

METRO PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

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PLANNING BRIEF FOR THE COMPREHENSIVE DEVELOPMENT AREA
AT THE NEW HONG KONG & YAUMATEL FERRY (HYF) CENTRAL PIERS



PLANNING DEPARTMENT
HONG KONG

PLANNING BRIEF FOR THE COMPREHENSIVE DEVELOPMENT AREA
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1. BACKGROUND

- 1.1 Upon the implementation of the Central Reclamation Phase I, the existing ferry piers of the Hong Kong & Yaumati Ferry Company (HYF) Ltd will be relocated seawards to the new ferry piers to be constructed along the new seawall. In view of the financial difficulty of HYF, the largest ferry operator in Hong Kong, and the need to improve the quality of ferry services by raising cash requirements, the Executive Council has on 5 July 1994 endorsed in principle the commercial development above and around the four new ferry piers to be allocated to HYF at the Central Reclamation Phase I area.
- 1.2 The subject site (about 2.2 ha) is located in the Central Reclamation Phase I area which forms part of the larger Central and Wan Chai Reclamation (CWR). It is zoned 'Comprehensive Development Area Sub-Area (2)' ('CDA(2)') on the draft Central District Outline Zoning Plan No. S/H4/4. The site comprises 4 easternmost piers (Piers 4 to 7) of this phase of the CWR and land immediately adjoining these ferry piers to the south. It will be developed into a medium-rise complex accommodating ferry piers, a ferry ticketing hall, open space and commercial development including offices, service apartments and retail uses. The total gross floor area of the commercial development will not be more than 55,740 m². Major planning parameters for the development are listed in Appendix II of the planning brief.
- 1.3 The site will also be connected with the Airport Railway Hong Kong Central Station to the south through an elevated shopping walkway. This connection is part of the integrated elevated shopping walkway system in the CWR. The design of the walkway shall comply with the Design Guidelines for Elevated Shopping Walkways in CWR produced by the Planning Department and endorsed by the Development Progress Committee (DPC) on 16.5.1994, an extract of which is attached as Appendix I to the planning brief.
- 1.4 The proposed development has been taken into account vis-à-vis the limit of the total amount of development planned for Central Reclamation. It is within the total limit planned for and will not, therefore, pose extra demands on the capacities of the planned road and other infrastructure systems. Nor will it be incompatible with the planned developments in the surrounding areas in terms of nature of use, intensity of the developments and other visual and urban design aspects.

2. THE PLANNING BRIEF

The Planning Brief (Annex 1) sets out the broad planning parameters and the development criteria for the CDA. The brief serves as a planning guide to facilitate the HYF in the preparation of a Master Layout Plan (MLP) for submission to the Town Planning Board for consideration under section 4A(2) of the Town Planning Ordinance.

3. CONSULTATION

The draft Planning Brief was circulated on 9.8.1994 for departmental comments and was approved by the Hong Kong District Planning Conference by circulation in September 1994. Relevant comments have been incorporated into the Planning Brief.

4. RECOMMENDATION

That the Planning Brief at Annex 1 for the Comprehensive Development Area at the new Hong Kong & Yaumati Ferry (HYF) Central Piers be noted by the Committee as the basis for the preparation of Master Layout Plan for further submission to the Committee for consideration and approval.

5. ATTACHMENT

Annex 1 - Planning Brief for the Comprehensive Development Area at the new Hong Kong & Yaumati Ferry (HYF) Central Piers

PLANNING BRIEF FOR THE "COMPREHENSIVE DEVELOPMENT AREA" AT THE NEW HONG KONG & YAUMATI FERRY (HYF) CENTRAL PIERS

1. Purpose of the Planning Brief

The purpose of the Planning Brief (PB) is to set out the broad planning parameters and the development criteria for the 'Comprehensive Development Area' ('CDA') at the new HYF Central piers and the adjacent area in the Central Reclamation Phase 1. The PB is a planning guide to facilitate the developer in the preparation of a Master Layout Plan (MLP) for submission to the Town Planning Board (the Board) under Section 4A(2) of the Town Planning Ordinance as the area is covered by the draft statutory Central District Outline Zoning Plan (OZP) No. S/H4/4 gazetted on 11.11.94.

