

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

**MPC Paper No. 3/12  
For Consideration by the  
Metro Planning Committee on 24.2.2012**

**Proposed Amendments to  
the Approved Central District (Extension) Outline Zoning Plan No. S/H24/6**

**PROPOSED AMENDMENTS TO  
THE APPROVED CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN NO. S/H24/6**

**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the draft Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/6A (to be renumbered as S/H24/7 upon gazetting) (**Attachment I**) and its Notes (**Attachment II**) are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the Explanatory Statement (ES) of the OZP (**Attachment III**) is an expression of the Town Planning Board (the Board)'s planning intentions and objectives for the various land use zonings of the OZP.

**2. Status of the Current OZP**

- 2.1 On 17.12.2002, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Central District (Extension) OZP, which was subsequently renumbered as S/H24/6 (**Plan 1**). On 27.12.2002, the approved Central District (Extension) OZP No. S/H24/6 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 7.2.2012, the CE in C referred the approved Central District (Extension) OZP No. S/H24/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 17.2.2012 under section 12(2) of the Ordinance.

**3. Background to the Proposed Amendments**

- 3.1 On 28.2.2003, the Board endorsed a set of revised Master Schedule of Notes (MSN), including the introduction of Broad Use Terms (BUTS) and the updating of the Definition of Terms (DoTs), and agreed that all the OZPs in force should be amended to incorporate the revised MSN. Several refinements and amendments to the MSN were subsequently made between 2004 and 2011. Amendments to the covering Notes, Schedules of Uses and Remarks of the Notes of the Central District (Extension) OZP are required to tally with the MSN endorsed by the Board.
- 3.2 The planning and urban design concepts recommended under the Urban Design Study for the New Central Harbourfront have not been incorporated in this round of amendments as the implementation details of the key sites are still being sorted out.

#### 4. Proposed Amendments to the Notes of the OZP

##### Revised MSN to Statutory Plans

- 4.1 Under the revised MSN endorsed by the Board, various amendments including BUTS have been introduced to provide greater flexibility for change of use. The general provisions under the covering Notes and the Schedules of Uses for various zones have been revised to permit more uses as of right wherever appropriate. Besides, the planning intentions for various zones have been incorporated into the Notes to form part of the OZP to allow the public to have better understanding and greater certainty in the planning intentions of individual zones. The deviations from the revised MSN and their justifications are summarized in **Annex A**.
- 4.2 To allow flexibility for the building height restrictions, a minor relaxation clause is proposed to be incorporated into the Remarks of the Notes for “Commercial”, “Comprehensive Development Area”, “Government, Institution or Community” and “Other Specified Uses” annotated “Waterfront Related Commercial and Leisure Uses” zones, so that application for minor relaxation of the building height restrictions could be considered by the Board under section 16 of the Ordinance.
- 4.3 Copy of the revised Notes (with additions in ***bold and italics*** and deletions ~~erossed out~~) is at **Attachment II** for Members’ consideration.

#### 5. Revision to the Explanatory Statement of the OZP

- 5.1 The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the paragraphs 4.1 and 4.2 above and to reflect the latest status and planning circumstances of the OZP.
- 5.2 Copy of the revised ES (with additions in ***bold and italics*** and deletions ~~erossed out~~) is at **Attachment III** for Members’ consideration.

#### 6. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/H24/7.

#### 7. Consultation

##### Departmental Consultation

- 7.1 The proposed amendments have been circulated to relevant government bureaux and departments for comments. No objection or adverse comments have been received. The departmental comments have been incorporated into the proposed amendments as appropriate.

##### Public Consultation

- 7.2 The Central and Western District Council (CWDC) will be consulted on the proposed amendments during the exhibition period of the amended OZP for public inspection under section 5 of the Ordinance.

## 8. Decision Sought

Members are invited to:

- (a) agree that the draft Central District (Extension) OZP No. S/H24/6A (to be renumbered as S/H24/7 upon exhibition) in **Attachment I** and its Notes at **Attachment II** are suitable for exhibition under section 5 of the Ordinance;
- (b) adopt the revised ES at **Attachment III** for the draft Central District (Extension) OZP No. S/H24/6A as an expression of the planning intentions and objectives of the Board for the various land use zonings of the Plan and will be issued under the name of the Town Planning Board; and
- (c) agree that the revised ES is suitable for exhibition together with the draft Central District (Extension) OZP No. S/H24/6A (to be renumbered as S/H24/7 upon exhibition).

## Attachments

<b>Attachment I</b>	Draft Central District (Extension) OZP No. S/H24/6A (reduced size)
<b>Attachment II</b>	Revised Notes of the Draft Central District (Extension) OZP No. S/H24/6A
<b>Attachment III</b>	Revised Explanatory Statement of the Draft Central District (Extension) OZP No. S/H24/6A
<b>Annex A</b>	Summary of Deviations of the Amended Notes from the Revised Master Schedule of Notes to Statutory Plans
<b>Plan 1</b>	Approved Central District (Extension) OZP No. S/H24/6 (reduced size)

**PLANNING DEPARTMENT  
FEBRUARY 2012**



圖例  
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA (INCLUDING LANDSCAPED PEDESTRIAN DECK)	CDA	綜合發展區 (包括園景行人平台)
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途

COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)	—[R]—	鐵路及車站 (地下)
MAJOR ROAD AND JUNCTION	—[J]—	主要道路及路口
ELEVATED ROAD	—[E]—	高架道路

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	—•—	規劃範圍界線

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	%	
COMMERCIAL	0.35	0.77	商業 綜合發展區 (包括園景行人平台) 政府、機構或社區 休憩用地 其他指定用途 主要道路等 海港內海
COMPREHENSIVE DEVELOPMENT AREA (INCLUDING LANDSCAPED PEDESTRIAN DECK)	5.23	11.29	
GOVERNMENT, INSTITUTION OR COMMUNITY	5.77	12.36	
OPEN SPACE	14.63	31.33	
OTHER SPECIFIED USES	0.13	17.41	
MAJOR ROAD ETC.	11.32	24.23	
MARINE BASIN	1.26	2.70	
TOTAL PLANNING SCHEME AREA	46.70	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，  
現經修訂並按照城市規劃條例第 5 條展示。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN  
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER  
SECTION 5 OF THE TOWN PLANNING ORDINANCE

香港城市規劃委員會依據城市規劃條例擬備的中區（擴展部分）（港島規劃區第 24 區）分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
HONG KONG PLANNING AREA No. 24 - CENTRAL DISTRICT (EXTENSION) - OUTLINE ZONING PLAN

規劃署遵照城市規劃委員會指示擬備  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號  
PLAN No. S/H24/6A

HONG KONG PLANNING AREA NO. 24

APPROVED DRAFT CENTRAL DISTRICT (EXTENSION) OUTLINE ZONING  
PLAN NO. S/H24/6A

(Being an Approved *a Draft* Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments *on land falling within the boundaries of the Plan* which are *always* permitted at all times in the various zones on the Plan and the uses or developments which may be permitted by the Town Planning Board, with or without conditions, on application. Where the permission of *from* the Town Planning Board for a use or development is ~~necessary~~ *required*, the application for such permission should be *made in a prescribed form. The application shall be* addressed to the Secretary of the Town Planning Board, from whom the appropriate *prescribed* application forms may be obtained.
- (2) Any use or development which may be *is always* permitted *or may be permitted* in accordance with these Notes must also conform to any other relevant legislation, and to the conditions of the Government lease concerned, *and any other Government requirements, as may be applicable.*
- (3)
  - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a *material* change of use or the building is redeveloped.
  - (b) Any *material* change of use, ~~and~~ *or* any other development (except minor alteration *and/or modification to the development of the land or building in respect of the existing use which is always permitted*) or redevelopment, ~~in respect of the land or building~~ must be *always* permitted in terms of the Plan or, if permission is required, is in accordance with the permission granted by the Town Planning Board.
  - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” includes *means* –
    - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
      - a use in existence before the publication of the first plan ~~and that use~~ *which* has continued since it came into existence; or
      - a use *or a change of use* approved under the Buildings Ordinance *which relates to an existing building*; and



- (ii) after the publication of the first plan,
- a use permitted under a plan and *which* was effected during the effective period of that plan and the use has continued since it was effected; or
  - a use *or a change of use* approved under the Buildings Ordinance *which relates to an existing building* and permitted under a plan prevailing at the time when the use *or change of use* was approved ~~under the Buildings Ordinance.~~
- (4) Except as otherwise specified by the Town Planning Board, when a use or *material* change of use is effected or a development or redevelopment is undertaken, as *always* permitted in terms of the Plan or is in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or *material* change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads, *and* railway, /tram tracks, and boundaries between zones may be subject to minor ~~alterations~~ *adjustments* as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or buildings are *always* permitted ~~in all zones~~ as long as they comply with *any other relevant legislation, the conditions of the Government lease concerned, and any* other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) ~~In all zones, +~~ The following uses *or developments* are always permitted *on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:*
- (a) *provision, maintenance or repair of plant nursery, Aamenity planting Area, open space, rain shelter, refreshment kiosk, road, Bbus/Ttram/Ppublic Llight Bbus Sstop or Llay-by, Ccycle Ttrack, Footbridge, Footpath, Mass Transit Railway Sstation Eentrance, Mass Transit Railway Sstructure below Gground Llevel, taxi rank, Nnullah, Open Space, Pedestrian Area, Pedestrian Subway, Promenade, Ppublic Uutility Ppipeline, Reserve, Service Lane, Street, Taxi Rank, electricity mast, lamp pole, telephone booth, telecommunications radio base station (except "Other Specified Uses" annotated "Pier" and "Pier and Associated Facilities" zones), automatic teller machine and shrine;*
  - (b) *geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and*
  - (c) *maintenance or repair of watercourse and grave.*

- (8) In the *any* area shown as 'Road', *all* uses *or developments* except those listed *specified* in paragraph (7) above and those listed *specified* below require permission of *from* the Town Planning Board :

~~Central Divider, Drive Way, Elevated Road, On-street Car vehicle Ppark, Road Tunnel, Tram-railway Track, Rail and tram Track.~~

- (9) Unless otherwise specified, all *building, engineering and other operations incidental to and all* uses, ~~including storage and caretakers' quarters,~~ directly related and ancillary to the permitted uses *and developments within the same zone* are always permitted and no separate ~~planning~~ permission is required.

- (10) *In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.*

Notes:

***Bold and Italic:*** Added to tally with the revised Master Schedule of Notes (MSN)

~~Deleted:~~ Deleted to tally with the revised MSN

**HONG KONG PLANNING AREA NO. 24**

**APPROVED DRAFT CENTRAL DISTRICT (EXTENSION)**  
**OUTLINE ZONING PLAN NO. S/H24/6A**

Schedule of Uses

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**COMMERCIAL**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p>Ambulance Depot  Aneillary Car Park ^  Bank <sup>(1)</sup>  Barber Shop <sup>(1)</sup>  Beauty Parlour <sup>(1)</sup>  Canteen <sup>(2)</sup>  Clinic/Polyclinic <sup>(3)</sup>  <b>Eating Place*</b>  Educational Institution  Exhibition or Convention Hall  Fast Food Shop <sup>(1)</sup>  Government Use (not elsewhere specified)  Hotel  <b>Information Technology and  Telecommunication Industries*</b>  <b>Institutional Use (not elsewhere specified)*</b>  <b>Library*</b>  Money Exchange <sup>(1)</sup>  Off-course Betting Centre  Office  Photographic Studio <sup>(1)</sup>  Place of Public Entertainment <sup>(4)</sup>  <b>Place of Recreation, Sports or Culture*</b>  Police Reporting Centre <sup>(5)</sup>  Post Office <sup>(5)</sup>  Private Club  Private Swimming Pool ^  Public Car Park <sup>(6)</sup>  <b>Public Clinic*</b>  <b>Public Convenience*</b>  <b>Public Transport Terminus or Station*</b>  Public Library <sup>(7)</sup>  Public Utility Installation  <b>Public Vehicle Park</b>  <b>(excluding container vehicle)*</b>  <b>Recyclable Collection Centre*</b>  <b>Religious Institution*</b>  Restaurant <sup>(2)</sup>  Retail Shop <sup>(1)</sup>  School</p>	<p>Broadcasting, Television and/or Film Studio  Commercial Bathhouse <sup>(8)</sup>  <b>Commercial Bathhouse/Massage  Establishment*</b>  Government Refuse Collection Point  <b>Hospital**</b>  Massages Establishment <sup>(8)</sup>  <b>Mass Transit</b> Railway Vent Shaft and/or  Other Structure above Ground Level other  than Entrances <sup>(9)</sup>  Motor vehicle Showroom <sup>(1)</sup>  Petrol Filling Station  Place of Recreation, Sports or Culture*  Public Convenience*  Public Transport Terminus or Station*  Religious Institution*  Residential Institution  Staff Quarters ^</p>

**COMMERCIAL** (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<del>Service Trades<sup>(1)</sup></del> <del>Showroom excluding Motor vehicle</del> <del>Showroom<sup>(1)</sup></del> <b>Shop and Services*</b> Social Welfare Facility <b>Training Centre*</b> Utility Installation for Private Project <b>Wholesale Trade*</b>	

**Planning Intention**

*This zone is intended primary for commercial developments, which may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre.*

**Remarks**

- (1) On land designated "Commercial", no new development, or addition, alteration and/or modification to *or redevelopment of* the *an* existing building(s) shall result in a total development *and/or* redevelopment in excess of a maximum building height of 131 metres above Principal Datum.
- (2) *Based on individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

**Notes**

- Note\*: Use added/deleted to tally with the revised MSN.
- Note\*\*: Use included in the revised MSN but considered not suitable for incorporating in the revised OZP.
- Note^: Use deleted as ancillary use is always permitted.
- Note<sup>(1)</sup>: Use subsumed under "Shop and Services".
- Note<sup>(2)</sup>: Use subsumed under "Eating Place".
- Note<sup>(3)</sup>: Use subsumed under "Public Clinic".
- Note<sup>(4)</sup>: Use subsumed under "Place of Entertainment".
- Note<sup>(5)</sup>: Use subsumed under "Government Use (not elsewhere specified)".
- Note<sup>(6)</sup>: Use subsumed under "Public Vehicle Park (excluding container vehicle)".
- Note<sup>(7)</sup>: Use subsumed under "Library".
- Note<sup>(8)</sup>: Use subsumed under "Commercial Bathhouse/Massage Establishment".
- Note<sup>(9)</sup>: To tally with Broad Use Term (BUT).



