

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

**MPC Paper No. 3/13  
For Consideration by  
the Metro Planning Committee on 25.1.2013**

**PROPOSED AMENDMENTS TO  
THE DRAFT CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN NO. S/H24/7**

**PROPOSED AMENDMENTS TO  
THE DRAFT CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN NO. S/H24/7**

**1. Introduction**

This paper seeks Members' agreement that:

- (a) the proposed amendments to the draft Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/7 as shown on the draft OZP No. S/H24/7A (**Attachment II**) and its Notes (**Attachment III**) are suitable for public exhibition under section 7 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the Town Planning Board (the Board)'s planning intentions and objectives for various land use zonings of the OZP, and should be published together with the OZP.

**2. Status of the Current OZP**

- 2.1 On 7 February 2012, the Chief Executive in Council referred the approved 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.
- 2.2 On 16 March 2012, the draft Central District (Extension) OZP No. S/H24/7 (**Attachment I**) incorporating amendments mainly to revise the Notes of the OZP in accordance with the revised Master Schedule of Notes to Statutory Plans and to incorporate minor relaxation clause for building height restrictions into the Remarks of the Notes for "Commercial", "Comprehensive Development Area", "Government, Institution or Community" and "Other Specified Uses" ("OU") annotated "Waterfront Related Commercial and Leisure Uses" zones was exhibited for public inspection under section 5 of the Ordinance. No representation was received upon expiry of the exhibition period.

**3. Proposed Amendments to the OZP at the New Central Harbourfront**

**Background**

- 3.1 The 1994 Exchange of Notes between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the People's

Republic of China on the Arrangements for the Future Use of the Military Sites in Hong Kong (the Defence Land Agreement or DLA) provides that the then Hong Kong Government would “leave free 150 metres of the eventual permanent waterfront in the plans for the Central and Wan Chai Reclamation at a place close to the Prince of Wales Barracks (i.e. the current Central Barracks of the Hong Kong Garrison) for the construction of a military dock after 1997”. When the OZP was first approved in 2000, the design that the dock would take and the area it would occupy were not decided at the time. It was therefore represented by a straight line annotated ‘150m Military Berth (subject to detailed design)’ on the OZP (**Plan 1**).

- 3.2 The design and construction of the military dock was subsequently included in the Central Reclamation Phase III (CRIII) project. The subject amendments are to reflect the delineation of the military dock in the OZP.

#### Urban Design Study for the New Central Harbourfront

- 3.3 In March 2007, Planning Department (PlanD) commissioned the Urban Design Study for the New Central Harbourfront (UDS) at the request of the Board to refine the urban design framework for the new Central harbourfront and to prepare planning and design briefs for the eight key sites to guide the future development. The UDS was completed in mid-2011. The planning and design briefs for individual key sites are being refined by PlanD.
- 3.4 Having a total length of 1.3km and 9.9ha in area, the site, Site 7 - Waterfront Promenade - is a major component of the urban design framework in the new Central harbourfront (**Plan 4**). It will provide a continuous harbourfront public space and a green unifying edge of the harbour. Anchoring nodal attractions will be provided at selected locations for public enjoyment. In view of the waterfront location, all building structures within the waterfront promenade shall not exceed 10mPD (main roof level) excluding roof-top structures and architectural features to protect the views to and from the harbour and ensure its compatibility with the surrounding waterfront setting.
- 3.5 According to the recommended planning and urban design proposals in the final report of UDS, the military dock area should be designed to integrate with the new waterfront promenade and the open area within the dock will be open to the public when it is not in use. The folding gates for fencing off the dock can be hidden in the ancillary building structures when not in use to avoid visual obstruction to the harbour and the waterfront promenade. When the dock is closed for military use, the public can use the pedestrian walkway to the immediate south of the dock area to maintain the east-west connectivity. The design concept of the military dock was widely made known to the public during the public engagement exercise of the UDS, which was completed in 2011.

#### The Central Military Dock Site (the Site) and its surroundings (**Plans 2 to 3, 5 to 6**)

- 3.6 The Site, which is about 0.3 hectare in area, is a piece of flat waterfront land at the new Central harbourfront. It is located to the north of the existing PLA Hong Kong Garrison Headquarters. The military dock includes four single-storey structures for supporting its operation, and the height of these

existing structures is about 8.7mPD or lower. The construction of the military dock is substantially completed.

- 3.7 The Government has constructed an advance promenade between the northern part of Tamar Park in the east and Central Piers 9 and 10 in the west along the new Central harbourfront for early public enjoyment, which includes a pedestrian walkway in the southern periphery of the dock site currently providing a continuous east-west connection along the waterfront (**Plan 3**).
- 3.8 The Central Piers are located to its west and the Tamar Development is located to its southeast across Lung Wo Road respectively.

#### Proposed Amendment to the OZP

- 3.9 The Site together with the adjoining area is situated on the new reclamation area under the CRIII project. With the delineation of the military dock confirmed, it is opportune to reflect the final delineation and the land use of the Site in the OZP. It is proposed that the zoning of the Site be amended from "Open Space" ("O") to "OU" annotated "Military Use (1)" ("OU(Military Use)1"). The straight line annotated '150m Military Berth (subject to detailed design)' as shown on the current OZP is proposed to be deleted.
- 3.10 The proposed amendment to OZP, involving just a minimum part of the "O" zone (i.e. 0.3ha out of about 9.9ha largely zoned "O" for the total waterfront promenade), will not affect the design and integrity of the waterfront promenade.
- 3.11 The design and construction works of the Site are implemented in accordance with the recommendation of UDS as stated in para. 3.5 above. Folding gates which can be completely withdrawn and stored away have been constructed at the edge of the dock area to allow free access by the public. A pedestrian walkway has also been provided in the southern periphery of the dock site for a continuous east-west connection along the waterfront when the dock is closed for operation.
- 3.12 To ensure that the height of the future development at the Site is compatible with the surrounding waterfront setting at the new Central harbourfront and will not create any visual intrusion to the developments behind, it is proposed that a maximum building height of 10mPD (at main roof level), excluding roof-top structures, architectural features and flag poles, etc., be imposed at the Site. Such level is in line with the proposed building height of 10mPD as recommended for Site 7 - Waterfront Promenade under the UDS.
- 3.13 At the request of the HKSAR Government, the Garrison agreed in 2000 to open the land area of the military dock (except for the utilities, ancillary structures and landing steps) for enjoyment by members of the public when it is not in military use. The subject amendments do not affect this undertaking. The Garrison has recently confirmed that it would open the area of the military dock site to the public as part of the waterfront promenade for enjoyment when it is not in military use, having regard to its operation and need for protecting the military dock.



