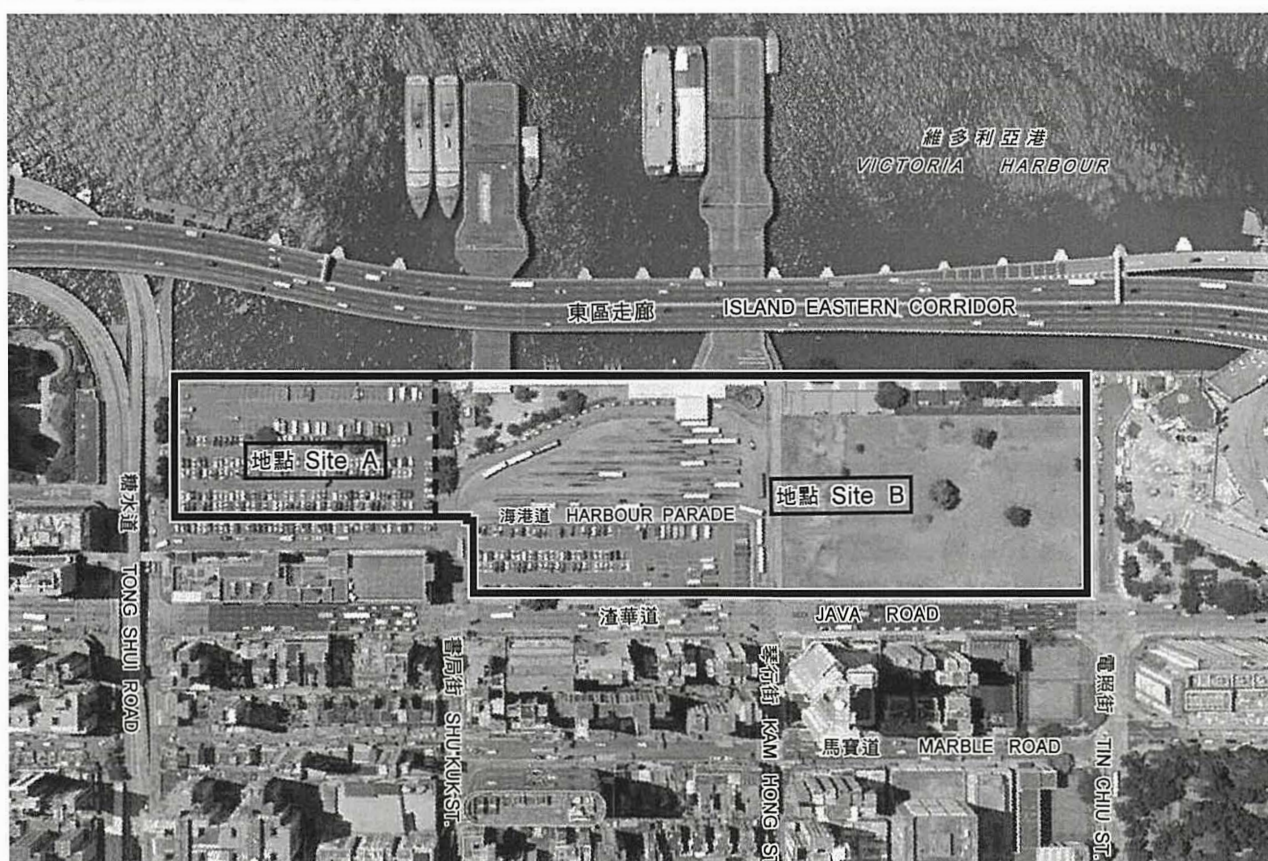


前北角邨用地擬議發展

規劃大綱

PLANNING BRIEF FOR THE PROPOSED DEVELOPMENTS AT THE EX - NORTH POINT ESTATE SITE, NORTH POINT



規劃署
PLANNING DEPARTMENT

二零一一年一月
January 2011

**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 and Restrictions	<p><u>Site A:</u> “Residential (Group A)” (“R(A)”) and ‘Road’ on the North Point Outline Zoning Plan (the 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> “Comprehensive Development Area (3)” (“CDA(3)”) on the OZP. The “CDA(3)” zone is subject to a maximum domestic GFA of 53,680m² and a maximum non-domestic GFA of 29,995m² of which a GFA of not less than 5,155m² shall be provided for GIC facilities, a maximum site coverage of 60% (excluding basement(s)), and a maximum building height of 80 mPD. A public open space of not less than 12,680m² including a 20-metre wide waterfront promenade shall be provided. Ancillary car parking and public coach park shall be provided in the basement.</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 waterfront promenade at the eastern and western parts as well as a 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 3 and 4

Item	Particulars	Remarks
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 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.	Plans 1 and 2
B. Major Development Parameters		
5. Site Area	37,200m ² (approx.) - Site A: 7,935m ² - Site B: 29,265m 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: 119,675m ² <u>Site A:</u> Maximum GFA of 36,000m ² <u>Site B:</u> Maximum GFA of 83,675m ² with a maximum non-domestic GFA of 29,995m ² including: - covered PTT not less than 7,270m ² - coach park not less than 2,500m ² - GIC facilities not less than 5,225m ²	<u>Site B only:</u> 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)	60% for both Sites A and B	To avoid bulky podium structure and ensure adequate space for wind circulation and visual access to waterfront. In determining the maximum site coverage, area designated

Item	Particulars	Remarks
		for the waterfront promenade should be excluded from the site area calculation.
C. Planning Requirements		
