

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

**MPC Paper No. 19/16  
For Consideration by  
the Metro Planning Committee on 23.12.2016**

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

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**1. Purposes**

This paper is to:

- (a) report to the Metro Planning Committee (the Committee) the results of the Harbourfront Commission's (HC) Task Force on Harbourfront Developments on Hong Kong Island (TFHK) and the Central and Western District Council (C&WDC) on the draft Planning Brief (PB) for the “Comprehensive Development Area” (“CDA”) zone at Site 3 of the New Central Harbourfront (the Site); and
- (b) seek Members' endorsement of the revised draft PB at **Appendix I** for providing guidance for future development at the Site.

**2. Background**

- 2.1 On 30.9.2016, the Committee considered that the draft PB for the Site was suitable for consultation with the TFHK and the C&WDC. A copy of the MPC Paper No. 16/16 and extract of the minutes of the meeting are at **Appendices II** and **III** respectively.
- 2.2 Major development parameters and planning requirements as set out in the draft PB are summarized as follows:

Item	Particulars
<b><i>Major Development Parameters</i></b>	
Site Area	About 4.76 ha
Proposed Uses	Commercial development mainly for office and retail uses, with a continuous landscaped deck, provision of public open space (POS), Government, Institution or Community (G/IC) facilities, public car parking spaces and reconstruction of the Star Ferry Clock Tower (SFCT)
Maximum Gross Floor Area (GFA)	A maximum <b>commercial GFA</b> of <b>150,000 m<sup>2</sup></b> and an addition of a minimum <b>non-commercial GFA</b> of <b>21,200 m<sup>2</sup></b> for public car parking spaces, transport facilities, G/IC facilities including district-tied facilities for the existing General Post Office (GPO) and public toilets and the reconstructed SFCT

Item	Particulars
Maximum Building Height (BH)	<ul style="list-style-type: none"> <li>Western portion : 50mPD</li> <li>Eastern portion : 16 mPD</li> </ul>
Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations
<b>Planning Requirements</b>	
Urban Design Considerations	<p>An urban design proposal should be submitted as part of the Master Layout Plan (MLP) submission. The MLP should take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> <li>integrated site planning and innovative design</li> <li>encouraging diversity in the building form</li> <li>variation in BH and a stepped height profile with descending BH towards the harbourfront</li> <li>adequate POS both at-grade and on the landscaped deck</li> <li>sufficient separation between buildings</li> <li>a comprehensive multi-level barrier-free pedestrian network within the Site and linkage with the surroundings</li> <li>a continuous landscaped deck to provide direct and uninterrupted pedestrian connection</li> <li>improvement of streetscape and amenity</li> <li>clear vista from Statue Square to the harbourfront</li> </ul>
Landscaped Deck	A continuous landscaped deck spanning above Lung Wo Road and Yiu Sing Street with a minimum 6m-wide unobstructed pedestrian access connecting the Central Business District (CBD) to the harbourfront to be provided along the north-south direction
Open Space Provision	<ul style="list-style-type: none"> <li>A minimum 25,000 m<sup>2</sup> of POS should be provided within the Site, with not less than 12,000 m<sup>2</sup> be provided at-grade</li> <li>Two additional at-grade POS should be provided outside the northern and south-eastern boundaries of the Site</li> </ul>
Landscape and Greening Aspects	<ul style="list-style-type: none"> <li>A Landscape Master Plan (LMP) with landscape and greening proposals should be submitted as part of the MLP submission</li> <li>A minimum overall site coverage of greenery of 30% and 50% are required for the whole Site and at the POS area respectively</li> </ul>
Reconstruction of Old SFCT	The old SFCT with original height at about 25 mPD has to be reconstructed at its original location with due respect to its original design
G/IC Facilities	The district-tied facilities of the existing GPO and two public toilets of not less than 9,700 m <sup>2</sup> and 360 m <sup>2</sup> respectively should be reprovided within the Site
Transport and Parking Facilities	<ul style="list-style-type: none"> <li>The existing transport facilities at Man Kwong Street of not less than 2,240 m<sup>2</sup> should be relocated within the northern part of the Site to the north of Yiu Sing Street</li> <li>A total of 325 public car parking spaces and 30 public motor cycle parking spaces should be provided at the Site</li> </ul>

Item	Particulars
Pedestrian Connections	<ul style="list-style-type: none"> <li>• A comprehensive multi-level pedestrian network plan, providing direct accesses with adjacent nodal attractions should be submitted as part of the MLP submission</li> <li>• A number of elevated and underground connections should be provided</li> </ul>
Other Technical Requirements	<p>The following technical assessments should be submitted as part of the MLP submission:</p> <ul style="list-style-type: none"> <li>• traffic impact assessment (TIA)</li> <li>• visual impact assessment (VIA)</li> <li>• quantitative air ventilation assessment (AVA)</li> <li>• environmental assessment (EA)</li> <li>• drainage and sewerage impact assessment</li> </ul>
Implementation	<p>The Site should be implemented in two phases, i.e. Site 3A first and Site 3B after completion of Site 3A (<b>Plans 1 to 3 of Appendix I</b>)</p>

2.3 The Site is zoned “CDA” on the draft Central District (Extension) Outline Zoning Plan No. S/H24/8 (the OZP). As required under the Notes of the OZP, a 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 C&WDC were consulted on the draft PB on 19.10.2016 and 20.10.2016 respectively. The TFHK’s letter dated 12.12.2016 to the Secretary of the Board summarizing major comments raised by members at the meeting and extract of the draft minutes of the C&WDC meeting are at **Appendices IV and V** respectively for Members’ reference.

### 3. **The TFHK and C&WDC’s Views on the Draft PB**

While both the TFHK and the C&WDC raised no in-principle objection to the draft PB, the following major comments were raised (**Appendices IV and V**).

#### 3.1 Proposed uses

- (a) From harbourfront planning perspective, some TFHK members opined that the moderate development intensity was very much welcomed. One TFHK member opined that the proposed commercial GFA might be excessive and allocating half of the commercial GFA available within the Site for retail might not be necessary given the downward trend of the market demand for retail spaces. Some opined that interaction between different floors to be used for offices and whether the future design could cater for promoting a specific sector such as the creative industry should be further considered. Ground level cafes and shops facing POS should be encouraged.
- (b) A few C&WDC members were of the view that the provision of commercial space for office use in Central was sufficient and a few nearby sites were also proposed for office development. There would be no need to make additional provision at Site 3. They considered



that the harbourfront areas should be returned to the public for amenity or leisure uses. On the other hand, some C&WDC members supported the provision of more high-end office space in Central to support Hong Kong's economic development and strengthen its role as an international financial centre.

### 3.2 BH restrictions

- (a) The restricted BH profile and BH restrictions adopted for the Site were welcomed by TFHK members. A C&WDC member also supported the proposed stepped height BH profile descending from the hinterland towards the harbourfront to commensurate with the harbourfront setting and enhance visual quality.
- (b) Some TFHK members expressed that due to the BH restrictions, the floor-to-floor height for office as proposed in the notional architectural scheme may not be sufficient, which might affect design flexibility and optimization of the value of the Site. Some flexibility should be allowed for relaxing the BH restrictions.

### 3.3 Open space

- (a) Some TFHK members opined that the POS within the Site should be designed to allow diversified activities. They further suggested providing outdoor seating, shades and alfresco dining facilities in order to make the harbourfront vibrant. The facilities or landscaping features to be provided at the POS should not hinder public enjoyment of the area.
- (b) Some C&WDC members were concerned that public use of the POS might be restrictive if the management and maintenance would be taken up by the future private developer instead of the Government.

### 3.4 GPO

#### *Demolition of the GPO building*

- (a) Some TFHK and C&WDC members opined that the building (or just its façade) could be an interesting architectural element to be incorporated into the future development. The Government might consider allowing the future proponent to decide whether to demolish the GPO building, or retain part of it, or integrate it with the overall architectural scheme. A few C&WDC members opined that the GPO building, which was a remarkable building of modern architectural design and still in good condition, should be preserved or converted for public uses.
- (b) Some C&WDC members pointed out that the proposal to demolish the GPO building was not clearly set out and deliberated during the public engagement (PE) exercise of the Urban Design Study for the New Central Harbourfront (UDS) and the Government should consult the public again on preserving the GPO building.

- (c) On the other hand, some TFHK members and C&WDC members noted and agreed that demolition of the GPO building to give way to the development of Site 3 as agreed by majority of the public during the Urban Design Study for the New Central Harbourfront (UDS) process should be respected. Some C&WDC members pointed out that the outcome of the PE exercise of the UDS indicated that the recommended design concept for Site 3 without the existing GPO building was generally supported by the public. The future development of the Site should follow that design concept which was a consensus reached through a comprehensive PE exercise. A motion requesting the Government to take forward the design concept recommended under the UDS was voted and passed by the C&WDC (see paragraph 3.10 below).

*Reprovision of district-tied postal facilities at Site 3*

- (d) Some TFHK members opined that with the significant decline in the need for postal services over the years, the justification to allocate a large amount of GFA for postal facilities at this prime location would need to be demonstrated. Some opined that the location of existing GPO counters was convenient, and the reprovisioned postal facilities should be located at an elevated level to which the public could easily gain access.

3.5 Pedestrian connectivity

- (a) Some TFHK members considered it important to preserve pedestrian connectivity from Statue Square to Central Piers and Site 3 should be properly connected with the footbridge system in Central. The mere requirement to provide a pedestrian connection would not be sufficient. Rather, a quality walking experience along the connection, including elements such as the provision of a good shade, would be essential. One member suggested looking into the peripheral uses of the landscaped deck, including the provision of shade for quality open space. Some further suggested that pedestrian access should be direct with minimum level changes, barrier-free, weather protected, with adequate width and travellers to provide convenience and comfort to pedestrians.
- (b) Some TFHK members had concern over the potential disruptions to pedestrian access to the ferry piers during construction stage. Besides, they considered that the requirements to provide pedestrian connections between different land parcels at the ground and elevated levels, from the hinterland to the waterfront, and with surrounding developments should be more specific (including the Central Terminal Building which was not clearly mentioned in the PB). Some TFHK members opined that three levels of underground space with a small floor area in each land parcel for retail purpose might not be desirable or financially feasible from an operator's perspective. To make underground space lively, further considerations could be given to provide additional underground connections (such as between the three land parcels of the Site, and between the Site and the MTR Hong Kong Station across Man Yiu Street / Site 1 and Site 2). Also, they opined that the Government

should reconsider the locations of at-grade crossings along Yiu Sing Street and Lung Wo Road having regard to the future development. Furthermore, the pedestrian passageway from Jardine House to Central Piers should be located adjacent to Man Yiu Street so that pedestrians could have a view over the street and gain access to shops on the other side.

- (c) Some C&WDC members opined that the proposed landscaped deck could provide an opportunity to further improve the pedestrian environment from the hinterland to the Central Piers as compared to the existing temporary footbridge. A C&WDC member suggested providing travellators in the future pedestrian connection to the piers for the convenience of the public.

### 3.6 Parking provision, pick-up/drop-off spaces, transport facilities

#### *Parking provision*

- (a) A TFHK member raised that the 325 public car parking spaces to be provided in the Site should include the 150 spaces to be reprovisioned from Star Ferry Car Park. The number of ancillary car parking spaces might be excessive. Separately, bicycle parking facilities should also be provided in the Site. Similarly, there was a C&WDC member who concerned that with the provision of parking spaces, the traffic to be generated by the proposed development would aggravate the traffic congestion in the area.
- (b) On the other hand, some C&WDC members opined that adequate public parking spaces should be provided to avoid illegal on-street parking.

#### *Pick-up/drop-off spaces*

- (c) Some TFHK members opined that on-street pick-up/drop-off facilities should be maintained within the Site as picking up and dropping off on other major roads would be undesirable. Such facilities could also provide convenience to users of the City Hall Complex. These facilities could be provided near the existing location of the Star Ferry Car Park.

#### *Transport facilities*

- (d) One TFHK member opined that it was not necessary to put transport facilities on the ground floor but rather use the space for other purposes.

### 3.7 Reconstruction of SFCT

- (a) Some TFHK Members expressed reservations on the need to reconstruct the SFCT as this was a part of the old Star Ferry Pier, which has already been demolished. SFCT on its own may not have much character or context to which members of the public can now relate, similar to the Tsim Sha Tsui Clock Tower. On the other hand, some Members opined that since the UDS had undergone a comprehensive public engagement

process, it would be important to respect all the conclusions reached and therefore reconstruction of SFCT at its original location should be accepted.

### 3.8 Design and construction

- (a) Some TFHK members opined that the future proponent should also maximize the amount of sunlight that could penetrate into underground levels and hence had suggested to provide skylights/voids bringing natural light and air down to the basements.
- (b) There were also concerns that the deep excavation works required for constructing underground structures could be costly and would be environmentally unfriendly.

### 3.9 Implementation

- (a) Some TFHK members expressed that the phased development approach would affect the design of the development and should be further reviewed. The works of the North Island Line underneath Lung Wo Road should be implemented in parallel with the development of the Site to avoid causing inconveniences to the operation of the development in the future.
- (b) On site disposal, TFHK members opined that a two-stage tender approach should be adopted and potential bidders should be required to submit a conceptual architectural design as part of their tender submission. The tender assessment should include evaluation of design proposals in addition to premium offers. One member suggested that a design competition should be organised for the community to provide comments on the preferred design.

### 3.10 Motion passed by the C&WDC

- (a) The C&WDC passed a motion requesting the Government to follow the design concept of the Site as recommended under the UDS which was a consensus reached after two stages of PE. Besides, the future development should make reference to functional modern architectural design theme with due consideration to environmental protection and conservation, and compatibility with the City Hall Complex. In addition, to protect and enhance the precious waterfront area, measures should be adopted to avoid 'wall effect' and 'heat-island effect'. The C&WDC considered that the Government could achieve a more effective and enhanced development at the Site through setting out urban design principles. The Chinese motion passed is set out below:

“本會要求政府必須遵照在《中環新海濱城市設計研究》經兩階段公眾參與活動後得出共識的設計概念，在考慮未來發展中環新海濱三號用地時參考現代主義功能性設計風格，同時顧及環保和保育。新發展的設計應考慮與大會堂建築群的風格配合，並採取確實措施防止屏風及熱島效應，以保護及優化珍貴海濱用地。本會認為政府可透過城

市設計原則達至於未來更有效發展及優化該用地之目的。”

#### 4. **Responses to Comments**

In respect of the comments received, PlanD has consulted the relevant government bureau and departments. The consolidated responses to the comments of both the TFHK and the C&WDC are as follows:

##### 4.1 **Proposed uses**

- (a) To strengthen Hong Kong's status as an international financial centre, there is a genuine need to continue providing high quality land supply for office use in the CBD. Site 3 is located at the core of the CBD, its suitability for commercial development is reaffirmed by the results of a comprehensive urban design study. To achieve the objective of constructing a vibrant new Central harbourfront, the UDS has also recommended providing other land uses and facilities including POS in Site 3. In addition, the UDS recommended providing more than 10 ha of POS on the new Central harbourfront, majority of which would be provided by Site 7, which is adjacent to Site 3 and would become a continuous waterfront promenade along east-west direction mainly for public enjoyment (**Plan 7 of Appendix I** refers). The land uses in the eight key sites of the new Central harbourfront as recommended under the UDS have already struck a balance between supporting economic development and addressing public aspirations for an accessible and vibrant waterfront for public enjoyment.
- (b) To enhance commercial viability of the Site, the future developer would have flexibility to propose a reasonable mix of retail and office uses for the future development taking account of the planning and design requirements, building form, prevailing guidelines, etc. in the PB (Item 7 on “Maximum Gross Floor Area (GFA)” refers).
- (c) While the planning intention of the “CDA” site is mainly for office and retail uses, there is flexibility for the future developer to include other commercial uses as listed under Column 2 of the Notes for the subject “CDA” zone in the MLP submission for consideration of the Board.

##### 4.2 **BH restrictions**

- (a) The BH restrictions for the Site are in line with that imposed under the OZP. To provide design/architectural flexibility, there is a provision in the Notes of the for the “CDA” zone of the OZP to allow for minor relaxation of the BH restrictions. Each case will be considered by the Board based on individual merits through the planning application process.
- (b) The proposed floor-to-floor height for office use adopted for the notional architectural scheme of Site 3 is only indicative. It would be up to the future developer to design the scheme in accordance with the PB requirements with flexibility on the development mix, number of blocks

and the BH profile.

#### 4.3 Open space

##### *Diversity and vibrancy*

- (a) To enhance vibrancy of the POS, Item 12 on “Open Space Provision” sets out that the POS should be designed to allow for provision of diversified activities to ensure harmony of the waterfront. It is encouraged to include features such as entrance plaza, food kiosks and open air cafes in the design of the POS. In accordance with the Public Open Space in Private Developments Design and Management Guidelines promulgated by the Development Bureau (DEVB) in 2011, subject to Government approval, the future developer could consider including a maximum of 10% of the POS area for commercial activities.
- (b) Notwithstanding the above, to address the comments received, it is proposed to stipulate in the PB additional remarks stating that the POS should be designed with ‘*outdoor seating and shades*’, and the future proponent is encouraged to include ‘*alfresco dining facilities*’. Besides, ***‘in determining the maximum commercial GFA of 150,000 m<sup>2</sup> for the Site, the floor spaces of alfresco dining facilities, food kiosks and open air cafes within the POS (if they were accountable for GFA calculation) would be disregarded. An indicative layout showing the location and basic parameters (such as area) of the alfresco dining facilities, food kiosks and open air cafes should be submitted at MLP submission stage. Such provision should also make reference to the Public Open Space in Private Developments Design and Management Guidelines promulgated by DEVB in 2011 and conform to any other relevant legislation, the conditions of the land lease concerned, and any other Government requirements, as may be applicable.’*** The concerned departments, including CTP/UD&L of PlanD and District Lands Officer/HKW&S, LandsD, have no objection to / adverse comments on such proposed amendments.