#### 4. Proposed Amendments to the Matters shown on the OZP

The proposed amendments as shown on the draft Central District (Extension) OZP No. S/H24/7A (the Plan) (**Attachment II**) are as follows:

Item A - Amending the zoning of a strip of waterfront site to the north of the existing People's Liberation Army Hong Kong Garrison Headquarters from "O" to "OU(Military Use)1" (about 0.3ha)

- 4.1 As mentioned in paragraph 3.9 above, the zoning of the Site is proposed to be amended from "O" to "OU(Military Use)1" to reflect the final delineation and the land use of the military dock in the OZP.

Item B - Deletion of the straight line with annotation '150m Military Berth (subject to detailed design)' from the OZP

- 4.2 In accordance with Item A above, the straight line together with the annotation '150m Military Berth (subject to detailed design)' is no longer required and is proposed for deletion.

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

- 5.1 Amendments to the Notes of the OZP are proposed as follows:

- (a) to revise the heading of the Schedule of Uses for the "OU" zone annotated "For All Other Sites (Not Listed Above)" to "For All Other Specified Uses (Not Listed Above)" for clarity purpose; and
- (b) to add remarks for the imposition of the building height restriction of 10mPD and a clause that allows for minor relaxation in the new "OU(Military Use)1" zone under the existing Schedule of Uses "For All Other Specified Uses (Not Listed Above)" for the "OU" zone.

- 5.2 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in 'crossed-out') are at **Attachment III**) for Members' consideration.

#### 6. Revision to the Explanatory Statement (ES) of the OZP

The ES has been revised to take into account the proposed amendments as mentioned in the above paragraphs. The opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in 'crossed-out') are at **Attachment IV** for Members' consideration.

#### 7. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/H24/8.

## 8. Consultation

### Departmental Consultation

- 8.1 The proposed amendments have been circulated to relevant bureaux and departments for comment. The comments of the Development Bureau, the Security Bureau, the Department of Justice, the Civil Engineering and Development Department and the Leisure and Cultural Services Department have been incorporated into the above paragraphs, where appropriate. All of them have no objection to or no adverse comment on the proposed amendments.
- 8.2 The following departments have no objection to/no comment on the proposed amendments:
- (a) Architectural Services Department;
  - (b) Fire Services Department;
  - (c) Environmental Protection Department;
  - (d) Food and Environmental Hygiene Department;
  - (e) Marine Department;
  - (f) Hong Kong Police Force;
  - (g) Transport Department;
  - (h) Lands Department;
  - (i) Buildings Department;
  - (j) Drainage Services Department;
  - (k) Highways Department;
  - (l) Water Supplies Department;
  - (m) Urban Design and Landscape Section, Planning Department.; and
  - (n) Central and Western District Office of the Home Affairs Department.

### District Council Consultation

- 8.3 As the subject area is prominently located at the new Central harbourfront, the Central and Western District Council will be consulted on the amendments prior to or during the exhibition period of the draft Central District (Extension) OZP No. S/H24/7A (to be renumbered to S/H24/8 upon exhibition) for public inspection under section 7 of the Ordinance.

## 9. Decision Sought

Members are invited to:

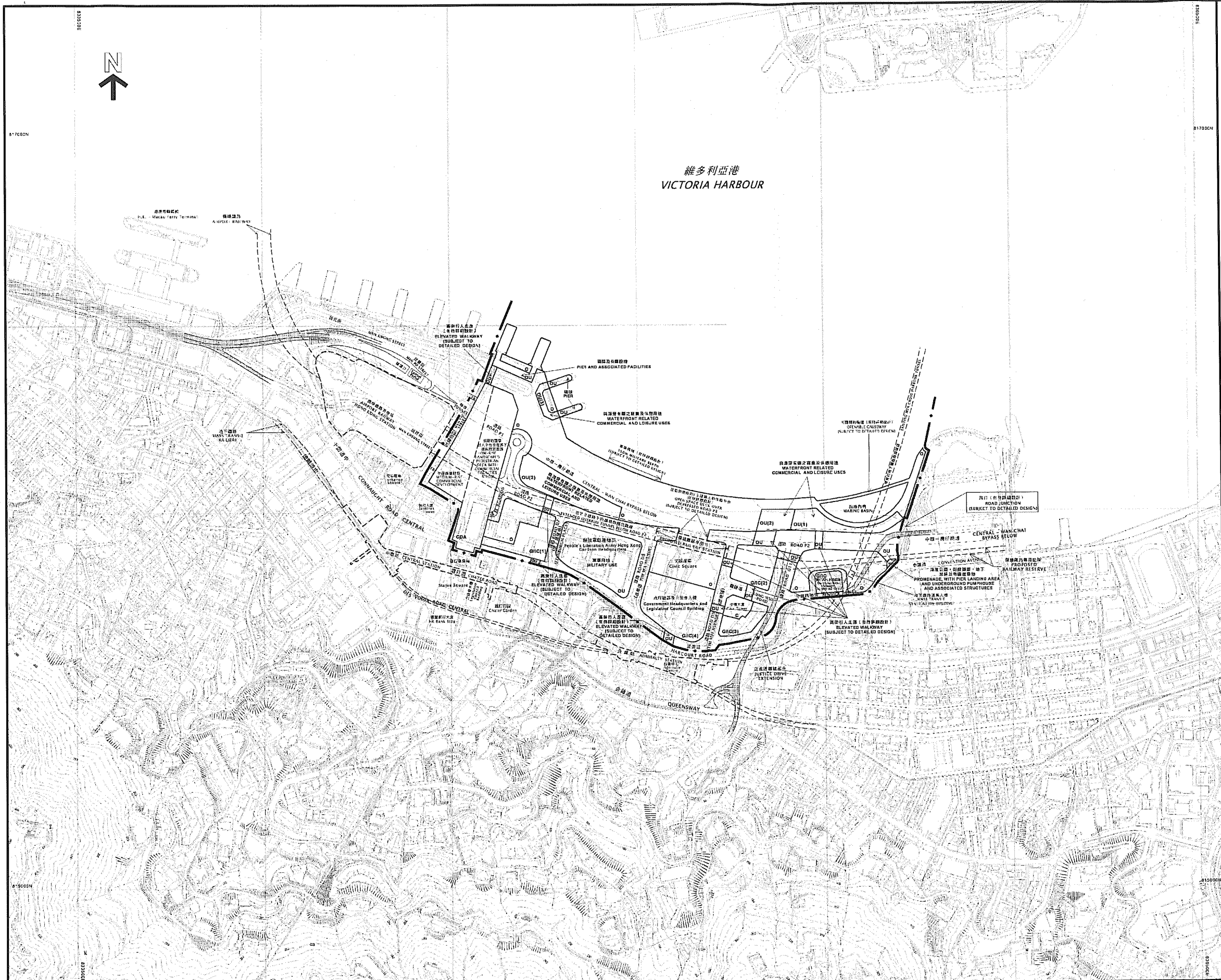
- (a) agree to the proposed amendments to the draft Central District (Extension) OZP and that the draft Central District (Extension) OZP No. S/H24/7A at **Attachment II** (to be renumbered to S/H24/8 upon exhibition) and its Notes at **Attachment III** are suitable for public exhibition under section 7 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Central District (Extension) OZP No. S/H24/7A as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP and

the revised ES will be published together with the OZP.

