

**Harbour-front Enhancement Committee
Sub-committee on Harbour Plan Review**

**Draft Planning Brief for
the Proposed Developments at the Ex-North Point Estate Site**

Introduction

The paper is to seek Members' views on the draft planning brief (PB) for the proposed developments at the ex-North Point Estate site (the Site) at **Annex A**.

Background

2. On 4.1.2008, the Metro Planning Committee (MPC) of the Town Planning Board (TPB) considered the proposed uses and development parameters for the Site and agreed to adopt them as the basis for carrying out an Air Ventilation Assessment (AVA) Study for the Site. The Study commenced in March 2008 and was completed in December 2008. On 9.1.2009, MPC considered the findings of the Study together with the draft PB incorporating the recommendations of the AVA Study, and agreed that the draft PB was suitable for submission to the Harbour-front Enhancement Committee (HEC) and the Eastern District Council (EDC) for consultation.

The Site and its Surroundings

3. The Site covers an area previously occupied by the North Point Estate (NPE), the adjoining North Point Bus Terminus, a sitting-out area, and sections of roads between them. It is bounded by Tong Shui Road in the west, Java Road/North Point Estate Lane in the south and Tin Chiu Street in the east. The Site is zoned "Residential (Group A)" ("R(A)"), "Government, Institution or Community" ("G/IC"), "Open Space" ("O") and 'Road' on the draft North Point Outline Zoning Plan (OZP) No. S/H8/21. The "R(A)" and "G/IC" portions of the Site are subject to a maximum building height (BH) of 100 metres above Principal Datum (mPD) and one storey respectively on the OZP (**Plan 1**).

4. The Site has a total area of about 37,200m², with a harbour frontage of about 400m. The bus terminus and sitting out area are located at the central part of the Site near the waterfront. The remaining parts are vacant or occupied by temporary open-air public car parks. The North Point Ferry Piers and the Island Eastern Corridor (IEC) are located to the immediate north of the Site. To the east are the Tin Chiu Street Children's Playground and the North Point Dangerous Goods Vehicular Ferry Pier. To the south across Java Road are predominantly mixed commercial/residential developments. Across Tong Shui Road to

its west are the Tong Shui Road Fresh Water Pumping Station, Tong Shui Road Garden and the comprehensive commercial/residential development of Provident Centre (**Plans 2 and 3**).

Draft Planning Brief

5. The draft PB has been formulated after taking into account the waterfront setting of the Site, HEC's harbour planning principles and guidelines (including adopting a lower development intensity and a gradation of height profile on the waterfront, promoting diversity and vibrancy for harbour, maximizing opportunities for public enjoyment, enhancing accessibility and connectivity to the harbour-front), public aspirations for lower development intensity and BH on the waterfront, and the findings of the AVA Study.

6. The draft PB at **Annex A** has set out the proposed uses, major development parameters and planning requirements for the Site. The major development parameters are set out below:

	Site A	Site B
Site Area ⁽¹⁾	37,200 m ² (21,260 m ²)	
	7,935 m ² (5,350 m ²)	29,265 m ² (15,910 m ²)
Uses	Hotel	Commercial, GIC facilities, public transport terminus, public coach park
Plot Ratio ⁽²⁾	4.54 (6.73)	2.94 (5.41)
GFA	122,110 m ²	
Sub-total	36,000 m ²	86,110 m ²
- Domestic	-	53,679 m ²
- Non-domestic	-	32,431 m ²
(i) Hotel	36,000 m ²	-
(ii) Commercial	-	15,000 m ²
(iii) GIC	-	6,931 m ²
(iv) Public transport terminus	-	8,000 m ²
(v) Public coach park	-	2,500 m ²
Maximum Building Height	80 mPD	
Maximum Site Coverage (above ground)	65%	65%
Public Open Space (all at grade)	15,000 m ²	

⁽¹⁾ The figures refer to gross site area. The net site area figures, which have excluded areas occupied by public open space and road, are in brackets.

⁽²⁾ The figures are calculated based on gross site area. The figures in brackets denote PR based on net site area.

7. Based on the draft PB, a notional scheme for the Site has been prepared for illustrative purpose. The development concept for the Site and layout plan of the notional scheme are at **Plans 5 and 6** respectively. Photomontages showing the proposed developments (viewed from Hung Hom waterfront promenade and middle of ex-Kai Tak airport runway) are at **Plans 7 and 8**. Details of the proposal are explained in the following paragraphs.

Uses

8. Taking into account the mixed land uses in the surroundings, the Site is considered suitable for mixed residential and commercial development. Given the sustained demand for new hotel sites in the main urban areas, the western part of the Site (**Site A in Plan 2**) is proposed for hotel development to attract tourism activities and add vibrancy to the waterfront as well as to serve as a buffer to screen off the traffic noise from the flyover along Tong Shui Road.

9. The remaining part of the Site east of Shu Kuk Street (**Site B in Plan 2**) is proposed for a residential development with commercial use, a public transport terminus (PTT), a public coach park and some GIC facilities. On commercial use, a local shopping centre with a total GFA of 15,000m² is proposed to serve the residents in the surrounding areas, visitors to the promenade and ferry passengers. A PTT with an area of 8,000m² is proposed at the western part of Site B to re-provision the existing North Point Bus Terminus (**Plans 3 and 4**). A public coach park with a GFA of 2,500m² is proposed at the basement below the PTT to meet the demand for coach parking spaces in the North Point area and serve the coaches carrying visitors for harbour cruise departing from North Point Ferry Piers. For GIC facilities, a public toilet (40m²), a health centre (4,455m²), a community hall (1,260m²) and an integrated family service centre (1,176m²) would be provided at Site B to address the shortfall/need in the North Point District. The commercial, PTT and GIC uses would be accommodated at the podium below the residential towers at the western part of Site B. Some commercial/GIC uses would also be accommodated in the non-domestic block near the waterfront at the eastern part (**Plans 5 and 6**).

Plot Ratio and Building Height

10. In view of the prominent location of the Site and the public aspiration for lower development intensity and BH on the waterfront, a moderate plot ratio of 4.54 and 2.94 are adopted for Site A and B respectively. Although the “R(A)” portion of the Site is subject to a maximum BH of 100mPD on the OZP, the existing large-scale residential developments to the west of the Site i.e. Provident Centre and City Garden, have a lower BH between 80mPD and 85mPD. A more stringent BH restriction of 80mPD has been adopted for the Site to ensure compatibility with the adjacent developments and create a stepped BH profile with the inland developments. To allow for a more interesting profile, a stepped height design within the Site along the north-south and east-west directions should be adopted or encouraged. In particular, the heights of buildings for Site B should descend towards the harbour-front with a level difference of at least 30m between the seaward and

inland portions (**Plan 6**).