**COMPREHENSIVE DEVELOPMENT AREA**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or Without conditions on application to the Town Planning Board
	<p><del>Ancillary Car Park</del> ^</p> <p><del>Bank</del> <sup>(1)</sup></p> <p><del>Barber Shop</del> <sup>(1)</sup></p> <p><del>Beauty Parlour</del> <sup>(1)</sup></p> <p><del>Clinic</del> <sup>(2)</sup></p> <p><b><i>Eating Place*</i></b></p> <p>Educational Institution</p> <p>Exhibition or Convention Hall</p> <p><del>Fast Food Shop</del> <sup>(1)</sup></p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Hotel</p> <p><b><i>Information Technology and Telecommunication Industries*</i></b></p> <p><b><i>Institutional Use (not elsewhere specified)*</i></b></p> <p><b><i>Library*</i></b></p> <p><b><i>Mass Transit</i></b> Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances <sup>(3)</sup></p> <p><del>Money Exchange</del> <sup>(1)</sup></p> <p>Office</p> <p>Photographic Studio <sup>(1)</sup></p> <p>Place of Public Entertainment <sup>(4)</sup></p> <p>Place of Recreation, Sports or Culture</p> <p><del>Police Reporting Centre</del> <sup>(5)</sup></p> <p><del>Post Office</del> <sup>(5)</sup></p> <p>Private Club</p> <p><del>Private Swimming Pool</del> ^</p> <p><del>Public Car Park</del> <sup>(6)</sup></p> <p><b><i>Public Clinic*</i></b></p> <p>Public Convenience</p> <p><del>Public Library</del> <sup>(7)</sup></p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p><b><i>Public Vehicle Park</i></b> <b><i>(excluding container vehicle)*</i></b></p> <p><b><i>Recyclable Collection Centre*</i></b></p> <p>Religious Institution</p> <p>Restaurant <sup>(8)</sup></p> <p><del>Retail Shop</del> <sup>(1)</sup></p> <p><del>Service Trades</del> <sup>(1)</sup></p>

**COMPREHENSIVE DEVELOPMENT AREA** (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or Without conditions on application to the Town Planning Board
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***Shop and Services\****

Showroom excluding Motor vehicle

Showroom <sup>(1)</sup>

Social Welfare Facility

Staff Quarters ^

***Training Centre\****

Utility Installation for Private Project

**Planning Intention**

*This zone is intended for comprehensive development/redevelopment of the area for commercial development 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.*

**Remarks**

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, ***and except as otherwise expressly provided that it is not required by the Town Planning Board***, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information :
- (i) the areas of proposed land uses, the nature, position, dimensions and heights of all buildings to be erected ~~on~~***in*** the area;
  - (ii) the proposed total ***site area and*** gross floor areas for various uses, ***where applicable***;
  - (iii) the details and extent of Government, institution or community (***GIC***), ***and*** recreational ***facilities***, ~~and~~ public transport ***and parking*** facilities, ~~parking~~ spaces, and open space to be provided within the area;
  - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
  - (v) the landscaping ***and urban design*** proposals within the area;
  - (vi) programmes of development in detail;
  - (vii) ~~an urban design study report to explain the urban design concept;~~

**COMPREHENSIVE DEVELOPMENT AREA** (cont'd)

- (viii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development *during and after construction* and the proposed mitigation, ~~monitoring and audit~~ measures to tackle them;
  - (viii) *a visual impact assessment and an air ventilation assessment to examine any visual and air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;*
  - (ix) *a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;*
  - (ix) a traffic impact assessment report to ~~show that the development mix/intensity is sustainable by the capacity of the transport and road proposals~~ *examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;* and
  - (xi) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which ~~should~~ contains an adequate explanation of the development proposal, including such basic information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of the layout design, *major development parameters*, ~~assumptions, design population, types of Government, institution or community~~ *GIC facilities*, and recreational and open space facilities.
- (3) On land designated "Comprehensive Development Area", no new development or addition, alteration and/or modification to *or redevelopment of the an* existing building(s) shall result in a total development *and/or* redevelopment in excess of a maximum building height of 50 metres above Principal Datum for the medium-rise commercial development on the western part and a maximum building height of 16 metres above Principal Datum for the low-rise landscaped pedestrian deck with commercial facilities below on the eastern part of the "Comprehensive Development Area" zone as indicated by a pecked line on the Plan.
- (4) *Based on individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

Notes

- Note\*: Use added/deleted to tally with the revised MSN.  
Note^: Use deleted as ancillary use is always permitted.  
Note<sup>(1)</sup>: Use subsumed under "Shop and Services".  
Note<sup>(2)</sup>: Use subsumed under "Public Clinic".  
Note<sup>(3)</sup>: To tally with BUT.  
Note<sup>(4)</sup>: Use subsumed under "Place of Entertainment".  
Note<sup>(5)</sup>: Use subsumed under "Government Use (not elsewhere specified)".

- Note<sup>(6)</sup>: Use subsumed under "Public Vehicle Park (excluding container vehicle)".  
Note<sup>(7)</sup>: Use subsumed under "Library".  
Note<sup>(8)</sup>: Use subsumed under "Eating Place".

**GOVERNMENT, INSTITUTION OR COMMUNITY**

<p>Column 1 Uses always permitted</p>	<p>Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board</p>
<p>Ambulance Depot Ancillary Car/Lorry Park ^ <del>Animal Quarantine Centre (in Government building only) **</del> <del>Broadcasting, Television and/or Film Studio *</del> Canteen <sup>(1)</sup> Clinic/Polyclinic <sup>(2)</sup> Cooked Food Centre <sup>(1)</sup> Driving Test Centre <sup>(3)</sup> <del>Eating Place (Canteen only) *</del> Educational Institution Exhibition or Convention Hall <del>Field Study/Education/Visitor Centre *</del> <del>Fire Station <sup>(3)</sup></del> Government Refuse Collection Point Government Staff Quarters <sup>(4)</sup> Government Use (not elsewhere specified) Hospital <del>Institutional Use (not elsewhere specified) *</del> Judicial Facility <sup>(3)</sup> <del>Library *</del> <del>Market **</del> Pier* Place of Recreation, Sports or Culture <del>Police Reporting Centre <sup>(3)</sup></del> <del>Police Station <sup>(3)</sup></del> <del>Post Office <sup>(3)</sup></del> <del>Private Swimming Pool ^</del> <del>Public Car/Lorry Park <sup>(5)</sup></del> <del>Public Clinic *</del> Public Convenience <del>Public Library <sup>(6)</sup></del> <del>Public Swimming Pool <sup>(7)</sup></del> Public Transport Terminus or Station Public Utility Installation <del>Public Vehicle Park (excluding container vehicle) *</del> <del>Recyclable Collection Centre *</del> Religious Institution <del>Research, Design and Development Centre *</del></p>	<p><del>Animal Boarding Establishment **</del> <del>Animal Quarantine Centre (not elsewhere specified) **</del> Bank <sup>(10)</sup> <del>Broadcasting, Television and/or Film Studio *</del> <del>Columbarium **</del> <del>Correctional Institution **</del> <del>Crematorium **</del> <del>Driving School **</del> <del>Eating Place (not elsewhere specified) *</del> Fast Food Shop <sup>(10)</sup> <del>Funeral Facility **</del> Helicopter Landing Pad <del>Holiday Camp **</del> Hotel Marine Fuelling Station ** <del>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances <sup>(11)</sup></del> <del>Off-course Betting Centre **</del> <del>Office (other than Government Office) <sup>(8)</sup></del> Petrol Filling Station Photographic Studio <sup>(10)</sup> Place of Public Entertainment <sup>(12)</sup> Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Residential Institution Restaurant <sup>(13)</sup> Retail Shop <sup>(10)</sup> <del>School (other than in free-standing purpose-designed school building) <sup>(8)</sup></del> <del>Service Trades <sup>(10)</sup></del> Sewage Treatment/Screening Plant <del>Shop and Services *</del> <del>Showroom excluding Motor vehicle Showroom <sup>(10)</sup></del> <del>Staff Quarters <sup>(4)</sup></del> Utility Installation for Private Project (not elsewhere specified) # <del>Zoo **</del></p>

**GOVERNMENT, INSTITUTION OR COMMUNITY** (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p>School (in free-standing purpose-designed school building only) <sup>(8)</sup></p> <p><b><i>Service Reservoir**</i></b></p> <p>Social Welfare Facility</p> <p><b><i>Training Centre*</i></b></p> <p>Underground Pumphouse <sup>(9)</sup></p> <p><b><i>Utility Installation for Private Project (Underground Pumphouse only) &amp;</i></b></p> <p><b><i>Wholesale Trade*</i></b></p>	

**Planning Intention**

*This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.*

**Remarks**

- (1) On land designated "Government, Institution or Community" ("G/IC"), no new development or addition, alteration and/or modification to ***or redevelopment of the an*** existing building(s) shall result in a total development ***and/or*** redevelopment in excess of the maximum building height for each sub-area set out below :

Sub-area	Restriction
G/IC(1)	A maximum building height of 50 metres above Principal Datum
G/IC(2)	A maximum building height of 80 metres above Principal Datum
G/IC(3)	A maximum building height of 130 metres above Principal Datum
G/IC(4)	A maximum building height of 180 metres above Principal Datum
(2)	<p><b><i>Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.</i></b></p>

**GOVERNMENT, INSTITUTION OR COMMUNITY** (cont'd)

Notes

- Note\*: Use added/deleted to tally with the revised MSN.
- Note\*\*: Use included in the revised MSN and/or current OZP but considered not suitable for incorporating in the revised OZP.
- Note^: Use deleted as ancillary use is always permitted.
- Note&: Use included under Column 1 in the current OZP but indicated as Column 2 in the revised MSN. Suggest to be kept in Column 1 use.
- Note#: Specification added to distinguish the same use under Column 1.
- Note<sup>(1)</sup>: Use subsumed under "Eating Place (Canteen, Cooked Food Centre only)".
- Note<sup>(2)</sup>: Use subsumed under "Public Clinic".
- Note<sup>(3)</sup>: Use subsumed under "Government Use (not elsewhere specified)".
- Note<sup>(4)</sup>: Use subsumed under "Flat" or "House".
- Note<sup>(5)</sup>: Use subsumed under "Public Vehicle Park (excluding container vehicle)".
- Note<sup>(6)</sup>: Use subsumed under "Library".
- Note<sup>(7)</sup>: Use subsumed under "Place of Recreation, Sports or Culture".
- Note<sup>(8)</sup>: To tally with MSN.
- Note<sup>(9)</sup>: Use subsumed under "Public Utility Installation" and "Utility Installation for Private Project (Underground Pumphouse only)".
- Note<sup>(10)</sup>: Use subsumed under "Shop and Services".
- Note<sup>(11)</sup>: To tally with BUT.
- Note<sup>(12)</sup>: Use subsumed under "Place of Entertainment".
- Note<sup>(13)</sup>: Use subsumed under "Eating Place (not elsewhere specified)".



**OPEN SPACE**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p>Ancillary Car Park ^</p> <p><del>Aviary</del>**</p> <p>Changing Room ^</p> <p><b>Field Study/Education/Visitor Centre*</b></p> <p>Park and Garden</p> <p><b>Pavilion*</b></p> <p><b>Pedestrian Area*</b></p> <p><b>Picnic Area*</b></p> <p>Playground/Playing Field</p> <p><b>Promenade*</b></p> <p>Public Convenience</p> <p><b>Public Utility Installation (Underground Pumphouse only) &amp;</b></p> <p>Refreshment Kiosk ^</p> <p><b>Sitting Out Area*</b></p> <p>Underground Pumphouse <sup>(1)</sup></p>	<p><b>Eating Place*</b></p> <p>Exhibition or Convention Hall</p> <p>Fast Food Shop <sup>(2)</sup></p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p><del>Holiday Camp</del>**</p> <p><b>Mass Transit</b> Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances <sup>(3)</sup></p> <p>Pier</p> <p>Place of Public Entertainment <sup>(4)</sup></p> <p>Place of Recreation, Sports or Culture</p> <p><b>Private Club*</b></p> <p><del>Public Car Park</del> <sup>(5)</sup></p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation (<i>not elsewhere specified</i>) <sup>#</sup></p> <p><b>Public Vehicle Park (excluding container vehicle)*</b></p> <p><b>Religious Institution*</b></p> <p>Restaurant <sup>(6)</sup></p> <p>Road Vent Shaft and/or other Structure above Ground Level</p> <p><del>Service Reservoir</del> **</p> <p><b>Shop and Services*</b></p> <p><del>Tent Camping Ground</del>**</p> <p>Utility Installation for Private Project</p>

**Planning Intention**

*This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of the general public and visitors.*

**OPEN SPACE** (cont'd)

Notes

- Note\*: Use added/deleted to tally with the revised MSN.
- Note\*\*\*: Use included in the revised MSN but considered not suitable for incorporating in the revised OZP.
- Note^: Use deleted as ancillary use is always permitted.
- Note&: Use included under Column 1 of the current OZP but indicated as Column 2 in the revised MSN. Suggest to be kept in Column 1 use.
- Note#: Specification added to distinguish the same use under Column 1.
- Note<sup>(1)</sup>: Use subsumed under "Public Utility Installation" and "Utility Installation for Private Project".
- Note<sup>(2)</sup>: Use subsumed under "Shop and Services".
- Note<sup>(3)</sup>: To tally with BUT.
- Note<sup>(4)</sup>: Use subsumed under "Place of Entertainment".
- Note<sup>(5)</sup>: Use subsumed under "Public Vehicle Park (excluding container vehicle)".
- Note<sup>(6)</sup>: Use subsumed under "Eating Place".

