

**For information
on 8 March 2007**

**LEGISLATIVE COUNCIL
PANEL ON PLANNING, LANDS AND WORKS
SUBCOMMITTEE TO REVIEW THE PLANNING FOR THE
CENTRAL WATERFRONT (INCLUDING THE TAMAR SITE)**

**Planning for the Comprehensive Development Area adjoining
Central Pier Nos. 4 to 6 and the Commercial Site
to the North of Two International Finance Centre**

Purpose

In response to the request of the Subcommittee, this paper provides information on the planning background, planning intention and the general profile in respect of the “Comprehensive Development Area (2)” (“CDA(2)”) site adjoining Central Pier Nos. 4 to 6 and the “Commercial” (“C”) site north of Two International Finance Centre (IFC) and the arrangements for the public engagement activities in relation to the Central Reclamation Urban Design Study to be tendered shortly.

Background information on the relevant Outline Zoning Plan

2. The two subject sites and adjoining areas were formed under the Central Reclamation Phase I (CRI) project and are covered by the Central District Outline Zoning Plan (the OZP). The “CDA(2)” site and the “C” site to the north of Two IFC are referred to as “Site 1” and “Site 2” respectively on **Plan 1**.

3. The Administration completed the “Central and Wan Chai Reclamation Development – Development of Urban Design Parameters Study” (DUDPS) in 1994, which had examined the urban design, engineering, transport and environmental aspects of the reclamation area. The land use zonings on the OZP basically follow the proposals in the DUDPS. In November 1994, Site 1 (including the Pier No. 7 at that time) and Site 2 were first incorporated into the OZP which was exhibited in accordance with the then statutory requirements.

4. The OZP was subsequently revised several times and the 2000 and 2002 revisions involved the two sites. In 2000, the term “service apartment” was replaced by “hotel” in the Remarks of the Notes for Site 1. In the 2002 revision, Central Pier No. 7 and its adjoining waterfront area were excised from the OZP and included into the planning scheme area of the Central District (Extension) OZP. The draft Central District OZP was approved by the Chief Executive in Council in February 2003 and renumbered as S/H4/12, which is the OZP in force for the area. No objection was received in respect of the two sites during each of the exhibitions and consultations of the OZP revision.

5. The Central District is an important commercial hub as well as the centre for government and civic activities. The statutory plan has reflected such land use zoning and planning intention. Despite several revisions made to the plan to cater for social changes, the planning intention for the area as a core commercial district remains unchanged. Owing to limited land resources in the area, it is necessary to plan early for the Central District with a view to maintaining the status of Hong Kong as an Asia financial hub and to sustaining our long-term economic development need. Reserving land for commercial development purposes is in Hong Kong’s long-term interests. All OZP revisions have undergone the prevailing statutory process involving public consultation, including the consultation with the Central and Western District Council. The OZP is an approved plan which provides a land use and planning framework to guide future developments of sites concerned.

Development Restrictions and Planning Intention under the Outline Zoning Plan

6. The development restrictions of Sites 1 and 2 set out on the OZP currently in force are summarized as follows:

Site 1

7. Site 1, including Central Pier Nos. 4 to 6, covers an area of about 1.89 ha. The planning intention of this zone is for comprehensive development of the piers and the adjacent land to enhance the harbour setting for public enjoyment. According to the Notes of the OZP, the site is subject to a maximum gross floor area (GFA) of 55 740m² for retail shops, offices and hotels (equivalent to a plot ratio (PR) of about 2.95).

The future developer is required to submit a Master Layout Plan (MLP) for approval by the Town Planning Board (TPB), and to proceed with the development after TPB's approval is granted. The MLP includes the detailed planning parameters, proposed public facilities, urban design proposals, landscaping proposals, environmental assessment and other relevant technical assessments. In accordance with the Town Planning Ordinance, the public may comment on the planning applications so submitted. The TPB will consider all views before granting the approval and may approve the MLP with or without conditions. Previous major planning applications in relation to Site 1 are listed out at **Annex**.