Public Open Space (POS)

11. There is a lack of large open space near the waterfront in the North Point District. It is therefore proposed to provide 15,000m² at-grade POS (equivalent to about 40% of the site area) at the Site. The proposed POS includes a 20m-wide promenade along the entire northern boundary of the Site. The promenade could be directly accessed via Tin Chiu Street and Tong Shui Road from the eastern and western sides, and two landscaped walkways would be provided to link up the promenade with Java Road in the north-south direction. A piazza is proposed near the two passenger ferry piers to create an activity node for local residents, ferry passengers and the public visiting the promenade. The remaining POS would be mainly located at the eastern part of Site B near the residential blocks.

Physical and Visual Access to the Waterfront

12. To maximize the opportunity for physical and visual access to the waterfront, two landscaped walkways along Shu Kuk Street and Kam Hong Street are proposed to direct people from the inland area to the waterfront and the North Point Ferry Piers. The waterfront promenade could also be accessed via the pedestrian footpaths along Tong Shui Road and Tin Chiu Street. To further improve pedestrian linkage to the waterfront, a pedestrian subway is proposed to connect the North Point MTR Station with the piazza in front of the piers (**Plans 5 and 6**).

13. To enhance visual permeability and facilitate air ventilation, the building blocks should be carefully designed to provide two unobstructed visual and wind corridors, one along Shu Kuk Street and one along Kam Hong Street, towards the waterfront. The visual and wind corridors are designated as non-building areas (**Plan 5**).

Air Ventilation Consideration

14. According to the findings of the AVA Study, the Site enjoys unobstructed harbour frontage and exposure to prevailing easterly and north-easterly wind, and the large amount of POS proposed at the Site would facilitate wind penetration through the Site. The notional scheme is therefore unlikely to adversely affect the overall wind environment at the pedestrian level in the surrounding areas. Two strips of land covering sections of the north-south running Shu Kuk Street and Kam Hong Street are major air paths for Site, and are designated as non-building areas to facilitate wind penetration through the Site (**Plan 5**). In addition, the covered PTT at Site B should be at least open on two sides to facilitate the penetration of prevailing wind through the Site towards Java Road.

Environmental Consideration

15. To address the possible air and noise impacts from IEC, the residential blocks at Site B should be set back from the IEC by at least 50m (**Plan 5**). A commercial cum GIC building is proposed near the waterfront of Site B to minimize the noise impact from the IEC and its slip roads on the residential blocks to its south.

16. In sum, the development parameters and planning requirements set out in the draft PB could meet the public aspirations for reducing the development intensity and BH on the waterfront. The draft PB has also taken into account the relevant HEC's harbour planning principles and guidelines, including achieving a balanced mix of uses (residential, hotel, retail, open space, GIC and transport facilities) to promote diversity and vibrancy for the harbour-front; adoption of lower development intensity and a stepped BH profile with height descending towards the harbour to ensure compatibility with the harbour-front setting; designation of visual and wind corridors to enhance visual and air permeability to the harbour; provision of a substantial amount of at grade POS, including a 20m wide waterfront promenade, with optimized landscaping to maximize the opportunities for public enjoyment; and the provision of landscaped walkways and pedestrian subway to enhance the accessibility and connectivity of the harbour-front.

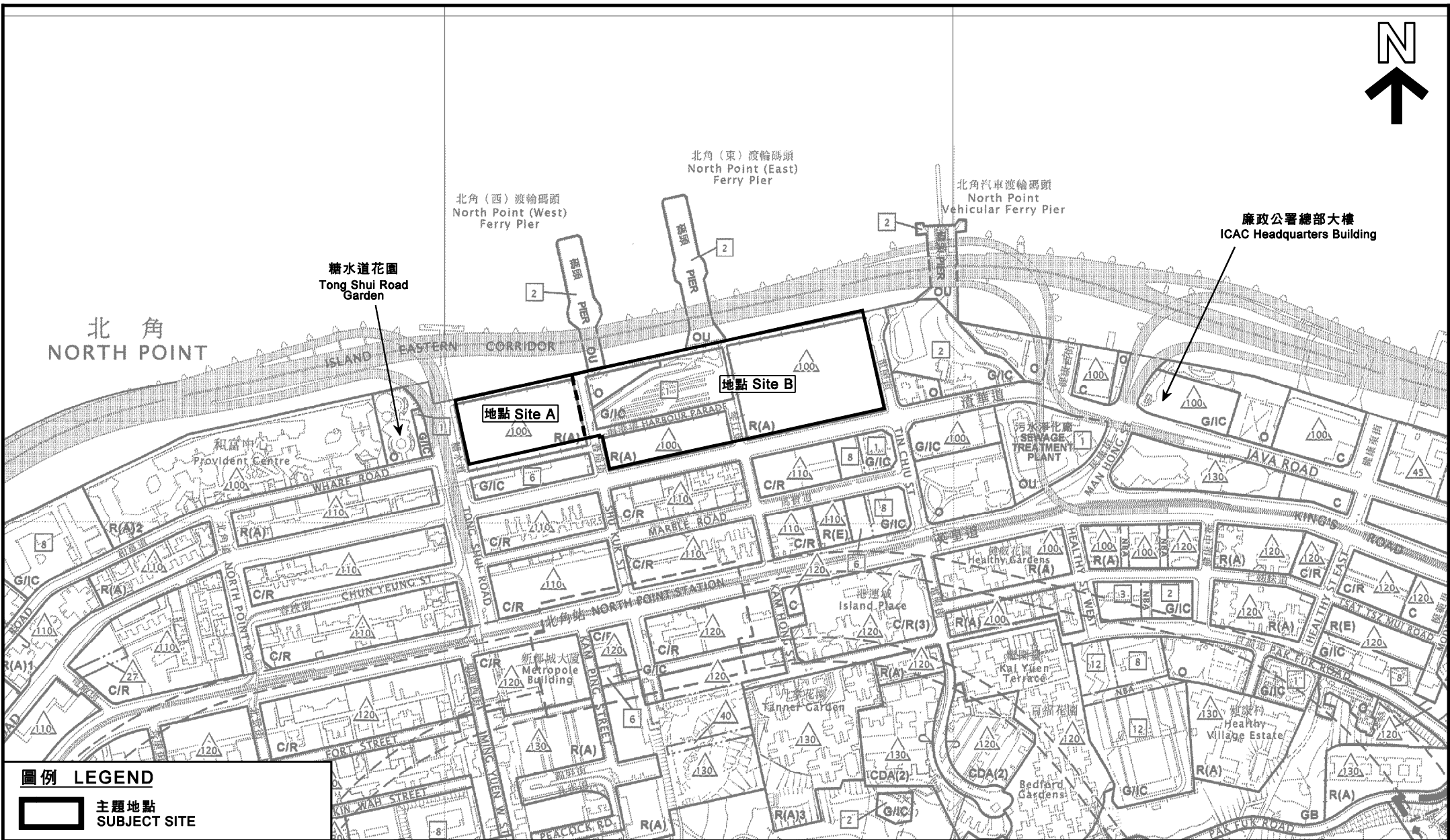
Advice Sought

17. Members are invited to express views on the draft PB at **Annex A**. Members' views would be reported back to MPC for consideration prior to endorsement of the PB.

