

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

**MPC Paper No. 16/16
For Consideration by
the Metro Planning Committee on 30.9.2016**

**DRAFT PLANNING BRIEF FOR THE
“COMPREHENSIVE DEVELOPMENT AREA” ZONE AT
SITE 3 OF THE NEW CENTRAL HARBOURFRONT**

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SITE 3 OF THE NEW CENTRAL HARBOURFRONT**

1. Purpose

This paper is to seek:

- (a) Members' views on the draft planning brief (PB) for the “Comprehensive Development Area” (“CDA”) zone at Site 3 of the new Central harbourfront on the draft Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/8 ; and
- (b) the Metro Planning Committee (the Committee)’s agreement that the draft PB at **Appendix I** is suitable for consultation with the Central and Western District Council (C&WDC) and the Task Force on Harbourfront Developments in Hong Kong (the Task Force) of the Harbourfront Commission (HC).

2. The Site and Its Surroundings (Plans 1 to 5 in Appendix I)

- 2.1 The Site, with an area of about 4.76ha, is located to the north of Statue Square and occupies a prominent location at the new Central harbourfront. It is bounded by the Central Piers 7 and 8 to its north, Two International Finance Centre (IFCII) to its west, Jardine House to its south, the temporary Hong Kong Observation Wheel and Central Harbourfront Event Space (future Sites 4 and 7 under the Urban Design Study for the New Central Harbourfront (UDS), see **Plan 5** in **Appendix I**) and the City Hall Complex to its east.
- 2.2 The Site is divided into three portions separated by two existing roads (i.e. Yiu Sing Street and Lung Wo Road) running in an east-west direction. The underground and ground level strata of Yiu Sing Street and Lung Wo Road are designated as road reserve for Central-Wan Chai Bypass and railway reserve for the Airport Railway Extended Overrun Tunnel (AREOT) / proposed North Island Line (NIL) respectively. The portion north of Lung Wo Road is newly reclaimed land formed under the Central Reclamation Phase III (CRIII) project. The southern part is mainly occupied by the General Post Office (GPO) and the Star Ferry Car Park (SFCP).
- 2.3 The Site is situated within the Central Business District with several Grade A commercial developments located to its west and southwest. According to

the recommendations of the UDS, a 10-hectare waterfront promenade adjoining Tamar Park would be developed in Site 7 to the northeast of the Site (**Plan 5 in Appendix I**). To its east and south are the City Hall Complex and the Cenotaph.

- 2.4 Two strips of land at the northeastern corner and southern tip within the “CDA” zone are excised from the Site according to the recommendation of the UDS to facilitate development of a Ferry Plaza in Site 7 (Area A in **Plan 1 of Appendix I**) and to avoid encroaching onto Connaught Road Central (Area B in **Plan 1 of Appendix I**).

3. Planning Intention

- 3.1 According to the Notes of the OZP, the “CDA” zone is intended for comprehensive development/redevelopment of the area for commercial development, mainly for office and retail uses, and landscaped pedestrian deck, with the provision of public open space (POS) 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. The arrangement would ensure that the future development spanning across different portions of the Site would be in a coordinated and coherent manner.
- 3.2 The future development in the “CDA” zone is subject to a maximum building height (BH) of 50mPD for the medium-rise commercial development on the western part and a maximum BH of 16mPD for the low-rise landscaped pedestrian deck with commercial facilities below on the eastern part as separated by a pecked line on the OZP (**Plan 1 in Appendix I**).

4. Background

Urban Design Study for the New Central Harbourfront

- 4.1 The Site is one of the eight key sites under the UDS completed by Planning Department (PlanD) in 2011, which was commissioned in March 2007 to refine the urban design framework for the new Central harbourfront. The study was completed after going through a comprehensive two-stage public engagement exercise. Throughout the process, the former Harbour-front Enhancement Commission and the current HC were both heavily engaged. The recommended planning and design proposals including main design concepts and planning parameters for individual key sites were presented to the Town Planning Board (the Board) in 2009 before their finalisation.
- 4.2 According to the final recommendations of the UDS, which also fulfills the planning intention, Site 3 will be developed into a comprehensive development mainly for office and retail uses in separate medium-rise building blocks on top of a continuous landscaped deck stretching from Connaught Place at the hinterland to the Central Piers at the waterfront across

Lung Wo Road and Yiu Sing Street. There will also be provision of public facilities and ample open space within the Site. The old Star Ferry Clock Tower (SFCT) is recommended to be reconstructed at its original location. The UDS recommends to reprovise 150 public car parking spaces of SFCT in the future development.

Review of the Notional Architectural Scheme for Site 3

- 4.3 A subsequent Review was completed by PlanD in mid-2016 and ascertained that implementation of the notional architectural scheme prepared under the UDS would be technically feasible having regard to all the constraints and reprovise needs. The Review concluded that the Site could accommodate some district-tied postal facilities and additional public car parking spaces on top of the 150 for the reprovise of SFCT.

5. Land Aspect

Except for a small existing U-trap Tower Outfall (**Plan 2 of Appendix I**), Site 3 is a piece of government land. Part of the Site was let out to a private tenant for operating the Hong Kong Observation Wheel and another part to Hong Kong Jockey Club for operating a betting centre, both under short-term tenancies to be terminated before land disposal. In addition to those infrastructure reserves as set out in paragraph 2.2 above, some existing underground utilities such as box culvert, trunk sewer, private cooling water mains and high voltage electricity cables would be retained in-situ. There is no need for any land resumption for disposal of the Site.

6. Draft Planning Brief (PB)

- 6.1 Pursuant to section 4A(2) of the Town Planning Ordinance and according to the Notes of the OZP, an applicant permitted for development on land designated “CDA” shall prepare a Master Layout Plan (MLP) for the approval of the Board.
- 6.2 To provide comprehensive guidance on the future development, a draft PB (**Appendix I**) which sets out broad development parameters and the planning and design requirements is prepared to facilitate the developer to prepare for the MLP submission.
- 6.3 The formulation of the draft PB has taken into consideration the design concept and development parameters recommended in the UDS and findings of the subsequent Review as mentioned in Section 4 above. The major planning requirements are highlighted below.