**10. Attachments**

<b>Attachment I</b>	Draft Central District (Extension) Outline Zoning Plan No. S/H24/7 (reduced to A3 size)
<b>Attachment II</b>	Draft Central District (Extension) Outline Zoning Plan No. S/H24/7A
<b>Attachment III</b>	Revised Notes of draft Central District (Extension) Outline Zoning Plan No. S/H24/7A
<b>Attachment IV</b>	Revised Explanatory Statement of draft Central District (Extension) Outline Zoning Plan No. S/H24/7A
<b>Plan 1</b>	Comparison of the Existing and Proposed Zonings on the OZP for Amendment Items A and B
<b>Plan 2</b>	Site Plan
<b>Plan 3</b>	Aerial Photo
<b>Plans 4</b>	Master Layout Plan of the Urban Design Study for the New Central Harbourfront (Extract)
<b>Plans 5 to 6</b>	Site Photos

**PLANNING DEPARTMENT  
JANUARY 2013**



圖例  
NOTATION

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

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	14.63	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	1.28	2.70	海港內灣
TOTAL PLANNING SCHEME AREA	46.70	100.00	規劃範圍面積

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

2012年3月16日 按照城市規劃條例第5條展示的  
核准圖則號 S/H24/6 的修訂  
AMENDMENT TO APPROVED PLAN No. S/H24/6 EXHIBITED  
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON  
16 MARCH 2012

Signed Ophelia Y. S. WONG 黃婉霞 簽署  
SECRETARY 城市規劃委員會秘書  
TOWN PLANNING BOARD

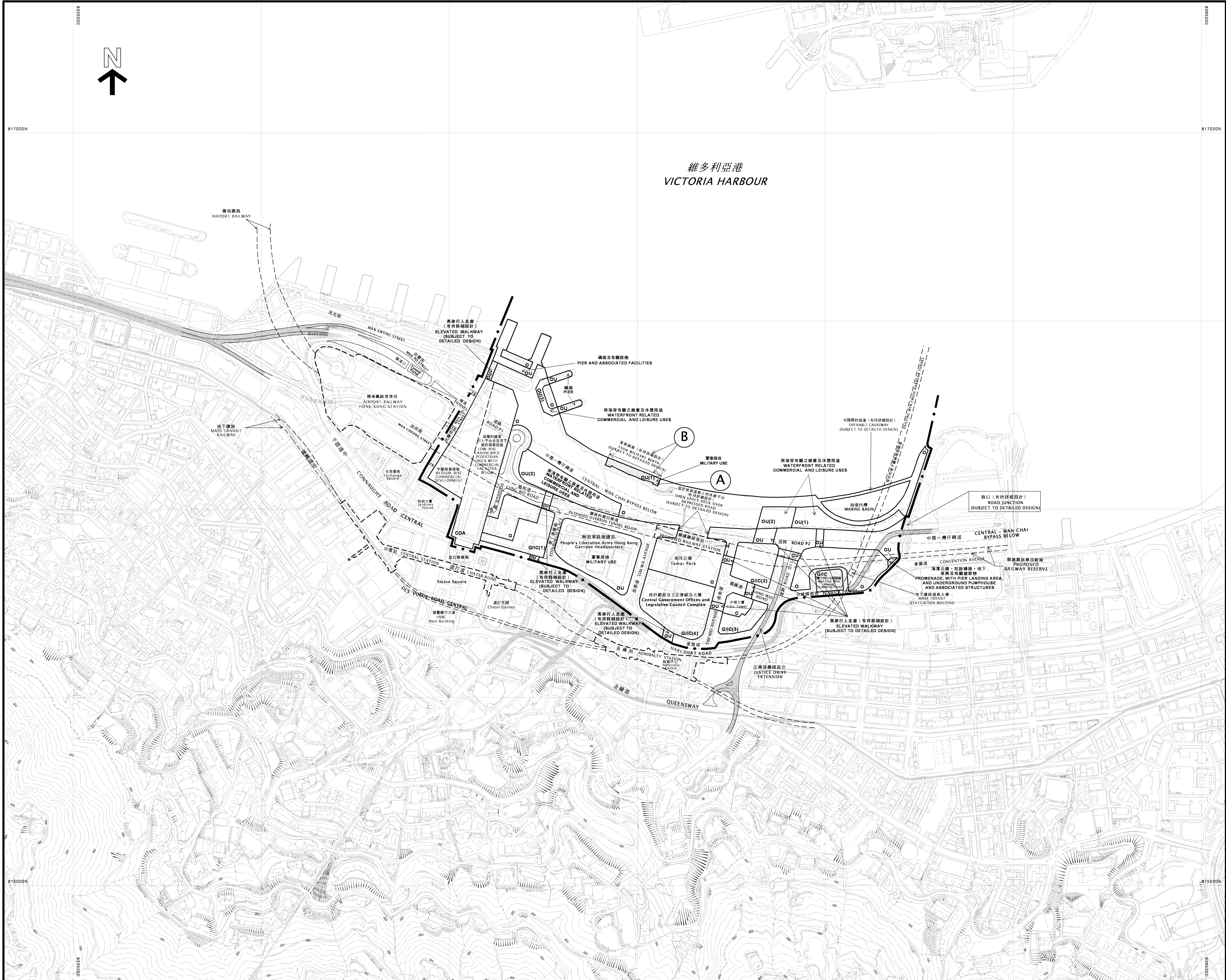
香港城市規劃委員會依據城市規劃條例擬備的中區（擴展部分）（港島規劃區第24區）分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
HONG KONG PLANNING AREA No. 24 - CENTRAL DISTRICT (EXTENSION) - OUTLINE ZONING PLAN