Attachments

Annex A	Draft Planning Brief for the Proposed Developments at the ex-North Point Estate Site
Plan 1	Location Plan
Plan 2	Site Plan
Plan 3	Aerial Photo
Plan 4	Site Photos
Plan 5	Development Concept
Plan 6	Layout Plan of Notional Scheme
Plans 7 and 8	Photomontages

**PLANNING DEPARTMENT
JANUARY 2009**



圖例 LEGEND

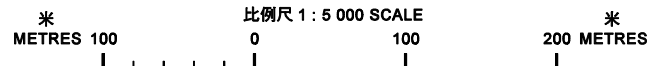
 主題地點
SUBJECT SITE

位置圖 LOCATION PLAN

前北角邨地盤的擬議規劃大綱

DRAFT PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

本摘要圖於2008年12月22日擬備，
所根據的資料為於2007年7月27日
展示的分區計劃大綱圖編號 S/H8/21
EXTRACT PLAN PREPARED ON 22.12.2008
BASED ON OUTLINE ZONING PLAN
No.S/H8/21 EXHIBITED ON 27.7.2007



規劃署
PLANNING
DEPARTMENT



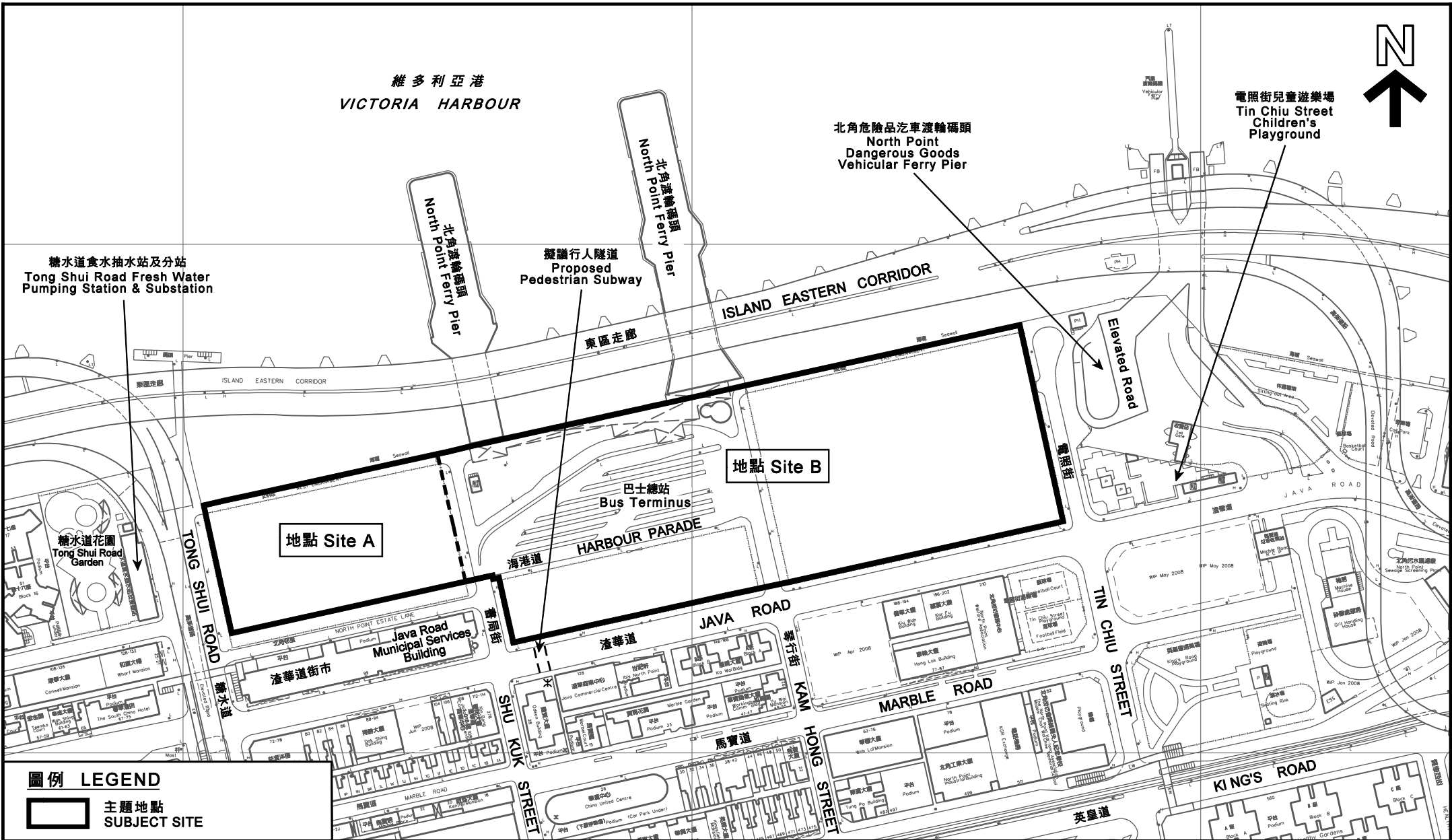
參考編號
REFERENCE No.

M/H8/08/9

圖 PLAN

1

維多利亞港
VICTORIA HARBOUR



圖例 LEGEND

 主題地點
SUBJECT SITE

本摘要圖於2009年1月13日擬備，
所根據的資料為測量圖編號11-SE-1D和2C
EXTRACT PLAN PREPARED ON 13.1.2009
BASED ON SURVEY SHEETS No.
11-SE-1D & 2C