Planning Intention and Development Parameters

- 6.4 The proposed development should align with the planning intention for the “CDA” zone and the recommendations of the UDS. A reasonable mix of

retail and office uses should be proposed by the future developer taking into account planning and design requirements, building form, prevailing guidelines, etc.

- 6.5 The maximum **commercial Gross Floor Area (GFA)** for office and retail uses is set at **150,000m²**, which is in line with the recommendation of the UDS. In addition, a minimum **non-commercial GFA** of **21,200m²** should be provided for public facilities including car parking spaces, transport facilities, government, institution or community (G/IC) facilities and the reconstructed SFCT. The Site is also subject to a maximum BH restriction of 50mPD (western portion) and 16mPD (eastern portion) as stipulated on the OZP.

Urban Design Requirements

- 6.6 A number of urban design considerations are proposed to respect the prominent waterfront setting of the Site and to promote an attractive and accessible waterfront. These are particularly essential as the Site is situated in the Central Business District. They include –
- (a) encouraging diversity in the building form,
 - (b) variation in building height and a stepped height profile with descending building height towards the harbourfront,
 - (c) a continuous landscaped deck to provide direct and uninterrupted pedestrian connection,
 - (d) sufficient separation between buildings,
 - (e) a comprehensive multi-level barrier-free pedestrian network within the Site and linkage with the surrounding,
 - (f) adequate POS both at-grade and on the landscaped deck,
 - (g) integrated site planning and innovative design,
 - (h) clear vista from Statue Square to the harbourfront,
 - (i) improvement of streetscape and amenity etc.
- 6.7 An urban design proposal should be submitted as part of the MLP submission to demonstrate that the proposed future development has taken into account the above urban design considerations.

Landscaped Deck

- 6.8 A continuous landscaped deck spanning from Connaught Place to the Central Piers across Lung Wo Road and Yiu Sing Street, with a minimum 6m-wide unobstructed pedestrian access, should be provided along the north-south direction to connect the Statue Square at the hinterland to the harbourfront (**Plan 8 in Appendix I**). The landscaped deck should provide barrier free access (BFA) to connect all building blocks, elevated POS, and connections to adjacent existing developments. The deck should make suitable provisions to reserve flexibility to further connect with Sites 1 and 2 of the UDS.

Open Space and Landscape Requirement

- 6.9 A minimum 25,000m² of POS should be provided within the Site for public enjoyment, with not less than 12,000m² to be provided on the ground level. The at-grade POS should mainly be located at the eastern portion of the Site and well integrated with the future open space in Site 7 and the City Hall Complex in the hinterland.
- 6.10 The developer is required to develop, manage and maintain some space in the railway reserve area (**Plan 2 in Appendix I**) on both sides of Lung Wo Road as a landscaping area until such space is returned to the Government for eventual implementation of railway works. Upon completion, the developer, when called upon by the Government under lease, will develop, manage and maintain the space as at-grade POS.
- 6.11 To facilitate better integration with the surrounding, two additional areas at the northern and southeastern peripheries of the Site would be converted into at-grade POS by the developer (**Plan 2 in Appendix I**). The northern POS between the Site and the Central Piers would replace the existing transport facilities at Man Kwong Street to form part of the future waterfront promenade in Site 7 as recommended under the UDS. The southeastern POS should be well integrated with the piazza in front of the City Gallery and the City Hall. The developer would be responsible for managing and maintaining these additional areas upon completion.
- 6.12 A Landscape Master Plan should be submitted as part of the MLP submission. To help create an attractive landscaped POS, enhance the greenery effect of the streetscape, and integrate the landscaped area with the adjoining waterfront promenade, a minimum overall site coverage of greenery of 30% should be provided at the whole Site in accordance with the Sustainable Building Design (SBD) Guidelines promulgated by the Buildings Department, with at least half of the greenery area at the primary zone (i.e. the 15m vertical zone of a site along the abutting street level). To ensure extensive greenery and soft landscape within the POS, a minimum site coverage of greenery of 50% at the POS area should be provided in accordance with the Public Open Space in Private Developments Design and Management Guidelines promulgated by the Development Bureau.

Reconstruction of the Star Ferry Clock Tower (SFCT)

- 6.13 In accordance with the recommendation of the UDS, the old SFCT would be reconstructed at its original location. The reconstruction should pay due respect to its original design to allow visitors to reminisce the old Star Ferry Pier and the previous Central shoreline. Since the building height of the old SFCT is about 25mPD which would exceed the BH restriction of 16mPD on the western portion as stipulated in the OZP, an application for minor relaxation of the BH restriction should be submitted as part of the MLP submission for approval by the Board to facilitate the reconstruction.
- 6.14 The original location of the SFCT falls on the railway reserve area of

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

Government, Institution or Community Facilities (Plans 2 and 8 in Appendix I)

- 6.15 The developer is required to design and construct some district-tied facilities of GPO, including post office counters, post office box section, delivery office and speedpost section, as well as the reprovisioning of two public toilets as part of the future development. These facilities would be handed over to relevant departments for continued and uninterrupted provision of public services.

Pedestrian Connections (Plan 8)

- 6.16 A comprehensive multi-level pedestrian network was planned under the UDS. The developer would be required to devise a pedestrian network plan indicating the pedestrian connections within the Site and to adjacent nodal attractions as part of the MLP submission. The developer is required to maintain 24-hour unobstructed pedestrian accesses for these connections. In particular, pedestrian connections from Connaught Place to the waterfront along the south-north axis would be maintained at both elevated and ground levels. Convenient accesses from the landscaped deck to at-grade POS would also be provided within the Site.
- 6.17 The developer is also required to provide a number of elevated connections to the surrounding developments which are detailed at Item 18 of **Appendix I**. For underground connections, a new underground connection providing a direct access from Central MTR Station to the Site across Connaught Road Central should be provided.
- 6.18 Temporary pedestrian access with BFA should be provided at the same service level when the existing footbridge between the GPO building and the Central Terminal Building is demolished by phases to facilitate development of the Site. Such temporary reprovisioning of footbridge shall be designed, constructed, managed and maintained by the developer to the satisfaction of the Government during the construction period.