2. The Site

- 2.1 The 'CDA' site (the Site) is located in the Central Reclamation Phase 1 area which forms part of the larger Central and Wan Chai Reclamation (CWR). The site comprises 4 easternmost piers of this phase of CWR (i.e. Piers 4 to 7) and the adjacent area (Plan 1). The elevated shopping walkway linking the 'CDA' site with the MTR Airport Railway Hong Kong Central Station will also be constructed by the developer (Plan 2).
- 2.2 The Site is bounded by the sea to the north and the Airport Railway Hong Kong Central Station to the south. The eastern and western boundaries are defined by the commercial site C10 and the proposed telephone exchange/electric sub-station (ESS) respectively. The site area is about 2.20 ha at ground level.
- 2.3 The Site spans over a substantial area of roads, promenade and pavements. Therefore the design of the ground level will address the need to maintaining the concept of a pedestrian promenade, albeit covered at a higher level, and providing an efficient and safe vehicular circulation.
- 2.4 The curtilage of the 'CDA' zone, which is subject to minor boundary adjustments, may not necessarily be the same as that of land grant which will invariably include such other considerations as Buildings Ordinance requirements, future maintenance, management arrangement, etc.

3. Planning Context

- 3.1 The Central Reclamation Phase I area has been incorporated in the Central District OZP No. S/H4/4 gazetted on 11.11.94. The Site is zoned 'CDA' on the OZP. According to the Notes of the OZP, the developer shall prepare a MLP for the approval of the Board.
- 3.2 The Site will be a major transportation node providing ferry services intending to link the outlying islands, Tsuen Wan, Tuen Mun, Gold Coast and Jordan Road with the Central District. Transport interchange facilities and convenient pedestrian linkage will need to be provided both at the interim as well as the final phase of reclamation.

- 3.3 As the area forms the first phase of the CWR, the final road layout, especially the waterfront trunk road tunnel, will take quite some time to complete. The broad locational relationship of the Site in the final phase of CWR development is shown in Plan 2. However, in view of the urgency to make land available for the Airport Railway Central Station development, an interim road layout which differs from the final arrangement will be constructed.

4. Planning Principles and Objectives

The major planning principles for the Site are :

- (a) to ensure that the comprehensive development will establish an expressive identity, together with a sense of liveliness doing justice to its role as a major transport interchange and its prominent harbour front location;
- (b) to promote building forms which will establish a sense of place relative to the open spaces in both the development and its adjoining areas;
- (c) to exploit the design possibilities inherent in the harbour front, particularly as a suitable setting for passive recreational activities and amenities;
- (d) to maintain a high degree of visual permeability and enhance the view corridors to be established;
- (e) to minimise adverse environmental impacts of the road corridors, and to take into account energy conservation;
- (f) to ensure that a legible, convenient, comfortable and directional pedestrian circulation system is integrated within the development, linking together major nearby activity nodes (including the Airport Railway Hong Kong Central Station); and
- (g) to ensure proper maintenance of utilities and services running through the Site.

5. Planning Parameters (See Appendix II)

5.1 Development Intensity and Mix

- (a) The Site will be developed into a medium rise complex accommodating four piers, a ferry concourse including ferry ticketing hall and 24-hour pedestrian circulation, commercial and serviced residential development and open space uses. Basically, retail use will be provided on the lower floors, forming an integral part of the retail spine extending from Connaught Road Central and the Airport Railway Central Station to the harbour.
- (b) The commercial development (including the commercial floor area on the elevated shopping walkway to the south and the ferry company administration office but excluding the ferry concourse) is as follows :

<u>Use</u>	<u>Gross Floor Area (GFA)</u>
Retail	19110m ²
Office	18530m ²
<u>Service Apartments</u>	<u>18100m²</u>
Total	55740m ²

- (c) Apart from the above commercial development, a ferry concourse of about 20000m², including a ferry ticketing hall of 2000m², ferry waiting area and pedestrian circulation area, shall also be provided.
- (d) In the event that the developer wishes to significantly vary the GFA of office, service apartment and retail uses, he shall demonstrate that the proposal would meet various planning/environmental/traffic/engineering requirements and seek approval of the Town Planning Board.

