
1

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

1:10,000
0 100 200 300 METRES

本圖面於2014年2月28日繪圖。所根據的資料為
於2014年2月10日繪圖的分區計劃大綱圖。S/R26/14
EXTRACT PLAN PREPARED ON 28.2.2014 BASED ON
OUTLINE ZONING PLAN No. S/R26/14 APPROVED ON 18.2.2014



圖例 LEGEND

- 主圖地塊
SUBJECT SITE
 C 商業
COMMERCIAL
 G/C(A) 綜合發展區
COMPREHENSIVE DEVELOPMENT AREA
 G/C 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY
 O 休憩用地
OPEN SPACE
 OU 其他指定用途
OTHER SPECIFIED USES
 最高樓宇高度(以主水平基準上四千米)
MAXIMUM BUILDING HEIGHT
(ON METRES ABOVE PRINCIPAL DATUM)

界線只作圖面用途
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

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

0 50 100 150 200 METRES
 0 50 100 150 200 METRES

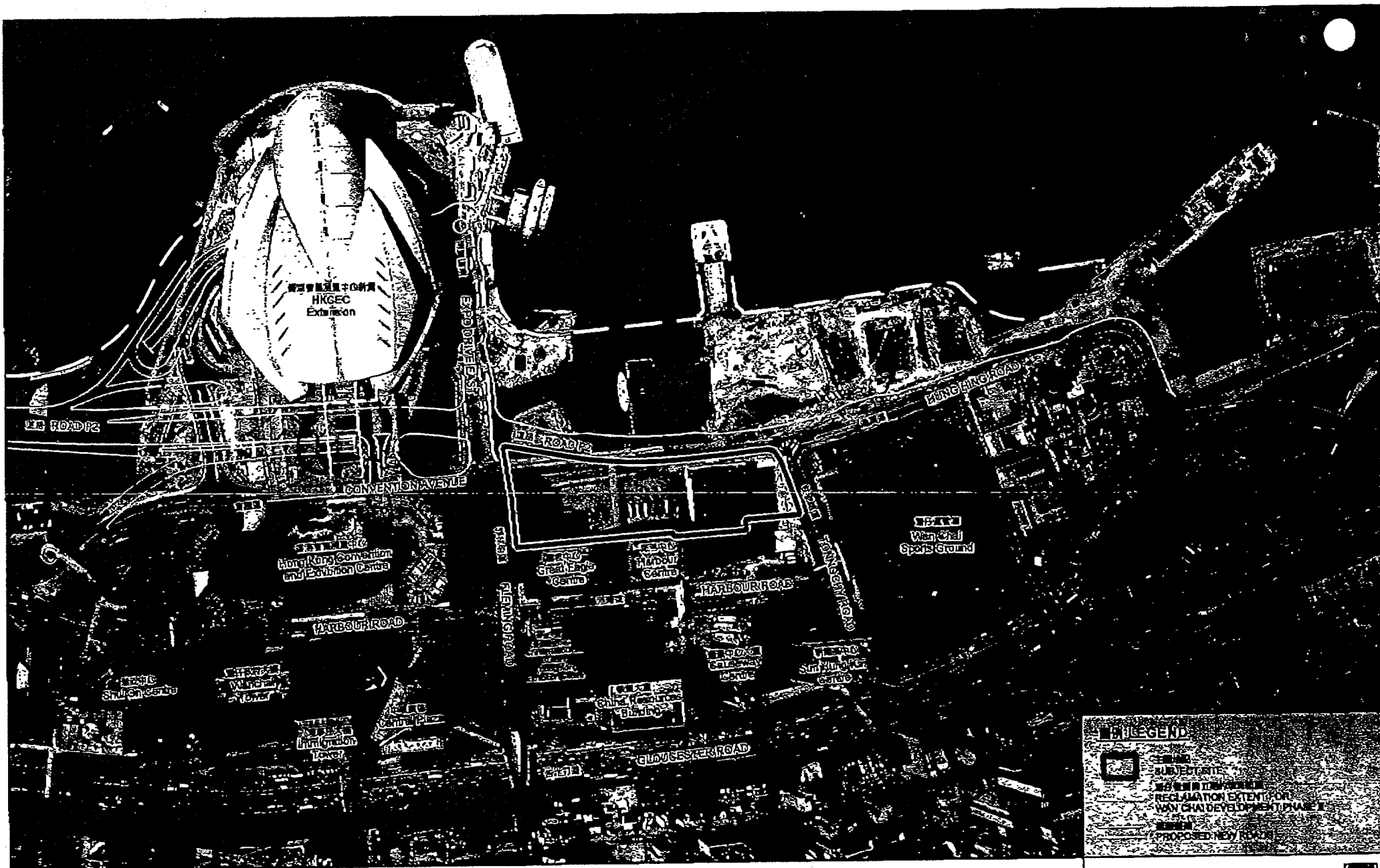
本圖是根據2014年1月1日所製，所根據的資料為
 最新地圖編號11-SD-10、11A、12C、13D、14B、14/15
 EXTRACT PLAN PREPARED ON 22.2.2014 BASED ON
 SURVEY SHEETS No. 11-SH-08, 90, 10A, 10B, 10C, 10D, 14B, 15A AND 15B