Site 2

8. The site covers an area of about 0.41 ha. The site is intended for commercial development to provide land for the business and financial sectors. Uses always permitted on the site include offices, hotels, retail shops, service sector, etc. According to the DUDPS, future developments on the site must comply with certain key urban design guidelines, such as the provision of an interlinked network of multi-storey pedestrian links and giving due regard to a series of building design parameters.

Planning considerations and technical assessments on traffic, environment and availability of the waterfront for public enjoyment

9. Members are concerned about the impacts of the development of the sites on the traffic, environment and the availability of waterfront for public enjoyment. The following paragraphs outline the planning considerations and the technical assessments in this respect. The considerations and the necessary procedures required in the preparation of statutory plans include traffic and environmental assessments for the areas covering all relevant sites. The preparation of the OZP is no exception. As described in paragraph 3 above, the land use zonings on the OZP basically follow the proposals in the DUDPS completed in 1994, which had fully examined the transport and environmental impact of the proposed developments. Detailed considerations were given in the traffic studies undertaken in 2002 and 2005 (viz. the "Revised Traffic Forecast and Traffic Review of Central Reclamation Phase III" and the "Report of the Expert Panel on Sustainable Transport Planning and Central-Wan Chai Bypass" respectively). The studies concluded that the planned roads in the waterfront area could cope with the development needs. In developing

Site 1, the future developer has to submit an MLP, together with traffic, environmental and other relevant assessments, for approval by the TPB. The authority would consider the application carefully before deciding whether the application would be approved or not.

10. In planning for the subject sites, foremost consideration has been given to providing convenient and direct pedestrian access to the waterfront and comprehensive linkages between the piers and the adjoining areas. To the north of Site 1, a continuous waterfront promenade for public enjoyment is maintained and designated as “Open Space” on the OZP. The Site 1 development would be above part of Man Kwong Street and adjacent drop-off areas, and Central Pier Nos. 4 to 6. The ground level of the Site 1 would provide for safe pedestrian movement between the pier entrance areas and the ferry piers. An integrated network of elevated walkways would link Site 1 and Site 2 with Two IFC and all the other ferry piers in the area, and the western linkage has already been built (**Plan 2**). Public transport facilities such as bus, mini-bus and taxi lay-bys to facilitate easy access to the waterfront would also be accommodated within the developments.

11. The developments on these two sites would not hinder the public in enjoying the waterfront. With the formulation of planning briefs for these two sites and the approving mechanism under which the MLP on Site 1 is approved by the TPB, we believe that the developments on Site 1 would be better integrated with the open space along the piers and the waterfront area. These developments, when connected with other developments in the vicinity and the adjacent areas, would enhance the accessibility as well as vibrancy of the waterfront areas. This is also in line with the Harbour-front Enhancement Committee (HEC)’s “Harbour Planning Principles” (HPPs).

Illustrative Design Concept of the New Central Harbourfront

12. To facilitate better public understanding of the vision and planning objectives of the new Central harbourfront on the relevant approved OZPs, including the approved Central District OZP No. S/H4/12, in mid-2006, the Housing, Planning and Lands Bureau and Planning Department (PlanD) released an illustrative design concept of the new Central harbourfront together with an MLP for public information (**Plan 3**). An information paper (CB(1)2219/05-06(01)) containing the illustrative

design concept was presented to the Panel's Subcommittee on 6 October 2006.

13. According to the illustrative design concept, Site 1 would have a maximum commercial GFA of 55,740m², and the indicative scheme would comprise a hotel / commercial development of 12 and 14 storeys on a 3-level podium, with at-grade and elevated pedestrian linkages and a facelift of the piers. As regards Site 2, the indicative office development scheme would have 28 storeys (including a public transport interchange re-provisioned at ground level). While the illustrative design concept shows one possible design option for the key developments along the Central harbourfront, it demonstrates that a harmonious waterfront setting is achievable within the land use framework and development parameters of the OZPs.