**OTHER SPECIFIED USES**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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**For "Elevated Walkway" Only**

~~As Specified on the Plan~~  
*Elevated Walkway*<sup>(1)</sup>

~~Bank~~<sup>(2)</sup>  
*Eating Place*\*  
Exhibition *or* *Convention* Hall<sup>(3)</sup>  
~~Fast Food Shop~~<sup>(2)</sup>  
*Public Utility Installation*\*  
~~Restaurant~~<sup>(4)</sup>  
~~Retail Shop~~<sup>(2)</sup>  
~~Service Trades~~<sup>(2)</sup>  
*Shop and Services (excluding Motor-vehicle  
Showroom)\**  
~~Utility Installation not ancillary to the Specified  
Use~~<sup>(5)</sup>  
*Utility Installation for Private Project\**

**Planning Intention**

*This zone is intended primarily for the development of elevated walkway.*

Notes

- Note\*: Use added to allow development flexibility.  
 Note<sup>(1)</sup>: To replace "As Specified on the Plan" to tally with MSN.  
 Note<sup>(2)</sup>: Use subsumed under "Shop and Services".  
 Note<sup>(3)</sup>: To tally with BUT.  
 Note<sup>(4)</sup>: Use subsumed under "Eating Place".  
 Note<sup>(5)</sup>: Use subsumed under "Public Utility Installation" and "Utility Installation for Private Project".

**OTHER SPECIFIED USES** (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<b><u>For "Pier" Only</u></b>	
As Specified on the Plan <i>Pier</i> <sup>(1)</sup>	Bank <sup>(2)</sup>
<i>Field Study/Education/Visitor Centre</i> <sup>(1)</sup>	<i>Eating Place</i> *
Government Use	Exhibition or Convention Hall
	Fast Food Shop <sup>(2)</sup>
	Marine Fuelling Station
	<i>Public Utility Installation</i> *
	Restaurant <sup>(3)</sup>
	Retail Shop (not elsewhere specified) <sup>(2)</sup>
	Service Trades (not elsewhere specified) <sup>(2)</sup>
	<i>Shop and Services</i> *
	Showroom excluding Motor vehicle Showroom <sup>(2)</sup>
	Utility Installation not ancillary to the Specified Use <sup>(4)</sup>
	<i>Utility Installation for Private Project</i> *

**Planning Intention**

*This zone is intended primarily for pier use.*

**Remarks**

- (3)(1) Kiosks not greater than 10m<sup>2</sup> each in area and not more than 10 in number for use as retail shop and services trades are considered as ancillary to "Pier" use.
- (1)(2) *On land designated "Other Specified Uses" ("OU") annotated "Pier", no new development, or addition, alteration and/or modification to **or redevelopment of the an** existing building(s)/structure(s) including roof-top structures, projections and advertisement signs shall result in a height in excess of 13 metres above Principal Datum or the height of the existing building(s)/structure(s)-whichever is the greater.*
- (2)(3) *Based on the individual merits of a development or redevelopment proposal, A minor relaxation of the stated building height restriction as stated in paragraph (1) (2) above; based on the merits of individual development or redevelopment proposals; may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*
- (4) ~~Mobile communication radio base station(s), with an equipment cabinet not bigger than 4.5 metres x 4.5 metres x 3.2 metres (length x width x height) within or on the roof top of a pier, and antenna(e) not bigger than 0.6 metre x 0.6 metre x 2.5 metres (length x width x height) at the side or on the roof top of a pier, are always permitted.~~

**OTHER SPECIFIED USES** (cont'd)

Notes

- Note\*: Use added to allow development flexibility.  
Note<sup>(1)</sup>: To replace "As Specified on the Plan" to tally with MSN.  
Note<sup>(2)</sup>: Use subsumed under "Shop and Services".  
Note<sup>(3)</sup>: Use subsumed under "Eating Place".  
Note<sup>(4)</sup>: Use subsumed under "Public Utility Installation" and "Utility Installation for Private Project".

**OTHER SPECIFIED USES** (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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**For "Pier and Associated Facilities" Only**

As Specified on the Plan <i>Pier</i> <sup>(1)</sup> <i>Field Study/Education/Visitor Centre</i> <sup>(1)</sup> <i>Government Use</i> <sup>(2)</sup>	Bank <sup>(3)</sup> <i>Eating Place</i> * Exhibition or Convention Hall Fast Food Shop <sup>(3)</sup> Government Use (not elsewhere specified) <sup>(2)</sup> Marine Fuelling Station <i>Public Utility Installation</i> * Restaurant <sup>(4)</sup> Retail Shop (not elsewhere specified) <sup>(3)</sup> Service Trades (not elsewhere specified) <sup>(3)</sup> <i>Shop and Services</i> * Showroom excluding Motor vehicle Showroom <sup>(3)</sup> Utility Installation not ancillary to the Specified Use <sup>(5)</sup> <i>Utility Installation for Private Project</i> *
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**Planning Intention**

*This zone is intended primarily to provide land for the development of pier with the provision of integrated retail/restaurant/tourism related facilities and pier-roof open space for public enjoyment.*

**Remarks**

- (3)(1) Kiosks not greater than 10m<sup>2</sup> each in area and not more than 10 in number for use as retail shop and service trades *shop and services* are considered as ancillary to "Pier" use.
- (1)(2) On land designated "Other Specified Uses" ("OU") annotated "Pier and Associated Facilities", Except the Clock Tower, no new development or addition, alteration and/or modification to *or redevelopment of* the *an* existing building(s)/structure(s) including roof-top structures, *projections* and advertisement signs, shall result in a height in excess of 21 metres above Principal Datum or the height of the existing building(s)/structures(s) whichever is the greater.
- (2)(3) Based on the individual merits of a development or redevelopment proposal, Mminor relaxation of the stated building height restriction *stated* in paragraph (1) (2) above, based on the merits of individual development or redevelopment proposals, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

**OTHER SPECIFIED USES** (cont'd)

- ~~(4) Mobile communication radio base station(s), with an equipment cabinet not bigger than 4.5 metres x 4.5 metres x 3.2 metres (length x width x height) within or on the roof top of a pier, and antenna(e) not bigger than 0.6 metre x 0.6 metre x 2.5 metres (length x width x height) at the side or on the roof top of a pier, are always permitted.~~

Notes

- Note\*: Use added to allow development flexibility.  
Note<sup>(1)</sup>: To replace "As Specified on the Plan" to tally with MSN.  
Note<sup>(2)</sup>: Use added to Column 1 to allow associated public facility.  
Note<sup>(3)</sup>: Use subsumed under "Shop and Services".  
Note<sup>(4)</sup>: Use subsumed under "Eating Place".  
Note<sup>(5)</sup>: Use subsumed under "Public Utility Installation" and "Utility Installation for Private Project".



**OTHER SPECIFIED USES** (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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**For "Waterfront Related Commercial and Leisure Uses" Only**

As Specified on the Plan	<i>Mass Transit</i> Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances <sup>(2)</sup>
<i>Eating Place</i> <sup>(1)</sup>	<i>Private Club</i> *
<i>Field Study/Education/Visitor Centre</i> <sup>(1)</sup>	<del>Public Car Park</del> <sup>(3)</sup>
Government Use	<i>Public Utility Installation</i> *
<i>Place of Entertainment</i> <sup>(1)</sup>	<i>Public Vehicle Park (excluding container vehicle)</i> *
<i>Place of Recreation, Sports or Culture</i> <sup>(1)</sup>	Road Vent Shaft and/or Other Structure above Ground Level
<i>Shop and Services</i> <sup>(1)</sup>	<del>Utility Installation not ancillary to the Specified Use</del> <sup>(4)</sup>
	<i>Utility Installation for Private Project</i> *

**Planning Intention**

*This zone is intended primarily to provide land for the development of low-rise and low-density waterfront related commercial and leisure uses.*

**Remarks**

(1) On land designated "Other Specified Uses" ("OU") annotated "Waterfront Related Commercial and Leisure Uses", no new development or addition, alteration and/or modification to *or redevelopment of the an* existing building(s)/ *structure* shall result in a total development *and/or* redevelopment in excess of the maximum building height for each sub-area set out below :

Sub-area	Restriction
OU(1)	A maximum building height of 15 metres above Principal Datum
OU(2)	A maximum building height of 25 metres above Principal Datum
OU(3)	A maximum building height of 13 metres above Principal Datum

(2) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

**OTHER SPECIFIED USES** (cont'd)

Notes

- Note\* Use added to allow development flexibility.
- Note<sup>(1)</sup>: To replace "As Specified on the Plan" to tally with MSN.
- Note<sup>(2)</sup>: To tally with BUT.
- Note<sup>(3)</sup>: Use subsumed under "Public Vehicle Park (excluding container vehicle)"
- Note<sup>(4)</sup>: Use subsumed under "Public Utility Installation" and "Utility Installation for Private Project".

**OTHER SPECIFIED USES** (cont'd)

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Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

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**For All Other Sites (Not Listed Above)**

As Specified on the Plan

Government Use (not elsewhere specified)

***Mass Transit*** Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances <sup>(1)</sup>

***Public Utility Installation*** \*\*

***Staff Quarters*** \*

~~Utility Installation not ancillary to the Specified Use~~ <sup>(2)</sup>

***Utility Installation for Private Project*** \*\*

**Planning Intention**

*This zone is intended to reserve land for uses specified on the Plan.*

Notes

Note\*: Use ancillary to the use specified on the Plan.

Note\*\*: Use added to allow development flexibility.

Note<sup>(1)</sup>: To tally with BUT.

Note<sup>(2)</sup>: Use subsumed under "Public Utility Installation" and "Utility Installation for Private Project".

HONG KONG PLANNING AREA NO. 24

~~APPROVED~~ *DRAFT* CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN NO. S/H24/6A

EXPLANATORY STATEMENT

**HONG KONG PLANNING AREA NO. 24**

**APPROVED DRAFT CENTRAL DISTRICT (EXTENSION)**  
**OUTLINE ZONING PLAN NO. S/H24/64**

**EXPLANATORY STATEMENT**

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## **HONG KONG PLANNING AREA NO. 24**

### **APPROVED ~~DRAFT~~ CENTRAL DISTRICT (EXTENSION) OUTLINE ZONING PLAN NO. S/H24/6A**

(Being an ~~Approved~~ *a Draft* Plan for the Purposes of the Town Planning Ordinance)

#### **EXPLANATORY STATEMENT**

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

#### **1. INTRODUCTION**

This explanatory statement is intended to assist an understanding of the approved *draft* Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/6A. It aims to reflect the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

#### **2. AUTHORITY FOR THE PLAN AND PROCEDURES**

- 2.1 The need for reclamation in Central and Wan Chai was first identified in the 'Study on Harbour Reclamations and Urban Growth' (SHRUG) (1983) and later reconfirmed in various major planning development studies, including the 'Territorial Development Strategy' (TDS) (1984), the 'Port and Airport Development Strategy' (PADS) (1989), the Metroplan (1991) and the 'Territorial Development Strategy Review' (TDS Review) (1996).
- 2.2 In 1987, the 'Central and Wan Chai Reclamation Feasibility Study' (CWRFS) was commissioned to examine the planning, engineering and financial viability of the reclamation in Central and Wan Chai. Upon completion of the CWRFS, the Government in 1991 commissioned a further consultancy study, i.e. 'The Central and Wan Chai Reclamation Development - Development of Urban Design Parameters Study' (DUDPS) to develop the Recommended Outline Development Plan prepared under the CWRFS into a more detailed development masterplan. The DUDPS identified urban design criteria and design parameters for the development sites in the reclamation area. The recommendations of the DUDPS were endorsed by the then Development Progress Committee and the Metro Planning Committee of the Board in early 1994.
- 2.3 On 14 October 1994, the Board considered proposed amendments to the draft Central District OZP No. S/H4/3 to incorporate the zoning proposals of the Central Reclamation Phase I (CRI) and Phase II (CRII) under CWRFS, with an indicative boundary of Central Reclamation Phase III (CRIII). CRI covered the seabed area from Rumsey Street in the west to Pedder Street in the east, while CRII covered the former Prince of Wales Building, Tamar Basin proper and East Tamar. The indicative boundary of CRIII extended from the eastern limit of CRI to Fenwick Pier Street. The Board agreed that the amendment OZP No. S/H4/4 was suitable for gazetting and it was exhibited under section 5 of the Town Planning Ordinance (the Ordinance) for public inspection on 11 November 1994. The reclamation works of CRI and CRII was completed in early 1997 *and that of CRIII was completed in end 2011.*