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參考編號
 REFERENCE No.
 M/SD/14/21

圖 PLAN
 2



航攝照片 AERIAL PHOTO

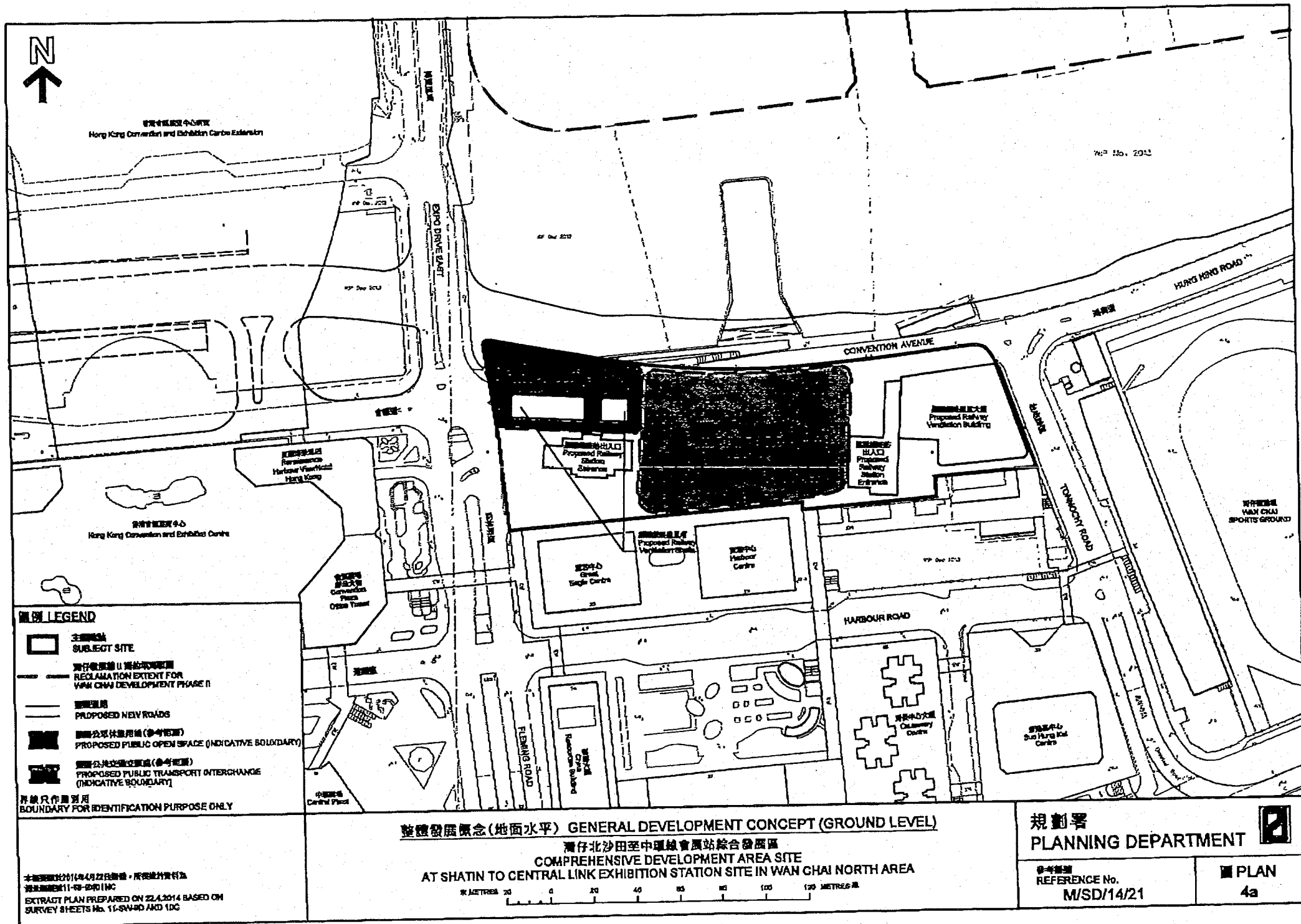
灣仔北沙田至中環線會展站綜合發展區
COMPREHENSIVE DEVELOPMENT AREA SITE
AT SHATIN TO CENTRAL LINK EXHIBITION STATION SITE IN WAN CHAI NORTH AREA