Forthcoming Central Reclamation Urban Design Study

14. In response to the request of the TPB in August 2005, PlanD will commence a Central Reclamation Urban Design Study to refine the existing urban design framework of the Central reclamation and to prepare planning / design briefs for the key sites, including Site 1 and Site 2. The illustrative design concept for the new Central harbourfront will be used as a starting point for the Study. The study outline was considered by the TPB on 14 July 2006, and presented to the HEC and the Panel's Subcommittee (Information paper (CB(1)2219/05-06(01)) on 26 July 2006 and 6 October 2006 respectively.

15. The Central Reclamation Urban Design Study will make reference to TPB's Vision Statement for the Victoria Harbour, HEC's HPPs, Urban Design Guidelines, and other relevant considerations. The Study will also take into account the recommendations and design brief for the Central Ferry Piers and Adjoining Areas Enhancement formulated by HEC in early 2006 through a public engagement programme, which had suggested beautifying the piers, better utilizing the pier roofs for public facilities, and adopting building design which maintained view corridors to the harbour, etc. The Central Reclamation Urban Design Study will formulate design concepts and planning / design briefs for the two subject sites. The Study will also formulate urban design controls with a view to enhancing connectivity and pedestrian access to the waterfront, and providing space for leisure and public enjoyment.

16. Public views will be fully gauged during the course of the Central Reclamation Urban Design Study. Public engagement activities, including workshops, public forum and briefing, will be organized to seek the views of the community. The proposals to be formulated through public engagement will be submitted to the TPB for consideration upon completion.