5.2 Open Space

The open roofs at various levels on the concourse, podium structure and on the piers shall be developed into open spaces for public use. These public open spaces need to be designed and constructed by the developer. Unless the Urban Council wishes to take over, the developer shall manage and maintain the said open spaces. The public open spaces shall include tree planting area, therefore where necessary, soil depth of 1.5m shall be provided on the deck structure.

6. Urban Design and Landscape Framework

6.1 General Design Concepts

- (a) All buildings, open spaces, pedestrian circulation and public transport facilities shall be designed to cater for the needs of the disabled wherever possible.
- (b) The design of the Site shall also take into account energy conservation.

6.2 Maximum Building Heights

- (a) The Site is the foremost development site on the waterfront. The urban design principles identified in Final Report of Development of Urban Design Parameters Investigation (UDPI) shall be complied with. These include the preservation of the 20% building-free Victoria Peak ridgeline as backdrop surface as viewed from the ground level of the Star Ferry in Kowloon and as far as possible the creation of an interesting stepping building profile declining towards the waterfront.
- (b) Taking account of the possible maximum building height at Site C10 (120m PD) and at the Airport Railway Hong Kong Central Station (about 200m PD), the maximum building height of the main roof decks of the development on the Site shall not exceed 60mPD so as to create a stepped height profile in the reclamation area.

6.3 View Corridors and Visual Design Concepts

- (a) Road D5 would also function as a view corridor extending from the existing Pedder Street to Victoria Harbour. The 'CDA' development should not disrupt the view corridor.
- (b) Towers on the Site shall not result in the creation of a high wall development. The development shall respect the existing buildings and achieve a reasonable degree of permeability. The intervisibility of the existing and proposed buildings and the harbour should be maximized. In this context, it is envisaged that the medium-rise towers will be constructed on the piers rather than on the concourse area parallel to the waterfront (See Plan 2).
- (c) As the development will be constructed partly above the promenade, consideration shall be given to allowing adequate natural lighting to the open space at ground level.

6.4 Building Form

The development, though of relatively small scale as compared with the tall office towers behind, is prominently located, in particular the four medium-rise towers on the piers. They shall be designed in a consistent manner so as to create an integrated and articulate architectural complex which spans a substantial horizontal dimension of about 350 metres. The development shall preferably present a sense of maritime character to be compatible with its setting and use.

6.5 Landscaping

- (a) At the ground level, part of the Site will be taken up by a Green Mini Bus (GMB) terminus, traffic accesses and concourse area of the piers. Nevertheless, landscaping treatment along Road D3 and near the promenade should be provided to integrate with the landscape treatment of the promenade and to protect the pedestrians against the nuisance generated by the traffic on the roads.
- (b) Public open space above the concourse and pier structures shall be properly landscaped with trees and other mature vegetation to adopt the general character of a ground level open space. The portion of open space under office and apartment towers should also be landscaped for passive recreational uses.
- (c) As the development on the future reclamation will be developed in a stepped height profile declining towards the waterfront, the roof tops of the development are visible to the viewers on higher levels behind. Hence, the roof tops of the office and apartment towers shall be carefully treated in terms of landscaping, colouring and external finishes.
- (d) A Master Landscape Plan to illustrate the landscaping concepts and proposals for the development shall be prepared and submitted together with the MLP for the approval of the Board.

7. — Pedestrian Circulation

7.1 Ground Level

The ground level of the development shall provide for safe pedestrian movement between concourse area and the ferry piers. The ground level shall be integrated with the waterfront promenade which is also a major ground level pedestrian thoroughfare along the waterfront to permit free movement between open spaces.

7.2 Podium Level

- (a) Apart from the ground level routes, the footbridge network at the upper levels will play a very significant role in pedestrian circulation in this part of the Central Business District. A major elevated shopping walkway linking the Site with the Airport Railway Hong Kong Central Station will become the primary north-south pedestrian route for the general public. The alignment of the walkway shall be planned to connect directly with that of the said railway station development. The design of the walkway shall comply with the Design Guidelines for Elevated Shopping Walkways in Central and Wan Chai Reclamation approved by the Government (extract of the Guidelines at Appendix I).
- (b) Convenient and direct pedestrian access shall be provided between the public walkways and the public open spaces.
- (c) Future upper-level pedestrian connection to the Piers 8 and 9 and /or their adjacent developments would need to be reserved at the development.
- (d) The detailed design, width and level of the elevated shopping walkways will need to be worked out to the satisfaction of the concerned departments. According to current planning, the walkways should be constructed at levels 17.1mPD and 22.1mPD to connect with the Airport Railway Hong Kong Central Station.
- (e) Pedestrian circulation area in the ferry concourse shall be regarded as part of the concourse area. Circulation areas in the elevated shopping walkway, which is dedicated for public pedestrian circulation purpose, could be excluded from GFA calculation and this should be determined based on the forecast pedestrian flow as agreed by Transport Department.