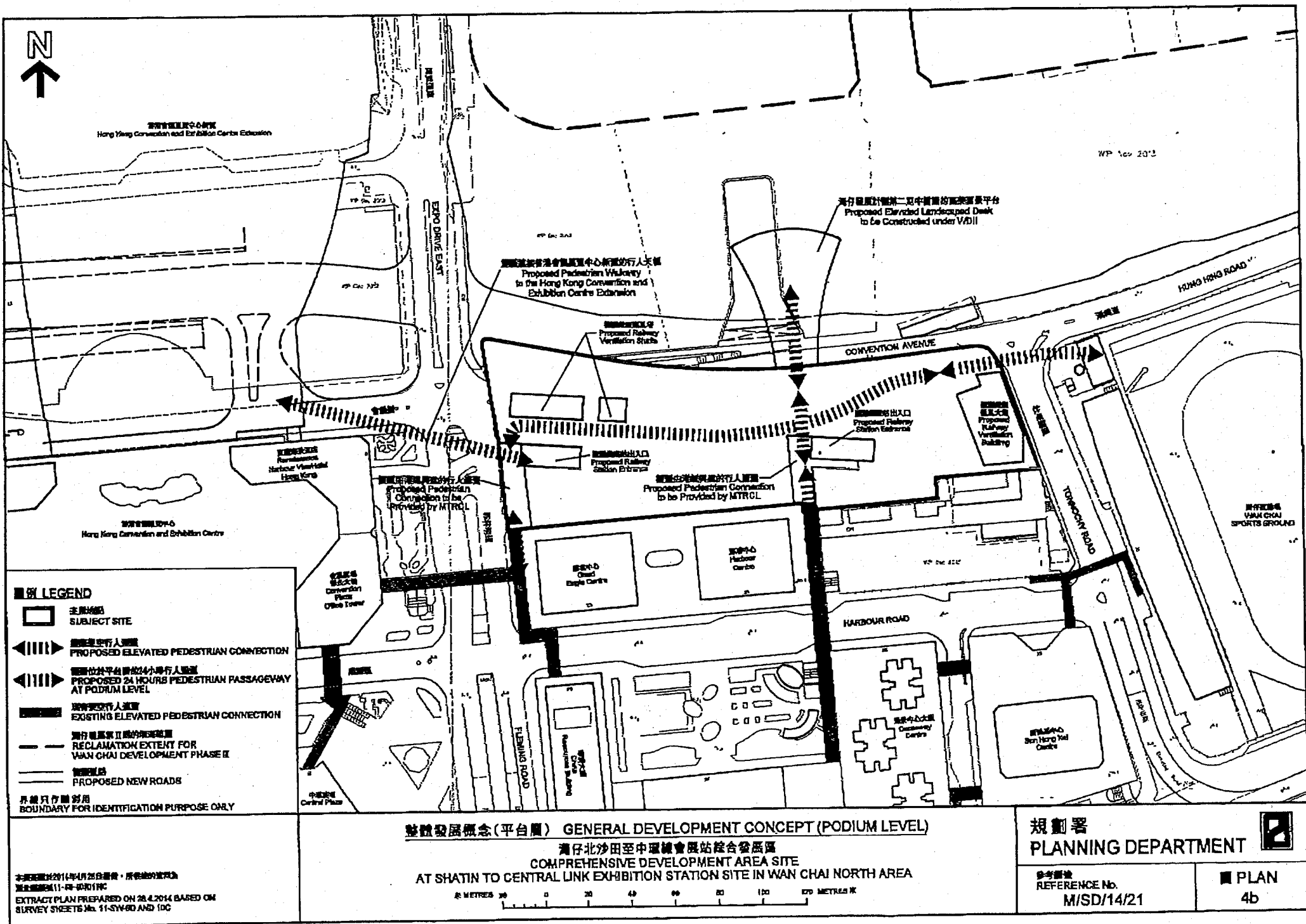
本圖係根據2011年4月11日拍攝之航攝照片製成，並經地政總局審核。
此圖係根據2011年4月11日拍攝之航攝照片製成，並經地政總局審核。
EXTRACT PLAN PREPARED ON 17.4.2014 BASED ON AERIAL PHOTOS NO.
GS44693 AND GS44694 TAKEN ON 17.4.2013 BY LANDS DEPT.