平面圖 SITE PLAN

前北角邨地盤的擬議規劃大綱

DRAFT PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/H8/08/9

圖 PLAN


2



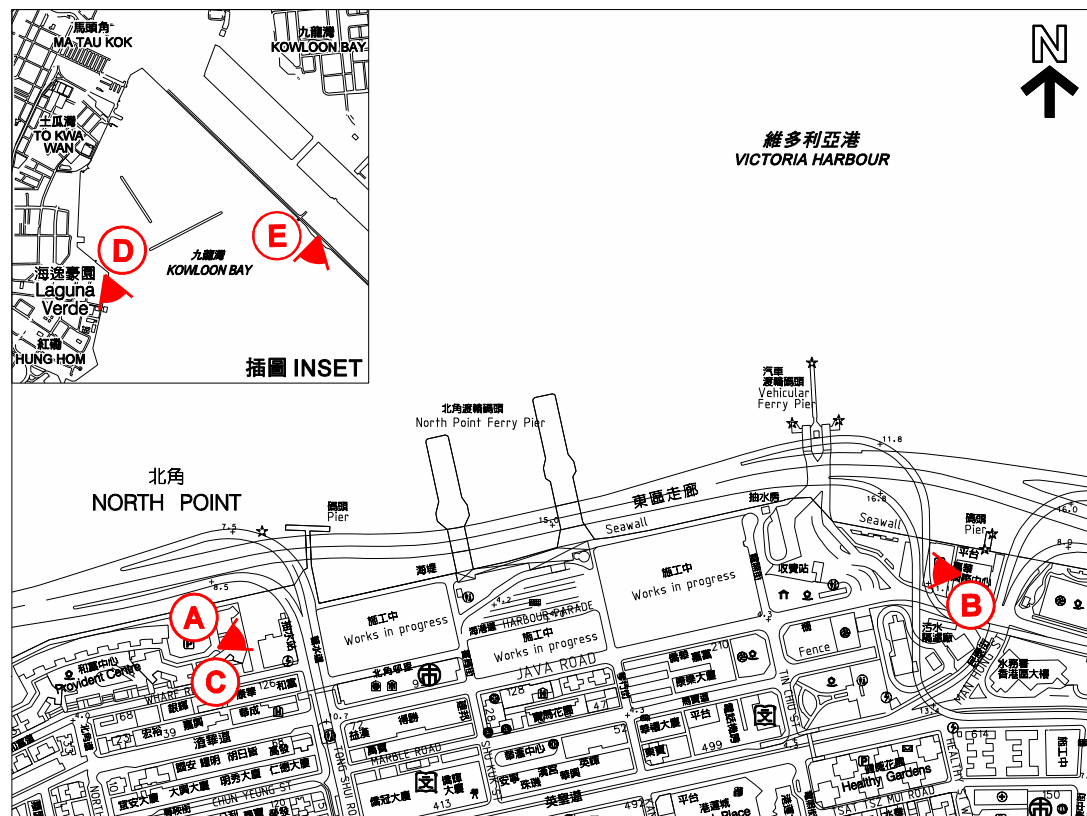
 主題地點
SUBJECT SITE

本摘要圖於2009年1月6日擬備，所根據的資料為
地政總署於2008年7月25日拍得的航攝照片編號CS13896
EXTRACT PLAN PREPARED ON 6.1.2009
BASED ON AERIAL PHOTO No.CS13896
TAKEN ON 25.7.2008 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO
前北角邨地盤的擬議規劃大綱
DRAFT PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

<p>規劃署 PLANNING DEPARTMENT</p> 	
<p>參考編號 REFERENCE No. M/H8/08/9</p>	<p>圖 PLAN 3</p>

實地照片取景位置 VIEWPOINTS OF SITE PHOTOS



取景位置 VIEW POINT B



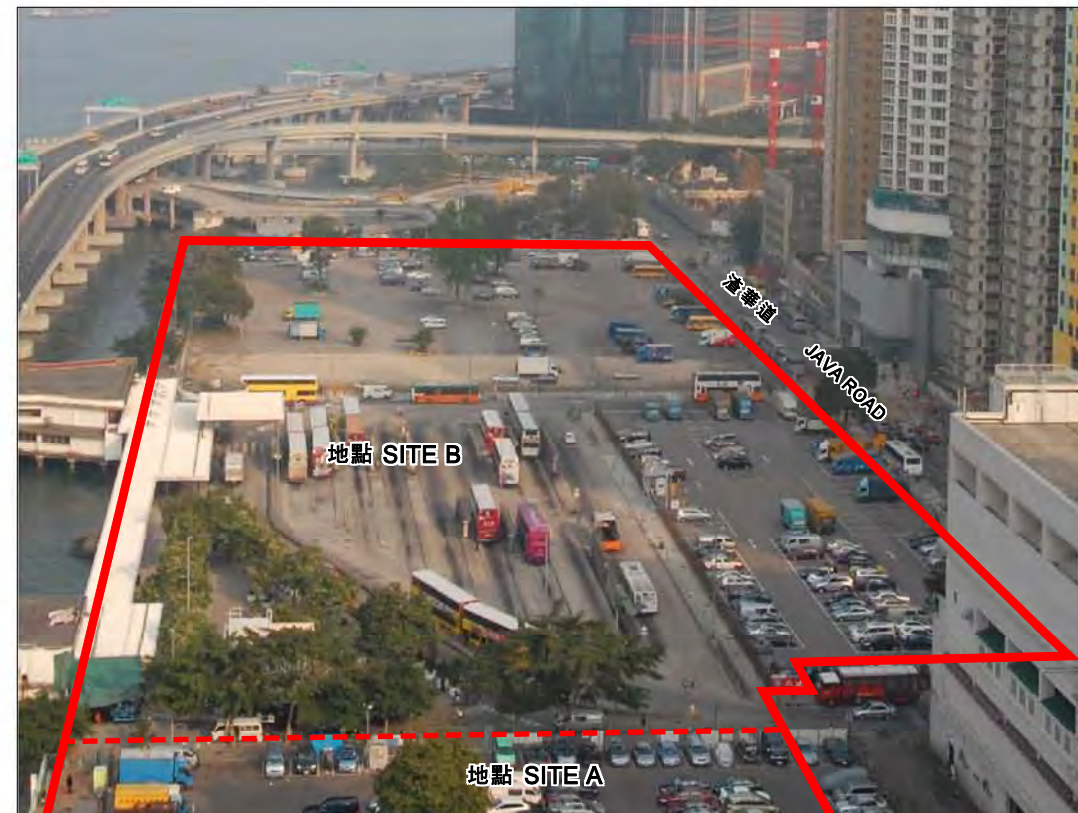
從嘉華國際中心天台眺望 VIEW FROM ROOF TOP OF K. WAH CENTRE