8. Traffic and Transport

- 8.1 Public transport facilities including ferry piers, Green Mini Bus terminus, bus laybys and taxi laybys will be accommodated in the development. The requirements are set out in Appendix II.
- 8.2 To serve the above ground development, parking spaces, laybys and loading/unloading bays shall be provided within the Site in accordance with the standards in the Hong Kong Planning Standards and Guidelines (HKSPG). The broad requirements are indicated in Appendix II.
- 8.3 The ingress/egress to the Site will be via Road D3. The arrangement and layout of access, parking spaces, laybys, loading and unloading areas, public transport

terminus and other public transport facilities shall be designed to the satisfaction of the Commissioner of Transport.

- 8.4 A comprehensive Traffic Impact Assessment (TIA) shall be prepared to assess the impacts due to the 'CDA' development to the satisfaction of the concerned departments, taking into account the neighbouring planned developments including the Airport Railway Hong Kong Central Station.

9. Environment

The development should undergo the environmental impact assessment process. The project profile for a likely focussed assessment should focus, inter alia, on sewage collection and treatment, water quality impacts, traffic and recommendations of environmental protection measures for incorporation into the development.

10. Utility Services

- 10.1 To ensure that the requisite utility services (water supply, drainage, sewerage, gas, electricity and telephone) can be provided on time, the developer shall liaise closely with Territory Development Department, who is responsible for the management of the civil engineering works of the Phase 1 reclamation.
- 10.2 There may be requirements to accommodate public service and utility installations within the Site. The transformer rooms for the Airport Railway Central Station and the underground pumphouses serving the adjacent commercial development may also fall within the Site. The developer shall liaise with the Water Supplies Department, Drainage Services Department, District Lands Office and the relevant utility companies as early as possible and such requirements should be taken into account in the early design stage.

11. Implementation Programme

An implementation programme is required to indicate the phasing and construction programmes for the retail, office, service apartments, open space, public transport facilities and pedestrian connections. Interfacing arrangement in design and construction, including that with other government piers and accommodation, shall be addressed in detail. The developer shall consult Project Manager/HKI & Is and Architectural Services Department in this regard.

12. Master Layout Plan Submission

- 12.1 The Master Layout Plan (MLP) to be submitted to the Board for approval shall contain all information as required under the Notes of the 'CDA' zoning on the OZP and to demonstrate that the requirements stated in this PB will be complied with. The MLP shall include the following information :
- (a) the areas of proposed land uses, the nature, position, dimensions, and heights of all buildings as well as the differentiation between Government and private accommodation to be erected on the Site;

- (b) the proposed total gross floor areas for various uses and number of habitable units of service apartments.
- (c) The details and extent of all necessary supporting transport facilities including parking spaces, loading/unloading areas and laybys to be provided within the Site;
- (d) The alignment, width and levels of any roads proposed to be constructed within the Site;
- (e) The design of open spaces and the landscaping proposals in form of a master landscape plan;
- (f) Programmes of building development in detail;
- (g) An urban design study report including photo-montage to explain the urban design concept of the development;
- (h) An environmental impact assessment to determine the nature and extent of potential environmental impacts, the mitigation measures to be provided in the design, construction, operation and maintenance of the development and the environmental monitoring and audit requirements during both the construction and operation stages;
- (i) A traffic impact assessment to examine the traffic impact of the development, both in the interim and final development scenario; and
- (j) Such other information as may be required by the Board.

- 12.2 The MLP shall be drawn to a suitable scale and be supported by an explanatory statement forming part of the MLP. The explanatory statement shall contain an adequate explanation of the development proposal including such basic information as the character of the site in relation to the surrounding areas, principles of layout, design assumptions, design population, recreation and open space facilities including responsibility for their construction cost/operation/management and whether they will be handed back to the Government on completion.