10. Urban Design Considerations	<p><u>Sites A and B:</u></p> <p>The development schemes have to take into account the following urban design considerations, where appropriate:</p> <ul style="list-style-type: none"> • provide sensitive layout and disposition to achieve better air ventilation and avoid adverse impact on pedestrian wind environment; • avoid large podium structure and maximise at-grade public spaces; • car park should be provided in the basement; • building setback along Tin Chiu Street, Shu Kuk Street, North Point Estate Lane, Java Road and Tong Shui Road (Plan 5) 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 • creative building design is encouraged and special regard should be paid to the treatment of building façade and mass. 	<p>To minimise visual impact, enhance air circulation and improve the pedestrian environment, the following measures should be adopted with regard to podium design:</p> <ul style="list-style-type: none"> • permeable podium design to allow wind penetration through the podium levels; and • terraced podium design to facilitate downward airflow to the pedestrian level. <p>In the Master Layout Plan submission to the Town Planning Board, the developer is required to demonstrate that relevant measures have been duly taken into consideration.</p>

Item	Particulars	Remarks
	<p><u>Site B only:</u></p> <ul style="list-style-type: none"> there should be a 30m difference in building height between buildings on the waterfront and those located inland so that a “stepped height” building profile descending towards the waterfront could be achieved; and varying building heights in east-west direction should be adopted. 	
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 2,320m² with a width of not less than 20m; <p><u>Site B:</u></p> <ul style="list-style-type: none"> a waterfront promenade of not less than 5,880m² with a width of not less than 20m and public landscaped walkways leading to the promenade; 6,800m² of POS to serve the residents of the site as well as the public, and for reprovisioning of an existing sitting-out area within the Site. <p>A central piazza should be provided in front of 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 including waterfront promenade at the Site will be designed and constructed by the developer to the satisfaction of 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>Plan 5</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 the Planning Department (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 developments with the 	<p>A LMP setting out, inter alia, the greening proposal for Sites A and B should be submitted for Town Planning Board's consideration at the planning application stage.</p>