Visual and Air Ventilation Requirements

- 6.19 A visual impact assessment (VIA) and a quantitative air ventilation assessment (AVA) should be carried out and submitted as part of the MLP submission. The VIA should assess the potential visual impacts of the proposed development to the surrounding and the AVA should demonstrate the ventilation performance of the future development in comparison with the UDS scheme.

Traffic and Transport Requirements

- 6.20 The developer is required to provide transport facilities at the ground level in the future development to the north of Yiu Sing Street for relocating the existing traffic facilities at Man Kwong Street (**Plans 2 and 8 in Appendix I**) so that the area could be converted into POS for public enjoyment. A total of 325 public car parking spaces and 30 public motor cycle parking spaces should also be provided within the Site. Assuming office use above the landscaped deck level (i.e. 16mPD) and retail use underneath, a total of about 520 ancillary parking spaces to serve office, retail and other uses in the future development should be provided in accordance with Hong Kong Planning Standards and Guidelines requirements.
- 6.21 A traffic impact assessment (TIA) should be carried out by the developer to examine any possible traffic problems with proposed mitigation measures to cater for the proposed future development. The TIA should be completed to the satisfaction of the Commissioner for Transport, and submitted as part of the MLP submission.

Environmental, Drainage and Sewerage Requirements

- 6.22 An environment assessment (EA) should be carried out to examine any possible environmental impacts that may be caused by the proposed development during construction and operation with proposed mitigation measures. The EA should be completed to the satisfaction of the Director of Environmental Protection (DEP) and submitted as part of the MLP submission.
- 6.23 A drainage and sewerage impact assessment should be carried out to examine any possible drainage and sewerage problems that may be caused by the proposed development with proposed mitigation measures. The assessment should be completed to the satisfaction of the DEP and the Director of Drainage Services, and submitted as part of the MLP submission.

Implementation

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

7. Consultation

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

- (a) Secretary for Development;
- (b) Antiquities and Monuments Office, Leisure and Cultural Services Department;
- (c) Chief Architect / Central Management Division 2, Architectural Services Department;
- (d) Chief Engineer / Railway Development 2-2, Railway Development Office, Highways Department;
- (e) Chief Highways Engineer / Hong Kong, Highways Department;
- (f) Chief Town Planner/Urban Design and Landscape, Planning Department;
- (g) Commissioner for Tourism;
- (h) Commissioner for Transport;
- (i) Director of Environmental Protection;
- (j) Director of Food and Environmental Hygiene; and
- (k) District Lands Officer / Hong Kong West and South, Lands Department.

7.2 The following Government departments support / have no comments on the draft PB:

- (a) Chief Building Surveyor / Hong Kong West, Buildings Department;
- (b) Chief Engineer / Construction, Water Supplies Department;
- (c) Chief Engineer / Hong Kong and Islands, Drainage Services Department;
- (d) Chief Engineer / Lighting, Highways Department;
- (e) Chief Engineer 3/ Major Works, Highways Department;
- (f) Chief Estate Surveyor (Estate Management), Lands Department;
- (g) Director of Electrical and Mechanical Services;
- (h) Director of Fire Services;
- (i) Director of Housing;
- (j) Director of Leisure and Cultural Services;
- (k) District Officer (Central and Western), Home Affairs Department;
- (l) Government Property Administrator;
- (m) Postmaster General; and
- (n) Project Manager (Hong Kong Island and Islands), Civil Engineering and Development Department.

8. Way Forward

8.1 Subject to the agreement of the Committee, PlanD will proceed to consult C&WDC and the Task Force on the draft PB.

8.2 The views collected together with the revised PB incorporating comments from the stakeholders, 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 C&WDC and the Task Force.

10. Attachment

Appendix I	Draft PB for the “CDA” zone at Site 3 of the New Central Harbourfront
Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Aerial Photo
Plan 4	Site Photo
Plan 5	UDS – Study Area and the Eight Key Sites
Plan 6	UDS – Design Corridors and Character Precinct
Plan 7	UDS – Master Layout Plan
Plan 8	Development Concept

**PLANNING DEPARTMENT
SEPTEMBER 2016**

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

1. PURPOSE OF THE PLANNING BRIEF

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plan (MLP) for comprehensive development at Site 3 of the new Central harbourfront (the Site).
- 1.2 The Site is zoned “Comprehensive Development Area” (“CDA”) on the draft Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/8 (**Plans 1 to 4**). Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a MLP for the approval of the Town Planning Board (the Board).

2. BACKGROUND

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

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

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

3. PLANNING REQUIREMENTS FOR THE SITE

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

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

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

Item	Particulars	Remarks
7. Maximum Gross Floor Area (GFA)	A maximum commercial GFA of 150,000m² and an addition of a minimum non-commercial GFA of 21,200m² for public car parking spaces, transport facilities, G/IC facilities including district-tied facilities for the existing GPO and public toilets and the reconstructed SFCT shall be provided. For detailed requirements of non-commercial GFA, please refer to Items 15 to 17 below.	<p>A reasonable mix of retail and office uses should be provided by the future developer taking account of the planning and design requirements, building form, prevailing guidelines, etc.</p> <p>No bonus GFA or GFA exemption relating to dedication of public passageway, surrender for road widening and building set back would be allowed.</p> <p>Any floor space that is constructed or intended for use solely as GIC facilities and public car park shall be included for plot ratio/GFA calculation.</p> <p>The commercial GFA shall not be undermined even if the non-commercial GFA will exceed the minimum provision as specified in the planning brief.</p>
8. Maximum Building Height	<p><u>Western Portion</u> 50mPD</p> <p><u>Eastern Portion</u> 16mPD</p>	<p>Plan 2</p> <p>To provide design/architectural flexibility, minor relaxation of the BH restrictions, based on the merits of individual development or redevelopment scheme, may be considered by the Board on application under section 16 of the Ordinance.</p>
9. Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations.	