- 2.4 On 30 June 1997, the then Legislative Council enacted the Protection of the Harbour Ordinance (Harbour Ordinance). Under the Harbour Ordinance, the central harbour was to be protected and preserved as a special public asset and a natural heritage of Hong Kong people. Due regards should be taken to assess the public benefits of any necessary reclamation projects against the preservation of the central harbour.
- 2.5 On 21 January 1998, *the* Government reviewed the requirements for the remaining CRIII and Wan Chai Development Phase II (WDII) proposed in the CWRFS. Having had regard to the Harbour Ordinance and having evaluated the implications for the provisions of key transport infrastructure and land for expansion of the Central Business District (CBD), the Executive Council (ExCo) agreed that there was a need for further reclamation in both Central and Wan Chai. Government also studied the proposed land use options to provide land necessary to meet the transport infrastructure needs and further development of the CBD with the required public facilities.
- 2.6 In March 1998, the ExCo agreed that OZP(s) based on the “streamlined option” for CRIII (which was based on the originally planned reclamation for CRIII under the CWRFS but with a smoothed out shoreline) be prepared and gazetted for public consultation. Considering the prime location of the new reclamation area, the existing area north of Connaught Road / Harcourt Road corridor including the Tamar Basin and the area to be formed by CRIII were excised from the draft Central District OZP No. S/H4/4. Together with the proposed reclamation area to the west of the Hong Kong Convention and Exhibition Centre (HKCEC) Extension which was part of WDII under the CWRFS, these reclamation areas formed the new Planning Area No. 24.
- 2.7 On 27 April 1998, the Chief Executive, under section 3(1)(a) of the Ordinance, directed the Board to prepare an OZP for the extended area of the Central District.
- 2.8 On 29 May 1998, the draft Central District (Extension) OZP No. S/H24/1 was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, 70 valid objections were received.
- 2.9 On 23 October 1998, the Board gave preliminary consideration to the objections. While the Board was prepared to re-consider the reclamation proposals, further deliberation on the extent of proposed reclamation and the proposed land-uses thereon was considered necessary. The Government also carried out a further study to investigate the minimum practicable reclamation option.
- 2.10 On 30 March 1999, the Board gave further consideration (hearing) to the objections. After thorough discussion on the points raised by the objectors and the minimum reclamation option proposed by the Government, the Board decided to propose amendments to the draft Plan to meet/partially meet the objections.



- 2.11 On 28 May 1999, in response to the public concerns, the Board agreed on a statement of ~~on~~ *“Vision and Goals on for the Victoria Harbour”* which would serve as a basis for formulating the long term planning strategy for the harbour and refining the land-use proposals for the Central and Wan Chai reclamation. ~~These vision and goals have~~ *The above statement has* been embedded in the proposed amendments to the draft Plan where appropriate.
- 2.12 On 16 July 1999, the proposed amendments to the draft Central District (Extension) OZP were notified in the Gazette under section 6(7) of the Ordinance. Upon expiry of the two-week notification period, 3 further objections were received. Two of them had subsequently been withdrawn. The remaining further objection mainly concerned the proposed relocation of the Star Ferry and the lack of a tramway reserve shown on the draft amendment Plan.
- 2.13 On 1 September 1999, the Board considered the further objection and decided to propose further amendments to the draft Central District (Extension) OZP to partially meet the further objection. On 17 September 1999, the Board confirmed the proposed amendments notified in the Gazette under section 6(7) of the Ordinance and arising from the hearing of the further objection to form part of the draft Plan under section 6(9) of the Ordinance. After being notified of the Board’s decision, 18 original objections were withdrawn.
- 2.14 On 22 February 2000, the Chief Executive in Council (*CE in C*), under section 9(1)(a) of the Ordinance, approved the draft Central District (Extension) OZP, which was subsequently renumbered as S/H24/2. On 3 March 2000, the approved Central District (Extension) OZP No. S/H24/2 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.15 On 10 October 2000, the ~~Chief Executive in Council~~ *CE in C* referred the approved Central District (Extension) OZP No. S/H24/2 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.16 On 27 October 2000, the draft Central District (Extension) OZP No. S/H24/3, incorporating an amendment to delete the term ‘Service Apartment’ from the Notes, was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, no objection was received.
- 2.17 On 24 August 2001, the draft Central District (Extension) OZP No. S/H24/4, incorporating amendments to the covering Notes mainly to clarify the Board’s intention with respect to “existing use” in the Planning Scheme Area, was exhibited for public inspection under section 7 of the Ordinance. During the exhibition period, three objections were received but all were subsequently withdrawn.
- 2.18 On 22 February 2002, the draft Central District (Extension) OZP No. S/H24/5, incorporating mainly amendments to include Pier 7 and its adjoining area, and the Wan Chai West Sewage Screening Plant and its adjoining open space into the Planning Scheme Area, to rezone several sites at the waterfront to “Other Specified Uses” and to revise the Notes for the “Commercial” zone, was

exhibited for public inspection under section 7 of the Ordinance. No objection was received during the exhibition period.

- 2.19 On 17 December 2002, the ~~Chief Executive in Council~~ **CE in C**, under section 9(1)(a) of the Ordinance, approved the draft Central District (Extension) OZP, which was subsequently renumbered as S/H24/6. On 27 December 2002, the approved Central District (Extension) OZP No. S/H24/6 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.20 *On 7 February 2012, the CE in C referred the approved Central District (Extension) OZP No. S/H24/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 17 February 2012 under section 12(2) of the Ordinance.*
- 2.21 *On \_\_\_\_\_ 2012, the draft Central District (Extension) OZP No. S/H24/7 (the Plan), mainly incorporating amendments to the Notes of the Plan in accordance with the revised Master Schedule of Notes to Statutory Plans endorsed by the Board, was exhibited for public inspection under section 5 of the Ordinance.*

### 3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major road networks so that development/redevelopment within the Planning Scheme Area can be put under statutory planning control.
- ~~3.2 It is intended that the Plan should integrate, as far as possible, various major proposals which are likely to be carried out in the Planning Scheme Area.~~
- 3.32 The Plan is intended to illustrate only the broad principles of development within the **Planning Scheme** Area. It is a small-scale plan and the road **transport** alignments and boundaries between the land use zones may be subject to minor ~~alterations~~ **adjustments** as detailed planning proceeds.

### 4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a ~~Schedule~~ **set** of Notes ~~indicating the~~ **which shows the types of uses or developments** which are always permitted **within the Planning Scheme Area and** in a particular zones and ~~other uses for which may be permitted by the Board's permission must be sought, with or without conditions, on application.~~ The provision for application for planning permission under section 16 of the Town Planning Ordinance allows greater flexibility in land use planning and better control of developments to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explain some of the terms used in the Notes may also be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

## 5. THE PLANNING SCHEME AREA

- 5.1 The Plan covers the Planning Scheme Area (the Area) of about 46.70 hectares, of which about 23.11 hectares are reclaimed land. It is bounded by the Hong Kong Convention and Exhibition Centre (HKCEC) Extension to the east, the Connaught Road Central/Harcourt Road corridor to the south and Connaught Place and Airport Railway Hong Kong Station to the west. To the north, it extends to the waterfront.
- 5.2 The Area provides land for important transport infrastructure including the proposed Central - Wan Chai Bypass, the proposed North Hong Kong Island Line, the overrun tunnel of the Airport Railway as well as land for the provision of cultural and Government, institution or community (GIC) facilities, much-needed open space and some commercial developments.
- 5.3 *The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board and the requirements under the Protection of the Harbour Ordinance (Cap. 531).*

## 6. NON-RESIDENTIAL POPULATION

There are no residential sites planned within the Area. However, the number of working population employed in this area will be more significant. Upon full development of the sites for Government and commercial uses on the future reclamation areas included in the Plan, the employment figure is expected to be in the region of 39,000 persons.

## 7. PLANNING AND URBAN DESIGN CONCEPTS

The urban design framework for the reclamation area seeks to direct the development of a coherent and legible structure of land uses, urban form and open space that is appropriate for the unique development context of the Central Waterfront. It also aims at optimizing the opportunities to restructure the existing waterfront and create a world class waterfront district with unique development opportunities that cannot be easily accommodated within the existing urban area. The framework aims to create a truly memorable place at the heart of the city symbolizing the spirit of Hong Kong. The following planning and urban design concepts illustrated in the attached Figures 1 to 6 are adopted in this Plan.

### 7.1 The Urban Waterfront (Figures 1 to 3)

- 7.1.1 Even though the proposed reclamation area has been significantly reduced, the Central Waterfront is considered essential to provide a unifying **green** edge to the city in the form of a large public open space at the waterfront which should be able to provide various activity spaces for the public and to provide the much-needed east-west pedestrian connection in the area. It is proposed that, subject to detailed study, an environmentally and pedestrian-friendly transport system could be provided on the waterfront promenade to serve the local people as well as the tourists. The waterfront promenade also

includes areas reserved for water cooling pumping stations and associated facilities, *including emergency vehicular access, cycle track* and a buffer area from the major distributor Road P2 and areas for recreation and leisure uses.

- 7.1.2 Along the waterfront, focal points would be formed at where the north-south corridors (i.e. the Statue Square Corridor, Civic Corridor and Arts and Entertainment Corridor) join the waterfront promenade. Public gathering spaces for festivals and celebrations and new public facilities would be integrated. ~~At the head~~ *To the north* of the Statue Square Corridor on the waterfront, the area is envisaged as a major attraction for tourists and the public to enjoy dramatic harbour views. An open-air waterfront plaza and some waterfront related commercial and leisure uses would be provided near the reprovisioned Star Ferry Pier and the reprovisioned public piers. Integrated with the promenade would be leisure and entertainment-oriented developments. A possible festival market-type development, envisaged to be a low-rise landmark, should become a major attraction for both tourists and the public.
- 7.1.3 Towards the centre of the reclamation, the Civic Corridor and the associated civic centre and plaza form the ~~centre piece~~ *centrepiece* of the Central Waterfront. The corridor with civic functions would provide a popular gathering ground for ceremonial and mass activities. It is envisaged that a new landmark would be created at the waterfront.
- 7.1.4 To the west of the HKCEC Extension, the major activity node is focused around the marine basin of about 1.26 hectares, which will be fringed by adjacent developments of special architectural design and character. The marine basin is not an enclosed water body, but is part of the harbour. It is defined by a causeway which is a pedestrian bridge link between the waterfront promenade and the HKCEC promenade. As the marine basin may become an area of leisure activity, for example for temporary exhibition of ships and small tourist crafts, the causeway should, where possible, be designed as openable for entrance for boats. Around the marine basin, development of cultural facilities with a marine character may be included at the head of the Arts and Entertainment Corridor. These developments could include an exhibition building, maritime museum and a waterfront quayside integrating tourist-oriented retail outlets and restaurants. A visual corridor extending from Road D11 should be reserved between the development blocks. A perspective of the marine basin area is shown in Figure 3.
- 7.1.5 The detailed design of the promenade, the public plazas and the layout of the low-rise developments for promenade related commercial and leisure uses would later be set out in a design brief to be prepared by the Government.



## 7.2 Design Corridors

The design framework of the Area is structured around three principal design corridors, providing direct and continuous connection to the new waterfront and forming view corridors between developments in the existing urban area and the Victoria Harbour.

### The Statue Square Corridor (Figure 4)

- (a) The Statue Square Corridor comprises the Statue Square Open Space Corridor and the Historic Corridor, extending across Road P1, Road P2 and the Airport Railway Extended Overrun Tunnel. The Statue Square Open Space Corridor is a linear park, extending at the full width of the Statue Square to the new waterfront along the central axis of the Hongkong Bank Building. For much of its length, this Corridor will be developed as a continuous landscaped pedestrian deck in the form of a roof-top garden over two levels of retail uses. The landscaped pedestrian deck will be fully integrated with commercial developments along its western edge and will include small sunken plazas which provide access to the retail areas under and will be directly linked to the commercial developments along its western edge. Sections of the deck over roadways will integrate ventilation and lighting slots for improving the visual and environmental quality of the streets at ground level.
- (b) As part of a comprehensive development area, it is envisaged that the landscaped pedestrian deck will become an important open space element and will support a wide range of passive recreational uses. Its design should integrate a balanced mix of soft and hard landscape and make provision for a variety of outdoor activities rather than just through circulation. The retail spaces beneath will be fully integrated with the commercial developments to its west. Based on the 'groundscraper' concept, the commercial development should be medium-rise structures with a maximum height of 50 metres above Principal Datum (mPD). The whole development area is designated as a "Comprehensive Development Area" ("CDA") and its design details are elaborated in section 7.3.
- (c) To the east of the landscaped pedestrian deck, the Historic Corridor is a corridor between the existing urban area and the waterfront promenade along the central axis of the old Bank of China, the ~~ex~~-Legislative Council Building and the Cenotaph. It will take the form of a tree-lined boulevard bounded by low-rise historic and cultural buildings to the east (including the Memorial Garden) and the 'groundscraper' and Statue Square Open Space Corridor to the west.
- (d) It is proposed that the Statue Square Open Space Corridor and the Historic Corridor could terminate at the reprovisioned Star Ferry Pier and the public piers with provision of public landing steps. In recognition of its importance as a landmark and major tourist attraction with historical significance, the existing Star Ferry icon and identity

would be recreated in the new Central Waterfront. An area abutting the reprovisioned public piers on this part of the waterfront would be developed for waterfront related commercial and leisure uses. In order to ensure a clear view towards the waterfront, future development above the Star Ferry piers and the public piers (including the adjacent commercial and leisure uses) should not exceed maximum building heights of 21mPD and 13mPD respectively.