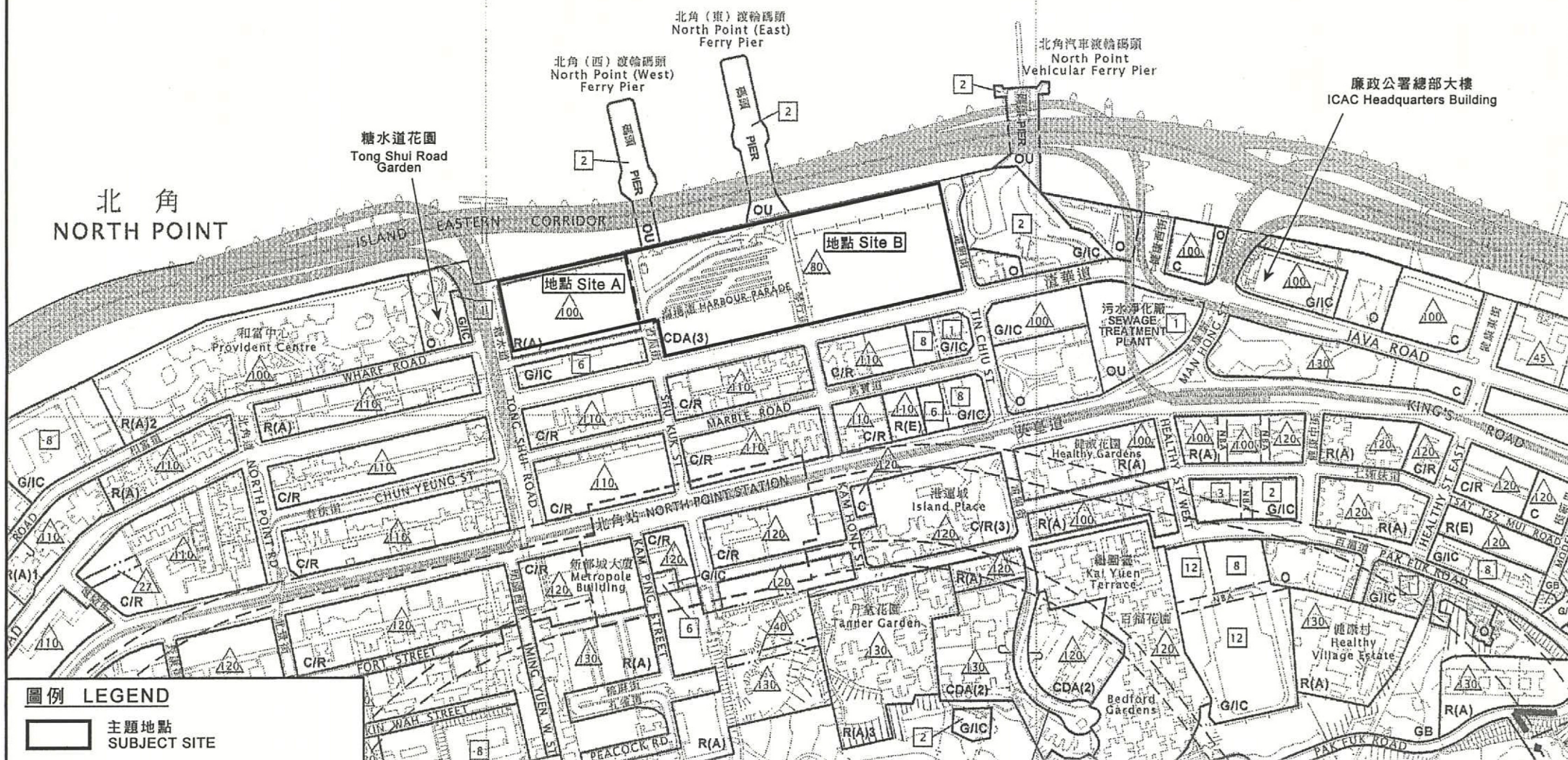
Item	Particulars	Remarks
	<p>waterfront environment and the POS;</p> <ul style="list-style-type: none"> • optimise greening opportunity in the developments wherever possible. Green podium roof and roof gardens should be provided on all buildings; • all existing trees on the Site should be preserved as far as possible. The trees of good and excellent value as indicated in Plan 6 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, North Point Estate Lane, Java Road and Tong Shui Road for tree planting by the developer. Adequate soil depth should be reserved for planting, especially above basement or structure; and • 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. 	<p>Greening opportunity should be optimised to create a quality green setting. A minimum coverage of 30% for greening at both Sites A and B shall be adopted, including a minimum of 20% at ground level while the remainder can be at ground, podia and rooftops.</p>
13. GIC Facilities	<p><u>Site B only:</u></p> <p>A minimum GFA of 5,225m² for the following GIC facilities:</p> <ul style="list-style-type: none"> • a public toilet with GFA not less than 110m² 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; • an Integrated Family Service Centre (with a total GFA of not less than 1,175m²), a special child care centre cum early education and training centre (1,100m²), a district support centre for persons with disabilities (1,100m²) and a day care centre for the elderly (480m²) 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 handed over to the concerned departments for management and maintenance upon completion.</p> <p>The community hall should be located in a free-standing GIC building which could also accommodate other required GIC facilities and</p>

