

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/H24/31

- Applicant** : Pacific Gate Development Limited represented by ARUP Hong Kong Limited
- Site** : Site 3 of the New Central Harbourfront
- Site Area** : About 47,967m²
- Lease** : Inland Lot (I.L.) No. 9088
- (i) held under Conditions of Sale No. 20388 dated 2.12.2021 for a term of fifty years from the date of the Agreement
 - (ii) restricted for the purpose of non-industrial (excluding residential, godown and petrol filling station)
 - (iii) maximum Gross Floor Area (GFA) of 150,000m²
 - (iv) no restriction on building height (BH) and the distribution of GFA between commercial/retail and office uses
 - (v) the old Star Ferry Clock Tower (SFCT) shall be reconstructed at its original location according to its original height of 25mPD
 - (vi) minimum Public Open Space (POS) of 25,000m², not less than 12,000m² shall be provided at-grade
 - (vii) the new Post Office shall be provided within Site 3A (**Plan 1 in Appendix II**) between Lung Wo Road and Yiu Sing Street
 - (viii) two new public toilets shall be provided within Site 3A and Site 3B (**Plan 1 in Appendix II**) respectively
 - (ix) public vehicle park of 325 spaces for parking of motor vehicles, with not less than 250 spaces and 30 spaces for the parking of motor vehicles and motorcycles respectively to be provided within Site 3A
- Plan** : Approved Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/9
- Zonings** : “Comprehensive Development Area” (“CDA”) (about 47,549m², i.e. 99.1%); and
- Area shown as ‘Road’ (about 418m², i.e. 0.9%)
- [For “CDA” zone:
- (a) maximum BH of 50mPD for the medium-rise commercial development on the western part and a maximum building height of 16mPD for the low-rise landscaped pedestrian deck with commercial facilities below on the eastern part of the “CDA” zone; and

(b) provision for application for minor relaxation of BH restrictions.]

Application : Proposed Comprehensive Office, Commercial and Retail Development (including Shop and Services, Eating Place and Place of Entertainment) and Government Uses with Minor Relaxation of Building Height Restriction

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed comprehensive office, commercial and retail development (including ‘Shop and Services, ‘Eating Place’ and ‘Place of Entertainment’ uses) and government uses at the application site (the Site) with minor relaxation of building height (BH) restriction from 16mPD to 25mPD (eastern part of the “CDA” site) for the portion occupied by the reconstructed SFCT to facilitate its reinstatement to its original height.
- 1.2 Majority of the Site¹ is zoned “CDA” (about 99.1%) on the OZP with a minor portion falling within an area shown as ‘Road’ (about 0.9%), which can be considered as minor boundary adjustment under the covering Notes of the OZP (**Plan A-2**). According to the Notes of the OZP, planning permission from the Town Planning Board (the Board) is required for the proposed uses within the “CDA” zone. The planning application should be supported by a Master Layout Plan (MLP) and include therein the technical assessments and other relevant information. In addition, minor relaxation of BH restrictions may also be considered by the Board on application based on individual merits of a development proposal.
- 1.3 The Site is bounded by Man Kwong Street to the north, Man Yiu Street to the west, Connaught Place and Connaught Road Central to the south and Yiu Sing Street to the east, and is bisected by two existing public roads namely Yiu Sing Street and Lung Wo Road running in an east-west direction (**Plans A-2 and A-3**). The Site is divided into 2 portions, namely Site 3A covering the portion to the north of Lung Wo Road and Site 3B covering the portion to the south of Lung Wo Road (**Plan A-2**). Site 3B is currently occupied by the existing General Post Office (GPO), Star Ferry Car Park with a public toilet, part of the existing subway connecting to Statue Square, as well as on-street motorcycle parking spaces and lay-bys. The Man Yiu Street Public Toilet is located within Site 3A. There is an existing footbridge running parallel to Man Yiu Street along the western boundary of the Site linking the hinterland to the harbourfront. Some parts of the Site along Lung Wo Road and Yiu Sing Street are designated as Railway Reserve for Airport Railway Extended Overrun Tunnel (AREOT)/North Island Line (NIL) and Tunnel Protection Area for Central-Wan Chai Bypass (CWB), and the proposed development would need to deck over part of Lung Wo Road and Yiu Sing Street (**Drawing A-1**).

¹ The “CDA” zone shown on the OZP covers the entire I.L. 9088 (i.e. Site 3) and two strips of government land at the north-eastern corner and southern tip, which are currently partly occupied by the Hong Kong Observation Wheel and the existing Connaught Road Central respectively. The two strips of government land are excised from the Site 3 boundary as recommended under the Urban Design Study for the New Central Harbourfront (UDS). The current application site boundary is the exact same boundary defined under the Conditions of Sale of I.L. 9088 which falls within part of the “CDA” zone with a minor portion shown as ‘Road’ on the OZP.

- 1.4 The proposed development comprises three commercial towers (T2 and T3 designated for office use and T1 for retail/commercial (multi-purpose event space)) over a podium comprising commercial/retail uses, government, institution and community (GIC) facilities, transport facilities and a continuous landscaped deck (1/F) with basement levels (4 storeys for T1 and 6 storeys for T2 and T3) mainly for commercial/retail uses (including a theatre), ancillary and public car parking spaces, loading/unloading (L/UL) facilities and mechanical, electrical and plumbing facilities (MEP). At R/F, there is a continuous rooftop park (the Horizon Park) which bridges the roofs of the three towers. Various at-grade, elevated and underground connections to surrounding developments/nodes would be constructed by the applicant as required under lease and/or the planning brief (PB)² (**Appendix II**).
- 1.5 The three towers have adopted a stepped BH profile, stepping down from T2 and T3 (50mPD) to T1 (47mPD) towards the harbourfront (**Drawings A-21 and A-22**). The old SFCT will be reconstructed at its original location with respect to its original design, height and dimension to reinforce the spatial character of the historic landmarks (**Drawing A-23 and A-43**). Since the height of the SFCT (25mPD) exceeds the BHR of 16mPD on the eastern part of the Site as stipulated in the OZP, minor relaxation for BHR for only the portion occupied by the SFCT is therefore sought as part of this application.
- 1.6 The major development parameters of the proposed development are set out in the following table. The MLP, floor plans, section plans and Landscape Master Plan (LMP) of the proposed development submitted by the applicant are at **Drawings A-1 to A-28**. The main uses by floors and a comparison of the key parameters of and the requirements in the endorsed PB for the Site are at **Appendices III and IV** respectively.

Major Development Parameters	
Site Area	About 4.80 ha
Commercial GFA <ul style="list-style-type: none"> • <i>Commercial/Retail</i> ^{^@} • <i>Office</i> 	Not more than 150,000m ² <i>About 85,776m²</i> <i>About 64,224m²</i>
Non-Commercial GFA [*] <ul style="list-style-type: none"> • <i>New Post Office</i> ^s • <i>Reprovisioned New Public Toilets</i> • <i>Transport Facilities</i> • <i>Public Vehicle Parking spaces</i> • <i>Reconstructed SFCT</i> 	About 22,819m ² <i>Not less than 9,700m²</i> <i>Not less than 360m²</i> <i>Not less than 2,240m²</i> <i>About 10,497 m²</i> <i>About 22 m²</i>
Total Plot Ratio (PR) <ul style="list-style-type: none"> • Commercial Portion • Non-Commercial Portion 	About 3.13 About 0.48
Maximum Site Coverage (SC)	65% (excluding basements)
No. of Towers	3
Maximum BHs <ul style="list-style-type: none"> • Western Portion 	47mPD (T1) [#] 50mPD (T2 & T3) [#]

² The PB for the "CDA" site was endorsed by the Metro Planning Committee (the Committee) of the Board on 23.12.2016. It sets out the broad planning principles and development requirements to facilitate the preparation of the MLP for the comprehensive development of the Site.