##### *Management*

- (c) The POS would form an integral part of the comprehensive commercial development at the Site, it is considered more desirable and appropriate for the future developer to manage the POS in a holistic manner. To ensure that the POS could be easily accessible and enjoyed by the public, the PB has already stipulated that the POS should be open to the public 24 hours a day and free of charge. Besides, the PB has also stated that the design of the POS should follow the Public Open Space in Private Developments Design and Management Guidelines promulgated by DEVB in 2011, which has provided detailed guidance on the design and management aspects to safeguard public enjoyment.

#### 4.4 GPO

##### *Demolition of the GPO building*

- (a) The Government started planning the relocation of the GPO building as early as in 1985 after the expiry of a lease condition that restricted the height of the GPO site. In the Director of Audit's Reports issued in 1998 and 2015, there were criticisms about the slow progress in the redevelopment of the GPO site (paragraphs 5.16 and 5.17 of Chapter 5 of Report No. 65 of the Director of Audit issued in 2015 refer).
- (b) The UDS recommended Site 3 to be developed comprehensively for a commercial development mainly for office and retail uses with the provision of a landscaped pedestrian deck, public open space and other supporting facilities. The GPO building is currently situated in the part of Site 3 to the south of Lung Wo Road. The GPO building is not a declared monument / proposed monument / graded historic building / proposed graded historic building pending assessment by the Antiquities Advisory Board. It would be demolished after suitable reprovisioning in order for the design of Site 3 as recommended under the UDS to be realised.
- (c) Under the UDS, the Government has completed two stages of a comprehensive PE exercise in 2007 and 2008 respectively. During the PE process, the Government presented to the public design concepts of individual key sites including that for Site 3. The proposed design concepts of Site 3 required demolishing existing buildings including the GPO building for redevelopment. As pointed out in the "Final Report of the Urban Design Study for the New Central Harbourfront Stage 2 Public Engagement Public Opinion Collection Exercise", the design concepts for Site 3 were generally supported. After undergoing a comprehensive consultation process, PlanD made public the final report of the UDS in March 2011, which made detailed recommendations on the MLP for the new Central harbourfront and design concepts of key sites including Site 3. The recommended design concept for Site 3 that was finally adopted included a continuous landscaped deck and associated pedestrian connections linking the core area of Central with the new Central harbourfront. Retaining existing buildings within the Site including the GPO building would render the design concept impracticable.

##### *Reprovision of district-tied postal facilities at Site 3*

- (d) There is still a need to provide postal services in the CBD and the future developer is required to holistically design and construct the district-tied GPO facilities within the development, then hand over to the Postmaster General after completion to ensure the provision of continued and uninterrupted postal services. Detailed requirements would be stipulated in the land lease. The detailed design of the GPO facilities including the location and public access will be subject to the satisfaction of Hongkong Post.

4.5 Pedestrian connectivity

- (a) To ensure that the pedestrian network will be comprehensively planned, the future developer is required to submit a comprehensive multi-level pedestrian network plan (including elevated, at-grade and underground levels) as part of the MLP submission for approval of the Board.
- (b) As required under the PB, the future developer is required to provide a number of elevated and underground connections and traveller(s) running in a south-north direction within the Site where possible. The pedestrian accesses should be 24-hour unobstructed with a minimum width of 6 m connecting the hinterland via the Site to the waterfront.
- (c) To avoid disruptions to pedestrian access to the Central Piers during construction stage, temporary pedestrian access arrangement including reprovision of temporary footbridge with BFA has to be provided to the same level of service under lease before demolishing the existing temporary footbridge between the GPO building and the Central Terminal Building.
- (d) While it is not preferred to stipulate more specific requirements which might restrict design flexibility, taking into account the comments received, it is proposed to amend point (g) of the requirement under Item 18 on “Pedestrian Connections” of the PB as “provision of traveller(s) running in a south-north direction within the Site ~~may be considered~~ **should be explored** where possible.
- (e) To enhance the convenience and comfort of pedestrians, it is proposed to stipulate in the PB additional remarks under Item 18 that (i) the pedestrian accesses should be **‘direct, convenient, barrier-free and weather protected’**; (ii) **‘and where possible, escalators should be provided’** if there is level difference between the existing elevated walkways and all parts of the landscaped deck; and (iii) **‘Apart from the pedestrian connections as listed in the Planning Brief, the developer should further explore the possibility of providing additional underground connections/ openings between the three land parcels of the Site as well as with the nearby existing/planned developments (such as from the Site to MTR Hong Kong Station across Man Yiu Street, Site 1 and Site 2), or reserve appropriate locations as openings for the purpose of allowing such additional underground connections in the future to improve the existing and future internal and external connectivity of the Site.’** The concerned departments, including the Commissioner for Transport (C for T) and the Railway Development Office (RDO), the Major Works Project Management Office, and the District and Maintenance Section of the Highways Department (HyD), have no objection to/adverse comments on such proposed amendments but remarked that the technical feasibility of the concerned additional underground connections should be subject to study by the future developer.
- (f) To address comments from TFHK members, **‘The Central Terminal Building of Central Piers 7 and 8 is located to the north of the Site’** is



added in Item 4 on “Surrounding Land Uses” of the PB so that the future developer would consider the interface with the building in terms of pedestrian connectivity.

4.6 Parking provision, pick-up/drop-off spaces, transport facilities

*Parking provision*

- (a) According to C for T, the proposed provision of 325 public car parking spaces within the Site have taken into account the need for reprovisioning of the existing Star Ferry Carpark, and the future parking needs in Sheung Wan, Central and Admiralty.
- (b) Ancillary car parking spaces should be provided for the future development in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).
- (c) The future developer is required to submit a TIA as part of the MLP submission to examine any possible traffic impacts including impacts on pedestrians and crowd dispersal during festive events as well as the parking demand that may be caused by the proposed development during construction or upon completion with proposed mitigation measures. Any road/junction improvement works/measures proposed in the TIA should be designed and implemented by the developer to the satisfaction of relevant departments.
- (d) With regard to bicycle parking space provision, the UDS recommended a cycle track be provided along the waterfront promenade in Site 7 (**Plan 7 of Appendix I** refers). According to the indicative design concept under the UDS, a “bicycle station” is proposed near Yiu Sing Street to the east of Site 3. The detailed design and provision of bicycle parking facilities in Site 7 would be further explored when taking forward permanent development of the site. Provision of bicycle parking facilities closer to the proposed cycle track within waterfront promenade is considered more desirable and convenient to users.

*Pick-up/drop-off spaces and transport facilities*

- (e) Taking into account the comments on the provision of pick-up/drop-off spaces to facilitate users to the City Hall Complex, it is proposed to stipulate in the PB additional remarks that ***‘On-street pick-up/drop-off spaces should be provided within the Site, along Lung Wo Road frontage, for public use. The location and number of on-street pick-up/drop-off spaces are subject to traffic impact assessment (TIA) as part of the MLP submission and the agreement of C for Transport’*** (Item 16 on “Transport Facilities” and Item 19 on “Traffic and Transport Aspects” refer). C for T has no objection to such provision which aims to facilitate the public provided that the on-street pick-up/drop-off spaces will form part of the development at Site 3 to be managed by the future developer. Besides, C for T has advised that the existing pick-up/drop-off spaces along Connaught Place which fall outside the

boundary of Site 3 would be retained for the convenience of the public especially users of the City Hall Complex.

*Transport facilities*

- (f) Item 16 on “Transport Facilities” originally proposed that the future developer is required to relocate the existing transport facilities at Man Kwong Street to Site 3, which will include a taxis stand, one 26 m coach bay, one 28 m coach bay and one 25 m public loading/unloading bay.
- (g) A TFHK member expressed reservation that the provision might restrict better use of the ground floor space. To allow more design flexibility, it is proposed to delete the requirement for provision of the concerned transport facilities ***“at ground level”*** as stated in Item 16 on “Transport Facilities”. Amendments have also been made to the corresponding remarks under the same item. The concerned departments have no objection to/adverse comments on such proposed amendments. The detailed design of the Site including location of the transport facilities will form part of the MLP submission.

4.7 Reconstruction of SFCT

- (a) The proposed reconstruction of the old SFCT at its original location aligns with the recommendations of the UDS. 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 (**Plan 6 of Appendix I** refers). 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.

4.8 Design and construction

*Skylights/voids*

- (a) To address the comments on the design of underground levels, it is proposed to add a remark in the PB to encourage the provision of voids / skylights. The following sentence is added: ***‘Provision of voids/skylights on the podium roof / landscaped deck / ground level or using atrium design, where possible, to enhance lighting and ventilation to the lower levels would be encouraged’*** and corresponding amendment has been made to the relevant requirement for “provision of voids/skylights on the ***‘podium roof and’*** landscaped deck to enhance lighting and ventilation for the ground level environment of the roads and POS at ground level” (under Item 10 on “Urban Design Considerations”).

*Excavation works and waste management*

- (b) As regards the concern that deep excavation works would be environmentally unfriendly, the future developer has to submit an EA as

part of the MLP submission to demonstrate the environmental acceptability of the proposed development, to examine its possible environmental impacts and proposed appropriate mitigation measures. As advised by the Director of Environmental Protection (DEP), the EA will require assessments on air quality, noise and waste management, etc. In view of the comments received and upon consultation with DEP, it is suggested to clearly state in the requirement under Item 22 on “Environmental Aspect” that, the EA should examine the possible environmental impacts of the proposed development, ***‘including but not limited to air quality, noise and waste management aspects’***, with any proposed mitigation measures. It is also suggested to add a requirement for ***‘Adoption of environmental friendly building design’*** in accordance with Sustainable Building Design (SBD) Guidelines under Item 10 on “Urban Design Considerations”.

- (c) It should be noted that the use of underground space in order to allow lower development intensity above ground aligns with the Harbour Planning Principles and the Board’s vision for the Victoria Harbour which is to maintain visual access to the harbourfront.

#### 4.9 Implementation and site disposal

##### *Phased development*

- (a) To ensure a more comprehensive and coherent design for the future development, it is intended to dispose the Site to a single developer. Phased development is to ensure continuous provision of existing services. Such arrangement will not affect the physical design of the development.
- (b) The Site should be developed in two phases, i.e. Sites 3A and 3B (**Plan 1 of Appendix I** refers). Site 3A at the northern portion should be developed first to reprovision the district-tied facilities of the existing GPO and the required number of public car parking spaces in Site 3. Upon completion, development of the remaining part at Site 3B will proceed.
- (c) An implementation strategy is required to be submitted by the future developer as part of the MLP submission to indicate the phased construction programme of various components of the proposed comprehensive development, including the commercial space, the G/IC facilities, the continuous landscaped deck, public open space, public car park, transport facilities, pedestrian facilities, etc.

##### *Site disposal*

- (d) The future developer has to prepare MLP in accordance with the planning and design requirements as set out in the PB with all relevant supporting technical assessments for the scrutiny of the Board under the planning application system. The MLP would be made available to the public for comments at the planning application stage. The Board will consider the MLP submitted together with the comments from the

relevant government departments as well as the public received before making a decision.

- (e) The Government would continue to look for the most suitable site disposal approach for the Site.

4.10 Motion passed by the C&WDC

- (a) The Government has made a reply to the C&WDC at **Appendix VI** on the motion passed on 20.10.2016.
- (b) In gist, to provide comprehensive guidance to the developer, a PB setting out the major development parameters and the planning and design requirements of the Site is prepared. The formulation of the draft PB has taken into consideration various urban design considerations (including integrated site planning and innovation design, diversity in building form, variation in BH and stepped height profile, adequate POS provision, sufficient building separations, comprehensive pedestrian network, a continuous landscaped deck to provide direct and uninterrupted pedestrian connections, improvement of streetscape and amenity, and maintain a clear vista from Statue Square to the harbourfront, etc.) and development parameters recommended under the UDS.
- (c) Besides, pursuant to the Town Planning Ordinance, a MLP should be submitted to the Board for approval prior to commencement of development works. The submitted MLP should clearly demonstrate the compliance with all the requirements as set out in the PB including the urban design principles. At the same time, the future developer should conduct and submit the findings of various technical assessments, including TIA, VIA, AVA and EA, etc., with proposed mitigation measures to ensure that the proposed development will not have adverse traffic, visual, air ventilation and environmental impacts, etc. on the surrounding areas. All technical assessments should be submitted to the satisfaction of the relevant approving authorities.

5. Planning Department's Views

- 5.1 Most of the views raised by the TFHK and the C&WDC have already been addressed in the responses as set out in paragraph 4 above. Some corresponding amendments are proposed to the draft PB. The proposed amendments are highlighted in **Appendix I** with additions shown in ***bold and italic*** and deletions in '~~cross-out~~' for Members' consideration.
- 5.2 In addition to the above, the boundary of the proposed at-grade POS outside the northern boundary of the Site has been slightly adjusted to avoid encroachment onto the tenancy area of the adjoining short-term tenancy site for observation wheel use, a temporary use which was supported by the TFHK and the C&WDC to be extended for another three years until mid-2020. As a result, the area of the proposed POS outside the Site to be constructed and managed by the future developer will be slightly reduced from about 5,800 m<sup>2</sup>

to **about 5,700 m<sup>2</sup>** (-100 m<sup>2</sup>, -1.7%). Corresponding updating is proposed to be made under Item 3 on “General Site Context” and Item 12 on “Open Space Provision”.

- 5.3 In accordance with paragraph 4.3 (b) above, the remarks stating that ***“the floor spaces of alfresco dining facilities, food kiosks and open air cafes within the POS (if they were accountable for GFA calculation) would be disregarded”*** in determining the maximum commercial GFA for the Site (i.e. 150,000 m<sup>2</sup>) are proposed to be stipulated under Item 7 on “Maximum Gross Floor Area” and Item 12 on “Open Space Provision”. Besides, it is proposed to state clear in the PB that the non-commercial GFA of 21,200 m<sup>2</sup> 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, ***‘as required by the Government’***, shall be provided (Item 7 on “Maximum Gross Floor Area”) to ensure that such non-commercial GFA are the requirement from the Government.
- 5.4 The following Bureau/government departments have been consulted and their comments are incorporated into paragraph 4 above and the revised draft PB as appropriate:
- (a) Secretary for Development;
  - (b) Commissioner for Heritage; DEVB
  - (c) C for T;
  - (d) DEP;
  - (e) District Lands Officer/HKW&S, LandsD;
  - (f) Executive Secretary (Antiquities & Monuments), the Leisure and Cultural Services Department;
  - (g) Chief Engineer/Railway Development 2-2, RDO, HyD;
  - (h) Chief Highways Engineer/Hong Kong, HyD;
  - (i) Chief Engineer 3/Major Works, HyD;
  - (j) CTP/UD&L, PlanD;
  - (k) District Planning Officer/Hong Kong, PlanD; and
  - (l) Project Manager (Hong Kong Island and Islands), Civil Engineering and Development Department.
- 5.5 Subject to the endorsement by the Committee, the PB will provide guidance for the future development and serve as a reference for the preparation of MLP for the “CDA” site.

## **6. Decision Sought**

Members are invited to:

- (a) note the views of the TFHK and the C&WDC as summarized in paragraph 3 above and detailed in **Appendices IV and V** respectively, and the Government’s responses in paragraph 4; and
- (b) endorse the revised draft PB at **Appendix I**.