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/H24/7





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	G/C	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)	STATION	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	0.36	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	12.36		政府、機構或社區
OPEN SPACE	14.34	30.71		休憩用地
OTHER SPECIFIED USES	8.42	18.03		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，  
現經修訂並按照城市規劃條例第7條展示。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN  
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER  
SECTION 7 OF THE TOWN PLANNING ORDINANCE

草圖編號 S/H 24/7 的修訂  
AMENDMENT TO DRAFT PLAN No. S/H24/7

AMENDMENT EXHIBITED UNDER SECTION 7  
OF THE TOWN PLANNING ORDINANCE

按照城市規劃條例第7條  
展示的修訂

AMENDMENT ITEM A		修訂項目 A 項
AMENDMENT ITEM B DELETION OF THE STRAIGHT LINE WITH ANNOTATION '150m MILITARY BERTH (SUBJECT TO DETAILED DESIGN)'		修訂項目 B 項 刪除標上附註「軍事碼頭 (有待詳細設計)」的直線

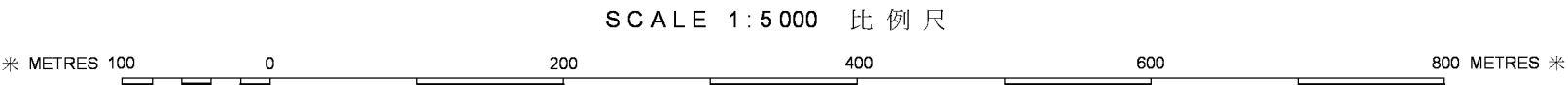
(參看附表)  
(SEE ATTACHED SCHEDULE)

按照城市規劃條例第7條展示的  
草圖編號 S/H24/7 的修訂  
AMENDMENT TO DRAFT PLAN No. S/H24/7 EXHIBITED  
UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE ON

SECRETARY  
TOWN PLANNING BOARD

城市規劃委員會秘書

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/H24/7A

**HONG KONG PLANNING AREA NO. 24**

**DRAFT CENTRAL DISTRICT (EXTENSION) OUTLINE ZONING PLAN NO.**  
**S/H24/7A**

(Being 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 and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is 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 prescribed application forms may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, 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 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 must be always permitted in terms of the Plan or, if permission is required, 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” 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 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 which was effected during the effective period of that plan and 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.
- (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 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 adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or buildings are always permitted 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) 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, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/tram/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, 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 any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:
- on-street vehicle park, railway track and tram track.

- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate 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.



**HONG KONG PLANNING AREA NO. 24**

**DRAFT CENTRAL DISTRICT (EXTENSION)**  
**OUTLINE ZONING PLAN NO. S/H24/74**

**Schedule of Uses**

	<b><u>Page</u></b>
COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	3
GOVERNMENT, INSTITUTION OR COMMUNITY	6
OPEN SPACE	8
OTHER SPECIFIED USES	9

**COMMERCIAL**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Commercial Bathhouse/Massage Establishment Government Refuse Collection Point Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

**Planning Intention**

This 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.

(Please see next page)

**COMMERCIAL** (cont'd)

Remarks

- (1) On land designated "Commercial", no new development, or addition, alteration and/or modification to or redevelopment of an existing building 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.

**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
	Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

**Planning Intention**

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.

(Please see next page)

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

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 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, public transport and parking facilities, 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 landscape and urban design proposals within the area;
  - (vi) programmes of development in detail;
  - (vii) 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 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;
  - (x) a traffic impact assessment report to 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.

(Please see next page)

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

Remarks (cont'd)

- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such 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, types of 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 an existing building 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.

**GOVERNMENT, INSTITUTION OR COMMUNITY**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Broadcasting, Television and/or Film Studio Eating Place (Canteen only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Social Welfare Facility Training Centre Utility Installation for Private Project (Underground Pumphouse only) Wholesale Trade	Eating Place (not elsewhere specified) Helicopter Landing Pad Hotel Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project (not elsewhere specified)

**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.

(Please see next page)

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

Remarks

- (1) On land designated "Government, Institution or Community" ("G/IC"), no new development or addition, alteration and/or modification to or redevelopment of an existing building 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) 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.



**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
Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Public Utility Installation (Underground Pumphouse only) Sitting Out Area	Eating Place Exhibition or Convention Hall Government Refuse Collection Point Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation (not elsewhere specified) Public Vehicle Park (excluding container vehicle) Religious Institution Road Vent Shaft and/or other Structure above Ground Level Shop and Services Utility Installation for Private Project

**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.

**OTHER SPECIFIED USES**

---

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

---

**For “Elevated Walkway” Only**

Elevated Walkway	Eating Place Exhibition or Convention Hall Public Utility Installation Shop and Services (excluding Motor-vehicle Showroom) Utility Installation for Private Project
------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**Planning Intention**

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

(Please see next page)

**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
<p style="text-align: center;"><b><u>For "Pier" Only</u></b></p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Pier</p> <p>Field Study/Education/Visitor Centre</p> <p>Government Use</p> </div> <div style="width: 45%;"> <p>Eating Place</p> <p>Exhibition or Convention Hall</p> <p>Marine Fuelling Station</p> <p>Public Utility Installation</p> <p>Shop and Services</p> <p>Utility Installation for Private Project</p> </div> </div>	

**Planning Intention**

This zone is intended primarily for pier use.

**Remarks**

- (1) Kiosks not greater than 10m<sup>2</sup> each in area and not more than 10 in number for use as shop and services are considered as ancillary to "Pier" use.
- (2) On land designated "Other Specified Uses" ("OU") annotated "Pier", no new development, or addition, alteration and/or modification to or redevelopment of an existing building/structure 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/structure whichever is the greater.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

**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
-----------------------------------	-------------------------------------------------------------------------------------------------------------------

**For "Pier and Associated Facilities" Only**

Pier Field Study/Education/Visitor Centre Government Use	Eating Place Exhibition or Convention Hall Marine Fuelling Station Public Utility Installation Shop and Services Utility Installation for Private Project
----------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**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**

- (1) Kiosks not greater than 10m<sup>2</sup> each in area and not more than 10 in number for use as shop and services are considered as ancillary to "Pier" use.
- (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 an existing building/structure 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/structure whichever is the greater.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

**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
Eating Place Field Study/Education/Visitor Centre Government Use Place of Entertainment Place of Recreation, Sports or Culture Shop and Services	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Private Club Public Utility Installation Public Vehicle Park (excluding container vehicle) Road Vent Shaft and/or Other Structure above Ground Level Utility Installation for Private Project

**For “Waterfront Related Commercial and Leisure Uses” Only**

**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 an existing building/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.