Major Development Parameters	
<ul style="list-style-type: none"> Eastern Portion 	14.2mPD to 16mPD (for Landscape Deck) Not more than 25mPD (for the reconstructed SFCT)
No. of Storeys <ul style="list-style-type: none"> Western Portion 	6 + 4 storeys of basement (T1) 9 + 6 storeys of basement (T2) 10 + 6 storeys of basement (T3)
<ul style="list-style-type: none"> Eastern Portion 	1 to 2
Total Provision of Public Open Space (POS) [@] (Drawing A-30) <ul style="list-style-type: none"> At-grade (G/F) Other Floors (1/F, 2/F and R/F) 	About 28,750 m ² <i>Not less than 12,000m²</i> <i>About 16,750m²</i>
Total Provision of Private Open Spaces	About 9,900 m ²
Total Greenery Coverage (Drawing A-29) <ul style="list-style-type: none"> At pedestrian level and primary zone (i.e. 15m vertical zone of a site along the abutting street level) 	Not less than 35% of site area (16,789m ²) Not less than 51.4% (8,640m ²)
Provision of Internal Transport Facilities	
(1) Public Vehicle Park (Reprovisioning of parking facilities at Star Ferry Car Park)	
<ul style="list-style-type: none"> Private Car Parking Spaces Motorcycle parking spaces 	325 (all in Site 3A) 30 (all in Site 3A)
(2) Transport Facilities (Relocation of existing transport facilities at Man Kwong Street)	
<ul style="list-style-type: none"> Coach bay (26m and 28m each) Taxi stand Public loading/unloading bay 	2 1 1
(3) Parking and Loading/Unloading (L/UL) for GIC Facilities	
<ul style="list-style-type: none"> Parking spaces for New Post Office L/UL bays for New Post Office 	28 9
(4) Ancillary Private Parking, L/UL and Lay-bys for Commercial Development	
<ul style="list-style-type: none"> Private Car Parking spaces Motorcycle Parking spaces L/UL Bay for Heavy Goods Vehicles Lay-bys for picking up/setting down of passengers 	552 28 94 4
Anticipated Completion Year ^{&} <ul style="list-style-type: none"> Site 3A Site 3B 	2026 2031

Remarks:

[^] 'Commercial/Retail' includes Shop and Services / Eating Place/ Place of Entertainment (theatre) uses. The toilet for public use (about 40m²) at Horizon Park (R/F) is commercial GFA accountable and has been included in the commercial/retail GFA calculation.

[@] Commercial facilities, such as alfresco dining facilities, moveable kiosks and open-air cafes, comprising a total floor area of 1,250m² (i.e. not more than 5% of the minimum requirement of POS) will be provided within POS, and is to be disregarded from total commercial GFA calculation.

^{*} Under the PB, additional non-commercial GFA shall be provided for public car parking spaces, transport facilities, GIC facilities including the New Post Office facilities, reprovisioned public toilets and the reconstructed SFCT, as required by the Government. Any floor space that is constructed or intended for use solely as GIC facilities and public vehicle park shall be included for non-commercial PR/GFA calculation.

- ^s The New Post Office should re-provision the district-led facilities of the existing GPO including Post Office Counters, Post Office Box Section, Delivery Office, Speedpost Section, and 28 parking spaces and 9 L/UL bays for the Hong Kong Post.
- [#] As claimed by the applicant, the height of the roof-top structures (RTS) for the Horizon Park on R/F (**Drawing A-12**), including plant rooms and maintenance corridor, do not exceed 50% of the total area of the R/F with height not exceeding 10% of the overall building. The height of the RTS ranges from 4.5m to 6.8m.
- [&] Site 3A would be developed first to re-provision the GPO facilities and the required number of public car parking spaces. Upon completion of the necessary re-provisioned/relocated facilities, the development of the remaining part at Site 3B will proceed.

Re-provisioning of GIC facilities

- 1.7 A new Post Office with GFA of about 9,700m² is proposed at G/F, B1/F and B2/F of T2 at Site 3A (**Drawings A-2, A-13 and A-15**) for the re-provisioning of the existing GPO facilities at Site 3B. To ensure minimal interruption to district-tied postal services, the existing GPO building will only be demolished after the completion of the re-provisioning work for seamless relocation of services.
- 1.8 Two new public toilets (**Drawing A-2**) with a total GFA of about 360m² will be provided at T1 and T3 respectively for the re-provisioning of two existing public toilets. These facilities, which will be open for public use on a 24-hour basis, will be designed with independent access with entrance visible from Yiu Sing Street and Man Yiu Street respectively.

Provision of Open Space and Greenery

- 1.9 POS and private open space are provided at various levels of the proposed development (**Drawings A-23 to A-28**). A total of about 28,750m² of POS of which about 12,000m² would be at-grade (about 25% of the site area) (**Drawing A-30**) will be provided. The POS will be equipped with barrier-free access and open 24-hours a day and free of charge (except the areas occupied by alfresco dining facilities, food kiosks and open-air cafes within the POS) (**Drawings A-24 to A-28**). These POS include: Grand Boulevard, Clock Tower Piazza, Bloemenmarkt (Flower Market) and Floral Circuit at G/F; majority of the Landscaped Deck (Eco Garden, Symphony Terrace and Harbour Amphitheatre) at 1/F; part of Chill-out at 2/F; and majority of Horizon Park (Habitat Garden, Urban Forest, Archipelago Garden, Rolling Forest, Family Garden, Mirror Pool and Sky Promenade) at R/F. A public toilet (not required in the PB), which is commercial GFA accountable, will also be provided at the Horizon Park on R/F so that users do not need to go down to the retail portion to use toilet facilities.
- 1.10 Private open spaces (about 9,900m²) are provided on 1/F (Countdown Plaza), 2/F (part of Chill-Out and Performance Deck), 3/F (Performance Deck) and R/F (The Knot and Sunrise Garden at Horizon Park) for visitors to gather for a large variety of private events, performances and functions complementary to the office and retail uses (**Drawings A-25 to A-28**). These private open space will be managed by the applicant and will be opened to the public when there are no private events taking place. The opening hours of these private open space will vary according to the timing of private activities.
- 1.11 An overall greenery coverage of about 35% of the whole Site (about 16,789m²) will be provided, among which about 51.4% of the greenery area (about 8,640m²) is provided at pedestrian level and primary zone. In line with the PB, a

greenery coverage of 50% at POS will be achieved (**Drawing A-29**). In terms of tree preservation and planting, among the 132 trees surveyed within the Site, 11 trees are proposed to be retained in-situ, while 13 and 108 trees are to be transplanted and felled respectively. At total of 414 new trees (not counting trees in movable planters) will be provided throughout the proposed development which is in excess of the requirements for compensatory trees in the ratio of 1:1.

Pedestrian Connectivity

- 1.12 The proposed development will serve as a major pedestrian corridor connecting the hinterland, harbourfront and adjoining areas. A comprehensive multi-level pedestrian network providing direct access with adjacent nodal attractions is proposed (**Drawings A-45 and A-46**). Apart from external connections, sufficient internal vertical connections, such as escalators, lifts, staircases and landscaped steps, will be provided for connecting various facilities and POS at multi-levels of the proposed development (**Drawing A-46**).

At-grade Connections

- 1.13 In the north-south direction, the Grand Boulevard together with the proposed two sets of pedestrian crossings across Yiu Sing Street and Lung Wo Road will help to connect the harbourfront and hinterland via various POS at G/F (**Drawing A-47**). The existing signalised pedestrian crossings across Man Yiu Street near Lung Wo Road and across Man Yiu Street near Yiu Sing Street will be maintained to provide an east-west connection from IFCII and Central Pier Bus Terminal at Site 3A (South) further to the Edinburgh Place and adjoining sites at the east (**Drawing A-2**).

Elevated and Underground Connections

- 1.14 On elevated levels, an internal pedestrian passageway of minimum 6m-wide within the retail portion of the development on 1/F serves as the major north-south pedestrian connection linking with various elevated passageways, including the existing Central Elevated Walkway via the escalator at M/F; the new Footbridge A connecting with IFCII to the west; and new Footbridge B linking up with the CTB to the south (**Drawings A-46 and A-49**). The pedestrian access along the outdoor Landscaped Deck on 1/F serves as another connection and is provided with elevated and vertical connections for integration with surrounding developments and open spaces on other levels of the development. These pedestrian connections will be barrier-free and open 24 hours daily for public access. Besides, an opening will be reserved for allowing additional elevated connection to Sites 1 and 2 (i.e. the "CDA(2)" and "C" zone to the northwest of the Site (**Plan A-2**)).
- 1.15 On underground level, apart from the connection to Statue Square via the existing subway on B1/F (**Drawings A-47 and A-51**), a new subway across Connaught Road Central connecting B3/F of T3 with MTR Central Station is proposed (**Drawing A-52**). The applicant mentions that potential future connections to MTR Hong Kong Station and IFC carpark across Man Yiu Road will be further explored in the detailed design stage.