取景位置 VIEW POINT A



從和富中心天台眺望 VIEW FROM ROOF TOP OF PROVIDENT CENTRE

取景位置 VIEW POINT C



從和富中心天台眺望 VIEW FROM ROOF TOP OF PROVIDENT CENTRE

圖例 LEGEND

主 題 地 點
S U B J E C T S I T E

實地照片 SITE PHOTOS

前北角邨地盤的擬議規劃大綱

DRAFT PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

規 劃 署
P L A N N I N G D E P A R T M E N T



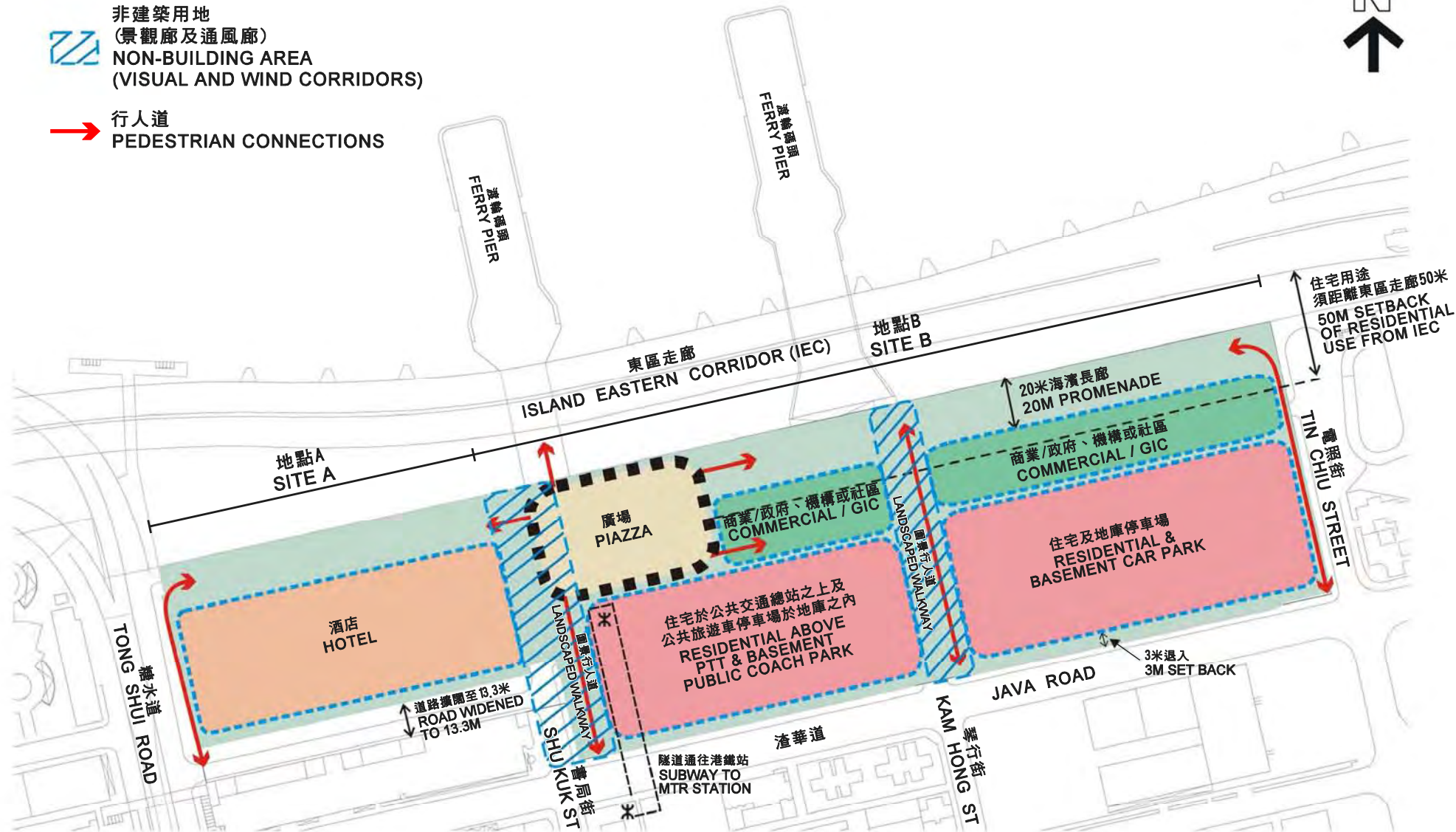
參 考 編 號
R E F E R E N C E N o .
M / H 8 / 0 8 / 9

圖 PLAN
4

本圖於2009年1月15日擬備，所根據的資料
為攝於2008年12月16日的實地照片
P L A N P R E P A R E D O N 1 5 . 1 . 2 0 0 9 B A S E D O N
S I T E P H O T O S T A K E N O N 1 6 . 1 2 . 2 0 0 8

非建築用地
(景觀廊及通風廊)
NON-BUILDING AREA
(VISUAL AND WIND CORRIDORS)

行人道
PEDESTRIAN CONNECTIONS



發展概念 DEVELOPMENT CONCEPT

前北角邨地盤的擬議規劃大綱

DRAFT PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

本摘要圖於2009年1月7日擬備
EXTRACT PLAN PREPARED ON 7.1.2009

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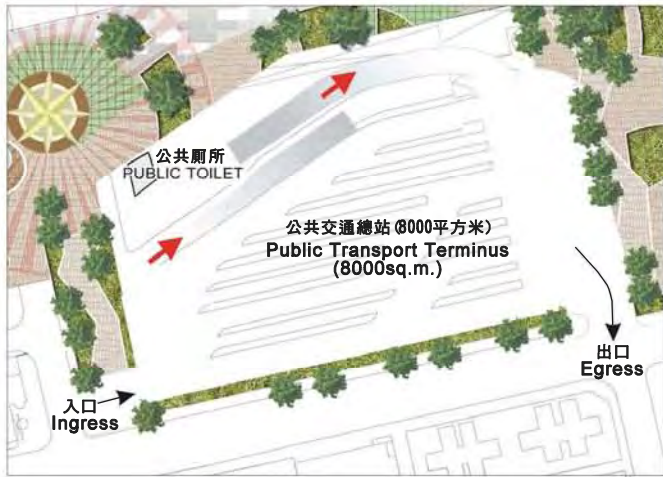