#### The Civic Corridor

- (e) In the central part of the Area, an elevated walkway is proposed *provided across Harcourt Road for connection between* ~~from the Admiralty Centre to~~ *and the proposed Central Government Headquarters Offices (CGO) and Legislative Council Building Complex (LC Complex)* at the former Tamar Basin across Harcourt Road. The pedestrian connection would continue *from the elevated walkway* through the *Green Carpet of Tamar Park* Government Headquarters and Legislative Council Building site *alongside the CGO and LC Complex* to extend north into a civic square at podium level. This open space corridor with civic functions would provides a popular gathering ground for ceremonial and mass activities *civic functions*. The *An integrated design approach has been adopted* of the corridor including the *for Tamar Park* civic square should accord with that of the proposed Government Headquarters and Legislative Council Building in order *and CGO and LC Complex* and to create a harmonious and coherent character as the prime civic core in Hong Kong.
- (f) The civic square gradually descends via an open space deck to the level of *A deck would be provided across Road P2 to connect Tamar Park with the waterfront promenade so as to provide.* Road P2 follows a depressed alignment beneath the deck to reduce the vertical transition from the deck to general ground level *an uninterrupted pedestrian connection to bring people to the harbourfront.*
- (g) Whilst the Civic Corridor integrates elevated pedestrian links over east-west roads, the provision of a basement pedestrian link between the proposed Tamar Station ~~beneath the Civic Square~~ on the North Hong Kong Island Line and the Admiralty Station could be included should need arise.

#### The Arts and Entertainment Corridor

- (h) The Arts and Entertainment Corridor comprises a network of footbridge links between the existing cultural buildings including the Hong Kong Arts Centre and the Hong Kong Academy for Performing Arts (APA), the associated open space such as the Grand Hyatt Sculpture Garden and the APA open air theatre, and the future potential cultural-oriented developments on the corridor. Such provision could be included in the design brief of the open space at a later stage.

### 7.3 Comprehensive Development Area (Figure 5)

- 7.3.1 Various sites on the western boundary of the Area are designated as a “~~Comprehensive Development Area~~” (“CDA”). As part of the Statue Square Corridor adjacent to the Airport Railway Hong Kong Station development, these sites occupy a prominent location within the new reclamation area. Specific building height restrictions are stipulated for different parts of the “CDA” to guide development towards the envisaged building form. At the same time, sufficient flexibility and creativity would be allowed for detailed design.
- 7.3.2 The “CDA” is composed of a podium structure across Road P1 and Road P2 with the roof-top garden on the east and the ‘groundscraper’ commercial developments on the west. The maximum building height for the ‘groundscraper’ should be 50mPD. It is envisaged that the building height should gradually decrease towards the waterfront. The maximum commercial/retail gross floor area (GFA) of the “CDA” including those beneath the deck is estimated to be about 190,000m<sup>2</sup>.
- 7.3.3 The ‘groundscraper’ development is linked to the landscaped pedestrian deck which provides uninterrupted pedestrian connection from the Statue Square to the waterfront. In order to introduce interesting variations as well as to avoid the establishment of an intrusive mega-structure, it is envisaged that the deck should be divided into two different height levels, with sufficient void areas. The maximum height of the podium deck should be 16mPD. The eastern edge of the deck should be integrated with special architectural design to break the monotonous solid bulk of the gigantic podium when viewed from the street. Together with the ‘groundscraper’ development, the whole “CDA” would be composed of developments of varying stepped heights descending from south to north and from west to east.
- 7.3.4 In order to realize the planning and design intentions of the “CDA”, a planning brief would be provided by the Government to guide the development parameters and guidelines. It should ideally be developed by a consortium to ensure coherent integration in site planning and design aspects.

### 7.4 Building Height

It is intended to preserve a minimum of 20% building-free area to protect the ridgeline of the Victoria Peak as recommended in the Metroplan and a clear view towards the harbour. The “CDA” site, piers and waterfront related commercial and leisure uses are subject to building height restrictions. Similar site specific control is also imposed on other development sites within the Area with reference to the existing and proposed building heights in the Central District and CRI area. In general, building heights decrease from south to north towards the harbour. Such control is stipulated with full regard to the development scale of the waterfront and to ensure that some existing signature



buildings can still be seen from the major public vantage points at Tsim Sha Tsui and the harbour.

## 7.5 Pedestrian Circulation

7.5.1 Linkage and continuity of the pedestrian environment is necessary for the establishment of good pedestrian connections between the existing commercial area and the new waterfront. In addition to the major open space corridors as mentioned above, other north-south and east-west elevated walkways are proposed within the Area. The pedestrian network comprises elevated walkways and subways to facilitate safe and uninterrupted pedestrian connection. The pedestrian circulation framework in relation to the development nodes and open space network is illustrated in Figure 6.

7.5.2 Such design elements would enhance the Victoria Harbour as a public asset and natural heritage by bringing people to the harbour and harbour to the people.

~~7.6 In order to facilitate a better understanding of the design concepts of the revised reclamation proposal, an information brochure has been prepared and would be available for public inspection from the Technical Services Division of the Planning Department.~~

## 8. LAND USE ZONINGS

### 8.1 Commercial ("C") - Total Area 0.36 hectare

8.11 This zoning zone is intended *primarily* for commercial developments, *which may include uses such as office, shop and services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre.* Within the proposed reclamation area, only one development site is zoned "C" and is currently occupied by the Citic Tower at Lung Wui Road. The maximum permissible building height for this site is 131mPD.

8.12 *Minor relaxation of the building height restriction may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.*

### 8.2 Comprehensive Development Area ("CDA") - Total Area 5.23 hectares

8.2.1 *This 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.* The purpose of the "CDA" zone with the landscaped pedestrian deck and adjoining

commercial sites in the form of a 'groundscraper' is intended to provide the necessary level of control on the development and to ensure that the project would be developed in an integrated and coherent manner. The comprehensively designed 'groundscraper' would provide an opportunity for a landmark building with special and innovative design to integrate commercial development with a mega-landscape deck. For any development proposal within this zone, submission of planning application in the form of a Master Layout Plan would be required by the Board for approval. A planning brief will be prepared by the Government to guide the "CDA" development.

8.2.2 As previously mentioned, the landscaped podium deck provides for uninterrupted pedestrian connection from the Statue Square to the waterfront. With possibly commercial/retail and associated uses beneath, the podium deck is linked to the 'groundscraper' development as one comprehensive development scheme. Being a medium-rise commercial development adjacent to the Airport Railway Hong Kong Station, the 'groundscraper' development will also have to incorporate the Airport Railway ventilation building. General vehicle loading/unloading and taxi/coach drop off facilities will be provided within the "CDA" site to serve the future public piers, subject to the approval of the Board.

8.2.3 *Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.*

8.3 Government, Institution or Community ("G/IC") - Total Area 5.77 hectares

8.3.1 ~~Land zoned for this purpose is intended for the provision of a wide range of~~ *This zone is intended primarily for the provision of Government, Institution and Community (GIC) facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.*

8.3.2 ~~Part of The former Tamar Basin site is designated for GIC uses and is reserved for the development of the proposed Government Headquarters and Legislative Council Building. The proposed Government Headquarters and Legislative Council Building is planned to accommodate the Chief Executive's office, the Executive Council and the Government Secretariat's office currently located in the Central Government Offices at Lower Albert Road and Murray Building at Garden Road. The proposed Government Headquarters and Legislative Council Building will meet the present and future office requirements of the Government.~~ *CGO and LC Complex to provide office accommodation to serve the functional and operational requirements of the Administration and the Legislative Council.*

8.3.3 In addition, four other sites are reserved for GIC uses. The "G/IC" site at the junction of Harcourt Road and Road D11 accommodates an existing fresh water pumping station, an existing electricity sub-station and its proposed extension, the existing Red Cross Headquarters and its reserved reprovisioning site. Across Lung Wui Road in the same area, another site is zoned "G/IC" and is reserved for possible future cultural and recreational facilities. The Wan Chai West Sewage Screening Plant, the existing High Block and Low Block of the City Hall Complex, City Hall Car Park and the ~~Urban Council Chambers~~ **City Hall Annex Building** are also zoned "G/IC".

8.3.4 Maximum building height restrictions are stipulated for these "G/IC" sub-areas. ~~While the maximum building height at 180mPD is allowed for the proposed Government Headquarters and Legislative Council Building~~ **the "G/IC(4)" sub-area** and the restrictions for the other "G/IC" sub-areas range from 50mPD to 130 mPD.

8.3.5 *Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.*

8.4 Open Space ("O") - Total Area 14.63 hectares

8.4.1 ~~This zoning zone is intended to provide an attractive setting for civic events and land for both active and passive recreational activities~~ ***primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of the general public and visitors.***

8.4.2 In an east-west direction, the waterfront promenade extends from Man Yiu Street in CRI area to a proposed marine exhibition area and openable causeway on the eastern boundary of the Area, adjoining the HKCEC Extension. The promenade would become a major tourist attraction and focus for the local community. Substantial tree planting will form a green edge to the reclamation. Refreshment kiosks, small-scale commercial developments, festival markets and facilities for other cultural and recreational activities will be provided to add life and variety to the area.

8.4.3 The existing Memorial Garden is to be retained and will have an opportunity to be extended to the north and west.

8.4.4 The site in front of the ~~proposed Government Headquarters and Legislative Council Building~~ **the "G/IC(4)" sub-area** is reserved for an open-air civic square ***cum public open space***. ~~The civic square is planned to be at podium level. It will~~ ***It provides a popular gathering ground for ceremonial civic functions and general recreational activities. This public open space is integrated with the proposed CGO and LC Complex in design, it and forms part of the major pedestrian network in the Area from the proposed Government Headquarters and Legislative Council Building connecting Admiralty***

*to CGO and LC Complex* and gradually descending to join the waterfront promenade.

- 8.4.5 Another significant open space is reserved to the north of the Hong Kong Academy for Performing Arts. Elevated walkways are proposed to connect this area to both the existing hinterland and the future waterfront promenade. It will be another important link between the existing and new reclamation area. Within the open space in this area, a ventilation structure for the Central-Wan Chai Bypass ~~will have to be incorporated, subject to planning permission from the Board, if not gazetted as ancillary facilities under the Roads (Works, Use and Compensation) Ordinance~~ *is located with direct frontage to Road P2.*

8.5 Other Specified Uses ("OU") - Total Area 8.13 hectares

~~This zoning covers land allocated for specific uses including~~ *zone is intended primarily to provide/reserve land for purposes as specified in the following -*

- (a) The existing Chinese People's Liberation Army (PLA) Forces Hong Kong Building and its adjacent area is zoned "OU" annotated "Military Use". It is currently used as the PLA Hong Kong Garrison Headquarters. To the north of the PLA Hong Kong Garrison Headquarters, a 150m-long berth area is reserved for military use. When vehicular access is required between the PLA berth and the PLA Hong Kong Garrison Headquarters, the traffic flow on Road P2 would be stopped by means of wig-wag lights and PLA access would be provided. A pavement scheme would also be developed within the promenade area, delineating the access road while providing uninterrupted movement for pedestrians. A safety system for pedestrians while PLA is using the access road will also be designed at a later stage.
- (b) Elevated walkways zoned "OU" annotated "Elevated Walkway" are indicated on the Plan. They will become part of the comprehensive pedestrian network, providing north-south and particularly east-west connection between individual developments as well as connection with the existing urban area.
- (c) Four areas bordering the waterfront promenade are zoned "OU" annotated "Waterfront Related Commercial and Leisure Uses" *to provide land for the development of low-rise and low-density waterfront related commercial and leisure uses.* It is the planning intention that these commercial and leisure facilities, including possible festival markets, cafe and restaurants and retail shops will add variety and attraction to the waterfront. Some of the supporting government uses e.g. public toilets will also be incorporated into these developments where appropriate in order to form a more integrated design. These waterfront developments are intended to be low-rise structures, with the maximum permitted building heights ranging from 13mPD to 25mPD. In particular, the area to the west of the HKCEC Extension provides an opportunity for developments fronting the



proposed marine basin, creating a leisurely environment for public enjoyment of the harbour. Considering that part of the “OU” zone in this area extends above the existing Mass Transit Railway (MTR) cross harbour tunnel, agreement from MTR Corporation Limited and the concerned Government departments would be sought before the development of any of these low-rise structures.