- 1.16 To facilitate the construction of the Site, the existing footbridge along the western boundary of the Site currently connecting the footbridge system in Central and the CTB will have to be demolished. To maintain uninterrupted connection, a temporary footbridge with a minimum clear width of 6m and minimum headroom of 2.6m providing the same level of service will be constructed prior to commencement of the demolition of the existing footbridge (**Plan A-5**).
- 1.17 The temporary footbridge, new footbridges and new subway as mentioned above will be designed, constructed, managed and maintained by the applicant subject to approval from relevant government departments/parties.

Vehicular Accesses and Provision of Transport Facilities

- 1.18 The proposed vehicular ingress and egress for T1 (including the transport facilities) are situated at Man Yiu Street and Yiu Sing Street, while those for T2 and T3 are at Yiu Sing Street and Connaught Place respectively (**Drawings A-2 and A-44**).
- 1.19 Apart from the ancillary parking spaces and L/UL facilities of the development which will be located at various basement levels of all three towers, a public vehicle park with not less than 325 public car parking spaces and 30 public motorcycle parking spaces will be provided at B4/F and B4M/F of T2 to re-provision the public car parking spaces at the to-be-demolished Star Ferry Car Park. Transport facilities, including a taxi stand are provided at G/F of T1 to re-provision the existing facilities at Man Yiu Street, while the parking spaces and L/UL for the New Post Office will be provided at B2/F of T2. An additional on-street pick-up and drop-off lay-by will be provided on southern side of Lung Wo Road (**Drawing A-2**).

Architectural Permeability and Sustainability Aspects

- 1.20 In terms of architectural design, the massing of the commercial towers are minimised with the carving in of open space at multiple levels. Building separations in the form of five “urban windows”³, with width and areas ranging from 25m to 47m and from 125m² to 1,090m² respectively, are introduced to improve air ventilation and visual permeability (**Drawing A-33**). The 20m-wide, 300m-long tree-lined pedestrian axis at the Grand Boulevard together with the Clock Tower Piazza would create a visual corridor and strengthen visual continuity from the hinterland and Victoria Harbour.
- 1.21 Building façades are inwardly slanted to maximise penetration of daylight into open spaces, and low-reflective glass with external reflectance not exceeding 20% will be adopted to ensure that sunlight reflection from the building façade is controlled. Specially designed skylights and voids are introduced at the Horizon Park, Landscaped Deck and the atrium of retail mall (e.g. The Crystal) to allow natural light penetration. Other sustainable features, including solar panels and a

³ Two urban windows at podium level include: Urban Window 1 between T2 and T3 above Lung Wo Road and Urban Window 2 between T1 and T2 above Yiu Sing Street which comprises two portions. The other three urban windows are at street level, i.e. Urban Window 3 between T2 and T3 spanning over Lung Wo Road; Urban Window 4 between T1 and T2 spanning over Yiu Sing Street; and Urban Window 5 connecting Connaught Place and Clock Tower Piazza.

self-contained, self-sufficient ‘Zero Irrigation System’⁴ (**Drawings A-31 and A-42**) at the Horizon Park for rainwater harvesting/recycling, will be provided within the proposed development.

1.22 In support of the application, the applicant submitted the following documents:

- (a) Application form received on 18.11.2022 **(Appendix I)**
- (b) Supplementary Planning Statement (SPS) together with PB Requirements Checklist, Urban Design Proposal, Landscape Master Plan (LMP) with Landscape and Greening Proposals, Traffic Impact Assessment (TIA), Proposed Development Programme, Visual Impact Assessment (VIA), Air Ventilation Assessment (AVA), Preliminary Environmental Assessment (PEA), Drainage and Sewerage Impact Assessments (D&SIA) and Impact Assessment Report for Works within the Central-Wan Chai Tunnel Influence Zone received on 18.11.2022 **(Appendix Ia)**
- (c) Further information (FI)(1) received on 14.12.2022 ^ **(Appendix Ib)**
- (d) FI(2) received on 22.12.2022 ^ **(Appendix Ic)**
- (e) FI(3) received on 30.12.2022 # **(Appendix Id)**
- (f) FI(4) received on 20.1.2023 ^ **(Appendix Ie)**
- (g) FI(5) received on 2.2.2023 ^ **(Appendix If)**
- (h) FI(6) received on 9.2.2023 ^ **(Appendix Ig)**

^accepted and exempted from publication and recounting requirements

#accepted but not exempted from publication and recounting requirements

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the SPS and FIs at **Appendices Ia to Ig**. They are summarised as follows:

Enhance the image of Central Business District (CBD)

- 2.1 The maximised provision of commercial floor space at the proposed development responds to the strong demand for prime Grade-A office in Hong Kong, while the vibrancy brought by the variety of commercial, retail and leisure activities complement the CBD setting. The commercial/retail portion has mainly been planned at the lower floors/basements and underneath the landscaped deck (**Drawings A-21 and A-22**), in which majority of the retailing

⁴ The ‘Zero-Irrigation System’ is a system comprises water retention tanks that reuses rainwater for landscape irrigation. It converses rainwater for irrigation and relieves the pressure in the urban sewer system at the same time. During wet weather, rainwater filters through the planter soil and drains into the retention tanks. During dry weather, water is drawn upward from the tanks into the planter soil by capillary action. Overflow pipes would be in place at the top of the retention tanks to prevent waterlogging during heavy rainstorms.

activities are designed at the south of the Site to create a significant retail mass closer to the hinterland.

In line with planning intention, and planning and design requirements under the PB

- 2.2 The proposed development respects all planning and design requirements set out in the PB. Additional merits, such as provision of POS and greenery exceeding the requirement under the PB, have been provided.
- 2.3 The proposed development with offices, POS, retail and event spaces and GIC uses is in line with the planning intention and will help realising the vision as a comprehensive harbourfront landmark and set a benchmark for sustainable design. Moreover, the provision of a world-class theatre reinforces the civic, historic and cultural significance of the area.
- 2.4 Existing GIC and transport facilities will be re-provisioned at the proposed development as per the requirements under the PB. Uninterrupted services of GIC facilities throughout the construction stage would be ensured. The proposed public vehicle park would be provided before the demolition of Star Ferry Car Park and is in full compliance with the Conditions of Sale. Such parking facilities would be well-integrated with the hinterland and easily accessible under a weather-protected environment via the comprehensive pedestrian network.

Compatible with surrounding areas

- 2.5 The proposed development, with BHs descending towards the harbourfront, is compatible with the existing urban fabric, in terms of scale and height profile. The small footprint of SFCT will not affect the overall compatibility of the proposed development. Integration with the adjoining areas occupied by the Hong Kong Observation Wheel and entertainment event spaces would be explored in detailed design and operation stages.

Compliance with Harbour Planning Guidelines

- 2.6 The proposed development complies with the Harbour Planning Guidelines in that there has been public engagement on the application; the proposed land uses would promote vibrancy and diversity; the design and massing of the development commensurate with the harbourfront setting; ample greenery and optimised physical linkages have been proposed; limited land formation and no land reclamation is required; sustainable design will be adopted; and temporary arrangements would be in place during the phased development.

Reinforce the importance of Design Corridors and View Corridor

- 2.7 Under the Urban Design Study for the New Central Harbourfront (UDS), the Statue Square Corridor (**Drawing A-32**) is recommended to be maintained as a key principle Design Corridor. The reconstructed SFCT and the Clock Tower Piazza (**Drawing A-43**) will help reinforce the spatial character of these historic landmarks. Special streetscape and landscape treatment and provision of visual heritage experiences would enhance the way finding and visual connectivity towards the harbourfront.

- 2.8 The Grand Boulevard and other at-grade open spaces as well as the Landscaped Deck on 1/F will form an integrated linear park along the axis of the Statue Square to the harbourfront. The Grand Boulevard also acts as an important view corridor, providing physical and visual connection with the nearby areas (**Drawing A-24**).