Item	Particulars	Remarks
C. Planning Requirements		
10. Urban Design Considerations	<p>An urban design proposal should be submitted as part of the MLP submission. The MLP should take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> • Provision of diversity in building form, variation in building height, and an overall stepped height profile descending from the hinterland towards the harbourfront to be commensurate with the harbourfront setting; • Provision of a continuous landscaped deck to provide direct and uninterrupted pedestrian connection from Statue Square to the Central Piers; • Provision of sufficient separation between buildings to improve air ventilation and visual permeability; • Provision of a comprehensive multi-level barrier-free and convenient pedestrian network within the Site linking with the surrounding areas; • Maximization of the at-grade public spaces; • Provision of adequate POS at grade and on the landscaped deck to provide a continuous green link extending from the existing Central Business 	<p>Plan 8</p> <p>Reference should be made to the Refined Urban Design Framework of the UDS, including the design corridors, view corridors, pedestrian network, landscaped strategy, and MLP etc., as detailed in the Final Report of UDS¹.</p> <p>Due consideration should be given to the Town Planning Board's Harbour Vision Statement, the Harbour Planning Principles and Harbour Planning Guidelines promulgated by the Harbourfront Commission and the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11 on Urban Design Guidelines.</p> <p>The future development should comply with the Sustainable Building Design (SBD) Guidelines (PNAP APP-152) promulgated by Buildings Department (BD).</p> <p>Due consideration should be given to freeing up more ground level spaces to meet public aspiration for pedestrian-oriented harbourfront environment.</p>

¹ The Final Report of the UDS is available for public viewing at:

http://www.pland.gov.hk/pland_en/p_study/comp_s/UDS/eng_v1/images_eng/pdf_paper/finalreport_e.pdf

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

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

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

Item	Particulars	Remarks
		existing roads underneath the deck.
12. Open Space Provision	<p>A minimum 25,000m² of POS should be provided within the Site for public enjoyment, with not less than 12,000m² be provided at-grade.</p> <p>The at-grade POS should mainly be located at the eastern portion of the Site to integrate with the surrounding POS in the locality and the new waterfront promenade.</p> <p>The POS should be designed to allow for provision of a diversity of activities to ensure harmony of the waterfront.</p> <p><u>POS within railway reserve</u></p> <p>The developer is required to develop, manage and maintain some space at the ground level in the railway reserve area on both sides of Lung Wo Road as a landscaping area upon taking over the concerned phase of Site and return the space to the Government for eventual construction of the AREOT/NIL. Upon completion of the AREOT/NIL, the developer, when called upon by the government under lease, will develop, manage and maintain the space as POS.</p> <p><u>POS outside Site 3</u></p> <p>To ensure better integration with the surrounding POS in the same area, two additional at-grade POS (landscaping area) on Government land of about 5,800m² and 3,000m² outside the northern and south-</p>	<p>The POS should be designed, constructed, managed and maintained by the developer, and should be opened to the public 24 hours a day and free of charge.</p> <p>The POS should be designed with high landscape quality with adequate greenery, thematic planting, quality paving and street furniture and should provide smooth transition between public and private open spaces. Fragmented POS design should be avoided.</p> <p>The design of POS should follow the Public Open Space in Private Developments Design and Management Guidelines promulgated by the Development Bureau (DEVB).</p> <p>It is encouraged to consider including features such as entrance plaza, food kiosks and open air cafes in the design of POS.</p> <p>Vehicular maintenance access to the existing electricity supply building to the north of the Site should be provided (Plan 2).</p> <p>BFA vertical and horizontal connections between the POS at landscaped deck and at-grade levels as well as the adjacent</p>

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

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

Item	Particulars	Remarks
		the SFCT should be submitted as part of the MLP submission to the Board for approval.
15. G/IC Facilities	<p>The following G/IC facilities should be reprovisioned within the Site:</p> <p><u>GPO Facilities</u></p> <p>GPO facilities in Site 3A with GFA of not less than 9,700m² to reprovision the district-tied facilities of the existing GPO at Site 3B:</p> <ul style="list-style-type: none"> • Post Office Counters; • Post Office Box Section; • Delivery Office; • Speedpost Section; and • 28 parking spaces and 9 loading/unloading bays with loading platform for exclusive use by Hongkong Post (HKP) should be provided. 	<p>Plans 2 and 8</p> <p>The developer is required to design and construct the GPO facilities as part of the development according to government requirements and handed over to the Postmaster General for management and maintenance upon completion.</p> <p>Detailed requirements for the GPO facilities will be stipulated in the technical schedules included in the lease.</p> <p>The existing GPO building in Site 3B should only be demolished after the completion of reprovisioning works of the district-tied facilities of GPO facilities within Site 3A. The post office facilities should be designed in all respects to the satisfaction of HKP.</p>
	<p><u>Public Toilets</u></p> <p>Reprovisioning of the two existing public toilets located at Man Yiu Street and at the Star Ferry Car Park within the Site with total GFA of not less than 360m².</p>	<p>The developer is required to design and construct the two public toilets as part of the development according to government requirements and handed over to the Director of</p>

Item	Particulars	Remarks
		<p>Food and Environmental Hygiene for management and maintenance upon completion.</p> <p>Detailed requirements for the two public toilets will be stipulated in the technical schedules included in the lease.</p>
16. Transport Facilities	<p>The following transport facilities with GFA of not less than 2,240m² should be provided at ground level within the northern part of the proposed development to the north of Yiu Sing Street for relocation of the existing transport facilities at Man Kwong Street:</p> <ul style="list-style-type: none"> • One 15m taxi stand; • One 26m coach bay; • One 28m coach bay; and • One 25m public loading/unloading bay. 	<p>The location of ingress/egress of the transport facilities are subject to the agreement of the Commissioner for Transport (C for Transport).</p> <p>The transport facilities should be designed, constructed, managed and maintained by the developer.</p> <p>The transport facilities should preferably be open-sided to enhance natural lighting and air ventilation and allowing visual and physical connection to the waterfront. No long blank walls should be facing the waterfront promenade. BFA should also be provided.</p> <p>The existing temporary transport facilities at Man Kwong Street should only be demolished after the transport facilities within Site 3 is in operation.</p>
17. Car Parking, Loading and Unloading Provision	<p>Provision should be in accordance with Chapter 8 of the Hong Kong Planning Standards and Guidelines.</p> <p>Reprovisioning of the following public</p>	<p>The provision of internal transport facilities, details of the vehicular accesses, parking layouts and loading/unloading arrangements should be to the satisfaction of the</p>