**7. Attachments**

<b>Appendix I</b>	Revised draft PB for the “CDA” zone at Site 3 of the New Central Harbourfront <b>Plan 1</b> Location Plan <b>Plan 2</b> Site Plan <b>Plan 3</b> Aerial Photo <b>Plan 4</b> Site Photo <b>Plan 5</b> UDS – Study Area and the Eight Key Sites <b>Plan 6</b> UDS – Design Corridors and Character Precinct <b>Plan 7</b> UDS – Master Layout Plan <b>Plan 8</b> Development Concept
<b>Appendix II</b>	MPC paper No. 16/16
<b>Appendix III</b>	Extract of the minutes of the Committee’s meeting held on 30.9.2016
<b>Appendix IV</b>	Letter dated 12.12.2016 to the Secretary of the Board from TFHK
<b>Appendix V</b>	Extract of the draft minutes of the C&WDC meeting held on 20.10.2016
<b>Appendix VI</b>	Reply to the motion passed by the C&WDC at its meeting held on 20.10.2016

**PLANNING DEPARTMENT  
DECEMBER 2016**

(REVISED DRAFT)

**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 re-provisioning of SFCP.

### 3. PLANNING REQUIREMENTS FOR THE SITE

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



Item	Particulars	Remarks
	<p>uses, and a continuous landscaped 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. <del>The northern edge of this portion is currently included in the tenancy area of the temporary Observation Wheel site.</del></p> <p>The middle portion is largely vacant.</p> <p>The southern part of the Site is currently occupied by the General Post Office and the Star Ferry Car Park.</p>	<b>Plans 2-4</b>
4. Surrounding Land Uses	<p>Several Grade A commercial developments, such as IFCII, Jardine House, Exchange Square are located to the immediate west and southwest of the Site.</p> <p>A number of sites with historical significance such as Statue Square, City Hall Complex, the Cenotaph and the Court</p>	<b>Plans 2-4</b>

Item	Particulars	Remarks
	<p>of Final Appeal Building are located to its east and south.</p> <p><i>The Central Terminal Building of Central Piers 7 and 8 is located to the north of the Site.</i></p>	
<b>B. Major Development Parameters</b>		
5. Site Area	About 4.76ha	<p><b>Plan 2</b></p> <p>The underground and ground level strata of the two existing public roads are designated as road reserve for tunnel protection zone for Central-Wan Chai Bypass (Yiu Sing Street) and railway reserve for Airport Railway Extended Overrun Tunnel (AREOT) / proposed North Island Line (NIL) (Lung Wo Road). No building is allowed within the reserved areas unless otherwise specified or allowed.</p> <p>The site area is subject to verification upon setting out of site boundary.</p> <p>The reserved areas are indicative only and their exact extent will be subject to confirmation by the relevant Government departments.</p>
6. Proposed Uses	<p>Commercial development mainly for office and retail uses, continuous landscaped deck, public open space, Government, Institution or Community (G/IC) facilities and public car parking spaces.</p> <p>The Star Ferry Clock Tower (SFCT)</p>	

Item	Particulars	Remarks
	should be reconstructed at its original location.	
7. Maximum Gross Floor Area (GFA)	<ul style="list-style-type: none"> <li>A maximum <b>commercial GFA</b> of <b>150,000m<sup>2</sup></b>; and</li> <li>An addition of a minimum <b>non-commercial GFA</b> of <b>21,200m<sup>2</sup></b> for public car parking spaces, transport facilities, G/IC facilities including district-tied facilities for the existing GPO and public toilets and the reconstructed SFCT, <b><i>as required by the Government</i></b>, shall be provided. For detailed requirements of non-commercial GFA, please refer to Items 15 to 17 below.</li> </ul>	<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><b><i>In determining the maximum commercial GFA of 150,000 m<sup>2</sup> for the Site, the floor spaces of alfresco dining facilities, food kiosks and open air cafes within the POS (if they were accountable for GFA calculation) would be disregarded (also refer to Item 12 below).</i></b></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	<u>Western Portion</u>	<b>Plan 2</b>

Item	Particulars	Remarks
Building Height	50mPD  <u>Eastern Portion</u> 16mPD	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.
9. Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations.	
<b>C. Planning Requirements</b>		
10. Urban Design Considerations	<p>An urban design proposal should be submitted as part of the MLP submission. The MLP should take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> <li>• Provision of diversity in building form, variation in building height, and an overall stepped height profile descending from the hinterland towards the harbourfront to be commensurate with the harbourfront setting;</li> <li>• Provision of a continuous landscaped deck to provide direct and uninterrupted pedestrian connection from Statue Square to the Central Piers;</li> <li>• Provision of sufficient separation between buildings to improve air</li> </ul>	<p><b>Plan 8</b></p> <p>Reference should be made to the Refined Urban Design Framework of the UDS, including the design corridors, view corridors, pedestrian network, landscaped strategy, and MLP etc., as detailed in the Final Report of UDS<sup>1</sup>.</p> <p>Due consideration should be given to the Town Planning Board's Harbour Vision Statement, the Harbour Planning Principles and Harbour Planning Guidelines promulgated by the Harbourfront Commission and the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11 on Urban Design Guidelines.</p> <p>The future development should comply with the Sustainable</p>

<sup>1</sup> The Final Report of the UDS is available for public viewing at:

[http://www.pland.gov.hk/pland\\_en/p\\_study/comp\\_s/UDS/eng\\_v1/images\\_eng/pdf\\_paper/finalreport\\_e.pdf](http://www.pland.gov.hk/pland_en/p_study/comp_s/UDS/eng_v1/images_eng/pdf_paper/finalreport_e.pdf)

Item	Particulars	Remarks
	<p>ventilation and visual permeability;</p> <ul style="list-style-type: none"> <li>• Provision of a comprehensive multi-level barrier-free and convenient pedestrian network within the Site linking with the surrounding areas;</li> <li>• Maximization of the at-grade public spaces;</li> <li>• Provision of adequate POS at grade and on the landscaped deck to provide a continuous green link extending from the existing Central Business District (CBD) with the harbourfront;</li> <li>• Adoption of an integrated site planning approach and innovative architectural design for enhancement of the visual quality of the harbourfront;</li> <li>• Maintenance of a clear vista from the existing Statue Square to the harbour as well as visual connection with the surrounding historical sites;</li> <li>• Provision of voids/skylights on the <b>podium roof and</b> landscaped deck to enhance lighting and ventilation for the ground level environment of the roads and POS at ground level;</li> <li>• Reconstruction of the SFCT at its original location with due respect to its original design, when called upon by the Government to do so;</li> <li>• Promotion of high permeability podium design;</li> </ul>	<p>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> <p><b><i>Provision of voids/skylights on the podium roof / landscaped deck / ground level or using atrium design, where possible, to enhance lighting and ventilation to the lower levels would be encouraged.</i></b></p>

Item	Particulars	Remarks
	<ul style="list-style-type: none"> <li>• Provision of high quality greening and maximization of the greening opportunity; <del>and</del></li> <li>• Improvement of streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening; <i>and</i></li> <li>• <i>Adoption of environmental friendly building design.</i></li> </ul>	
11. Landscaped Deck	<p>A continuous landscaped deck spanning above Lung Wo Road and Yiu Sing Street with minimum 6m-wide unobstructed pedestrian access connecting the CBD to the harbourfront should be provided along the north-south direction. 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><b>Plans 2 and 8</b></p> <p>The continuous landscaped deck should be carefully designed with due consideration of the followings:</p> <ul style="list-style-type: none"> <li>• visual impact of the landscaped deck to the surrounding;</li> <li>• impact on natural lighting and ventilation of spaces/facilities around and underneath the landscape deck;</li> <li>• accessibility including vertical and horizontal barrier-free access (BFA) and physical and visual connectivity with the POS, surrounding developments and waterfront; and</li> <li>• creation of focal points with identity.</li> </ul> <p>The level difference along the landscaped deck should be minimised to provide BFA and a</p>

Item	Particulars	Remarks
		<p>pleasant walking experience for pedestrians.</p> <p>A minimum headroom clearance of 6m (for as-built portion of AREOT/NIL) and 8m (for as-planned portion of AREOT/NIL) should be allowed within the railway reserve (<b>Plan 2</b>). The developer is required to further coordinate with Mass Transit Railway Corporation Limited (MTRCL) and relevant government departments during the design of the landscaped deck.</p> <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</p>

Item	Particulars	Remarks
		<p>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 existing roads underneath the deck.</p>
12. Open Space Provision	<p>A minimum 25,000m<sup>2</sup> of POS should be provided within the Site for public enjoyment, with not less than 12,000m<sup>2</sup> be provided at-grade.</p> <p>The at-grade POS should mainly be located at the eastern portion of the Site to integrate with the surrounding POS in the locality and the new waterfront promenade.</p> <p>The POS should be designed to allow for provision of a diversity of activities to ensure harmony of the waterfront.</p> <p><u>POS within railway reserve</u></p> <p>The developer is required to develop, manage and maintain some space at the ground level in the railway reserve area on both sides of Lung Wo Road as a</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, <i>outdoor seating, shades</i> 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</p>



Item	Particulars	Remarks
	<p>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 <del>5,800</del><b>5,700</b>m<sup>2</sup> and 3,000m<sup>2</sup> outside the northern and south-eastern boundaries of the Site connecting Central Piers and City Hall Complex respectively should be designed, constructed, managed and maintained by the developer before surrendering to the Government upon request. The POS between the Site and the Central Piers should be constructed after relocation of the existing transport facilities at Man Kwong Street to Site 3 (<b>Plans 2 and 8</b>).</p>	<p>Bureau (DEVB).</p> <p>It is encouraged to <del>consider including</del> <b>include</b> features such as entrance plaza, <i>alfresco dining facilities</i>, food kiosks and open air cafes in the design of POS.</p> <p>Vehicular maintenance access to the existing electricity supply building to the north of the Site should be provided (<b>Plan 2</b>).</p> <p>BFA vertical and horizontal connections between the POS at landscaped deck and at-grade levels as well as the adjacent 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><i>In determining the maximum commercial GFA of 150,000 m<sup>2</sup> for the Site, the floor spaces of alfresco dining facilities, food kiosks and open air cafes within the POS (if they were accountable for GFA calculation) would be disregarded. An indicative layout showing the location and basic parameters (such as area) of the alfresco dining facilities, food kiosks and open air cafes should be submitted at MLP submission stage. Such provision should also make reference to the Public</i></p>

Item	Particulars	Remarks
		<p><i>Open Space in Private Developments Design and Management Guidelines promulgated by DEVB in 2011 and conform to any other relevant legislation, the conditions of the land lease concerned, and any other Government requirements, as may be applicable.</i></p> <p>The developer should have close liaison with MTRCL and relevant government departments during the design <i>and construction</i> 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</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>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, 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</p>	<p><b>Plans 2, 6 and 8</b></p> <p>The design and orientation of the reconstructed old SFCT together with its landscape setting should help reinforce the spatial character of the historical landmarks within the Historic Corridor and to integrate with the visual axis and the landscape setting of existing Statue Square Corridor.</p>

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

Item	Particulars	Remarks
	Star Ferry Car Park within the Site with total GFA of not less than 360m <sup>2</sup> .	<p>public toilets as part of the development according to government requirements and handed over to the Director of Food and Environmental Hygiene for management and maintenance upon completion.</p> <p>Detailed requirements for the two public toilets will be stipulated in the technical schedules included in the lease.</p>
16. Transport Facilities	<p>The following transport facilities with GFA of not less than 2,240m<sup>2</sup> should be provided <del>at ground level</del> within the northern part of the proposed development to the north of Yiu Sing Street for relocation of the existing transport facilities at Man Kwong Street:</p> <ul style="list-style-type: none"> <li>• One 15m taxi stand;</li> <li>• One 26m coach bay;</li> <li>• One 28m coach bay; and</li> <li>• One 25m public loading/unloading bay.</li> </ul>	<p>The location of ingress/egress of the transport facilities are subject to the agreement of the Commissioner for Transport (C for Transport).</p> <p>The transport facilities should be designed, constructed, managed and maintained by the developer.</p> <p>The transport facilities <i>if proposed to be located at ground level</i> 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>

Item	Particulars	Remarks
		<i>On-street pick-up/drop-off spaces should be provided within the Site, along Lung Wo Road frontage, for public use. The location and number of on-street pick-up/drop-off spaces are subject to traffic impact assessment (TIA) as part of the MLP submission and the agreement of C for Transport.</i>
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 parking facilities within the proposed development at the Site:</p> <ul style="list-style-type: none"> <li>• 325 public car parking spaces with at least 250 be provided in Site 3A; and</li> <li>• 30 public motor cycle parking spaces be provided in Site 3A.</li> </ul>	<p>The provision of internal transport facilities, details of the vehicular accesses, parking layouts and loading/unloading arrangements should be to the satisfaction of the 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	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	<p><b>Plan 8</b></p> <p>24-hour unobstructed, <i>direct, convenient, barrier-free and weather protected</i> pedestrian</p>

Item	Particulars	Remarks
	<p>future Key Sites 1, 2 and 4, the Statue Square Corridor, the City Hall Complex, the Central Piers, the proposed ferry plaza in front of the Central Piers 9 and 10, the reassembled Queen's Pier, the waterfront promenade and MTR stations should be included as part of the MLP submission.</p> <p>The following elevated and underground connections should be provided:</p> <p><u>Elevated Connections</u></p> <p>(a) a new elevated walkway from the Site to IFCII across Man Yiu Street;</p> <p>(b) 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</p>	<p>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. 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 <b><i>and where possible, escalators should be provided.</i></b></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</p>

Item	Particulars	Remarks
	<p>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 <del>may be considered</del> <i>should be explored</i> where possible.</p>	<p>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 with the Buildings Ordinance and Design Manual - Barrier Free Access 2008 promulgated by BD.</p> <p>Direct<del>—and</del>, convenient <i>and weather protected</i> pedestrian connection <i>with BFA</i> should be provided between the new underground connection from MTR Central Station, the at-grade level and the landscaped deck level.</p> <p><i>Apart from the pedestrian connections as listed in the Planning Brief, the developer should further explore the possibility of providing additional underground connections/</i></p>



Item	Particulars	Remarks
		<p><i>openings between the three land parcels of the Site as well as with the nearby existing/planned developments (such as from the Site to MTR Hong Kong Station across Man Yiu Street, Site 1 and Site 2), or reserve appropriate locations as openings for the purpose of allowing such additional underground connections in the future to improve the existing and future internal and external connectivity of the Site.</i></p> <p>Any new elevated walkways / new connections to existing elevated walkways / new underground connections should be designed, constructed, managed and maintained by the developer to the satisfaction of relevant government departments / maintenance parties.</p>
<b>D. Other Technical Requirements</b>		
19. Traffic and Transport Aspects	<p>A <del>traffic impact assessment</del> (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</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><i>The TIA should also include a traffic survey to determine the appropriate numbers and locations of on-street pick-up/drop-off spaces.</i></p> <p>The traffic diversion measures</p>

Item	Particulars	Remarks
	<p>and arrangements of parking and loading/unloading facilities, lay-bys, temporary pedestrian connection from the hinterland to the waterfront via the Site 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>	<p>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>
20. Visual Aspect	<p>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.</p>	<p>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).</p>
21. Air Ventilation Aspect	<p>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>	<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</p>

Item	Particulars	Remarks
		carried out in accordance with the Technical Circular on Air Ventilation Assessment promulgated by the then Housing, 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, <i>including but not limited to air quality, noise and waste management aspects</i>, with any proposed mitigation measures.</p> <p>The EA report should be completed to the satisfaction of the Director of Environmental Protection (DEP) and submitted as part of the MLP for the consideration of the Board.</p>	The design and development of the Site should take into account the sustainable design principles established for the new Central harbourfront in the Final Report of the UDS with due consideration to the environmental guidelines and site coverage of greenery recommended for the area.
23. Drainage and Sewerage Aspects	<p>A drainage and sewerage impact assessment (D&amp;SIA) should be carried out to examine any possible drainage and sewerage problems that may be caused by the proposed development with proposed mitigation measures.</p> <p>The assessment should be completed to the satisfaction of the DEP and the Director of Drainage Services, and submitted as part of the MLP for the consideration of the Board.</p>	<p>Attention should be paid to the existing drainage reserves within the Site.</p> <p>Any diversion scheme / upgrading works of existing drains and sewers and provision of new drains and sewers should be agreed with Drainage Services Department and carried out by the developer.</p>

#### **4. IMPLEMENTATION PROGRAMME**

- 4.1 The Site should be implemented in two phases, i.e. Sites 3A and 3B (**Plan 1**). Site 3A at the northern portion should be developed first to re-provision the district-tied facilities of the existing GPO and the required number of public car parking spaces in Site 3. Upon completion of the necessary facilities for re-provisioning and relocation of existing facilities, development of the remaining part at Site 3B will proceed.
- 4.2 An implementation programme with phasing plan is required as part of the MLP submission to indicate the construction programme of the proposed comprehensive development, including the commercial uses, the G/IC facilities, the continuous landscaped deck, public open space, public car park, transport facilities, pedestrian facilities, etc.

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

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

- (iv) the alignment, widths and levels of any roads proposed to be constructed within the Site;
- (v) a landscape master plan with landscape and greening proposals including tree preservation and transplanting within the Site, provision of vertical, rooftop and podium landscape treatments;
- (vi) programmes of development including phasing plan in detail;
- (vii) an urban design proposal to demonstrate the design concept for the Site taking into account the key urban design concept of Site 3 under the UDS;
- (viii) a VIA report to assess the potential visual impacts of the proposed development to the surrounding areas;
- (ix) a quantitative AVA report to assess the ventilation performance when compared with the UDS scheme. Mitigation measures should be incorporated to minimize the potential impacts to the surrounding wind environment. Building blocks with long continuous façade should be avoided. Particular areas of concern for potential stagnant zones include Man Yiu Street, areas at the immediate vicinity of the landscape deck and areas underneath the landscape deck should be covered in the report;
- (x) an EA report to demonstrate environmental acceptability of the proposal and to examine any possible environmental problems that may be caused by the proposed development during construction and operation with proposed mitigation measures;
- (xi) a D&SIA report to examine any possible drainage and sewerage problems that may be caused by the proposed development with proposed mitigation measures;
- (xii) a TIA report to examine any possible traffic impacts including impacts on pedestrians and crowd dispersal proposal during festive events as well as the parking demand/attraction that may be caused by the proposed development during construction or upon completion of the development with proposed mitigation measures;

(xiii) a comprehensive pedestrian network plan and respective development programme for provision of multi-level connections (elevated, at-grade and underground) including temporary arrangement for pedestrian connection during construction; and

(xiv) such other information as may be required by the Board.