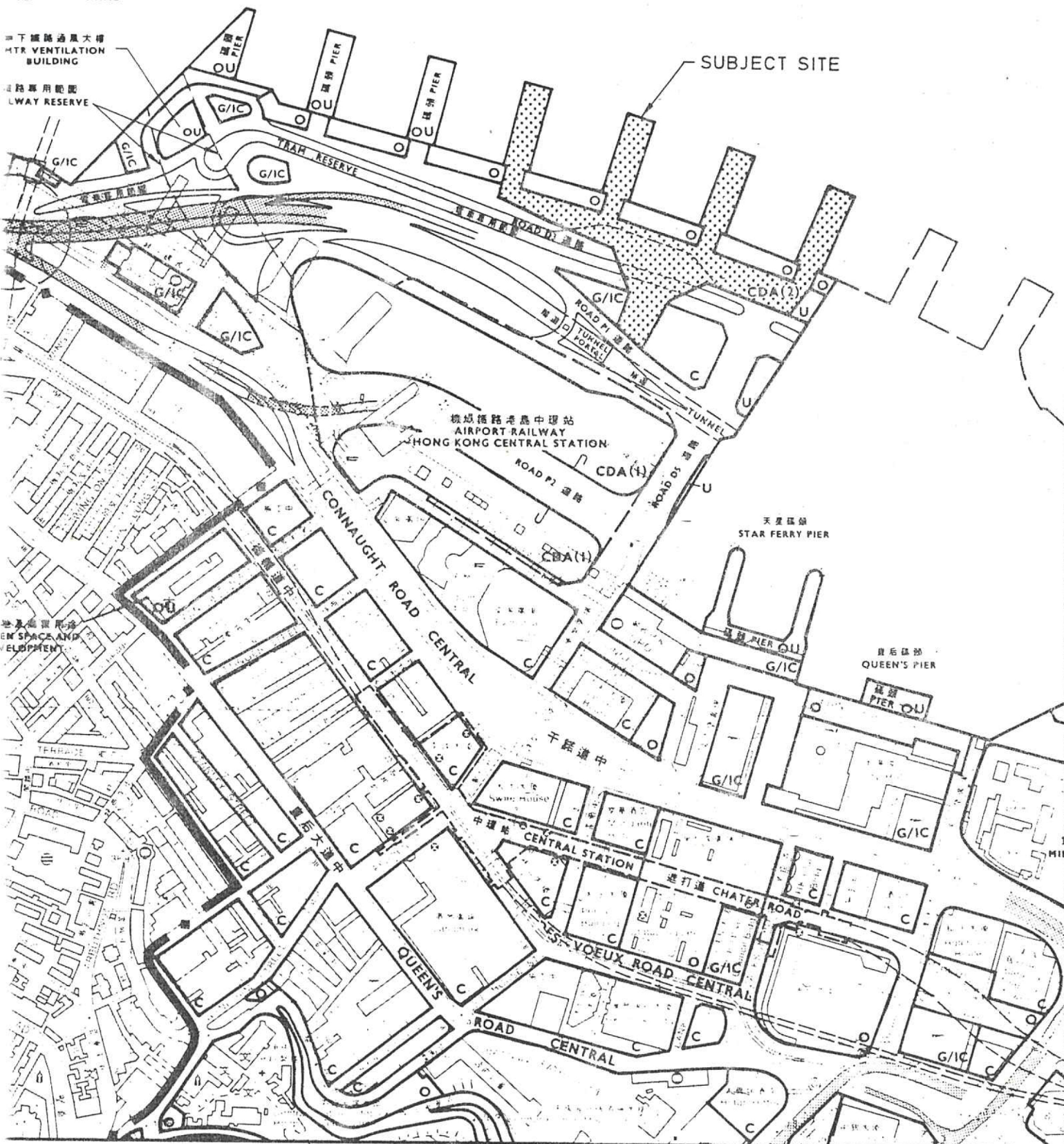


右碼頭
FERRY TERMINAL

下城通風大樓
MTR VENTILATION BUILDING

路專用範圍
LWAY RESERVE

SUBJECT SITE



EXTRACT PLAN
BASED ON CENTRAL DISTRICT
OUTLINE ZONING PLAN No. S/H4/4
EXHIBITED ON 11.11.1994

SCALE 1:5 000
METRES 100 0 100 200 METRES

PLANNING
DEPARTMENT



Drg. No.
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PLAN
1

Extract from the 'Design Guidelines for
Elevated Shopping Walkways in Central and Wan Chai Reclamation'