Item	Particulars	Remarks
		integrate with the public piazza to form a nodal point on the waterfront.
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 7,270m² (covered area). 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. 	<p>The exact location and 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> <p>The exhaust air outlets of the PTT should be located away from nearby residents or other receptors to avoid causing any air pollution nuisance.</p> <p>The PTT should be able to accommodate 17 bus routes and 2 green mini-bus routes. Actual provision is subject to TD's agreement.</p>
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><u>Site B only:</u></p> <p>The provision of a public coach park with a GFA of not less than 2,500m² and direct connection with the waterfront promenade.</p> <p>To avoid bulky podium structure, the carparks for hotel, residential, GIC uses and commercial developments, and the public coach park should be provided at basements.</p>	<p>Provision for commercial and residential uses and the public coach park 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.</p> <p>The exhaust air outlets of the public coach park should be located away from nearby residents or other receptors to avoid causing any air pollution nuisance.</p>
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 Tin Chiu</p>	


Item	Particulars	Remarks
	<p>Street, Shu Kuk Street, Java Road and Tong Shui Road should be provided.</p> <p>A pedestrian subway connecting the proposed developments with the North Point MTR Station exit on the other side of Java Road will be provided (Plan 5).</p>	<p>The developer is required to make provision in the development on Site B for connection to the subway. The subway is to be constructed by the Government and the exact alignment/extent of the subway is subject to detailed design.</p>
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 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 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.</p>	
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
Plan 4	Site Photos
Plan 5	Development Concept
Plan 6	Tree Survey Plan

Planning Department
January 2011



圖例 LEGEND

 主題地點
SUBJECT SITE

位置圖 LOCATION PLAN

前北角邨地盤的規劃大綱

PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

本摘要圖於2010年12月20日擬備，
所根據的資料為於2010年11月30日
核准的分區計劃大綱圖編號 S/H8/24
EXTRACT PLAN PREPARED ON 20.12.2010
BASED ON OUTLINE ZONING PLAN No.S/H8/24
APPROVED ON 30.11.2010

米 比例尺 1 : 5 000 SCALE 米
METRES 100 0 100 200 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/H8/09/7B

圖 PLAN

1

VICTORIA HARBOUR

糖水道食水抽水站及分站
Tong Shui Road Fresh Water
Pumping Station & Substation

擬議行人隧道
Proposed
Pedestrian Subway

北角危險品汽車渡輪碼頭
North Point
Dangerous Goods
Vehicular Ferry Pier

電照街兒童遊樂場
Tin Chiu Street
Children's
Playground

地點 Site B

地點 Site A

巴士總站
Bus Terminus

圖例 LEGEND

主題地點
SUBJECT SITE

本摘要圖於2010年12月29日擬備，
所根據的資料為測量圖編號11-SE-1D和2C
EXTRACT PLAN PREPARED ON 29.12.2010
BASED ON SURVEY SHEETS No.
11-SE-1D & 2C

平面圖 SITE PLAN

前北角邨地盤的規劃大綱

PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

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

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No

M/H8/09/7B



PLAN

2



主題地點
SUBJECT SITE

本摘要圖於2010年12月20日擬備，所根據的資料為
地政總署於2010年5月24日拍得的航攝照片編號CS28957
EXTRACT PLAN PREPARED ON 20.12.2010
BASED ON AERIAL PHOTO No.CS28957
TAKEN ON 24.5.2010 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