Enhance pedestrian connectivity

- 2.9 Barrier-free, weather-protected pedestrian accesses are provided across multiple levels of the proposed development with direct, seamless connections with surrounding developments as mentioned in paragraphs 1.12 to 1.17 above. The proposed internal pedestrian passageway at 1/F is considered the shortest route connecting the hinterland and harbourfront. The proposed at-grade crossing locations are considered appropriate and required minimal pedestrian detour from the Grand Boulevard. The applicant undertakes to consider enhancing/beautifying the connections between the hinterland and the harbourfront in the subsequent detailed design stage.

Enhance open space provision and landscape amenity and create urban biodiversity

- 2.10 The proposed development help create a better environment for the public through the provision of open spaces. The open spaces will include seating areas, performance platforms and event spaces that will offer new social and leisure opportunities to the local community. The design of POS will follow the Public Open Space in Private Developments Design and Management Guidelines.
- 2.11 An overall greenery coverage of about 35% will be achieved (**Drawing A-29**). Sufficient soil depth would be provided for tree establishment and the proposed trees (more than 400 nos.) within the proposed development would provide ample shading and improve the microclimate. In particular, the Horizon Park will be a floating urban oasis and urban forest supported by a 'Zero Irrigation System' for sustainability and resilience (**Drawing A-31**). Setback of planting area along perimeter of the Horizon Park would be provided to minimise the falling of broken tree branches outside of the development area. Future management agent of the open spaces will provide regular horticultural maintenance to ensure the planting are in healthy conditions.
- 2.12 The proposed development aims to recreate urban biodiversity and a 'Wildlife Habitat Bridge'. The integrity of local ecosystems will be enhanced through the introduction of diverse plant species and vegetation structures (especially species for habitat recreation) as well as maximising the use of native species of trees and shrubs to enrich plant diversity. Urban biodiversity education programme will also be provided to visitors to achieve a synergising effect. The applicant will explore the recommendation regarding setting up clear biodiversity goals and a long-term monitoring plan in the detailed design stage.

Compliance with Sustainable Building Design Guidelines (SBDGs)

- 2.13 The proposed development responds to the global climate change and supports the initiative from World Green Building Council on Advancing Net Zero and creates a new benchmark for a people-centric place with liveability, wellbeing, design towards zero carbon, connection, and sustainable community in the heart

of Central. The proposed development targets to achieve the highest rating (Platinum) in BEAM Plus New Building, BEAM Plus Neighbourhood, LEED Certification and WELL Certification.

No adverse impacts to the surroundings

- 2.14 As demonstrated in the submitted technical assessments, the proposed development will not generate adverse impacts on traffic, visual, air ventilation, environmental, drainage, sewerage and the CWB Tunnel. It is also demonstrated that there are no physical conflicts between the proposed foundation of SFCT and the as-planned MTR AREOT structure. Close liaison with MTRCL/relevant parties would be maintained to coordinate the works programmes and interface issues of the Site and railway projects, including the SFCT and the sewerage connection works. Relevant mitigation measures and site management practices will be adopted to minimise the potential nuisances and pollution during the construction and operation of the proposed development.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is the sole “current land owner”. Detailed information would be deposited at the meeting for Members’ inspection.

4. Background

- 4.1 The planning for the New Central Harbourfront under Central Reclamation Phases I to III (CRI to CRIII) began in the 1980s. In the late 1990s, in the light of the enactment of the Protection of the Harbour Ordinance (PHO), the proposals for CRIII were reviewed, and a reduced reclamation was adopted. The revised land use and urban design concept of the area was subsequently incorporated into the approved Central District (Extension) OZP No. S/H24/2. Upon request of the Board, Planning Department (PlanD) commissioned the UDS in March 2007 to refine the existing urban design framework and to prepare planning and design briefs for the eight key sites (KS) within the Study Area to guide the future development which was completed in 2011. The design concept of the Site was formulated under the UDS following two stages of public engagement exercises.
- 4.2 According to the final recommendation of UDS, the Site, which is one of the KS, 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 Corridor to Central Piers No. 7 and 8 across Lung Wo Road and Yiu Sing Street. The old SFCT is recommended to be reconstructed at its original location. To guide the development at the “CDA” site, a PB setting out the planning objectives, development parameters, planning requirements and design guidelines has been drawn up to facilitate the preparation of MLP for future development (**Appendix II**). The PB was endorsed by the Committee on 23.12.2016 after consultation with the Central and Western District Council and the Harbourfront Commission (HC).

- 4.3 An open tender for disposal under a two-envelope approach was launched on 18.12.2020. During the tender stage, all interested tenderers were required to submit a design proposal which is compliant with the PB requirements. The tender was closed on 18.6.2021 and awarded to the applicant on a 50-year land grant on 2.12.2021. According to the tender document, to uphold fairness of the competitive two-envelope tender process, the successful tenderer (i.e. the applicant) is required to prepare a MLP in strict accordance with the winning design proposal for approval by the Board. As confirmed by relevant government bureaux/departments, the proposed scheme submitted under the current application is generally in accordance with the design proposal submitted by the applicant during the open tender.

5. Previous Application

The Site is not the subject of any previous applications.

6. Similar Application

There is no similar application in the vicinity of the Site.

7. The Site and its Surrounding Areas (Plans A-1 to A-4)

7.1 The context of the Site is mentioned in paragraph 1.3 above.

7.2 The surrounding areas have the following characteristics (**Plan A-2**):

- (a) to the immediate north of the Site is an existing public transport terminus (PTT) at Man Kwong Street, a proposed reprovisioned gas kiosk (approved under Application No. A/H24/30), and an existing electrical substation (ESS). To the further north across the PTT is CTB and Central Piers No. 7 and 8 which is linked by the existing elevated footbridge;
- (b) to the immediate northeast of the Site is the Central Harbourfront Promenade including the AIA Vitality Park and the Hong Kong Observation Wheel and further northeast is Central Piers No. 9 and 10. To the east of the Site are Edinburgh Place, City Gallery, City Hall Car Park, and Hong Kong City Hall (a declared monument). To the further east across Yiu Sing Street is the Central Harbourfront Event Space;
- (c) to the south of the Site across Connaught Road Central and Connaught Place are the Statue Square, Cenotaph (a declared monument), Mandarin Oriental Hotel, Connaught Garden and Jardine House. To its further south is the Court of Final Appeal and HSBC Main Building and the Landmark; and
- (d) to the southwest of the Site across Connaught Place is Exchange Square. To the west of the Site across Man Yiu Street are the IFC Mall, MTR Hong Kong Station and the IFCII and to the northwest of the Site is an existing bus terminus.

8. Planning Intention

The planning intention of 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 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 environment, traffic, infrastructure and other constraints.

9. Planning Brief

- 9.1 The PB sets out the broad planning principles and development requirements to facilitate the preparation of the MLP for the comprehensive development of the “CDA” site where the Site situated (**Appendix II**). According to the PB, the Site is intended for comprehensive commercial development, mainly for office and retail uses, and a continuous landscaped pedestrian deck, with the provision of POS and other supporting facilities.
- 9.2 The proposed development generally complies with the PB requirements in the aspects of uses, key development parameters, various planning requirements including stepped BH profile, provision of public open space, greenery coverage, visual and pedestrian access from the hinterland to the harbour, landscaping, GIC and transport facilities provision, reconstruction of the SFCT, public car parking and L/UL provision and other technical requirements. A compliance table of major development parameters and planning requirements of the PB and the current scheme is set out in **Appendix IV**.

10. Comments from Relevant Government Bureau/Departments

- 10.1 The following government bureau/departments have been consulted and their views on the application and the public comments received are summarised as follows with their detailed comments and requirements set out in **Appendix V**:

Harbour Planning Perspective

- 10.1.1 Comments of the Commissioner for Harbourfront, Development Bureau (DEVB):
 - (a) No comment from harbourfront planning perspective.
 - (b) The applicant is reminded of the needs to consider and incorporate comments by members of Harbourfront Commission’s Task Force on Harbourfront Developments on Hong Kong Island (the Task Force) raised at the meeting on 1.12.2022, including but not limited to, landscaping, connectivity, curatorship and appropriate arrangements for public enjoyment during the construction period.
 - (c) The gist of the application and the further information have been circulated to members of the Task Force for perusal. They were invited to submit comments, if any, in personal capacity to the

Board. A member of the Task Force has provided comments (**Appendix VI**) on the application.