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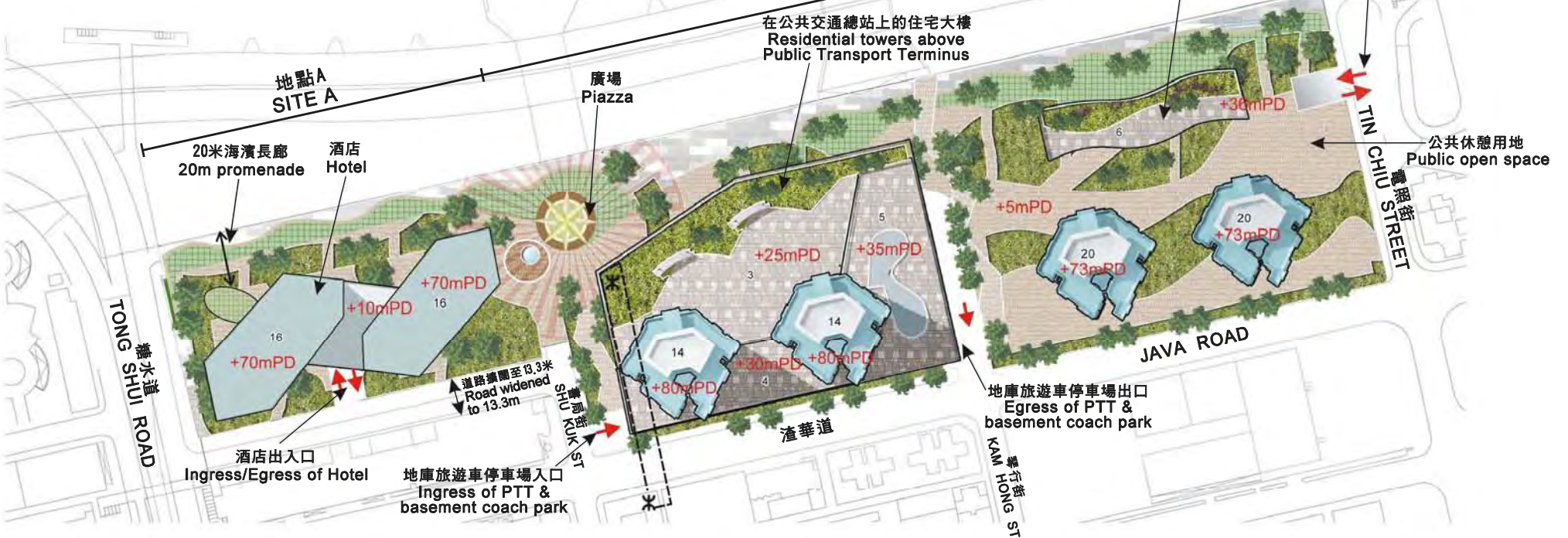
M/H8/08/9

圖 PLAN

5



地下平面圖 GROUND FLOOR PLAN



本摘要圖於2009年1月12日擬備
EXTRACT PLAN PREPARED ON 12.1.2009

發展藍圖
LAYOUT PLAN

前北角邨地盤的擬議規劃大綱
DRAFT PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/H8/08/9

圖 PLAN

6



現存景觀 EXISTING VIEW



概念方案 NOTIONAL SCHEME

從紅磡海濱長廊眺望 VIEW FROM HUNG HOM WATERFRONT PROMENADE

合成照片 PHOTOMONTAGE

前北角邨地盤的擬議規劃大綱

DRAFT PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

本摘要圖於2009年1月15日擬備，
 所根據的資料為攝於2009年1月6日
 的實地照片
 EXTRACT PLAN PREPARED ON 15.1.2009
 BASED ON SITE PHOTO TAKEN ON 6.1.2009

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/H8/08/9

圖 PLAN
 7



現存景觀 EXISTING VIEW



概念方案 NOTIONAL SCHEME

從舊啟德機場跑道中部眺望 VIEW FROM MIDDLE OF EX-KAI TAK AIRPORT RUNWAY

本摘要圖於2009年1月15日擬備，
 所根據的資料為攝於2008年12月16日
 的實地照片
 EXTRACT PLAN PREPARED ON 15.1.2009
 BASED ON SITE PHOTO TAKEN ON
 16.12.2008

合成照片 PHOTOMONTAGE

前北角邨地盤的擬議規劃大綱

DRAFT PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/H8/08/9

圖 PLAN
 8

**Draft Planning Brief for the Proposed Developments
at the Ex-North Point Estate Site, North Point**

Item	Particulars	Remarks
A. Background Information		
1. Location	The Site is rectangular in shape and occupies a prime waterfront location. It is bounded by Tong Shui Road in the west, Java Road/North Point Estate Lane in the south and Tin Chiu Street in the east, with a harbour frontage of about 400m in the north.	Plans 1 and 2
2. OZP Zoning	<p><u>Site A:</u> “Residential (Group A)” (“R(A)”) and ‘Road’ on the draft North Point Outline Zoning Plan (OZP). The “R(A)” zone is subject to a maximum building height of 100 metres above Principal Datum (mPD).</p> <p><u>Site B:</u> “R(A)”, “Government, Institution or Community” (“G/IC”), “Open Space” (“O”), “Road” on the OZP. “R(A)” and “G/IC” portions are subject to a maximum building height of 100mPD and one storey respectively. Proposed to be rezoned to “Comprehensive Development Area” (“CDA”).</p>	Plan 1
3. General Condition	<p>The Site comprises the area previously occupied by the ex-North Point Estate (ex-NPE), the adjoining North Point Bus Terminus, a sitting-out area (including a public toilet), an existing 5m waterfront promenade at the eastern and western parts as well as section of roads between them.</p> <p>The existing bus terminus and sitting-out area are located at the central part of the site near the waterfront. The western and southern parts of the Site are currently used as temporary public open car parks while the eastern part is currently vacant.</p>	Plans 4 and 5
4. Surrounding Land Uses	The North Point (West) Ferry Pier and North Point (East) Ferry Pier and the Island Eastern Corridor (IEC) are located to the north of the Site. To the east are the Tin Chiu Street Children’s Playground and the North Point Dangerous Goods Vehicular Ferry Pier. To the south of the Site across Java Road, the	Plans 1 and 2

Item	Particulars	Remarks
	predominant land use is mixed commercial/residential developments. Across Tong Shui Road to its west are the Tong Shui Road Garden and the comprehensive commercial/residential development of Provident Centre.	
B. Major Development Parameters		
5. Site Area	37,200 m ² (approx.) - Site A: 7,935 m ² - Site B: 29,265 m ²	Plan 2 Subject to verification upon setting out of the site.
6. Proposed Uses	<u>Site A:</u> Hotel development and waterfront promenade; <u>Site B:</u> Residential development with commercial uses, a public transport terminus (PTT), a public coach park, GIC facilities and public open space (POS).	
7. Maximum Gross Floor Area (GFA)	Total: 122,110m ² <u>Site A:</u> Maximum GFA of 36,000m ² <u>Site B:</u> Maximum GFA of 86,110m ² with a maximum non-domestic GFA of 32,431 m ² including: - PTT not less than 8,000m ² - coach park not less than 2,500 m ² - GIC facilities not less than 6,931m ²	All GIC and transport facilities, including the PTT and coach park, are considered as non-domestic uses and accountable for GFA calculation.
8. Maximum Building Height	80mPD (main roof level)	
9. Maximum Site Coverage (above ground level)	65% for both Sites A and B	To avoid bulky podium structure and ensure adequate space for wind circulation and visual access to waterfront.
C. Planning Requirements		
10. Urban Design Considerations	<u>Sites A and B:</u> The development schemes have to take into account the following urban design considerations, where appropriate: • avoid creating wall effect and adverse impact on pedestrian wind environment;	