(Please see next page)

**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
-----------------------------------	-------------------------------------------------------------------------------------------------------------------

**For All Other Specified Uses 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>(+)</sup> Public Utility Installation Utility Installation for Private Project
--------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**Planning Intention**

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

**Remarks**

- (1) *On land designated "Other Specified Uses" annotated "Military Use (1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a height in excess of 10 metres above Principal Datum or the height of the existing building whichever is the greater.*
- (2) *Based on the 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.*

**HONG KONG PLANNING AREA NO. 24**

**DRAFT CENTRAL DISTRICT (EXTENSION)  
OUTLINE ZONING PLAN NO. S/H24/74**

**EXPLANATORY STATEMENT**

## HONG KONG PLANNING AREA NO. 24

### DRAFT CENTRAL DISTRICT (EXTENSION) OUTLINE ZONING PLAN NO. S/H24/74

#### EXPLANATORY STATEMENT

<u>Contents</u>	<u>Page</u>
1. Introduction	1
2. Authority for the Plan and Procedures	1
3. Object of the Plan	4
4. Notes of the Plan	4
5. The Planning Scheme Area	45
6. Non-Residential Population	5
7. Planning and Urban Design Concepts	5
8. Land Use Zonings	
8.1 Commercial	10
8.2 Comprehensive Development Area	10
8.3 Government, Institution or Community	11
8.4 Open Space	11
8.5 Other Specified Uses	12
9. Environment	14
10. Communications	14
11. Utility Services	16
12. Cultural Heritage	16
13. Implementation of Reclamation	<del>16</del> 17
14. Implementation of the Plan	<del>16</del> 17
<del>Index of Figures</del>	<del>17</del>



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

### **DRAFT CENTRAL DISTRICT (EXTENSION) OUTLINE ZONING PLAN NO. S/H24/7A**

(Being 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 draft Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/7A. 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 on “Vision and Goals for 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. 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 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 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 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 16 March 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.
- 2.22 *On xx xx 2013, the draft Central District (Extension) OZP No. S/H24/7A (the Plan), mainly to amend the zoning of a site at the New Central Harbourfront to "Other Specified Uses" annotated "Military Use (1)" was exhibited for public inspection under section 7 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 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 transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.

### 4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Planning Scheme Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the 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 *Lung Wo Road* (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. 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 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~~ *Lung Wo Road* 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 provided across Harcourt Road for connection between Admiralty and the Central Government Offices (CGO) and Legislative Council Complex (LC Complex) at the former Tamar Basin. Pedestrian connection would continue from the elevated walkway through the Green Carpet of Tamar Park alongside the CGO and LC Complex at podium level. This open space corridor provides a popular ground for civic functions. An integrated design approach has been adopted for Tamar Park and CGO and LC Complex to create a harmonious and coherent character as the prime civic core in Hong Kong.
- (f) A deck ~~would be~~ *has been* provided across *Lung Wo Road* ~~Read P2~~ to connect Tamar Park with the waterfront promenade so as to provide 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 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 “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 *Lung Wo Road* ~~Read 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.

## 8. LAND USE ZONINGS

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

- 8.1.1 This 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 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.

- 8.1.2 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 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 for the development of the 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, *and* the existing Red Cross Headquarters ~~and its reserved reprovisioning site~~. Across Lung Wui Road in the same area, another site zoned "G/IC" 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 City Hall Annex Building are also zoned "G/IC".

- 8.3.4 Maximum building height restrictions are stipulated for these "G/IC" sub-areas. The maximum building height at 180mPD is allowed for 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~~ **14.34** hectares

- 8.4.1 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.

- 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 "G/IC(4)" sub-area is an open-air civic square cum public open space. It provides a popular gathering ground for civic functions and general recreational activities. This public open space is integrated with CGO and LC Complex in design and forms part of the major pedestrian network in the Area 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 is located with direct frontage to Road P2.

8.5 Other Specified Uses ("OU") - Total Area ~~8.13~~ **8.42** hectares

This 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, *an area of about 0.3ha is also zoned a 150m-long berth area is reserved for military use: as a military dock and is subject to a maximum building height restriction of 10mPD (for main roof level), except for the roof-top structures, architectural features and flag poles, etc.* 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 Star Ferry Piers have been reprovisioned at Central Pier 7 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). 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) Central Piers 9 and 10 zoned “OU” annotated “Pier” and the adjoining area are intended for the reprovisioning of the 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" *and "Military Use (I)"* 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 were taken into account in the detailed design of the project.
- 9.2 An environmental monitoring and audit programme 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 CWB is a 4.5km long dual three-lane trunk road with a 3.7km long tunnel, 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. *Lung Wo Road* (Road P2) mainly *serves as* an extension of Man Cheung Street ~~in CRI~~, ~~providing~~ 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 is slightly depressed near 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 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 have been reprovisioned 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 reprovisioning 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 *Lung Wo Road* (Road P2), Road D7 (Edinburgh Place), Road D8 (Tim Wa Avenue) and Road D11. The alignment of the cross-harbour water mains and the submarine pipeline reserve affected by reclamation works to the west of the HKCEC Extension, 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:



Historic Building & Structure	Status	Location
Cenotaph	Grade 1	Statue Square, Central
Hong Kong City Hall	Grade 1	Edinburgh Place, Central

### 13. IMPLEMENTATION OF RECLAMATION

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.

### 14. IMPLEMENTATION OF THE PLAN

- 14.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must 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.
- 14.2 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 Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as 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.
- 14.3 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 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