Land Administration

10.1.2 Comments of the Chief Estate Surveyor/Lands Supply, Lands Department (CES/LS, LandsD):

- (a) The Lot was sold by the public tender to Pacific Gate Development Limited (the Purchaser) under the two-envelope approach. The use and development of the Lot is governed by the Conditions of Sale No. 20388 dated 2.12.2021 (the lease) which restricts the Lot for non-industrial (excluding residential, godown and petrol filling station) purposes with a total GFA not exceeding 150,000m². The proposed development within Site 3A shall be completed on or before 31.12.2027 while the proposed development within Site 3B shall be completed on or before 31.12.2032.
- (b) As required under the lease (its Special Condition (SC)(27)(a) refers), the relevant parts of design proposal as stipulated in the Tender Notice (including, inter alia, the MLP(s)) and submitted by the Purchaser shall be signed and dated by the Permanent Secretary for Development (Planning and Lands) (PSPL) and the Purchaser, and thereafter be deposited with the Director of Lands (D of Lands) which shall constitute the “Purchaser’s Proposal”. The Purchaser’s Proposal shall not be amended etc. except with the prior written approval of the PSPL who may give such approval on such terms and conditions as he sees fit or refuses it at his absolute discretion. Under SC(27)(d) of the lease, the Lot or any part thereof shall not be developed except in accordance with the latest version of the Purchaser’s Proposal deposited with the D of Lands.
- (c) As the detailed design for the Landscaped Deck, Pedestrian Passageway and Pedestrian Link will only be provided by the applicant at development submission stage, her comments on the aforesaid public facilities required under lease from lease perspective are hereby reserved.

Traffic Aspect

10.1.3 Comments of the Commissioner for Transport (C for T):

- (a) No objection to the planning application from traffic engineering perspective.
- (b) Detailed comments on the submitted TIA are at **Appendix V**.
- (c) Should the application be approved by the Board, the following approval conditions are recommended to be imposed:
 - (i) the design and provision of vehicular accesses (with queuing space), internal transport facilities (including car parking spaces, loading/unloading spaces, picking-up/setting-down

facilities and public transport facilities) and public transport facilities to the satisfaction of the C for T or of the Board; and

- (ii) the design and implementation of the new pedestrian crossing facility at Yiu Sing Street and the associated traffic review to the satisfaction of C for T or of the Board.

Railway Project Interface Aspect

10.1.4 Comments of the Chief Engineer/Railway Development 2-1, Railway Development Office, HyD (CE/RD 2-1, RDO, HyD):

- (a) The Site falls within the railway influence area and administrative route protection boundary associated with the proposed AREOT and the proposed NIL promulgated under the Railway Development Strategy-2014 (RDS-2014).
- (b) The applicant should make sure his office will be consulted and liaised for any updates on the preliminary and detailed design construction details and programme of the proposed works to resolve any interfacing issues between the two projects in accordance with HyD Technical Circular (TC) No. 3/2015. The foundation design method statement and details of any construction works in the vicinity of the future railway works shall be circulated to his office for agreement in advance. The as-built plans of works at the Site should be provided for his record.

Urban Design, Visual and Air Ventilation Aspects

10.1.5 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Urban Design and Visual Aspects

- (a) The Site commands a prominent location at the New Central Harbourfront, surrounded by large-scale commercial development, i.e. IFCII (410mPD), Exchange Square (190mPD) and Jardine House (185mPD) to its south and west, GIC uses including City Hall Complex (58mPD) to its east and Central Piers to its north. The three commercial towers are proposed with BH ranging from 50mPD to 47mPD descending from the south to the north towards the harbourfront. The reconstructed SFCT up to 25mPD will be reinstated at the Clock Tower Piazza with respect to its original design (same height as the old SFCT of 25mPD with dimension of 4m (W) x 4m (L)) in the eastern part of the Site. In view of the surrounding context, the proposed development can fit into the overall stepped BH profile descending from the hinterland towards the harbourfront that are commensurate with the harbourfront setting.
- (b) As proposed by the applicant, the proposed development consists of three layers in its design, including 1) the at-grade open space; 2) landscaped deck spanning across Lung Wo Road and Yiu Sing

Street; and 3) the Horizon Park at roof level. The commercial towers are proposed on top of the continuous landscaped deck (up to 16mPD) as a podium. Such design facilitates the diversity in building form and variation in building height. Five “urban windows” are proposed at podium (between buildings) and street levels to enhance the visual and air permeability. Besides, voids/skylights on the podium roof and landscaped deck will be provided to enhance lighting and ventilation for the ground level environment.

- (c) On street level, a Grand Boulevard will be provided to allow a prominent tree lined pedestrian axis and facilitate the open space and visual linkages between the Statue Square and Central Piers. The Grand Boulevard will also form a visual corridor to create a clear vista to connect the surrounding historical sites, such as the Statue Square, City Hall Complex, the Cenotaph and the Court of Final Appeal Building.
- (d) The applicant has adopted the notional scheme under the UDS as a Baseline Scheme, i.e. five proposed towers with BH ranging from 30mPD to 50mPD with a continuous landscaped deck at 14mPD, to compare against the Proposed Scheme in the VIA. With introduction of various design measures including the urban windows and voids/skylights to promote visual permeability, rooftop garden with extensive greening at the Horizon Park, visual corridor along the landscaped deck and Grand Boulevard, etc., the Proposed Scheme would result in enhancement in terms of visual quality to the surrounding built environment as claimed by the applicant.

Air Ventilation Aspect

- (e) An AVA Initial Study (AVA-IS) using computational fluid dynamic modelling has been carried out to compare the pedestrian wind environment in the surroundings of the Proposed Scheme with that in the Baseline Scheme (the notional Scheme under the UDS Study).
- (f) The Proposed Scheme includes a total of five urban windows to increase the permeability of the development as shown on **Drawings A-21 and A-22**. The two urban windows above the landscaped deck and two at ground floor will be aligned with the prevailing winds in an E-W direction while the remaining one at ground floor will be in NE-SW direction.
- (g) With the proposed wind enhancement features, the simulation results show that under both annual and summer conditions, the overall performances of the pedestrian wind environment in the surrounding areas and immediate vicinity of the Site for both Baseline Scheme and Proposed Scheme are generally comparable.

Open Space Provision and Landscape Aspects

10.1.6 Comments of the Director of Leisure and Cultural Services (DLCS):

- (a) No objection to the application.
- (b) The applicant is advised to observe the relevant technical circulars including DEVB TCW No. 6/2015 & 4/2020, 5/2020, etc. for matters related to maintenance of vegetation and tree preservation.
- (c) Some of the components of the SFCT are being kept by Hong Kong Museum of History (MH). The applicant may apply to MH for loaning out the components under the established procedures for displaying to the general public, subject to such terms and conditions as may be imposed by MH.

10.1.7 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) With reference to Table 3.1 in the LMP (**Appendix Ia**), among 180 nos. of existing trees being surveyed, 11 nos. of them are proposed to be retained, 33 nos. are proposed to be transplanted, and the remaining 136 nos. are proposed to be removed. No Old and Valuable Trees (OVT)/tree of particular interest nor rare/protected tree is found within the Site according to Annex II under the LMP (**Appendix Ia**). Landscape treatments including approximately 414 nos. of new trees and shrubs/groundcovers planting are proposed within the Site to mitigate landscape impact arising from the proposed development and to enhance the landscape quality of the Site.
- (b) Should the application be approved, an approval condition requiring the submission and implementation of a LMP to the satisfaction of the Director of Planning or of the Board should be imposed.

G/IC Facilities Provision Aspect

10.1.8 Comments of the Postmaster General, Hong Kong Post (HKP):

- (a) The applicant should ensure the areas of the new Post Office provided at Site 3A tally with the authorised net operation floor area (NOFA) and should improve the design at the detailed submission stage, including provision of additional lifts and staircases, to avoid long circulation routes so as to meet HKP's operational needs. HKP may further review the detailed design in the drawing submission stage.
- (b) Should the application be approved, imposition of an approval condition requiring the design and provision of new Post Office accommodation at Site 3A to the satisfaction of the Postmaster General, HKP or of the Board is recommended.