**Housing, Planning and Lands Bureau
Planning Department**

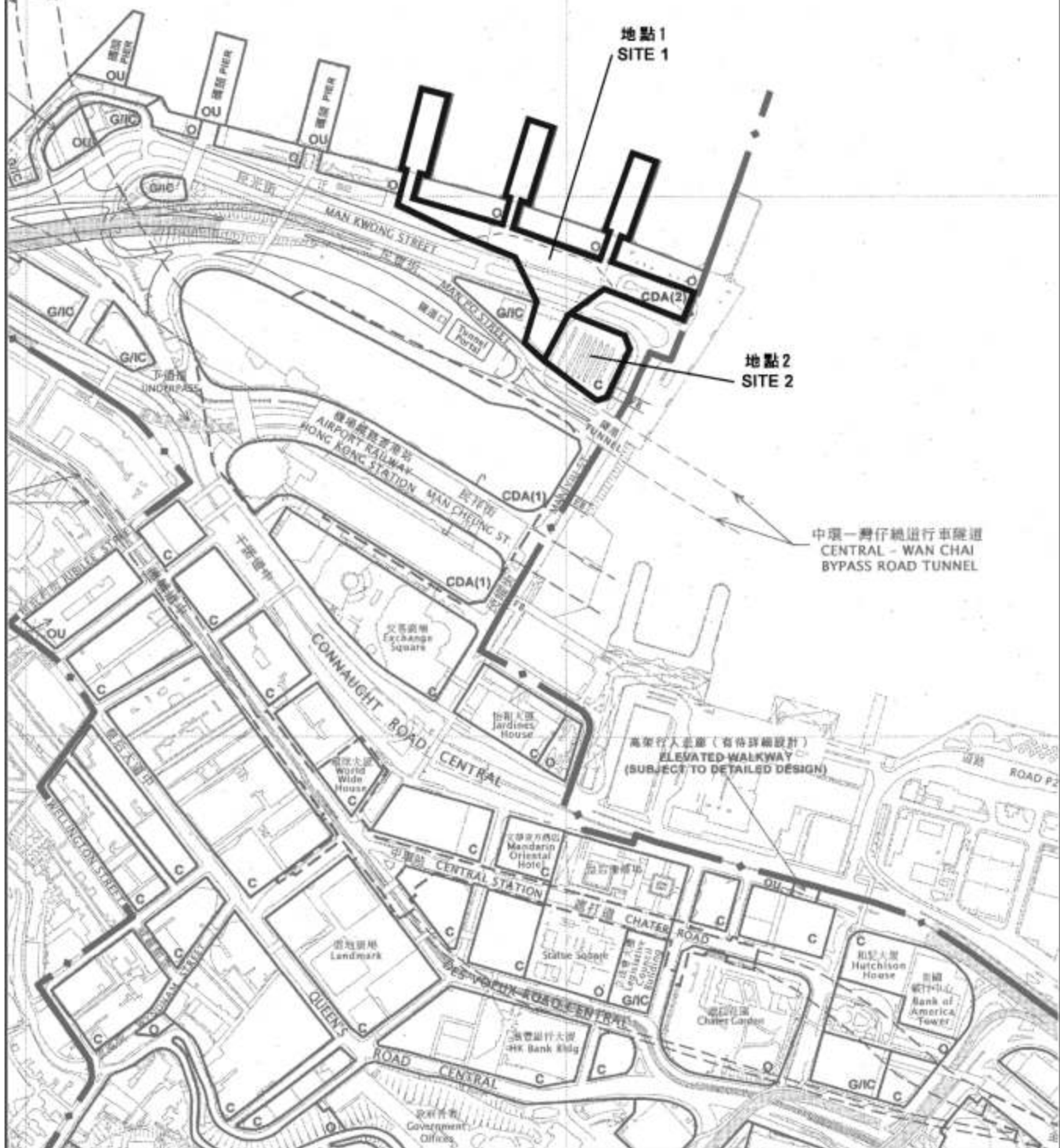
March 2007


**Central District Outline Zoning Plan
Previous Major Planning Applications on Site 1**

Site 1 was the subject of several planning applications (Applications No. A/H4/33, 38 and 49) which were approved with conditions by the Town Planning Board between 1995 and 1998. These applications had included Master Layout Plans and relevant supporting technical assessments. All these planning permissions however had expired with the lapse of time.

2. The broad development parameters of the approved schemes are summarized below.

Development Parameters	A/H4/33 (approved on 5.5.1995)	A/H4/38 (approved on 26.1.1996)	A/H4/49 (approved on 3.4.1998)
Total GFA (m ²)	55,740	55,740	55,740
Building Height (mPD)	53	53	95 - 150
Design Concept	4 office/ service apartment (SA) blocks above piers		1 office tower and 2 SA along waterfront