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/SD/14/21

圖 PLAN
3





(卓巧坤女士及張華安先生於下午五時四十三分出席會議。)

第 8 項 規劃署：灣仔北沙中線會展站「綜合發展區」用地的規劃大綱擬稿
(發展、規劃及交通委員會文件第 31/2014 號)

1. 主席歡迎規劃署總城市規劃師/房屋及辦公室用地供應卓巧坤女士及高級城市規劃師/房屋及辦公室用地供應 4 張華安先生就議題出席會議。
2. 卓女士向委員簡介灣仔北沙中線會展站「綜合發展區」用地的規劃大綱擬稿。
3. 委員表示現時灣仔北的交通情況非常擠塞。即使將來有交通繞道的安排，但參照現時的人流車流及交通交匯處的情況，加上將來在綜合發展區舉行的會議令人流及貨車流量增加，委員擔心將來的交通情況將會更加擠塞，故希望署方在將來勿切留意灣仔北的交通情況，以免情況惡化。
4. 卓女士明白委員對交通情況的關注。署方亦考慮到灣仔北的交通負荷，故有關綜合發展區的規劃意向主要作會議用途。根據規劃，有關發展項目只會在會展站建成後(即 2020 年)才開始興建，屆時用於疏導灣仔北區交通的大型交通基建包括中環灣仔繞道及灣仔發展計劃第二期等相關道路工程改善將會相繼落成。另外，在人流方面，會展站的落成將會有效疏通及分流灣仔北的人流交通加上有關發展項目的平台層會提供行人通道連接周邊發展，相信會改變整體灣仔北區交通，而有關項目預計將來項目倡議人亦會將上述的建議連同交通情況的評估報告交予運輸署審批，再呈上城市規劃委員會再作決定。
5. 委員查詢新建的公共廁所及儲物室的外型設計，並詢問其設計會否加入綠化元素。
6. 卓女士表示，由於有關地點將會是灣仔北的地標，署方非常重視相關公共設施的設計，亦會要求將來項目倡議人將相關設施與整個項目設計融合，盡可能加入綠化元素。
7. 委員表示，由於綜合發展區屬地標性的設施，建議署方在作具體規劃之前諮詢委員。
8. 另外，有委員關注在灣仔北區重置模型車場的安排。委員表示，現時的模型車玩家多數使用電動模型車而甚少使用油動模型車，而九龍及新界的模型車場均設有充電設施。委員希望署方能在新建的模型車場增加充電裝置，以便利模型車玩家。

(卓巧坤女士及張華安先生討論此議題後，於下午六時正離席。)