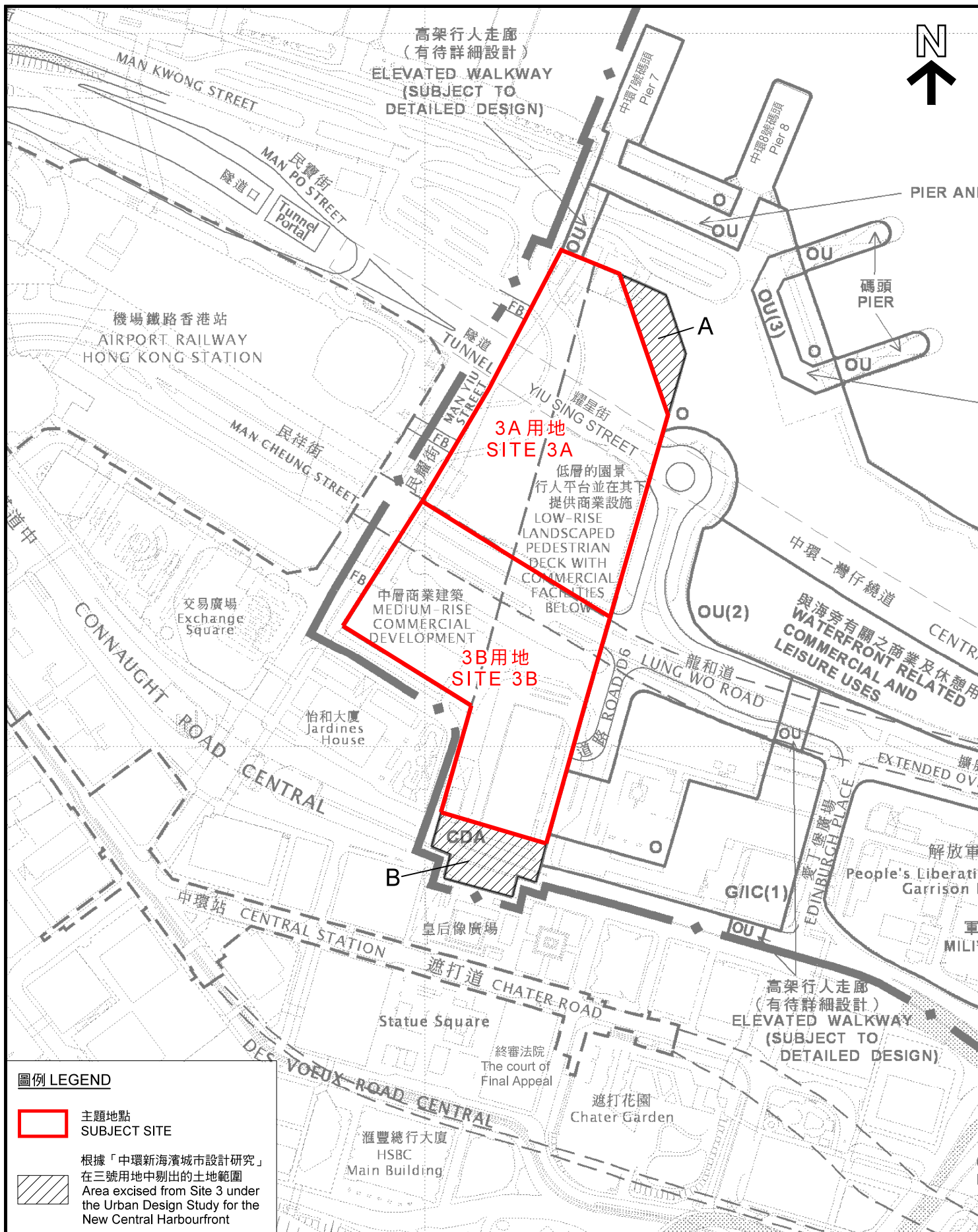
5.3 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the Site, the character of the Site in relation to the surrounding areas, principles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

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

## **6. ATTACHMENTS**

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

**PLANNING DEPARTMENT**  
**~~SEPTEMBER~~DECEMBER 2016**



## 位置圖 LOCATION PLAN

中環新海濱三號用地

SITE 3 AT THE NEW CENTRAL HARBOURFRONT

SCALE 1:3 500 比例尺  
米 50 0 50 100 150 米  
METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/HOLS/16/23

圖 PLAN

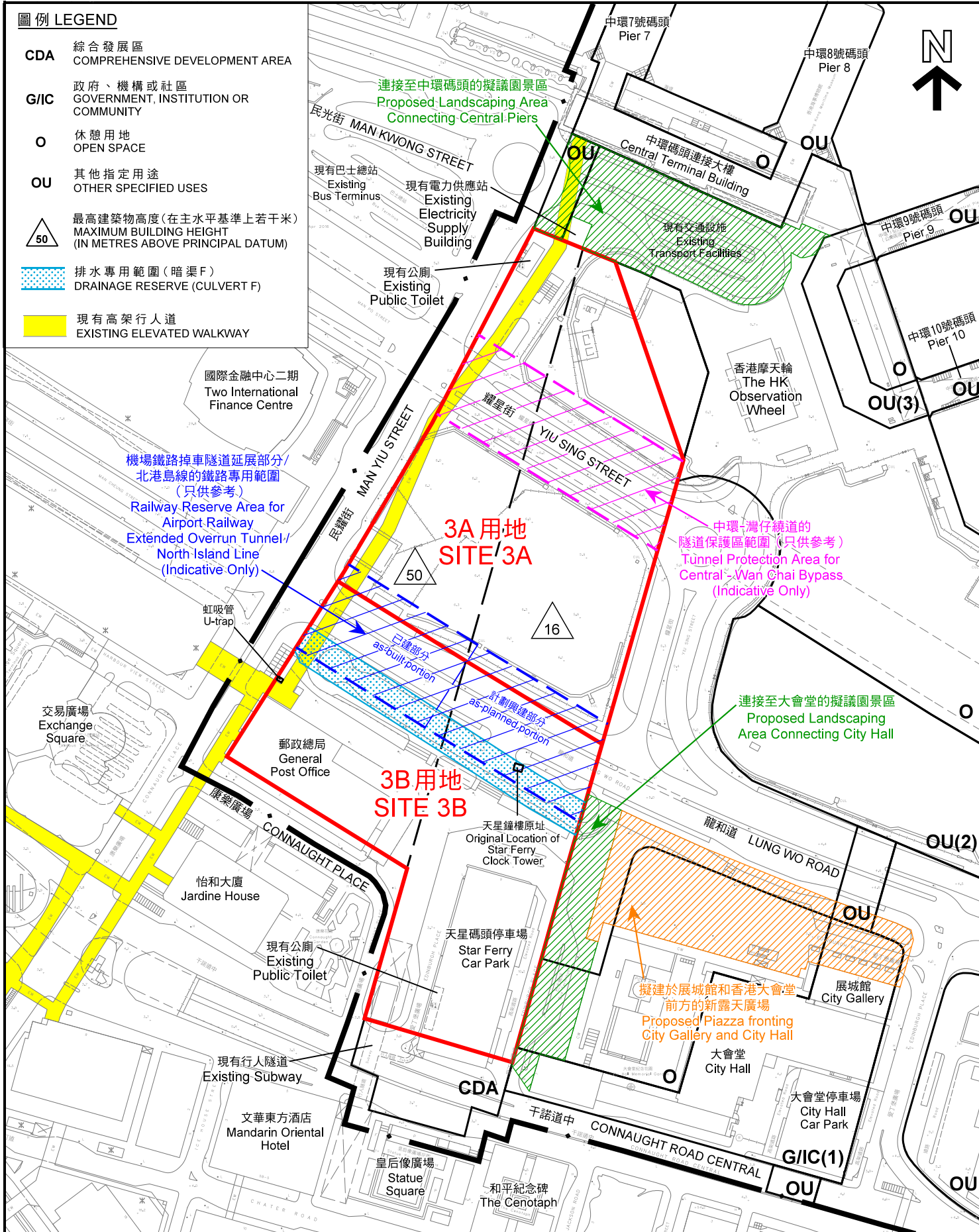
1

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



# 圖例 LEGEND

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



**主題地點**  
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11月25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 25.11.2016  
BASED ON SURVEY SHEETS No. 11-SW-8B, 8D, 9A AND 9C

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

規劃署  
PLANNING  
DEPARTMENT



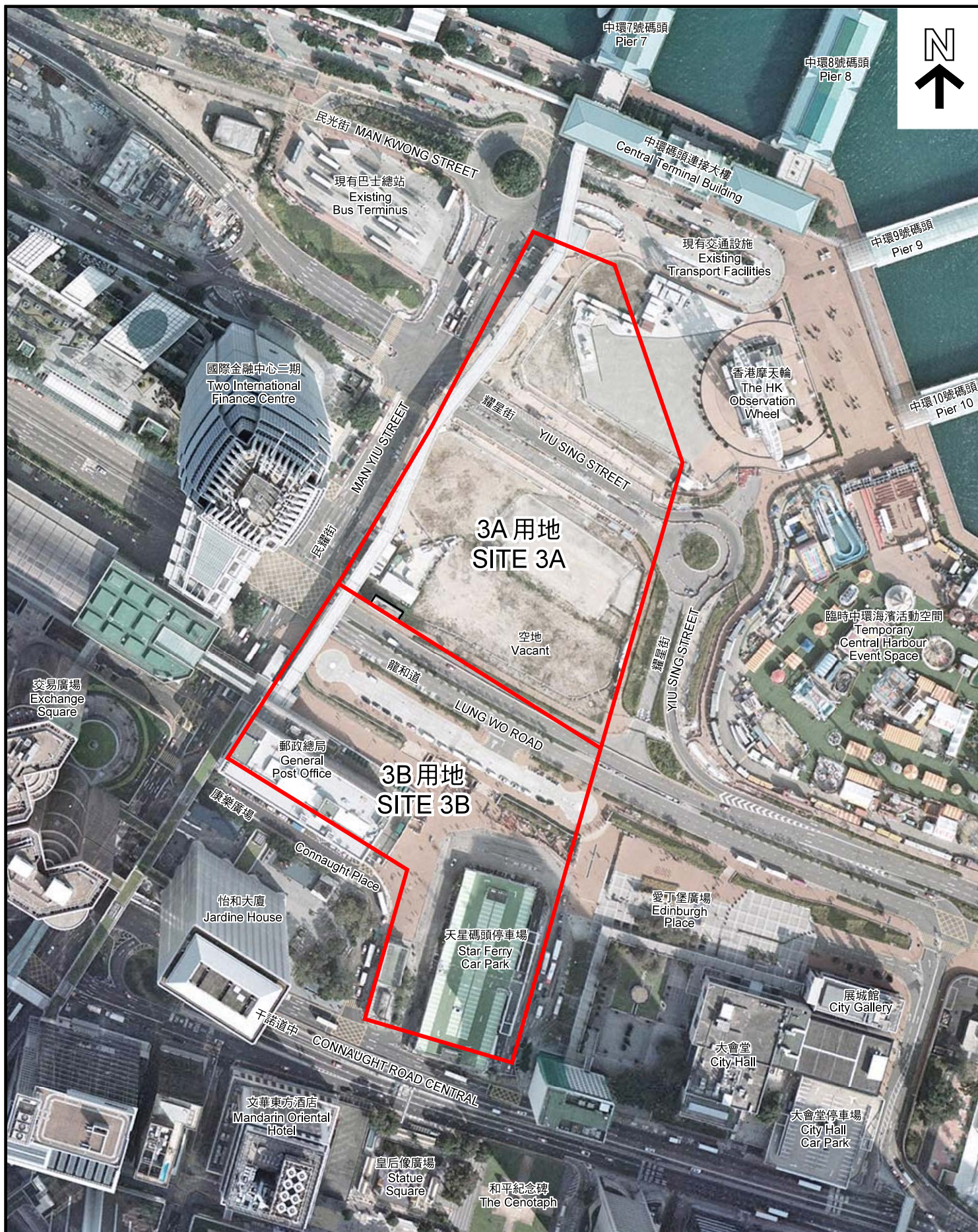
參考編號  
REFERENCE No.

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



參考編號  
REFERENCE No.

M/HOLS/16/23

圖 PLAN

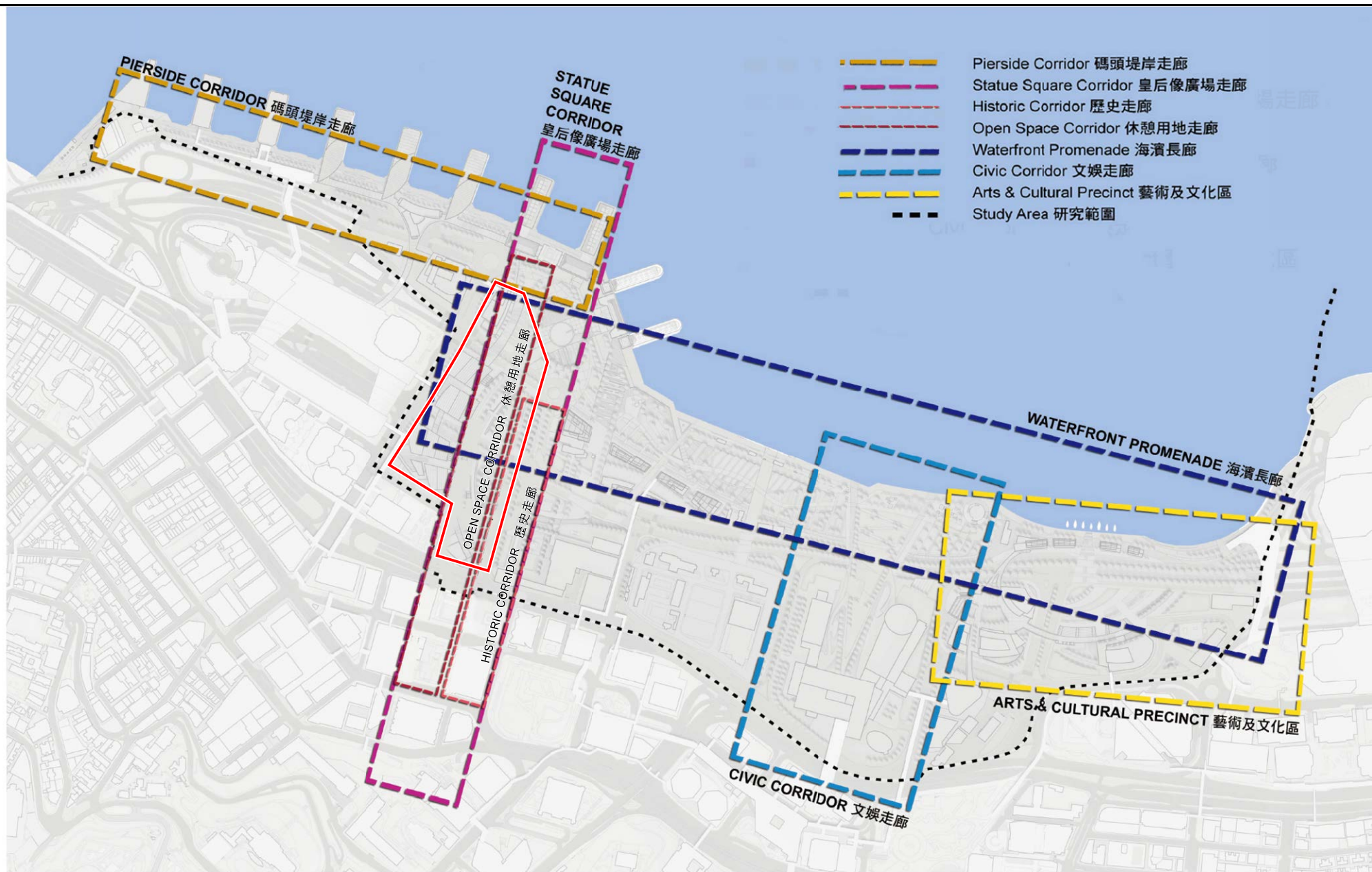
4

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









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 米 METRES

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.