 主題地點
SUBJECT SITE

位置圖 LOCATION PLAN

國際金融二期以北的綜合發展區及商業用地
CDA AND COMMERCIAL SITES NORTH OF TWO IFC

規劃署
PLANNING
DEPARTMENT

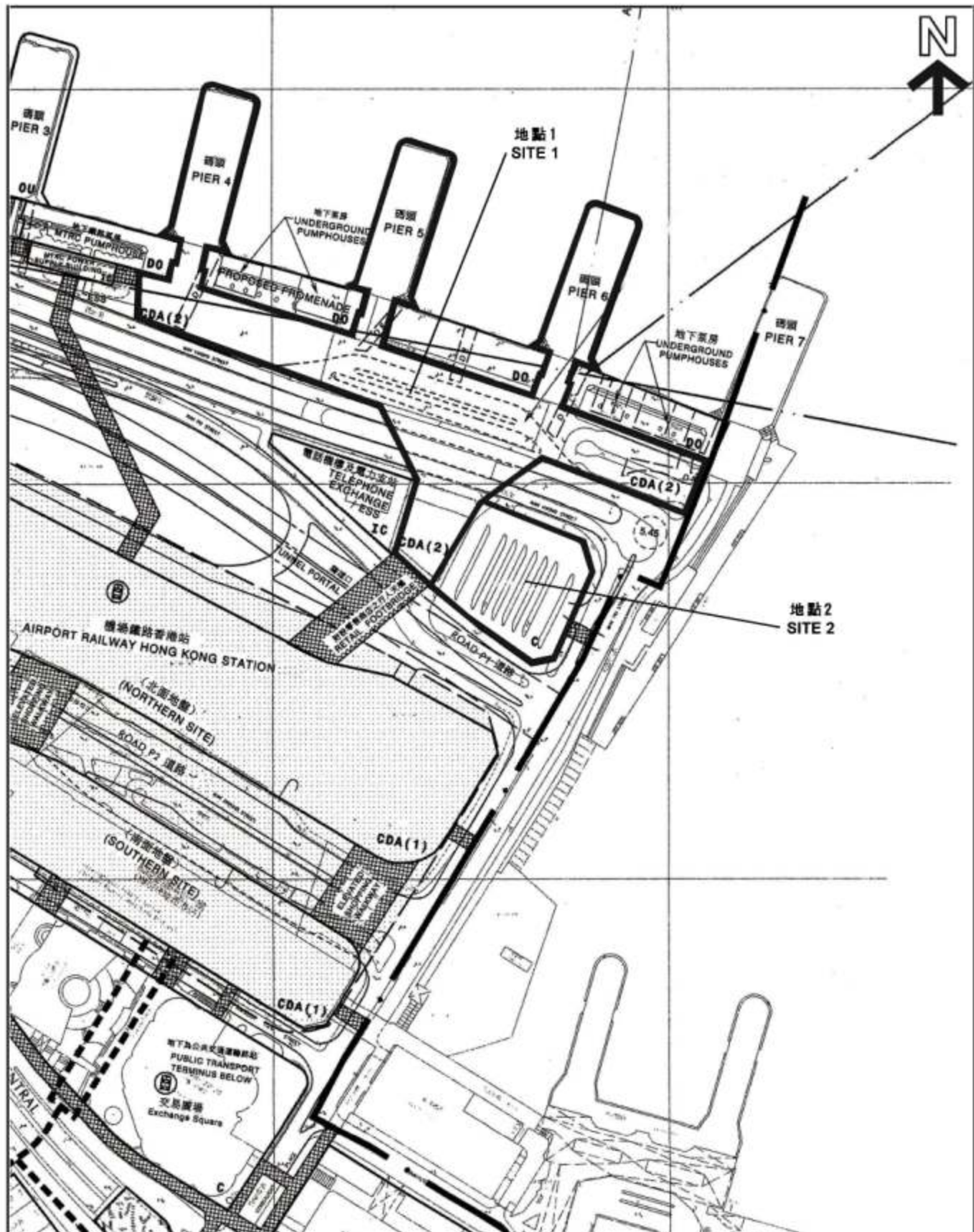


本摘要圖於2007年3月5日製備，
所根據的資料為於2003年2月18日
核准的分區計劃大綱圖編號S/H4/12
EXTRACT PLAN PREPARED ON 5.3.2007
BASED ON OUTLINE ZONING PLAN No.
S/H4/12 APPROVED ON 18.2.2003

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

M/SD1/07/09

 PLAN
1



主顯地點
SUBJECT SITE

本摘要圖於2007年3月5日製備，
所根據的資料為於2002年6月27日
最近傳閱的發展大綱圖編號D/H4/2C
EXTRACT PLAN PREPARED ON 5.3.2007
BASED ON OUTLINE DEVELOPMENT PLAN No.
D/H4/2C LATEST CIRCULATION ON 27.6.02

平面圖 SITE PLAN

國際金融二期以北的綜合發展區及商業用地
CDA AND COMMERCIAL SITES NORTH OF TWO IFC

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

規劃署
PLANNING
DEPARTMENT



M/SD1/07/09

PLAN
2



中環新海濱的構想圖(總綱發展藍圖)

ILLUSTRATIVE DESIGN CONCEPT FOR THE NEW CENTRAL HARBOURFRONT
(MASTER LAYOUT PLAN)

本摘要圖於2007年3月5日製備
EXTRACT PLAN PREPARED ON 5.3.2007

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M/SD1/07/09

PLAN

3