Item	Particulars	Remarks
	<ul style="list-style-type: none"> ● avoid large podium structure and maximise at-grade public spaces e.g. use of basement carpark; ● building setback along Tin Chiu Street, Shu Kuk Street, Java Road and Tong Shui Road to enhance pedestrian circulation and facilitate street planting; ● enhance the pedestrian linkages between the POS and the adjoining areas; ● to improve the air ventilation in the area, future developments should encourage to adopt lower podium height with greater permeability. Open-sided PTT (open on at least two sides) should be adopted to facilitate the penetration of prevailing wind through the site. Porous wind break should be provided at the eastern part and on the podia of the proposed developments; ● provision of two visual and wind corridors along Shu Kuk Street and Kam Hong Street from inland area to the waterfront. The corridors are designated as non-building areas (Plan 5); ● provision of adequate width of gaps between building blocks; and ● provide sensitive layout and disposition to achieve better air ventilation. <p><u>Site B only:</u></p> <ul style="list-style-type: none"> ● adopt a “stepped height” building profile descending towards the waterfront with a height difference of at least 30m between the seaward and the inland portions; and ● varying building heights in east-west direction should be encouraged. 	
11. Open Space Provision	<p>Not less than 15,000m² of at-grade POS should be provided. These include:</p> <p><u>Site A:</u></p> <ul style="list-style-type: none"> ● a waterfront promenade of not less than 2,377m² with a width of not less than 20m; 	The waterfront promenade in Site A would be constructed, and maintained and managed by the Leisure and Cultural Services Department.

Item	Particulars	Remarks
	<p><u>Site B:</u></p> <ul style="list-style-type: none"> • a waterfront promenade of not less than 5,884m² with a width of not less than 20m and public landscaped walkways leading to the promenade; • 6,739m² of POS to serve the residents of the site (based on 1m² at-grade district open space per person) as well as the public, and for repositioning of an existing sitting-out area within the Site. <p>A central piazza should be provided near the North Point Ferry Piers to provide focal point for leisure activities. The proposed waterfront promenade, landscaped walkways, central piazza and POS at the western part of Site B should be integrated to provide interesting space for enjoyment of the public.</p> <p>Not less than 1m²/person private Local Open Space (LOS) for residents of the Site should be provided.</p>	<p>The POS within Site B should be designed and constructed by the developer, and be handed over to the Leisure and Cultural Services Department for management and maintenance upon completion.</p> <p>The POS should be open 24 hours to the public free of charge.</p> <p>Plans 5 and 6</p> <p>The private LOS can be provided at-grade or on podium level.</p>
12. Landscape and Tree Preservation	<p><u>Sites A and B:</u></p> <p>A Landscape Master Plan (LMP) should be prepared to the satisfaction of PlanD, with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> • create a comprehensive landscape proposal to integrate the proposed hotel, commercial and residential developments with the waterfront environment and the POS; • optimise greening opportunity in the development wherever possible. Green podium roof and roof gardens should be provided on all buildings; • all existing trees on the Site should be preserved as far as possible. The trees of good and excellent value as indicated in Plan 7 should be preserved in-situ as far as possible; • to set back the proposed development to provide a 3m-wide amenity planting strip along Tin Chiu Street, Shu Kuk Street, Java Road and Tong Shui Road for tree 	<p>A LMP setting out, inter alia, the greening proposal for Sites A and B should be submitted for TPB's consideration at the planning application stage.</p> <p><u>Site B only:</u></p> <p>Greening opportunity should be optimised. Planting area comprising 30% of the site area with trees, shrubs and/ or grass to create a quality green setting is recommended.</p>

Item	Particulars	Remarks
	<p>planting by the developer. Adequate soil depth should be reserved for planting, especially above basement or structure; and</p> <ul style="list-style-type: none"> introduce high quality streetscape with tree planting and street furniture to enhance the visual connectivity amongst various activity nodes, provide a friendly pedestrian setting and create a strong sense of place. 	
13. GIC Facilities	<p><u>Site B only:</u> A minimum GFA of 6,931m² for the following GIC facilities:</p> <ul style="list-style-type: none"> a public toilet with GFA not less than 40m² should be provided within the PTT on ground floor to the satisfaction of the Director of Food and Environmental Hygiene to re-provision the existing toilet in the sitting-out area at the Site; a health centre with a total GFA of not less than 4,455m² including a Maternal & Child Health Centre, an Elderly Health Centre cum Office for Visiting Health Team, a Dental Clinic with ancillary accommodation should be provided to the satisfaction of the Director of Health; an Integrated Family Service Centre with a total GFA of not less than 1,176m² to be provided to the satisfaction of the Director of Social Welfare; and a community hall with a total GFA of not less than 1,260m² to be provided to the satisfaction of the Home Affairs Department. The venue should have upgraded facilities to make it suitable for small-scale cultural performances, including those for Cantonese Opera. 	<p>Actual provision is subject to the agreement of relevant department/authority. Any reduction of minimum GFA for GIC facilities shall be agreed with relevant department/authority. All GIC facilities will be considered as non-domestic uses and accountable for the calculation of non-domestic GFA.</p> <p>The GIC facilities should be designed and constructed by the developer, and be handed over to the concerned departments for management and maintenance upon completion.</p>
14. Public Transport Facilities	<p><u>Site B only:</u></p> <ul style="list-style-type: none"> the provision of a PTT on the ground floor with a GFA of not less than 8,000m². The PTT should be open-sided (open on at least two sides) to facilitate the penetration of the prevailing wind through the site. The PTT should be completed for relocation before the existing North Point Bus Terminus is vacated for redevelopment; and 	<p>The details of the proposed PTT are subject to agreement of the Transport Department (TD) and concerned Government departments. The PTT should be completed by the developer and handed over to TD for management and maintenance upon completion.</p>