Figure 2 ——— Perspective of the Civic Corridor

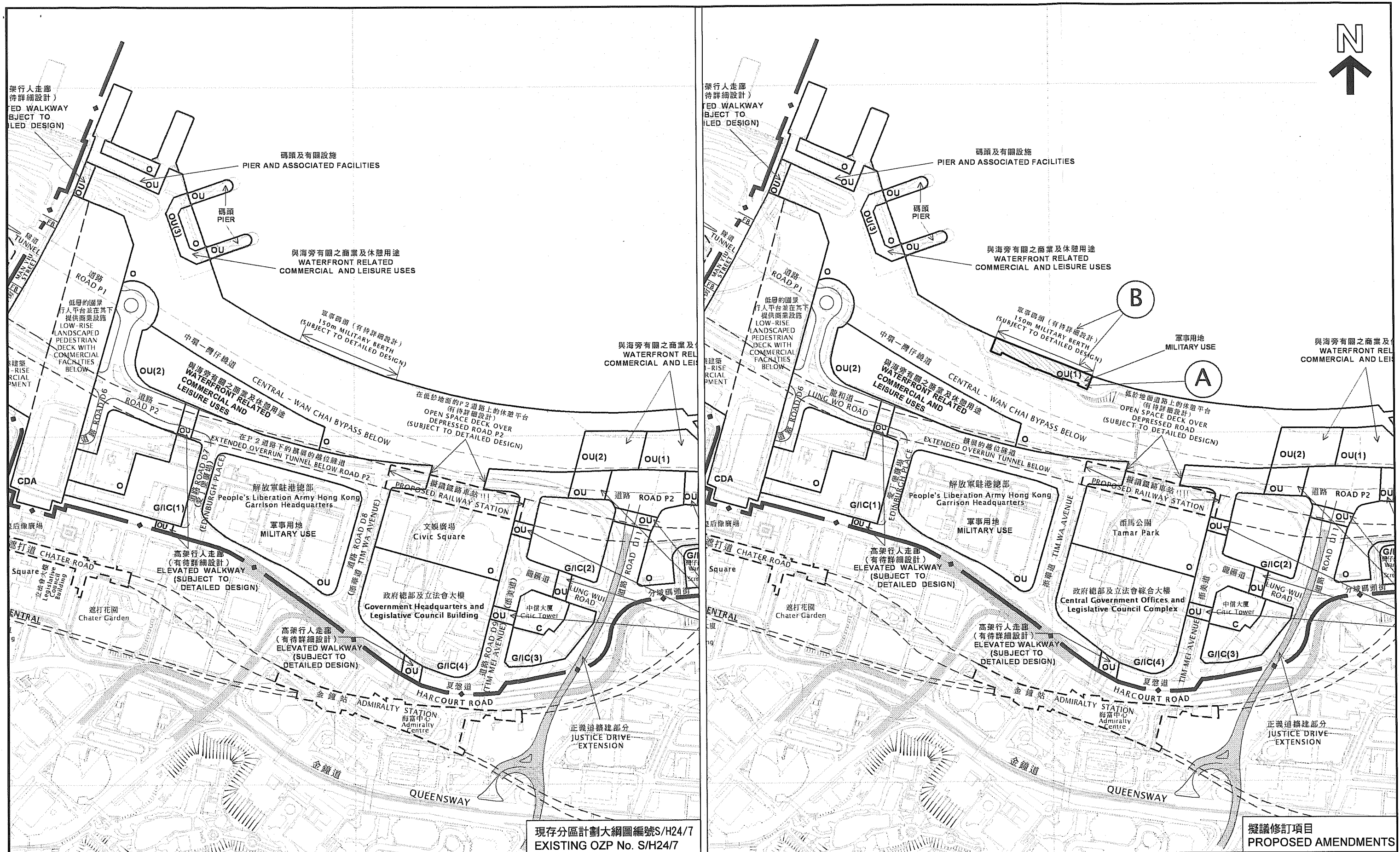
Figure 3 ——— Perspective of the Marine Basin (view towards the west)

Figure 4 ——— Cross-section of the Statue Square Corridor

Figure 5 ——— Perspective of the 'Groundscraper' and the Statue Square Corridor

Figure 6 ——— Open Space and Pedestrian Circulation Framework

**TOWN PLANNING BOARD**  
**~~MARCH 2012~~ JANUARY 2013**



# 位置圖 LOCATION PLAN

中區(擴展部分)分區計劃大綱草圖編號S/H24/7的擬議修訂項目  
PROPOSED AMENDMENTS TO DRAFT CENTRAL DISTRICT (EXTENSION) OZP No. S/H24/7  
修訂項目A及B  
AMENDMENT ITEMS A AND B

SCALE 1:5 000 比例尺  
METRES 100 0 100 200 300 400 METRES 米

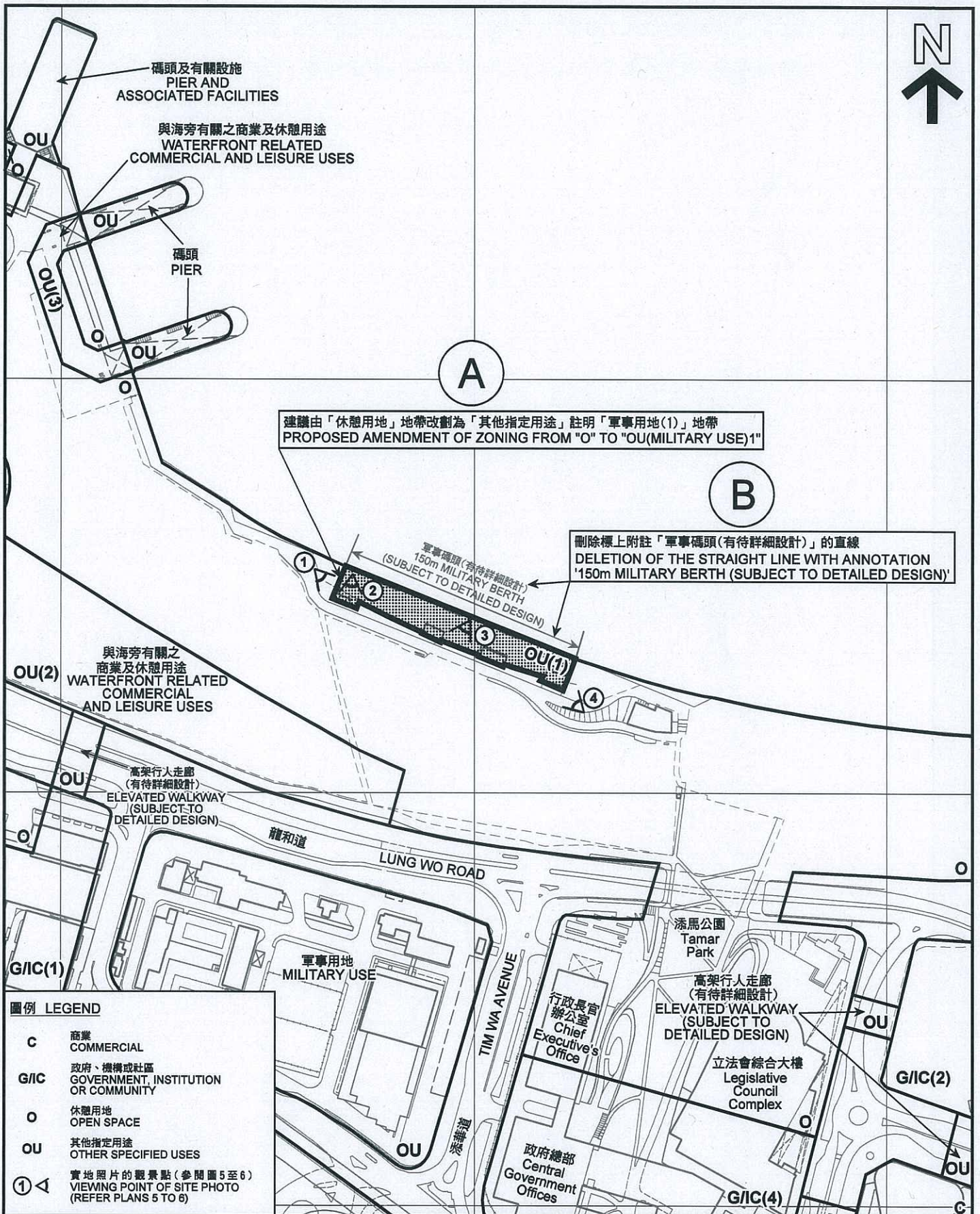
本摘要圖於2013年1月21日擬備，  
所根據的資料為於2012年3月16日  
展示的分區計劃大綱圖編號S/H24/7  
EXTRACT PLAN PREPARED ON 21.1.2013  
BASED ON OUTLINE ZONING PLAN No.  
S/H24/7 EXHIBITED ON 16.3.2012

