

**Harbour-front Enhancement Committee (HEC)**

**Planning Concepts of the  
Approved Central District (Extension) Outline Zoning Plan**

**1. Purpose**

This paper aims to brief Members on the planning and design concepts of the proposed land uses at the new Central waterfront as shown on the approved Central District (Extension) Outline Zoning Plan (OZP).

**2. Background**

2.1 The draft Central District (Extension) Outline Zoning Plan (OZP) was first exhibited for public inspection in 1998. After the due process of public consultation and considerations of the public views and objections received by the Town Planning Board (TPB), the draft OZP was substantially revised to reduce the proposed scale of reclamation from 38 ha to 23 ha<sup>1</sup>. The original land use proposals were also substantially amended and the land proposed for commercial development has been significantly reduced. The revised OZP was subsequently approved by the Chief Executive in Council (CE in C) on 22.2.2000. Since then, the OZP has gone through several minor amendments and the current approved plan is the Central District (Extension) OZP No. S/H24/6 (the Plan). A copy of the Plan is at **Plan 1** and a copy of the Notes and Explanatory Statement attached to the Plan is available at

---

<sup>1</sup> About 18.73 ha of the reclaimed land falls within the Central Reclamation Phase III project, while the rest of the reclaimed land is within the Wan Chai Development Phase II project, which is currently under review.

[http://www.ozp.tpb.gov.hk/pdf/s\\_h24\\_6\\_e.pdf](http://www.ozp.tpb.gov.hk/pdf/s_h24_6_e.pdf) for Members' reference.

- 2.2 On 27.4.2004, CE in C, taking into account the Further Review of CRIII undertaken by the Government to meet the 'overriding public need' test laid down by the Court of Final Appeal in January 2004 as well as other administrative and policy considerations, decided not to revoke the approved Central District (Extension) OZP or refer it to TPB for reconsideration under the provisions of the Town Planning Ordinance.
- 2.3 Recently in August 2005, TPB considered three rezoning requests submitted by the Society for Protection of Harbour Limited, Save Our Shorelines, and Clear the Air respectively and decided not to agree to the requests. Taking into account the views expressed by the proponents, TPB decided to request the Government to prepare/refine the planning design briefs for the Central District waterfront to ensure that future developments will blend in with the waterfront setting, facilitate pedestrian access to the waterfront, and promote visual permeability of the developments. Members were briefed on the decision of TPB on the rezoning requests at the previous HEC meeting on 22.9.2005.

### **3. The Planning Scheme Area**

The Planning Scheme Area (the Area) covers about 47 ha. It is bounded by the Hong Kong Convention and Exhibition Centre (HKCEC) to the east, the Connaught Road Central/Harbour Road corridor to the south, and Connaught Place and Airport Railway Hong Kong (AR) Station to the west. To the north, it extends to the waterfront.

### **4. Planning and Design Concepts for the New Waterfront**

- 4.1 Integrated in the land use proposals is a planning and design framework which is structured around a waterfront promenade running in an east-west direction and three principal design corridors running in a north-south

direction (viz. Statute Square Corridor, Civic Corridor, and Arts and Entertainment Corridor) (**Plan 2**). The concept is to provide continuous pedestrian and visual connections between the existing urban area and the waterfront, and bringing people to the harbour and the harbour to the people.