1. Background

- 1.1 Elevated shopping walkway is defined as an elevated retail development which spans over public roads and streets. It also serves as a public thoroughfare for pedestrians. A notable example is the Queensway Plaza. In view of its relatively large dimension (with a width up to 25m plus), such walkway does not differ very much from major shopping malls such as those in Harbour City.
- 1.2 The current policy formulated by the Buildings and Lands Conference (BALC) is that no retail elements should be provided on pedestrian footbridges, and that such footbridges should be dedicated for passageway only. However, the elevated shopping walkways as defined above are different in scale and design from these footbridges.
- 1.3 In the Urban Design Parameters Investigation (UDPI) of the Central and Wan Chai Reclamation Development Study, elevated shopping walkway is identified as one of the major urban design features. The walkways can contribute to form a continuous retail and pedestrian spine linking up the existing Central Business District (CBD) with the future reclamation up to the waterfront. The Final Report of the UDPI was endorsed by the Development Progress Committee (DPC) on 11.11.93 as a basis of detailed planning. In particular, DPC endorsed the elevated shopping walkways proposed in the Recommended Outline Development Plan attached to the UDPI Final Report as a basis for detailed design and implementation. Originally, the term 'retail footbridge' was used in the UDPI. However, DPC requested for a more adequate description. After consultation with relevant departments, it was proposed that the term 'elevated shopping walkway' be adopted to replace 'retail footbridge'. Moreover, to facilitate implementation, DPC directed that a working group be set up to consider the technical aspects involved.
- 1.4 Pursuant to DPC's decision and on the basis of the UDPI, Planning Department has prepared a set of Design Guidelines for the Elevated Shopping Walkways proposed in Central and Wan Chai Reclamation in consultation with relevant Government departments.

2. Planning Considerations

- 2.1 Wide primary distributors and trunk roads are common in the CBD and in the future Central and Wan Chai Reclamation. It is essential to provide grade-separated pedestrian corridors to facilitate circulation. Some of these corridors could take the form of elevated shopping walkway, thus forming continuous retail spines running from inland areas to the waterfront.
- 2.2 Integrating retail activities with pedestrian passageways will animate the whole length of the pedestrian circulation corridors between the existing urban areas and the new waterfront. Moreover, the elevated shopping walkways will enable large development sites to function in a coherent and co-ordinated manner.
- 2.3 To avoid over-development, the area underneath the walkways would be included in the lot area but should not be counted for plot ratio calculation, whilst the shopping or retail

floor area within the walkways should be included in Gross Floor Area (GFA) calculation of the connecting sites concerned. Those passageways which can be clearly defined for public pedestrian circulation purpose may be excluded from GFA calculation (refer Plan 1).

3. Aesthetic Considerations

The elevated shopping walkways are relatively bulky and high hanging in the air in the middle of thoroughfares which normally form breathing space and frame view corridors. These walkways might disrupt the view along the thoroughfares and cast shadows on the pavements and roads. In view of the above, their visual impacts are of great concern. The walkways must be interesting in appearance and visually compatible with the surroundings. Blank face and dull appearance should be avoided. The form, scale, structure, colour, architectural treatment and lighting aspects of the walkways will need careful consideration, and submission to the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS) for consideration is required.

4. Buildings Ordinance Considerations

The elevated shopping walkways must be designed in compliance with the Buildings Ordinance in terms of fire safety, means of escape, structural and other requirements.

5. Environmental Considerations

Elevated shopping walkways may have traffic noise and air circulation implications. Due regard should be given to the acoustics for the users (if any) underneath the extensive bridge structures. The accumulation of vehicle emissions underneath the walkways is also a concern. The ventilation design of the vehicular passageway below the walkways should aim to achieve the air quality guidelines for all vehicular tunnels (including underpasses) recommended by the Environmental Protection Department. This should take into account factors including the dimension of the underpass, traffic volume and speed, and background air pollution levels. Furthermore, ventilation shafts (if any) should be properly located so that emissions therefrom would not affect nearby sensitive receivers.