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

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

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

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

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

4. IMPLEMENTATION PROGRAMME

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

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

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

5. MASTER LAYOUT PLAN SUBMISSION

- 5.1 Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, a MLP should be prepared on land designated “CDA” and submitted to the Board for approval.
- 5.2 The MLP should contain all the information as required under the Notes for the “CDA” zone of the Central District (Extension) OZP No. S/H24/8 and demonstrate clearly that the requirements stated in this PB have been complied with. Relevant requirements for the submission of MLP are provided in the TPB PG-No. 18A – Submission of MLP Under Section 4A(2) of the Town Planning Ordinance. The MLP should indicate the following information:
- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the Site;
 - (ii) the proposed total site area and gross floor area for various uses within the Site;
 - (iii) the details and extent of Government, institution or community and recreational facilities, public transport and parking facilities, and public open space to be provided within the Site;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the Site;
 - (v) a landscape master plan with landscape and greening proposals including tree preservation and transplanting within the Site, provision of vertical, rooftop and podium landscape treatments;

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

- 5.3 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the Site, the character of the Site in relation to the surrounding areas, principles of layout and urban design, major development parameters, types of G/IC, transport and parking facilities and recreational and open space facilities.
- 5.4 A copy of MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Town Planning Ordinance.

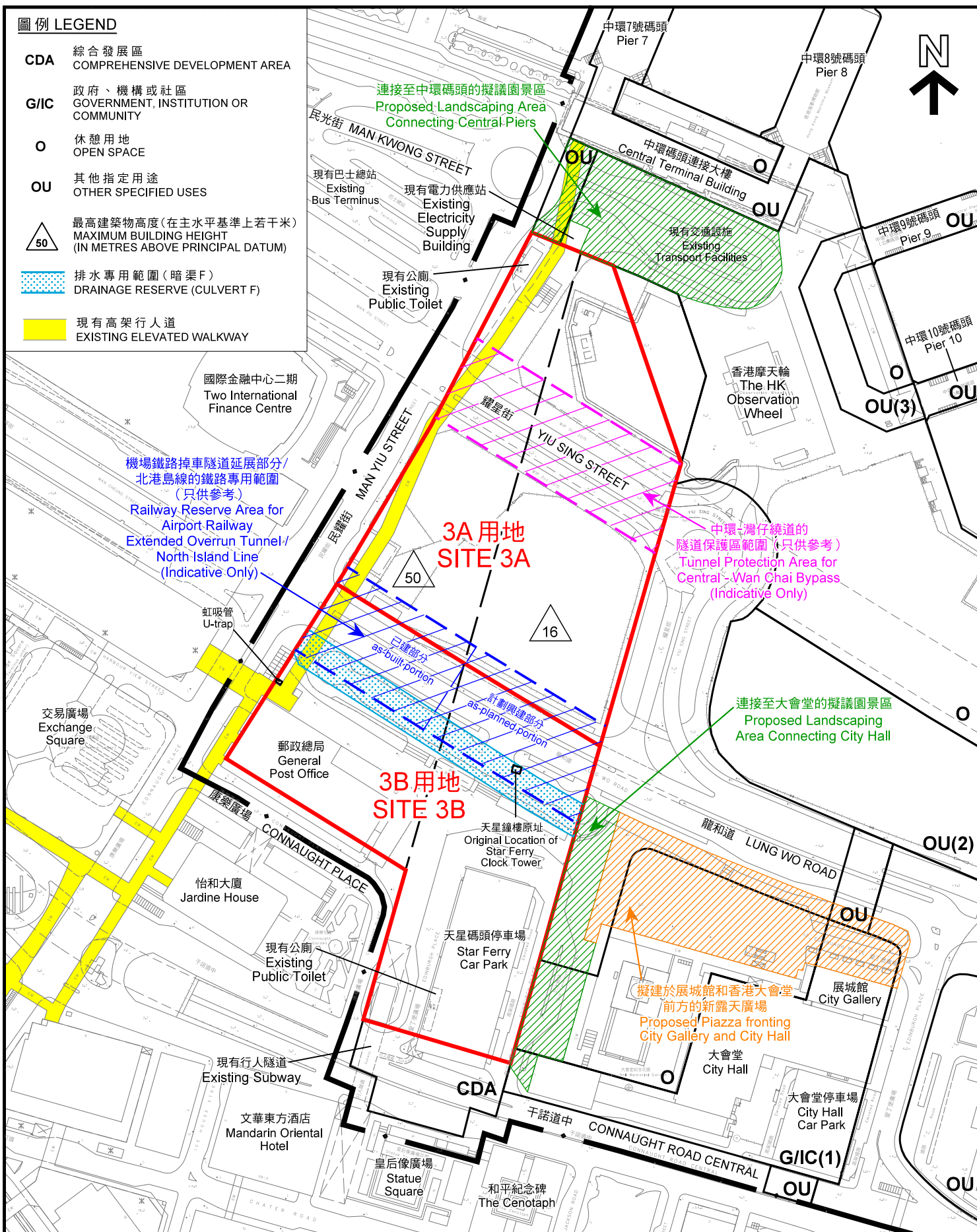
6. ATTACHMENTS

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

**PLANNING DEPARTMENT
SEPTEMBER 2016**

圖例 LEGEND

- CDA** 綜合發展區
COMPREHENSIVE DEVELOPMENT AREA
- G/I/C** 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY
- O** 休憩用地
OPEN SPACE
- OU** 其他指定用途
OTHER SPECIFIED USES
- 50** 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)
- 排水專用範圍(暗渠F)**
DRAINAGE RESERVE (CULVERT F)
- 現有高架行人道**
EXISTING ELEVATED WALKWAY