- 4.2 The waterfront promenade (**Plan 3**) stretches from the reprovisioned Star Ferry Pier to the west of the HKCEC. Ample public open space will be provided for public gathering, festive celebration and various activities. In addition, various areas have been designated for sitting out and dining facilities and retail shops to bring variety and vibrancy to the waterfront promenade. Iconic landmark and building features, notably the recreated Star Ferry Clock Tower, will create attractive identity at the waterfront.
- 4.3 The Statute Square Corridor (**Plan 4**) stretches from the Statute Square to the reprovisioned Star Ferry Pier. A “Comprehensive Development Area” (“CDA”) zone is planned adjacent to the AR Station, where an extensive landscaped pedestrian deck will be integrated with commercial and retail uses. The landscaped pedestrian deck is planned to connect the existing walkway system and transport nodes such as MTR stations in Central to provide uninterrupted access for the pedestrians to the waterfront. The head of the Statue Square Corridor on the waterfront is envisaged to be 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 will be provided near the reprovisioned Star Ferry Pier and public piers.
- 4.4 The Civic Corridor, stretching from Admiralty to the Tamar site across Harcourt Road, is envisaged to provide a popular gathering ground for civic functions, ceremonial events and mass activities. The design concept is to provide uninterrupted connection from Admiralty and the Tamar site through the existing elevated walkway to the waterfront where large open space is provided.
- 4.5 The third corridor, the Arts and Entertainment Corridor, is

intended to create a leisure and cultural activity area connected by a network of footbridge links to the existing cultural facilities in the adjoining Wan Chai area.

4.6 To maintain clear views towards the Harbour, all waterfront developments including the “CDA” site, piers and waterfront-related commercial and leisure uses are subject to building height restrictions:

- (a) the eastern and western portions of the “CDA” site are subject to a maximum building height restriction of 16 mPD and 50 mPD respectively (equivalent to net building heights of about 10 m (2 storeys) and 44 m (10 storeys) respectively after discounting the actual ground level);
- (b) future development above the Star Ferry piers and the public piers (including the adjacent commercial and leisure uses) will not exceed a height of 21mPD (net building height of about 15 m) and 13mPD (net building height of 7 m) respectively; and
- (c) the waterfront-related commercial and leisure uses along the waterfront are low-rise structures with varying heights, with maximum building height restrictions ranging from 13 mPD to 25 mPD (equivalent to net building heights of about 7 m (1 to 2 storeys) to 19 m (4 storeys) respectively).

4.7 In general, building heights decrease from south to north towards the Harbour. Building height controls are stipulated with full regard to the development scale of the waterfront and to ensure that existing signature buildings in Central can still be seen from the major public vantage points at Tsim Sha Tsui and the Harbour.

## 5. Major Land Use Proposals (Plan 1)

A schedule showing the land use zonings on the reclaimed land on the Plan is at the **Annex**. The planning intention of the major land use proposals in the new waterfront are highlighted below:

- (a) Areas along the waterfront are predominantly zoned “Open

Space”. The major ones are the proposed waterfront promenade and the open-air civic square in front of the Tamar site. This zoning is intended to provide an attractive setting for civic events and land for greening and both active and passive recreational activities.

- (b) In the new waterfront, four areas bordering the waterfront promenade are zoned “Other Specified Uses” (“OU”) annotated “Waterfront Related Commercial and Leisure Uses”. They are intended to be developed as festival markets, cafes, restaurants and retail shops so as to add variety and attraction to the waterfront. An elevated walkway is proposed to connect the piers in the waterfront. The whole area including Piers 7 and 8, the Star Ferry Clock Tower and the associated elevated walkway is zoned “OU” annotated “Pier and Associated Facilities”. The planning intention is to recreate the existing Star Ferry icon and identity at the new Central waterfront with the provision of integrated retail/restaurant/tourism-related facilities and pier-roof open space for public enjoyment. In addition, there are several “OU” annotated “elevated walkways” zones, which are intended to form part of a comprehensive pedestrian network in the area; and two “OU” annotated “Pier” zones for the reprovisioning of the existing pier facilities at Queen’s Pier and the existing landing steps in the areas affected by the reclamation.
- (c) Several sites are zoned “Government, Institution or Community”, covering both existing and proposed government, institution or community facilities. The major ones include the proposed Government Headquarters and Legislative Council Building at the Tamar site, and the possible future cultural and recreational facilities at a site north of Lung Wui Road.
- (d) As mentioned in paragraph 4.3 above, an area located next to the AR Station development is zoned “CDA”. The concept is to have a low-rise landscaped pedestrian deck on the east and a medium-rise commercial development in the form of a ‘groundscraper’ on the west. The inclusion of high quality commercial/office floor space within the site will contribute to maintaining the role and competitive status of the Central Business District as a major