10.1.9 Comments of the Director of Food and Environmental Hygiene (DFEH):

- (a) It is observed that the public toilets A and B are not reprovisioned in-situ at the Man Yiu Street and Star Ferry Multi-Storey Car-park Public Toilet. The applicant is advised to consult his department on the proposed locations of the two public toilets separately.
- (b) Should the planning application be approved, an approval condition on the design and provision of the two new public toilets at Site 3A and Site 3B respectively to the satisfaction of the DFEH or of the Board should be imposed.

Drainage and Sewerage Aspects

10.1.10 Chief Engineer/Hong Kong & Islands, Drainage Services Department (CE/HK&I, DSD):

- (a) No objection to the application.
- (b) If the planning application is approved, a subsequent review/update of the subject SIA and/or implementation of sewerage works by appropriate parties may be needed prior to the implementation or commissioning of the subject planning project.
- (c) Should the planning application be approved, the following approval conditions are recommended to be imposed:
 - (i) submission of a revised Drainage impact Assessment (DIA) and the implementation of the mitigation measures identified therein and any other stormwater drainage facilities to the satisfaction of the Director of Drainage Services (D of DS) or of the Board;
 - (ii) the submission of a revised SIA to the satisfaction of the Director of Environmental Protection or of the Board; and
 - (iii) the implementation of the local sewerage upgrading/sewerage connection works identified in the revised SIA to the satisfaction of the D of DS or of the Board.

Fire Safety Aspect

10.1.11 Comments of the Director of Fire Services (D of FS):

- (a) No objection to the application subject to water supplies for firefighting and fire service installations being provided to the satisfaction of his department.
- (b) Detailed fire services requirements will be formulated upon receipt of formal submission of general building plans.
- (c) The emergency vehicular Access provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of

the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department.

- (d) In addition, as the development may involve basement, Para. 5 in Part 1 of Fire Services Department (FSD) Circular Letter 4/96 shall be complied with.

Other Aspects

10.1.12 Comments of the Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office (AMO), DEVB:

- (a) Since the old SFCT was neither a graded historic building nor an item pending grading assessment, he has no comment on the proposed reconstruction of the old SFCT.
- (b) AMO is required to be informed immediately when any antiquities or supposed antiquities under the Antiquities and Monuments Ordinance (Cap. 53) are discovered in the course of works.
- (c) The Site is very close to a declared monument, Hong Kong City Hall (HKCH), which is protected under the Antiquities and Monuments Ordinance (Cap. 53). The redevelopment and the proposed relaxation of BH restriction of the Site should not impose any adverse physical and visual impact on HKCH.
- (d) In addition, he would like to appeal to the applicant's agreement to facilitate AMO to conduct detailed recording of the Star Ferry Car Park built in 1957, the subway connecting to the Statue Square built in 1958 and the GPO built in 1976 prior to commencement of works.

10.2 The following departments has no objection to/no comment on the application and their detailed comments and requirements are at **Appendix V**:

- (a) Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD);
- (b) Chief Highway Engineer/Hong Kong, Highways Department (CHE/HK, HyD);
- (c) Chief Building Surveyor/Hong Kong West, Buildings Department (CBS/HKW, BD)
- (d) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (e) Project Manager (South), Civil Engineering and Development Department (CEDD);
- (f) Head of Geotechnical Engineering Office, CEDD;
- (g) Commissioner for Police (C of P);
- (h) Director of Agriculture, Fisheries and Conservation;
- (i) Director of Environmental Protection (DEP);
- (j) Director of Electrical and Mechanical Services (DEMS); and
- (k) District Officer (Central and Western), Home Affairs Department.

11. Consultation with the Harbourfront Commission (HC)

- 11.1 The applicant consulted the HC's Task Force on 1.12.2022. As conveyed by the Harbour Office of DEVB, members of the Task Force at the meeting raised comments on the landscaping, connectivity, curatorship and appropriate arrangements for public enjoyment during the construction period.
- 11.2 As mentioned in paragraph 10.1.1 above, a member of the Task Force provided comments similar to those raised at the Task Force meeting regarding the availability of alfresco dining facilities on the Horizon Park, the alignment of the crossing at Yiu Sing Street and connectivity between the hinterland and harbourfront, the interface with nearby railway works/projects, the safety measures of rooftop planting, continuous public engagement at detailed design stage, and concerns relating to the relocation of parking spaces at Star Ferry Car Park (**Appendix VI**).

12. Public Comments Received During Statutory Publication Periods

On 25.11.2022 and 6.1.2023, the application and FI(4) (**Appendices Ia and Ie**) were published for public inspection. During the statutory public inspection periods, a total of 19 public comments were received, including two supportive comments from the Entertainment Corporation Limited⁵ and an individual, 12 objecting comments from individuals, and 5 comments from the World Wide Fund for Nature Hong Kong, Harbourfront Business Forum and Designing Hong Kong Limited and an individual raising concerns on the application (**Appendix VII**). The major grounds of the public comments are summarised as follows:

Supportive views (2)

- (a) The proposed development could provide a better place for public to enjoy the impressive Victoria Harbour and skyline, and offers a walkable environment to the harbour.
- (b) Seamless integration with the adjoining Hong Kong Observation Wheel site is supported. The need to create entertainment to actively encourage usage of current and future harbourfront spaces should not be overlooked.

Objecting comments / Raising concerns (17)

The uses, architectural design and visual integration with the surrounding areas

- (c) additional offices, retail uses and theatre space is not necessary at this location;
- (d) the location of the new Post Office and public vehicle park are not convenient. The existing GPO and Star Ferry Car Park should be preserved;
- (e) alfresco dining and/or food kiosk should be permitted on the rooftop park, landscaped deck and on ground level along the open space;

⁵ The Entertainment Corporation Limited is the operator of the Hong Kong Observation wheel and AIA Vitality Park.

- (f) the proposed development is too tall and will create wall effect. The building design and massing can be further enhanced, e.g. adopting a more terraced building profile;
- (g) the proposed SFCT lacks ambiance or reference to its original purpose. Realistic rendering should be provided to demonstrate that SFCT can be seen from the hinterland, and that a clear, unobstructed vista towards the harbour could be achieved;

Design of open space

- (h) a place-making statement should be provided detailing the design, use and maintenance of each open space;
- (i) the public spaces are not well connected with the harbourfront area. More trees and tables should be provided and urban farming should be considered as part of the POS at the proposed development;

Landscaping and environmental aspects

- (j) the proposed tree planting and landscaping on the Landscaped Deck on 1/F and the Horizon Park on R/F appear to be unrealistic and impractical, due to the limitation in soil profile;
- (k) using local flora to attract local fauna is important, while non-native species should be avoided. The applicant should set clearly biodiversity goals supported by indicator species with a long-term monitoring plan;
- (l) a clear carbon reduction target and roadmap for achieving net zero by 2050 should be prioritised before any plans of offsetting carbon. The proposed buildings should be smart and sustainable and aim towards net zero using innovative design;

Traffic and pedestrian connectivity

- (m) the applicant fails to provide better traffic management solutions, particularly on vehicular access arrangements. Traffic congestions and illegal parking are likely anticipated with the closure of the road network at Edinburgh Place which is currently heavily used for L/UL activities;
- (n) a direct, covered connection with travellers should be provided to connect the existing footbridges in Central to the CTB. A more direct pedestrian corridor along the Grand Boulevard and barrier-free access to the Landscaped Deck should be provided. Weather-protected space and green areas and the areas with weather-protected pedestrian access should be clearly illustrated;
- (o) direct accesses should be provided between the harbourfront/ground-level open space and R/F, and between the proposed transport facilities at the Site and the Central piers. A new underground walkway to MTR Hong Kong Station and extension of the deck over Yiu Sing Street and a landing near the Central Harbourfront Event Spaces should be considered; and

- (p) the way to achieve integration with the Hong Kong Observation Wheel site should be provided.

13. Planning Considerations and Assessments

- 13.1 The current application is for proposed commercial development involving provision of offices and a variety of commercial/retail uses including a theatre and GIC uses for the reprovisioning of the GPO and two public toilets, the reconstruction of the SFCT, the provision of transport facilities and public vehicle park. A landscaped deck and open spaces (including POS of about 28,750m²) have been proposed. Minor relaxation of BH restriction from 16mPD to 25mPD (+56% or 85% in absolute BH⁶) for the reconstruction of SFCT at its original location at the eastern part of the Site (**Drawing A-1**) is sought as part of this application.