M/HOLS/16/23

圖 PLAN

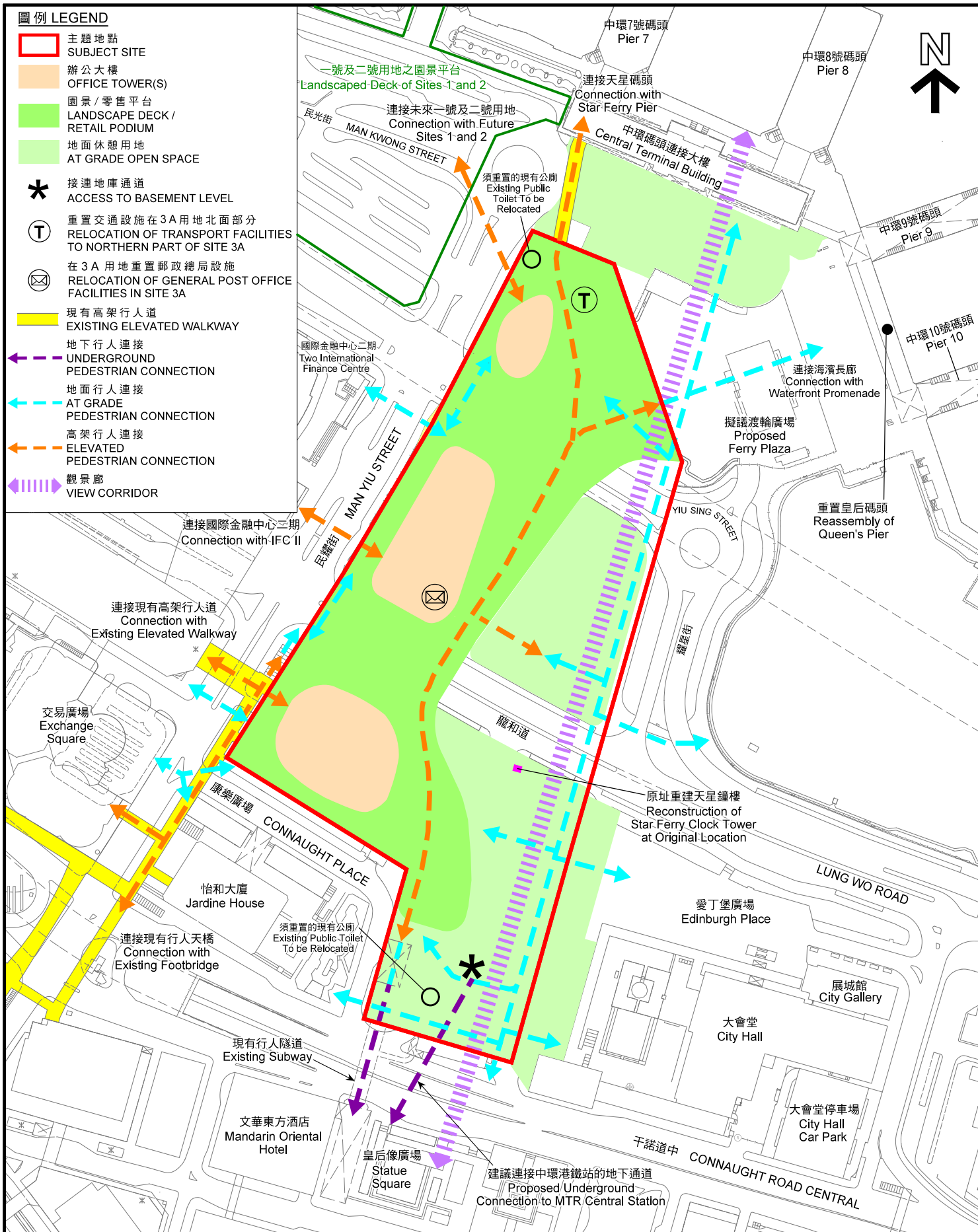
7

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11月25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 25.11.2016  
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

**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**

**DRAFT PLANNING BRIEF FOR THE  
“COMPREHENSIVE DEVELOPMENT AREA” ZONE AT  
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 **150,000m<sup>2</sup>**, which is in line with the recommendation of the UDS. In addition, a minimum **non-commercial GFA** of **21,200m<sup>2</sup>** 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 25,000m<sup>2</sup> of POS should be provided within the Site for public enjoyment, with not less than 12,000m<sup>2</sup> to be provided on the ground level. The at-grade POS should mainly be located at the eastern portion of the Site and well integrated with 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**

<b>Appendix I</b>	Draft PB for the “CDA” zone at Site 3 of the New Central Harbourfront
<b>Plan 1</b>	Location Plan
<b>Plan 2</b>	Site Plan
<b>Plan 3</b>	Aerial Photo
<b>Plan 4</b>	Site Photo
<b>Plan 5</b>	UDS – Study Area and the Eight Key Sites
<b>Plan 6</b>	UDS – Design Corridors and Character Precinct
<b>Plan 7</b>	UDS – Master Layout Plan
<b>Plan 8</b>	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
<b>A. Site Information</b>		
1. Location	The Site is located to the north of Statue Square and occupies a prominent location at the New Central Harbourfront. It is bounded by the Central Piers 7 and 8 to its north, Two International Finance Centre (IFCII) to its west, Statue Square and Jardine House to its south, and the temporary Hong Kong Observation Wheel and Central Harbourfront Event Space (future Sites 4 and 7 under UDS) and the City Hall Complex to its east.	<b>Plans 1 to 5</b>
2. OZP Zoning, Planning Intention and Restrictions	<p>“Comprehensive Development Area” (“CDA”) on the draft Central District (Extension) Outline Zoning Plan No. S/H24/8 (the OZP).</p> <p>The planning intention is for comprehensive development/redevelopment of the site for commercial development, mainly for office and retail uses, and a continuous landscaped</p>	<b>Plan 1</b>

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

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

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

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

<sup>1</sup> The Final Report of the UDS is available for public viewing at:

[http://www.pland.gov.hk/pland\\_en/p\\_study/comp\\_s/UDS/eng\\_v1/images\\_eng/pdf\\_paper/finalreport\\_e.pdf](http://www.pland.gov.hk/pland_en/p_study/comp_s/UDS/eng_v1/images_eng/pdf_paper/finalreport_e.pdf)

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

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



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

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

Item	Particulars	Remarks
	<p>eastern boundaries of the Site connecting Central Piers and City Hall Complex respectively should be designed, constructed, managed and maintained by the developer before surrendering to the Government upon request. The POS between the Site and the Central Piers should be constructed after relocation of the existing transport facilities at Man Kwong Street to Site 3 (<b>Plans 2 and 8</b>).</p>	<p>waterfront promenade should be provided. Consideration should be given to provide weather protected pedestrian route, as appropriate, for the convenience of the public.</p> <p>The developer should have close liaison with MTRCL and relevant government departments during the design of POS within the railway reserve area.</p>
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><b>Plans 2, 6 and 8</b></p> <p>The design and orientation of the reconstructed old SFCT together with its landscape setting should help reinforce the spatial character of the historical landmarks within the Historic Corridor and to integrate with the visual axis and the landscape setting of existing Statue Square Corridor.</p> <p>As the original height of the old SFCT at about 25mPD exceeds the BH restriction of 16mPD as stipulated on the OZP, an application for minor relaxation of the building height restriction for</p>

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

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

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

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



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

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

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

#### 4. IMPLEMENTATION PROGRAMME

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

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

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

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

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

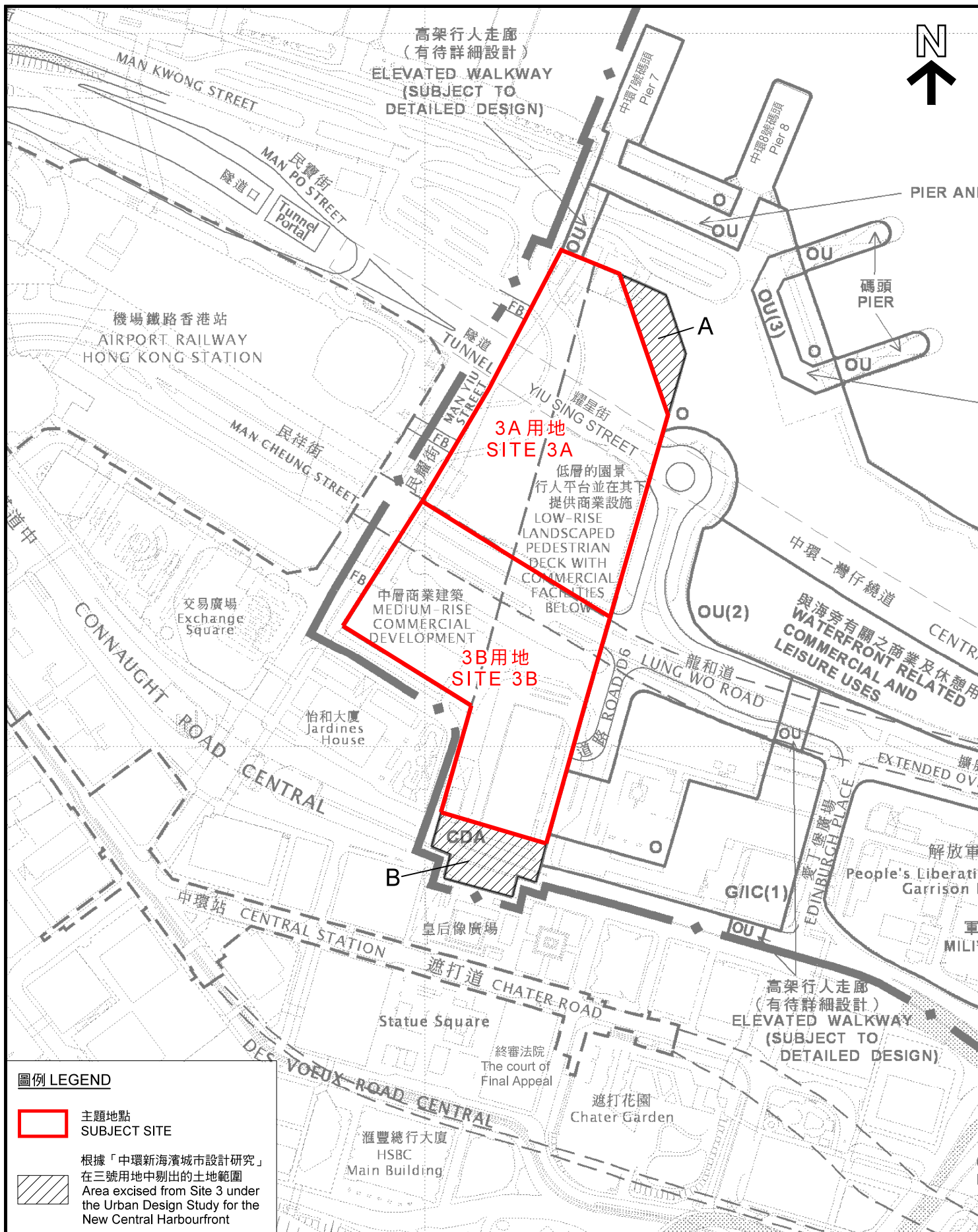
- (vi) programmes of development including phasing plan in detail;
- (vii) an urban design proposal to demonstrate the design concept for the Site taking into account the key urban design concept of Site 3 under the UDS;
- (viii) a VIA report to assess the potential visual impacts of the proposed development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

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

## **6. ATTACHMENTS**

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

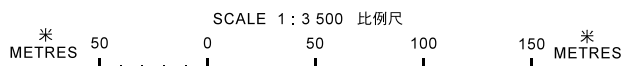
**PLANNING DEPARTMENT  
SEPTEMBER 2016**



## 位置圖 LOCATION PLAN

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

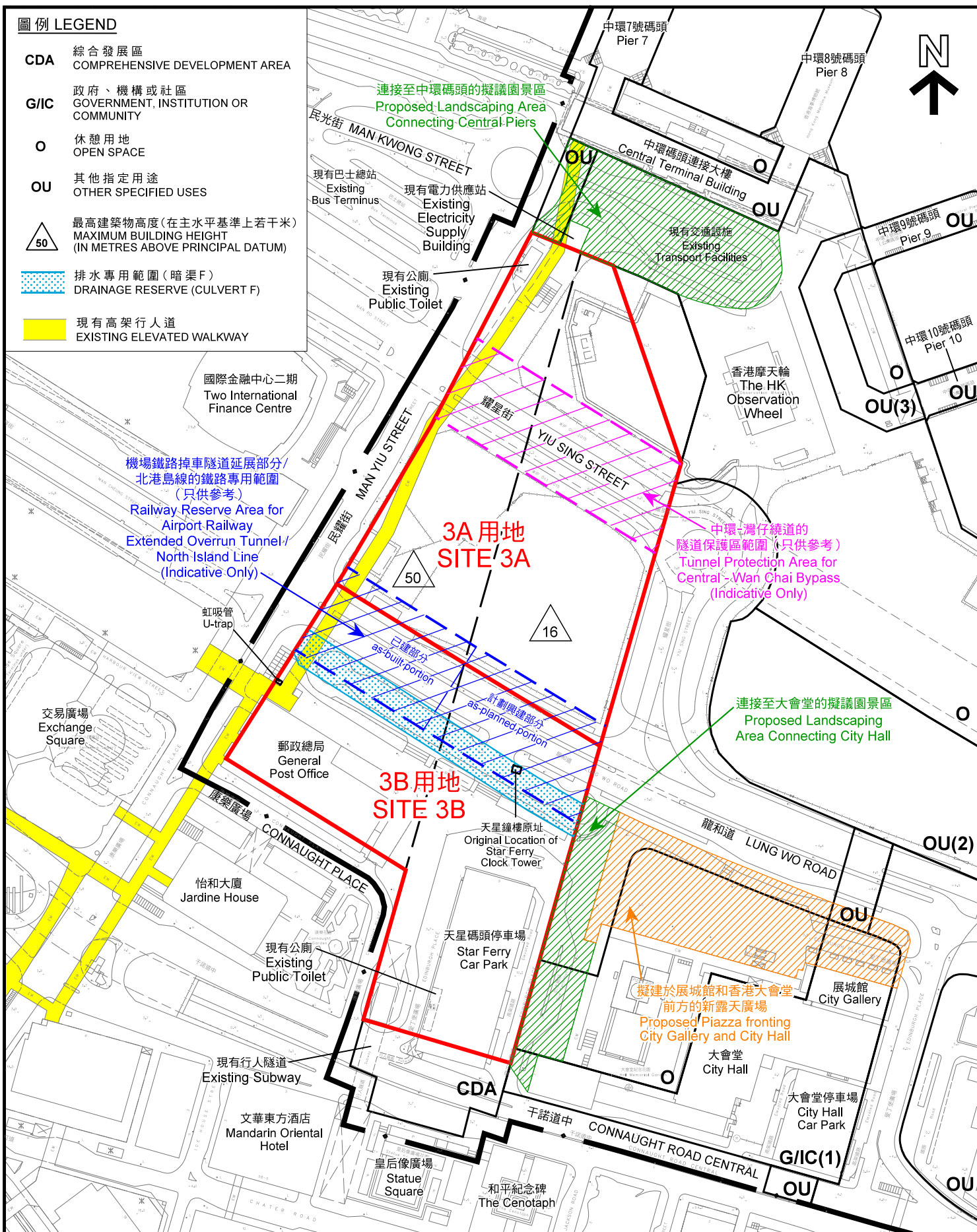
圖 PLAN

1

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

# 圖例 LEGEND

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



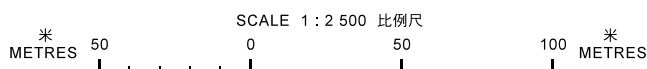
**主題地點**  
SUBJECT SITE

## 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



規劃署  
PLANNING  
DEPARTMENT



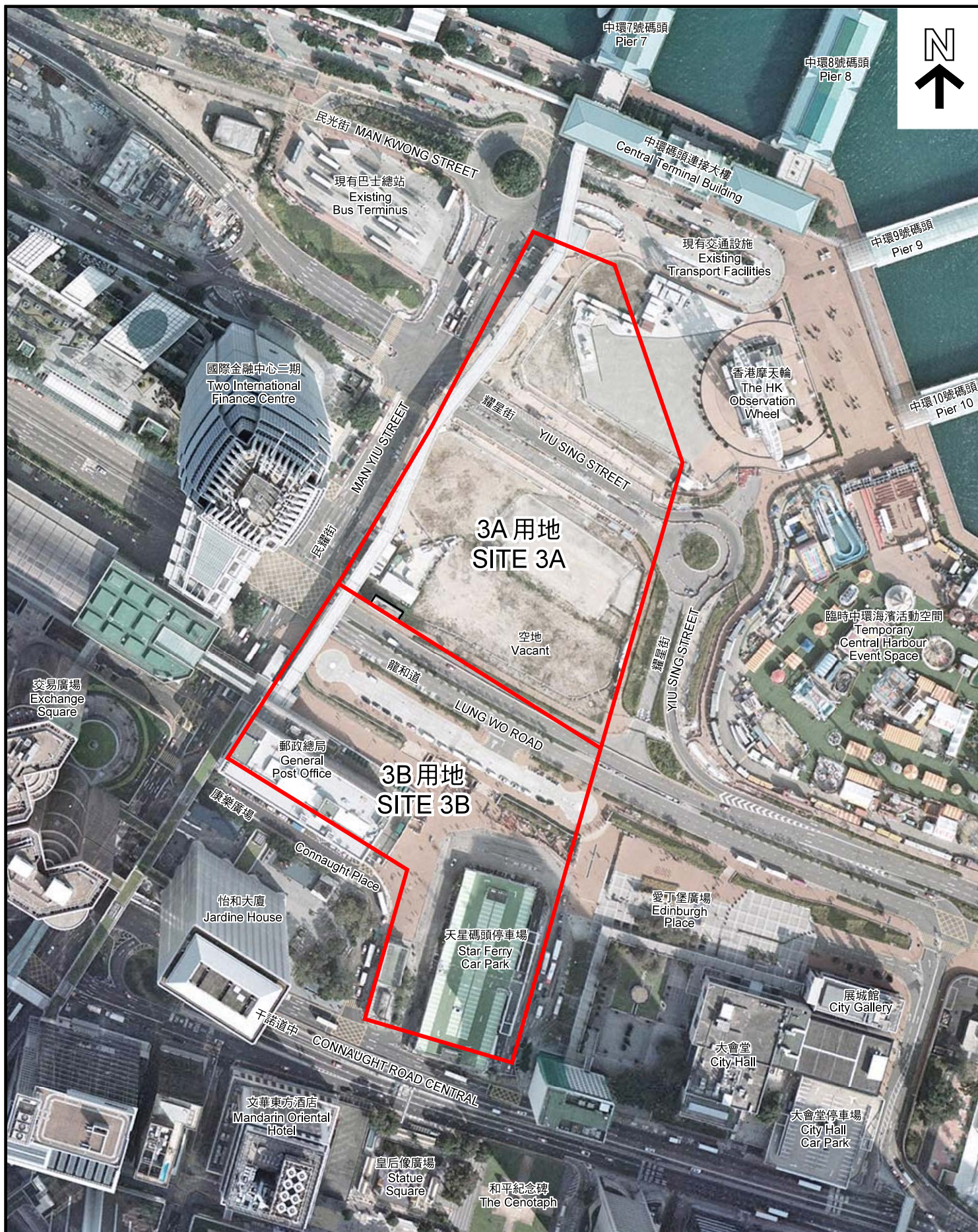
參考編號  
REFERENCE No.