international financial centre in meeting the long-term demand for high quality office at this central and prestigious location. The maximum commercial/retail gross floor area of the zone is estimated to be about 190,000 m<sup>2</sup> which is equivalent to an overall plot ratio of about 3.6. Any future development within the “CDA” zone will require planning permission from TPB to ensure integrated and coherent development. This will provide an opportunity for a landmark building with special and innovative design.

- (e) The remaining areas of land are mainly designated for roads such as the Road P2 network and other ancillary uses.

## **6. Concluding Remarks**

- 6.1 The Plan governing the land uses on the new Central waterfront area has gone through a due process of public consultation and statutory objection procedures. The Plan has set out a planning and design framework which seeks to create 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. Through the development of an intertwining network of waterfront promenade and design corridors, together with an appropriate mix of open space, government, civic, commercial and recreational uses, a vibrant, attractive and accessible waterfront is envisaged. To maintain clear views towards the harbour and to protect views to the ridgeline, the Plan has stipulated stringent height restrictions on the developments along the waterfront. The intention is to create a world-class waterfront which is symbolic of Hong Kong at the heart of the city.
- 6.2 Members are invited to note the planning and design concepts of the proposed land uses at the new Central waterfront.

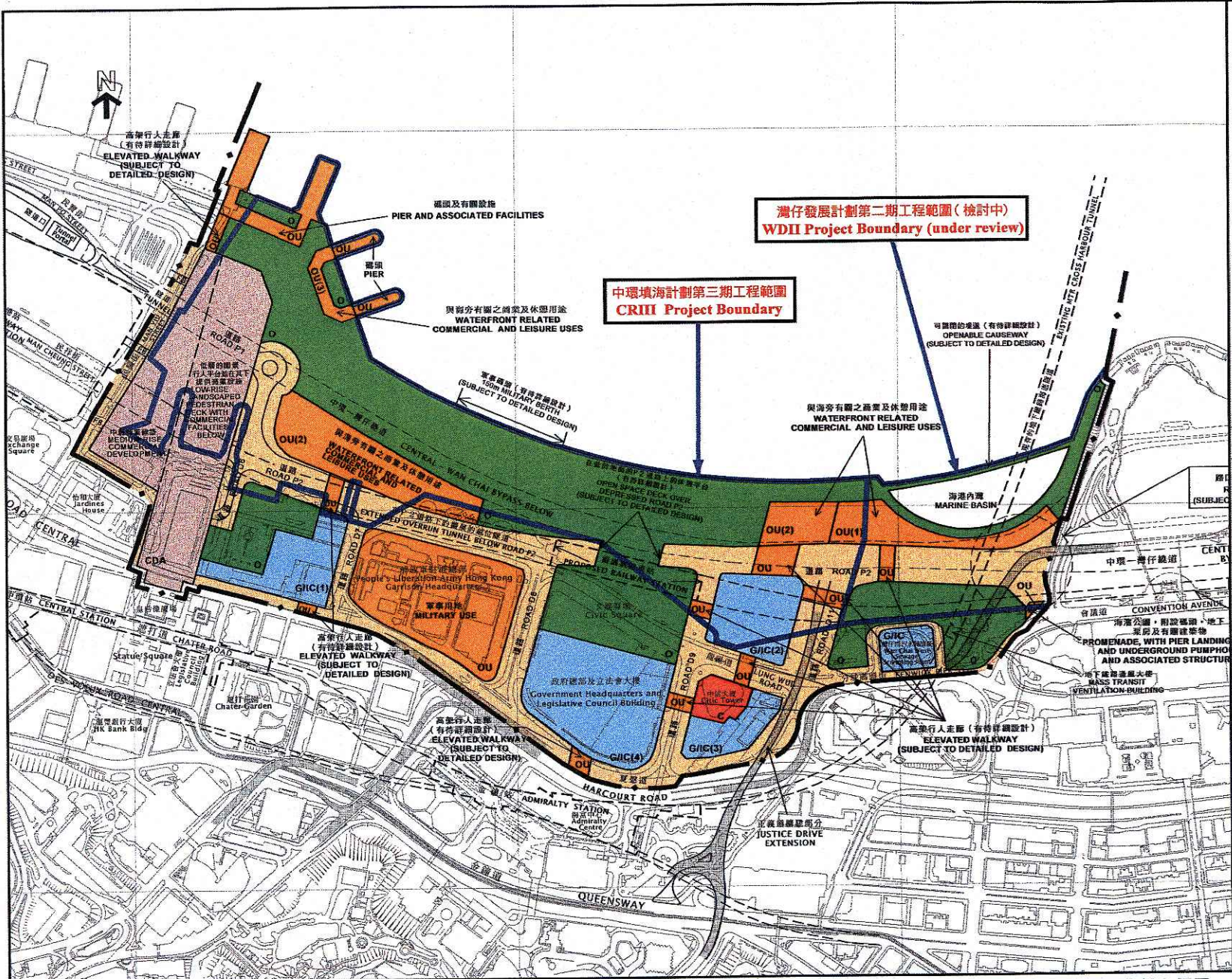
**Planning Department  
November 2005**

**Land Use Zonings on the Reclaimed Land\* on the  
Approved Central District (Extension) Outline Zoning Plan No. S/H24/6**

| <b>Land Use Zoning</b>               | <b>Approximate Area</b> |               |
|--------------------------------------|-------------------------|---------------|
|                                      | <b>hectares</b>         | <b>%</b>      |
| Comprehensive Development Area       | 2.63                    | 11.57         |
| Government, Institution or Community | 0.98                    | 4.31          |
| Open Space                           | 10.66                   | 46.90         |
| Other Specified Uses                 | 4.46                    | 19.62         |
| Major Road, etc.                     | 4.0                     | 17.60         |
| <b>Total Area</b>                    | <b>22.73</b>            | <b>100.00</b> |

\* About 18.73 ha of the reclaimed land falls within the Central Reclamation Phase III project, while the rest of the reclaimed land is within the Wan Chai Development Phase II project, which is currently under review.





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

本圖根據於2005年11月14日發備。所根據的資料為於2002年12月17日核准的分區計劃大綱圖編號S/H24/6 EXTRACT PLAN PREPARED ON 14-11-2005 BASED ON OUTLINE ZONING PLAN No. SH24/6 APPROVED ON 17-12-2002