Compliance with Planning Intention

- 13.2 The site is designated “CDA” which is intended for comprehensive office and retail development with landscaped pedestrian deck and provision of POS and other supporting facilities. As set out in paragraphs 4 and 9 above, a PB has been prepared to guide the development of the Site. In formulating the development parameters and requirements under the PB, due regard has been given to the topography and surrounding land uses, the need to preserve major visual corridors, and comments of government departments on relevant technical aspects. The proposed uses of the proposed development as recapitulated in paragraph 13.1 above are in line with the planning intention of the “CDA” zone and the planned uses of the Site as set out in the endorsed PB.

Land Use Compatibility and Development Intensity

- 13.3 Surrounding the Site at its west and southwest are predominantly commercial developments (the office towers of Jardine House, One to Three Exchange Square and IFCII, and retail use (IFC mall)). Open space and GIC uses are mainly to its south and east (Statue Square, the Cenotaph, Edinburgh Place and HKCH), while waterfront/open space related spaces are to its north and northeast (Central Harbourfront Event Spaces and the Central Harbourfront Promenade including the AIA Vitality Park with the Hong Kong Observation Wheel) (**Plan A-1**). The proposed development with office, commercial/retail and government uses, landscaped deck and open space is compatible with the existing developments and planned land uses in the area.
- 13.4 Under the current scheme, a total commercial GFA of 150,000m² (i.e. 64,224m² and 85,776m² for office and commercial/retail uses respectively) and non-commercial GFA 22,819m² for various government uses, including the new Post Office and the two reprovisioned public toilets, transport facilities, public car park spaces and the reconstructed SFCT, as required by the government, are proposed. Relevant departments consulted, including C for T, HKP, DFEH and ArchSD, have no adverse comments on the proposed GFA of the non-commercial facilities. Whilst there is no PR/GFA restriction stipulated under the

⁶ The absolute BH is based on the site formation level of 5.5mPD proposed by the applicant shown in **Drawing A-2**.

OZP for the subject “CDA” zone, the proposed commercial and non-commercial GFA of the current scheme are in line with the requirements under the PB and are considered acceptable.

BH and Relaxation of BH Restriction for Reconstruction of SFCT

- 13.5 The proposed development complies with the BH restrictions stipulated on the OZP except the reconstructed SFCT. In line with the PB, the proposed development has adopted a stepped height profile with BH descending towards the harbourfront. As per PB requirement, a reconstructed SFCT with BH of 25mPD is proposed at the eastern part of the Site, and minor relaxation of BH from 16mPD to 25mPD (i.e. increase in BH from 9m (+56%)) for the SFCT is sought as part of this application to facilitate its construction (**Drawings A-1 and A-43**).
- 13.6 According to the applicant, the proposed SFCT would be reinstated in accordance with its original design, dimension (4m (W) x 4m (L) x 25m (H)) , and its small footprint will not affect the overall compatibility of the proposed development. Besides, it would act as a focal point and provides visual interest to reinforce the cultural value of surrounding historic landmarks extending from the hinterland towards the harbour (**Appendix Ic and Drawing A-32**). The applicant has submitted VIA (Appendix G of **Appendix Ia**) to support the proposed development, including the proposed BH relaxation of the SFCT. CTP/UD&L, PlanD comments that the proposed development, including the reconstructed SFCT at the eastern part of the Site, can fit into the overall stepped BH profile descending from the hinterland towards the harbourfront. CA/CMD2, ArchSD has no comment on the proposed development from the architectural and visual perspectives. In this regard, the proposed BHs of the development, including the relaxed BH for the reconstructed SFCT, is compatible with the surrounding environment.

Proposed Layout and Design Principles

- 13.7 As mentioned in paragraph 4 above, the current proposal is submitted in strict accordance with the winning design proposal submitted by the applicant during the two-envelope open-tender stage. In line with the design requirements under the PB, various responsive building design features have been adopted to respect the overall Central harbourfront setting, as well as to enhance visual and air permeability, promote diversity of activities and better environment through provision of open spaces and greening, and enhancing pedestrian connectivity between the hinterland and the harbourfront areas.

Disposition of Buildings for Enhanced Visual and Air Permeability

- (a) The proposed development consists of three layers in its design, including the at-grade open space, three commercial towers proposed on top of the podium at the western portion connecting with the continuous landscaped deck on 1/F (up to 16mPD) at the eastern portion of the Site, and the Horizon Park on R/F (**Drawing A-32**). The proposed towers are positioned at the western part of the Site, while the low-rise Landscaped Deck and at-grade POS (e.g. Grand Boulevard and Clock Tower Piazza) at the eastern portion offers integration with the nearby low-rise setting and design of the HKCH and Edinburgh Place. A high permeability podium

design is promoted through the penetration and carving in of landscaped open spaces at-grade and above-ground for visual landscape amenity and public enjoyment. The tower components are raised to create additional open spaces between towers and podium for public enjoyment as well as to enhance visual openness

- (b) A 20m-wide building setback along the eastern edge of the Site (i.e. the Grand Boulevard), which establish a north-south pedestrian and visual corridor with total distance of over 300m, is proposed to facilitate open space and visual linkages between the Statue Square, Central Piers and surrounding historical sites, as well as to maintain a clear vista towards the harbourfront (**Drawings A-40 and A-41**). The Landscaped Deck on 1/F also serves as another visual corridor towards the harbourfront. As mentioned in paragraphs 1.20 and 1.21 above, building separations in the form of five “urban windows” at podium (between buildings) and street levels and voids/skylights are introduced at various locations such as Horizon Park, landscaped deck and the atrium of retail mall at the southern part of the Site, to improving air ventilation, visual permeability and enhancing daylight penetration (**Drawing A-33**). Low-reflective glass building façade will also be adopted to maximise the penetration of daylight into open spaces.
- (c) CTP/UD&L, PlanD considers that the proposed development commensurate with the harbourfront setting and the three-layers design facilitates the diversity in building form and variation in building height. With introduction of various building design measures, the proposed scheme would result in enhancement in terms of visual quality to the surrounding built environment as claimed by the applicant in the VIA. On air ventilation aspect, CTP/UD&L of PlanD has no adverse comment on the submitted AVA-IS and considers that with the adoption of the proposed wind enhancement features, the overall performances of the pedestrian wind environment in the surrounding areas and immediate vicinity of the Site for both Baseline Scheme and Proposed Scheme under the annual and summer conditions are generally comparable. CA/CMD2, ArchSD has also no comment from the architectural and visual perspectives

Provision of Open Space and Landscape

- (d) As mentioned in paragraphs 1.9 and 1.10 above, POS of about 28,750m² and private open space of about 9,900m² are proposed. The POS provision exceeds the minimum requirement of 25,000m² under the PB by 15% (+3,750m²), of which the POS provided at-grade also meets the minimum requirement of about 12,000m² under the PB (**Drawing A-30**). The concept of multi-layers of POS and a diversity of active and passive activities maximises the convenience of the public to enjoy open space. The proposed green coverage at the Site is about 35% of site area and approximately 414 new trees and shrubs/groundcovers planting will be planted within the Site to mitigate landscape impact arising from the proposed development and to enhance the landscape quality of the Site. CTP/UD&L, PlanD has no adverse comment on the application from landscape planning perspective.

Pedestrian Connectivity

- (e) The current scheme will enhance walkability and connectivity to the surrounding areas and link up the hinterland and the harbourfront via its multi-level pedestrian connection network including at-grade Grand Boulevard, landscaped deck on 1/F and the underground and elevated walkways providing more direct route and better pedestrian experience (**Drawings A-46 to A-53**). The proposed pedestrian passageway on 1/F, having a minimum width of 6m, provides a 24-hour unobstructed, direct, convenient, barrier-free and weather-protected north-south connection and conveniently links with the elevated connections to IFCII, CTB and the existing Central Elevated Walkway via multiple access points at B4/F, B3/F, B1/F, G/F to 3/F through multiple vertical connections in the form of escalators and lifts (**Drawings A-49**). A new underground connection to the MTR Central Station would also be provided for the use by the public during operation hours of the MTR (**Drawing A-52**).