主題地點
SUBJECT SITE

平面圖 SITE PLAN

中環新海濱三號用地

SITE 3 AT THE NEW CENTRAL HARBOURFRONT

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

SCALE 1:2 500 比例尺
米 50 0 50 100 米
METRES

規劃署
PLANNING
DEPARTMENT

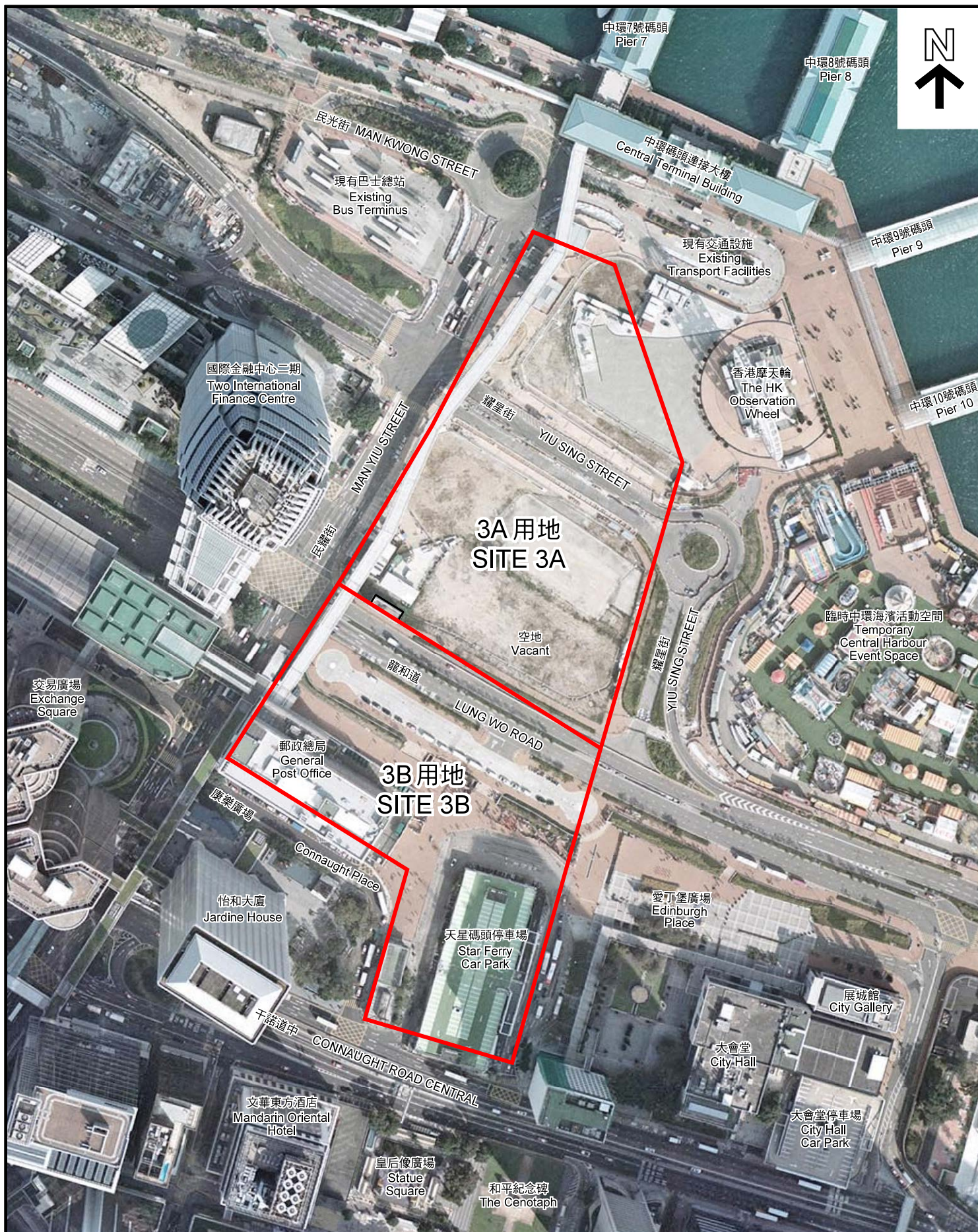


參考編號
REFERENCE No.