- (d) ~~The existing Star Ferry Piers will be~~ *have been* reprovisioned at the ~~existing Central Pier 7 and the western part of the future Pier 8~~ with the Star Ferry Clock Tower recreated in front of the piers. An elevated walkway is proposed to connect the two piers and other piers in the waterfront area. The whole area including Piers 7 and 8, the Clock Tower and the associated elevated walkway is zoned “OU” annotated “Pier and Associated Facilities”. The planning intention of this zone is to recreate the existing Star Ferry icon and identity at the new Central waterfront with provision of integrated retail/restaurant/tourism-related facilities and pier-roof open space for public enjoyment. Any commercial provision within this zone requires planning permission from the Board. In order to maintain a clear view towards the harbour, a maximum height restriction of 21mPD is imposed on the piers and elevated walkway (with the exception of the Clock Tower ~~which will be subject to detailed design~~). The area below the elevated structure will be retained as open space to facilitate easy access for future maintenance of the underground pumphouses and to provide visual access to the harbourfront.
- (e) ~~Two piers Central Piers 9 and 10~~ zoned “OU” annotated “Pier” *and the adjoining area* are ~~proposed~~ *intended* for the reprovisioning of the existing facilities at Queen’s Pier, the eastern seawall of CRI, north of the Chinese PLA Forces Hong Kong Building and Lung King Street. The motor boat operators’ kiosks currently located at Lung King Street will also be reprovisioned within the public piers. A maximum height restriction of 13mPD is proposed for this zone in order to maintain a clear view towards the harbour.
- (f) A site located near the junction of Convention Avenue and Expo Drive is zoned “OU” annotated “Promenade, with Pier Landing Area, and Underground Pumphouse and Associated Structures”.
- (g) *Minor relaxation of the building height restrictions for areas zoned “OU” annotated “Pier”, “Pier and Associated Facilities” and “Waterfront Related Commercial and Leisure Uses” may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.*

## 9. ENVIRONMENT

- 9.1 To provide information on the nature and extent of the potential environmental impacts associated with the proposed development, an Environmental Impact Assessment (EIA) for CRIII was carried out. The EIA quantitatively assessed the scale, extent and severity of environmental impacts arising from the

construction and operation of CRIII and identified the cumulative environmental impacts. The EIA concluded that when all recommended mitigation measures were appropriately implemented, the cumulative residual environmental impacts would be kept within the appropriate statutory and established environmental standards. Further results confirmed that, with the implementation of the Strategic Sewage Disposal Scheme, major reclamation projects proposed in Central would have no adverse impact on the harbour in terms of water quality. The proposed reclamation and roadworks are Designated Projects under the Environmental Impact Assessment Ordinance (EIAO) (Chapter 499) and environmental permits are required for the construction and operation of the project. After consulting the Advisory Council on the Environment, the EIA report of the above project was approved under the EIAO in August 2001 and the EIA findings ~~will be~~ *were* taken into account in the detailed design of the project.

- 9.2 An environmental monitoring and audit programme ~~will be~~ *has been* formulated to verify the effectiveness of the recommended mitigation measures and to ensure full compliance with the stipulated requirements.

## 10. COMMUNICATIONS

### 10.1 Road - Total Area 11.32 hectares

- 10.1.1 To relieve traffic congestion along the northern shore of Hong Kong Island and to cater for the future growth in through traffic passing through the Reclamation, the Central - Wan Chai Bypass (**CWB**) running through the whole Central and Wan Chai Reclamation is proposed. The ~~Central - Wan Chai Bypass~~ **CWB** is a **4.5km long** dual three-lane trunk road ~~with a 3.7km long tunnel of approximately 2.3km in length between Central and Causeway Bay, linking up Rumsey Street Flyover in Central and the Island Eastern Corridor at North Point~~ with an interchange at CRI area. The Area provides land for the essential link for the trunk road tunnel.
- 10.1.2 The above ground road network in the Area is planned mainly in a grid system. Road P2 mainly an extension of Man Cheung Street in CRI, provides the essential link between Central and Wan Chai. This is essential to serve the transport needs of existing/planned developments in Central and Admiralty and would greatly relieve the congestion along Connaught Road Central and Harcourt Road. A section of this primary distributor road ~~would be~~ *is* slightly depressed near the ~~open space deck north of the civic square~~ **Tamar Park**. An additional link i.e. Justice Drive Extension is planned to enhance the direct north-south connection between the reclamation area and the Mid-Levels Areas via Kennedy Road.
- 10.1.3 The areas shown as 'Road' include substantial area reserved for roadside planting and footpaths.

## 10.2 Railway Lines and Airport Railway Line

10.2.1 Central District adjoining the Area is currently served by the existing MTR Island Line, Airport Railway and Tsuen Wan Line and other modes of transport including buses, trams, public light buses and taxis for travelling within the Area as well as to and from other districts.

10.2.2 Land reservation has been made on the Plan for possible eastward extension of the railway to complete the North Hong Kong Island Line. The possible alignments of the railway line in the Area with a proposed station near Tamar Basin, which are indicated by pecked lines on the Plan, may have to be amended subject to detailed proposal.

10.2.3 The ~~proposed reclamation~~ **reclaimed land** also provides land for the Airport Railway overrun tunnel extension, which is required to meet the operational requirements of a higher frequency of service to meet future demands. The scheme for the extended overrun tunnels was authorised by the Secretary for Transport under the Railways Ordinance in 2001.

## 10.3 Ferry Services

The existing cross-harbour ferry services affected by the Central Reclamation ~~will be~~ **have been** reprovioned at the waterfront area of the Statue Square Corridor. Public landing steps/piers are also planned in this part of the waterfront to serve the needs of the public including the reprovioning of existing Queen's Pier, a number of public landing steps and their related kiosks.

## 10.4 Transport System on the Waterfront Promenade

In order to facilitate more efficient and convenient east-west connection along the waterfront promenade, it is proposed that the feasibility and design of an environmentally and pedestrian-friendly transport system on the promenade would be studied. The system would enhance the waterfront promenade as a major tourist attraction.

## 10.5 Public Transport Interchange

One major public transport interchange (for bus, coach, green mini-bus and taxi) has been reserved in an area to the north of the Airport Railway Hong Kong Station development, which is outside the boundary of the Area.

## 10.6 Pedestrian Circulation

10.6.1 The comprehensive elevated pedestrian footbridge system in the Central District and CRI area will be extended to the Area. Connections in the form of footbridges, elevated walkways, open space decks and subways will provide safe and convenient pedestrian links between the existing area and various developments in the reclamation



area including the planned comprehensive development, civic and administrative square and open space.

10.6.2 The proposed waterfront promenade also provides a pedestrian link running through the whole waterfront of the Central and Wan Chai Reclamation area.

10.6.3 The existing pedestrian subway between Statue Square to Edinburgh Place is retained.

#### 10.7 Related Facilities

The locations of the road and railway ventilation shafts and/or other structures above ground level will be indicated on the outline development plan. Since the design of these facilities will have significant visual impact on the important reclamation area, these facilities are Column 2 uses subject to planning permission from the Board, unless they are authorised under the Railways Ordinance or Roads (Works, Use and Compensation) Ordinance.

### 11. UTILITY SERVICES

In general, service and utility channels are laid along the north-south and east-west road/pavement areas to accommodate necessary water supply, gas, cooling water pumping stations at the waterfront underneath the promenade, and drainage culverts etc. Major utility channels within the planning area are located along Road P2, **Road D7 (Edinburgh Place)**, Road D8 (**Tim Wa Avenue**) and Road D11. ~~A drainage reserve is also designated beneath the festival market area on Road P2 to the north of the Memorial Garden and PLA Hong Kong Garrison Headquarters. Details of the drainage reserve will be shown on the outline development plan. Subject to detailed design, the alignment of the cross-harbour water mains and the submarine pipeline reserve affected by reclamation works to the west of the HKCEC Extension, will have to be~~ **has been** diverted.

### 12. CULTURAL HERITAGE

*There are two historic buildings/structures within the Area. Every effort should be made to preserve them. Prior consultation with the Antiquities and Monuments Office should be made if any developments, redevelopments or rezoning proposals may affect these buildings/ structures. The following is a list of graded historic buildings/ structures:*

<u>Historic Building &amp; Structure</u>	<u>Status</u>	<u>Location</u>
<b>Cenotaph</b>	<b>Grade 1</b>	<b>Statue Square, Central</b>
<b>Hong Kong City Hall</b>	<b>Grade 1</b>	<b>Edinburgh Place, Central</b>

### 12-13. IMPLEMENTATION OF RECLAMATION

~~The reclamation works under the Plan is proposed to commence in early 2003. It would be completed around 2007. Such timing of implementation is important to meet the safety needs of the Airport Railway to extend its overrun tunnel in 2006/07, as~~

well as to provide temporary access roads alleviating the traffic congestion in Central when all the major developments in CRI are completed by 2006. The Reclamation will also provide land for the timely construction of Justice Drive Extension which will relieve the traffic congestion on the Cotton Tree Drive/Garden Road corridor. *The reclamation under the Plan consists of CRIII and Wan Chai Development Phase II (WDII). The reclamation works for CRIII was completed in end 2011, while that for WDII is scheduled for completion by 2017.*

#### 13 14. IMPLEMENTATION OF THE PLAN

- 13.1 Although existing uses non-conforming to the statutory zonings are tolerated and some uses are to be re-provisioned subject to further consideration, any *material* change of use and any other development/redevelopment must conform to the zonings on the Plan *be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board.* The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and various licensing authorities.
- 13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Territory *Civil Engineering and Development* Department in conjunction with the client departments and the works departments; such as the ~~Civil Engineering Department~~, the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Central and Western District Council and the Wan Chai District Council would be consulted as appropriate.
- 13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board's consideration of the planning applications will take into account all relevant planning considerations which may include the adopted *departmental* outline development plans and layout plans and the guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

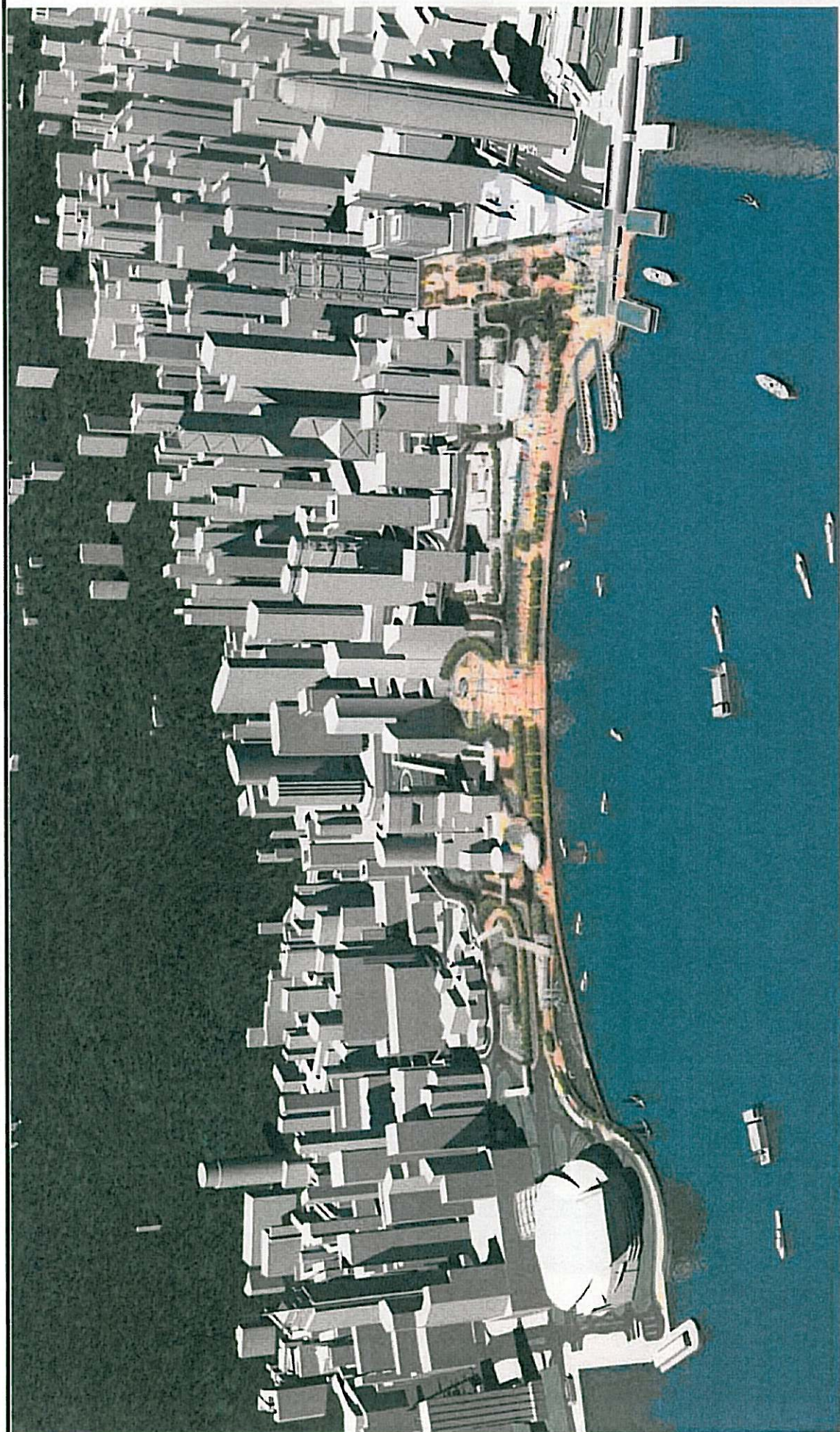
Index of Figures (All figures are for indicative purpose only)

- Figure 1 - Bird's Eye View of the Central Reclamation Phase III as Shown on the Approved Central District (Extension) OZP No. S/H24/6
- Figure 2 - Perspective of the Civic Corridor
- Figure 3 - Perspective of the Marine Basin (view towards the west)
- Figure 4 - Cross-section of the Statue Square Corridor
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- Figure 6 - Open Space and Pedestrian Circulation Framework