6. Traffic and Highways Considerations

- 6.1 The area under the elevated shopping walkways should remain as gazetted roads, whereas the walkways themselves are considered as private structures to be maintained and managed by the developer upon completion.
- 6.2 A minimum vertical clearance of 5.1 metres over the carriageway should be maintained and no supporting columns are allowed to be sited within highway reserves. The supporting structures for the walkways should normally be provided from within the contiguous buildings.
- 6.3 Adequate clear width (i.e. excluding the window shopping area) of unobstructed public pedestrian passageways must be provided. As a general guide, the passageway for pedestrian circulation should be of a minimum of 6 metres. However, to allow flexibility in design, the actual clear widths of the walkways should be determined from the predicted pedestrian flow. In many cases, especially near major transport terminals, wider passageways may be required.

6.4 Adequate signing and signage should be provided to guide the users.

6.5 As the elevated shopping walkways may block the sunlight and affect the car drivers and pedestrians underneath in view of their sheer bulk, provision of adequate lighting may be required to the satisfaction of the Chief Engineer/Lighting of the Highways Department.

6.6 Exhibition of advertisement signs on the external faces of the elevated shopping walkways should not be encouraged in view of the prominence of the walkways along public roads and the potential danger of detracting motorists.

7. Land Administration Considerations

To give land title to the elevated walkway, the area beneath it will be included into the lot area but will not be counted as site area for plot ratio calculation as explained in para. 2.3 above. The land right to be granted concerning the walkways will be determined by Director of Lands and spelt out in the lease conditions.

8. Management Considerations

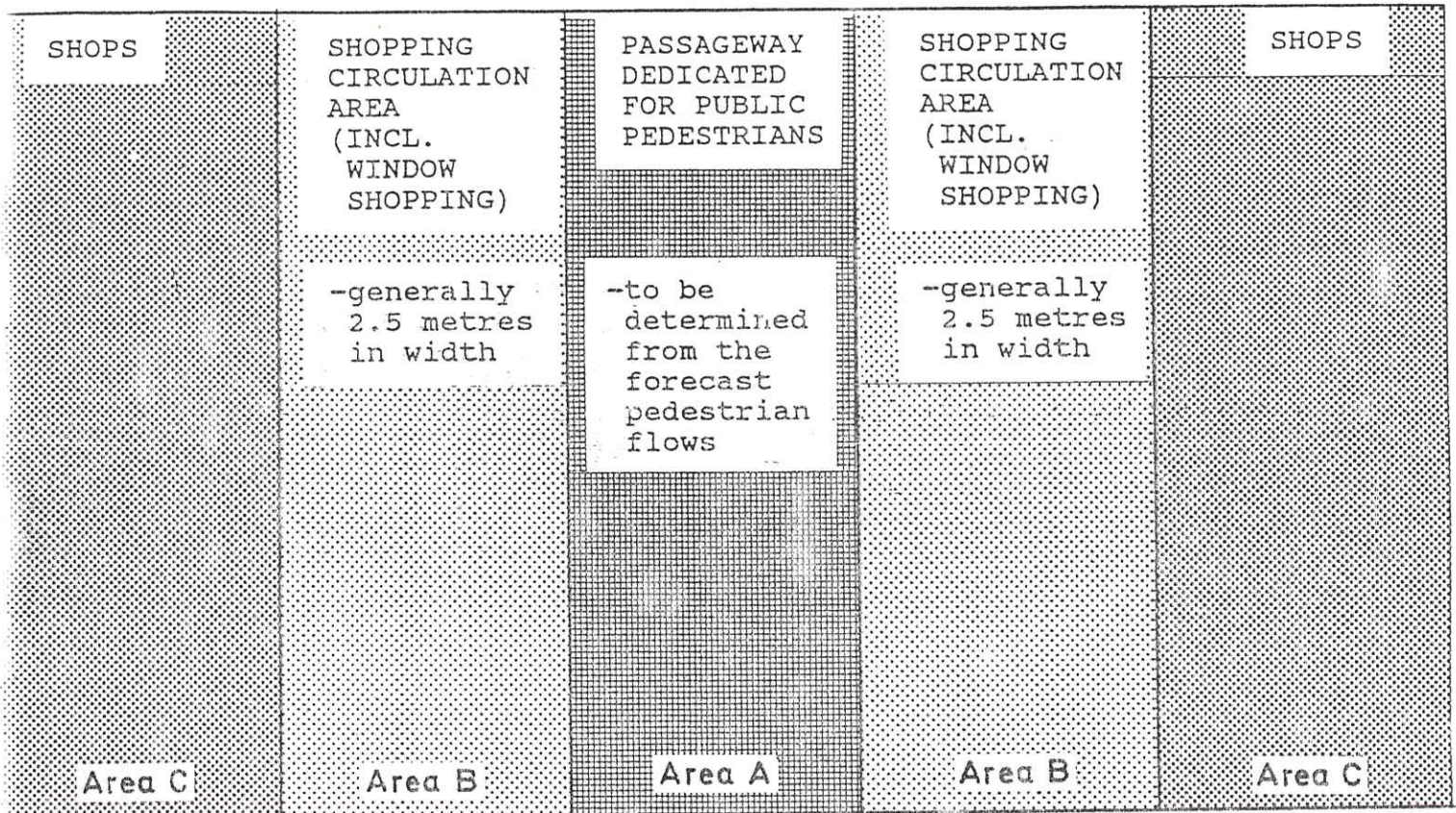
The elevated shopping walkways should be constructed and managed by the relevant developers. Subject to the satisfaction of concerned departments, some of these walkways would need to be open 24 hours a day to facilitate pedestrian circulation.