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



參考編號  
REFERENCE No.

M/HOLS/16/23

圖 PLAN

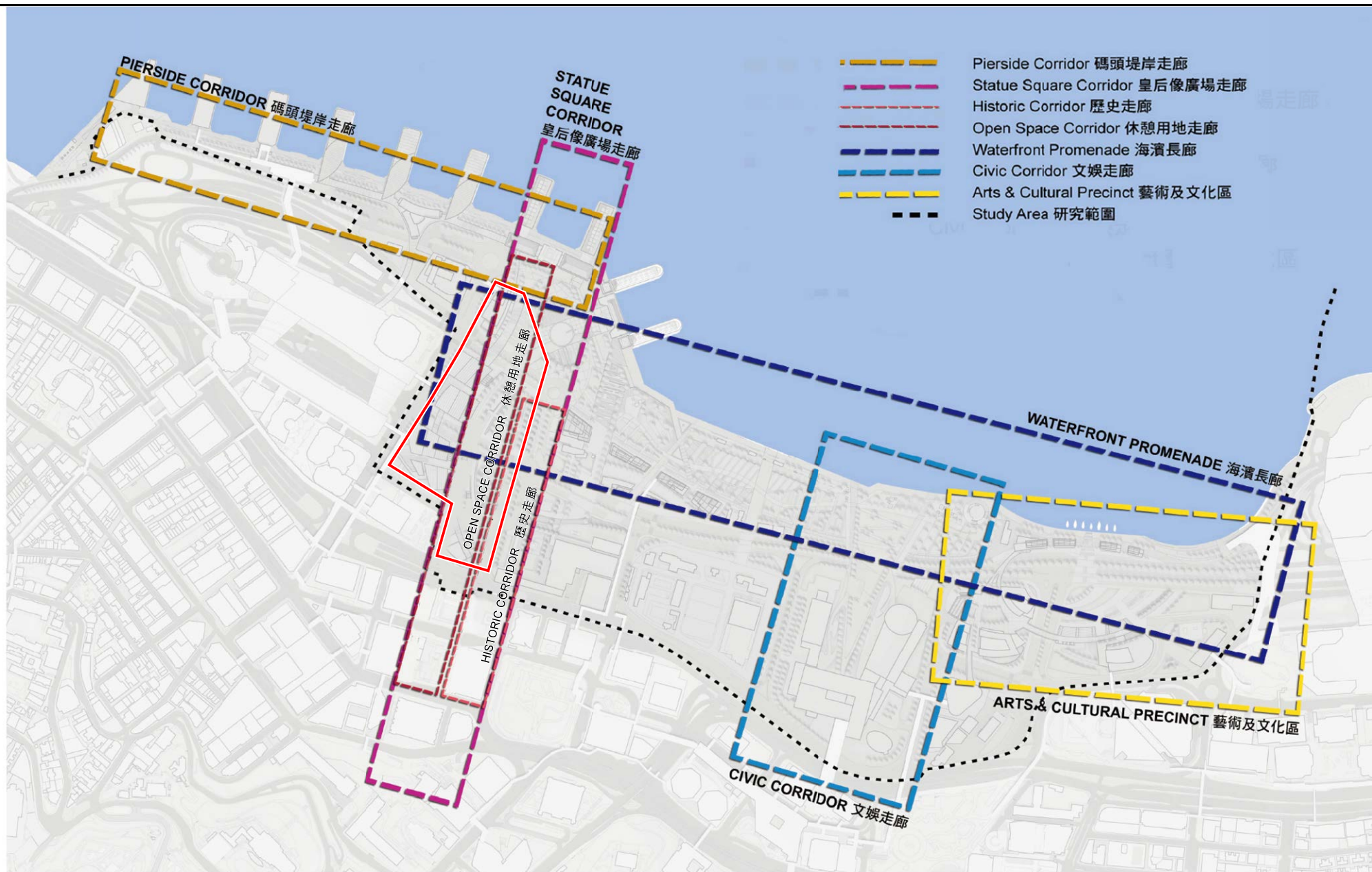
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本圖於2016年8月10日擬備，所根據的資料為攝於2016年7月20日的實地照片  
PLAN PREPARED ON 10.8.2016 BASED ON SITE PHOTO TAKEN ON 20.7.2016









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 米 METRES

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.

M/HOLS/16/23

圖 PLAN

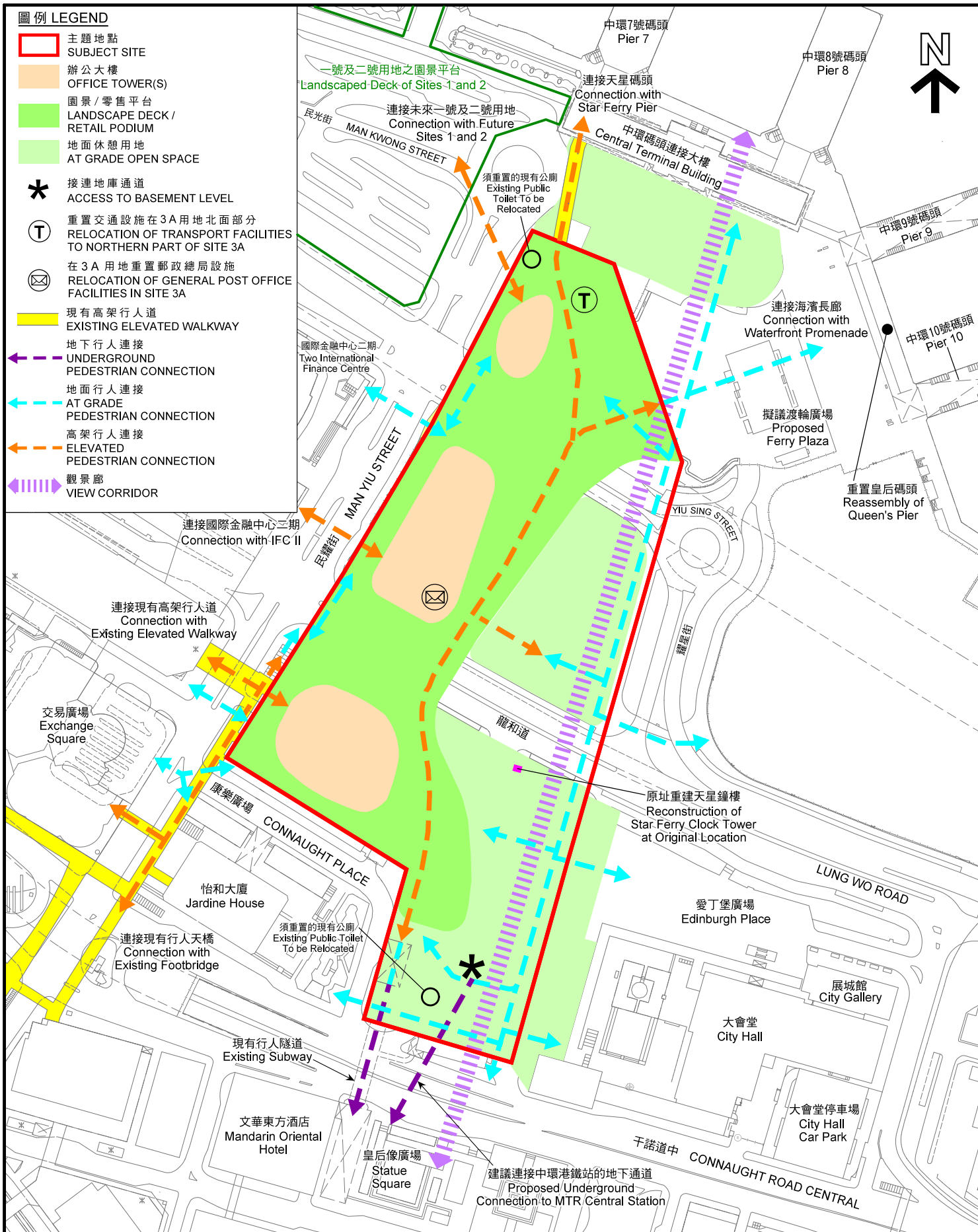
7

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

**TOWN PLANNING BOARD**

**Minutes of 566th Meeting of the  
Metro Planning Committee held at 9:00 a.m. on 30.9.2016**

**Present**

Director of Planning  
Mr K.K. Ling

Chairman

Dr Wilton W.T. Fok

Mr Sunny L.K. Ho

Mr Patrick H.T. Lau

Mr Stephen H.B. Yau

Dr Frankie W.C. Yeung

Dr Lawrence W.C. Poon

Mr K.K. Cheung

Mr Wilson Y.W. Fung

Mr Thomas O.S. Ho

Professor T.S. Liu

Ms Sandy H.Y. Wong

Assistant Commissioner for Transport (Urban),  
Transport Department  
Mr Wilson W.S. Pang

Chief Engineer (Works), Home Affairs Department  
Mr Martin W.C. Kwan

Principal Environmental Protection Officer (Metro Assessment),  
Environmental Protection Department  
Mr Ken Y.K. Wong

Assistant Director (R1), Lands Department  
Mr Simon S.W. Wang

Deputy Director of Planning/District  
Mr Raymond K.W. Lee

Secretary

**Absent with Apologies**

Mr Lincoln L.H. Huang

Vice-chairman

Mr Dominic K.K. Lam

Mr T.Y. Ip

Mr Franklin Yu

**In Attendance**

Assistant Director of Planning/Board  
Miss Fiona S.Y. Lung

Chief Town Planner/Town Planning Board  
Ms Lily Y.M. Yam

Town Planner/Town Planning Board  
Ms Anita M.Y. Wong



**Housing and Office Land Supply Section**

**Agenda Item 10**

[Open Meeting (Presentation and Question Sessions Only)]

Draft Planning Brief for the "Comprehensive Development Area" zone at Site 3 of the New Central Harbourfront

(MPC Paper No.16/16)

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**Presentation and Question Sessions**

68. The Secretary reported that two public comments, one being jointly submitted by the Central & Western Concern Group, Victoria Harbourfront Concern Group, Centre for Democratic Community Planning, Designing Hong Kong and Green Sense, and the other from a member of the public, were submitted expressing concerns and comments on the draft Planning Brief (PB). As requested by the joint concern groups, their comments had been tabled at the meeting for Members' reference.

69. With the aid of a PowerPoint presentation, Ms Phoebe Y.M. Chan, CTP/HOLS, and Mr Timothy Y.M. Lui, STP/HOLS, presented the draft PB as detailed in the Paper and covered the following main points:

**Background**

- (a) the draft PB covered Site 3, with an area of about 4.67ha, which was zoned "Comprehensive Development Area" ("CDA") on the draft Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/8. The site, divided into three portions separated by Yiu Sing Street and Lung Wo Road, occupied a prominent location at the new Central harbourfront with Statue Square to its south and Central Piers 7 and 8 to its north;
- (b) except for a small existing U-trap Tower Outfall, the site was a piece of government land with part of it let out under short-term tenancies which

were to be terminated before land disposal;

- (c) the site was one of the eight key sites under the Urban Design Study for the New Central Harbourfront (UDS) completed by Planning Department (PlanD) in 2011. According to the final recommendations of the UDS, the site would be developed into a comprehensive development mainly for office and retail uses in separate medium-rise buildings on top of a continuous landscape deck stretching from Connaught Place to the Central Piers across Lung Wo Road and Yiu Sing Street;

Planning Intention and Development Parameters

- (d) the “CDA” zone was intended for comprehensive development/redevelopment of the area for commercial development, mainly for office and retail uses, and landscaped pedestrian deck, with provision of public open space (POS) and other supporting facilities. It was 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;
- (e) the maximum gross floor area (GFA) for office and retail uses for the site was 150,000m<sup>2</sup>. In addition, a minimum of non-commercial GFA of 21,200m<sup>2</sup> should be provided for public facilities including car parking spaces, transport facilities, government, institution or community (G/IC) facilities and the reconstruction of the Star Ferry Clock Tower (SFCT);

Urban Design Requirements

- (f) to respect the prominent waterfront setting of the site and to promote an attractive and accessible waterfront, a number of urban design considerations were proposed, which included diversity in building form; variation in BH and a stepped height profile with descending BH towards the harbourfront; a continuous landscaped deck; sufficient building

separation; comprehensive multi-level barrier-free pedestrian network within the Site and linkage with the surroundings; adequate POS at-grade and on the landscaped deck; integrated site planning and innovative design; clear vista from Statue Square to the harbourfront and improvement of streetscape and amenity. An urban design proposal should be submitted as part of the Master Layout Plan (MLP) submission;

*Landscaped Deck*

- (g) a barrier-free, continuous landscaped deck spanning from Connaught Place to the Central Piers across Lung Wo Road and Yiu Sing Street should be provided along the north-south direction to connect Statue Square to the harbourfront;

*Open Space and Landscape Requirement*

- (h) a minimum of 25,000m<sup>2</sup> of POS should be provided within the site for public enjoyment, of which not less than 12,000m<sup>2</sup> should be located at grade. 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. The developer was also required to develop, manage and maintain the POS at the railway reserve area upon completion of railway works. Two additional areas at the northern and southeastern peripheries of the site would be converted into at-grade POS by the developer to facilitate better integration with the surroundings;
- (i) a Landscape Master Plan should be submitted as part of the MLP submission. A minimum overall site coverage of greenery of 30% should be provided at the whole site. 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;
- (j) in accordance with the recommendation of the UDS, the old SFCT would be reconstructed at its original location. As the BH of the old SFCT was

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 BH restriction should be submitted as part of the MLP submission;

G/IC Facilities

- (k) the developer would be required to design and construct some district-tied facilities of the Government Post Office (GPO) and two public toilets which would be handed over to relevant departments for continued and uninterrupted provision of public services;

Pedestrian Connections

- (l) a pedestrian network plan was required to be devised as part of the MLP submission. The developer was required to maintain a 24-hour unobstructed pedestrian access within the site and to adjacent nodal attractions, and to provide a number of elevated connections to surrounding developments. In addition, an underground connection providing direct access from Mass Transit Railway Central Station to the Site across Connaught Road Central, and temporary pedestrian access with barrier-free access when the existing footbridge between the GPO and the Central Terminal Building was demolished by phases should be provided;

Traffic and Transport Requirements

- (m) to assist in relocating the existing traffic facilities at Man Kwong Street, the developer was required to provide transport facilities at the ground level in the future development to the north of Yiu Hing Street. A total of 325 public car parking spaces and 30 public motorcycle parking spaces should also be provided within the site. Moreover, in accordance with the Hong Kong Planning Standards and Guidelines, about 520 ancillary car parking spaces should be provided to serve office, retail and other uses in the future development. A traffic impact assessment should be carried out by the

developer and submitted as part of the MLP submission;

Other Technical Assessments

- (n) as part of the MLP submission, the developer would be required to submit technical assessments including visual impact assessment, quantitative air ventilation assessment, environmental assessment and drainage and sewerage impact assessments;

Implementation

- (o) the site should be implemented in two phases according to the demarcation of Site 3A (north of Lung Wo Road) and Site 3B (south of Lung Wo Road). Site 3A should be developed first to re-provide the district-tied facilities and the public car parking spaces. Upon completion of Site 3A, development in Site 3B would then proceed. An implementation plan including the phasing strategy should be submitted as part of the MLP submission; and

Way Forward

- (p) subject to the Committee's agreement, PlanD would consult the Central and Western District Council (C&WDC) and the Task Force on Harbourfront Developments in Hong Kong (Task Force of HC).

70. A Member asked about the difference between the major parameters proposed in the UDS and the draft PB. In response, Ms Phoebe Y.M. Chan, CTP/HOLS, said that the major parameters were largely the same except for the increase in the non-commercial GFA from 7,400m<sup>2</sup> to 21,200m<sup>2</sup> due to the reprovisioning of G/IC facilities such as the GPO and increase in the number of public car parking spaces from 150 to 325, and slight increase in the maximum BH restriction for the eastern portion of the "CDA" zone as the site formation level of the Central Reclamation Phase III project was unavailable at the time of the UDS recommendation. There was no change in the urban design concept for development at the site.