規劃署  
PLANNING DEPARTMENT

參考編號  
REFERENCE No.  
M/SD/13/10

圖 PLAN  
1





圖例 LEGEND

- C 商業 COMMERCIAL
- G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
- O 休憩用地 OPEN SPACE
- OU 其他指定用途 OTHER SPECIFIED USES
- ① 實地照片的觀景點 (參閱圖5至6) VIEWING POINT OF SITE PHOTO (REFER PLANS 5 TO 6)

本摘要圖於2013年1月23日擬備，所根據的資料為測量圖編號 11-SW-9A、9B、9C 和 9D

EXTRACT PLAN PREPARED ON 23.1.2013  
BASED ON SURVEY SHEETS No.  
11-SW-9A, 9B, 9C AND 9D

平面圖 SITE PLAN

中區(擴展部分)分區計劃大綱草圖編號S/H24/7的  
擬議修訂項目  
PROPOSED AMENDMENTS TO DRAFT  
CENTRAL DISTRICT (EXTENSION) OZP No. S/H24/7

修訂項目A及B  
AMENDMENT ITEMS A AND B

SCALE 1 : 3 000 比例尺

米 METRES 50 0 50 100 METRES 米

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/SD/13/10

圖 PLAN  
2





中環9號碼頭  
(公眾碼頭)  
Central Pier No.9  
(Public Pier)

中環10號碼頭  
(公眾碼頭)  
Central Pier No.10  
(Public Pier)

A

建議由「休憩用地」地帶改劃為「其他指定用途」註明「軍事用地(1)」地帶  
PROPOSED AMENDMENT OF ZONING FROM "O" TO "OU(MILITARY USE)1"

B

刪除標上附註「軍事碼頭(有待詳細設計)」的直線  
DELETION OF THE STRAIGHT LINE WITH ANNOTATION  
'150m MILITARY BERTH (SUBJECT TO DETAILED DESIGN)'



龍和道

LUNG WO ROAD

大會堂  
City Hall

大會堂  
停車場  
City Hall  
Car Park

解放軍駐港總部  
People's Liberation Army Hong Kong  
Garrison Headquarters

行政長官  
辦公室  
Chief  
Executive's  
Office

添馬公園  
Tamar  
Park

立法會綜合大樓  
Legislative  
Council  
Complex

和記大廈  
Hutchison  
House

夏慤道  
HARCOURT ROAD

政府總部  
Central  
Government  
Offices

### 航攝照片 AERIAL PHOTO

中區(擴展部分)分區計劃大綱草圖編號S/H24/7的  
擬議修訂項目  
PROPOSED AMENDMENTS TO DRAFT  
CENTRAL DISTRICT (EXTENSION) OZP No. S/H24/7