前北角邨地盤的規劃大綱

PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

規劃署
PLANNING
DEPARTMENT



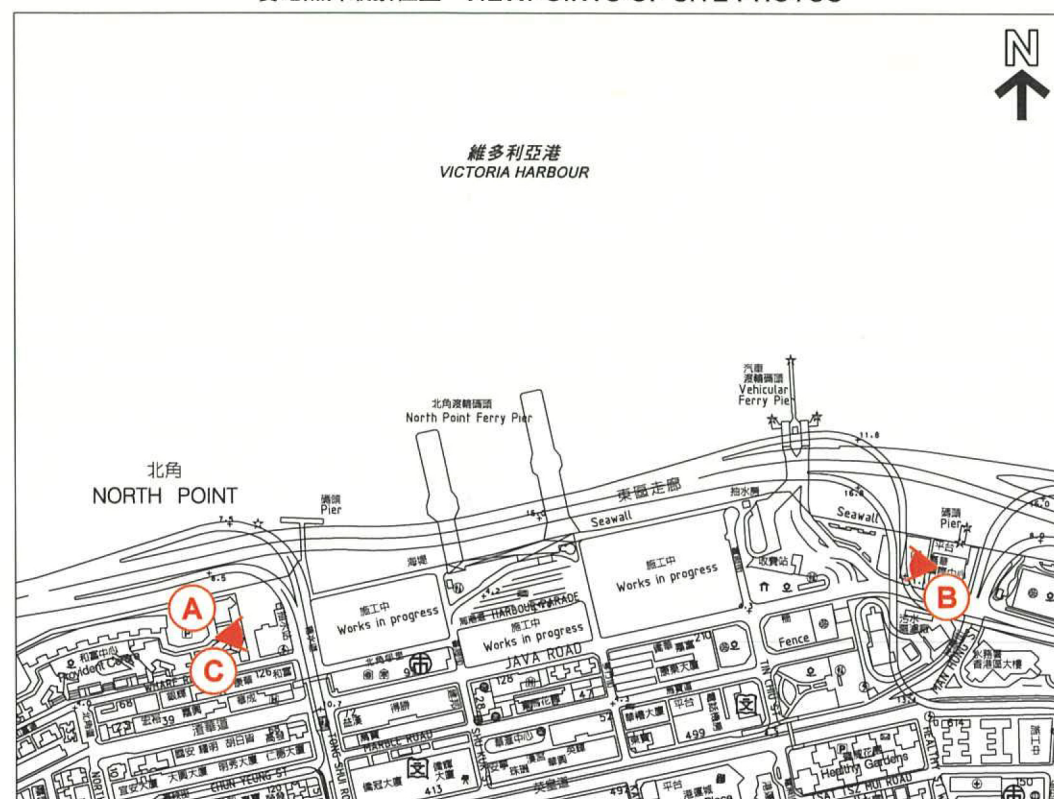
參考編號
REFERENCE No.

M/H8/09/7B

圖 PLAN

3

實地照片取景位置 VIEWPOINTS OF SITE PHOTOS



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



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



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

圖例 LEGEND

主題地點
SUBJECT SITE

本圖於2010年12月20日擬備，所根據的資料
為攝於2010年8月10日的實地照片
PLAN PREPARED ON 20.12.2010 BASED ON
SITE PHOTOS TAKEN ON 10.8.2010