71. In response to a Member's question on the pedestrian linkage between the Central Piers and the future development, Ms Phoebe Y.M. Chan said that at-grade pedestrian connection was available, and landscaped deck connecting the Central Piers and Statue Square and subway connections to adjacent developments would also be provided. These connections would be open 24-hours a day.

72. The Chairman said that the two comments received before the meeting mainly proposed to preserve the GPO. In that regard, he enquired whether the UDS had recommended preservation of the GPO. In response, Ms Phoebe Y.M. Chan said that the draft PB was formulated based on the UDS, which recommended that the GPO and the Star Ferry Car Park would be demolished. She also said that when PlanD briefed LegCo members on the UDS in 2009 and 2010, LegCo members noted the recommendation of relocating of the GPO for efficient use of the precious harbourfront recourses. Moreover, in a LegCo document for discussion on the Shatin-Central Link and in a report produced by the Audit Commission in 2015, it was also mentioned that GPO would be relocated in accordance with the recommendations of the UDS. The Chairman supplemented for Members' information that there were no strong views on preservation of the GPO during public consultation stages of the UDS.

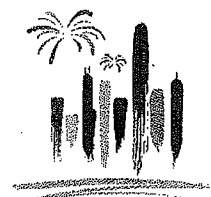
73. After deliberation, the Committee decided to agree that the draft PB was suitable for consultation with the C&WDC and the Task Force of the HC. The views collected together with the revised PB incorporating the relevant comments, where appropriate, would be submitted to the Committee for further consideration and endorsement

[The Chairman thanked Ms Phoebe Y.M. Chan, CTP/HOLS, and Mr Timothy Y.M. Lui, STP/HOLS, for their attendance to answer Members' enquiries. They left the meeting at this point.]

#### Agenda Item 11

#### Any Other Business

74. There being no other business, the meeting closed at 1:00 p.m.



Harbourfront Commission  
海濱事務委員會

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

17/F, West Wing, Central Government Offices  
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12 December 2016

Dear Sir,

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

On 19 October 2016, the Development Bureau and 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” zone at Site 3 of the new Central harbourfront.

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

Development Parameters and Land Uses

- From harbourfront planning perspective, some Members opined that the moderate development intensity and restricted building height profile that has been adopted was very welcome.
- In order to better utilize the site, some Members were encouraged by the amount of underground development that was suggested. Although the construction of underground space could be technically complex and costly, the expenditure involved would be one-off. On the other hand, some Members considered that three levels of underground space with a small floor area in each land parcel for retail purpose might not be desirable or financially feasible from an operator’s perspective. The deep excavation works required for constructing

underground structures could be costly and environmentally unfriendly. In terms of design, there are limited ways to create any interesting and interactive connection between the various elements of the development and across different parcels or floors. The commercial viability of the retail operation would need to be carefully reviewed.

- To make underground space lively, further considerations could be given to connections with the ground level. The future proponent should also maximize the amount of sunlight that could penetrate into the underground levels.
- Interaction between different floors to be used for offices and whether the future design could cater to promotion of a specific sector such as the creative industry should be further considered. Due to the statutory height restrictions, the floor-to-floor height for office as proposed in the notional design scheme may not be sufficient, which might affect design flexibility and optimization of the value of the site. Some flexibility should be allowed for relaxing the building height restriction to increase above-ground gross floor area (GFA). Creating one level of commercial space above the landscaped deck could be considered. A member opined that allocating half of the commercial GFA available within the site for retail might not be necessary given the downward trend of the market demand for retail spaces.
- The future development should provide desirable land uses at the ground level especially for the space underneath the landscaped deck. Ground level cafes and shops facing public open space (POS) should be encouraged. More considerations should be given to the provision of different land uses and circulation of pedestrians, etc. One member opined that it was not necessary to put transport facilities on the ground level but rather use the space for other purposes.

#### Pedestrian Connectivity

- It would be important to preserve pedestrian connectivity from Statue Square to Central Piers. The mere requirement to provide a pedestrian connection would not be sufficient. Rather, a quality walking experience along the connection, including elements such as the provision of a good shade, would be



essential. Site 3 should be properly connected with the footbridge system in Central. One member suggested to look into the peripheral uses of the landscaped deck, including the provision of shade for quality open space.

- The requirement to provide pedestrian connections between different land parcels at the ground and elevated levels, from the hinterland to the waterfront, and with surrounding developments should be more specific. The pedestrian passage from Jardine House to Central Piers should be located adjacent to Man Yiu Street so that pedestrians could have a view over the street and access to shops on the other side. The design should be innovative and include barrier-free access to provide convenience and comfort to pedestrians. The 6-metre width proposed for the pedestrian access on the landscaped deck may not be sufficient.

#### Public Open Space (POS)

- The POS within the site should be designed to allow diversified activities. The facilities or landscaping features to be provided at the POS should not hinder public enjoyment of the area.

#### General Post Office

- Some Members enquired the feasibility of retaining the General Post Office (GPO) building as it could be a feature of the development. Members noted and accepted that public views as expressed in the Urban Design Study for the New Central Harbourfront (UDS) process should be respected, though for some, the building (or just its façade) could be an interesting architectural element to be incorporated into the future development. The Government may consider allowing the future proponent to decide whether to demolish the GPO building, retain part of it, or integrate it with the overall architectural scheme.
- Some members opined that with the significant decline in the need for postal services over the years, the justification to allocate a large amount of GFA for postal facilities at this prime location would need to be demonstrated. Some opined that the location of existing GPO counters was convenient and still

frequently used by the public. The reprovisioned postal facilities should be located at an elevated level to which the public could easily gain access.

#### Transport Facilities

- The 325 public car parking spaces to be provided in the site should include the 150 spaces to be reprovisioned from Star Ferry Car Park. The number of ancillary car parking spaces might be excessive. Some on-street drop-off facilities should be maintained within the site as picking-up and dropping off on other major roads would be undesirable. Such facilities could also provide convenience to users of the City Hall complex. These facilities could be provided near the existing location of the Star Ferry Car Park. Separately, bicycle parking facilities should also be provided in the site.

#### Reconstruction of Star Ferry Clock Tower

- Some Members expressed reservations on the need to reassemble the Star Ferry Clock Tower (SFCT) as this was a part of the old Star Ferry Pier, which has already been demolished. SFCT on its own may not have much character or context to which members of the public can now relate, similar to the Tsim Sha Tsui Clock Tower. On the other hand, some Members opined that since the UDS had undergone a comprehensive public engagement process, it would be important to respect all the conclusions reached and therefore reconstruction of SFCT at its original location should be accepted.

#### Implementation Matters and Others

- The phased development approach would affect the design of the development and should be further reviewed. The works of the North Island Line underneath Lung Wo Road should be implemented in parallel with the development of the site to avoid causing inconveniences to the operation of the development in the future.
- Potential disruptions to the pedestrian access to Central Piers should be minimized during construction. The Government should also reconsider the locations of at-grade crossings along

Yiu Sing Street and Lung Wo Road having regard to the future development.

- On site disposal, Members opined that a two-stage tender approach should be adopted and potential bidders should be required to submit a conceptual architectural design as part of their tender submission. The tender assessment should include evaluation of design proposals in addition to premium offers. One member suggested that a design competition should be organised for the community to provide comments on the preferred design.

Subsequent to the meeting, a design workshop was organised on 2 November 2016 for Members to contribute further on the draft planning brief. Attending Members understood but remained concerned that some of their comments on detailed design and disposal mechanism will not be dealt with in the draft planning brief. Members expected the Government further to study the feasibility of the suggested two-stage tender approach in particular.

A copy of the discussion paper (Paper No. TFHK/15/2016) and the PowerPoint presented 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 January or February of 2017.

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.

中西區區議會  
第六次會議紀錄

(擬稿)

日期：二〇一六年十月二十日(星期四)

時間：下午二時三十分

地點：香港中環統一碼頭道 38 號  
海港政府大樓 14 樓  
中西區區議會會議室

出席者：

主席

葉永成議員,BBS,MH,JP\*

副主席

陳學鋒議員,MH\*

議員

陳捷貴議員,BBS,JP\*

陳財喜議員,MH (下午 3 時 48 分至下午 7 時 39 分)

陳浩濂議員\*

鄭麗琼議員 (下午 2 時 41 分至會議結束)

張國鈞議員,JP (下午 2 時 35 分至下午 6 時 27 分)

許智峯議員 (下午 2 時 35 分至下午 8 時 15 分)

甘乃威議員,MH\*

李志恒議員,MH\*

盧懿杏議員 (下午 2 時 35 分至下午 7 時 30 分)

吳兆康議員\*

蕭嘉怡議員\*

楊開永議員\*

楊學明議員\*

註：\* 出席整個會議的議員

( ) 議員出席時間

## 第 9 項

區穎恩女士	發展局 首席助理秘書長(海港)
朱浩先生	發展局 助理秘書長(海港)1
莫英傑先生	發展局 項目經理(海港)
陳婉薇女士	規劃署 總城市規劃師/房屋及辦公室用地供應
雷裕文先生	規劃署 前高級城市規劃師/房屋及辦公室用地供應 4
梁懿德女士	規劃署 署理高級城市規劃師/房屋及辦公室用地供應 4
李偉傑先生	規劃署 規劃助理/房屋及辦公室用地供應 2
羅雅寧女士	中西區關注組召集人

## 列席者：

陳綺麗女士	香港警務處 西區指揮官
彭笑珍女士	香港警務處 警民關係主任(西區)
麥志標先生	土木工程拓展署 總工程師/港島(1)
廖志偉先生	食物環境衛生署 中西區環境衛生總監
林婷婷女士	康樂及文化事務署 中西區康樂事務經理
何均衡先生	運輸署 總運輸主任/港島
黃何詠詩女士,JP	中西區民政事務專員
林冰冰女士	中西區民政事務助理專員
楊穎珊女士	中西區民政事務處 候任高級行政主任(區議會)
文志超先生	中西區民政事務處 署理高級行政主任(地區管理)
卜憬珣女士	中西區民政事務處 一級行政主任(區議會)

## 秘書

黃明慧女士	中西區民政事務處 高級行政主任(區議會)
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第 9 項：中環新海濱三號用地「綜合發展區」地帶規劃大綱擬稿  
(中西區區議會文件第 108/2016 號)

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(下午 6 時 11 分至 7 時 29 分)

1. 主席歡迎發展局、規劃署和中西區關注組代表出席會議。
2. 發展局首席助理秘書長(海港)區穎恩女士介紹中環新海濱三號用地「綜合發展區」地帶的規劃大綱擬稿的背景。規劃署因應城市規劃委員會(下稱「城規會」)的要求，於 2007 年展開「中環新海濱城市設計研究」(下稱「研究」)，以優化中環新海濱的城市設計大綱，而三號用地為研究範圍內八幅主要用地之一。研究經過兩階段廣泛的公眾參與活動，其間中西區區議會亦有參與並給予意見。研究於 2011 年完成並公布結果。考慮到研究的建議，規劃署在 2016 年年中完成檢討，以確定在滿足重置需要和符合用地限制下，概念建築方案能達致建議的發展參數。政府其後根據研究就三號用地建議的設計概念、發展參數和概念建築方案，擬備了一份規劃大綱，列明該用地的主要發展參數和規劃及設計要求，為將來發展商擬備總綱發展藍圖呈交予城規會審批，提供全面指引。發展局期望將來中環新海濱三號用地能成為高質素的綜合商業發展，提供充足的公眾休憩用地，公共設施及足夠的行人連繫。
3. 規劃署前高級城市規劃師/房屋及辦公室用地供應 4 雷裕文先生簡單介紹規劃大綱擬稿，重點概括如下：
  - (a) 主要發展參數：用地面積約 4.76 公頃；主要用作辦公室和零售的商業用途；最大商業總樓面面積為 150,000 平方米，並需提供不少於 21,200 平方米總樓面面積作非商業用途，包括提供公眾泊車位、交通設施、與地區相關的現有郵政總局設施和重置兩個公共廁所，以及重建天星鐘樓；「綜合發展區」地帶西部的「中層商業建築」的最高建築物高度限制為主水平基準上 50 米；而東部的低層園景行人平台及其下的商業設施的最高建築物高度則限為主水平基準上 16 米。
  - (b) 城市設計要求：綜合規劃及創新設計、鼓勵提供多樣化建築樣式、建築物高度以梯級式輪廓向海濱遞減、在地面及園景平台闢設充足的公眾休憩用地、建築物之間提供足夠間距以改善通風和視覺滲透度，確保從皇后像廣場可清楚眺望維海、闢設連接該用地及周邊地區的多層行人道網絡，以及提供連貫無間的園景平台，以便確保一條暢通無阻的行人通道等。

- (c) 園景平台及公眾休憩用地：闢設一個橫跨龍和道和耀星街南北連貫無間的園景平台，連接用地範圍內的所有建築物和地面公眾休憩用地，以及毗鄰現有和規劃中的發展項目。在該用地範圍內，亦須提供最少 25,000 平方米的公眾休憩用地，當中不少於 12,000 平方米須設於地面；另發展商亦須在用地外的北面及東南面發展兩幅約共 8,800 平方米的公眾休憩用地，北面用地會連接中環碼頭，而東南面用地會與大會堂和展城館前方的露天廣場連接。
- (d) 行人連繫：提供綜合多層行人道網絡，包括於地下、地面、園景平台及高架的連繫，直接通往毗鄰的現有及已規劃的發展。地下方面，通往皇后像廣場的行人隧道將會保留，亦會興建一條新的地下通道以連接港鐵中環站。地面方面，東面的休憩用地會沿南北方向通向海濱，並會與東面的海濱發展融合。此外，亦會有高架的通道連接毗鄰的著名景點及現有和已規劃的發展。現時連接郵政總局和中環碼頭的臨時行人天橋將分階段拆卸，發展商須在建築期間提供臨時行人通道，確保能維持現有的行人連接。發展商亦會向城規會提交一份綜合多層行人網絡圖，標示在用地內和連接其他發展將會提供的行人連接。
- (e) 重建天星鐘樓：天星鐘樓將會原址重建，將來發展商須為天星鐘樓申請略為放寬建築物的高度限制。重建工程會在該部分用地的鐵路工程完成後展開。
- (f) 政府、機構及社區設施：部分政府、機構及社區設施須重置，包括重置與地區相關的現有郵政設施及兩個公共公廁。重置後現有的郵政總局和公廁將會拆卸。用地以北的現有交通設施包括的士站、旅遊巴士停車處、公眾上落客貨處亦會在三號用地內重置。
- (g) 交通運輸要求：提供 325 個公眾泊車位和 30 個公眾電單車泊車位。
- (h) 實施計劃：將會分兩階段發展，先會在龍和道以北地盤重置與地區相關的現有郵政總局設施，公廁及所需的公眾泊車位，待完成必要重置工程和遷移現有設施後，餘下龍和道以南地盤的發展項目才會開展。

4. 中西區關注組召集人羅雅寧女士表示已聯同環保觸覺、創建香港和維港海濱關注組提交呈檯文件關注中環郵政總局發展清拆事宜。她表示有關機構反對政府拆卸具七十年代現代主義功能性設計風格的中環郵政總局。他們已向國際保育組織 Docomomo International 作出諮詢，該組織亦把中環郵政總局列入其 "Heritage in Danger List"，並建議香港政府考慮保育中

環郵政總局。中西區關注組曾多次參與中西區保育項目，包括舊政府總部西座、中環街市和荷李活道已婚警察宿舍，均是富有現代主義的建築。以往政府研究此三幢建築時，均計劃把它們發展為商廈或住宅，由於有充分證據顯示它們有好的保育和再用價值，結果把它們保留並發展成公共空間。羅女士希望政府在處理中環郵政總局的安排上不會太僵化。她表示雖然政府於十年前針對中環郵政總局的去留曾作公眾諮詢，但當時並未有作深入詳細討論。事至今日，很多研究資料指出這些公共建築可改建成公共用途。她指出現時可見中環郵政總局將會被規劃成五座商廈，而下座則為商場，質疑該地段是否需要那麼多商場，她認為保留一座優質的公共建築會對社會更有裨益。她表示中環郵政總局是一座有四十多年歷史的建築物，至今仍感覺簇新，如把它改變用途為公共空間，日後成為歷史文物的機會更大。此外，她反映市民對中西區關注組的建議均表示贊同，不希望政府遷拆中環郵政總局。羅女士希望中西區區議會能支持民間建議，爭取保留優質的建築供市民作公共用途。她亦表示很多的保育專家和大學建築系學者均有興趣就中環郵政總局作規劃及設計研究，並建議舉行建築設計比賽以為保育此建築物提供新概念。