Provision of Required GIC Facilities

- (f) A new Post Office will be provided on B2/F to G/F below T2 with its associated L/UL bays and parking spaces provided at B2/F. The two reprovisioned FEHD public toilets will be located on G/F of T1 and T3 at locations that are conveniently accessible by the public. The transport facilities including three lay-bys and a taxi stand will be provided at G/F of T1, while the public car parking spaces will be located at B4/F and B4M/F of T2. Whilst C for T, HKP and DFEH note the proposed locations of the facilities within the proposed development and have no adverse comment on the application, approval conditions in paragraphs 14.2 (c), (e) and (f) below are recommended to be imposed to address their technical concerns. The applicant is also advised to note and address the detailed comments of the relevant departments as set out in **Appendix V** at detailed design stage.
- 13.8 As set out in paragraph 9 above and in **Appendix IV**, and as further elaborated in paragraph 13.1 to 13.7 above, the proposed development generally complies with the PB requirements in the aspects of uses, key development parameters, various planning requirements including stepped BH profile, provision of public open space, greenery coverage, visual and pedestrian access from the hinterland to the harbour, landscaping, GIC uses and transport facilities provision, reconstruction of the SFCT, public car parking and L/UL provision.

Technical and Infrastructural Aspects

- 13.9 The applicant submitted various technical assessments to demonstrate that the proposed development would not induce adverse impacts on the surrounding areas and infrastructures. On the traffic aspect, the TIA submitted demonstrates that the proposed development will not cause significant adverse traffic impact to the surrounding areas. C for T has no objection to the application subject to incorporation of approval conditions as set out in paragraph 14.2(c) and (d) below. C of P also has no adverse comment on the application.
- 13.10 DEP has no adverse comment on the submitted preliminary EA from the environmental planning perspective. CE/HK&I of DSD's technical concerns on sewerage and drainage aspects can be addressed by imposition of approval

conditions in paragraphs 14.2 (g) to (i) below requiring the submission of revised DIA and SIA and implementation of sewage and drainage facilities/connections identified. Whilst the proposed development would fall within the Central-Wan Chai Tunnel Influence Zone, CE/RD 2-1, RDO, HyD advises that he has no adverse comment after reviewing the submitted impact assessment report for works within the said tunnel influence zone. Other relevant government departments consulted including D of FS, DEMS, CBS/HKW, BD and CHE/HK, HyD have no objection to/no adverse comment on the application.

Comments from the Harbourfront Commission

- 13.11 Regarding comments of members of HC's Task Force, the applicant's justifications in paragraph 2 and the planning assessments in paragraph 13.2 to 13.10 above are relevant. The applicant is also advised to consult HC on the project during the detailed design stage, and an advisory clause is suggested in this regard.

Public Comments

- 13.12 Regarding the objecting comments and concerns, The applicant's justifications in paragraph 2 above, the planning assessments in paragraphs 13.2 to 13.10 above, and the departmental comments in paragraph 10 above are relevant. With regard to the concern on the preservation of the existing GPO, it should be noted that the existing GPO is not a graded building⁷ and AMO, DEVB has no comment on its reprovision⁸. A new Post Office would be reprovisioned at the proposed development to serve the general public. Regarding the similar concerns on the demolition of Star Ferry Car Park, it is also not a graded building and the reprovisioning of the public car parking facilities within the proposed development at the Site is in accordance with the PB and lease requirements. The applicant is advised to liaise with AMO regarding the facilitation of detailed recording of the Star Ferry Car Park, the GPO and the subway connecting to the Statue Square by AMO prior to commencement of works.

14. Planning Department's Views

- 14.1 Based on the assessments made in paragraph 13 and having taken into account the comments of HC's Task Force and the public comments mentioned in paragraphs 11 and 12 above, PlanD has no objection to the application.
- 14.2 Should the Committee decide to approve the application and MLP under section 16 and section 4A(2) of the Town Planning Ordinance, it is suggested that the permission shall be valid until 17.2.2027, and after the said date, the permission shall cease to have effect unless, before the said date, the development permitted

⁷ In December 2018, the Antiquities Advisory Board decided not to carry out grading assessment on the GPO Building, which commenced operation in 1976.

⁸ Secretary for Development in his written reply to a question raised by a member of Legislative Council in March 2019, stated that retaining the GPO Building would contravene the design concept of Site 3 and requirements stipulated in the PB, undermining the overall development potential of Site 3 and preventing the vision of creating a more attractive, vibrant and accessible new Central harbourfront from being brought into fruition.

is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) the submission and implementation of a revised Master Layout Plan, taking into account approval conditions (b) to (k) below, to the satisfaction of the Director of Planning or of the Town Planning Board;
- (b) the submission and implementation of a Landscape Master Plan to the satisfaction of the Director of Planning or of the Town Planning Board;
- (c) the design and provision of vehicular accesses (with queuing space), internal transport facilities (including car parking spaces, loading/unloading spaces, picking-up/setting-down facilities and public transport facilities) and public transport facilities to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (d) the design and implementation of the new pedestrian crossing facility at Yiu Sing Street and the associated traffic review to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (e) the design and provision of the New Post Office Accommodation to the satisfaction of the Postmaster General, Hong Kong Post or of the Town Planning Board;
- (f) the design and provision of the two public toilets in Site 3A and Site 3B respectively to the satisfaction of the Director of Food and Environmental Hygiene or of the Town Planning Board;
- (g) submission of a revised Drainage impact Assessment and implementation of the mitigation measures identified therein and any other stormwater drainage facilities to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (h) the submission of a revised Sewerage Impact Assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (i) in relation to (h) above, the implementation of the local sewerage upgrading/sewerage connection works identified in the revised Sewerage Impact Assessment to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (j) the provision of water supplies for firefighting and fire service installations to the satisfaction of the Director of Fire Services or of the Town Planning Board; and
- (k) the submission of implementation programme indicating the timing and phasing of the proposed development to the satisfaction of the Director of Planning or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix VIII**.

14.3 There is no strong reason to recommend rejection of the application.

15. Decision Sought

15.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

15.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.

15.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

16. Attachments

Appendix I	Application form received on 18.11.2022
Appendix Ia	Planning Statement and Technical Assessments
Appendix Ib	FI(1) received on 14.12.2022
Appendix Ic	FI(2) received on 21.12.2022
Appendix Id	FI(3) received on 30.12.2022
Appendix Ie	FI(4) received on 20.1.2023
Appendix If	FI(5) received on 2.2.2023
Appendix Ig	FI(6) received on 9.2.2023
Appendix II	Planning Brief
Appendix III	Main Uses by Floor of the Proposed Development
Appendix IV	Comparison of Major Development Parameters and the Requirements under PB and Application No. A/H24/31
Appendix V	Detailed Comments of Government Departments
Appendix VI	Comments from a member of the HC's Task Force received by the Commissioner for Harbourfront, DEVB
Appendix VII	Public Comments received during Statutory Publication Periods
Appendix VIII	Recommended Advisory Clauses
Drawing A-1	Master Layout Plan
Drawings A-2 to A-22	Floor Plans and Section
Drawing A-23	Overall Landscape Master Plan
Drawings A-24 to A-28	Landscape Master Plans for G/F to 3/F and R/F
Drawing A-29	Site Coverage of Greenery
Drawing A-30	Public Open Space Provision
Drawing A-31	Zero Irrigation System
Drawing A-32	Urban Design Proposal

Drawing A-33	Locations of the Urban Windows
Drawings A-34 to A-39	Photomontages
Drawings A-40 to A-41	Vista from the Hinterland/Statue Square to the Harbourfront
Drawing A-42	Key Spaces of the proposed development
Drawing A-43	Details of the reconstructed SFCT
Drawing A-44	Proposed Vehicular Access of proposed development
Drawing A-45	Pedestrian Connections with Adjacent Nodal Attractions According to Planning Brief
Drawing A-46	Comprehensive Pedestrian Network Plan
Drawings A-47 to A-53	Pedestrian Connections and Circulation Facilities
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Site Photos
Plan A-5	Footbridge and Subway Connecting to the Surrounding Developments

**PLANNING DEPARTMENT
FEBRUARY 2023**