**TOWN PLANNING BOARD**

**~~DECEMBER 2002~~ FEBRUARY 2012**





PLANNING  
DEPARTMENT

中區(擴展部分)分區計劃大綱核准圖編號 S/H24/6 所建議的中環填海計劃第三期之鳥瞰圖

BIRD'S EYE VIEW OF THE CENTRAL RECLAMATION  
PHASE III AS SHOWN ON THE APPROVED CENTRAL DISTRICT  
(EXTENSION) OUTLINE ZONING PLAN No. S/H24/6

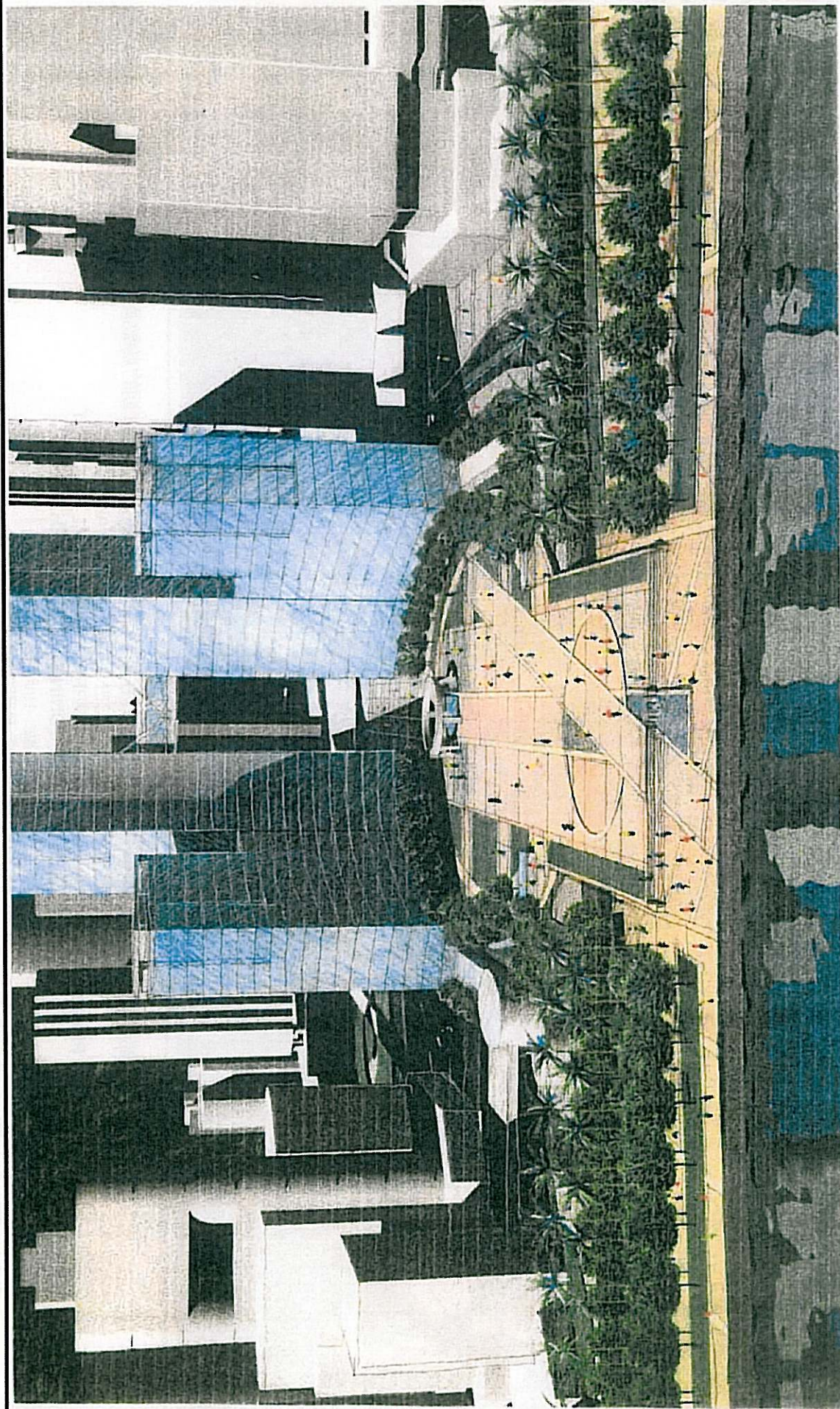
(顯示初步構思, 只供參考)

(FOR INDICATIVE PURPOSE ONLY)

圖一

FIGURE 1

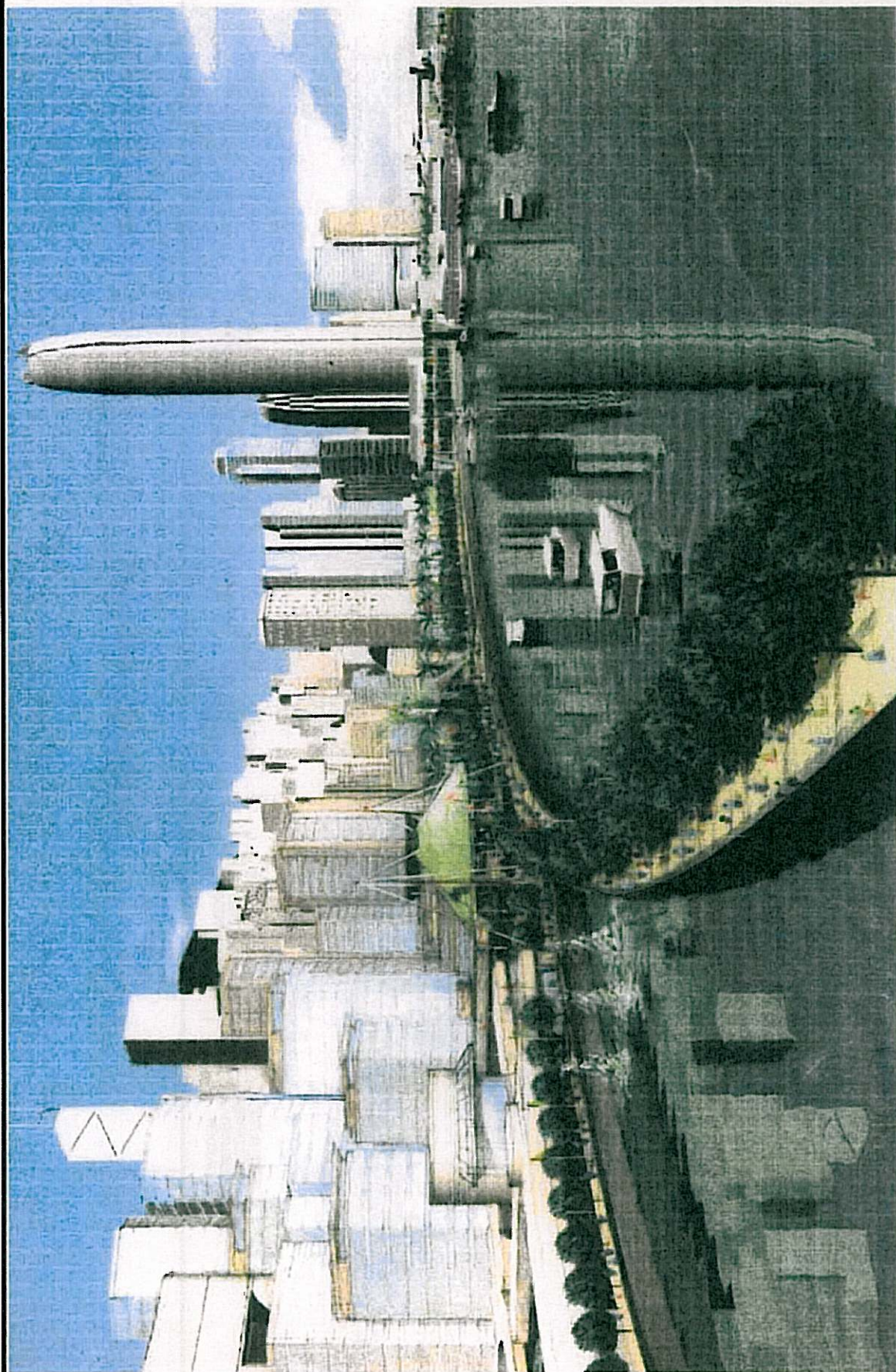




文娛走廊透視圖  
 PERSPECTIVE OF THE CIVIC CORRIDOR

(顯示初步構思，只供參考)  
 (FOR INDICATIVE PURPOSE ONLY)

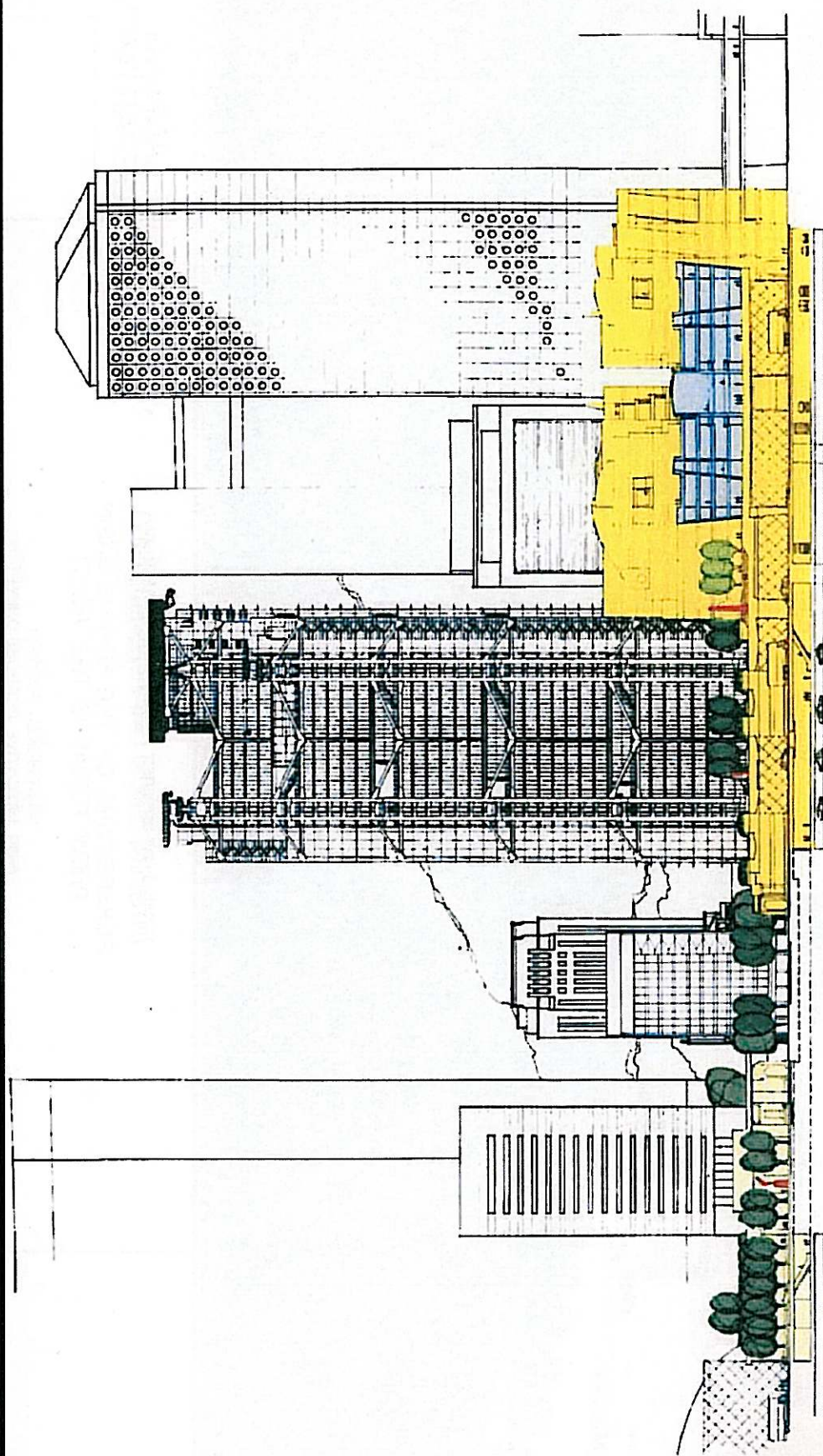




海港內灣透視圖 (朝西面觀看的景致)  
PERSPECTIVE OF THE MARINE BASIN  
(VIEW TOWARDS THE WEST)

(顯示初步構思, 只供參考)  
(FOR INDICATIVE PURPOSE ONLY)