9. Attachments

Plan 1 - Shopping Area Accountable for Gross Floor Area calculation

PLANNING DEPARTMENT
APRIL 1994

Shopping Area
Accountable for
Gross Floor Area Calculation



GFA Calculation Method

- (1) Area A could be excluded from GFA calculation.
- (2) Areas B and C should be included in GFA calculation.

**Major Planning Parameters of
the "Comprehensive Development Area"
at the New Hong Kong & Yaumati Ferry (HYF) Central Piers**

1. Development Parameters

1.1	Site Area	2.2 ha *
1.2	Total Commercial Gross Floor Area	55 740 m ²
1.3	Ferry Concourse Area	20 000 m ²
1.4	Broad Development Mix	
	<u>(a) Commercial Use</u>	<u>Gross Floor Area</u>
	Retail	19 110 m ²
	Office	18 530 m ²
	Service Apartments (Max 200 units)	18 100 m ²
	Total Commercial	55 740 m ²
	<u>(b) Ferry Concourse</u> (including 2000m ² ferry ticket hall and pedestrian circulation in the concourse area)	20 000 m ²
	TOTAL GROSS FLOOR AREA	75 740 m²

2. Open Space

Open spaces for public use to be provided on top of the podium structures above piers

3. Utility Services

The developer to liaise with concerned government departments and utility companies for utility service requirements such as pumphouses, transformer rooms, etc for serving the development and others adjacent to the Site.

* Site area at ground level. Excluding areas which may be covered by cantilever portion of buildings and elevated shopping walkway.

4.1 Public transport facilities

- (a) A Green Mini Bus Terminus of 1 single width bay and 1 double width bay.
- (b) A taxi layby to serve the ferry passengers. (exact width to be advised by C for T).
- (c) A pair of bus laybys for eastbound and westbound bus routes

4.2 Related to the Commercial Developments

Facilities	Standard	Required Provision
Car Parking Spaces (@5 x 2.5m)		
for office	1 car parking space for every 240m ² , or part thereof, of gross floor area	78
for service apartments (not more than 200 units)	1 per 6 rooms	33
for retail	to be determined by the Authority	to be advised by TD
Loading/Unloading Bays (@11 x 3.5m minimum, 4.1m vertical clearance)		
for office	1 bay for every 5000m ² , or part thereof, of gross floor area	4
for service apartments	1 bay for Class A-C apartment	1
for retail	1 bay for every 1000m ² , or part thereof, of gross floor area	20 (half of them may be 8x3m in size)
Layby for Taxi and Private Cars (@5 x 2.5m)		
for office	1 layby for every 20000m ² , or part thereof, of gross floor area	1
for service apartments	not required.	0
for retail	not required	0