修訂項目A及B  
AMENDMENT ITEMS A AND B

規劃署  
PLANNING  
DEPARTMENT

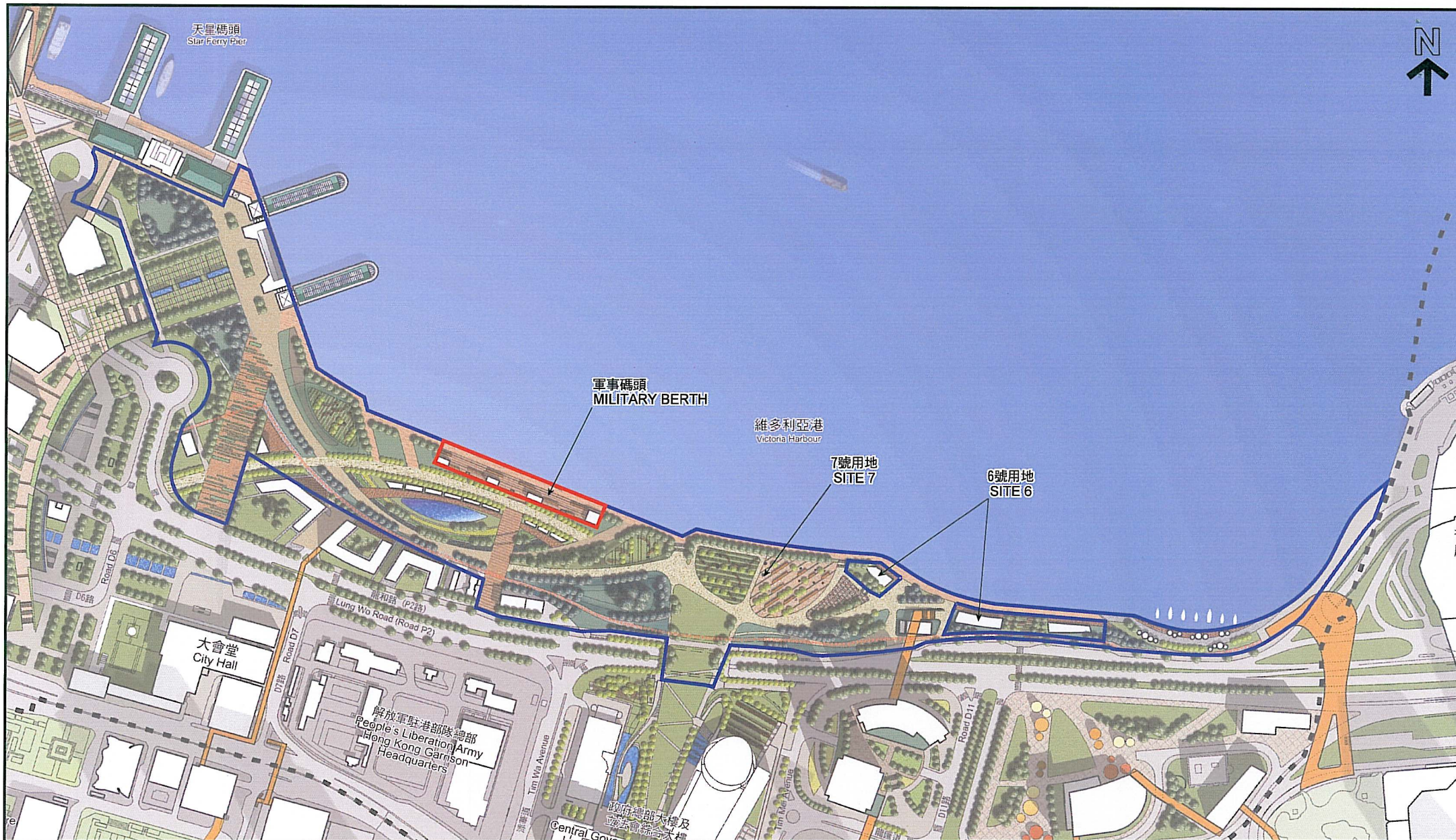


參考編號  
REFERENCE No.  
M/SD/13/10

圖 PLAN  
3

本摘要圖於2013年1月23日擬備, 所根據的  
資料為地政總署於2012年8月7日拍攝的  
航攝照片編號CS37493  
EXTRACT PLAN PREPARED ON 23.1.2013  
BASED ON AERIAL PHOTO No. CS37493  
TAKEN ON 7.8.2012 BY LANDS DEPARTMENT





界線只作指示用途  
BOUNDARY FOR INDICATIVE ONLY

本摘要圖於2013年1月22日擬備，所根據的資料為 MLP (2011年2月)

EXTRACT PLAN PREPARED ON 21.1.2013  
BASED ON MLP (Feb 2011)

中環新海濱城市設計研究總綱發展藍圖(摘要)  
MASTER LAYOUT PLAN OF THE URBAN DESIGN STUDY  
FOR THE NEW CENTRAL HARBOURFRONT (EXTRACT)

中區(擴展部分)分區計劃大綱草圖編號S/H24/7的擬議修訂項目  
PROPOSED AMENDMENT TO DRAFT CENTRAL DISTRICT (EXTENSION) OZP No. S/H24/7

修訂項目A  
AMENDMENT ITEM A

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/SD/13/10

圖 PLAN  
4





觀景點 1  
VIEWING POINT 1



觀景點 2  
VIEWING POINT 2

實地照片 SITE PHOTOS

中區(擴展部分)分區計劃大綱草圖編號S/H24/7的  
擬議修訂項目  
PROPOSED AMENDMENT TO DRAFT  
CENTRAL DISTRICT (EXTENSION) OZP No. S/H24/7  
修訂項目A  
AMENDMENT ITEM A

規劃署  
PLANNING  
DEPARTMENT



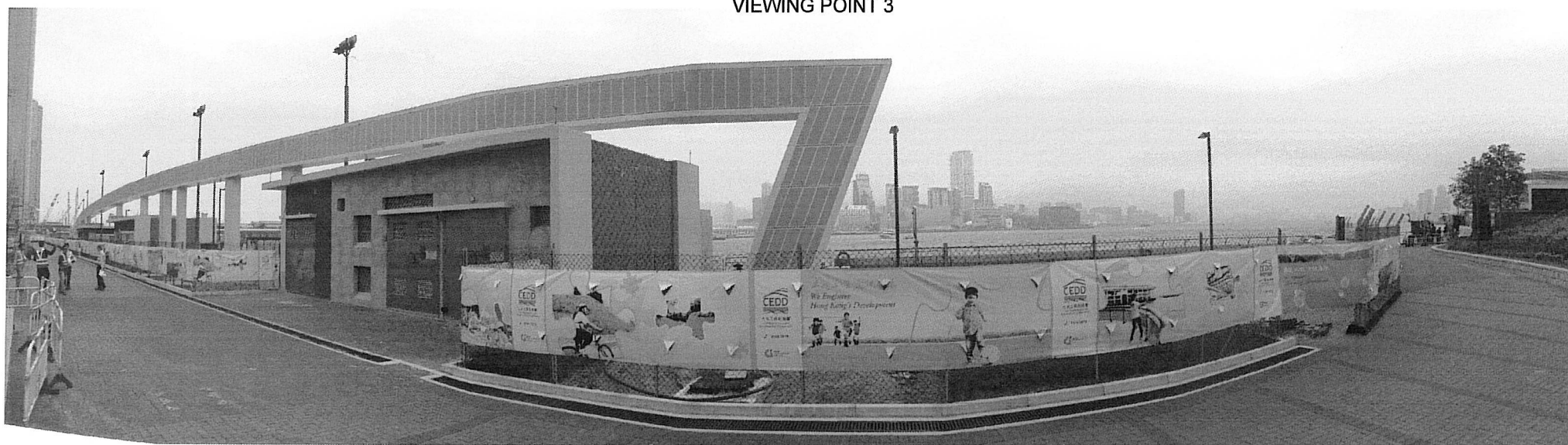
參考編號  
REFERENCE No.  
M/SD/13/10

圖 PLAN  
5

本圖於2013年1月21日擬備，所根據的  
資料為攝於2012年11月13日的實地照片  
PLAN PREPARED ON 21.1.2013 BASED  
ON SITE PHOTOS TAKEN ON 13.11.2012



觀景點 3  
VIEWING POINT 3



觀景點 4  
VIEWING POINT 4

本圖於2012年11月21日擬備，所根據的資料為攝於2012年11月20日的實地照片  
PLAN PREPARED ON 21.11.2012 BASED ON SITE PHOTOS TAKEN ON 20.11.2012

### 實地照片 SITE PHOTO

中區(擴展部分)分區計劃大綱草圖編號S/H24/7的  
擬議修訂項目  
PROPOSED AMENDMENT TO DRAFT  
CENTRAL DISTRICT (EXTENSION) OZP No. S/H24/7  
修訂項目A  
AMENDMENT ITEM A

規劃署  
PLANNING  
DEPARTMENT

參考編號  
REFERENCE No.  
M/SD/13/10



圖 PLAN  
6