重建紀念花園  
REDEVELOPMENT  
OF MEMORIAL  
GARDEN

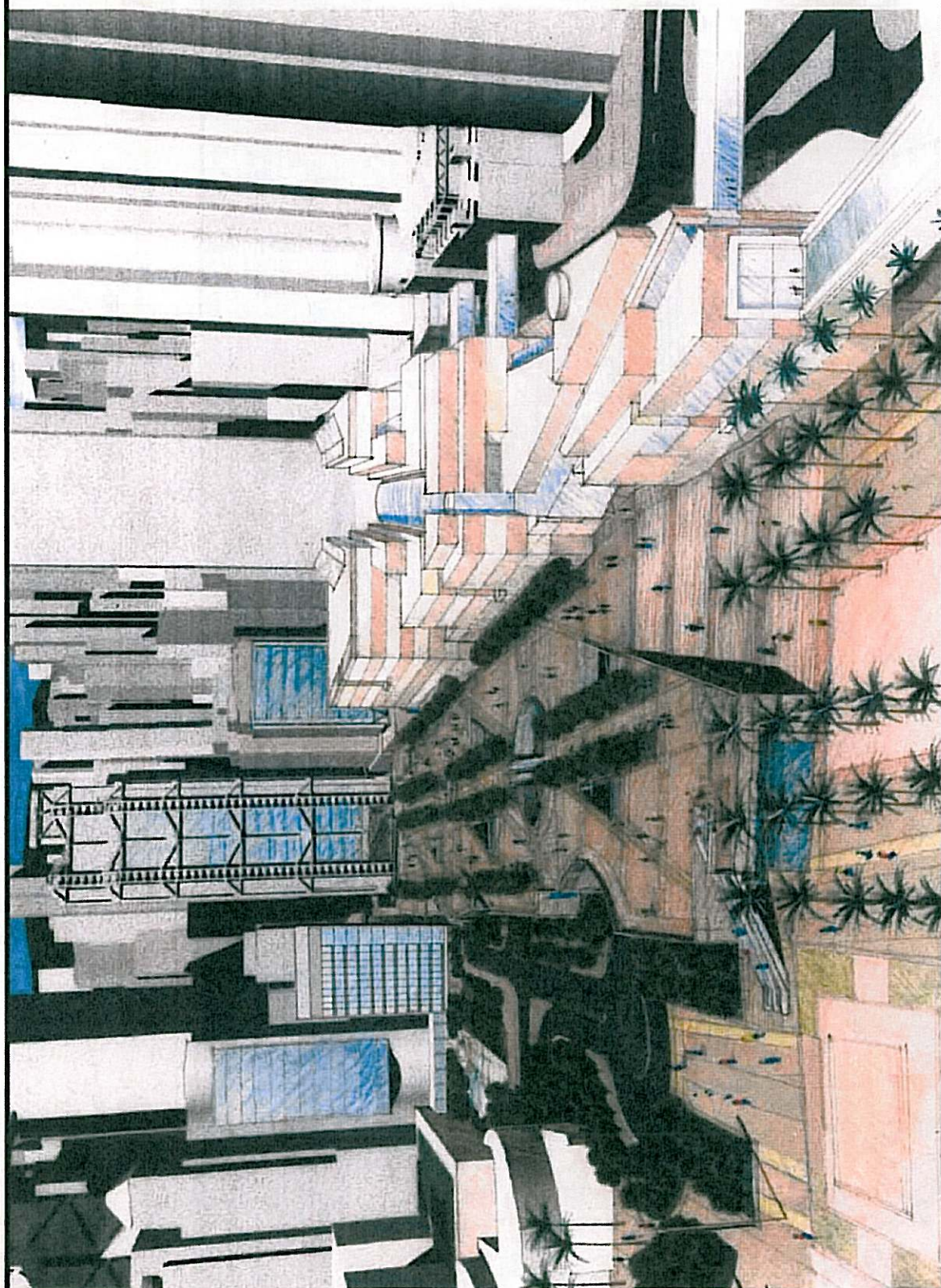
歷史廊  
HISTORIC  
CORRIDOR

皇后像廣場休憩廊  
STATUE SQUARE  
OPEN SPACE  
CORRIDOR

「綜合發展區」的「樓向廊樓宇」發展  
GDA GROUNDSCRAPER  
DEVELOPMENT

皇后像廣場走廊橫剖面圖  
CROSS - SECTION OF THE STATUE SQUARE CORRIDOR





「橫向型樓宇」及皇后像廣場走廊透視圖  
 PERSPECTIVE OF THE 'GROUNDSCRAPER'  
 AND THE STATUE SQUARE CORRIDOR

(顯示初步構思, 只供參考)  
 (FOR INDICATIVE PURPOSE ONLY)

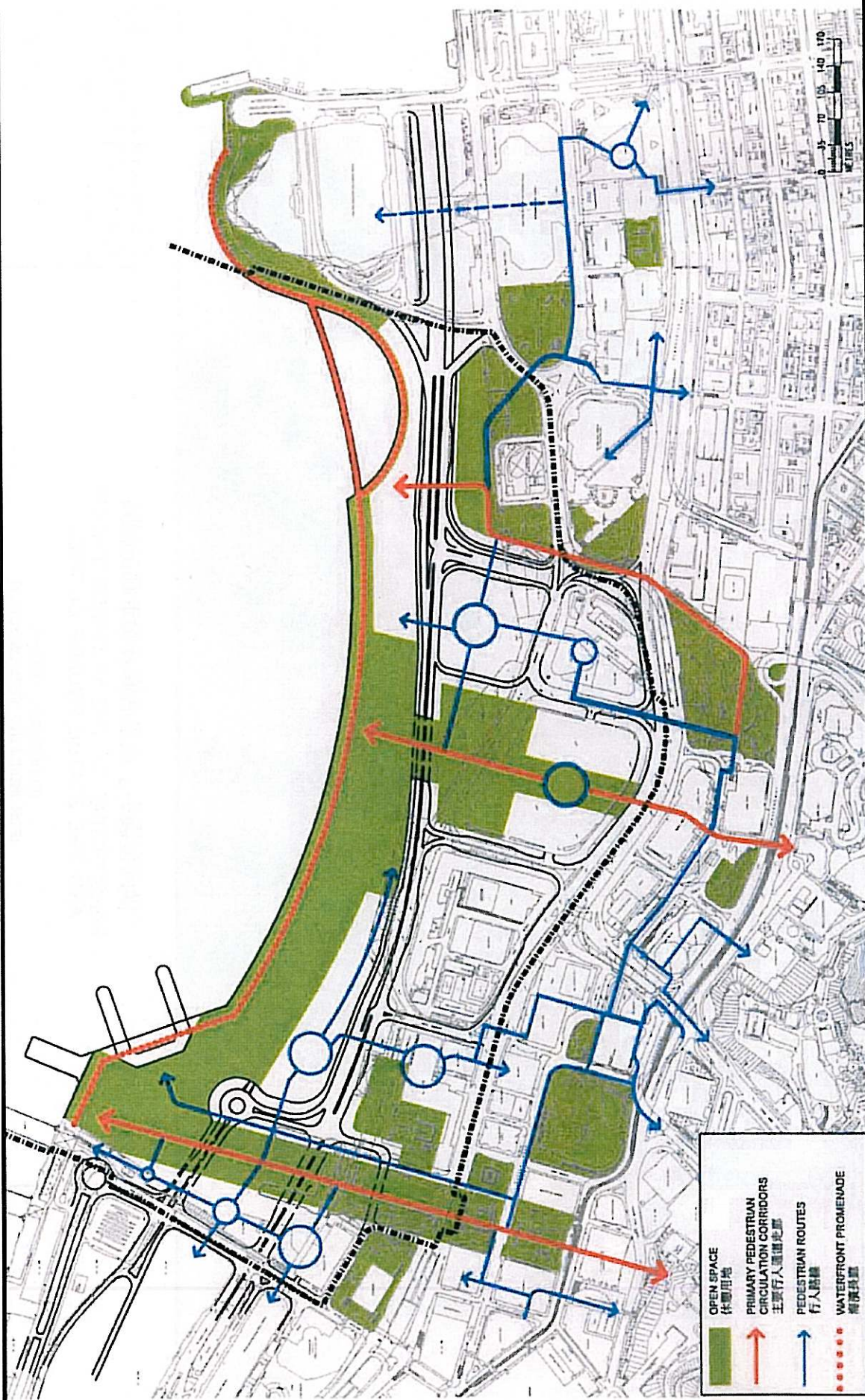


PLANNING  
 DEPARTMENT

圖五

FIGURE 5





PLANNING  
DEPARTMENT

圖六

FIGURE 6

休憩用地及行人通道網絡  
OPEN SPACE AND PEDESTRIAN CIRCULATION FRAMEWORK

(顯示初步構思, 只供參考)  
(FOR INDICATIVE PURPOSE ONLY)

**Summary of Deviations of the Amended Notes from  
the Revised Master Schedule of Notes to Statutory Plans (MSN)**

**Draft Central District (Extension) Outline Zoning Plan No. S/H24/6A**

**A. Amendments to the Notes of the OZP**

The Covering Notes, Schedule of Uses and Remarks of the Notes of the approved Central District (Extension) OZP No. S/H24/6 have been amended to tie in with the revised MSN where appropriate. The following deviations from the revised MSN are identified for Members' consideration, which are mainly to take into account local circumstances.

**(a) "Commercial" ("C")**

<b>Deviations from the Revised MSN</b>	<b>Justification(s)</b>
<u>Column 2 use under MSN not included:</u>  Hospital	This use is considered incompatible with the existing and planned uses in the new Central harbourfront.
<u>Column 1 use under MSN but retained in Column 2:</u>  Commercial Bathhouse/Massage Establishment	This use is included under Column 2 of the current OZP but indicated as Column 1 use in the revised MSN. It is suggested to keep it as Column 2 use in the amended OZP to ensure its development would be compatible with the existing and planned uses in the new Central harbourfront.

**(b) "Government, Institution or Community" ("G/IC")**

<b>Deviations from the Revised MSN</b>	<b>Justification(s)</b>
<u>Column 1 use under MSN not included:</u>  Animal Quarantine Centre (in Government building only); Market; and Service Reservoir	These uses are considered incompatible with the existing and planned uses in the new Central harbourfront.



<b>Deviations from the Revised MSN</b>	<b>Justification(s)</b>
<u>Column 1 use under MSN and current OZP but not included:</u>  Pier	This use is included under Column 1 of the current OZP and indicated as Column 1 use (where appropriate) in the revised MSN. Given the "G/IC" zones in the OZP are located away from the harbourfront, there is no need to include this use in this zone.
<u>Column 2 use under MSN but retained in Column 1:</u>  Utility Installation for Private Project (Underground Pumphouse only)	This use is included under Column 1 of the current OZP but indicated as Column 2 use in the revised MSN. It is suggested to keep the use in Column 1 in the amended OZP.
<u>Column 2 uses under MSN not included:</u>  Animal Boarding Establishment; Animal Quarantine Centre (not elsewhere specified); Columbarium; Correctional Institution; Crematorium; Funeral Facility; Driving School; Holiday Camp; Marine Fuelling Station; Off-course Betting Centre; and Zoo	These uses are considered incompatible with the existing and planned uses in the new Central harbourfront.

(c) **"Open Space" ("O")**

<b>Deviations from the Revised MSN</b>	<b>Justification(s)</b>
<u>Column 1 use under MSN not included:</u>  Aviary	This use is considered incompatible with the existing and planned uses in the new Central harbourfront.
<u>Column 2 use under MSN but retained in Column 1:</u>  Public Utility Installation (Underground Pumphouse only)	Public Utility Installation is Column 2 use under the revised MSN; however, as only underground pumphouse is allowed, it is suggested to keep the use in Column 1 in the amended OZP.

Deviations from the Revised MSN	Justification(s)
<u>Column 2 use under MSN not included:</u>  Holiday Camp; Service Reservoir; and Tent Camping Ground	These uses are considered incompatible with the existing and planned uses in the new Central harbourfront.

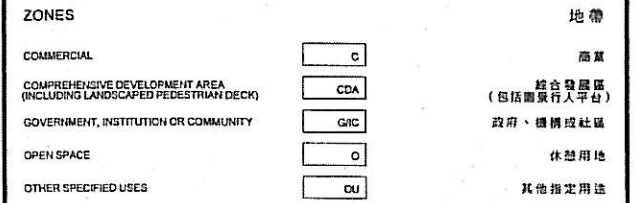
(d) **“Other Specified Uses” (“OU”) annotated “Pier” and “Pier and Associated Facilities”**

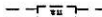

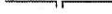

Deviations from the Revised MSN	Justification(s)
<u>Including in the Covering Notes of the revised MSN:</u>  Telecommunications Radio Base Station	This use is always permitted under the Covering Notes of the revised MSN. However, as these two zones occupied prominent location in the new Central harbourfront, planning permission should be required for this use under the Column 2 uses for utility installations, to ensure its compatibility with the existing and planned development in the harbourfront.

**B. Revision to the Explanatory Statement of the OZP**

The Explanatory Statement has been updated to reflect the latest status and planning circumstances of the OZP.

**PLANNING DEPARTMENT  
FEBRUARY 2012**



COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)		鐵路及車站 (地下)
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	0.38	0.77	商業
COMPREHENSIVE DEVELOPMENT AREA (INCLUDING LANDSCAPED PEDESTRIAN DECK)	5.23	11.20	綜合發展區 (包括園景行人平台)
GOVERNMENT, INSTITUTION OR COMMUNITY	5.77	12.38	政府、機構或社區
OPEN SPACE	14.03	31.33	休憩用地
OTHER SPECIFIED USES	8.13	17.41	其他指定用途
MAJOR ROAD ETC.	11.32	24.23	主要道路等
MARINE BASIN	1.26	2.70	海港內灣
TOTAL PLANNING SCHEME AREA	46.70	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

香港城市規劃委員會依據城市規劃條例擬備的中區（擴展部分）（港島規劃區第24區）分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
HONG KONG PLANNING AREA No. 24 - CENTRAL DISTRICT (EXTENSION) - OUTLINE ZONING PLAN

規劃署遵照城市規劃委員會指示擬備  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號  
PLAN No. **S/H24/6**