實地照片 SITE PHOTOS

前北角邨地盤的規劃大綱

PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

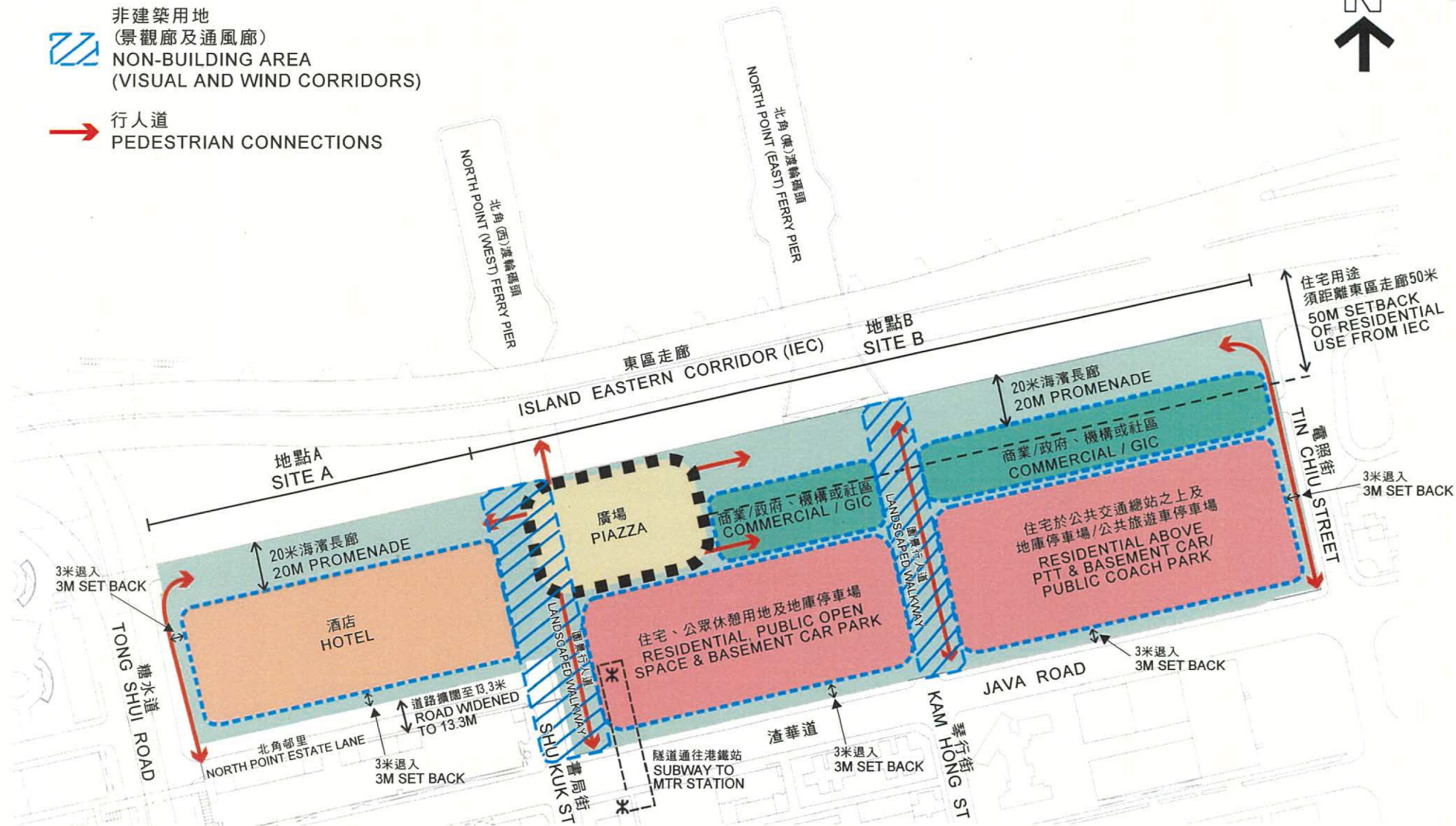
規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/H8/09/7B