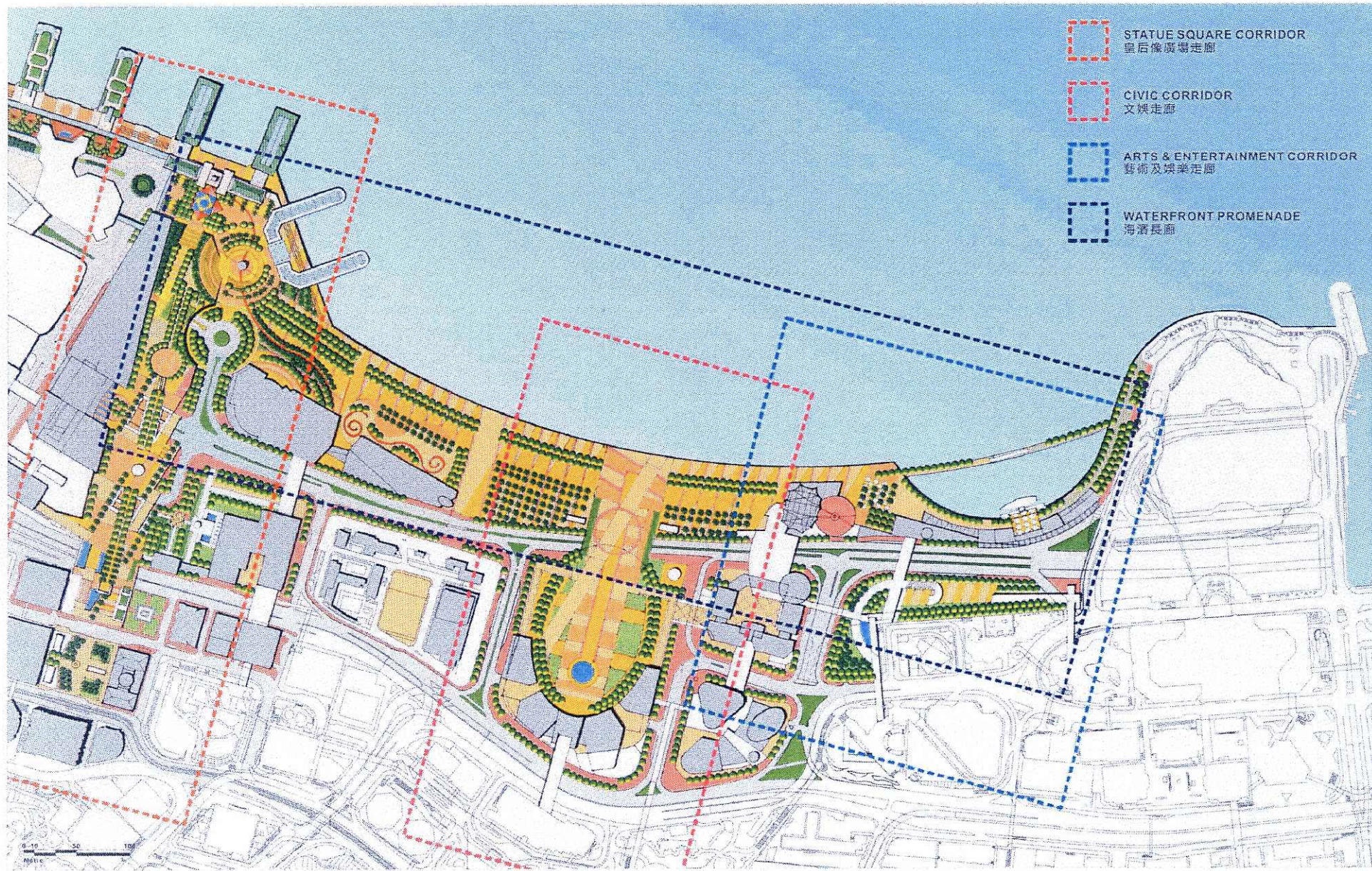
Scale 1: 5000

規劃署  
PLANNING  
DEPARTMENT

M/H24/05/4

PLAN 1





本摘要圖於2005年10月17日擬備  
EXTRACT PLAN PREPARED ON 17.10.2005

中區新海旁海濱長廊及特色走廊  
WATERFRONT PROMENADE AND DESIGN CORRIDORS OF NEW CENTRAL WATERFRONT

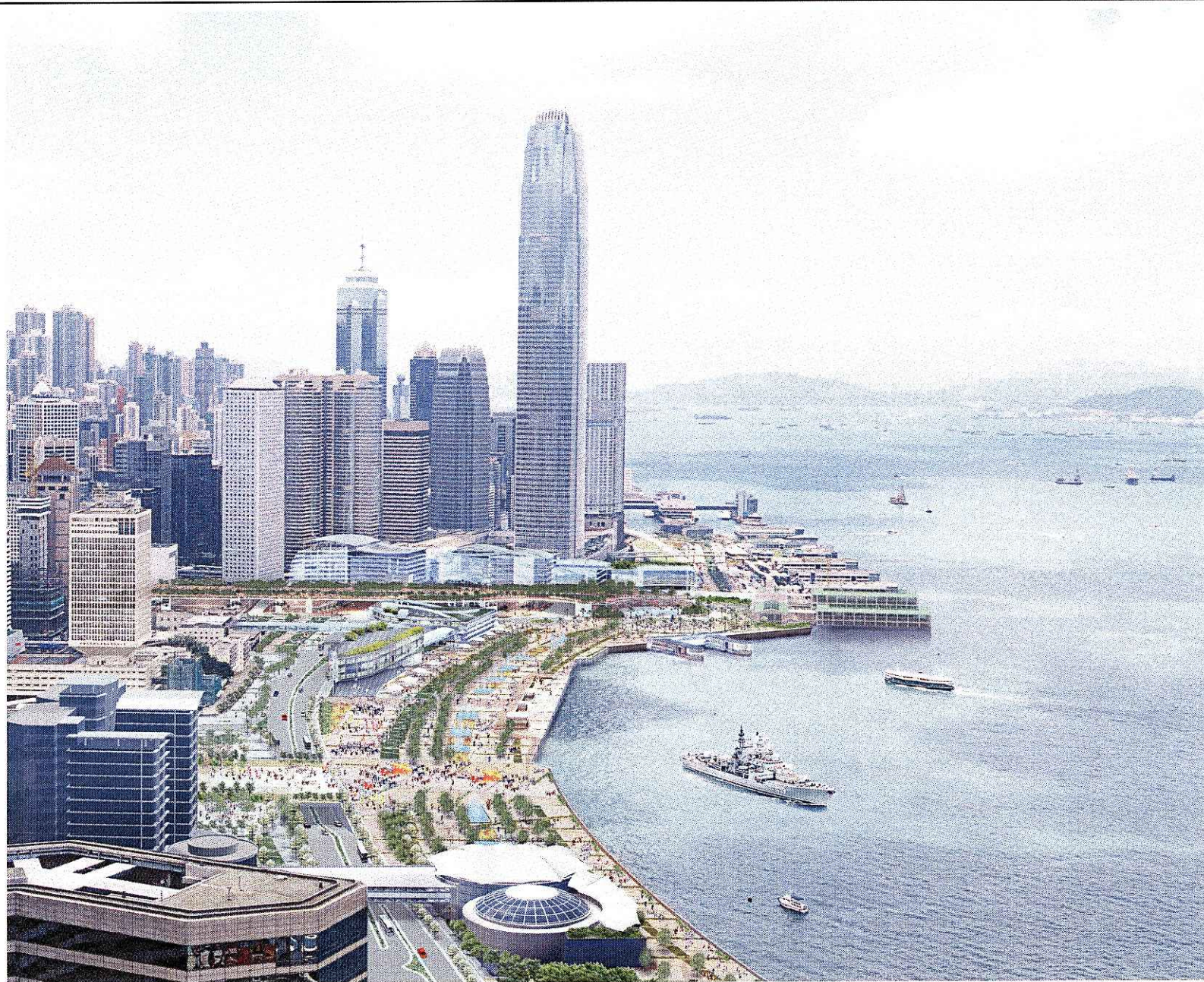
規劃署  
PLANNING DEPARTMENT



MH/05/20

PLAN  
2





本摘要圖於2005年10月20日擬備  
EXTRACT PLAN PREPARED ON 20.10.2005

中區新海旁海濱長廊  
WATERFRONT PROMENADE OF NEW CENTRAL WATERFRONT

規 劃 署  
PLANNING DEPARTMENT 

MH/05/20

 PLAN  
3





本摘要圖於2005年11月21日擬備  
EXTRACT PLAN PREPARED ON 21.11.2005

皇后像廣場走廊  
STATUTE SQUARE CORRIDOR

規 劃 署  
PLANNING DEPARTMENT



MH/05/20

圖 PLAN  
4