5. 主席請各議員發表意見。各議員的發言重點如下：

- (a) 吳兆康議員反對拆卸中環郵政總局，他指出中環郵政總局是現代簡約主義的建築，有著環保的通風隔熱設計，他不認同新提出的修訂動議，因這跟原來反對拆卸中環郵政總局的動議大相逕庭。他指出十年前政府就這方面的諮詢和研究，提供給公眾選擇的方案有限，全是改建為商廈和商場的建議，而且當中並沒有提到拆卸中環郵政總局。他希望政府能再作出諮詢，並聽取民意，保留此建築物。此外，吳議員詢問規劃大綱上的公共休憩空間管理誰屬，關注倘由私人發展商管理會對公眾使用其設施帶來限制。他續問是否因選擇成本較低的挖掘隧道方式，以令天星鐘樓重置日期須被推遲。他並指出設計圖上建築密度高，認為欠缺環保意識，採光和通風均有問題。
- (b) 陳浩濂議員表示同意三號用地作甲級寫字樓用途。他詢問規劃署規劃大綱內的設計圖上顯示零售的分布比例較辦公室還多的原因。此外，他關注中環一帶的交通問題，他希望發展局可以交代發展後的交通安排。
- (c) 鄭麗琼議員反對拆卸中環郵政總局，她認為中環郵政總局仍然簇新，無須如危樓般被拆卸。同時她亦反對把該地段發展成綜合發展區，她很希望可以還海港給市民，美化該地段，以供市民遊客使用。她認為再建商業大廈只會帶來更大的交通和道路使用的問題。



- (d) 甘乃威議員表示不贊成拆卸中環郵政總局。他指出當年因建中環灣仔繞道而進行填海工程，為的是舒緩當時的交通擠塞問題，他關注規劃大綱內興建商業大廈及增加泊車位會令中環一帶交通問題惡化。他認為政府毋須興建更多商廈，反而應保留一些公共空間。他指出近年來香港在海濱地段舉辦了很多吸引遊客和市民的大型活動，如香港美酒佳餚巡禮和國際汽聯香港電訊電動方程式賽車錦標賽（Formula E），他認為應保留該地段作公共空間以舉行這類型活動。他亦提出現時接連至碼頭的行人天橋並不理想，建議可考慮興建電動行人輸送帶以方便行人前往碼頭。
- (e) 陳捷貴議員認為中環作為國際商業中心，需要更多甲級寫字樓。他作為共建維港委員會委員，希望該地段能達成可持續發展，平衡各持分者之間的利益。他認為可繼續討論是否應保留中環郵政總局事宜，但不能輕率推翻以前的諮詢結果。
- (f) 許智峯議員認為當初發展海濱的原意是為了增加綠化、休憩空間以供市民使用，他認為不拆卸中環郵政總局也可以達到這些目標。為了提供更多商業大廈，中西區已計劃清拆美利道停車場、林士街停車場，並重建金鐘廊。他希望可以保留中環郵政總局，及保留海濱地段以成為政府機構或社區用地，期望有更多公共空間給予對社會有裨益的機構使用，以提供更多服務給市民。許議員亦反對將該地段發展為綜合發展區，關注當中牽涉的利益會傾斜向地產商。
- (g) 副主席表示香港租金昂貴，以致國際投資者卻步。他認為如不提供土地作發展是不能解決問題。此外，他同意不應增加太多泊車位，令中環一帶交通負荷太大，但適量的車位增加能減少路邊違例泊車情況。此外，副主席贊成梯級式的建築，認為這在視覺上較舒服。另外，他認為現時通往中環碼頭的行人天橋狹窄，期望規劃大綱上的發展能改善整個通道問題，計劃中設有平台伸展出海濱能有效地改善整個行人通道，令市民更容易舒適地到達海濱。他希望計劃能同時考慮市民使用海濱及香港持續發展的因素。
- (h) 主席認為香港作為國際大都會，有需要增加甲級寫字樓以增加經濟上的競爭力，詢問此規劃大綱方案能帶來多少甲級寫字樓、商場和泊車位。主席指出規劃大綱中某些現存的停車場泊車位將會被移除，希望知道規劃出的泊車位會否比失去的停車場泊車位為多。

6. 發展局首席助理秘書長(海港)區穎恩女士從幾方面回答各議員問題：

- (a) 規劃用途方面，中環新海濱各個主要用地都已規劃作各種用途，三號用地早於 2000 年首張核准的法定大綱圖上已規劃作「綜合發展區」地帶，其土地用途此後並沒有更改。區女士表示維持香港作為主要金融和商業中心地位，有必要在核心商業區提供足夠的商業用地。三號用地位於中環核心商業區，適合作商業發展。區女士重申政府在規劃過程中，非常著重公眾可享用的空間。未來佔地約 4.76 公頃的三號用地內最少有 2.5 公頃會被發展成為公眾休憩用地。政府會根據私人發展公眾休憩空間設計及管理指引，日後在地契上清楚訂明公眾休憩用地須 24 小時開放予公眾免費使用。
- (b) 公眾諮詢方面，政府於 2007 年至 2011 年研究進行期間，進行了兩階段廣泛的公眾參與活動。在公眾諮詢時的建議設計上已有清楚顯示須拆卸中環郵政總局進行重新發展。研究的公眾參與報告指出整個設計概念獲得支持。區女士表示政府需尊重過去諮詢公眾所得的意見和結論。規劃署其後完成的檢討亦建基於研究建議的設計概念，包括提供一個連繫現時中環核心地區與中環新海濱的園景平台及其他行人連接。如要保留中環郵政總局，有關設計概念將無法實現。
- (c) 土地用途方面，政府一直希望核心商業區內現有的政府機構用途可騰出以為商業用途提供額外土地供應，以帶來更多經濟活動和就業機會，支持長遠經濟發展。早於 1985 年，政府已計劃重置郵政總局。審計署於 1998 年和 2015 年都發表了報告，希望能盡快重新發展郵政總局用地，以期地盡其用。如要配合三號用地的整體規劃和實現建議的城市設計和綜合發展概念，有需要拆卸現時的郵政總局大樓。

7. 區女士表示發展局一直以來非常重視中環新海濱長遠發展，在根據研究的建議推展中環新海濱各個主要用地長遠發展時，亦希望滿足市民享用海濱的訴求。回應甘乃威議員提問，她表示過去在中環新海濱舉辦的活動，例如演唱會、荔園等，都是在中環海濱公共空間內舉行。該用地位於七號用地內，因此三號用地的長遠發展對有關活動繼續在中環新海濱內進行，不會構成影響。區女士指出整個中環新海濱有八塊用地，政府和海濱事務委員會都希望海濱不會只有單一的休憩用地，而需要引入其他元素，增加市民享用海濱時的趣味，亦可為海濱帶來活力。

8. 規劃署總城市規劃師/房屋及辦公室用地供應陳婉薇女士補充，指出早於 2000 年，三號用地已規劃作「綜合發展區」地帶，因此並不存在改劃政府或社區用地。現在也是按「綜合發展區」的規劃意向而為用地擬定有關規劃大綱，為將來發展提供全面指引。就陳浩濂議員的提問，陳婉薇

女士指出規劃大綱列明須提供最高 150,000 平方米商業樓面面積，但沒有訂定辦公室和零售之間的比例分布，有關分布可由發展商彈性處理，並需要提交城規會核准。至於交通方面，在規劃建設中環灣仔繞道時所進行的交通研究，已充分考慮中環新海濱一帶的未來的土地用途規劃及規劃大綱圖內三號用地「綜合發展區」地帶的發展參數（即最高 19 萬平方米商業總樓面面積）。而三號用地的商業總樓面面積亦因應研究的建議，減至 15 萬平方米。將來發展商提交總綱發展藍圖時，須就當時用地周邊的發展情況提交交通影響評估報告，並須建議相應緩解措施，以確保擬議發展對周圍環境和交通不會構成負面影響。就主席有關泊車位的提問，陳婉薇女士指出根據研究的建議，三號用地內須重置 150 個公眾泊車位。考慮到現時用地及附近一帶未來發展的情況，運輸署亦同意三號用地內可提供 325 個公眾泊車位，以應付公眾的需求。此外，未來發展預計需按香港規劃標準與準則提供約 520 個附屬泊車位，當中為零售用途設置的附屬車位亦可供公眾使用。根據現在的概念設計，零售方面的車位可提供約 350 個。總體來說，三號用地內將可提供約 670 個泊車位供公眾使用，而實際泊車位數量則視乎將來發展的商業用途比例而定。

9. 主席開放第二輪討論，請各議員發表意見。各議員的發言重點如下：

- (a) 鄭麗琼議員重申她反對將此地段賣給私人發展商，希望政府能夠把地還給市民。她詢問現在中環郵政總局的地積比率，可否把清拆中環郵政總局的決定從規劃大綱中剔除。她認為該地段只需興建一條較舒適的行人通道到達海濱，令市民更方便輕鬆到達海濱使用公共空間。
- (b) 陳浩濂議員認為在發展時須兼顧環保及保育。他指出政府提供的數據顯示發展計劃中 4.76 公頃中最少有 2.5 公頃為公眾休憩空間(約一半)，但依設計圖上所見，公眾可使用空間約佔三分之二，他期望實質發展時將如設計圖所示，公眾可使用空間能佔地多於一半。此外，他指出為應付國際金融中心一期、二期及港鐵站的車水馬龍，民祥街西街已水洩不通。他關注如沒有交通配套，三號用地發展會成為該地段交通負擔。
- (c) 吳兆康議員詢問三號用地的公眾休憩空間為何讓私人發展商管理，而非交由康樂及文化事務署管理。他續問發展局提到十年前的公眾諮詢曾提到將拆卸中環郵政總局，但他在諮詢文件中看不到此項表述。此外，他詢問有關部門現在會否再就拆卸中環郵政總局再作公眾諮詢。他亦表示從投映片立體設計圖中顯示，發展後建於郵局位置的建築群顯得並不美觀、通風和透光，認為保留郵局不會破壞整體的發展。

- (d) 許智峯議員表示中環海濱用地價值不應只用就業機會、國內生產總值等等去量化。他認為政府應聽取民意，多考慮建築本身的歷史價值和人民價值。他認為中環已有很多商業大廈和購物中心，如真要增加趣味性，更不應該把三號用地發展成甲級寫字樓和商廈。他贊成將不必要面對市民的郵政局部份搬到九龍灣，但騰空的地方不應作零售。許議員詢問民建聯成員，如按照民意，會否贊成拆卸中環郵政總局。
- (e) 李志恒議員指出按媒體報導非一面倒反對清拆中環郵政總局，有些人會認為該地段可作更好的發展。他認為該地段不一定用作郵政總局，而可以以其他方式服務市民。
- (f) 副主席表示中環新海濱研究有數據支持，清楚顯示市民希望發展三號用地作綜合發展區，他認為不應再浪費時間，應按之前諮詢所得的民意決定三號用地未來發展。

10. 鄭麗琼議員有關地積比率的問題，發展局首席助理秘書長(海港)區穎恩女士回應指出同區其他商業用地的地積比率最高為 15，而三號用地最高地積比率約為 3.6。她認為規劃大綱是就未來發展商將中環新海濱鄰近核心商業區的三號用地建設成優質商業發展提供指引。政府明白市民對建設海濱用地的訴求，包括設置更多休憩用地、降低發展密度和高度，以及提供更好的行人連接等，亦已在規劃大綱中訂定相關的規定及要求。區女士回應吳兆康議員表示在會議上展示的有關設計圖，只是概念建築設計方案。未來發展商會根據規劃大綱，向城規會提交詳細總綱發展藍圖，公眾亦可就總綱發展藍圖內的詳細設計提供意見，讓城規會審批時作出考慮。區女士補充如要保留郵政總局，有關三號用地的設計概念將無法實現。就陳浩濂議員有關公眾休憩用地的提問，區女士表示發展局會要求發展商提供不少於 25,000 平方米的公眾休憩用地，當中不少於 12,000 平方米需設置在地面。

11. 規劃署總城市規劃師/房屋及辦公室用地供應陳婉薇女士表示，研究中八幅主要用地所提供的休憩用地合共超過十公頃，而商業用地比例則相對較低，其中三號用地可提供的商業樓面面積已是最多。在研究進行的公眾參與活動期間，中西區區議會亦表示應盡快落實研究的建議，建設具有活力的中環海濱，同時支持在中環海濱興建甲級寫字樓，並提議降低密度和樓宇高度。陳女士表示現時研究的建議已進展至實施階段。

12. 發展局首席助理秘書長(海港)區穎恩女士回應吳兆康議員有關公眾休憩用地管理問題，指出私人發展商發展樓宇同時發展休憩空間，在設

計上會較全面及具整體性，亦有彈性融合不同的元素和設計要求。在管理上，發展局的私人發展公眾休憩空間指引已列明休憩用地須二十四小時免費開放予公眾使用的要求，並限制休憩空間內的商業活動。政府亦會適當規管私人發展公眾休憩空間的營運和管理，讓不同性質的公眾休憩空間不應該以同一模式管理，以增加市民的選擇。在過往就不同公眾休憩用地項目進行的公眾諮詢中，市民亦表示希望有不同設計和形式的休憩空間。

13. 主席表示根據議事規則，區議會須先就修訂動議進行表決，如修訂動議不獲通過，才會就原動議進行表決。

14. 主席請議員就修訂動議作出補充。

15. 許智峯議員要求修訂動議的議員澄清修訂動議內的字詞是否代表支持拆卸中環郵政總局。

16. 副主席請許議員自行理解修訂動議內的字詞。

17. 主席請議員就修訂動議作出表決。經投票後，修訂動議獲得通過。

修訂動議：「本會要求政府必須遵照在《中環新海濱城市設計研究》經兩階段公眾參與活動後得出共識的設計概念，在考慮未來發展中環新海濱三號用地時參考現代主義功能性設計風格，同時顧及環保和保育。新發展的設計應考慮與大會堂建築群的風格配合，並採取確實措施防止屏風及熱島效應，以保護及優化珍貴海濱用地。本會認為政府可透過城市設計原則達至於未來更有效發展及優化該用地之目的。」

（由陳學鋒議員提出，蕭嘉怡議員和議）

（11 位贊成：葉永成議員，陳學鋒議員，陳捷貴議員，陳財喜議員，李志恒議員，張國鈞議員(授權陳學鋒議員)，蕭嘉怡議員，陳浩濂議員，楊開永議員，楊學明議員，盧懿杏議員)

（4 位反對：甘乃威議員，鄭麗琼議員，吳兆康議員，許智峯議員)

（0 位棄權)

18. 主席多謝發展局、規劃署和中西區關注組代表出席會議。

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發展局  
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中西區區議會  
秘書  
楊穎珊女士

楊女士：

二零一六年十月二十日  
中西區區議會第六次會議 - 跟進事項

秘書處二零一六年十月二十五日的來函收悉。就中西區區議會在二零一六年十月二十日會議上通過，有關中環新海濱三號用地「綜合發展區」地帶規劃大綱擬稿的修訂動議，發展局和規劃署的綜合回覆如下。

中環新海濱三號用地（下稱「三號用地」）為規劃署「中環新海濱城市設計研究」（下稱「研究」）範圍內八幅主要用地之一。該研究於二零零七年根據城市規劃委員會（下稱「城規會」）的要求展開，於二零一一年完成。經過廣泛的公眾參與，研究優化了中環新海濱的城市設計大綱，並為八幅主要用地的詳細規劃和設計提供指引。

政府正根據中環新海濱的城市設計大綱逐步推展三號用地的長遠發展。三號用地會按「綜合發展區」地帶的規劃意向進行綜合發展，作為以辦公室和零售用途為主的商業發展，並提供園景行人平台、公眾休憩用地和其他配套設施。為對發展商作出全面指引，政府根據「研究」就三號用地建議的設計概念、發展參數和概念建築方案，擬備了一份規劃大綱，列明該用地的主要發展參數和規劃及設計要求。

因應該用地位處海濱的顯要位置及地處中心商業區，規劃大綱列明多項城市設計要求，以配合發展一個富吸引力和暢達的海濱。這些要求主要包括採用綜合規劃及創新設計；鼓勵提供多樣化建築樣式；要求建築物高度以梯級式輪廓向海濱遞減，並在建築物之間提供足夠間距；在地面及園景平台提供充足的公眾休憩用地；闢設連接該用地及周邊地區的多層行人網絡；提供連貫無間的園景平台以便維持一條暢通無阻的行人通道；改善街景及市容；以及確保從現有皇后像廣場可清楚眺望海港，並與周邊歷史地點保持視覺連繫等。發展商亦須顧及用地周邊的發展，並且額外發展兩幅位於該用地北面及東南面界線以外的土地為公眾休憩用地，讓未來發展與中環碼頭和大會堂建築群更好地融合。

此外，發展商亦須按《城市規劃條例》，在建築工程開展前擬備總綱發展藍圖呈交予城規會核准。呈交的總綱發展藍圖須清楚證明已遵從有關規劃大綱所載的規定，包括有關城市設計的要求。同時，發展商須進行視覺影響、量化空氣流通影響和環境，以及其他方面的技術評估，就擬議發展項目對周邊地區可能造成的視覺、通風和環境等影響作出評估，並須建議相應緩解措施。有關技術評估報告須得到相關政府部門的同意，並須在呈交總綱發展藍圖時一併提交予城規會考慮，以確保未來發展符合規劃意向。

我們感謝中西區區議會在十月二十日的會議上就有關規劃大綱擬稿提出意見。政府正檢視擬議規劃大綱，並根據諮詢期間收到的意見經考慮後作出適當的修訂，並會提交城規會作進一步考慮和核准。

發展局局長

(朱浩



代行)

二零一六年十一月十五日

副本送：

規劃署 (經辦人：梁懿德女士) - 2577 3075