圖 PLAN
4

-  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

前北角邨地盤的規劃大綱

PLANNING BRIEF FOR THE EX-NORTH POINT ESTATE SITE

規劃署
PLANNING
DEPARTMENT

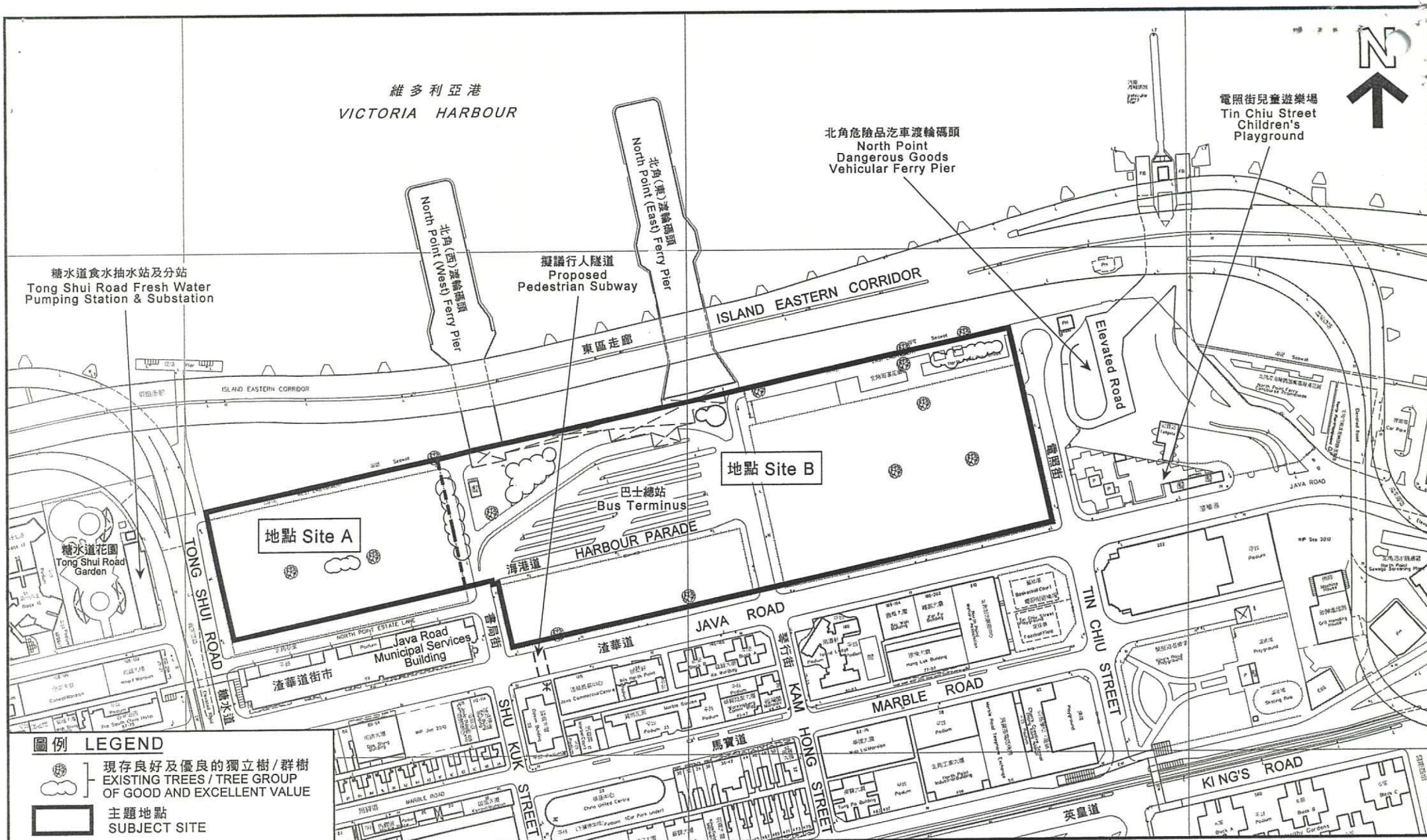


參考編號
REFERENCE No.

M/H8/09/7B

圖 PLAN

5



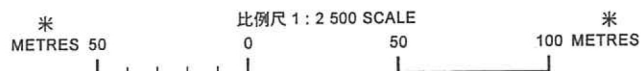
圖例 LEGEND

- 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

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

本摘要圖於2010年12月29日擬備，
所根據的資料為測量圖編號11-SE-1D和2C
EXTRACT PLAN PREPARED ON 29.12.2010
BASED ON SURVEY SHEETS No.
11-SE-1D & 2C



規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/H8/09/7B

圖 PLAN

6