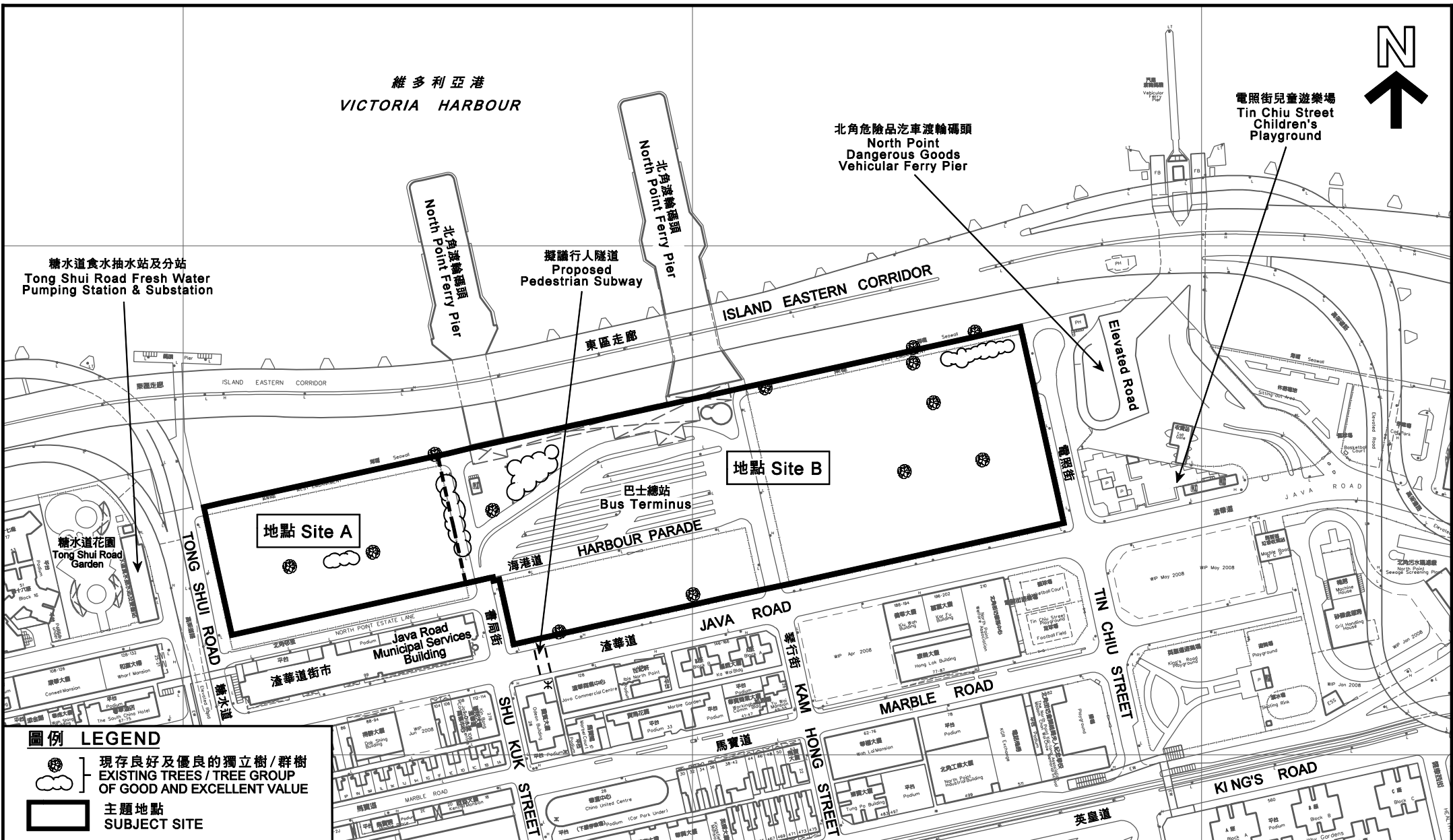
Item	Particulars	Remarks
	<ul style="list-style-type: none"> the provision of a public coach park at the basement below the PTT with a GFA of not less than 2,500m². 	The exhaust air outlets of the PTT and public coach park should be located away from nearby residents or other receptors to avoid causing an air pollution nuisance.
15. Car Parking, Loading and Unloading Provision	<p>Provision in accordance with Chapter 8 of Hong Kong Planning Standards and Guidelines. In view of the proximity to the MTR North Point Station, the exact level of provision should be justified by a Traffic Impact Assessment (TIA).</p> <p>To avoid bulky podium structure, the carparks for hotel, residential and commercial developments should be provided at basements.</p>	Provision for commercial and residential uses should be to the satisfaction of TD. Provision of car parks for GIC uses should be to the satisfaction of Government Property Administrator and TD.
16. Pedestrian Connection	<p>Public landscaped walkways from Java Road leading to the promenade along Shu Kuk Street and Kam Hong Street should be provided.</p> <p>Other pedestrian linkages to the waterfront promenade and POS at the Site from Ting Chiu Street, Shu Kuk Street, Java Road and Tong Shui Road should be provided.</p> <p>A pedestrian subway connecting the proposed and waterfront promenade with the North Point MTR Station exit at the other side of Java Road should be provided (Plan 6).</p>	The subway should be designed, constructed, managed and maintained by the developer.
D. Other Technical Requirements		
17. Traffic and Transport Aspects	Subject to TD's advice, a TIA should be prepared for both Sites A and B. Any road/junction improvements proposed in the assessment should be provided and implemented to the satisfaction of TD.	
18. Air Ventilation Aspects	<p>The future developer should make reference to the recommendations of the AVA conducted by the Planning Department (PlanD) (available at the AVA Register of PlanD) in the preparation of the development proposals for Sites A and B.</p> <p>Should the proposed scheme deviate from the development concept as shown in Plan 5, the future developer is required to carry out an AVA for the proposed scheme to demonstrate no</p>	

Item	Particulars	Remarks
	worse-off, if not better, of the outdoor wind environment when compared with that in the AVA, as part of their submission to the Town Planning Board for approval.	
19. Environmental Aspects	An Environment Assessment (EA) should be prepared to the satisfaction of Environmental Protection Department (EPD). It is required to address the potential environmental impacts on the development, in particular, the noise and air quality impacts arising from the IEC, its slip roads and ferries using the North Point Ferry Piers on the residential use at Site B. Proposed mitigation measures should be incorporated as part of the MLP submission and implemented to the satisfaction of EPD.	In the design and disposition of building blocks, due regard should be given to protecting the noise sensitive receivers (i.e. the residential blocks) through various measures, such as set back the residential blocks by 50m from the IEC, provision of a commercial/GIC block along the waterfront as a buffer.

Plan 1	Location Plan]	
Plan 2	Site Plan]	
Plan 3	Aerial Photo]	Same as Plans 1 to 6 of Paper No. 3/2009
Plan 4	Site Photos]	
Plan 5	Development Concept]	
Plan 6	Layout Plan]	
Plan 7	Tree Survey Plan		

**Planning Department
January 2009**

維多利亞港
VICTORIA HARBOUR



圖例 LEGEND

-  現存良好及優良的獨立樹/群樹
EXISTING TREES / TREE GROUP
OF GOOD AND EXCELLENT VALUE
-  主題地點
SUBJECT SITE

本摘要圖於2009年1月13日擬備，
所根據的資料為測量圖編號11-SE-1D和2C
EXTRACT PLAN PREPARED ON 13.1.2009
BASED ON SURVEY SHEETS No.
11-SE-1D & 2C

樹木調查圖 TREE SURVEY PLAN

香港北角前北角邨地盤
SITE AT EX-NORTH POINT ESTATE
NORTH POINT, HONG KONG

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/H8/08/9

圖 PLAN

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