M/HOLS/16/23

圖 PLAN

2



主題地點
SUBJECT SITE

航攝照片 AERIAL PHOTO

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

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/HOLS/16/23

圖 PLAN

3



主題地點
SUBJECT SITE

實地照片 SITE PHOTO

中環新海濱三號用地

SITE 3 AT THE NEW CENTRAL HARBOURFRONT

規劃署
PLANNING
DEPARTMENT



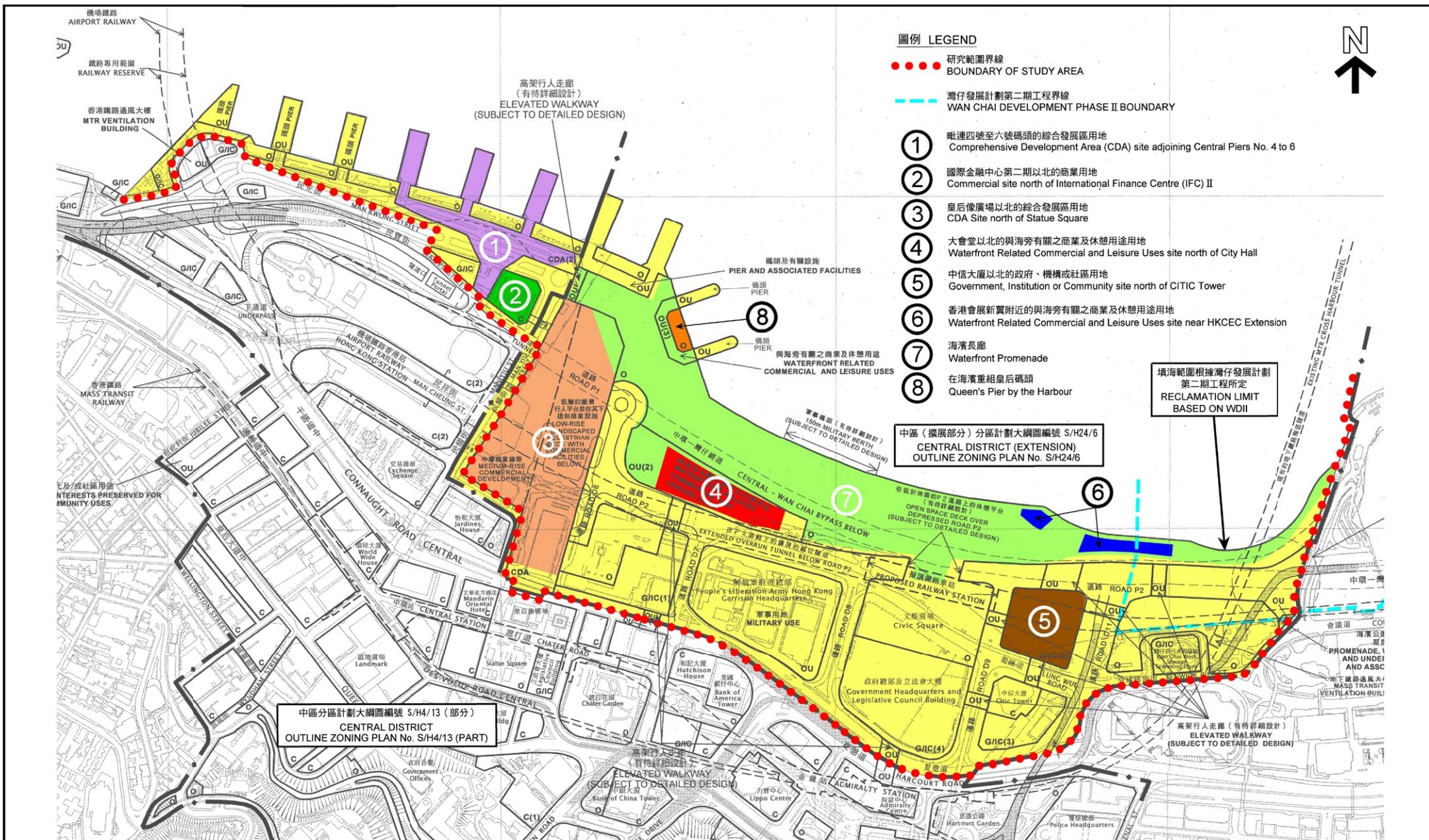
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M/HOLS/16/23

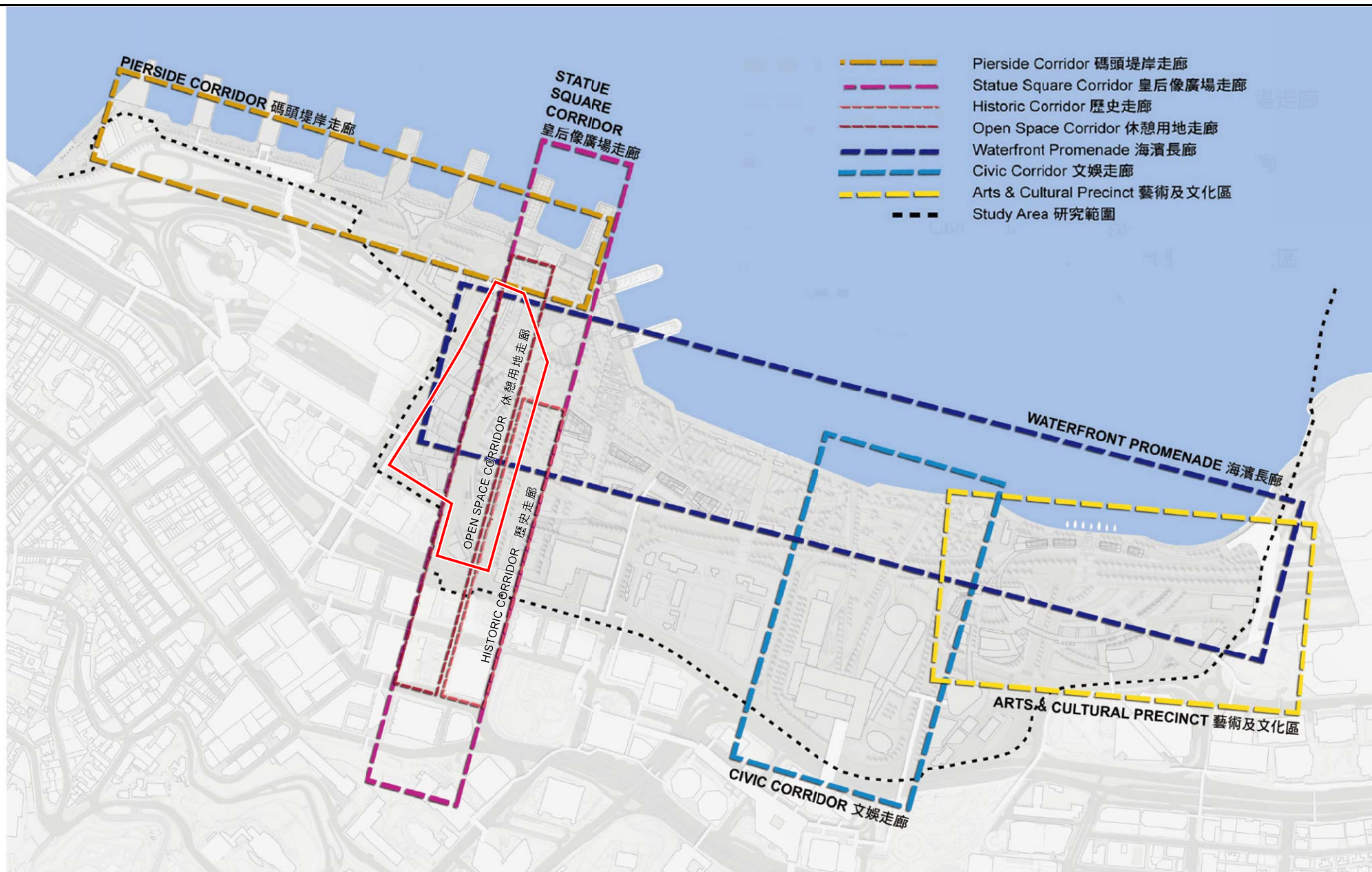
圖 PLAN

4

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



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



主體地點 (三號用地)
SUBJECT SITE (SITE 3)

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

設計走廊及特色區域 DESIGN CORRIDORS AND CHARACTER PRECINCT

米 100 0 100 200 300 米
METRES

規 劃 署
PLANNING DEPARTMENT



參考編號
REFERENCE No.

M/HOLS/16/23

圖 PLAN

6

本摘要圖於2016年8月10日擬備，所根據的資料為
中環新海濱城市設計研究資料摘要
EXTRACT PLAN PREPARED ON 10.8.2016 BASED ON
INFORMATION DIGEST OF THE URBAN DESIGN STUDY
FOR THE NEW CENTRAL HARBOURFRONT



主題地點 (三號用地)
SUBJECT SITE (SITE 3)

中環新海濱城市設計研究
URBAN DESIGN STUDY FOR THE NEW CENTRAL HARBOURFRONT
總綱發展藍圖
MASTER LAYOUT PLAN

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

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.

M/HOLS/16/23

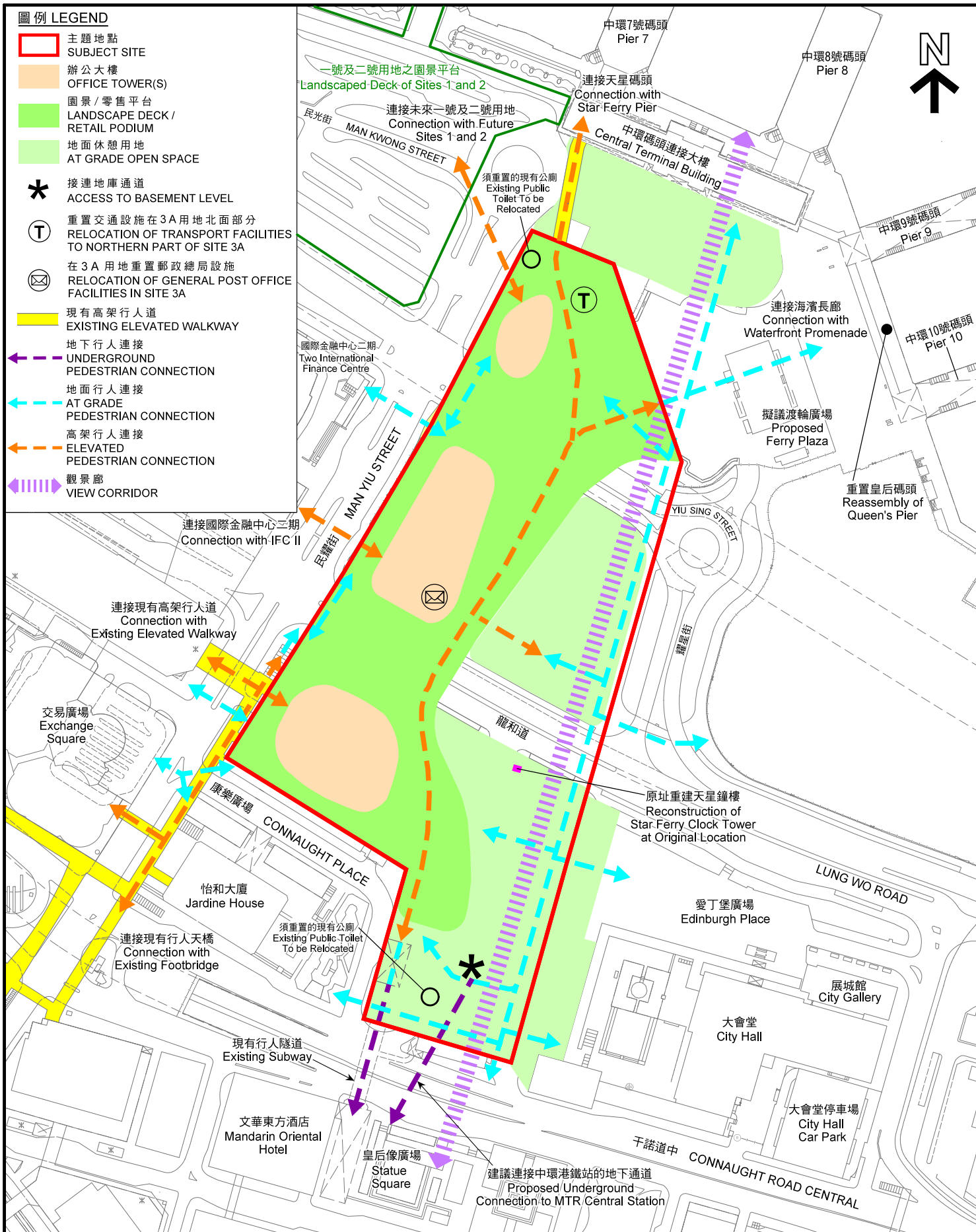
圖 PLAN

7

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

圖例 LEGEND

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



(只供參考)
(INDICATIVE ONLY)

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

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

SCALE 1: 2 500 比例尺
米 50 0 50 100 米
METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/HOLS/16/23

圖 PLAN

8